AP 3024
FLYING CONTROL IN THE RAF
ON CD

This is an opportunity to own a copy of the extremely rare RAF April 1944 dated 'bible' of Flying Control.

Largely written by Wing Commander Arthur Golding Barrett, AFRAes, who spent the war developing Flying Control; this manual would form the basis for many post-war civil & military Air Traffic Control procedures.

All relevant aspects of this fascinating subject are covered in great detail, with explanatory drawings and illustrations throughout, including: Flying Control in War; Radio Aids; The Darky Procedure; ZZ Approach; Airfield Lighting; Homing Aids; Standing Instructions for Flying Control Officers; Air Raid Action; Ground

Marshalling of Aircraft At Night, and much, much more!

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Whatever your interest in this subject may be – if visiting disused aerodromes, you could now explore the remains of a crumbling Watch Office, (Control Tower), and actually have a full understanding of what took place there. An aviation author would doubtless find this manual a dependable reference work, as would reenactors, aircraft museums, and also those with a more general interest in this absorbing area of World War Two aviation.

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This manual, rarely, if ever, seen for sale in its original form, would no doubt carry a prohibitive price tag should ever a copy come on to the market.
This is your chance to own this information and not even dent the bank, never mind break it!

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Please note, this CD is rendered in PDF files and a suitable PDF reader is required to view them. If

you are not in possession of this software, then a visit to the ADOBE website will provide the answer free of charge.

Paypal or personal cheque, please – *if overseas buyer please email for postage costs to your location.*

Hope this may be of interest – many thanks for looking.

Remember also, that these files can be printed off, or, if you have suitable software installed on your PC, they can be saved as jpegs.

RESTRICTED

AIR PUBLICATION 3024

FLYING CONTROL IN THE ROYAL AIR FORCE

PROMULGATED FOR THE INFORMATION, GUIDANCE AND COMPLIANCE OF ALL CONCERNED

By Command of the Air Council

AIR MINISTRY.

T81-7008. Wt. 5554. 11,000. 4/44. J. & S. Ltd.

SECTION 1

FLYING CONTROL IN WAR

The need for a Flying Control organisation was clearly shown by the experience of the first months of the war, when, for the first time, numbers of aircraft were operated over long distances, in a variety of weather conditions. An organisation, known as Regional Control, had been evolved before the war, having as its aim the provision of assistance to aircraft lost or in distress. It was not, however, sufficiently comprehensive to deal with more than a comparatively small number of aircraft, nor was the procedure to obtain help from it simple enough for a tired crew to obtain the maximum benefit.

2. In order to meet the increasing needs of the Metropolitan Air Force it was decided at the end of 1940 to institute a universal system of Flying Control. At first, the aim was limited to " the provision of means for the safety of operational aircraft returning to their bases." Plans were produced for the training of a large number of Flying Control Officers in their specialised duties, and means were gradually devised for giving as much assistance as possible to operational aircraft within the terms of reference of the new organisation.

3. As time went on and the amount of " round the clock " flying increased, the need for a system of control of all types of aircraft, regardless of function, became apparent. In particular, the introduction of runways on the majority of airfields in the United Kingdom emphasised the need for the control of aircraft on the ground as well as in the air. The duty of the Flying Control organisation as a whole may now be defined as " the responsibility for the safety of all aircraft on leaving dispersal and until their return to it." In addition to this increase in duties the scope of the organisation has also been extended to the Overseas Commands.

4. Flying Control operates throughout the whole of the day and night. Its duties are given in detail in the Sections which follow. In addition, descriptions are given of all the measures which are taken to assist aircraft lost or in distress and of the aids which contribute to their safety. Finally, a complete Section is devoted to flying regulations which have been devised to enhance the safety of aircraft on or in the vicinity of airfields.

5. The organisation has already saved large numbers of aircraft and their crews, but it would have saved many more if its details had been more widely known and understood. In building up the organisation it has been made a principle that as much as possible should be taken off the shoulders of the pilot. It is obviously necessary, however, that certain procedures must be followed in order that the Flying Control staff may know what is required of them, and be able to sum up the situation in order to give the maximum possible assistance.

6. It is essential, therefore, that prominence should be given to the Flying Control organisation in all the stages of training, from the I.T.W. upwards, and that crews, on reaching their operational squadrons, should continually refresh their memory by reference to this publication. It is also essential that officers responsible for briefing should include reminders about the organisation and should, in particular, stress any part of it which may be expected to be of assistance or even vitally necessary on any particular occasion.

