

No. 1591415 STAVES. M.E. COURSE. 86.

"GEN"

Form 619.

# ROYAL AIR FORCE.

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Notebook for use in Schools.

91/5471. Wt. 5590. 900M. Bks. 8/42. J. D. & Co., Ltd.

W/2 212 DECOMPOSITION

Large letters	800000000	100 1000	1000 10000
Small letters	80000000	100 1000	1000 10000
Large letters	80000000	100 1000	1000 10000
Small letters	80000000	100 1000	1000 10000

2015 When turning back across the air 10000 10000  
for a top electrode calling etc up

2016 Your magnetic course to other with 2000  
to read me is 190° There is a bottom  
barange within 60 miles of me on that track

2017 There is a bottom barange quite away from  
on that track

2018 There is a bottom barange  
at 50 and 100 miles from me on that track

2019 of 2015 - of 2015 2015 2015

This is generally when the plane has to  
be down when on an emergency  
When wanting to land at another plane  
when the is in trouble always send message on  
London code to the plane stating the emergency

Area - CAGUAS

10:00 AM - 2 County - 1 per message - 1 flying - 10:00

10:10 AM - 10:15 AM

To release the man after the of action work

Base 3/0 432 435 436

to release call signs

92 Group 4/0 732

432 435

432 435

432 435

M/F 3/0 - Organized unit

16 - 3/0 3/0 - 1/2 1/2 1/2 1/2

20 - 1/2 1/2 1/2 1/2

21 - 1/2 1/2 1/2 1/2

22 - 1/2 1/2 1/2 1/2

23 - 1/2 1/2 1/2 1/2

24 - 1/2 1/2 1/2 1/2

1/2 1/2 1/2 1/2

2 - 1/2 1/2 1/2 1/2

3 - 1/2 1/2 1/2 1/2

4 - 1/2 1/2 1/2 1/2

5 - 1/2 1/2 1/2 1/2

6 - 1/2 1/2 1/2 1/2

7 - 1/2 1/2 1/2 1/2

Wed - to identify of M/F 3/0

1 - 10:00 AM

2 - After approaching coast about 2000 feet

3 - After approaching coast 35 miles off back

4 - After - until 10:00 AM from 10:00 AM of 10:00 AM

5 - If returning early on date (about 10:00 AM)

6 - If accompanied by an unidentified aircraft

Identification

4/0 - 4/0 4/0 4/0

4/0 - 4/0 4/0 4/0

4/0 - 4/0 4/0 4/0

4/0 - 4/0 4/0 4/0

4/0 - 4/0 4/0 4/0

4/0 - 4/0 4/0 4/0



PREVIOUS FOR LOCAL AND X-Country

FLIGHTS

Correct Planning from 280 - 2800 local - 2800 local - 2800 local -  
 up, up, up, down - 2800 local - 2800 local - 2800 local  
 now been - 2800 local - 2800 local

Note 2800 local - 2800 local - 2800 local - 2800 local - 2800 local  
 when see up

Check on up of up equipment are done take up  
 more machine come again

LOCAL

not along correct 2800 local and 2800 local  
 every hour. Base of 2800 local 2800 local

later on to broadcast from 2800 local at the 2800 local and  
 the 2800 local. Plot should be informed after every broadcast.

X-Country

Some provisions on local until Canberra

Canberra signal - 2800 local, Base 2800 local

from 2800 local 2800 local

Every hour Canberra message must be sent to 2800 local (2800 local)

If cannot get through call up up of the 2800 local group on  
 Canberra or 2800 local (2800 local) and ask them to transmit  
 message to local. (2800 local) If cannot get through call up 2800 local

later on to all group of 2800 local 2800 local at the usual  
 times. If 2800 local need go over to base up 2800 local at 2800 local  
 and the 2800 local.

The station at every contact 2800 local as possible  
 when over the trading the must be held out and

(2800 local - 2800 local - 2800 local - 2800 local)

Wife section lined up on To. (Don't get any if desired)  
 when over sea must get up contact every hour.  
 When crossing coast to sea must always get a sea  
 from wife then proceed on our allotted to sea. must not  
 go out to sea until obtained (the sea you must have done)  
 arrange to have with location - (after making call)

CP - 100 hrs. 100 = 9925 9950 1000 2000 = 9925

If using bank book a day old always start record  
 with = 9925.

If cannot get sea before going out to sea from the  
 allotted 10/10 sea and position necessary to lose.

