

C.S.

Secret.

WAR/W2H/1#10

1939

No.

5/41/39

25

Secretary of State

SUBJECT.

1939
31st July.

Previous Paper.

Aircraft.

Instructions regarding the
system of recognition of
to be brought into use
immediately in emergency.

MINUTES.

1. S. of S. Secret despatch 31.7.39.

2. Instructions dated 22.3.39.

6 copies received Nos. 94 - 99.

Jh. Submitted. Copy to O.C.
Defence Force?

WCH
CS
19.10.39

3 copies

3. ~~Minute~~ 19/x
Minute to O.C., Defence Force of 20.10.39.

Subsequent Paper.

S. of S. Circular Note of 19/9/39.

5-12.

Yh. Submitted. Copies to be
sent to the O.C. Defence Force?

mch
cs.

14. XII. 39

~~14/12/39~~ 15/12/39

O.C. Defence Force.

Please withdraw copies

1695-1697.

mch

cs.

16. XII. 39

Honourable Colonial Secretary

Copies withdrawn as instructed.

O.W. 15. XII. 39.

S. of S. Secret Circular Note of 7/12/39. 13-15.

Yh. Submitted. To O.C. Defence Force
to see.

mch
cs.

13. 2. 40

S. of S. Conf. Circular Note of 30/12/39. 16-20
O.C. Defence Force.

To see.

mch
cs.

13. 5. 40

Honourable Colonial Secretary

See Bank you.

O.W. O.C.F. 14. 3. 40.

21. ^{Under} S. of S. for War Telegram of 13/5/40
 22. Telegram to Under S. of S. for War, 13/5/40
 O.C. Sy 7.

To Mr. (821)

13/5/40

Annurath Colonial Secretary

Noha - Thank you.

W. O. C. F.

16. V. 40.

23. Telegram from Admiralty of 29/5/40.
 24. " " War Office, 12/11/41.
 25. Telegram No. 58. Secret from S. of S. of 16/4/42.

O.C. Groups
 To note please.
 H.A.
 16/4/42

Annurath Colonial Secretary

Noha Thank you. Though I have
 no knowledge of nor can I trace a copy of
 F.S.P.B. pamphlet to which reference is made.

W. O. C. F. I. D. F.

17. IV. 42

26. Telegram from Under S. of S. for War of 22/5/42.
 27. ~~Telegram to Under S. of S. for War of 22/5/42~~

5/41/39

1

Reference to previous correspondence :—

Secretary of State's
Governor's } Despatch No.

Falkland Islands

Secret

Downing Street,

3rd July 1939.

Sir,

I have the honour to transmit to you, for your information, copies of the papers noted below.

I have the honour to be,

Sir,

Your most obedient, humble servant,

The Officer Administering

the Government.

Malcolm MacDonald

Falkland Islands

Name and Date.

Subject.

War Office letter 10th May 1939

"Instructions regarding the system of recognition of aircraft to be brought into use immediately in emergency"

Six copies

No. 94-99.

Tel. No.—Whitehall 9400.

Any further communication on this subject should be addressed to:—
The Under-Secretary of State
The War Office,
London, S.W.1,
and the following number quoted.



THE WAR OFFICE,
LONDON, S.W.1.

79/H.D./696 (M.O.3.).

10th May, 1939.

S E C R E T.

Sir,

I am commanded by the Army Council to forward, for your information, the enclosed copies of "Instructions regarding the system of recognition of aircraft to be brought into use immediately in emergency" and to request that copies of these instructions be distributed down to Officers Commanding infantry battalions or equivalent units and to Officers Commanding anti-aircraft batteries, light anti-aircraft batteries and anti-aircraft searchlight companies.

2. I am to state that the system of recognition detailed in these instructions is regarded as an interim measure. I am to request that arrangements may be made for all officers and non-commissioned officers engaged on anti-aircraft duties to be instructed forthwith in the methods of recognition laid down in these instructions. It should be impressed on all concerned that these instructions are secret.

3. I am to add that the General Officer Commanding-in-Chief, Anti-Aircraft Command, Territorial Army, has already issued the necessary instructions to all units allocated to the Air Defence of Great Britain.

