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It is my hope that you find the file of use to you personally – I know that I would have liked to have found some of these files years ago – they would have saved me a lot of time !

Colin Hinson

In the village of Blunham, Bedfordshire.

**A.P. 1927**

*Reprinted October, 1942. Incorporating Corrections 1-23 and 25  
(Correction 24, amendment to the Self-Evident Code issued separately)*

# **AIR FORCE. CODE**

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Issued for the information and guidance of all concerned.

By Command of the Air Council.



A handwritten signature in black ink, appearing to be 'H. G. ...', is written over a horizontal line.

**AIR MINISTRY.**

**AMENDMENT CERTIFICATE**

The amendments promulgated in the undermentioned Amendment Lists have been made in this publication.

Amendment List.		Amendments made by :—	Date.
No.	Date.		
1-23, 25		Incorporated in this reprint ..	

# AIR FORCE CODE

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AIR MINISTRY.

## CONTENTS

	<i>Page</i>
Instructions .. .. .	4
Table I. General .. .. .	6
Position, Course, Height and Speed .. .. .	7
Identification .. .. .	9
Table II. Self-Evident Code .. .. .	9
Table III. Enemy Section .. .. .	10
Table IV. Method of Reporting Hostile Aircraft .. .. .	18
Table V. Operations .. .. .	19
Table VI. Patrol and Search Signals .. .. .	22
Table VII. Code for use between Aircraft Operating in Formation	31
Table VIII. Distress .. .. .	38
Emergency Communication between Aircraft and Ships .. .. .	40
International Urgent and Important Signals .. .. .	40
Table IX. Meteorological .. .. .	41
Table X. Control Signals (issued as a tie-in section).	
Table XI.	
Naval Section (issued as a tie-in section).	

## INSTRUCTIONS

1. **USE.**—(a) The Air Force Code is to be used by the Royal Air Force for communication between aircraft, and between aircraft and ground stations, and between co-operating ground stations.

(b) The Naval Section No. 1 is to be used by aircraft when employed on their normal function of co-operation with the Royal Navy.

(c) The Naval Section No. 2 is to be used by other aircraft, not normally employed on Naval Co-operation, when communicating with H.M. ships.

*Note.*—The Air Force Code is not held by Army authorities.

2. The tables in this code should be used whenever possible, but, when rapidity of communication is of more importance than brevity or secrecy, plain language may be used either by itself or in conjunction with groups from this code.

3. **SECURITY.**—This code used plain (*i.e.*, unrecoded) gives no security. When secrecy is required the subject matter of the message must be recoded by means of the recoding device.

4. The purport of any groups in this code is to be read in the interrogative sense if preceded by the Interrogative sign  $\overline{\text{INT}}$ , and in the negative sense if preceded by the Negative sign  $\overline{\text{NO}}$ .

5. Courses and Bearings are signalled as compass groups of three figures representing degrees (for this reason the groups in the Naval Section start at 400).

TRUE courses and bearings are to be signalled.

NORTH is to be indicated as 360.

In NAVAL CO-OPERATION when it is required to differentiate between a course and a bearing, the bearing ( $\overline{\text{BG}}$ ) or course ( $\overline{\text{CO}}$ ) symbols should be used as necessary.

To indicate that a course or bearing is approximate only, the compass group may be suffixed by the letter "A." The letter "A" is not necessary if the signification of the group already indicates that the course or bearing is approximate.

6. **RELATIVE POSITIONS.**—In NAVAL CO-OPERATION the morse symbols for Ahead ( $\overline{\text{AD}}$ ), Astern ( $\overline{\text{AT}}$ ), Port ( $\overline{\text{PO}}$ ), and Starboard ( $\overline{\text{ST}}$ ) flags may be used to indicate the Ahead and Astern positions or Port or Starboard side respectively.

7. **POSITION REPORTS.**—Positions are normally signalled relative to a lettered position, ship or point of land, *e.g.*, BMXY2317 175QE15 or 142 Start Point 12. Positions may also be signalled by latitude and longitude, *e.g.*, 5015 - 0115. The letters N. S. E. and W. are to be inserted when their omission is liable to cause confusion, *e.g.*, 5015N - 0115W.

8. **SUFFIXES IN REFERENCE POSITIONS AND IN POSITIONS OF SHIPS AND AIRCRAFT MAKING ENEMY REPORTS.**—Suffixes are to be employed as follows:—

- |                  |  |   |
|------------------|--|---|
| (a) Suffix R* .. | When the position is based on a reference of the Admiral.                                    | } In either case the suffix is to be followed by two numerals indicating the time at which the reference position was made. |
| (b) Suffix D* .. | When the position is based on a reference position of the Senior Officer of a detached force |   |

- (c) Suffix X .. When a position is based on a fix obtained by observation of terrestrial objects this suffix is to be followed by two numerals indicating that the position is based on a "fix" obtained within half-an-hour of the time indicated by the numerals.
- (d) Suffix S\* .. When the position is based on an estimated position, which is considered to be reasonably accurate. This suffix is only to be employed by a ship or aircraft who has not recently received a reference position.
- (e) Suffix U .. When the geographical position is uncertain. This suffix is only to be employed by a ship or aircraft who has not recently received a reference position.

9. **DISTANCES** are indicated by numeral groups indicating miles unless otherwise stated in the signification of the signal.

10. **HEIGHTS** are indicated by numeral groups indicating thousands of feet, unless otherwise stated in the signification of the signal.

11. **TIMES** are signalled by numeral groups of four figures indicating hours and minutes of the 24-hour clock system.

12. **IDENTITY LETTERS** of individual ships of our own fleet are shown in Table XI of the Naval Section No. 1. War identity letters will be issued when required and changed from time to time.

13. **AIRCRAFT POSITIONS—ENEMY REPORTS.**—The position of the reporting aircraft is always to be included in enemy reports, except —

- (a) A no change report.
- (b) When the subject matter of the report gives the position of the enemy.
- (c) When the report consists of a signal from the alarm tables in the Naval Section, Part I.

14. **IDENTIFICATION.**—(a) The signal FFF is also the aircraft identification warning, and is used by aircraft to indicate that it expects to pass within range of friendly land H.A. guns.

(b) The identification signal shown in the Naval Section is to be used by aircraft to indicate that it expects to pass within range of our own fleet.

15. **COMMUNICATION WITH MOTOR TORPEDO BOATS.**—The symbol (M) against a group indicates that the group is also contained in S.P. 2235—Motor Torpedo Boat Signal Pamphlet.

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\* These suffixes are used only in Naval Co-operation.

**Table I**  
**B C-F**

**TABLE I.—GENERAL**

<b>BAC</b>	Am proceeding to ——.
<b>BAD</b>	Am in company with——
<b>BAR</b>	Am returning to base (or to ——).
<b>BAS</b>	S.E. unserviceable. ( <i>Note.</i> —S.E. = Special Equipment)
<b>WJR</b>	Am returning to base. Engine trouble. My position is ——
<b>BBA</b>	Return to base
<b>BBD</b>	Crossing coast outwards at ——.
<b>BBM</b>	Expect to arrive at —— hours.
<b>BBZ</b>	Air borne.
<b>BCB</b>	Expect to arrive at —— at —— hours.
<b>BCX</b>	When do you expect to arrive ?
<b>BCZ</b>	Have crossed coast inwards at ——.
<b>BFA</b>	You may now come in and land.
<b>BFG</b>	Fly at —— thousand feet to avoid ice conditions.
<b>BFO</b>	I am encountering ice conditions at —— thousand feet.
<b>BFW</b>	Am returning to base, result of air combat. My position is——
<b>BFX</b>	Land at ——.
<b>BGH</b>	Do not land at ——.
<b>BGL</b>	You must not land at —— but at —— on account (1) Weather. (2) Unserviceability of aerodrome. (3) Gas. (4) Other unforeseen circumstances.
<b>BGU</b>	Landing.
<b>BGY</b>	Landing at ——.
<b>BHD</b>	Land at base (or ——) not later than —— hours.
<b>BHF</b>	Landing at ——. Expect to leave again at —— hours.
<b>BEJ</b>	Landing flares required.
<b>BEK</b>	Air Raid Warning in force.



- BJC** Do not land for ——— minutes.
- BJT** Obstruction on aerodrome (at ———).
- BJU** Land at ——— or at any suitable aerodrome en-route which will accept you.
- BKA** Jettison (1) Depth Charges.  
(2) Bombs.
- BKH** Other aircraft has/have returned.
- BKN** Remain with ——— as long as petrol permits.
- BKS** Practice firing from ——— hours to ——— hours in area ———  
by ———  
(1) Shore batteries.  
(2) Anti-Aircraft batteries.  
(3) H.M. Ships.  
(4) Aircraft engaged on Target Towing practice.
- BLL** Refuel.
- BLP** Fuel ——— gallons uplifted at ———.
- BLZ** Jettison petrol.
- BNF** Request control.
- BNX** Request instructions.
- BOD** Require fuel on arrival.
- BOS** Require medical assistance on arrival.
- BOX** Have seen pyrotechnic signal colour ——— in position ———.
- BPA** Switch on navigation lights.
- BPO** Switch off navigation lights.
- BRH** Return to base, bad weather forecast.
- BRW** Return to base for operational reasons.
- BRZ** Am unable to provide escort.

#### POSITION, COURSE, HEIGHT AND SPEED

- CAD** Convoy will alter course and/or speed at (time) ——— to ———
- CAP** Convoys position. Mean line of advance and speed at time indicated are ——— degrees ——— knots ——— hours.
- CBC** Convoys mean line of advance and speed are ——— degrees ——— knots.
- CBZ** Have lost contact with convoy.
- CCO** Have gained (or regained) contact with convoy.

<b>CCN</b>	Have failed to locate convoy.
<b>CFL</b>	Datum position is ———.
<b>CFQ</b>	Datum ship is ———.
<b>CGH</b>	Datum ship and/or initial position, course and speed of datum ship is/are ——— (or will be ——— at time ———).
<b>CGM</b>	Position of your objective at time indicated is ——— course ——— speed ——— at ——— hrs.
<b>CJR</b>	My (or ———s) position is ———.
<b>CJY</b>	My (or ———s) course and speed are ——— degrees—— M.P.H.*
<b>CKB</b>	My (or ———s) position, course and speed are ———, ——— degrees ——— M.P.H.*
<b>CKT</b>	My (or ———s) track and ground speed are ——— degrees ——— M.P.H.*
<b>CLA</b>	My position is ———, next position ———, expected time of arrival ———.
<b>CLW</b>	My (or ———s) height is ——— thousand feet.
<b>CMH</b>	Am maintaining pre-arranged track.
<b>CMZ</b>	Act on your last fix and set course for destination.
<b>CNJ</b>	Proceed to position ———.
<b>CNX</b>	Proceed to ———.
<i>Insert</i> <b>CNY</b>	.. Home on Rooster in position —, ( <i>not to be sent unrecorded</i> ).
<b>COL</b>	
<b>CPP</b>	Report position of ———.
<b>CPV</b>	Report position, course, height and speed (or of ———).
<b>CQF</b>	Report position, course and speed (or of ———).
<b>CQK</b>	Your position by R.D.F. plot is ———.
<b>CRY</b>	Report position.
<b>CSL</b>	Report your height,
<b>CUM</b>	

\* G.R. Aircraft will indicate the speed in knots.

**IDENTIFICATION**

**FFF** Aircraft (number indicated) bearing ——— from you (or ———) are friendly.

**FGA** Aircraft previously reported is/are friendly.

*Note.*—(i) This signal may be preceded by a reference to the report in question.

