

The aircraft calls the station (UAZL) and requests a QTF (position in latitude and longitude). UAZL asks for a QTG, which as I am sure readers will know means that the operator in the aircraft presses his morse key for 10 seconds or so. Then, after about a minute, UAZL sends the position.

This procedure is familiar to me, since I was an HF/DF operator with the Royal Air Force in Malaya just after the Second World War.

Errata

(1) In the paper 'The Avoidance of Collisions for Newtonian Bodies with Hidden Variables', by B. D. Bramson (vol. 45, p. 55), equation (4.4) should read:

$$t \leq 0 \vee t > 0$$

(2) In the paper 'Quantitative Estimation of Secondary Surveillance Radar Information, by D. J. A. Weeda, L. P. Ligthart, L. R. Nieuwkerk and B. C. M. van der Klein (vol. 45, pp. 26-35), the first initial of the last-named author was given as D instead of B.

On p. 27 line 22, the phrase 'scans of 32 plots' should be replaced by 'scans of 32 numbers of plots'.

On p. 34, the denominator on the right-hand side of equation (12) should be $v(v \pm \Delta v)$ instead of $v(\Delta v)$.

On p. 35 line 16, 'air traffic route 1' should be replaced by 'air traffic route i '.