

Copy

FLIGHT INSTRUCTION.

Serial No. 32.

To: Captain R.101.

Time of Departure: 1700 G.M.T. 4th October 1930.

Destination: India via Ismailia and return.

Route: Via Ismailia, according to Meteorological conditions prevailing at the time. Alternative routes as per attached chart for reference purposes in signals.

Object of Flight: Demonstration Flight.

Crew: As per list attached - Appendix A.

Passengers: As per list attached - Appendix B.

Meteorological Organization: A copy of the meteorological organization together with a schedule of the times of despatch of messages is attached - Appendix C.

Communication Organization: Detailed instructions are given - Appendix D.

Position Signals: Times of despatch 0600, 1200, 1800, 2400 hours G.M.T., in addition to when crossing the British Coast.
A specimen form to be used is attached.

All signals are to be prefixed with a Code Word according to the circumstances at the time of despatch.
Secret Code Word List is attached - Appendix E.

Any serious deviation from a course, or delay in progress, that has been previously notified should be communicated by a special signal. When possible all signals should include items of interest; i.e. weather encountered, behaviour of ship, details of life on board and any other information that would be of interest to the Press.

Special Instructions:

Prohibited Areas:

FRANCE. Prohibited areas exist at Toulon, Lorient, Brest, Cherbourg, Veligy-Villacoublay, South Corsica (Bonifacio-Porto-Vecchia district). Along the Franco-Italian, the Franco-German, the Franco-Saar and Franco-Luxembourg Frontiers and a portion of the Franco-Belgian Frontier. Brest and Cherbourg prohibited areas may be entered by certain specified routes provided permission has been obtained. The frontier areas may also be traversed by certain routes. In addition there are a large number of specified points for crossing the actual French frontiers.

Note. The French are very touchy about their various prohibited areas and it is essential to conform with the French Regulations which in the neighbourhood of Toulon are particularly stringent.

ITALY. A very large prohibited area extends along the entire land frontiers of Italy. In addition, prohibited areas exist at Spezia,

Island of Elba, N. part of Maddalena Is., Rome (Vatican City), Cagliari, Trapani-Marsala district. Augusta-Syracuse district, Messina Strait, Taranto, Brindisi, Venice and Pola. The land frontiers prohibited areas may be crossed by a number of air corridors which lead to air ports ~~at which the aircraft using the corridor must alight~~ at which the aircraft using the corridor must alight. None of these air ports, however, for Airships. Certain other prohibited areas may be crossed by specified corridors. Airship air ports exist at Augusta, Ferrara, and Rome (Ciampino North). Augusta airship airport is within Augusta-Syracuse prohibited area and must be reached by a specified corridor. Italy may be crossed without alighting, providing the land frontiers are not crossed. The sea frontiers may be crossed at any point except where there is a prohibited area.

SPAIN.

Prohibited areas exist at the Gulfs of Ferrol and Ares, Gulfs of Pontededra and Vigo, Tarifa, Bay of Algeciras, Cartagena and Minorca Island.

SPANISH MOROCCO.

Genta Peninsula and within 5 kms. of its boundaries.

TUNIS.

Bizerta. An area comprised on land within circle of 25 kms. in radius around Bizerta, and out to sea within the territorial waters corresponding to the land area.

INDIA.

1. The areas occupied by the bulk oil installations in the towns of Bombay and Karachi (Keamari).
2. The area included within a radius of one mile from the Towers of Silence, Malabar Hill, Bombay.
3. The Administered Districts & Political Agencies in the N.-W.F.P.
4. The areas in British Baluchistan and the Baluchistan Agency Territories lying to the North of line $26^{\circ} 2' N.$ Lat.

Obstructions:

Ismailia - Temperature Mast (200') 2,400 feet due west of Mooring Tower.
Karachi - Temperature Mast (265') 2,000 feet N.N.W. of Mooring Tower.

Photographs:

A Camera will be available aboard. Mr. R. Blake should be instructed to take pictures during the course of the flight. No photographs are to be taken under any circumstances whatever on the route between the English Coast and Egypt whilst passing over European Countries, Colonial Possessions in North Africa or the mandatory Territory of Syria. This instruction must be strictly observed.