4. Please acknowledge the receipt of this letter on the attached Army Form A.16.

I am,

Sir,

Your obedient Servant,

G. W. Lambert

The General Officers Commanding-in-Chief,
Aldershot, Eastern, Northern, Scottish, Southern & Western Commands.
The General Officers Commanding,
London, Northern Ireland, Guernsey and Alderney & Jersey Districts.
His Excellency Commander-in-Chief, Army in India.
The General Officer Commanding the Army in Burma.
Their Excellencies, The Governors and Commanders-in-Chief,
Gibraltar, Malta and Bermuda.
The General Officer Commanding-in-Chief,
The British Troops in Egypt.
The General Officer Commanding, The British Forces in Palestine & Trans-Jordan.
The General Officer Commanding, The British Troops in China.
The General Officer Commanding, Malaya.
The Major-General Commanding, The Troops in the Sudan.
The Officer Commanding the Troops, Jamaica.
The Officers Commanding the Troops, Ceylon, Mauritius and Sierra Leone.
The Officer Commanding, The British Troops, Aden.

The High Commissioners for
Australia, Canada, New Zealand, Union of South Africa,
Southern Rhodesia.

The Under Secretary of State, Colonial Office.

Copies for information of:-

The Under Secretary of State, Air Ministry.

The Secretary, Admiralty.

The Military Secretary, India Office.

The General Officer Commanding-in-Chief, Anti-Aircraft Command,
Territorial Army.

Commandants,

Imperial Defence College,

Staff Colleges, Camberley and Minley.

School of Anti-Aircraft Defence.

School of Electric Light.

Senior Officers School.

School of Artillery.

School of Military Engineering.

Coast Artillery School.

F.1695.

INSTRUCTIONS REGARDING THE SYSTEM OF
RECOGNITION OF AIRCRAFT TO BE BROUGHT
INTO USE IMMEDIATELY IN EMERGENCY.

1. Unless an aircraft is recognised as friendly by its national markings or appearance, fire may be opened on it by fighters or A.A. guns if the aircraft does not employ one or more of the means of recognition described below.

2. The following aircraft will be recognized as friendly:-

3. By day:-

- (i) Single aircraft, unless clearly recognized as hostile, except over the Inner Artillery Zone and Balloon Barrage of London, where A.A. gunners will be instructed to fire at every unrecognized aircraft which comes within range. (Over Great Britain only.)

NOTE. This rule, by which single aircraft are regarded as friendly, is intended only for the opening stages of a war before A.A. gunners have learned to recognize by silhouette. The rule may have to be abrogated at short notice if the enemy take to operating singly by day.

- (ii) Aircraft firing the correct combination of lights by means of the $1\frac{1}{2}$ " 2-star signal cartridge.
- (iii) Aircraft flying along an approved route.
- (iv) Aircraft flying with undercarriage lowered. (Over Great Britain only).
- (v) Aircraft flying in line astern formation.
- (vi) Biplanes. (Over Great Britain only).
- (vii) Training aircraft coloured yellow.
- (viii) Civil aircraft coloured silver. (These will fly singly and normally only on specified routes).
- (ix) Fighters flashing the "letter of the day" on the downward recognition light.

NOTE. Fighters may also be recognized by distinctive black and white colouring of their undersurface.

4. By Night:-

- (i) Aircraft flashing the letter of the day on the downward recognition light.

5. Friendly Bombers.

Friendly Bombers outward bound on a raid are to fly along an approved route. Routes are to be defined by agreement between the Bomber and Fighter Commands, and communicated by the latter to Coastal Command.

6. Friendly bombers when over Great Britain should fly either at 5000 ft. or immediately below cloud, whichever is the lower height. If, however, clouds are very low, bombers will fly above them, but will avoid defended areas in which Fixed Azimuth installations exist. The Air Officer Commanding-in-Chief, Fighter Command will keep all Home Commands, through the Air Ministry, informed of the locations of these areas.
7. Friendly bombers should avoid naval anchorages, H.M. Ships and convoys, defended ports and long-range A.A. gun defended areas. The Air Officer Commanding-in-Chief Fighter Command is responsible for keeping all Home Commands, through the Air Ministry, informed of the location of such areas.
8. Use of the $1\frac{1}{2}$ " 2-star signal cartridge.

