

GUIDING BROCHURE and ROUTE HANDBOOK

*Issued to Competitors  
in the*

MACROBERTSON INTERNATIONAL AIR RACES

ENGLAND—MELBOURNE

OCTOBER 1934

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

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

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

## A. INSTRUCTIONS TO COMPETITORS

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

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

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

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

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

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

## B ROUTES AND DISTANCES.

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

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

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

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

## RADIO STATIONS FACILITIES AVAILABLE AT CONTROL POINTS

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

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

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

# SUN AND MOON TABLES

All Times are G.M.T.

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

Date	Sun		Moon	
	Rises (hrs.)	Sets (hrs.)	Rises (hrs.)	Sets (hrs.)

### DARWIN.

Oct. 21st ..	2048	—	—	2007
Oct. 22nd ..	2048	0914	0855	2053
Oct. 23rd ..	2048	0915	0952	2141
Oct. 24th ..	2048	0916	1050	2230
Oct. 25th ..	2047	0916	1147	2323
Oct. 26th ..	2047	0916	1242	—
Oct. 27th ..	2046	0916	1335	0017
Oct. 28th ..	2045	0916	1423	0111
Oct. 29th ..	2045	0916	1508	0202
Oct. 30th ..	2044	0917	1549	0253
Oct. 31st ..	—	0917	1628	0341

### CHARLEVILLE.

Oct. 21st ..	1934	—	—	1851
Oct. 22nd ..	1933	0825	0807	1929
Oct. 23rd ..	1933	0826	0911	2010
Oct. 24th ..	1932	0827	1014	2056
Oct. 25th ..	1931	0828	1114	2146
Oct. 26th ..	1930	0829	1213	2238
Oct. 27th ..	1929	0829	1303	2334
Oct. 28th ..	1928	0830	1350	—
Oct. 29th ..	1927	0830	1430	0029
Oct. 30th ..	1926	0831	1506	0125
Oct. 31st ..	1925	0831	1540	0218
Nov. 1st ..	1925	0831	1610	0312
Nov. 2nd ..	1925	0832	1637	0404
Nov. 3rd ..	—	0832	1709	0456

### MELBOURNE.

Oct. 21st ..	1926	—	—	1844
Oct. 22nd ..	1924	0844	0829	1914
Oct. 23rd ..	1924	0844	0940	1950
Oct. 24th ..	1922	0847	1047	2030
Oct. 25th ..	1921	0847	1153	2117
Oct. 26th ..	1919	0849	1252	2209
Oct. 27th ..	1918	0849	1342	2306
Oct. 28th ..	1917	0851	1426	—
Oct. 29th ..	1915	0851	1502	0006
Oct. 30th ..	1914	0852	1533	0106
Oct. 31st ..	1913	0853	1559	0205
Nov. 1st ..	1912	0854	1624	0305
Nov. 2nd ..	1912	0855	1647	0403
Nov. 3rd ..	1911	0857	1710	0502
Nov. 4th ..	1910	0858	1735	0601
Nov. 5th ..	—	0859	—	0706

## TELEGRAPHIC ADDRESSES OF CHECKING AND CONTROL POINTS ON THE ROUTE OF THE ENGLAND-AUSTRALIA RACE.

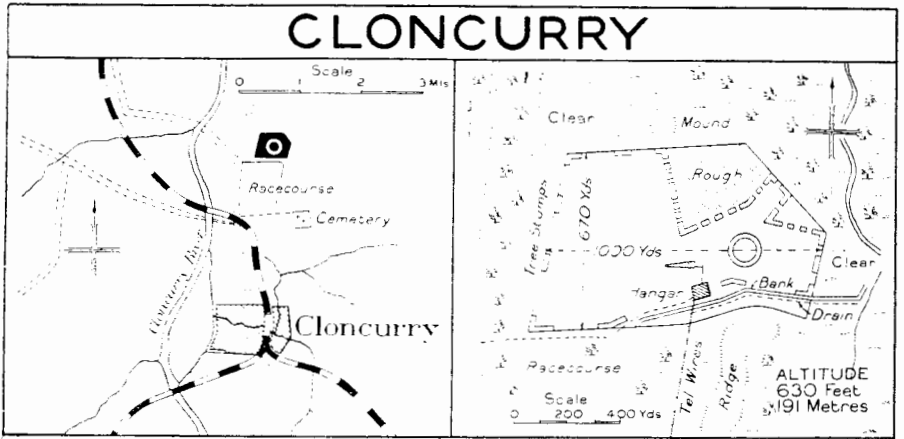
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All Messages to Control and Checking Points concerning the above races should be prefixed "AIRACE."

