

GUIDING BROCHURE and ROUTE HANDBOOK

*Issued to Competitors
in the*

MACROBERTSON INTERNATIONAL AIR RACES

ENGLAND—MELBOURNE

OCTOBER 1934

IN CONJUNCTION WITH
THE CENTENARY CELEBRATIONS OF
The STATE of VICTORIA and the CITY of MELBOURNE

Issued on behalf of
THE CENTENARY COUNCIL
by the
MACROBERTSON AIR RACE SUB-COMMITTEE AND
THE ROYAL AERO CLUB
OF THE UNITED KINGDOM.

INDEX.

- A. GENERAL INSTRUCTIONS TO COMPETITORS.
- B. ROUTE AND APPROXIMATE MILEAGES.
- C. INTERNATIONAL PERMITS AND SPECIAL CONDITIONS.
- D. GENERAL INFORMATION.
 - (a) Meteorological Facilities on the Route England-Australia.
 - (b) List of Wireless Stations at Control Points.
 - (c) Sunrise and Sunset Tables.
 - (d) List of Words.
 - (e) Comparison Tables, G.M.T. and Local Time
 - (f) Comparison Tables. English gallons to American gallons and litres.
 - (g) List of Telegraphic Addresses of Control and Checking Points on the Route.
 - (h) Plans and Schedules of Checking and Control Point Aerodromes.
- E. DIAGRAM OF ROUTE

Note.—While every effort has been made to ensure the accuracy of the information given in Section D, the Air Race Sub-Committee of the Centenary Council and the Royal Aero Club of the United Kingdom can accept no responsibility for any errors or omissions.

A. INSTRUCTIONS TO COMPETITORS

Reprinted from Supplementary Regulations II. MacRobertson International Air Races, issued by the Royal Aero Club.

1. **START.**—The arrangements for the start from England will be the subject of special instructions which will be issued later.

2. **RACE LOG BOOK.**—The Pilot in charge of each competing aircraft will be issued with an official Race Log Book. This Log Book will contain the necessary spaces for the signatures of the officials at each Checking Point and Control Point, together with interleaved tear-out sheets which will be retained at the Checking and Control Points as carbon copy records. The Log Book will be retained by the Pilot in charge until his arrival at the terminal aerodrome, Melbourne, when it will be handed over by him to the Official in Charge against receipt on the form provided at the end of the Log Book. (*Note.*—The Race Log Book is an official document and no entries or alterations may be made in it except by the appropriate Racing officials).

3. **ARRIVALS AT CHECKING POINTS AND CONTROLS.**—On arrival at a Checking Point or Control the Pilot in charge must first circle the Aerodrome to satisfy himself that the ground is clear for landing. The standard international (I.C.A.N.) signals will be in use at the various aerodromes and must be observed by all pilots. In this connection a red signal light will be a warning against landing, which will be followed by a green signal light when it is safe for the aircraft to land. A red square, with small yellow squares superimposed on each corner, indicates that the aerodrome is unfit for landings.

Whilst circling the aerodrome the pilot should ascertain the position of the Control Office, which will be marked by a large board with the capital letter "C" on it in such a position as to be visible both from the air and from the ground. This board will be illuminated at night time. In the alternative the Control Office may be indicated by a green flag during the day time and by a green light at night.

4. **PROCEDURE AFTER LANDING.**—Immediately after landing competitors will taxi to the Control Office, taking care to avoid interference with other aircraft using the landing ground. On arrival at the Control Office the Race Log Book will be presented and the Control Officer will fill in the time of arrival and sign or initial the book. He will then give the necessary information to the Pilot as to the situation of the Refuelling Station, Customs Office, Technical Examination Officer, Meteorological Reports, etc.

B ROUTES AND DISTANCES.

Reprinted from Supplementary Regulations I, para. 4, issued by the Royal Aero Club.