These signals are to be used in daylight only.
9. The combinations of colours used are to be varied in accordance with Admiralty Key Memorandum No.4A.
10. The signals are to be fired on the following occasions:-
 - (a) When passing in the vicinity of a long-range A.A. defended area.
 - (b) When passing within 5 miles of naval ships or convoys.
 - (c) When within sight of friendly fighters.
 - (d) In any other circumstances when it appears desirable to establish nationality, (e.g. when fired upon).
11. Fighters will not make the pyrotechnic signal. In good light they may be recognized from below by having their undersurfaces painted black to port and white to starboard. In poor light fighters and any other aircraft may flash the letter of the day on the downward recognition light.
Letter of the Day.
12. The "letter of the day" will be the first of the two letters given in the column "First reply" for the appropriate period in Admiralty Key Memorandum No.7A. The colour of this signal is to be white.
13. The letter of the day is to be flashed when aircraft are held in searchlight beams, or on any other occasion when it appears desirable to establish nationality.
Navigation Lights.
14. All aircraft, other than fighters, flying over Great Britain by night are to burn the standard navigation lights.
Training Aircraft.
15. Training aircraft will be recognizable by their yellow colour by day and $1\frac{1}{2}$ " 2-star signal cartridge

No. S/41/39.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

20th October, 1939.

From Colonial Secretary,

To The Officer Commanding,

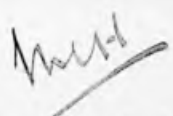
Falkland Islands Defence Force

Stanley, Falkland Islands.

STANLEY.

I am directed by the Governor to transmit for your information and guidance the accompanying three copies (Nos. 95, 96 and 97) of Instructions issued by the War Office regarding the system of recognition of Aircraft.

2. Kindly acknowledge the receipt of these documents.


Colonial Secretary.

No. S/41/39.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

20th October, 1939.

From Colonial Secretary,

Stanley, Falkland Islands.

To The Officer Commanding,

Falkland Islands Defence Force,

STANLEY.

I am directed by the Governor to transmit for your information and guidance the accompanying three copies (Nos. 95, 96 and 97) of Instructions issued by the War Office regarding the system of recognition of Aircraft.

2. Kindly acknowledge the receipt of these documents.

Honourable Colonial Secretary.

M. B. *Conry Halloran*

Colonial Secretary.

Receipt of the above documents
is hereby acknowledged.

Chas. Lloyd/age
23x39.

Tel. No.—Whitehall 9400.

Any further communication on this subject should be addressed to:—
The Under-Secretary of State
The War Office,
London, S.W.1,
and the following number quoted.



1691 (11)
THE WAR OFFICE,
LONDON, S.W.1.

79/H.D./696 (M.O.3.)

29th August, 1939.

SECRET

Sir,

With reference to War Office letter 79/H.D./696 (M.O.3.) dated 10th May, 1939, I am commanded by the Army Council to forward the enclosed copies of Recognition Instructions, 2nd Edition (August, 1939). In an emergency these instructions will, when ordered, be brought into use instead of the previous instructions dated March, 1939, copies of which are now to be destroyed.

2. I am to point out, however, that Admiralty Key Memorandum No. 2A, which is shortly to be issued and to which reference is made in these Instructions, will not be brought into use until copies have reached all addressees. Since the distribution of Key Memoranda is world wide, some weeks may elapse before all concerned receive their copies. For this reason, should an emergency arise before distribution of Key Memorandum No. 2A is complete the message bringing the Recognition Instructions into force will order the use of Key Memoranda 4A and 7A.

3. I am to say that no local orders are to be made which conflict with the Recognition Instructions, but I am to request that you will inform the War Office of any difficulties that may be encountered in applying the rules locally.