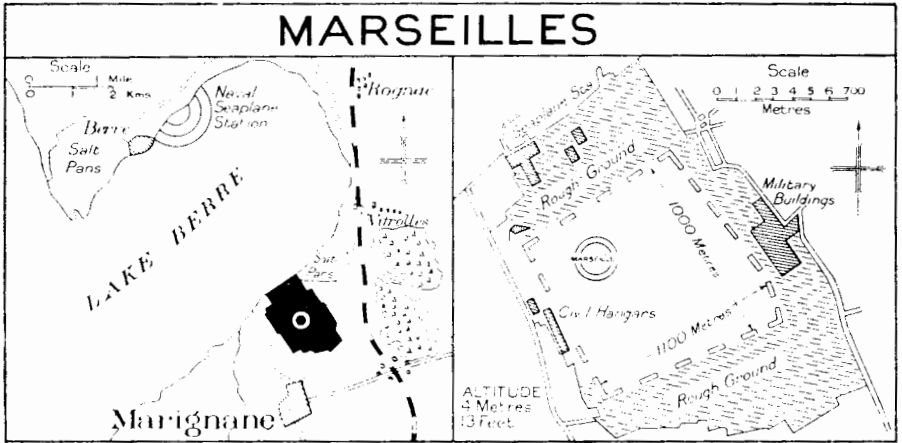
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4.	Start	AERODOM., AUDLEY, LONDON	Bangkok	AIRTRANS, BANGKOK
	Marseilles	PORT AERIEN, MARIGNANE	Alor Star	AERODROME, ALOR STAR
	Rome	AERONAUTIA, ROMA	Singapore	AERONAUTICS, SINGAPORE
	Athens	AERoclUB, ATHENS	Batavia	AERA, BATAVIA
	Aleppo	AVIATION, NERAB	Rambang	H. P. B. SELONG
	Baghdad	AIRACE, BAGHDAD	Koepang	R. S. KOEPANG
	Bushire	JUVG, MESPLERS, BUSHIRE	Darwin	AERODROME, DARWIN
	Jask	GILBY, JASK	Newcastle Waters	AERODROME, NEWCASTLE WATERS
	Karachi	AERODROME, KARACHI	Cloncurry	AERODROME, CLONCURRY
	Jodhpur	SUPENGER JODHPUR	Charleville	AERODROME, CHARLEVILLE
	Allahabad	AERODROME, ALLAHABAD	Narromine	AERODROME, NARROMINE
	Calcutta	AERODROME, CALCUTTA	Melbourne	CENTENAIR, MELBOURNE
	Rangoon	AERODROME, RANGOON		

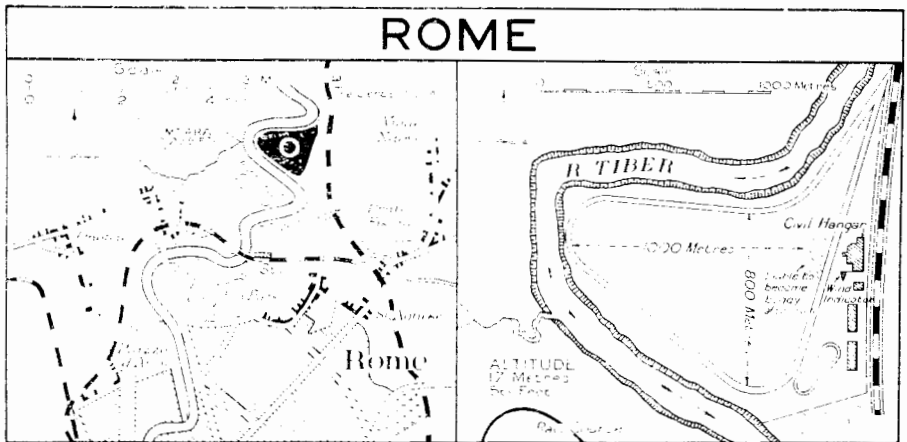
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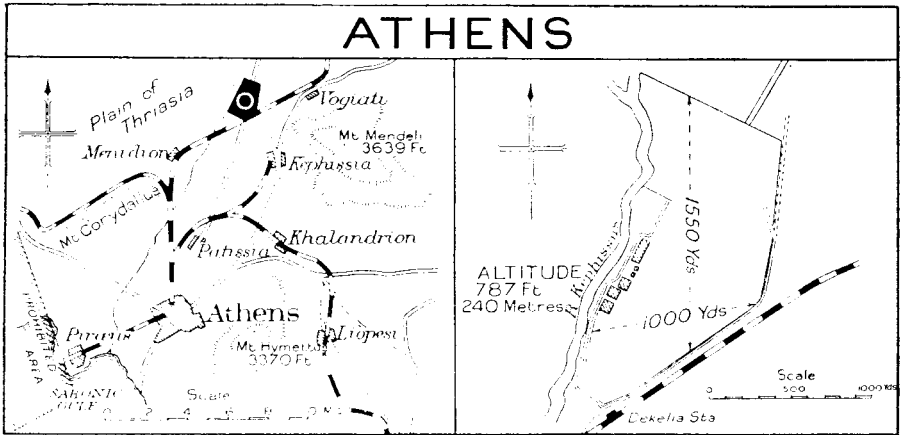
- Class.** Civil Aerodrome.
- Surface.** Gravelly surface. Firm in wet weather.
- Accommodation.** One hangar, size 60' × 60' with limited space available.
- Night Lighting.** Flares available when required.
- Repairs.** Minor repairs can be undertaken on the aerodrome.
- Hotels.** In Cloncurry.
- Telephone.** Aerodrome number, Cloncurry 26.



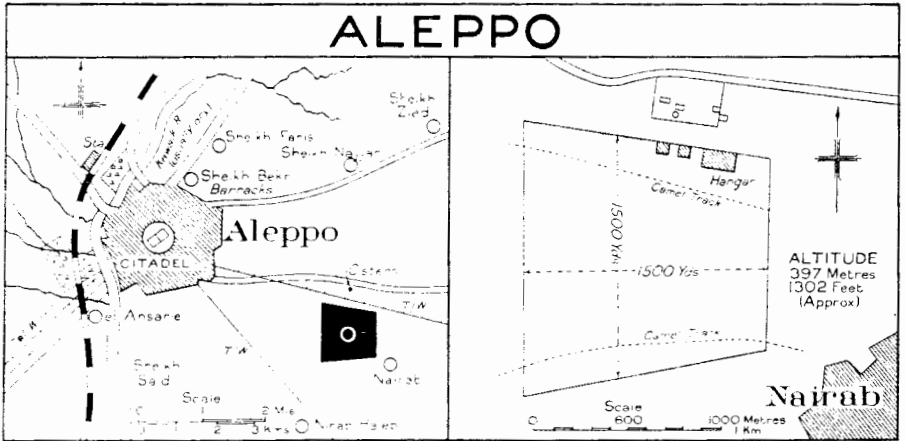
- Class.** Military and Civil Customs Aerodrome.
- Surface.** Grass surface, rough in places. Liable to become soft after rain. Landings should be made close to the civil hangars on the W. boundary. The surface is being drained. Area of work marked with red flags by day and red lamps by night.
- Accommodation.** Two civil hangars available on West side.
- Night Lighting.** Occulting beacon, characteristic:- "Q" (-....). Floodlights, illuminated windsleeves, obstruction and boundary lights.
- Repairs.** Minor repairs can be undertaken on the aerodrome.
- Hotels.** In Marignane and Marseilles. Small buffet on the aerodrome.
- Telephone.** Aerodrome number Colbert 82-83.