If an emergency over sea and cannot get over  
 wife section can call up any wife section

9925 - in bank book - Request Station Parametric Procedure  
 (over Done)

Orders under done for 100 - but in 1/10/10  
 Request Parametric Station Parametric Procedure

## 2004 INSPECTIONS

1. External check of aerial 15000 traps on 200  
 be that all stands are complete clear of rust. Tighten  
Internal check of Aerial  
 security of insulation and leads. Check 500 ohm looking  
 back to see if 2. looking the lead at 20 <sup>feet</sup> to see  
 if wire is frayed security & Plugs OK.
2. Receiver - Take Acc readings on d.c.c.  
 Check for security, cleanliness and that all plugs  
 and connections are OK. Check supply lines and leads  
 Turn on all ranges and tune on a loop. HT  
 etc and take bearing on Visual & Aural. be that  
 plug to loop. All is secure.  
 Turn all ranges of T<sub>1</sub> & see that dip and aerial  
 current is normal. Take emission test on yellow  
 range. HT/HT reading 500 ohm  
 be that spare 750 ohm fuse are carried on T<sub>1</sub>  
 check to see if fuse is carried in case of  
 type 52 has fracture. check lengths delay for change  
 in note on stand by.
3. HT  
 Change Acc 2.0m & test voltage of HT battery.  
 Should not be less than 110 volts (one lead to  
 4 in plug and other earthed).  
 security of leads and plugs. Then test all  
 into common positions for good volume and security.  
 Check all call lights. Little adjustment turned to  
 see if it is OK. Test emergency light lead.

Adjust the S.A. on the potentiometer so that the  
meter works about the 1/2 on 100 of potentiometer.

Test the Rheostats etc.

Test the Throttle on D and P Ranges.

or better from driver table how do you hear volume.

Test the Audio Lamp.







R/T Procedure.

Particular Part used or ok.

STARTER	none	Starts Battery required
SPARKS	-	1 require Electric Mechanic
PLUNGER	-	- " Engineer
BLEED	-	- " Electrician
CRACK	-	- " Instrument Repairer.
ROCKERS	-	Logged for short but
DUNKER	-	1 have type trouble (disposal)
HYDRO	-	2 have hydraulic trouble & require assistance
BROWNING	-	1 require Carpenter.
LOWCUTTER	-	1 require Radio mechanic
BATTLE	-	1 require air bottle.



Parachute Drill

1. General Case - 02T

The method should only be used when the capt. is sure he can control the A/C on flight for at least another 5 mins. On all other occasions use (2) The Emergency Case below.

2. General Case - 02T

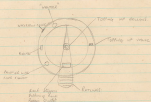
1. Capt. gives crew the order "Get on Parachute" and gives height, (e.g.) Get on Parachute 2000 feet.
2. All crew acknowledge the warning & fasten on parachute.
3. Navigator warns cockpit operator & then moves forward to release A/C handle from the fast harness.
4. All crew move forward to the fast escape hatch with the exception of the rear gunner who remains on his turret with guns to port.
5. Navigator informs crew of the approximate position of A/C.
6. Wireless Op. then transmits message & end approx altitude trailing A/C.
7. When the captain orders the crew to abandon A/C he gives the order to each member of the crew individually, e.g. Hello Wireless Op. Jump Jump.
8. All crew will acknowledge the order before leaving A/C e.g. Hello Capt. We're jumping.
9. Captain leaves the A/C & is the last to leave.

### Emergency Bail Out

1. Capt gives the order Abandon All Emergency Jump Jump 4000 feet or indicated height.
2. All crew acknowledge order. Navigator informs pilot & after fastening on parachute moves forward to release bomb aimer from front turret.
3. All crew with the exception of Rear Gunner move to escape hatches (those forward of main spar have through main hatch those aft of main spar leave through descend escape hatch).
4. Rear Gunner will acknowledge order relate turret with guns to port, calling out Rear Gunner going as he leaves the aft.
5. Capt turns A/C and is the last to leave.

Note Before leaving aft crew should fasten on parachutes & then take off their helmets. On receiving the order to Abandon they should stand on the rear side of hatch facing forward & leave head first.

### Emergency Ejector



### Additional (jungle kit)

- Dungy Bed
- Type 2 Bed
- Kit container

### To Ribbon Dungy

1. Roll High on Starboard side of wings.
2. " " " " " "
3. " " " " " "
4. " " " " " "
5. " " " " " "

### Distances of Transmission with Radio

	Type 20 4000	Miles
To March from Jungle	25 to 30 miles	100 miles
To 4/4	50 to 60 miles	150 "
To 5/5	10 to 15 miles	200 "

2-28-57 DEAN FOR WOP

### Procedure for Dist. 2

1. August 1958 forms left feet against billboard  
to be changed at back of road & signs. On Intercom
2. Dist. 2
3. at lat
4. Acknowledge call on call light & take Dist. 2 signals into
5. Pass form to show Transit C-880.7 & cost. Continue  
dist. 2 signal section of line permits
6. On line for 2000 stalled Intercom with Dist. 2  
(not standing by). Run back on it and carry on with  
Dist. 2 signal section
7. Transit. At lat. Blaney Key. Remove Dist. 2 hardware. Lower  
sides & be W. (over) take up detaching the line  
Intercom with Dist. 2 (Detaching the line)
8. Disconnect the lines for impact

### Get Dist. 2

1. by Alt. Transit. Use with emergency equipment
2. get out by Dist. 2 back (2-2) & inflate over Dist. 2
3. Remove Emergency & get help
4. Get power on flight order
5. Set up Dist. 2 back on 2-2 order & commence transmitting  
(Time for Transit - to be out to get the line)