(ii) *See also* Naval Section.

**FGB**

**FGL**

**TABLE II.—SELF-EVIDENT CODE**

(used for Enemy Reports only)

The S.E. Code shown in Table I of the Naval Section is to be used.

**Table I**  
**B C-F**

**TABLE I.—GENERAL**

<b>CCN</b>	Have failed to locate convoy.
<b>CFL</b>	Datum position is ———.
<b>CFQ</b>	Datum ship is ———.
<b>CGH</b>	Datum ship and/or initial position, course and speed of datum ship is/are ——— (or will be ——— at time ———).
<b>CGM</b>	Position of your objective at time indicated is ——— course ——— speed ——— at ——— hrs.
<b>CJR</b>	My (or ———s) position is ———.
<b>CJY</b>	My (or ———s) course and speed are ——— degrees——— M.P.H.*
<b>CKB</b>	My (or ———s) position, course and speed are ———, ——— degrees ——— M.P.H.*
<b>CKT</b>	My (or ———s) track and ground speed are ——— degrees ——— M.P.H.*
<b>CLA</b>	My position is ———, next position ———, expected time of arrival ———.
<b>CLW</b>	My (or ———s) height is ——— thousand feet.
<b>CMH</b>	Am maintaining pre-arranged track.
<b>CMZ</b>	Act on your last fix and set course for destination.
<b>CNJ</b>	Proceed to position ———.
<b>CNX</b>	Proceed to ———.
<i>Insert</i> <b>CNY</b>	.. Home on Rooster in position —, ( <i>not to be sent unrecorded</i> ).
<b>COL</b>	•
<b>CPP</b>	Report position of ———.
<b>CPV</b>	Report position, course, height and speed (or of ———).
<b>CQF</b>	Report position, course and speed (or of ———).
<b>CQK</b>	Your position by R.D.F. plot is ———.
<b>CRY</b>	Report position.
<b>CSL</b>	Report your height,
<b>CUM</b>	

\* G.R. Aircraft will indicate the speed in knots.

**Table I  
B C-F**

**TABLE I.—GENERAL**

**Table III  
F-G J-K**

**TABLE III.—ENEMY SECTION**

<b>FGQ</b>	Am being attacked by enemy aircraft.
<b>FGR</b>	Am engaging enemy aircraft.
<b>FJK</b>	Am still in touch with enemy. No change in the situation since my report indicated.
<b>FJZ</b>	Am engaging enemy ships (type ——).
<b>FKC</b>	Attack enemy aircraft in position ——.
<b>FKF</b>	Attack enemy (type ——) in position ——.
<b>FLA</b>	Attack enemy submarine which was in position denoted at time stated.
<b>FLN</b>	Enemy's aircraft course is —— degrees.
<b>FLO</b>	Enemy aircraft (type if known) reported approaching your vicinity from —— (true bearing).
<b>FMB</b>	Enemy's aircraft height is —— thousand feet.
<b>FMR</b>	Enemy's aircraft course and height is —— degrees —— thousand feet.
<b>FNG</b>	Enemy aircraft last seen in position —— at —— hours, steering —— degrees, height —— thousand feet.
<b>FNP</b>	Enemy aircraft reported in position —— at —— hours, steering —— degrees, height —— thousand feet.
<b>FOD</b>	Enemy aircraft are of type indicated.
<b>FOM</b>	Enemy aircraft has altered course to —— degrees.
<b>FOY</b>	Enemy aircraft reported to me from outside sources.
<b>FPE</b>	Enemy (type ——) approaching from —— degrees.
<b>FPH</b>	Enemy (type ——) bearing —— degrees, distance —— miles from me.
<b>FPQ</b>	Enemy's (type ——) course is —— degrees.
<b>FQJ</b>	Enemy (type ——) proceeding in direction —— degrees.
<b>FQS</b>	Enemy has altered course (or direction) to —— degrees.

**TABLE IX.—METEOROLOGICAL REPORTS****TABLE VIII.—DISTRESS**

<b>FQX</b>	Enemy's (type ——) speed is —— knots.
<b>FRB</b>	Enemy's (type ——) course and speed are —— degrees. —— knots.
<b>FRL</b>	Enemy's (type ——) position, course and speed are ——, —— degrees, —— knots.
<b>FSA</b>	Enemy is making smoke
<b>FSU</b>	Enemy is retreating.
<b>FTV</b>	Enemy is zig-zagging.
<b>FTZ</b>	Enemy (type ——) are accompanied by (type ——).
<b>FVG</b>	Enemy (type ——) are screened by (type ——).
<b>FVO</b>	Enemy previously reported are (type ——).
<b>FWD</b>	Enemy aircraft reported bombing —— at —— hrs.
<b>FWK</b>	Have lost contact with enemy (type ——).
<b>FWN</b>	Have gained (or regained) contact with enemy (type ——).
<b>FXA</b>	Sea markers dropped over enemy submarines, position —— time —— stick of —— markers —— mile intervals bearing —— degrees.
<b>FXS</b>	Indicate by flares position of enemy.
<b>FXY</b>	Indicate position of enemy by circling overhead.
<b>FXZ</b>	Enemy aircraft reported over base. You are diverted to ——.
<b>FYG</b>	Locate enemy (type ——).
<b>FYK</b>	Mine-s sighted in position ——.
<b>FYR</b>	Line of moored mines in position ——.
<b>FZC</b>	No enemy sighted in area ——.
<b>FZL</b>	No enemy has been sighted on a bearing —— up to a distance of —— miles from —— (position or ship indicated).

- FZM** No enemy has been sighted between bearings \_\_\_\_\_ and \_\_\_\_\_ up to a distance of \_\_\_\_\_ miles from \_\_\_\_\_ (position or ship indicated). Average visibility is \_\_\_\_\_ miles.
- FZT** Impending air raid. Land as quickly as possible.
- GAD** Submarine reported to be shadowing convoy/ship indicated.
- GAH** Position of enemy (type \_\_\_\_\_) is \_\_\_\_\_.
- GBC** Position of enemy (type \_\_\_\_\_) at \_\_\_\_\_ hours was \_\_\_\_\_.
- GBJ** Position of enemy (type \_\_\_\_\_) is expected to be \_\_\_\_\_ (position) at \_\_\_\_\_ (time).
- GCK** Report movements of enemy (type \_\_\_\_\_).
- GCN** Enemy aircraft in company with me.
- GFA** Shadow enemy (type \_\_\_\_\_).
- GFK** Am carrying out shadowing of (type \_\_\_\_\_).
- GGB** Unrecognised aircraft \_\_\_\_\_ (number) in company with me.
- GGJ** Vessels in sight (number and type \_\_\_\_\_). My duty (or track) letter is \_\_\_\_\_.  
(The position of the reporting aircraft is not obligatory.)  
*Note.*—This signal is to be followed by a signal from Table II as soon as possible.
- GGK** Vessels in harbour at \_\_\_\_\_ are \_\_\_\_\_.

**TABLE IX.--METEOROLOGICAL REPORTS**

**TABLE VIII.--DISTRESS**

**NATIVES**

**GGP**

**GHE** Demonstrate over natives at -----.

**GHN** Disperse natives at -----.

**GJC**

**GJS** Large gathering of natives at -----.

**GKP** Large number of natives proceeding towards -----.

**GKW**

**GLE** Natives appear to be hostile.

**GLO** Natives crossing frontier.

**GMA** . Natives have dispersed.

**GMX**

**GNF** Rival tribes advancing towards each other at -----.

**GNT** Rival tribes in conflict at -----.

**GOJ**

**GOZ** Troops in conflict with natives at -----.

**GPB** Troops surrounded by natives at -----.

**GPR**

**GPU**

**GQD**

**GQZ**



**Table I**  
**B C-F**

**TABLE I.—GENERAL**

**Table III**  
**F-G J-K**

**TABLE III.—ENEMY SECTION**

These signals may also be used to indicate own forces. Figure-s immediately preceding the letter group indicate the number of the type specified, *e.g.* 9 JLY.

**TYPES OF AIRCRAFT**

<b>JAF</b>	Aircraft.
<b>JAS</b>	Airship-s.
<b>JBL</b>	Balloon-s.
<b>JBV</b>	Balloon barrage.
<b>JCK</b>	Bomber aircraft.
<b>JCX</b>	Civil Aviation aircraft.
<b>JFG</b>	Fighter aircraft.
<b>JFN</b>	Float plane-s.
<b>JHD</b>	Flying boat-s.
<b>JHO</b>	Large bomber aircraft.
<b>JJB</b>	Reconnaissance aircraft.
<b>JJH</b>	Torpedo aircraft.
<b>JKC</b>	
<b>JKZ</b>	

**TABLE IX. -- METEOROLOGICAL REPORTS**

**TABLE VIII. -- DISTRESS**

**GROUND FORCES**

**JLA** Anti-aircraft guns.

**JLY** Armoured car-s.

**JMR** Artillery.

**JMS** Artillery (heavy).

**JNJ** Artillery (light).

**JNT**

**JOD** Camels.

**JOW** Cavalry.

**JPF**

**JPV** Horses.

**JQU**

**JQY** Infantry.

**JRC**

**JRH** Native troops.

**JSJ**

**JSX** Searchlight-s.

**JTF**

**JTQ** Tank-s.

**JUG** Troops.

**JUN**

**Table I**  
**B C-F**

**TABLE I.—GENERAL**

**Table III**  
**F-G J-K**

**TABLE III.—ENEMY SECTION**

**Table IV**

**JWA** W/T Station-s.

**JWO** Mobile W/T Station-s.

**JXP**

**JXX**

**SEA FORCES**

**KAM** Aircraft carrier-s.

**KBF**

**KCB** Battle cruiser-s.

**KDA** Battle ship-s.

**KDC**

**KFP** Convoy.

**KFU** Convoy of approximately\* ——— ships escorted by ——— surface vessels.

**KGO** Cruiser-s.

**KGZ**

**KHN** Destroyer-s.

---

\* This number is not to include the escorting vessels.

**TABLE IX.--METEOROLOGICAL REPORTS**

**TABLE VIII.--DISTRESS**

**KJA**

**KJG** Large vessel-s (uncertain whether battleship or battle cruiser)

**KKD**

**KKV** Merchant vessel-s.

**KLH** Minelayer-s.

**KMK** Motor boat-s.

**KNW** Small craft.

**KNY** Submarine-s.

**KOX** Surface vessel-s.

**KPT**

**KQL** Tanker-s.

**KRR** Transport-s.

**KRS**

**KSQ** Vessel-s (class unknown).

**KTF**

**KUN**

**Table I  
B C-F**

**TABLE I.—GENERAL**

**Table III  
F-G J-K**

**TABLE III.—ENEMY SECTION**

**Table IV**

**Tables IV & V  
M-N**      **TABLE IV.—METHOD OF REPORTING HOSTILE  
AIRCRAFT**

(i) In all commands where an Air Intelligence Organisation is in being the following method of reporting hostile aircraft is to be adopted :—

(ii) The report is to consist of a five- or six-figure group, followed by the position of the report aircraft or ship and a time of origin.

(iii) The position is to be indicated by bearing and distance from a point of land, lettered position, or alternatively by latitude and longitude.

(iv) The group is made up as follows :—

1st and 2nd figures .. Number of aircraft.

3rd and 4th figures .. Approximate true course (in tens of degrees to the nearest ten).

5th and 6th figures .. Approximate height (in thousands of feet).