4. I am to add that the General Officer Commanding-in-Chief, Anti-Aircraft Command, Territorial Army, has already issued the necessary instructions to all units allocated to the Air Defence of Great Britain.

5. Please acknowledge the receipt of this letter on the attached Army Form A.16.

I am,
Sir,
Your obedient Servant,

H. Greedy

F.6739.

P.T.O.

(70)

The General Officers Commanding-in-Chief,
Aldershot, Eastern, Northern, Scottish, Southern and Western Commands.
The General Officers Commanding,
London, Northern Ireland, Guernsey and Alderney and Jersey Districts.
His Excellency Commander-in-Chief, Army in India.
The General Officer Commanding the Army in Burma.
Their Excellencies, The Governors and Commanders-in-Chief,
Gibraltar, Malta and Bermuda.
The General Officer Commanding-in-Chief,
The British Troops in Egypt.
The General Officer Commanding, The British Forces in Palestine & Trans-Jordan.
The General Officer Commanding, The British Troops in China.
The General Officer Commanding, Malaya.
The Major-General Commanding, The Troops in the Sudan.
The Officer Commanding the Troops, Jamaica.
The Officers Commanding the Troops, Ceylon, Mauritius and Sierra Leone.
The Officer Commanding, The British Troops, Aden.

The High Commissioners for
Australia, Canada, New Zealand, Union of South Africa, Southern Rhodesia.

The Under Secretary of State, Colonial Office.

Copies for information to:-

The Under Secretary of State, Air Ministry.

The Secretary, Admiralty.

The Military Secretary, India Office.

The General Officer Commanding-in-Chief, Anti-Aircraft Command, Territorial Army.
Commandants,

Imperial Defence College.

Staff Colleges, Camberley and Minley.

School of Anti-Aircraft Defence.

School of Electric Lighting.

Senior Officers School.

School of Artillery.

School of Military Engineering.

Coast Artillery School.

SECRET

RECOGNITION INSTRUCTIONS

Second Edition, August, 1939.

These Instructions supersede those dated 22nd March, 1939, all copies of which should now be destroyed.

They are to be applied universally between British forces. Where specific provisions have to be made to meet local requirements, such provisions must be in amplification of, and not contradictory to, the standard recognition system.

These Instructions are to be made known in peace to all who will require knowledge of them in war, but personnel are to be impressed with the necessity for preserving the secrecy of the Recognition System.

RECOGNITION SYSTEM

Conditions under which fire may be opened on aircraft.

1. Unless an aircraft is recognised as friendly by its national markings or appearance, fire may be opened on it by fighters or A.A. guns if the aircraft does not employ one or more of the means of recognition described below.

Means of Recognition.

2. The following aircraft will be recognised as friendly:-

3. By day, universally between British forces:-

- (i) Aircraft firing the correct combination of lights by means of the $1\frac{1}{2}$ " 2-star signal cartridge.
- (ii) Aircraft flying along an approved route.
- (iii) Aircraft flying in line astern formation.
- (iv) Training and Communication aircraft, which will be coloured yellow, except on their upper surfaces, which may be camouflaged.
- (v) Civil aircraft, which will be coloured silver on their sides and under-surfaces and will not carry the national markings (roundels), but will carry the normal civil registration letters. Civil aircraft will fly singly and normally only on specified routes.

NOTE: Fighters, until they are modified to enable them to do so, will not make the pyrotechnic signal. In good light they may be recognised from below by having their under-surfaces painted black to port and white to starboard.

4. By day, over Great Britain only (including H.M. ships in a harbour or within the area of the local defences).

- (i) Single aircraft, unless clearly recognised as hostile, except over the inner artillery zone and Balloon Barrage of London, where A.A. gunners will be instructed to fire at every unrecognised aircraft which comes within range.

NOTE: This rule, by which single aircraft are regarded as friendly, is intended only for the opening stages of a war, before A.A. gunners have learned to recognise by silhouette. The rule may have to be abrogated at short notice if the enemy take to operating singly by day.

- (ii) Aircraft flying with undercarriage lowered.
- (iii) Biplanes.
- (iv) Single-engined aircraft.