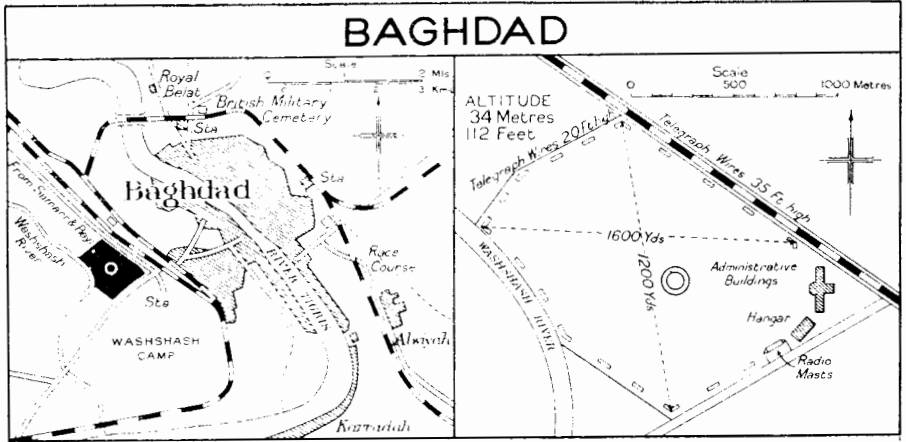
- Class.** Civil Customs aerodrome.
- Surface.** Good grass surface liable to become soft after rain.
- Accommodation.** One large civil hangar with two storeys and ramp.
- Night Lighting.** Neon beacon. Two fixed floodlights. Boundary and obstruction lights.
- Repairs.** Major repairs can be undertaken in the aerodrome workshops.
- Hotels.** There is an hotel with limited accommodation on the aerodrome.
- Telephone.** Aerodrome number Rome 80493.



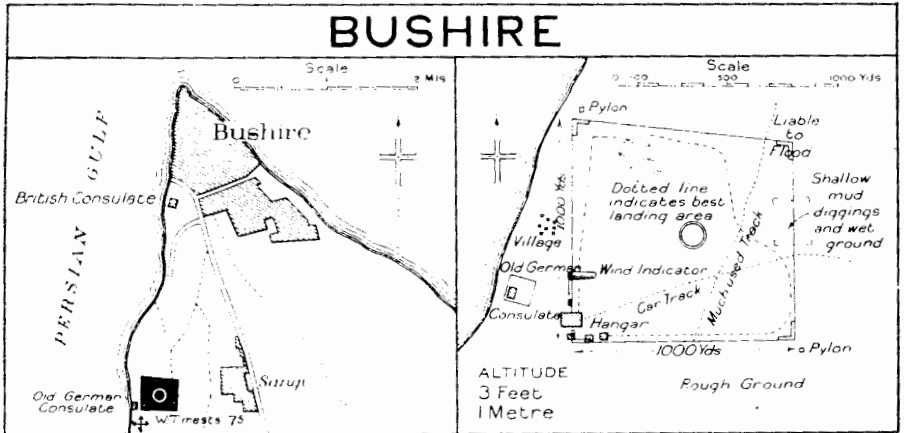
Class.	Military and Civil Customs Aerodrome.
Surface.	Good level surface. Rather stony.
Accommodation.	One hangar available for civil aircraft.
Night Lighting.	Rotating beacon. Floodlights. Boundary and obstruction lights.
Repairs.	Minor repairs can be undertaken on the aerodrome.
Hotels.	In Athens.
Telephone.	Aerodrome number Athens 6-42.



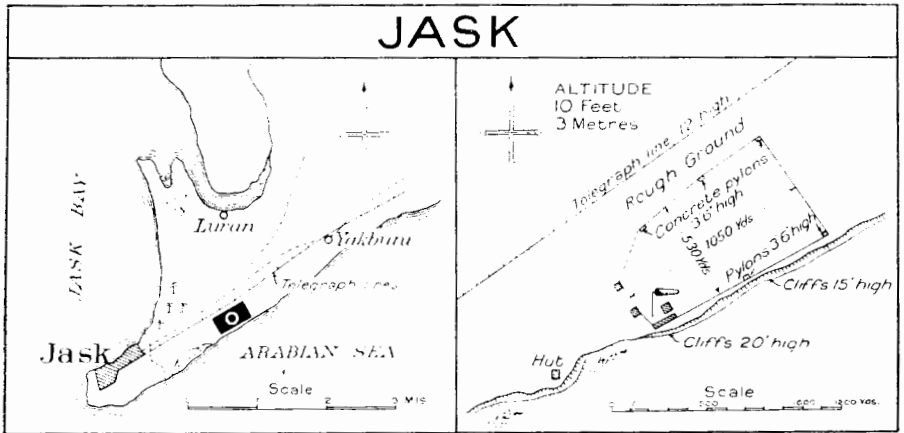
- Class.** Military and Civil Customs aerodrome.
- Surface.** Fair sandy surface. Becomes very soft in wet weather.
- Accommodation.** One military hangar with limited space available.
- Night Lighting.** Flares available when required.
- Repairs.** Minor repairs can be undertaken subject to military personnel being available.
- Hotels.** In Aleppo.
- Telephone.** On the aerodrome.