There is no objection to pictures being taken on the Egypt to India route except over Syria as mentioned above and suggested subjects are:-

- Approach to Ismailia
- Leaving Ismailia
- Approach to Karachi
- Leaving Karachi
- Items of interest en route

Mr. Giblett may also require photographs of clouds.

- Customs:** The ship will be cleared by Customs and the Emigration Authorities before leaving Cardington, and the necessary ship's papers will be available for clearance at Ismailia and Karachi. The ship will be required to be cleared at Karachi and Ismailia on the homeward flight.
- Passports:** All members of the Crew and the Passengers will have passports.
- Luggage:** Passengers and Officers. The amount of luggage allowed will be limited to 30 lbs. per person including the weight of the container. Crew. The amount of luggage allowed for the crew will be limited to 15 lbs. per person, including the weight of the container.
- Lift Statement:** A daily lift statement should be prepared on the standard R.A.W. form. Arrangements have been made for the Authorities at Ismailia and Karachi to fill in the meteorological information.
- Entertainment:** The Secretary of State for Air is giving a dinner-party on board ship on arrival at Ismailia. Officer-in-Charge at Ismailia has been given instructions to make all the necessary arrangements but the ship's steward will have to supply all crockery and cutlery etc., and have all tables ready. In addition to S. of S., D.C.A., D.A.D., A/D(F), A.D(T), Captain R.101, there will be about 8-10 guests.
- List of Visitors:** During the stay in Ismailia and Karachi, all visitors allowed on board must sign the visitors' book.
- Letters:** No letters or parcels are to be carried by passengers, officers or crew. The penalty of £5 per letter will be enforced if this regulation is broken.
- Press:** Officers and Crew are not permitted to write articles, take photographs for publication, or grant interviews to the Press without D.A.D's sanction. No press message or private messages from any passengers are to be sent without D.A.D's sanction.
- Food:** Arrangements have been made with the Navy, Army & Air Force Institute to supply meals at Ismailia at a schedule price and similar arrangements are being made at Karachi for a local caterer to supply on more or less the same lines. It is very important that chits should be signed for all meals taken so that there can be no dispute at the time of payment. These meals are being arranged under a private contract for the men, who will be paid subsistence and they will therefore be individually liable for the cost of the meals. NOTE. In view of the short stay at Ismailia these chits will be forwarded to Cardington for payment but in the case of Karachi the payment should be made by the men before departure.

Flying Rations:
Homeward Flight.

Arrangements are to be made for the Officer-in-Charge Ismailia to be informed by Signal the number of passengers, officers and crew returning on board from India for ration purposes.

Sea Passages:

An early decision must be made in regard to return passages. Officer in charge Karachi will arrange passages through A.O.C. India. Government transport leaves Karachi 15th October and Bombay 20th October.

Flag:

The R.A.F. Ensign will be flown.

Despatches:

Two letters of instruction - one addressed to the Officer-in-Charge Ismailia and one to the Officer-in-Charge Karachi - are to be handed to the addressees immediately on arrival of the Ship at these Bases.

Cameras:

All cameras taken on board are to be handed to the Captain of the Ship before departure and are not to be released until the prohibited areas for photographs - already mentioned - are passed.

(Signed) S. NIXON:

for D. A. D.

R. A. W. Cardington,
3.10.30.

(Copied 21.10.30).

ADDENDA TO FLIGHT INSTRUCTIONS No.32.

FRENCH REPUBLIC.

AIR MINISTRY.

COPY.

SECRETARIAT GENERAL.

BUREAU CENTRAL DES RESEIGNEMENTS.

No.4317 B.C.R.

Paris,
27th September,1930.

Subject: Facilities available in France for
the British Airship R.101.

Colonel R.J.Bone,
Air Attache,
British Embassy,
12 Rue d'Aguesseau,
PARIS.

Sir,

Your secretary informed me by telephone today of the possible requirements as regards hydrogen for the British Airship R.101, if forced in case of emergency to moor at Orly or at Cuers-Pierrefeu, during its coming experimental flight from England to Karachi and back.

