In my view, it is desirable to avoid making rules and qualifications, obedience to which may be hoped for, but can never be counted on.

I entirely agree with Captain Halliday on training in radar plotting. It is highly desirable that a decision should be reached on the best form of plotting and, thereafter, training should concentrate upon that method.

A Radar Plotter

from Captain F. J. Wylie, R.N.

(*Radio Advisory Service*)

An illustration of a plotting aid having two bearing-scales was included in my note on 'Radar and the Compass Bearing' in Volume VII, No. 2, page 201. This instrument was a prototype from which that now illustrated as Fig. 1 has emerged.

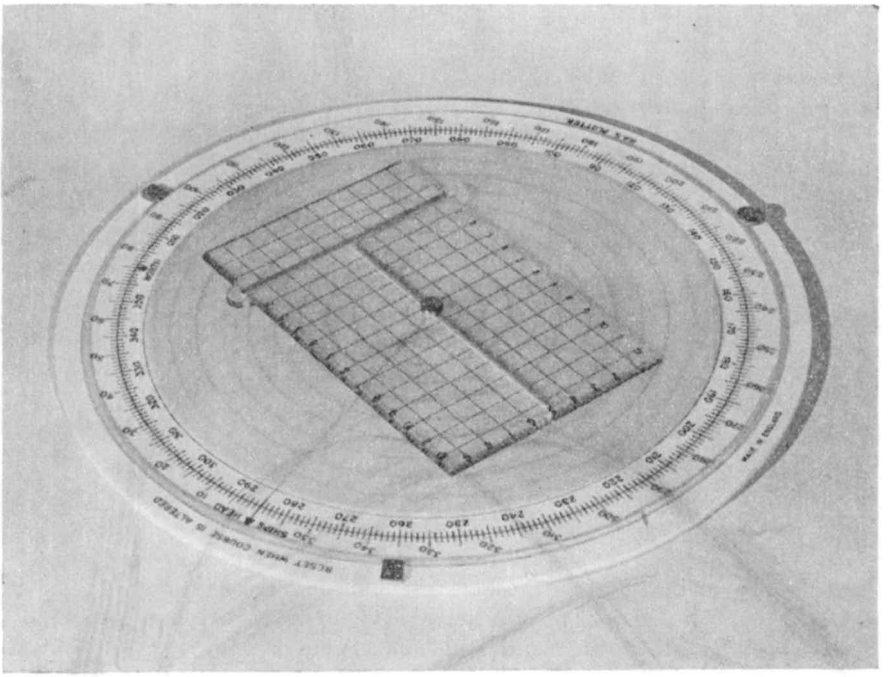

Fig. 1. The Radio Advisory Service Plotter.

The principles involved are unaltered. The compass bearing scale is engraved on the plotting surface and the relative scale on the base; the two may be kept locked together, except when adjusting for a change of own ship's course. To simplify operation and reduce parallax errors, the grid has been taken from the base and placed on the under side of the 'ruler'. The heading line and the range circles are left on the base; both of these are conveniences and they are not used for accurate measurement.

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The ruler is 'unlosable'; it has slots which allow it to be used for drawing lines on the plot in any direction; the two bulges permit either edge to be used for laying off bearings. The plotting surface is roughened so that a fairly hard black-lead pencil can be used; a pencil and a soft rubber are the only additional articles needed. The base is translucent and if suitably mounted the plot may be lit from below at a brilliancy to suit that of the PPI.

THE THIRD NORTH ATLANTIC REGIONAL AIR NAVIGATION MEETING

Montreal, 5–26 October 1954

AMONG the many changes in the aeronautical facilities of the North Atlantic area which were discussed or projected at this meeting, two are of particular interest to members of the Institute. The long-range navigation plan is based on Consol alone. The principle was accepted that the primary requirement for improved fixing at long range was due to the need to reduce the separation between aircraft as traffic density increases. For this purpose a standard fixing error of 10 n.m. was arbitrarily selected as an objective and a plan invoking additional Consol stations in the Azores, Iceland, Greenland, Labrador, Newfoundland, Long Island and Atlantic City was proposed. Because of the extremely difficult terrain encountered in many of these areas, and the consequential siting problems, the proposed locations and orientations are far from the purely navigational ideal. It is not claimed for the plan that it provides the desired standard of fixing over all the North Atlantic region, but merely over the denser traffic routes. Some doubt may be expressed that a standard fixing error of 10 n.m. would in practice be sufficiently small to reduce significantly the separation between aircraft imposed today.

On the closely allied question of lateral separation of air traffic, the U.K. delegation announced that an approach had been made to this vexed problem on a purely analytical basis. The investigation was not as yet sufficiently conclusive to be used in the deliberations of the meeting, but it may be hoped that it will ultimately form the basis of separation standards.

Other work of the meeting included a new list of terminal and alternate airfields, with required facilities; extended airways with additional short range navigation aids; enlarged flight information regions; a plan for extended radiotelephone cover at long range . . . &c.