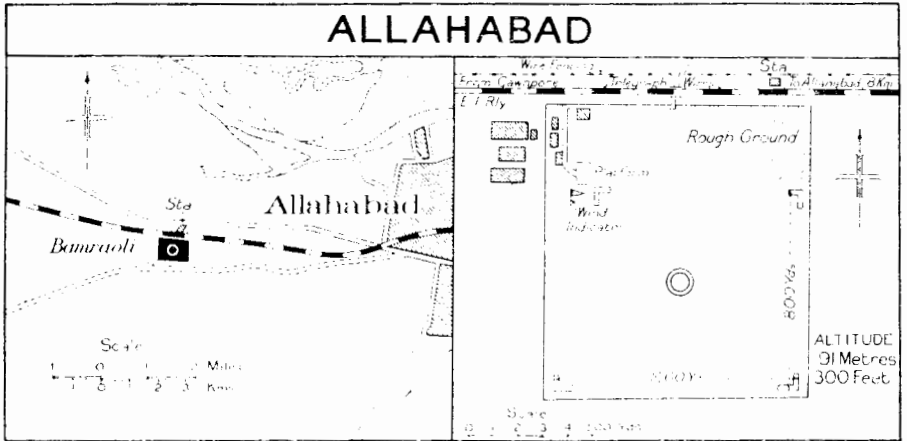
Class.	Civil Customs Aerodrome.
Surface.	Good surface, but appears rough from the air. Firm in wet weather.
Accommodation.	One hangar 150' x 80' in S.E. corner.
Night Lighting.	One neon beacon giving fixed red light. Floodlight and flares. Boundary and obstruction lights.
Repairs.	Minor repairs can be effected.
Hotels.	Small Hotel (six bedrooms) with restaurant and bar on the aerodrome.
Telephone.	Aerodrome number Baghdad 85.



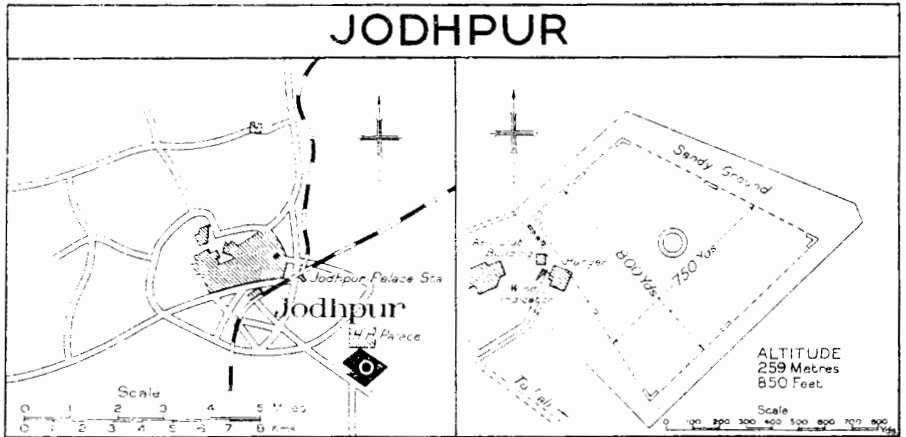
- Class.** Military and Civil Customs Aerodrome.
- Surface.** Firm sandy surface. The car tracks should be avoided when landing. After heavy rain landings should be made in the S.E. corner.
- Accommodation.** One hangar available.
- Night Lighting.** Flares available when required.
- Repairs.** Minor repairs can be undertaken on the aerodrome.
- Hotels.** In Bushire.
- Telephone.** On the aerodrome.



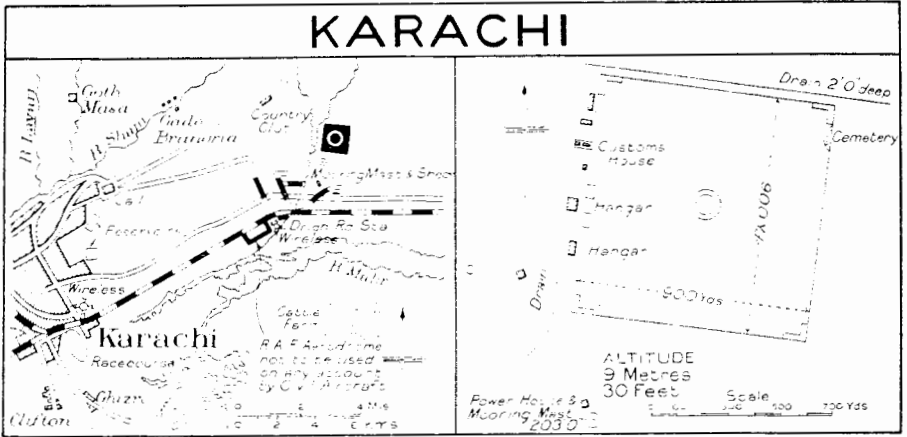
- Class.** Civil Customs Landing Ground.
- Surface.** Hard surface. Firm in wet weather.
- Accommodation.** No hangars available.
- Night Lights.** Flares are available when required. There is a small marine lighthouse at Jask with white light, flashing period ten seconds.
- Repairs.** There are no facilities for repairs.
- Hotels.** Accommodation available in Jask.
- Telephone.** At the post office.