5. By day, in a theatre of Field Force operations:-

- (i) Aircraft flying along a route approved by the A.O.C. and Commander A.A. Brigade, if front is sufficiently wide to permit of this.
- (ii) Aircraft engaged in message-dropping, even when below 500 ft.

NOTE: Unless recognised as friendly, aircraft flying below 500 ft. between Corps squadron aerodromes and the front line, will be regarded as hostile.

6. By night, universally between British forces:-

- (i) Aircraft flashing on a white light the letter of the period, by means of the downward recognition lamp.

NOTE: In emergency, if the downward recognition light fails, or if flashing the letter is of no avail, the 2-star cartridge appropriate to the period may be fired. The firing of the 2-star cartridge by night is, however, undesirable since the brilliance of the signal may render it visible to the enemy and thus compromise secrecy.

- (ii) Aircraft burning navigation lights. Searchlights are not to illuminate, nor guns open fire on, aircraft burning navigation lights.

NOTE: This rule, whereby aircraft burning navigation lights are regarded as friendly, may have to be abrogated at short notice if the enemy resorts to burning navigation lights over friendly territory.

Admiralty Key Memoranda.

7. Admiralty Key Memorandum No.2A indicates the colours and letters to be used during any period in any month. Copies are to be distributed as follows:-

- (i) By the Navy : Down to all ships.

(7)

3.

(ii) By the Army : (a) At home, down to gun operations rooms.

(b) In the field, down to A.A. Brigades.

(iii) By the R.A.F.: Down to all stations and detached squadrons.

They are documents of the highest secrecy. They are only to be handled by officers and are to be kept locked in a safe when not in use.

8. The colours and letters of the period may be passed to detached aircraft, such as flying boats, by their unit headquarters, up to 24 hours in advance, by means of "Syko" cypher.

Use of the 1½" 2-Star Signal Cartridge.

9. These signals are normally to be used in daylight only. (See Note to paragraph 6 (i) regarding their use in emergency at night). They are not to be used in peace without Air Ministry authority.

10. The combinations of colours used are to be varied in accordance with Admiralty Key Memorandum No. 2A.

11. The signals are to be fired on the following occasions:-

- (i) When passing in the vicinity of A.A. gun defended areas, including aerodromes.
- (ii) When passing within five miles of convoys or of naval ships not in a harbour nor within the area of the local defences.
- (iii) When within sight of friendly fighters.
- (iv) In any other circumstances when it appears desirable to establish nationality, (e.g. when fired upon).

NOTE: Sub-paras. (i) and (ii) do not apply to routine non-operational flying in the vicinity of defended ports, undertaken by aircraft engaged on such duties as communication flights, A.A. gun ranging practices, torpedo training, etc. Aircraft engaged in such flying will be recognised by the following means:-

- (a) Single aircraft are to be regarded as friendly by day (unless recognised as hostile), until the enemy resort to raiding by single aircraft, when this rule may have to be abrogated.
- (b) The A.A. defence commander is to be notified in advance of the times and routes of all non-operational formation flights.
- (c) If rule (a) has to be abrogated, training and communication aircraft flying singly are to be coloured yellow on their sides and undersurfaces.
- (d) First-line aircraft whose duty requires them to fly for non-operational purposes in the vicinity of a defended port will be recognised in accordance with local orders referred to in paragraph 20.

Letter of the Period.

12. The letter of the period will be the letter given for the appropriate period in Admiralty Key Memorandum No.2A. The letter of the period is to be flashed on a white light when aircraft are being searched for by searchlights or when they are held in searchlight beams, or in any other circumstances when it appears desirable to establish nationality.

Bringing into use of the Recognition System.

13. The bringing into use of the Recognition System and the Admiralty Key Memoranda will in the first place be authorised by the Admiralty, who will inform their units, the War Office and the Air Ministry by cypher signal. The War Office and Air Ministry will in turn ensure that their units are similarly informed through the usual channels. A.O's C. are responsible that the information is distributed with the highest degree of secrecy to all holders of Key Memoranda within their Commands.