*Examples :—*

(a) 20 enemy aircraft in sight, steering 318°, height 16,000 feet. My position 090° 15 miles from Beachy Head, at 0520.

“ NR 1 — O — A = 203216 — 090 Beachy Head 15 = 0520.”

(b) 9 enemy aircraft in sight, steering 240°, height 9,000 feet. My position Lat. 54° 15' N., Long. 2° 40' E. at 0715.

“ NR 7 — O — A = 09249 — 5415N — 0240E = 0715.”

(c) 25 enemy aircraft in sight, steering 264°, height 18,000 feet. My position KCUM0521 at 0315.

“ NR 9 — O — A = 252618 — KCUM0521 = 0315.”

*Note.* These reports are never recoded.

## TABLE IX.—METEOROLOGICAL REPORTS

### TABLE VIII.—DISTRESS

### TABLE VII.—CODE FOR USE BETWEEN AIRCRAFT OPERATING IN FORMATION

### TABLE V.—OPERATIONS

<b>GFK</b>	Am carrying out shadowing of (type ——).
<b>MAL</b>	Am proceeding to investigate in direction ——.
<b>MBK</b>	Am unable to carry out duty ordered owing to weather conditions.*
<b>MCD</b>	Carry out anti-submarine patrol ahead of ship indicated.
<b>MDQ</b>	Carry out a line of bearing search —— from me (or from ——) for* ——.
<b>MFW</b>	Carry out patrol on a line of bearing —— from me (or from ——).
<b>MGC</b>	Carry out patrol of a track of —— from me (or from ——) to your maximum depth (or —— miles).
<b>MHJ</b>	Carry out interception.
<b>MJZ</b>	Estimated position of interception ——.
<b>MKB</b>	Estimated time of interception ——.
<b>MLY</b>	Carry out investigation of unidentified unit in position ——.
<b>MMV</b>	Am investigating a patch of oil in position ——.
<b>MNU</b>	Conditions favourable for operation to be repeated.
<b>MOA</b>	Country impassable to M.T.
<b>MPO</b>	
<b>MQF†</b>	Extend your patrol to cover the half of the sector or area on your left/right.
<b>MRP†</b>	Extend your patrol to cover the whole sector or area on your left/right.
<b>MSH</b>	
<b>MTS</b>	Leave your sector or area and take over the sector or area indicated.
<b>MUG</b>	Limit depth of patrol (or search) to your present distance (or distance indicated) from base (or from ship indicated by identity letters).

---

\* A numeral group indicates the depth in miles to which the search is to be carried out.

**Table I**  
**B C-F**

**TABLE I.—GENERAL**

**Table III**  
**F-G J-K**

**TABLE III.—ENEMY SECTION**

**Table IV**

**Tables IV & V**  
**M-N**

**TABLE IV.—METHOD OF REPORTING HOSTILE  
AIRCRAFT**

**MVM**

**MWN** On patrol.

**NAP** Operations abandoned.

**NBJ** Operations abandoned. Return to base.

**NCS** Operations postponed ——— minutes.

**NDH** Operations postponed until ——— hours.

**NFV** Operations completed.

**NGZ** Operations completed. Am returning.

**NHG**

**NJO** Patrol in sector (or area) ———.

**NJT** Patrol over aerodrome at a minimum height of ——— thousand feet.

**NKF** Patrol over base (or ———) at a minimum height of ——— thousand feet.

**NLW** Abandon operations and land at ——— .

**NMQ** Resume operations.

**NND**

**NON** Search area ———.

**NPU**

**NQY** Unable to reach objective.

**NRC** Have reached objective.

**NSV** Weather conditions unfavourable. Request instructions.

**TABLE IX.—METEOROLOGICAL REPORTS**

**TABLE VIII.—DISTRESS**

**TABLE VII.—CODE FOR USE BETWEEN AIRCRAFT  
OPERATING IN FORMATION**

**NTK**

**NUM** Will take over from you at —— hours.

**NVX** Have taken over from you.

**NWL**

**NXR** Your objective is (type ——) in position —— at —— hours steering —— degrees, speed —— knots.

**NYB** Change objective to ——.

**NYK** The aircraft shadowing your objective is ——.

**NZA** The bearing of —— is —— degrees, your bearing is —— degrees.

*Note.*—When used in the interrogative sense the aircraft is to send its call sign and dashes of 5 second duration for 30 seconds immediately after this signal.



**Table I**  
**B C-F**

**TABLE I.—GENERAL**

**Table III**  
**F-G J-K**

**TABLE III.—ENEMY SECTION**

**Table IV**

**Tables IV & V**  
**M-N**

**TABLE IV.—METHOD OF REPORTING HOSTILE  
AIRCRAFT**

**Table VI**  
**S**

**TABLE VI.—PATROL AND SEARCH SIGNALS**

**PART I**

**Signals for use between Command or Group Headquarters and the officer organizing the patrol or search**

- Notes.*— (i) Details of the objective may be signalled separately. Table III is to be used.  
(ii) If no time of commencement of patrol or search is signalled the patrol or search is to be established as soon as possible after receipt of the signal.  
(iii) Dates are to be indicated by the day of the month only.  
(iv) All distances are nautical miles.

- SBP** Patrol line(s) joining the following positions \_\_\_\_\_ from \_\_\_\_\_ hours to \_\_\_\_\_ hours on \_\_\_\_\_ (date), or from \_\_\_\_\_ hours on \_\_\_\_\_ (date) until further orders. Objective \_\_\_\_\_.
- SCR** Establish perimeter patrol between bearings, read clockwise, from \_\_\_\_\_ degrees to \_\_\_\_\_ degrees at distance of \_\_\_\_\_ miles from position \_\_\_\_\_ from \_\_\_\_\_ hours to \_\_\_\_\_ hours on \_\_\_\_\_ (date), or from \_\_\_\_\_ hours on \_\_\_\_\_ (date) until further orders. Objective \_\_\_\_\_.
- SCZ** Search area enclosed by perimeter patrol. Search to be commenced at \_\_\_\_\_ hours on \_\_\_\_\_ (date).
- SFE** Establish anti-submarine patrol in area bounded by lines joining the following positions \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ from \_\_\_\_\_ hours to \_\_\_\_\_ hours on \_\_\_\_\_ (date), or from \_\_\_\_\_ hours on \_\_\_\_\_ (date) until further orders.
- SGX** Establish outer anti-submarine patrol of convoy or ship indicated, whose position, course and speed will follow, from \_\_\_\_\_ hours to \_\_\_\_\_ hours on \_\_\_\_\_ (date), or from \_\_\_\_\_ hours on \_\_\_\_\_ (date) until further orders.

*Notes.*—(i) For details of convoy or type of ship, Table III (Types of Sea Forces) is to be used.

(ii) For position, course and speed, Table I (Position, Course, Height and Speed Section) is to be used.

**TABLE IX.—METEOROLOGICAL REPORTS**

**TABLE VIII.—DISTRESS**

**TABLE VII.—CODE FOR USE BETWEEN AIRCRAFT  
OPERATING IN FORMATION**

- SJY** Establish inner anti-submarine patrol ahead of convoy or ship indicated, whose position, course and speed will follow, from \_\_\_\_\_ hours to \_\_\_\_\_ hours on \_\_\_\_\_ (date), or from \_\_\_\_\_ hours on \_\_\_\_\_ (date) until further orders.  
*Notes.*—(i) For details of convoy or type of ship, Table III (Types of Sea Forces) is to be used.  
(ii) For position, course and speed, Table I (Position, Course, Height and Speed Section) is to be used.
- SKW** Discontinue the patrol ordered.  
*Note.*—If preceded by INT:—Request permission to discontinue the patrol ordered.
- SLZ** Search between geographical bearings, read clockwise, from \_\_\_\_\_ degrees to \_\_\_\_\_ degrees from position indicated to a maximum depth, or to a depth of \_\_\_\_\_ miles. Search to commence at \_\_\_\_\_ hours on \_\_\_\_\_ (date). Objective \_\_\_\_\_. A reduction of arc and/or depth of search will be permitted if necessary.
- SMO** Search between relative bearings, read clockwise, from \_\_\_\_\_ degrees to \_\_\_\_\_ degrees from ship(s) whose type or name, position, course and speed will follow, to a maximum depth, or to a depth of \_\_\_\_\_ miles. Search to commence at \_\_\_\_\_ hours on \_\_\_\_\_ (date). Objective \_\_\_\_\_. A reduction of arc and/or depth of search will be permitted if necessary.  
*Notes.*—(i) For type of ship(s), Table III (Types of Sea Forces) is to be used.  
(ii) For position, course and speed, Table I (Position, Course, Height and Speed Section) is to be used.
- SNA** Search the area bounded by lines joining the following positions \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_. Search to commence at \_\_\_\_\_ hours on \_\_\_\_\_ (date). Objective \_\_\_\_\_.
- SNC** Carry out search for enemy whose particulars follow.
- SOQ** Repeat the search ordered at intervals of \_\_\_\_\_ hours, or \_\_\_\_\_ hours \_\_\_\_\_ minutes, until \_\_\_\_\_ (time), or until further orders.
- SPB** Search between bearings \_\_\_\_\_ from position or ship indicated to a depth of \_\_\_\_\_ miles was, or will be commenced at \_\_\_\_\_ hours.  
*Note.*—Bearings from datum point are geographical. Bearings from datum ship are relative.

Table I  
B C-F

TABLE I.—GENERAL

Table III  
F-G J-K

TABLE III.—ENEMY SECTION

Table IV

Tables IV & V  
M-N

TABLE IV.—METHOD OF REPORTING HOSTILE  
AIRCRAFT

Table VI  
S

TABLE VI.—PATROL AND SEARCH SIGNALS

**SPL** Search between bearings ——— from positions or ship indicated to a depth of ——— miles was, or will be completed at ——— hours.

*Note.*—Bearings from datum point are geographical. Bearings from datum ship are relative.

**SQF** Patrol or search ordered was, or will be commenced at ——— hours.

**SRG** Patrol or search ordered was, or will be completed at ——— hours.

Example :—

*Order from Group Headquarters :—*

“ A perimeter patrol for hostile surface craft is to be established 80 miles from ZZ between bearings of 070 degrees and 200 degrees from 0530 to 1800 on 21/3. Enemy's maximum speed 30 knots. The area enclosed by the patrol is to be searched for hostile surface craft. Search to commence at 0620 on 21/3.”

This will be signalled thus :—

“ SCR — 070 — 200 — 80 — ZZ — 0530 — 1800 — 21 —  
KOX — FQX — 30 — SCZ — 0620 — 21 — KOX =  
2000.”

## TABLE IX.—METEOROLOGICAL REPORTS

## TABLE VII.—DISTRESS

### TABLE VII.—CODE FOR USE BETWEEN AIRCRAFT OPERATING IN FORMATION

#### PART II

#### Signals for use by the Officer organizing the patrol or search

*Notes.*—(i) Details of the objective will be signalled at the end of the message. Table III is to be used.

(ii) All distances are nautical miles.

**SS** —\* Carry out the type of aircraft patrol or search indicated in accordance with instructions from the Aircraft Patrol and Search Table which follow :—

- A .. “Independent Line Ahead” Patrol.
- B .. “Endless Chain” Patrol, turning to Starboard.
- C .. “Endless Chain” Patrol, turning to Port.
- F .. “Perimeter” Patrol.
- G .. “Creeping Line Ahead” Patrol.
- H .. Convoy—Extended Relative Sectors Patrol.
- J .. “Slow” Convoy—Close Patrol.
- L .. “Fast” Convoy—Close Patrol.
- N .. “Parallel Track” Search.
- O .. Diverging Search—Interval 2V.
- P .. Diverging Search — Interval 3V — turning to Starboard.
- Q .. Diverging Search—Interval 3V—turning to Port.
- R .. “Closed Y” Search.
- T .. “Extended Y” Search.
- V .. Square Search.
- Y .. “Vignot” Search.
- Z .. Search for Mines.

