

"THE AEROPLANE,"
OCTOBER 16, 1942.

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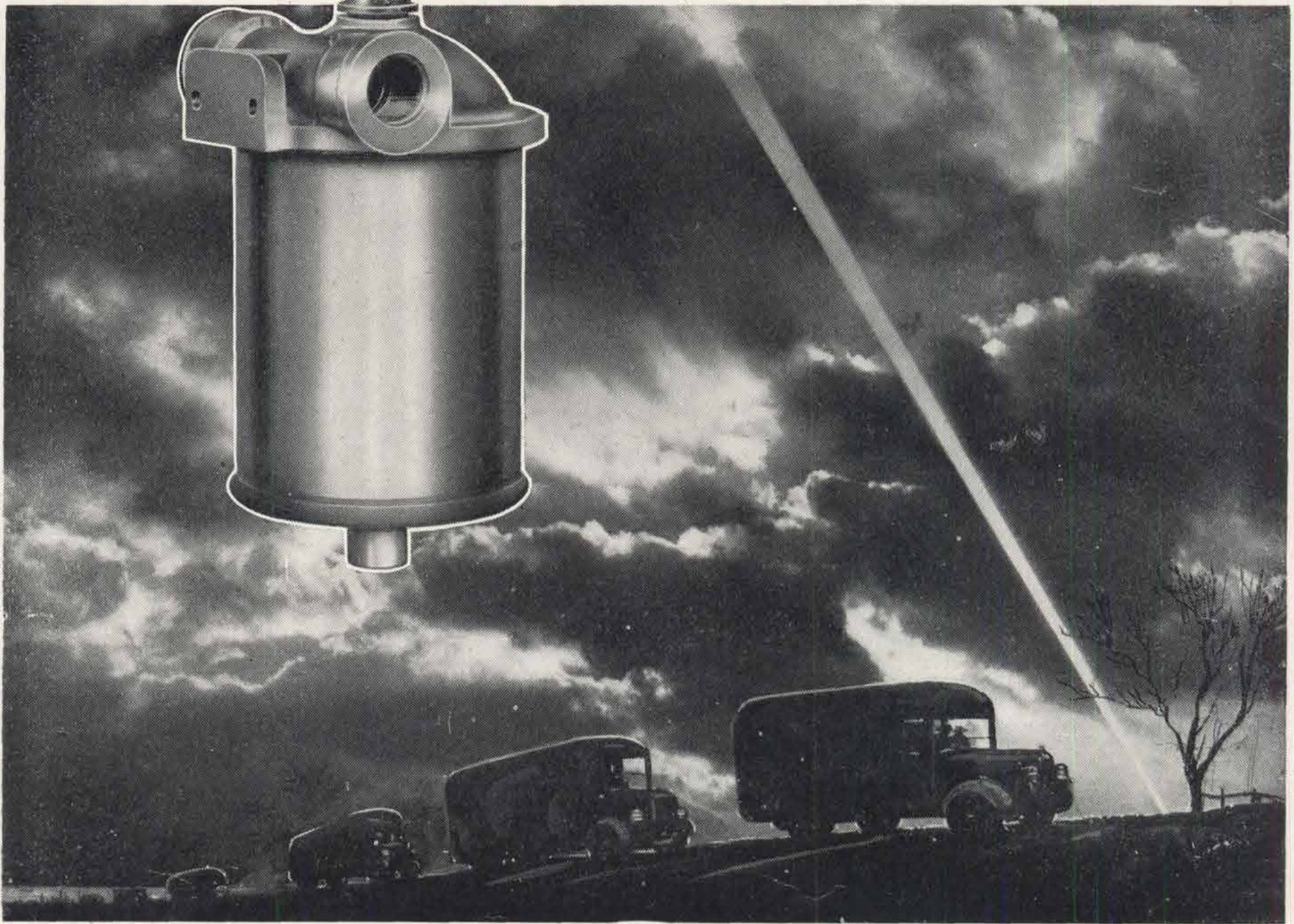
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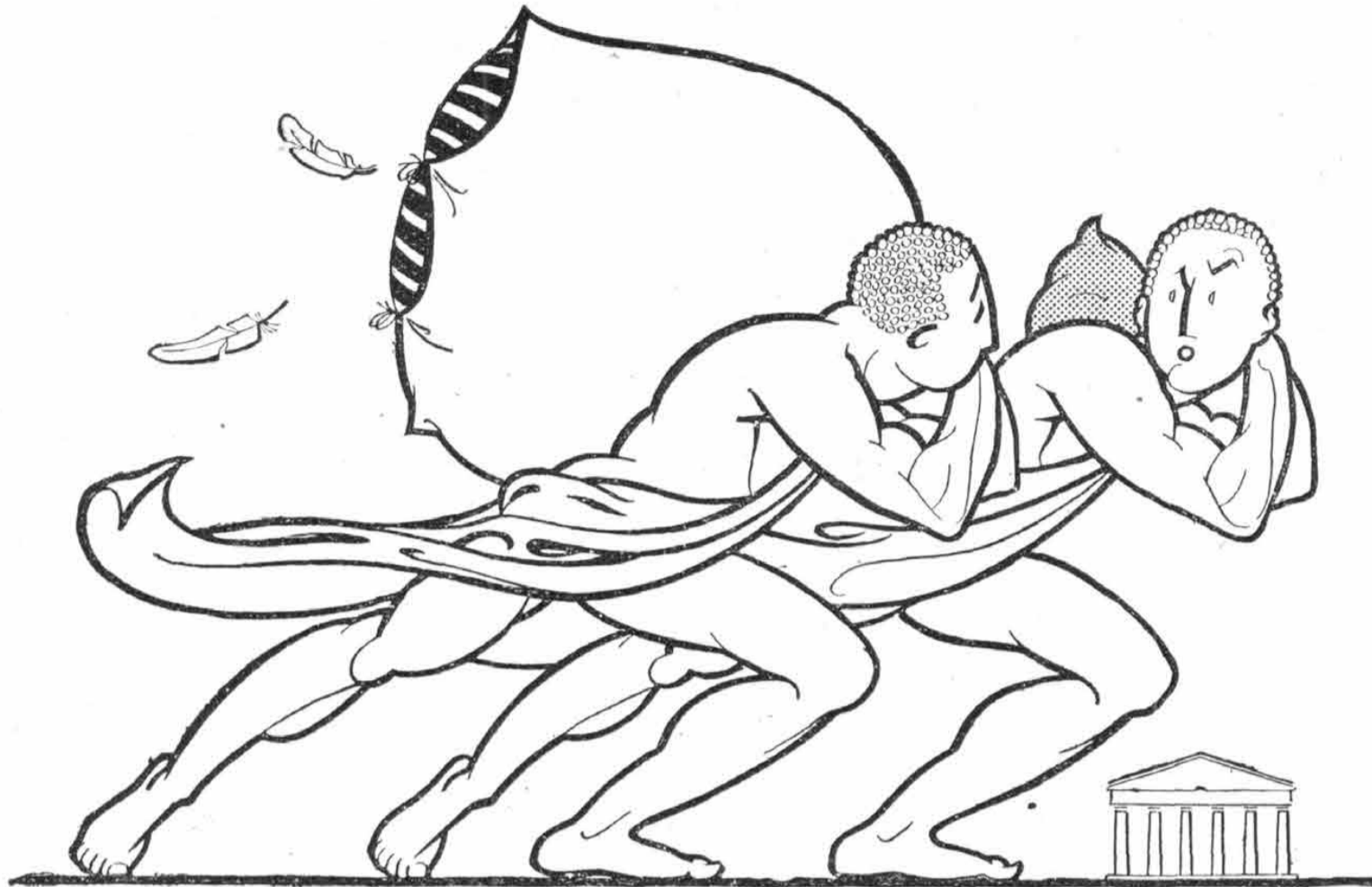
CONVOYS of cars hurrying through the blackness of the night carrying out on land the perilous work of convoys on the seas. Endless streams of