RULES TO BE OBSERVED BY FRIENDLY AIRCRAFT

All Friendly Aircraft.

14. Friendly aircraft should avoid naval anchorages, H.M. ships and convoys, defended ports and A.A. gun defended areas. At home, the A.O.C.-in-C., Fighter Command is responsible for keeping all Home Commands, the Admiralty and the Air Ministry informed of the location of A.A. gun-defended areas. Overseas, A.O's C. are responsible for informing all concerned of the location of naval anchorages, defended ports and A.A. gun-defended areas within the geographical limits of their Commands. The A.O.C., R.A.F. Component of the Field Force is responsible for informing the Air Ministry, Bomber Command Headquarters and the formations under his Command of the locations of Field Force A.A. gun-defended areas.

Navigation Lights.

15. Over Great Britain, all aircraft flying by night other than fighters about to engage the enemy are to burn the standard navigation lights. Elsewhere, navigation lights should only be lit when there is no risk of attack by enemy fighters or A.A. guns.

Method of Requesting Permission to Land at Night.

16. An aircraft wishing to land by night is to flash, in the vicinity of the aerodrome, on the downward recognition light the following letters in the order shown below:-

- (i) The letter of the period as shown in Key Memorandum No.2A.
- (ii) The code letter of the individual aircraft.
- (iii) The letter "F" if the floodlight is required.

Friendly Bombers.

17. Friendly bombers outward bound are to fly along an approved route. At home, routes are to be defined by agreement between Bomber and Fighter Commands and communicated by the latter to Coastal Command.

Overseas, routes are to be defined by A.Os.C. and communicated to all whose duties require knowledge of the routes. Whenever such routes pass within ten miles of a naval port or anchorage the naval authorities are to be informed. At home, the Air Ministry will inform the Admiralty. Overseas, the A.O.C. will inform the local Naval Commander.

Friendly Bombers over Great Britain.

18. Friendly bombers when over Great Britain will fly either at 5,000 ft. or immediately below cloud, whichever is the lower height. If, however, the cloud base is less than 1,000 ft. above sea level, bombers may fly above the clouds. When not in bomber lanes they are to adopt one or more of the methods of recognition specified in paragraphs 3, 4 and 6. (This will include movement from bomber aerodromes into the bomber lanes and low flying in formation over any area which may be defended by light or automatic guns).

Training and Communication Aircraft.

19. Training and Communication aircraft will be recognisable by day by being coloured yellow except for their upper surfaces, and the $1\frac{1}{2}$ " 2-star signal cartridge will not be fired except by aircraft from Schools of Air Navigation and Air Observers' Schools, when these aircraft are flying over the sea. By night, training aircraft are to flash the letter of the period on their downward recognition lights when being searched for by searchlights or when held in searchlight beams, or in any other circumstances when it appears desirable to establish nationality.

Non-operational flying in the vicinity of defended ports.

20. "Lanes" and "training areas" have been established in the vicinity of the major defended ports. Special instructions regarding the conduct of aircraft operating locally in these areas will be issued in local orders. Such orders are to be in accordance with the Recognition System.

RULES TO BE OBSERVED BY CIVIL AIRCRAFT

By Day.

21. Civil aircraft will be recognisable by day by their silver colour and their civil registration markings. They will not fire the 2-star signals. Civil aircraft ordered to land while flying over a prohibited area, or when about to land at an aerodrome where they are not expected, or when in distress, may fire the international distress signal, which is a series of red pyrotechnic lights.

By Night.

22. By night civil aircraft are to flash the letter of the period by downward recognition light, by their landing lights, or by hand torch or Aldis lamp when being searched for by searchlights or when held in searchlight beams, or in any other circumstances when it appears desirable to establish nationality. Before making a flight by night the pilot of a civil aircraft will be told, by the officer authorising the flight, of the letters to be used during the period which the flight is expected to occupy.

Routeing of Civil Aircraft.

23. Civil aircraft are to follow the approved routes. They are not to fly above 5,000 ft. or above the cloud unless the cloud base is less than 1,000 ft. above sea level.