\* Followed by the letter indicating the patrol or search.

**Table I  
B C-F**

**TABLE I.—GENERAL**

**Table III  
F-G J-K**

**TABLE III.—ENEMY SECTION**

**Table IV**

**Tables IV & V  
M-N**

**TABLE IV.—METHOD OF REPORTING HOSTILE  
AIRCRAFT**

**Table VI  
S**

**TABLE VI.—PATROL AND SEARCH SIGNALS**

*Note.*—Items may be signalled at different times. Only the items applicable are signalled.

A — *Identity numbers or letters* of squadrons or flights taking part and the *number of aircraft* (exclusive of "stand by" or relief aircraft) required from each squadron or flight.

*Note.*—Aircraft from the squadrons or flights indicated are to take off, or to be spread from left to right, when looking in the direction of the search, in the order signalled.

B — *Time* aircraft (or first aircraft) are to take off.

*Notes.*—(i) If item "B" is omitted, the time to take off should be calculated from the time of commencement of the patrol or search (under item "C") and the position(s) of the datum point(s) (under item "D").

(ii) If both items "B" and "C" are omitted, the time to take off and/or the time of commencement of the patrol or search will be notified later.

(iii) If the letter "B" is signalled without any time following, aircraft are to take off as soon as possible after the signal is made.

C — *Time* of commencement of the patrol or search.

*Notes.*—(i) Except as stated in Note (ii) aircraft are to take departure from the datum point(s) or ship at the time(s) indicated.

(ii) For a perimeter patrol aircraft are to take departure from the datum point so as to commence the patrol of the perimeter at the time indicated.

(iii) If the letter "C" is signalled without any time following, aircraft are to take departure as soon as possible after the signal is made.

D — *Position(s)* of datum point(s) or ship.

*Notes.*—(i) When, in a parallel track search a separate datum point is used for each parallel track, the positions of the datum points on the left and right flanks of the search respectively (when looking in the direction of the search)

## TABLE IX.—METEOROLOGICAL REPORTS

## TABLE VIII.—DISTRESS

## TABLE VII.—CODE FOR USE BETWEEN AIRCRAFT OPERATING IN FORMATION

- are to be signalled, followed by the number of miles between adjacent datum points, e.g., "ZZ — 270ZZ30 — 6."
- (ii) When a perimeter patrol is ordered the position of the datum point is to be followed by the position at which the patrol of the perimeter is to be commenced.
- F — *Type or identity* of datum ship and *Time* datum ship will be in the position given under item "D."  
*Notes.*—(i) If no time is indicated, the position given will be at the time of commencement of patrol or search given under item "C."  
(ii) For type of ship, Table III (Types of Sea Forces) is to be used.
- G — *Course and speed* of the datum ship.
- H — *Bearing(s) and distance(s)* of line(s) of patrol from datum point(s).  
*Note.*—If more than one datum point is given under item "D" more than one bearing and distance may be given under item "H," to apply to the datum points taken in order.
- J — *Position(s)* at the end of the first leg of the patrol.  
*Note.*—If more than one datum point is given under item "D" more than one position may be given under item "J," to apply to the datum points taken in order.
- K — *Position* at the end of the final leg of the patrol.
- L — *Bearings* (read clockwise) between which search is to be carried out.  
*Notes.*—(i) Bearings from datum point are geographical. Bearings from datum ship are relative.  
(ii) In the case of an outer anti-submarine patrol (SSH) the numeral groups given under item "L" will indicate the number of degrees in the sectors to be patrolled on the left and right side of the mean line of advance respectively, e.g., L — 30 — 40.
- M — *Outward Tracks* of aircraft on the left and right flanks of the search respectively (when looking in the direction of the search) and the *number of degrees* between adjacent aircraft tracks.  
*Note.*—Tracks from datum point are geographical. Tracks from datum ship are relative.
- N — *Direction(s)* of spreading track(s) from datum point.

- O — *Distance(s) along* spreading tracks to the commencement of the first parallel track, in miles.  
*Note.*—If two directions of spreading tracks are given under item "M" two distances along spreading tracks will be given under item "N," to apply to the directions of spreading tracks taken in order.
- P — *Direction(s)* of parallel tracks.
- Q — *Distance apart* of parallel tracks, in miles.
- R — *Distance(s) along* parallel tracks, in miles.  
*Notes.*—(i) If more than one direction of parallel tracks is given under item "P," more than one distance along parallel tracks may be given under item "R," to apply to the sets of parallel tracks taken in order.  
(ii) If both distance along parallel tracks (under item "R") and time of return (under item "T") are signalled, aircraft are to proceed as far as possible, up to a maximum equal to the distance ordered, but they are to return by the time ordered.
- S — *Depth* of search, in miles.  
*Notes.*—(i) "Depth" is the distance from the datum point or ship to which the aircraft proceed. It is measured in a direct line from the datum point or ship, except in a parallel track search. (See Note (ii).)  
(ii) In the case of a parallel track search depth of search (under item "S") is the sum of the distances travelled by an aircraft along a spreading track and along a parallel track.  
(iii) If both depth (under item "S") and time of return (under item "T") are signalled, aircraft are to proceed as far as possible, up to a maximum equal to the depth ordered, but they are to return by the time ordered.
- T — *Time* aircraft (or first aircraft) are to return to base or to the position given under item "U."  
*Notes.*—(i) Time of return (under item "T") is the time at which aircraft are to reach their base or the position given under item "U."  
(ii) If no time of return (under item "T") is signalled, aircraft are to return to base or to the position given under item "U" when they reach the distance given under item "R"

**TABLE IX.—METEOROLOGICAL REPORTS**

**TABLE VIII.—DISTRESS**

**TABLE VII.—CODE FOR USE BETWEEN AIRCRAFT  
OPERATING IN FORMATION**

or the depth given under item "S," or when they are relieved by the aircraft given under item "Y."

- U — *Position* to which aircraft are to return, if not to base.
- V — *Visibility distance.*
- W — *Wind found* at ——— feet is from ——— degrees true, speed ——— knots.
- X — *Height* at which aircraft should fly if practicable.
- Y — *Identity numbers or letters* of squadrons or flights required to provide relief aircraft, the *number of relief aircraft* required from each squadron or flight and the *time relief* (or first relief) aircraft are to take off.
- Z — *Time interval* in minutes between successive aircraft.

**Signals from Aircraft Patrol and Search Table required for Individual  
Methods of Patrol and Search**

The following table shows, against each type of patrol and search, the items from the Aircraft Patrol and Search Table which *must* be signalled and those which *may* be required in certain cases. The signal(s) ordering the details of the patrol or search should be checked against the appropriate list below, to ensure that nothing has been omitted.

*Note.*—Items may be signalled at different times.

<i>Patrol or Search.</i>	<i>Items must be signalled.</i>	<i>Items may be required.</i>
"Independent Line Ahead" Patrol.	A.B. or C.D. H. or J. T. or Y.	U.W.X.
"Endless Chain" Patrol—Turning to Starboard.	A.C.D.H. or J.T.Z.	B.U.W.X.Y.
"Endless Chain" Patrol—Turning to Port.	A.C.D.H. or J.T.Z.	B.U.W.X.Y.
"Perimeter" Patrol	A.C.D.L.S.T.Z.	B.U.W.X.Y.
"Creeping Line Ahead" Patrol.	A.C.D.H. or J.K.T.	B.U.W.X.Y.Z.
Convoy — Extended Relative Sectors Patrol.	A.C.D.F.G.L.T. or Y.	B.U.W.X.
Convoy—Close Patrol	A.C.D.F.G.T. or Y.	B.U.V.W.X.
"Parallel Track" Search.	A.C.D.P.Q.R. or S.	B.F.G.N.O.T.U.W.X.Y.



Table I  
B C-F

TABLE I.—GENERAL

Table III  
F-G J-K

TABLE III.—ENEMY SECTION

Table IV

Tables IV & V  
M-N

TABLE IV.—METHOD OF REPORTING HOSTILE  
AIRCRAFT

<i>Patrol or Search.</i>	<i>Items must be signalled. Items may be required.</i>	
Diverging Search— Interval 2V ..	A.C.D.L.M.S.	B.F.G.T.U.W.X.Y.
Diverging Search— Interval 3V— Turning to Starboard.	A.C.D.L.M.S.V.	B.F.G.T.U.W.X.Y.
Turning to Port	A.C.D.L.M.S.V.	B.F.G.T.U.W.X.Y.
"Closed Y" Search..	A.B. or C.D.L.T.V.	U.W.X.Y.
"Extended Y" Search	A.B. or C. D.L.S.	T.U.W.X.Y.
Square Search ..	A.B. or C.T. Position of enemy at a given time, and course and speed of enemy if known, to be signalled from Table III.	U.W.X.Y.
"Vignot" Search ..	A.B. or C.T. Position of enemy at a given time, and speed of enemy to be signalled from Table III.	L.U.W.X.Y.

Example :—

*Order from O.C. Squadron :—*

" A perimeter patrol for hostile surface craft is to be established 80 miles from ZZ between bearings of 070 degrees and 200 degrees commencing at 0530 tomorrow from a position 94 miles 070 degrees from ZZ. Aircraft are to be provided by the undermentioned flights and are to take off in the following order at 28 minute intervals :—

' A ' Flight 3 aircraft.  
' B ' " 4 "  
' C ' " 4 "

The first aircraft is to take off at 0440 and is to return to base at 0745."

This will be signalled thus :—

" SSF — A — A3B4C4 — B — 0440 — C — 0530 — D — ZZ — 070ZZ94 — L — 070 — 200 — S — 80 — T — 0745 — Z — 28 — KOX = 2130."

**TABLE IX.—METEOROLOGICAL REPORTS**

**TABLE VIII.—DISTRESS**

**TABLE VII.—CODE FOR USE BETWEEN AIRCRAFT  
OPERATING IN FORMATION**

This table is restricted to use between aircraft.

**ATTACK**

<b>TAC</b>	Act independently.
<b>TAD</b>	Am steering approach course now.
<b>TAL</b>	Approaching on bombing course—stand-by.
<b>TAN</b>	Attack abandoned—Re-form.
<b>TAO</b>	Attack as previously arranged.
<b>TAY</b>	
<b>TBA</b>	Carry out attack No. ———.
<b>TBF</b>	
<b>TBR</b>	Carry out bombing.
<b>TBS</b>	Carry out H.A. bombing.
<b>TBZ</b>	Carry out low bombing.
<b>TCA</b>	
<b>TCG</b>	Cease bombing—Re-form.
<b>TCH</b>	
<b>TCM</b>	Dive to attack.
<b>TCV</b>	
<b>TCW</b>	Intend to carry out a Scatter Attack—Stand-by.
<b>TDB</b>	Intend to carry out a Tactical Unit Attack—Stand-by.

Table I  
B C-F

TABLE I.—GENERAL

Table III  
F-G J-K

TABLE III.—ENEMY SECTION

Table IV

D/F

<b>TDC</b>	Obtain D/F bearings and pass to me.
<b>TDH</b>	Bearing ——— from ——— at ———.
<b>TDT</b>	
<b>TDU</b>	What is the D/F position.
<b>TDX</b>	D/F position is ———.