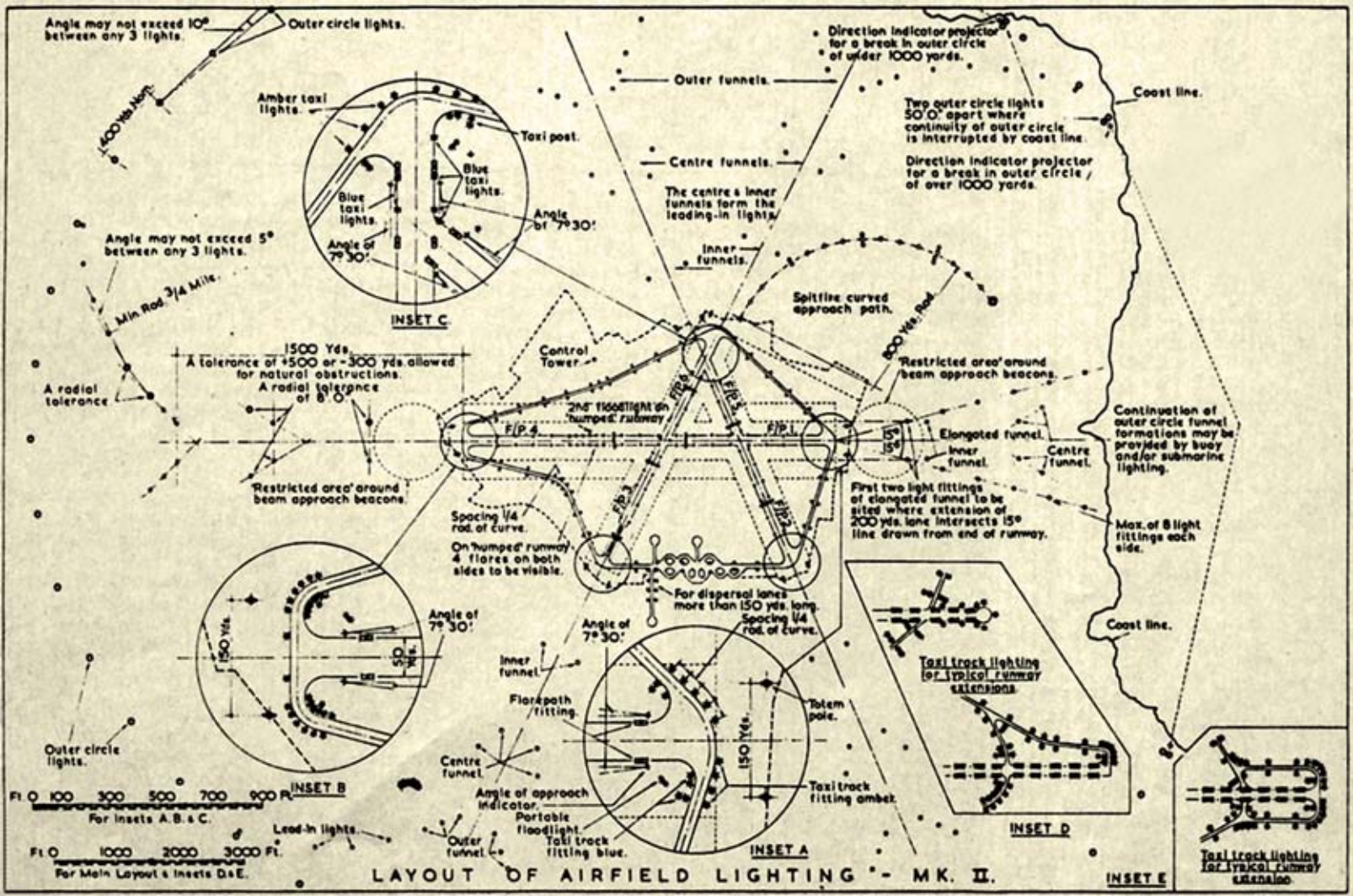
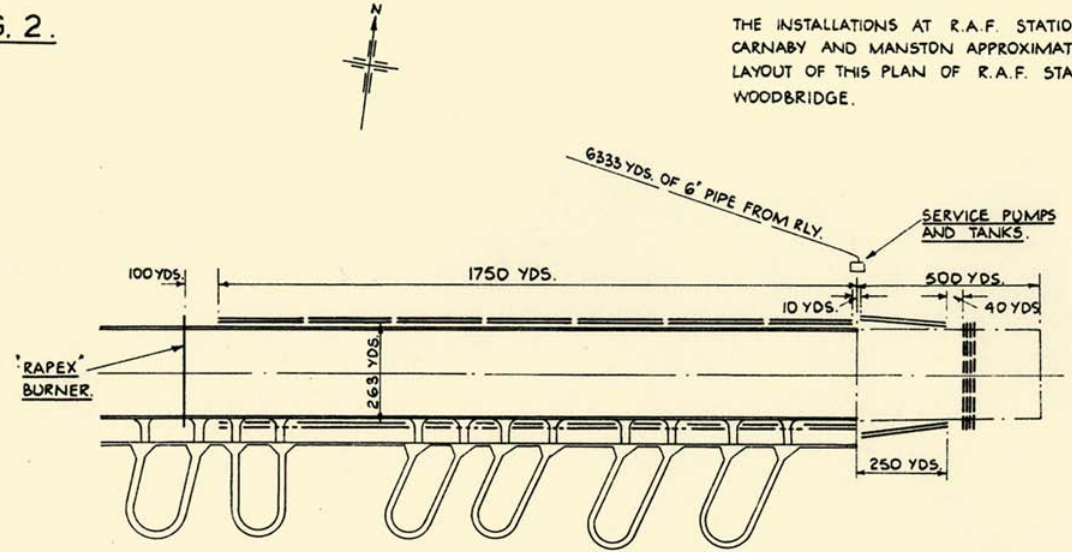

