of runway. Colored smoke will be released
fication display five minutes prior to the
e first aircraft homing to the field, in or-
field and to show the direction and approx-
he ground.
y will be marked at frequent intervals by
l be mounted on stakes at least three feet
y so as to be plainly visible by the pilot of
that may present a hazard to landing or
marked by the use of two red panels placed
ar the obstacle so as to be in plain view of

lectronic aids for the marking of an ad-
ced within 100 yards of the identification
terrain. These aids will be placed in such
tion of run in of aircraft from target
ircraft may begin the downwind leg of
above the identification display. The
d not to be more than 90 degrees out of
on the physical location of the runway.
ers will furnish such weather data as may
he pilot. The team leader is responsible for
n the capabilities and limitations of the
etermining such information. See Chapter

NCED LANDING FIELDS FOR NIGHT

aids for the marking of advanced landing
consist of the following displays:
will be marked on both sides by the use of
intervals. The approach end of the run-
eacon lights, three placed perpendicular
75 feet apart. The type, color, and coding
cribed in the air forces operations order.
The identification display will consist
e direction of landing. (The "T" will be
lights in the stem and three in the cross-
tween lights.) Placement and spacing of

nd bulk of lights required for marking of
prohibit such marking. An alternate pro-
mploy light signals given by a team mem-
ned to the aircraft. Light signals will be
proceeding on foot at such distance in

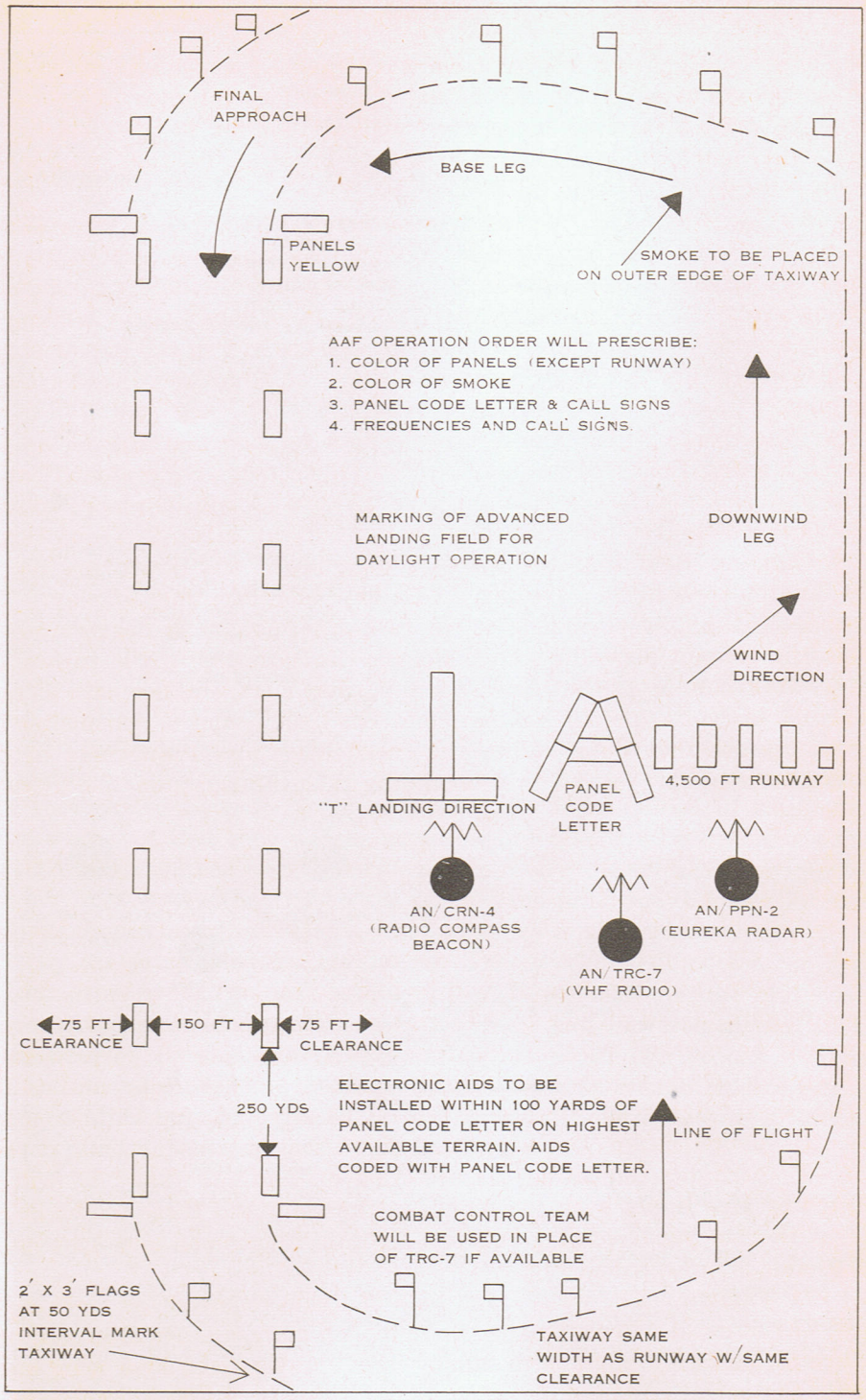

FIGURE 20. Marking of advanced landing field for daylight operation.