FORMATION

<b>TFD</b>	Am about to climb through clouds.
<b>TFE</b>	Am about to dive through clouds.
<b>TFJ</b>	
<b>TFK</b>	Am quitting formation for a short time (followed by a compass group denotes course to be steered by remainder).
<b>TFN</b>	Are we on our correct track.
<b>TFO</b>	
<b>TGB</b>	Assume bombing formation.
<b>TGK</b>	Assume close formation or close on me.
<b>TGM</b>	Assume formation preparatory to bombing independently.
<b>TGS</b>	Assume formation preparatory to bombing by flights.
<b>TGZ</b>	Assume formation preparatory to bombing by squadrons.
<b>THD</b>	Assume flight formation.
<b>THE</b>	Assume open formation or open from me.
<b>THH</b>	Assume squadron formation.
<b>THM</b>	

**TABLE IX.—METEOROLOGICAL REPORTS**

**TABLE VIII.—DISTRESS**

<b>THR</b>	Break formation and find wind.
<b>TEV</b>	
<b>TJK</b>	Close on Port Flight.
<b>TJN</b>	Close on Starboard Flight.
<b>TJP</b>	Close on Centre Flight.
<b>TJT</b>	
<b>TJU</b>	Engine trouble. Am returning to base.
<b>TJY</b>	Enemy fighter in sight (followed by numeral indicates direction by clock-code, 12 being ahead of leader).
<b>TKD</b>	
<b>TKL</b>	Flights act independently.
<b>TKO</b>	
<b>TKQ</b>	Form flight, line astern.
<b>TKV</b>	Form flight, echelon starboard.
<b>TKZ</b>	Form flight, echelon port.
<b>TLA</b>	Form squadron, flights astern.
<b>TLG</b>	Form squadron, flights echelon starboard.
<b>TLI</b>	Form squadron, flights echelon port.
<b>TLN</b>	Form squadron V.
<b>TLW</b>	Form squadron line astern.
<b>TMB</b>	Form squadron echelon starboard.

**Table I  
B C-F**

**TABLE I.—GENERAL**

**Table III  
F-G J-K**

**TABLE III.—ENEMY SECTION**

<b>TME</b>	Form squadron echelon port.
<b>TMM</b>	Form Wing, flights V.
<b>TMR</b>	Form Wing, flights astern.
<b>TMV</b>	Form Wing, flights echelon starboard.
<b>TMW</b>	Form Wing, flights echelon port.
<b>TNC</b>	Form Wing V.
<b>TNF</b>	Form Wing line astern.
<b>TNK</b>	Form Wing echelon starboard.
<b>TNO</b>	Form Wing echelon port.
<b>TNX</b>	
<b>TNY</b>	Give me a course and distance to nearest aerodrome.
<b>TOA</b>	Give me a course and distance to base.
<b>TOD</b>	Give me a course and distance to nearest land.
<b>TOH</b>	
<b>TON</b>	Indicate gallons of petrol remaining.
<b>TOU</b>	
<b>TOZ</b>	Quit formation and pass bearing and distance of objective.
<b>TPH</b>	
<b>TPO</b>	Smoke aircraft lay screen.
<b>TPR</b>	Squadrons act independently.

**TABLE IX.—METEOROLOGICAL REPORTS**

**TABLE VIII.—DISTRESS**

**TPV**

**TPY** The most favourable height is —— thousand feet.

**TQC**

**TQF** What is the new course.

**TQL** The new course is —— degrees.

**TQS** What is the drift.

**TQW** The drift is ——.

**TQZ**

**TRD**

**RE-FORM**

**TRH** Re-form after attack in direction taken by leader.

**TRM** Re-form East of objective.

**TRT** Re-form South of objective.

**TRU** Re-form West of objective.

**TRX** Re-form North of objective.

**TSA** Re-form up-sun of objective.

**TSG** Rendezvous above clouds.

**TSL** Rendezvous below clouds.

TARGET

<b>TSP</b>	Target will be Aerodrome.
<b>TSY</b>	Target will be Aircraft Carrier.
<b>TTC</b>	Target will be Aircraft Sheds.
<b>TTH</b>	Target will be Anti-aircraft Guns.
<b>TTO</b>	Target will be Artillery.
<b>TTR</b>	Target will be Battleship.
<b>TTX</b>	Target will be Battery.
<b>TUB</b>	Target will be Battle Cruiser.
<b>TUF</b>	Target will be Bridge.
<b>TUJ</b>	Target will be Campment.
<b>TUM</b>	Target will be Convoy.
<b>TUU</b>	Target will be Cruiser.
<b>TUX</b>	Target will be -----.
<b>TVC</b>	Target will be Docks.
<b>TVG</b>	Target will be Factories.
<b>TVL</b>	Target will be Leading Ship.
<b>TVR</b>	Target will be Mechanised Units.
<b>TVT</b>	Target will be Native Encampment at -----.
<b>TVZ</b>	Target will be Oil Tanks.
<b>TWD</b>	Target will be -----.

## TABLE IX.—METEOROLOGICAL REPORTS

### TABLE VIII.—DISTRESS

<b>TWH</b>	Target will be Port (or left-hand) Column.
<b>TWK</b>	Target will be Railway Depôt.
<b>TWQ</b>	Target will be Railway Junction.
<b>TWR</b>	Target will be Rear Ship.
<b>TXF</b>	Target will be Starboard (or right-hand) Column.
<b>TXJ</b>	Target will be Transport.
<b>TXN</b>	Target will be Troops.
<b>TXS</b>	Target will be Viaduct.
<b>TXY</b>	Target will be W/T Station.
<b>TYB</b>	Target sighted bearing ———.

### WEATHER

<b>TYG</b>	Ask for weather report.
<b>TYL</b>	Weather ahead cloudless but visibility under 2 miles.
<b>TYO</b>	Weather ahead cloudless and visibility over 2 miles.
<b>TYR</b>	Weather ahead cloudy under 1,000 ft.
<b>TZA</b>	Weather ahead cloudy over 1,000 ft.
<b>TZK</b>	Weather at destination is unfavourable.
<b>TZQ</b>	
<b>TZV</b>	
<b>TZY</b>	



TABLE VIII.—DISTRESS

DISTRESS, ENDURANCE, ETC.

- WAJ** Aircraft (No. ———) down in position ———.
- Insert* **WBA** .. Am over an aircraft dinghy or raft containing — live persons. Position — on a course of — degrees. Occupants have indicated that they require —.
- WCK** Aircraft (No. ———) down in position ———. Proceed and render assistance if required.
- WFZ** Am about to abandon aircraft.
- WGF** Am forced to land owing to ice formation.
- WHS** Am making a forced landing in position ———.
- WJR** Am returning to base. Engine trouble. My position is ———.
- WKD** Aircraft (type ——— or No. ———) is overdue and may be down. Search for her in direction ——— degrees from me (or from ———).
- WLU** Am returning to base, bad weather. My position is ———.
- WMQ** Search for (1) Lifeboat, (2) Raft, (3) Dinghy with crew in position ———.
- WNA** Look out for (1) Lifeboat, (2) Raft, (3) Dinghy with crew in position ———.
- WON** How long can you remain up?
- WPC** Am over a dinghy, plot my position and pass to———(followed by call sign of station concerned)
- Insert* **WQM** .. Am over a ship's lifeboat containing — live persons. Position — on a course of — degrees. Occupants have indicated that they require —.
- WRV** I (or ———) require-s immediate assistance.
- WSL** Investigate unknown vessel in distress in position ———.
- ~~Investigate ship reported in distress in position ———~~
- Insert* **WUL** .. Am over an airborne lifeboat containing — live persons. Position — on a course of — degrees. Occupants have indicated that they require —.
- WVP** May be forced to land—engine trouble.
- WWT** May be forced to land without further signal.
- WWX** Have seen pyrotechnic distress signals in position———.

## TABLE IX.—METEOROLOGICAL REPORTS

### TABLE VIII.—DISTRESS

- WXH** Investigate trawler reported in distress in position ———.
- WYM** Investigate tanker reported in distress in position ———.
- WZG** Have been damaged in flight.
- ~~**WZY** Am over a dinghy. Position ——— contains ——— live aircrew.~~

### DISTRESS SIGNALS

1. The following signals, either together or separately, are the international distress signals for use by aircraft :—

- (i) The International Distress Signal “SOS” by means of V/S or W T, or in the case of R/T, the spoken word “MAYDAY.”
- (ii) The International Code Signal of Distress indicated by “NC” (Am in distress and want immediate assistance).
- (iii) A Distant Signal consisting of a *square flag* having above or below it a ball or anything resembling a *ball*.
- (iv) A *continuous sounding* with any sound apparatus.
- (v) A signal consisting of a *succession of Red pyrotechnical lights*, fired at short intervals.
- (vi) A *Red flare* from which at intervals of about three seconds a *Red light* is ejected into the air.

2. An aircraft, call sign M9C, in distress in position bearing 125 degrees, 10 miles from Selsey Bill, broadcasts :—

SOS SOS SOS v M9C M9C M9C 125 Selsey Bill 10 125 Selsey Bill  
10 125 Selsey Bill 10+.

The position may also be given by latitude and longitude, by bearing and distance from one of H.M. ships, or by lettered position, but whatever method is used it is made three times. Subsequently an amplifying message should be made and an answer obtained if possible from some station, ship or aircraft.

3. In a distress message to commercial W/T stations the aircraft's commercial call sign is used, or, if no call sign is allotted, GEZAA. DE is used instead of v (from), the nature of distress and assistance required is included, and the position (made once only) consists only of latitude or longitude or bearing and distance from a known geographical point.

4. If unable to give position, the call sign is to be made for a sufficient time to enable D/F bearings to be taken.

## TABLE I.—GENERAL

### EMERGENCY COMMUNICATION BETWEEN AIRCRAFT AND SHIPS

#### EMERGENCY COMMUNICATION BETWEEN AIRCRAFT AND SHIPS

1. Aircraft not fitted with means for visual signalling and wishing to call attention to some other aircraft in distress, will do so by circling the ship, firing a succession of green Very's lights, and then proceeding in the direction of such aircraft.

Multi-seater aircraft may use V/S to communicate with merchant ships when unable to do so by W/T. Aircraft wishing to do this for some urgent reason, such as calling attention to another aircraft in distress, will circle the ship, and after firing a *succession of green Very's lights* or making *green flashes with daylight signalling apparatus*, will pass the signal.

2. Aircraft are not to fly low round auxiliaries or merchant ships, except for exercising signals, or to pass an urgent message. The firing of the green Very's lights or making green flashes will inform the ship concerned that the communication following is a very urgent message and not an exercise.

#### URGENT AND IMPORTANT SIGNALS—INTERNATIONAL

These signals may be made either by flashing or sound.

- |               |  |
|---------------|--|
| U ( . . — )   | You are standing into danger.                                |
| V ( . . . — ) | I require assistance.  |
| L ( . — . . ) | You should stop ; I have something important to communicate. |
| F ( . . — . ) | I am disabled ; communicate with me.                         |

**TABLE IX.—METEOROLOGICAL REPORTS**

<b>ZBA</b>	Danger of fog imminent.
<b>ZBH</b>	Gale warning.
<b>ZBZ</b>	Ice forming conditions expected at —— thousand feet at —
<b>ZCK</b>	Sand storm at ——.
<b>ZDN</b>	Sand storm approaching from ——.
<b>ZDQ</b>	Severe thunderstorm.
<b>ZFU</b>	Snowstorm at ——.
<b>ZGA</b>	Report station level pressure at ——.
<b>ZGB</b>	Station level pressure is —— millibars (at ——).
<b>ZGF</b>	Report sea level pressure (at ——).
<b>ZGJ</b>	Sea level pressure is —— millibars (at ——).
<b>ZGX</b>	Report visibility.
<b>ZHA</b>	Visibility —— miles.
<b>ZJF</b>	Visibility decreasing.
<b>ZLL</b>	Visibility increasing.
<b>ZMO</b>	Present visibility towards the surface is —— miles.