Controls. (Compulsory Landing Places).	Checking Points. (Optional Landing Places).
<p>MILDENHALL</p>	<p>Marseilles 652 miles Rome 384 .. Athens 654 .. Aleppo 751 ..</p>
<p>BAGHDAD (Mildenhall to Baghdad direct 2,530 miles.)</p>	<p>.. 450 .. Bushire 486 .. Jask 485 .. Karachi 584 .. Jodhpur 384 ..</p>
<p>ALLAHABAD (Baghdad to Allahabad direct 2,300 miles).</p>	<p>.. 542 miles Calcutta 462 .. Rangoon 639 .. Bangkok 362 .. Alor Star 533 ..</p>
<p>SINGAPORE (Allahabad to Singapore direct, 2,210 miles).</p>	<p>.. 409 .. Batavia 570 .. Rambang 682 .. Koepang 495 ..</p>
<p>DARWIN (Singapore to Darwin direct 2,084 miles).</p>	<p>.. 511 .. Newcastle Waters 384 .. Cloncurry .. 514 ..</p>
<p>CHARLEVILLE (Darwin to Charleville direct 1,389 miles.)</p>	<p>.. 536 .. Narromine .. 420 ..</p>
<p>MELBOURNE (Charleville to Melbourne direct 787 miles.)</p>	<p>.. 425 ..</p>

All distances are measured in English Statute miles and are approximate.

Distances between Controls (Compulsory landing places) are Great Circle distances.

RADIO STATIONS FACILITIES AVAILABLE AT CONTROL POINTS

Station	Call Sign	Position	Power in Aerial (Kws.)	Communication with Aircraft			Direction Finding Service			Meteorological Broadcast		
				Type of Transmission	Wave-length of Watch (Metres)	Wave-length of Transmission (Metres)	Type of Transmission	Wave-length of Watch (Metres)	Wave-length of Transmission (Metres)	Type of Transmission	Wave-length of Transmission	Hours of Transmission
CROYDON	GED	0° 06' 59" W 51° 21' 22" N	.5	Telegraphy Telephony	900 862	900 862	Telegraphy Telephony	900 862*	900 862*	Telegraphy Telephony	900 862	On request
	GFB	"		---	---	---	---	---	---	Telegraphy	1071	} 5 and 35 minutes past the hour.
BAGHDAD*	YIA	44° 22' 39" E 33° 19' 17" N	.75	Telegraphy	900	900	Telegraphy	900	900	Telephony	900	
				Telephony			Telephony			Telephony		
							Telegraphy			1550		} 0330 hrs. 0740 hrs. 1455 hrs. 1600 hrs. 1600 hrs.
	Telegraphy	900										
ALLAHABAD*	VWA	81° 55' 00" E 25° 26' 00" N	1	Telegraphy	900	900	---	---	---	Telegraphy	900	On request

* 24 hour watch for period of race. Croydon normally maintains watch from dawn to dusk.

NOTE—Particulars of other Radio Stations on the route are to be found in the Route Directions issued by the Director of Civil Aviation, Air Ministry, London; the Publication of the Bureau of International Tele-communication Union (Berne List), Berne, Switzerland; and the Handbook of the Indian Section of the route issued by the Aero Club of India and Burma, Simla, India.

SUN AND MOON TABLES

All Times are G.M.T.

Date	Sun		Moon	
	Rises (hrs.)	Sets (hrs.)	Rises (hrs.)	Sets (hrs.)
LONDON.				
Oct. 20th ..	0633	1700	1545	0344
Oct. 21st ..	0635	1658	1601	0508
BAGHDAD.				
Oct. 20th ..	0309	1424	1251	0035
Oct. 21st ..	0310	1423	1323	0142
Oct. 22nd ..	0311	1422	1357	0249
Oct. 23rd ..	0312	1420	1433	0356
Oct. 24th ..	0313	1419	1515	0502
ALLAHABAD.				
Oct. 21st ..	0034	1201	1057	—
Oct. 22nd ..	0035	1200	1134	0003
Oct. 23rd ..	0035	1159	1215	0106
Oct. 24th ..	0036	1159	1300	0209
Oct. 25th ..	0036	1158	1349	0310
Oct. 26th ..	0037	1157	1441	0408
Oct. 27th ..	0038	1156	1536	0502
SINGAPORE.				
Oct. 21st ..	2247	—	0943	2209
Oct. 22nd ..	2247	1052	1032	2300
Oct. 23rd ..	2247	1052	1124	2353
Oct. 24th ..	2247	1052	1216	—
Oct. 25th ..	2247	1052	1310	0048
Oct. 26th ..	2247	1051	1404	0142
Oct. 27th ..	2247	1051	1458	0236
Oct. 28th ..	2246	1051	1548	0328
Oct. 29th ..	—	1051	1636	0417