CONFIDENTIAL
ENCLOSURE TO CIRCULAR NO. 1

THE WAR OFFICE
REC 1939 19

79/H.O./1058 (M.O.S.)

LONDON, S.W. 1.

30th November, 1939.

SECRET.

COPY NO. 1195.

Sir,

With reference to War Office letter No. 79/H.O.696 (M.O.S.), dated 9th November, 1939, I am commanded by the Army Council to say that British aircraft are painted in the following colours:

- (a) Bombers: Sides and upper surfaces are camouflaged, under-surfaces are black. A light blue colour may shortly be adopted for the undersurface of some medium bombers.
- (b) Fighters: Sides and upper surfaces are camouflaged, under-surfaces are black to port and white to starboard.
- (c) Army Co-operation aircraft: Sides, upper surfaces and whole of fuselages are camouflaged, undersurfaces of wings are silver.
- (d) General Reconnaissance aircraft: Sides and upper surfaces are camouflaged, undersurfaces are silver.
- (e) Training aircraft: Upper surfaces are camouflaged, sides and undersurfaces are yellow.
- (f) Civil aircraft: Upper surfaces are camouflaged, sides and undersurfaces are silver.

2. I am to say that a note on the Recognition of Markings on British Aircraft is attached as Appendix "A" for your information.

3. Please acknowledge receipt of this letter on the attached Army Form A.16.

I am, etc.,

(sgd. G.F. LOMBART.

The General Officers Commanding-in-Chief,
Aldershot, Eastern, Northern, Scottish,
Southern and Western Commands.
The General Officers Commanding, Northern Ireland,
Guernsey and Alderney and Jersey Districts and London Area.
His Excellency The Commander-in-Chief, Army in India.
The General Officer Commanding the Army in Burma.
Their Excellencies the Governors and Commanders-in-Chief,
Gibraltar, Malta and Bermuda.
The General Officer Commanding-in-Chief, The British Troops in Egypt.
The General Officers Commanding, The British Forces in Palestine and
Trans-Jordan. The British Troops in China, Malaya.
The Major-General Commanding, The Troops in the Sudan.
The Officers Commanding the Troops, Jamaica, Ceylon, Mauritius and
Sierra Leone.
The Officer Commanding, The British Troops, Alién.
The High Commissioners for Australia, Canada, New Zealand,
Union of South Africa, Southern Rhodesia.
The Under-Secretary of State, Colonial Office.
Commander-in-Chief, British Expeditionary Force and Home Forces.

APPENDIX "A"RECOGNITION MARKINGS ON BRITISH AIRCRAFT.

| TYPE OF MARKING | DETAIL | LOCATION |
|--|---|---|
| (1) National marking (see note regarding Fighter aircraft) | (i) A blue ring sur- rounding a red centre (ii) A blue ring sur- rounding a white ring and the latter surrounding a red centre | On upper surface of the wing tips (a) On both sides of the fuselage (b) On the lower surface of the wing tips of all aircraft <u>except</u> fighters on home defence duties and night bombers, which carry no roundels on their undersurfaces. (c) On the upper surface of the wing tips of General Reconnaissance aircraft |
| (2) Code letters to indicate squadrons and identity of individual aircraft | (i) Two letters to indicate number of Squadron (ii) One letter to indicate individual aircraft | Either forward or aft of the national marking on both sides of the fuselage On the other side of the aircraft national marking on both sides of the fuselage |
| (3) Aircraft number | The Air Ministry letter and number allocated to the aircraft | At the rear end of the fuselage |

NOTE:- Fighter aircraft:-

- (1) are not to carry the national marking on the lower surface of the wing tips: except fighters operating over France which are to carry the red, white and blue roundels,
- (2) the lower surface of the starboard plane and half the under surface of fuselage is to be painted white. The corresponding port side is to be painted black.

FALKLAND ISLANDS.

Circular Note. CONFIDENTIAL.

*Transmitted with the compliments of the Secretary
of State for the Colonies, for information and distribution, .*

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Colonial Office,

Downing Street.

30th December, 1939.

● DECODE.

21.

TELEGRAM.