**ZNS** Report visibility, cloud amount, height of cloud base and wind.

**ZPY** Present visibility is——miles, cloud amount (in tenths) height of cloud base——hundred feet, wind is from——degrees, wind speed——M.P.H.

*Example :—*

“ ZPY — 12 — 50 — 265 — 15 = 1010.”

**ZPZ** Visibility is —— hundreds of yards (at ——) (*if less than one mile*).

**ZQB** Report visibility, temperature and wind.

**ZRD** Report of visibility, temperature and wind is :—

1. Time of observation.
2. Height in hundreds of feet.
3. Visibility towards the surface in miles.
4. Temperature in degrees Centigrade (plus or minus to be stated).
5. Wind direction from —— degrees.
6. Wind speed —— M.P.H.
7. Position.

Each item to be preceded by the appropriate figure.

**ZSG** Have experienced a rise or fall in temperature of —— degrees Centigrade, in position —— at height —— hundred feet, flying on track —— degrees. “ Rise ” or “ Fall ” to be stated.

**ZSL** If weather unfit at —— land at ——.

**ZSN** Weather conditions bad.

**ZSW** Cloud amount (in tenths), height of base of low cloud (at——) is——hundred feet.

**ZTJ** Height of top of clouds (at ——) is —— hundred feet.

**ZTK**

**ZUB** Danger of Duststorm or thick dust haze. Visibility less than 1100 yards at —— after —— hours G.M.T.

**ZUM** Report wind direction and speed (or at —— hundred feet).

**ZWT** Wind at height —— hundred feet is from —— degrees, wind speed —— M.P.H.

**ZXW** Surface wind is from —— degrees, wind speed —— M.P.H.

**ZXY** Request weather forecast route ——— to ——— now (or at ———).

**ZXZ** Request landing forecast for ——— hours (at ———).

**ZYA** Landing forecast (at ———) is :—

1. Time to which the forecast refers.
2. Surface wind direction from ——— degrees.
3. Wind speed is ——— M.P.H.
4. Amount in tenths of sky covered.
5. Height of base of cloud in hundreds of feet.
6. Weather \* (*see table below*).
7. Visibility in miles.
8. Visibility in hundreds of yards, if below one mile.
9. State of sea † (*see table below*).
10. Station level pressure in millibars.
11. Sea level pressure in millibars.

**ZYB** Report state of sea.

**ZYK** Route forecast :—

1. For ——— hours.
2. From ——— hours L/T date.
3. Route or locality.
4. Surface wind ——— at ——— knots.
5. Upper winds ——— thousand feet ——— degrees, true, ——— knots ——— thousand feet ——— degrees true ——— knots.
6. Height of base low clouds ——— hundred feet.
7. Amount of low cloud ——— tenths.
8. Visibility ——— miles.
9. Weather (recoded plain language).

**ZYM** State of sea is ———. † (*see table below*).

**ZYZ** Request weather report now (or at ———).

**ZZC** Weather report is :—

1. Time of observation.
2. Surface wind direction from ——— degrees.
3. Wind speed ——— M.P.H.
4. Amount in tenths of sky covered (*e.g.*, 5 = 5/10).
5. Height of bottom of cloud in hundreds of feet.
6. Weather \* (*see table below.*)
7. Visibility in miles.
8. Visibility in hundreds of yards, if below one mile  
(When 7 is reported as 0.)
9. State of sea † (*see table below.*)
10. Station level pressure in millibars.
11. Sea level pressure in millibars.

Each item is to be preceded by the appropriate figure.

*Example* :—

“ ZZC — 1 — 0930 — 2 — 270 — 3 — 15 — 4 — 10 —  
5 — 10 — 6 — 1 — 7 — 2 = 1000.”

\* Weather Table to be used with Item 6 :—

- 0 = Fine.
- 1 = Fair.
- 2 = Overcast.
- 3 = Duststorm.
- 4 = Fog.
- 5 = Drizzle.
- 6 = Rain.
- 7 = Snow or sleet.
- 8 = Showers.
- 9 = Thunderstorm or squall.

- |               |                  |
|---------------|------------------|
| † 0 = Calm.   | 5 = Very rough.  |
| 1 = Smooth.   | 6 = High.        |
| 2 = Slight.   | 7 = Very high.   |
| 3 = Moderate. | 8 = Precipitous. |
| 4 = Rough.    | 9 = Confused.    |



## AIR FORCE CODE

## Table (viii).—DISTRESS SIGNALS

*Insert* BJW. Am over-flying you for—  
*Insert* " WZD. Obtain M/F fix immediately ".

## NAVAL SECTION No. 1.

**Table 1.**—Heading and paragraphs 1 and 2. *Cancel and substitute* :—

" **Table 1.**—**SELF-EVIDENT CODE (S.E. CODE)**—used for enemy Reports only).

This Code is in use by all British and U.S. Forces, but see paragraph 11.

1. **Use by Submarines and Aircraft.**—(a) The S.E. Code is carried and may be used by aircraft.

(b) The S.E. Code is carried by submarines but, when making enemy reports, they should normally use cypher since the use of S.E. Code is liable to disclose their position to the enemy.

(c) The tables in this code should be used when possible, but when suitable groups are not provided, plain language may be used, either by itself, or in conjunction with groups from this code.

2. **Type of Enemy** :—

A C...Aircraft carriers (uncertain if planes on deck or not).	L C...Landing craft. (Should be followed as soon as possible by an amplifying report.)
A X...Auxiliary vessels.	L V...Large vessel. (Uncertain whether battleship, battle cruiser or heavy cruiser.)
B B...Battleship-s.	M I...Minelayer-s.
B C...Battle cruiser-s.	M R...Merchant raider-s.
B G...Transport barge-s.	M V...Merchant vessel-s.
C A...Cruiser-s; heavy.	M S...Minesweeper-s.
C D...Aircraft carrier-s, NO planes on deck.	P B...Capital ship-s (" Deutschland " class).
C L...Cruiser-s, light.	P L...Aeroplane-s.
C O...Convoy-s.	R L...Large vessel detected by Radar (R.D.F.).
C P...Aircraft carrier-s, planes on deck.	R M...Medium vessel detected by Radar (R.D.F.).
C R...Cruiser-s (type uncertain).	R Q...Vessel, size unknown, detected by Radar (R.D.F.).
D D...Destroyer-s.	R S...Small vessel detected by Radar (R.D.F.).
D F...Destroyer flotilla-s.	S B...Submarine-s submerged.
E B...Enemy war motor boat (of any type, including C.M.Bs., E.M.Bs. and M.T.Bs.).	
E N...Vessel-s, class unknown (destroyers or larger warships).	
F L...Flashes of guns.	

**2. Type of Enemy—cont.**

S C....Small craft.	V S....Vessel-s, small (merchant vessels not exceeding 2,000 tons).
S S Submarine-s on surface.	VM....Vessel-s, medium (merchant vessel not exceeding 10,000 tons).
TK....Tanker-s.	VL....Vessel-s, large (merchant vessel exceeding 10,000 tons).
TR....Transport-s.	Z P....Airship-s (Zeppelin-s or Blimp-s)
UN*....Unknown (also for use in third group).	

\* Whenever UN is used it is to be followed as soon as possible by an amplifying report."

**Table (vi).—SIGNALS FROM AIRCRAFT**

*Against* Group 522 *insert* " The following is a description of a Merchant Ship in the M.S.D. Code ".

*Against* Group 524. *Amend* " signification " to read " Switch on R.D.F. Beacon (ROOSTER) for ..... minutes (*not to be sent unrecoded*) ".

*Against* Group 546 *insert* " Weather Fit to Attack ".

*Note.*—Inferior to the negative sign indicates " Weather not fit to attack ."

## AIR FORCE CODE

## Table VIII—DISTRESS SIGNALS

Against "WJR" amend signification to read "Am returning to base, engine trouble in—

- (1) Port Outer
- (2) Port Inner
- (3) Starboard Inner
- (4) Starboard Outer.

My position is blank."

## Table X—CONTROL SIGNALS

Insert as follows :—

## The Operation and Control of Aircraft

## (a) Movements of aircraft

<i>Abbreviation.</i>	<i>Question.</i>	<i>Answer or Advice.</i>
<b>QUG</b>	Will you be forced to alight in the sea (or to land)?	I am forced to alight (or land at — (place).)
<b>QTO(b)</b>	Have you left dock (or port)?	I have just left dock (or port).
<b>QTP(b)</b>	Are you going to enter dock (or port)?	I am going to enter dock (or port).

*Note.*—(b) Principally used by shipping.

## (b) Reports during flight

<b>QAE</b>	Have you news of — ? (call-sign of the aircraft station).	I have no news of — (call-sign of the aircraft station).
------------	---	--

## (c) Radio Navigation

<b>QDO</b>	Will you ask Station — to transmit its call-sign followed by a continuous dash for — minutes, on its working wave (or on the wave of — m.) so that I may use my D/F apparatus?	I will ask Station — to transmit its call-sign followed by a continuous dash for — minutes, on its working wave (or on the wave of — m.) so that you may use your D/F apparatus.
<b>QTG(b)</b>	Will you send your call for fifty seconds followed by a dash of ten seconds on — Kc/s. (or — m.) in order that I may take your bearing?	I will send my call for fifty seconds followed by a dash of ten seconds on — Kc/s. (or — m.) in order that you may take my bearing.

*Note.*—(b) In air navigation, **QTG** used alone relates to ordinary signals without impulse. **QTG** followed by the group "**IMP**" indicates that impulse transmission should be, or is being, employed. The frequency of the impulses may be indicated; it is then inserted after "**IMP**" whilst the wave-length (or frequency) is inserted, if necessary, before "**IMP**".

*(d) Meteorological advice during flight*

<i>Abbreviation.</i>	<i>Question.</i>	<i>Answer or Advice.</i>
<b>QMI</b>	What is the vertical distribution of cloud on the section of route from — to — ?	The vertical distribution of cloud on the section of route from — to — is :— — <b>INF</b> (height above sea level of base of first layer). — <b>SUP</b> (height above sea level of top of first layer).  (and similarly in sequence for each of the layers).

*(f) Landing procedures*

<b>QKH</b>	Is the Beam Approach Installation in operation ?	The Beam Approach Installation is in operation.
<b>QKB</b>		The Beam Approach Installation is out of action.
<b>QKK</b>		The Main Beacon of the Beam Approach Installation is working, but the Inner Marker is out of action.
<b>QKX</b>		The Main Beacon of the Beam Approach Installation is working but the Outer Marker is out of action.
<b>QKL</b>	May I land using the Beam Approach Installation ?	You may land using the Beam Approach Installation.
<b>QKI</b>		You may not land using the Beam Approach Installation.
<b>QKJ</b>	May I approach using the Beam Approach Installation ?	You may approach using the Beam Approach Installation.
<b>QKM</b>	Request Beam Approach Installation at — be switched on ?	The Beam Approach Installation at — is switched on.
<b>QKQ</b>	Request Radio Track Guide at — is switched on ?	The Radio Track Guide at — is switched on.
<b>QKO</b>	May I use the Radio Track Guide Procedure ?	You may use the Radio Track Guide Procedure.
<b>QKP</b>		You may not use the Radio Track Guide Procedure.
<b>QKR</b>	Is the Radio Track Guide at — in operation ?	The Radio Track Guide at — is in operation.
<b>QKS</b>		The Radio Track Guide at — is out of action.
<b>QKY</b>		The Main Beacon of the Radio Track Guide at — is working but the High Marker is out of action.
<b>QKT</b>	Switch on the Range Station (at —).	
<b>QKU</b>	Is the Range Station (at —) in operation ?	The Range Station (at —) is in operation.
<b>QKW</b>		The Range Station (at —) is out of action.