The following are the facilities (shelter and refuelling) which could be placed at the disposal of the said airship at the Orly and Cuers-Pierrefeu bases.

Shelter. The dimensions of the airship sheds at Cuers-Pierrefeu Naval Air Service Base (length 248 metres, width 40 metres, height 40 metres) would not permit of housing R.101, whose maximum diameter and height exceed 40 metres.

At Orly, Naval Air Service General Depot, one of the two airship sheds is closed at each end by doors, the height of which (25 metres and 35 metres) is also insufficient. The other shed, (length 300 metres, width at base 70 metres, maximum height 50 metres), is open at both ends.

Refuelling. The Cuers-Pierrefeu base has in stock a quantity of hydrogen which would make it possible to supply the 14,000 cubic metres stated by you to be necessary for refuelling R.101, within 24 hours.

At Orly, on the other hand, a supply of hydrogen amounting to 7000 cubic metres only is available; but it would be possible to obtain the other 7000 cubic metres which might be required by R.101, within 4 to 5 days.

Finally, it would be possible to obtain at each of the above bases in a few hours, the landing party necessary to moor the airship.

I am, etc.
(sgd) Illegible,
Secretary General of the Air Ministry,

For the Minister, and
For Secretary of State.

ADDENDA TO COMMUNICATIONS ARRANGEMENTS
FOR FLIGHT OF H.M.A. R.101 FROM CARDINGTON TO
INDIA VIA EGYPT AND RETURN.

Airships Ismailia will notify:-

Commander-in-Chief, East Indies.
 Senior Naval Officer, Persian Gulf.
 H.M.S. "Folkestone"

via Aden W/T Station, as follows:-

Outward Flight.

"R.101 left Ismailia at for Karachi".

H.M.S. "Folkestone" should keep watch on
 900 metres 20 hours later until notified by Airships
 Karachi that ship has landed.

Airships Karachi will notify:-

Commander-in-Chief, East Indies.
 Senior Naval Officer, Persian Gulf.
 H.M.S. "Folkestone"

via Aden W/T Station, as follows:-

"R.101 landed "

Homeward Flight.

Airships Karachi will notify:-

Commander-in-Chief, East Indies.
 Senior Naval Officer, Persian Gulf.
 H.M.S. "Folkestone"

via Aden W/T Station as follows:-

"R.101 left at for Ismailia"

H.M.S. "Folkestone" to keep watch on 900
 metres until notified by Airships Ismailia that
 Ship is now in communication with them and west
 of Basrah.

Airships Ismailia to notify:-

Commander-in-Chief, East Indies.
 Senior Naval Officer, Persian Gulf.
 H.M.S. "Folkestone"

via Aden W/T Station as follows:-

"R.101 now west of Basrah". Listening
 watch of H.M.S. "Folkestone" can now be terminated.

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PHOTOGRAPHS.

The suggested subject of "Items of interest en route" should include photographs of life on board e.g. S of S., D.C.A., & D.A.D. in conversation, or in Control Car with the Captain and A/D(F). Passengers at lunch, in the Lounge etc., and such topical pictures. All these are of special interest.

All films and the Press Log are to be handed to the Press Officer, Indian Government (Wing Commander Cooper) immediately on arrival.

ADDENDA TO FLIGHT INSTRUCTION No.32.

S of S Dinner Party.

The time provisionally fixed for the Dinner Party to be given by the Secretary of State on board ship at Ismailia is 9.30 p.m.(Local Time)

In the event of the alteration of this hour on account of the Ship's progress "Airships Ismailia" should be notified at least 6 hours in advance of the probable time of landing.

Copy.

Addenda No.5.

Addenda to Flight Instructions.

No.32.

Compressed Air.

Compressed air will be available at both
Ismailia and Karachi.

Copy.

Addendum No.6.

ADDENDA TO FLIGHT INSTRUCTION No.32.

French Civil Aviation.

W/T Stations on 900 metres will be available
if required during the passage over FRANCE.