Angle may not exceed 10° between any 3 lights.
Outer circle lights.
400 Yds Horn
Amber taxi lights.
Taxi post.
Blue taxi lights.
Blue taxi lights.
Angle of 7°30'
Angle of 7°30'
INSET C
Angle may not exceed 5° between any 3 lights.
Min Rad 3/4 Mile.
1500 Yds.
A tolerance of +500 or -300 yds. allowed for natural obstructions.
A radial tolerance of 8.0
A radial tolerance
'Restricted area' around beam approach beacons.
Control Tower
2nd floodlight on 'humped' runway
F.P.4
F.P.3
F.P.2
F.P.1
Spacing 1/4 rad. of curve.
On 'humped' runway 4 flares on both sides to be visible.
For dispersal lanes more than 150 yds. long.
Spacing 1/4 rad. of curve.
Angle of 7°30'
150 Yds.
Angle of 7°30'
Inner funnel.
Flarepath fitting.
Totem pole.
Centre funnel.
150 Yds.
Taxi track fitting amber.
Angle of approach indicator.
Portable floodlight.
Taxi track fitting blue.
Outer funnel.
INSET A
INSET B
Outer circle lights.
Ft 0 100 300 500 700 900 Ft.
For insets A, B & C.
Lead-in lights.
Ft 0 1000 2000 3000 Ft.
For Main Layout & Insets D & E.
Outer funnels.
Centre funnels.
The centre & inner funnels form the leading-in lights.
Inner funnels.
Direction indicator projector for a break in outer circle of under 1000 yards.
Two outer circle lights 50'0" apart where continuity of outer circle is interrupted by coast line.
Direction indicator projector for a break in outer circle of over 1000 yards.
Coast line.
Spitfire curved approach path.
600 Yds. Rad.
'Restricted area' around beam approach beacons.
Elongated funnel.
Inner funnel.
Centre funnel.
15°
15°
First two light fittings of elongated funnel to be sited where extension of 200 yds. lane intersects 15° line drawn from end of runway.
Continuation of outer circle funnel formations may be provided by buoy and/or submarine lighting.
Max. of 8 light fittings each side.
Coast line.
Taxi track lighting for typical runway extensions.
INSET D
INSET E
Taxi track lighting for typical runway extension.
LAYOUT OF AIRFIELD LIGHTING - MK. II.

FIG. 2.

THE INSTALLATIONS AT R.A.F. STATIONS CARNABY AND MANSTON APPROXIMATE TO THE LAYOUT OF THIS PLAN OF R.A.F. STATION WOODBRIDGE.



BURNERS INDICATED THUS. ———

F.I.D.O. INSTALLATION. R.A.F. STATION– WOODBRIDGE.

SCALE:- 6" TO 1 MILE.

P. 2377.