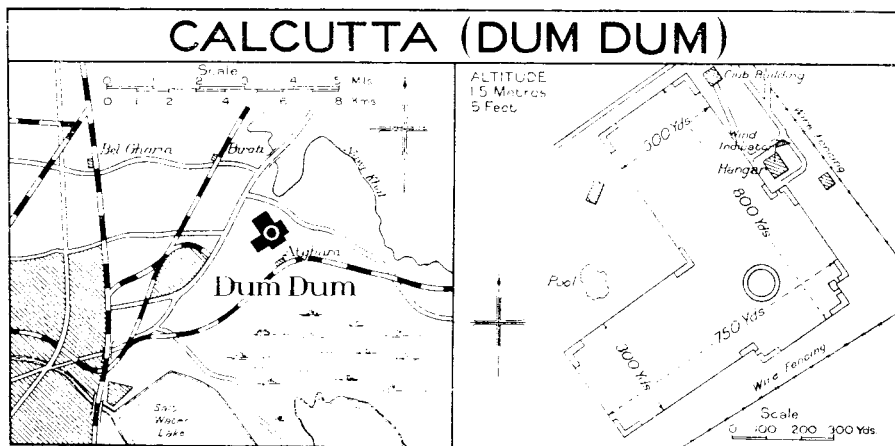
<b>Class.</b>	Civil Aerodrome.
<b>Surface.</b>	Good flat grass surface. Firm in wet weather.
<b>Accommodation.</b>	No hangars available. Two picketing bases for large machines in N.W. corner.
<b>Night Lighting.</b>	Rotating floodlight beacon. Illuminated landing T, boundary and obstruction lights.
<b>Repairs.</b>	Railway workshops and garages.
<b>Hotels.</b>	Rest house on the aerodrome. Hotels in Allahabad.
<b>Telephone.</b>	Aerodrome number Allahabad 383.



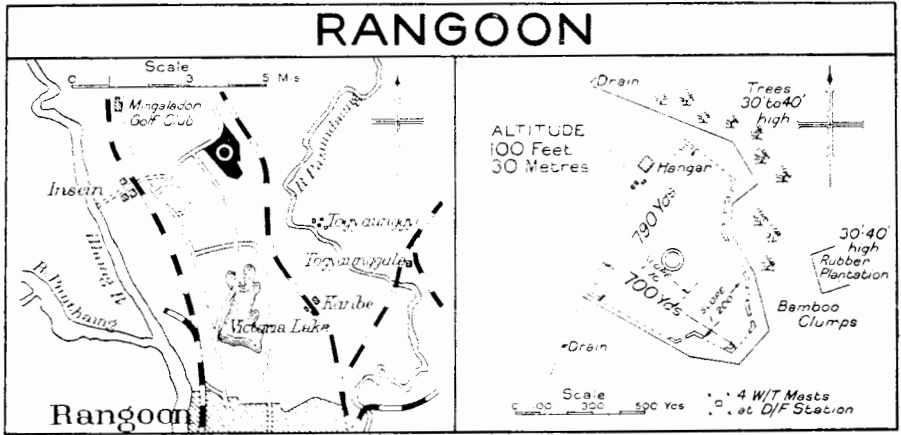
<b>Class.</b>	Civil Aerodrome.
<b>Surface.</b>	Good grass surface. Firm in wet weather.
<b>Accommodation.</b>	One large hangar available. There is also a small hangar belonging to the Flying Club.
<b>Night Lighting.</b>	Rotating floodlight beacon. Illuminated landing T. Boundary and obstruction lights.
<b>Repairs.</b>	Ground engineer on the aerodrome. Railway workshops and garages.
<b>Hotels.</b>	Rest house on the aerodrome. Hotels in Jodhpur.
<b>Telephone.</b>	Aerodrome number Jodhpur 130.



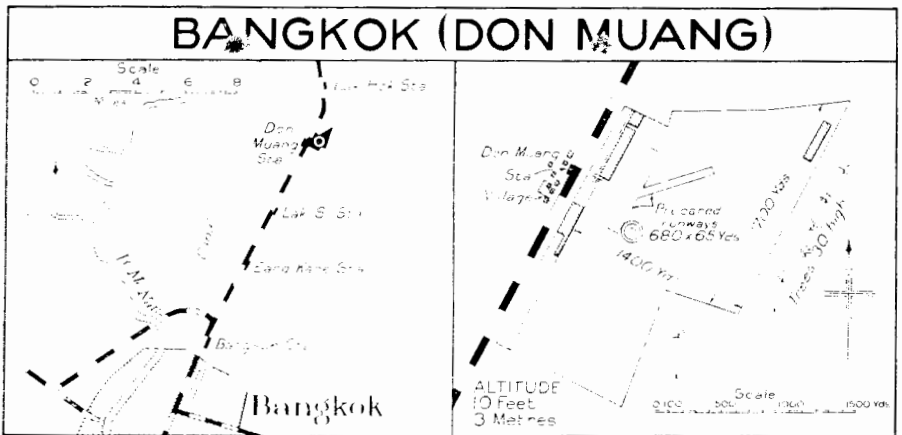
- Class.** Civil Customs Aerodrome.
- Surface.** Level sandy surface. Firm in wet weather.
- Accommodation.** Two hangars available size 100' X 130' and 85' X 140'.
- Night Lighting.** Rotating beacon. Floodlight with shadow bar. Obstruction and boundary lights.
- Repairs.** Minor repairs can be undertaken by ground engineers on the aerodrome.
- Hotels.** In Karachi. Male aviators may be accommodated in Airship Base Mess.
- Telephone.** Aerodrome number Karachi 38.



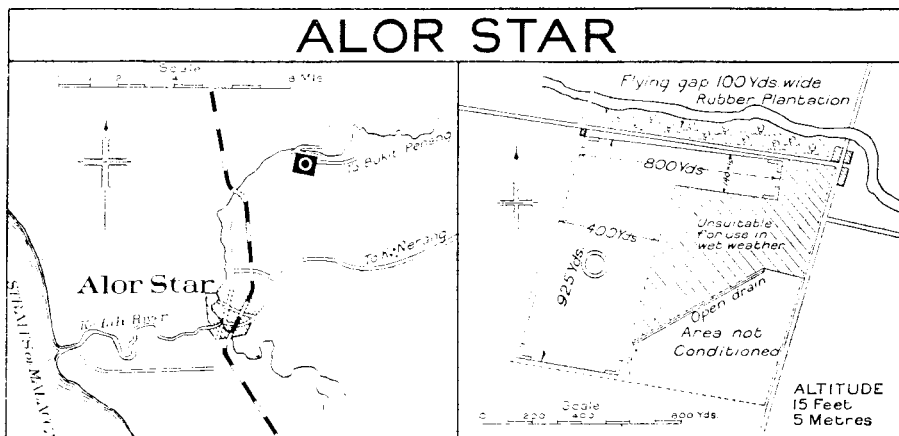
- Class.** Civil Aerodrome.
- Surface.** Good grass surface. Liable to become boggy in wet weather. Slight slope down from centre outwards.
- Accommodation.** One hangar available. Size, 100' × 132'.
- Night Lighting.** Rotating beacon. Floodlight with shadow bar. Obstruction and boundary lights.
- Repairs.** Minor repairs can be undertaken by ground engineers on the aerodrome. Aircraft workshops in Calcutta.
- Hotels.** In Calcutta.
- Telephone.** Aerodrome number, Calcutta Regent 803.