(g) *Aerodromes*

<i>Abbr- viation.</i>	<i>Question.</i>	<i>Answer or Advice.</i>
<b>QBE</b>		I am about to wind in my aerial.
<b>QFK</b>	Please send up maroons.	I am about to send up maroons.

(h) *Danger*

<b>QFR</b>	Is my undercarriage damaged ?	Your undercarriage is damaged. (If possible, details of the damage should be given).
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*Insert new sub-section :—*

(i) *Assistance*

<b>QAE</b>	Have you news of — (call-sign of the aircraft station) ?	I have no news of — (call-sign of the aircraft station).
<b>QAJ</b>	Shall I take steps to search for an aircraft (or aircraft —) in my vicinity (or according to other indications) ?	Search for an aircraft (or aircraft —) in your vicinity (or according to other indications).
<b>QUD</b>	Have you received the urgency signal given by — (call-sign of the mobile station) ?	I have received the urgency signal given by — (call-sign of the mobile station) at — (time).
<b>QUF</b>	Have you received the distress signal sent by — (call-sign of the mobile station) ?	I have received the distress signal sent by — (call-sign of the mobile station) at — (time).
<b>QSR</b>	Has the distress call received from — been cleared ?	The distress call received from — has been cleared by —.

*Insert new section " Reciprocal Recognition Between Stations " with sub-sections as follows :—*

(a) *Names*

<b>QRA</b>	What is the name of your station ?	The name of my station is —.
<b>QRZ</b>	Who is calling me ?	You are being called by —.

(b) *Position*

<b>QRB</b>	How far approximately are you from my station ?	The approximate distance between our stations is — nautical miles (or kilometres).
------------	---	--

*Insert new section " The Radio Service " with sub-sections as follows :—*

(a) *Wavelengths*

<b>QRG</b>	Will you tell me my exact frequency (wavelength) in kc/s. (or metres).	Your exact frequency (wavelength) is — kc/s. (or metres).
<b>QRH</b>	Does my frequency (wavelength) vary ?	Your frequency (wavelength) varies.
<b>QSU</b>	Shall I send (or reply) on — kc/s. (or m.) and/or on waves A.1, A.2, A.3, or B ?	Send (or reply) on — kc/s. (or m.) and/or on waves of Type A.1, A.2, A.3, or B.
<b>QSW</b>	Will you send on — kc/s. (or m.) and/or on waves of A.1, A.2, A.3, or B ?	I am going to send on — kc/s. (or m.) and/or on waves of type A.1, A.2, A.3, or B.
<b>QSX</b>	Will you listen for — (call-sign) on — kc/s. (or — m.) ?	I am listening for — (call-sign) on — kc/s. (or — m.).

## (a) Wavelengths—cont.

<i>Abbreviation.</i>	<i>Question.</i>	<i>Answer or Advice.</i>
<b>QAP</b>	Must I continue to listen for you (or for —) on — m. (or on — kc/s.) ?	Continue to listen for me (or for —) on — m. (or on — kc/s.).
<b>QCG</b>	Must I take guard watch for you on the wave of — m. (or on — kc/s.) ?	Take guard watch for me on the wave of — m. (or on — kc/s.).

## (b) Power, strength of signals, note

<b>QRJ</b>	Do you receive me badly ? Are my signals weak ?	I cannot receive you. Your signals are too weak.
<b>QRK</b>	Do you receive me well ? Are my signals good ?	I receive you well. Your signals are good.
<b>QRO</b>	Shall I increase power ?	Increase power.
<b>QRP</b>	Shall I decrease power ?	Decrease power.
<b>QSA</b>	What is the strength of my signals (1 to 5) ? (a).	The strength of your signals is — (1 to 5) (a).
<b>QSB</b>	Does the strength of my signals vary ?	The strength of your signals varies.
<b>QRI</b>	Is my note good ?	Your note varies.
<b>QCP</b>		Your note is bad.

*Note.*—(a) The following scale is used to express the strength of signals :—

- 1 = Hardly perceptible ; unreadable.
- 2 = Weak ; readable now and then.
- 3 = Fairly good ; readable, but with difficulty.
- 4 = Good ; readable.
- 5 = Very good ; perfectly readable.

## (c) Keying

<b>QRQ</b>	Shall I send faster ?	Send faster (— words per minute).
<b>QSD</b>	Is my keying correct ? Are my signals distinct ?	Your keying is incorrect. Your signals are bad.
<b>QBT</b>		You are missing your dots.

## (d) Interference and other defects

<b>QRM</b>	Are you being interfered with ?	I am being interfered with.
<b>QRN</b>	Are you troubled by atmospherics ?	I am troubled by atmospherics.
<b>QDH</b>	What is causing the present interference ?	The present interference is caused by —.
<b>QCM</b>		There seems to be a defect in your transmission.
<b>QCS</b>		My reception on long waves has broken down.
<b>QCT</b>		My reception on short waves has broken down.

at new section "Radio Operation" with sub-sections as follows:—

(a) *Establishing communication*

<i>Abbr- viation.</i>	<i>Question.</i>	<i>Answer or Advice.</i>
<b>QRL</b>	Are you busy ?	I am busy (or I am busy with —) please do not interfere.
<b>QRU</b>	Have you anything for me ?	I have nothing for you.
<b>QSV</b>	Shall I send a series of VVV..... ?	Send a series of VVV.....
<b>QRV</b>	Are you ready ?	I am ready.
<b>QRX</b>	Shall I wait ? When will you call me again ?	Wait until I have finished communicating with —, I will call you immediately (or at — o'clock).
<b>QRY</b>	What is my turn ?	Your turn is number — (or according to any other method of arranging it).
<b>QTQ</b>	Can you communicate with my station by means of the International Code of Signals ?	I am going to communicate with your station by means of the International Code of Signals.
<b>QTC</b>	How many telegrams have you to send ?	I have — telegrams for you or for —.

(b) *End of communication*

<b>QRT</b>	Shall I stop sending ?	Stop sending.
<b>QCY</b>		I am working (or work) on a trailing aerial (a).
<b>QFX</b>		I am working (or am going to work) (or work) on a trailing aerial with reduced radiation (fixed or partially wound in) (b).
<b>QSK</b>	Shall I continue with the transmission of all my traffic ? I can hear you through my signals.	Continue the transmission of all your traffic. I will interrupt you if necessary.
<b>QSL</b>	Can you give me acknowledgment of receipt ?	I give you acknowledgment of receipt.
<b>QSM</b>	Shall I repeat the last telegram I sent you.	Repeat the last telegram you sent me.
<b>QTA</b>	Shall I cancel telegram number — as if it had not been sent ?	Cancel telegram number — as if it had not been sent.
<b>QAT</b>	Shall I continue to send ?	Listen before sending ; you are interfering. <i>or</i> Listen before sending ; you are sending at the same time as —.
<b>QBU</b>	Are you certain of the accuracy of telegram — ?	Telegram—is not clear.

*Notes.*—(a) This advice does not imply a necessity for the aircraft to work on trailing aerial when its normal work is carried out on a fixed aerial.

(b) Pilots and radio operators of British aircraft are cautioned that the use of a partially wound-in aerial may be dangerous.

## (c) Order of telegrams

Abbreviation.	Question.	Answer or Advice.
QSZ	Shall I send each word or group twice ?	Send each word or group twice.
QCB		You are causing delay by answering out of your turn.
QDK		Answer in the alphabetical order of the call-signs.
QGJ		Reduce your communications to a strict minimum. I have to communicate with other aircraft.

## (d) Transit

QRW	Shall I tell — that you are calling him on — kc/s. (or — m.) ?	Please tell — that I am calling him on — kc/s. (or — m.).
QSO	Can you communicate with — direct (or through the medium of —) ?	I can communicate with — direct (or through the medium of —).
QUA	Have you news of — (call-sign of the mobile station) ?	Here is news of — (call-sign of the mobile station).
QUM	Is the distress traffic ended ?	The distress traffic is ended.
QBM	Has — sent any message for me ?	Here is the message sent by — at — (time).
QAR	May I cease keeping watch for — minutes, in order to — (reason) ?	You may cease keeping watch for — minutes in order to — (reason).

## (e) Miscellaneous

QTR	What is the exact time ?	The exact time is —.
QTU	What are the hours during which your station is open ?	My station is open from — to —.
QBW	Have you received the telegram sent at — (time) ?	The telegram sent at — (time) has not been received.
QCA		You are causing delay by your slowness in answering.

## NAVAL SECTION No. 1

## Table I—Self Evident Code

(2) Type of Enemy

*Amend "CO" to read "CY".**Insert "TB" with signification "Torpedo Boats" (Note.—In use by British Services only at present).*

## Table (VI) Signals from Aircraft

*Against Group 402 insert "Nothing sighted as result of flares dropped at (time indicated)".**Against Group 514 insert "U-boat damaged on surface, crew attempting to surrender". (Normally to be sent recoded.)**Against Group 551 insert "I.F.F. Distress Signals received, bearing — degrees distance — miles. My position is —". (Not to be sent unrecoded.)*



**ble (XII). interservice Standard Pyrotechnic Signals Code**

**Red Signals**

Against Serial Nos. 1(a) to 1(f) inclusive, delete table and insert as follows :—

Serial	Signal	Where Used	Meaning	Remarks
1(a)	Three-Star Red Light and Sound.	On land . . . .	Enemy action on land.	
1(b)	Red Pyrotechnic signals of any type.	At sea, over sea, or over land.	Ship or aircraft in distress.	The signal Light and Sound Three-Star Red should not be used for this purpose.
1(c)	Two Red Very Lights.	By aircraft carrier (BY DAY ONLY).	No landing signal.	
1(d)	One Red Very Light.	By convoys ; not to be used within 15 miles of coast of U.K.	Emergency turn together to port.	
1(e)				
1(f)	Red flare or Red Very Light fired into the ground.	Aerodrome. Ground signal.	Cancels permission to land.	This signal may only be used as an alternative if the Red Signal Lamp fails.

**White Signals**

Delete heading. Against serial Nos. 3(a) to 3(c) inclusive delete table and insert as follows :—

**White or Yellow Signals**

Serial	Signal	Where Used	Meaning	Remarks
3(a)	White or Yellow Pyrotechnic Signals of any type.	At sea or over sea.	Enemy submarine in the vicinity.	This signal may also be fired by land forces on the coast, when it must be fired out to the sea in the direction of the submarine.
3(b)	Succession of White or Yellow Very Lights.	By aircraft co-operating with Army (BY DAY ONLY).	Call for forward troops to display recognition signals.	
3(c)				
3(d)	Rocket emitting simultaneously three large white stars which leave behind a trail of luminous sparks.	By Army, not to be used except operationally within three miles of the coast, unless 48 hours notice has been given to the appropriate Naval Authorities.	Call for defensive fire.	Enemy infantry or tanks are advancing to the attack (Alternative to Serial 5(A)).