No.96 From Under Secretary of State for War, London,

To His Excellency the Governor, Falkland Islands.

Despatched: 13th May 19 40 Time: 12.55.

Received: 19 Time:

Air Ministry informs the following message sent to all R.A.F. Commands at Home and Overseas May 1st Begins. Following recognition Markings ~~watch~~ printed on all aircraft earliest possible moment. Fuselage roundels to be encircled with yellow strip of same width as existing blue circle. Vertical strips of red white and blue of the same width to be painted on fins repeat fins. Blue watch nearest rudder but clear of hinges Ends. Please acknowledge.

I.D.S.7.

● DECODE.

22.

TELEGRAM. SENT.

From His Excellency the Governor, Falkland Islands.

To Under Secretary of State for War, London.

Despatched: 13th May

19 40 *Time:*

Received:

19 *Time:*

From Governor Falkland Islands your telegram of ^{May}~~April~~ 13th Air
Ministry message received.

I.D.S.7.

DECODE.

23

TELEGRAM.

No. 225

Under Secretary of State for War,
From ~~Secretary of State~~, London,

To His Excellency the Governor, Falkland Islands.

Despatched: 29th May 1940 *Time:* 13.20.

Received: 19 *Time:*

Following message received from Admiralty. Aircraft 2 September 8th Cartridges will in future also be used by M T B's and M A/S B's as a recognition signal. Colours will vary in accordance with S.P. 02292 Series. Issue necessary two star cartridges now proceeding but M T B's and M A/S B's may use this recognition signal from now on. Arrange with local naval representative to get extracts from S.P. 02292 d to be given commander.

I.D.S.V.7.

DECODE.

TELEGRAM.

24

From Under Secretary of State for War.

To His Excellency the Governor.

Despatched: 12th November, 1941. Time: 1213.

Received: 13th November, 1941. Time: 1050.

51222 11/11 AA4.

Existing identification procedure of ship to shore batteries at the Admiralty further particulars probable aircraft simple single letter morse identification signal flashed slowly will be substituted for the present "display signal".

In anticipation necessary personnel of those batteries should be trained to read the morse code by day and night improvised signal equipment to be used where necessary. Coast batteries without P.W.S.S. or W.S.S. in the vicinity may be supplied with an Aldis lamp at a later date. When any changes in the procedure comes into force you will be informed by local Naval Authorities. Commands to inform all coast artillery under their operational control.

SECRETARY OF STATE.

DECODE.

TELEGRAM.

No. 178. *From* SECRETARY OF STATE FOR THE COLONIES.

To HIS EXCELLENCY THE GOVERNOR.

Despatched : 16th April, 1942. *Time :* 0643.

Received : 16th April, 1942. *Time :* 1030.

Immediate.

No. 58. Secret. Following for Officer Commanding Troops from the War Office begins.

Reference to F S P B pamphlet 2 a Section 3 Aircraft signals 1. Message received and understood to read : the aircraft which will be doing a continuous left hand turn while reading the message will dip its right wing below the horizontal and then continue its left hand turn to read the next message. Effective from April 17th 1942. Air Ministry informing R.A.F. Commands.

SECRETARY OF STATE.

I.D.C.O.

DECODE.

26

TELEGRAM.

No. 425.

From UNDER SECRETARY OF STATE FOR WAR.

To HIS EXCELLENCY THE GOVERNOR.

| | | | | |
|--------------|-----------|--------|--------|--------|
| Despatched : | 22nd May, | 19 42. | Time : | 22.45 |
| Received : | 23rd May, | 19 42. | Time : | 10.30. |

U.K.C. 6585/22.

See m.p. sp/33. { State how many Aldis lamps you require on scale 1 per battery for coast batteries without Port War Signal Station or W.S.S. in the vicinity.

2. (From Troopers addressed to Commands concerned 90212 A.A.4.

22nd May.

Red 24 Secret our 51221 A.A.4. 11th November. Paragraph 1.)

Issue of lamps will not repeat not be possible for a considerable time.

Para. 3. Forward consignment instructions.

WAR OFFICE CODE.

TROOPERS.