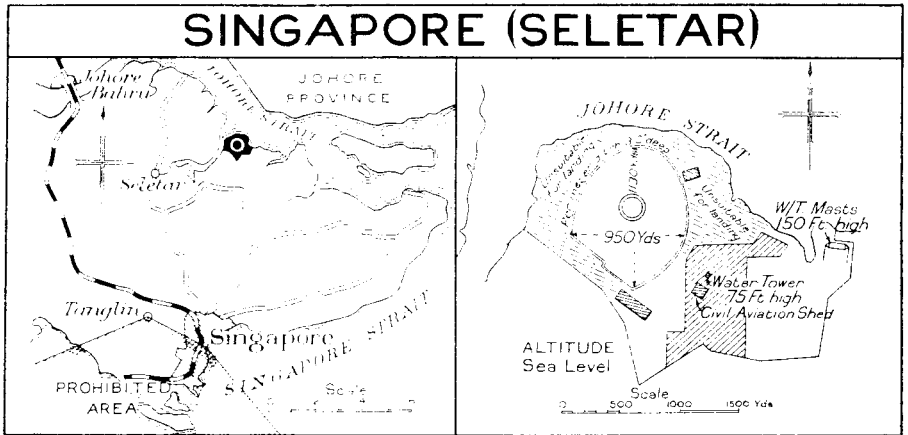
- Class.** Civil Customs Aerodrome.
- Surface.** Fair grass surface. After rain pilots should land on the eastern portion of the ground.
- Accommodation.** One hangar available, size 100' x 130'.
- Night Lighting.** Flares available when required. Boundary and obstruction lights.
- Repairs.** Ground engineers available on the aerodrome.
- Hotels.** In Rangoon.
- Telephone.** Aerodrome number, Rangoon 6374.



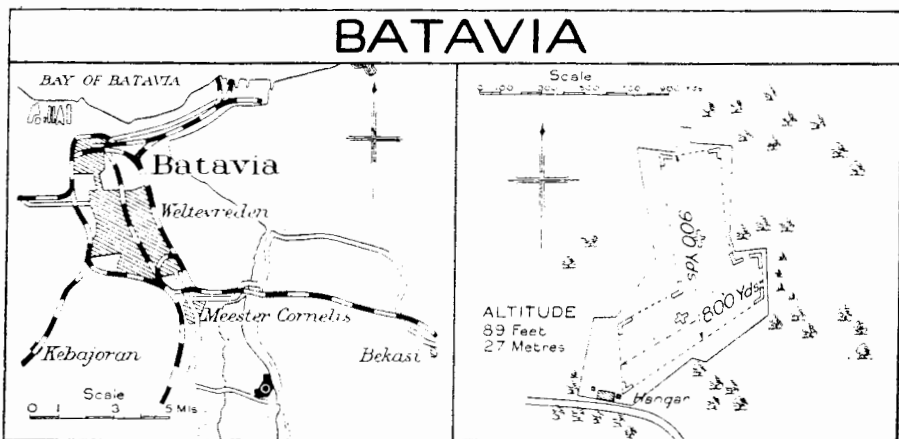
- Class.** Military and Civil Customs Aerodrome.
- Surface.** Two prepared runways. The remainder of the surface is liable to become boggy after rain. Suitable landing areas marked with white flags. Dangerous portions marked with red flags.
- Accommodation.** Several hangars available.
- Night Lighting.** Floodlight available.
- Repairs.** Workshops available on the aerodrome.
- Hotels.** In Bangkok.
- Telephone.** On the aerodrome.



<b>Class.</b>	Civil Landing Ground.
<b>Surface.</b>	Good surface. Firm at all seasons. During wet weather a considerable quantity of surface water sometimes collects.
<b>Accommodation.</b>	No hangars available.
<b>Night Lighting.</b>	Fixed beacon. Flares available when required.
<b>Repairs.</b>	No facilities on the aerodrome. Minor repairs in town.
<b>Hotels.</b>	In Alor Star. There is a rest house with ten bedrooms on the aerodrome.
<b>Telephone.</b>	Aerodrome number, Alor Star 44.

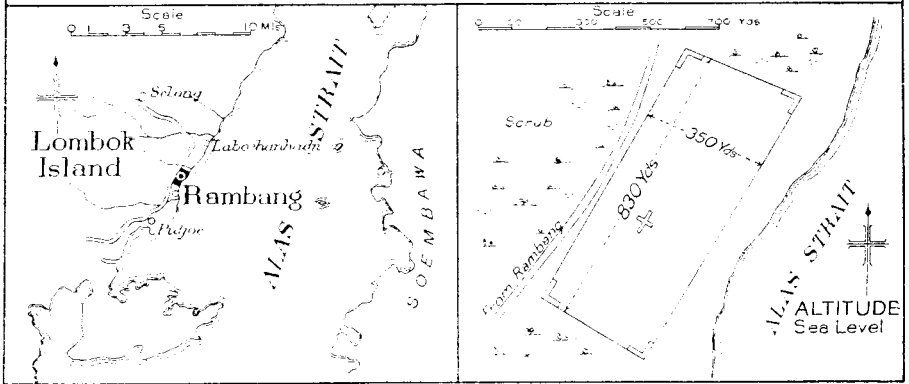


- Class.** Royal Air Force Aerodrome, open to Civil Aircraft.
- Surface.** Good grass surface. Rough in parts. Firm in wet weather. The landing area is delimited by a ditch.
- Accommodation.** One civil hangar with very limited space. Aircraft may be accommodated in R.A.F. hangars if space is available.
- Night Lighting.** Flares available when required.
- Repairs.** Minor repairs can be undertaken on the aerodrome.
- Hotels.** In Singapore.
- Telephone.** On the aerodrome.