**Miscellaneous Signals**

Against serial Nos. 5(a) to 5(d) inclusive delete table and insert as follows :-

Serial	Signal	Where Used	Meaning	Remarks
5(a)	Golden Rain Rocket.	By Army ..	Call for defensive fire.	Enemy infantry or tanks are advancing to the attack (alternative to 3(d)).
5(b)	Succession of Red and Green Very Lights fired simultaneously.	By convoys. Not to be used within 15 miles of the coast of the U.K.	Convoy will scatter.	
5(c)	Succession of Orange or White or Yellow Lights fired by Mortar, Rocket or Very Light Pistol.	Aerodromes ..	Local recall.	This signal may also be used in fog or mist or for any other reason to indicate position of aerodrome.
5(d)	Smoke of any colour.	At sea. (BY DAY ONLY).	Ship or aircraft in distress at sea.	Used principally by lifeboats to attract the attention of patrolling aircraft.
5(e)	Series of white smoke puffs.	At sea .. ..	I am flying along the track in the wake of enemy torpedoes.	Used by naval aircraft.

**AIR FORCE CODE****Table I—GENERAL***Insert* as follows :—

- BQM** “ Send call sign of (1) Aircraft co-operating.  
(2) Rescue craft co-operating.”

**Table VIII—DISTRESS***Insert* as follows :—

- WBC** “ I.F.F. switched on in distress position.”
- WKA** “ Have located only wreckage.”
- WLZ** “ Rescue craft (1) Requiring surface assistance.  
(2) Being attacked by enemy aircraft.  
(3) Being attacked by enemy surface craft.  
(4) Has left ———.  
(5) Is unserviceable at ———.”
- WPM** “ I.F.F. switched off.”
- WPR** “ I am departing from my corridor to the (1) North, (2) South, (3) East  
(4) West. Due to bad weather.”
- WTF** “ Rescue Aircraft (1) Unable to land.  
(2) Unable to take off.”
- WUO** “ Sending relief aircraft.”
- WZW** “ Unable to locate (1) Aircraft.  
(2) Crew.  
(3) Rescue Craft.”

**NAVAL SECTION No. 1****Table VI—Signals from Aircraft***Amend* as follows :—*Against* Group No. :—

- 430 *insert* :—“ Enemy previously reported is unsuitably situated for air attack  
(or by type of air attack indicated).  
(A) Torpedo.  
(B) Dive bombing.  
(C) Low altitude bombing.  
(D) High level bombing.”
- 472 *add* :—“ (5) is on surface and is fighting back.  
(6) when first sighted was blank miles away.  
(7) had submerged so long that no useful attack could be made.”

*Insert as follows :—*

Serial	Signal	Where used	Meaning	Remarks
3(c)	White or Yellow Flare. Flare Signal used in conjunction with discharger signal light and sound, Type A. Flare burns for 6½ mins. Light and sound shot out of discharger bursts at 200 feet, ejects a bright white star on a parachute, simultaneously it ejects a thunder flash which gives a loud bang. The star burns for 10 seconds.	In boom defences on seaward buoy of each mooring trot.	The defence at the point indicated by Flare, star and parachute is under attack.	Used only in double line defences.

## AIR FORCE CODE

## Instructions

## Para. 8

Add new sub-para. as follows :—

- (f) The following additional suffixes may be made by Coastal Command aircraft. These suffixes will be followed by two numerals indicating that the position is based on a fix obtained within half-an-hour of the time indicated by the numerals.

	<i>Fix Type</i>						<i>Suffix</i>
Pinpoint (includes all visual fixes)	..	..	..	..	..	..	P
Gee	..	..	..	..	..	..	G
Loran	..	..	..	..	..	..	N
Astro	..	..	..	..	..	..	H
Consol	..	..	..	..	..	..	C
W/T D/F	..	..	..	..	..	..	W
Loop	..	..	..	..	..	..	L
Long Range Cathode Ray D/F	..	..	..	..	..	..	K

## Table I—GENERAL

Amend as follows :—

Against group :—

- FGB** Amend to read "Check air unidentified merchant vessel signals letters and/or name alleged to be blank in position blank. Course blank, speed blank."  
**BAS** Amend to read "My apparatus is unserviceable, (i) ASV ; (ii) IFF ; (iii) AI ; (iv) S/E (Special Equipment)."

## Table VIII—DISTRESS

Insert as follows :—

- WAZ** "Returning to base in distress from position blank. Homing along GEE lines blank at height blank hundred feet."  
**WBB** "Am over men, number blank approximately, in water in position blank."  
**WJJ** "Escort aircraft in distress in position blank at blank hours. Aircraft is homing along GEE lines blank at height blank hundred feet."  
**WKF** "Have sighted rescue crew blank at blank."  
**WLN** "Rescue craft is (i) at blank ; (ii) being directed by me (or by blank)."  
**WNB** "Rescue effected."  
**WPD** "Pilot and/or crew picked up by craft other than rescue craft."  
**WVU** "I am in danger of ditching. My position is blank at blank hours based on a fix by blank at blank hours. My true course is blank air speed blank miles.\* Time of origin."  
Footnote. \* GR Aircraft will indicate the speed in knots.

## Table IX—METEOROLOGICAL REPORTS

Insert as follows :—

- ZGH** "Request upper wind report in Code F.\*333."  
**ZNP** "Upper wind report in Code F.\*333."

Note.—Holders of A.P. 1927 should note that Table X is to be cancelled and destroyed forthwith.

**NAVAL SECTION No. 1**

**Table VI—Signals from Aircraft**

*Insert* as follows :—

- 407 “ Am about to attack in position blank.”  
(*Note.*—“ For use as flash report.”)
- 408 “Am preparing to attack in position blank :—  
(1) Positive U boat.  
(2) Possible U boat (to be used as a flash report).”
- 413 “ ASV contact previously reported has disappeared.”
- 472 *Delete* signification and *substitute* :—  
“ Enemy submarine previously reported was :—  
(1) on surface ;  
(2) sighted on surface and observed to submerge ;  
(3) positive periscope sighted ;  
(4) when first sighted was on course indicated estimated speed as indicated ;  
(5) is on surface and is fighting back ;  
(6) when first sighted was blank miles away ;  
(7) had submerged so long that no useful attack could be made ;  
(8) positive Schnorkel sighted.”
- 474 “ Have sighted object believed to be as indicated in position blank on course (if known) blank :—  
(1) periscope ;  
(2) Schnorkel ;  
(3) conning tower ;  
e.g. : 474—2—position—course.”
- 475 *Add* new item 5 as follows :—  
“ (5) possible Schnorkel.”
- 517 *Amend* to read “ Submarine offers surrender.”
- 523 *Insert* “ Have dropped Sea Marker or Pyrotechnic float type  
(i) Smoke ; (ii) Flame ; (iii) Dust Marker ; (iv) Blank (for future allocation) : in position dash.”

**Table XII—Inter-Service Pyrotechnic Signals Code**

*Amend* as follows :—

*Against* serial :—

2 (c) Under “ Remarks ” column *amend* to read “ This signal should normally be used only as an alternative if identification or signal lamp fails, but may, when necessary, be used to indicate R/T failure.”

Holders of A.P. 1927 reprinted edition, October, 1943, should note the following two omissions :—

**Table I**

*Insert* :—

- FGB** “ Check air unidentified merchant vessel signals letters and/or name alleged to be blank in position blank course blank speed blank.”

**Naval Section No. 1**

**Table VI—Signals from Aircraft**

*Insert* :—

- 523 “ Have dropped sea marker or pyrotechnic float type (i) smoke, (ii) flame, (iii) dust marker, (iv) blank (for future allocation) in position blank.”

**AIR FORCE CODE****Table I—GENERAL**

Page 8.

*Amend* footnote to read as follows :—

“ G.R. and Bomber Command Aircraft will indicate the speed in knots.”

**Table VIII—DISTRESS***Insert* as follows :—**WUM** “ Am accompanying aircraft in distress whose W/T Callsign or hull letter is ——.”**WUN** “ Have WALTER contact (bearing ——). My position is ——.”*Amend* as follows :—*Against* group :—**WVU** *Amend* footnote to read “ G.R. and Bomber Command Aircraft will indicate the speed in knots.”**NAVAL SECTION No. 1****Table VI—Signals from Aircraft***Delete* groups 408 and 467 and significations.*Amend* as follows :—407 *Delete* group and signification.*Substitute* new group 804 with signification

“ Am preparing to attack in position ——.”

*(Note.*—(1) For use as flash report.

(2) Not to be used as a First Sighting Report.)

*Insert* as follows :—

411 “ No Change in situation since my report indicated.”

*(For use when enemy is not in sight nor in radar contact.)*

431 “ Enemy position for D/F purposes is —— degrees —— miles from me.”

*(To be followed by a 20 second dash.)*

463 “ Have sighted small battle unit as indicated in position —— course —— speed —— (if known).

1. Midget Submarine.

2. Explosive Motor Boat.

3. Not Definitely known.

*Amend* as follows :—465 *Delete* group and signification.*Substitute* new group 700 with signification

“ Am over fully surfaced enemy submarine-s (number —— in position —— course —— speed ——).”

*Insert* as follows :—

701 “ Am over enemy submarine-s (number —— in position —— course —— speed ——).”

*(Note.*—Groups 700 and 701 to be used as positive First Sighting Reports by Coastal Command aircraft, and followed by an amplifying report in Aircraft Reporting Code in the sense of Group 702.)

## MORSE SYMBOLS

<i>Symbol</i>	<i>Meaning</i>	<i>Symbol</i>	<i>Meaning</i>
· —	A	— ·	N
— · · ·	B	— — —	O
— · — ·	C	· — — ·	P
— · ·	D	— — — ·	Q
·	E	· — ·	R
· · — ·	F	· · ·	S
— — — ·	G	—	T
· · · ·	H	· · —	U
· ·	I	· · · —	V
· — — —	J	· — —	W
— · ·	K	— · · —	X
· — ·	L	— — · —	Y
— —	M	— — · ·	Z

## NUMERALS

<i>Symbol</i>	<i>Meaning</i>	<i>Symbol</i>	<i>Meaning</i>
— — — —	1	— · · · ·	6
· · — — —	2	— — · · ·	7
· · · — —	3	— — — · ·	8
· · · · —	4	— — — — ·	9
· · · · ·	5	— — — — —	0

## TWO AND THREE LETTER PROCEDURE SIGNALS

<i>Symbol</i>	<i>Sign</i>	<i>Meaning</i>
— · —	AA	"All after" } used in connection with repetitions and corrections
— · · ·	AB	
— · · · ·	GR	Group Signal.
— · · —	NR	Number Signal.
— — · ·	WA	"Word or Group after" } used in connection with repetitions and corrections.
· — — · ·	WB	

## PROCEDURE SIGNS

<i>Symbol</i>	<i>Sign</i>	<i>Meaning</i>
— · — — —	AAA	"Full stop" sign.
— · — · ·	AR	"Ending" sign.
· · — — —	HM	"Silence" sign.
· · · — —	BT	"Long Break" sign.
· · · ·	II	"Separative" sign.
· · — — —	IMI	"Repeat" sign.
· · — — —	UO	"Negative silence" sign.
· · — — —	VA	"No message" sign.
· · · — —	VE	"Commencing" sign.
· · · · ·	EEE EEE	"Erase" sign.
· · — — —	INT	"Interrogative" sign.
· · · — —	SOS	"Distress" sign.