

Beam approach training

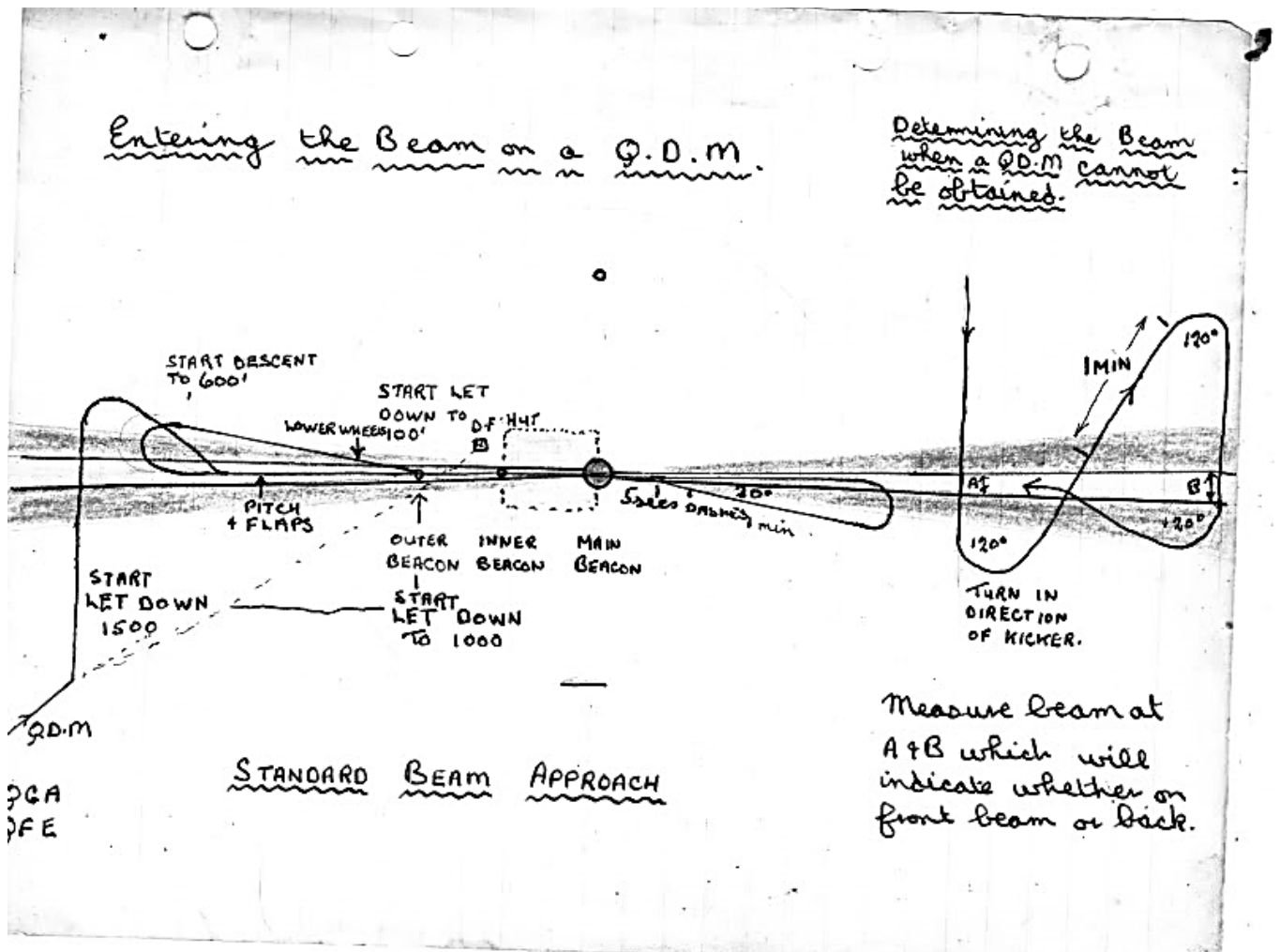
From : <https://howardkelsey.blogspot.com/2016/01/1519-beam-approach-training-raf-feltwell.html>

It's slightly amazing how rudimentary the tech. was in 1942 to help pilots land safely in poor visibility. With even the most bog standard cars now having Sat. Nav. and parking sensors, the front-line RAF pilot in the War still had to rely on mostly visual aids, such as flares and paraffin lamps, to guide them to an airfield. With the poor British winter weather conditions and high casualty rate of pilots returning from raids, but then crashing when trying to land, something had to be done.

Ironically, the RAF turned to the German [Lorenz](#) system to help them locate and land safely at military airfields. This system had been used successfully by the Germans as the [Knickebein](#), or "Crooked Leg" beam to help them bomb very accurately at night during "the Blitz".

Put simply, the beam approach (sometimes known as Blind Approach) system relied on two audible signals, Morse A (dit dah) and N (dah dit) which originated from differing parts of the airfield, which was "divided" into four quadrants. Listening to the signals, the pilot knew which side of the airfield he was flying in from. When he started hearing both signals of different strengths, he was aware of how close to the centre line he was. When both signals merged and became a continuous sound, he knew he was "on the beam". Ancillary signals enabled the pilot to land in very poor conditions. This is a huge simplification of what was in fact a complicated set of learned

instructions involving many changes of direction and height as well as swift calculations of orientation in response to the audible signals you were receiving. Not easy!



The above is taken from