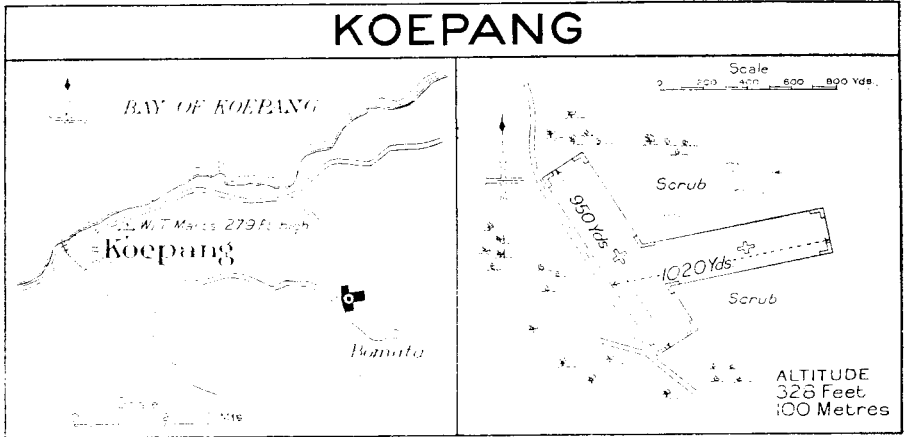


- Class.** Military Aerodrome available for use by civil aircraft.
- Surface.** Good flat grass surface.
- Accommodation.** One hangar available for civil aircraft.
- Night Lighting.** Flares available when required.
- Repairs.** Minor repairs can be undertaken on the aerodrome.
- Hotels.** In Batavia.
- Telephone.** Aerodrome number, Meester Cornelis 496.

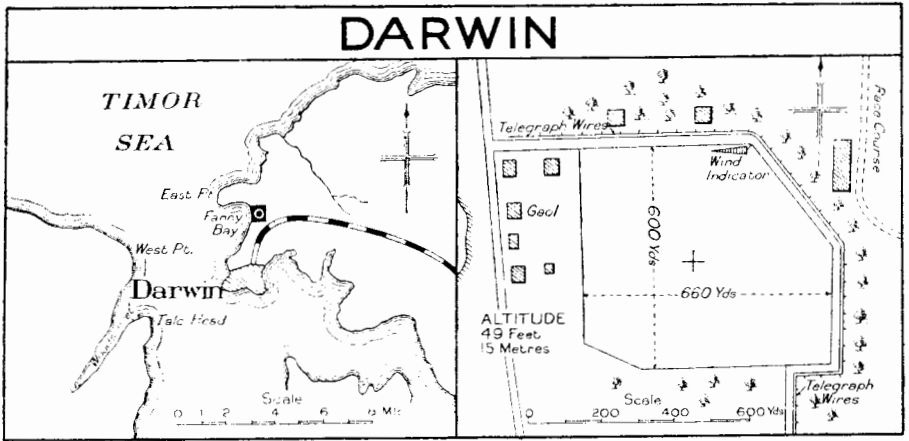
## RAMBANG (LOMBOK ISLAND)



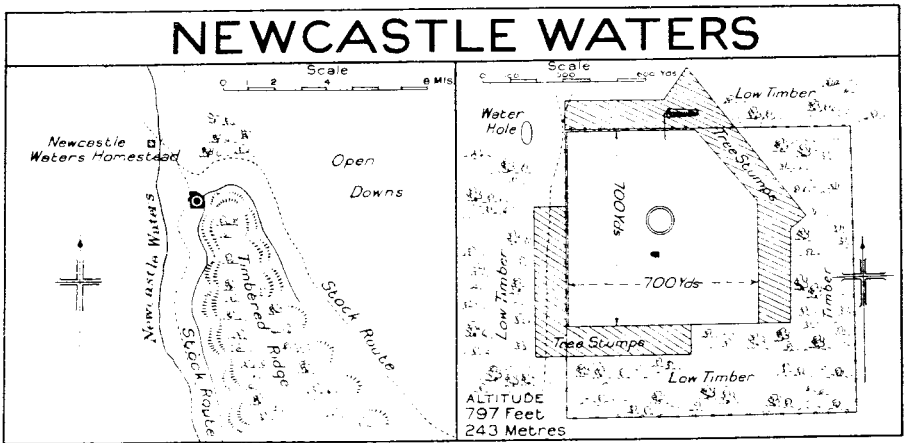
<b>Class.</b>	Civil Landing Ground.
<b>Surface.</b>	Sandy surface, dry in all weathers. Slight slope towards sea.
<b>Accommodation.</b>	No hangars.
<b>Night Lighting.</b>	Flares available when required.
<b>Repairs.</b>	Garages in town.
<b>Hotels.</b>	In Rambang.
<b>Telephone.</b>	Nil.



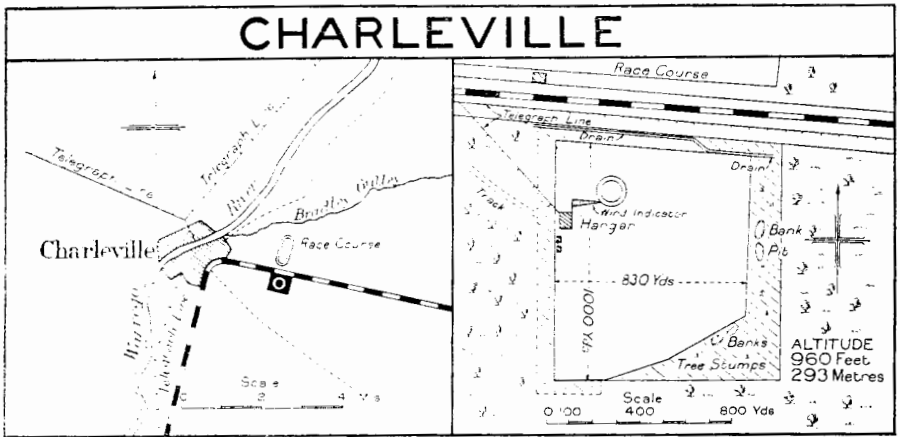
<b>Class.</b>	Civil Customs landing ground.
<b>Surface.</b>	Sandy grass surface. Slightly rough. Firm in wet weather.
<b>Accommodation.</b>	No hangars available.
<b>Night Lighting.</b>	Flares available when required.
<b>Repairs.</b>	Garages in Koepang.
<b>Hotels.</b>	In Koepang.
<b>Telephone.</b>	Nil.



- Class.** Royal Australian Air Force Aerodrome.
- Surface.** Smooth and level surface. Becomes boggy after rain.
- Accommodation.** No hangars are available.
- Night Lighting.** Flares available when required. Fanny Bay Gaol will be illuminated by searchlight.
- Repairs.** Minor repairs can be executed at the Meat Works  $1\frac{1}{2}$  miles south.
- Hotels.** In Darwin.
- Telephone.** At the gaol.

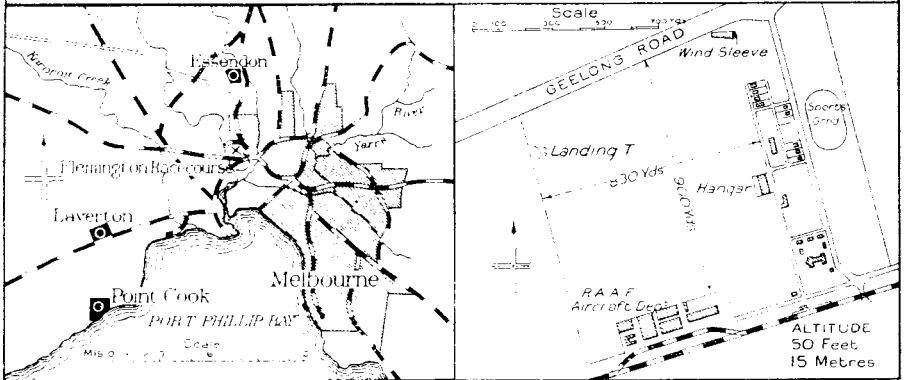


- Class. Civil Aerodrome.
- Surface. Good level sandy surface. Firm in wet weather.
- Accommodation. There are no hangars.
- Night Lighting. Flares available when required.
- Repairs. No facilities for repairs.
- Hotels. There is no public accommodation available.
- Telephone. At homestead nearby.

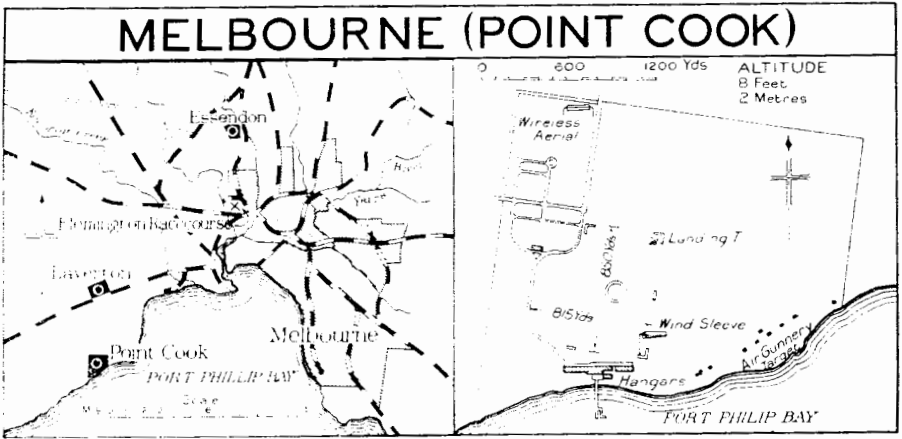


- Class.** Civil Aerodrome.
- Surface.** Sandy surface liable to become soft in wet weather.
- Accommodation.** One hangar, size 60' × 60' with limited space available.
- Night Lighting.** Flares available when required.
- Repairs.** Minor repairs can be undertaken on the aerodrome.
- Hotels.** In Charleville.
- Telephone.** At Charleville Post Office, 1 mile.

## MELBOURNE (LAVERTON)



- Class.** Royal Australian Air Force Aerodrome.
- Surface.** Good level surface.
- Accommodation.** Two R.A.A.F. hangars with limited space available.
- Night Lighting.** Flares available when required. Boundary and obstruction lights.
- Repairs.** Workshops on the aerodrome.
- Hotels.** In Melbourne.
- Telephone.** Aerodrome number, Williamstown 602.



- Class.** Royal Australian Air Force Aerodrome.
- Surface.** Level surface. Becomes sticky in wet weather.
- Accommodation.** Six R.A.A.F. hangars with limited space available.
- Night Lighting.** Flares available when required. Boundary and obstruction lights.
- Repairs.** Workshops on the aerodrome.
- Hotels.** In Melbourne.
- Telephone.** Aerodrome number, Williamstown 290.