lorries, tractors, tanks, in fact, every type of moving mechanised units engaged in transportation of men, munitions and food, forging their way through the mazes of sleeping towns and villages, over hills and mountains, struggling perhaps through sand-strewn deserts or almost tractless forests . . . the convoys must and Do get through. In their special way Vokes Filters play their part in this vital work. The engines providing power and speed for these mechanised units must be completely reliable and efficient. They must

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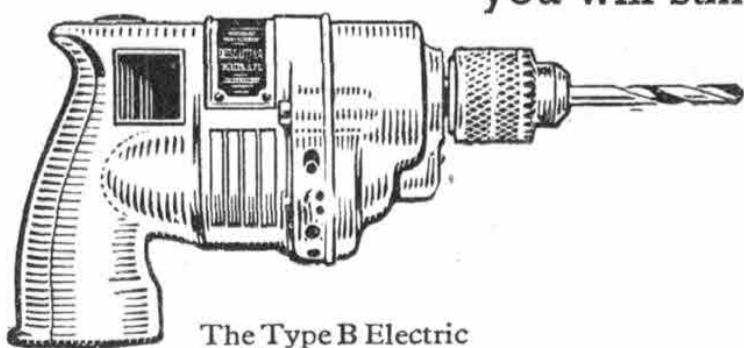
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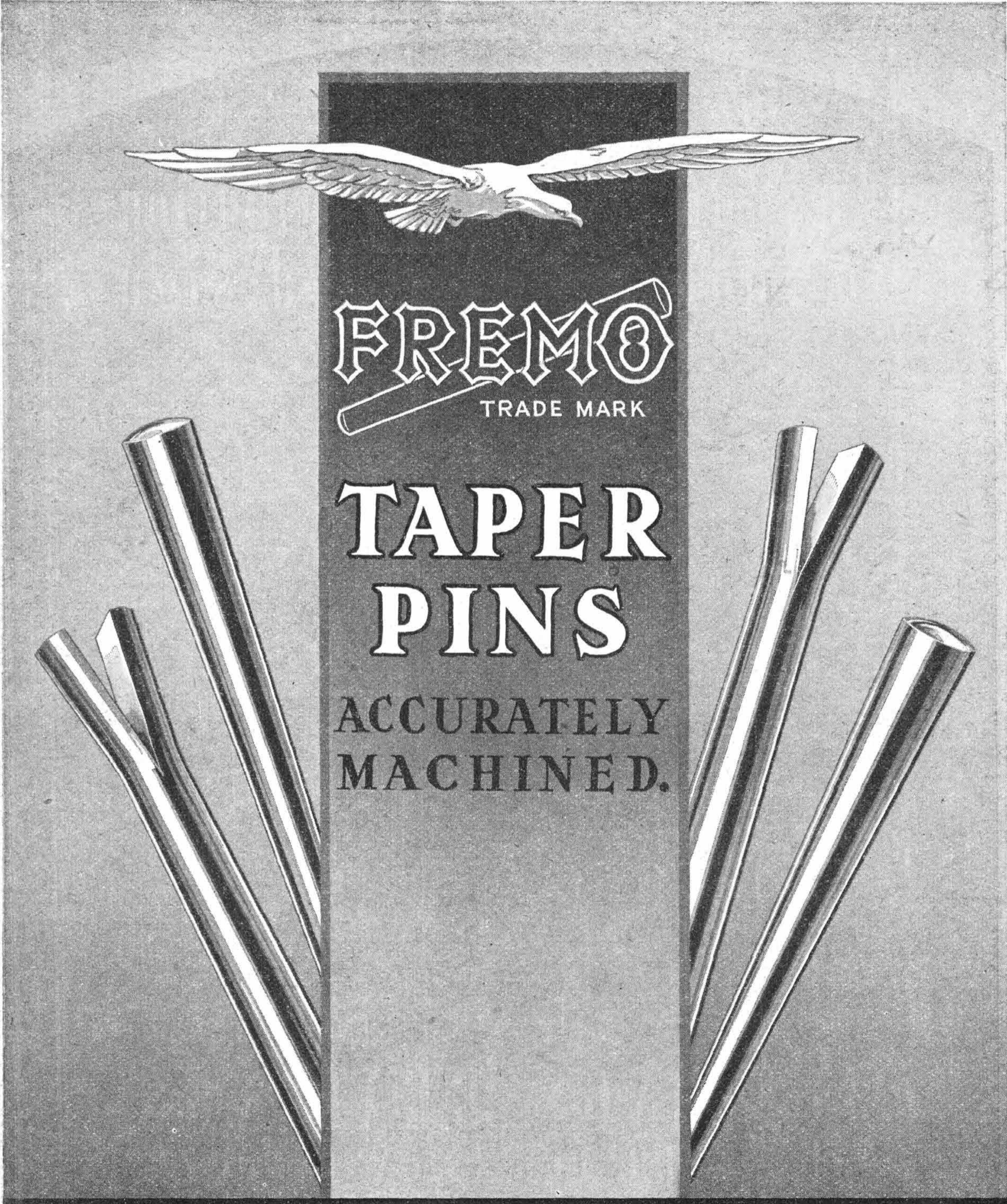
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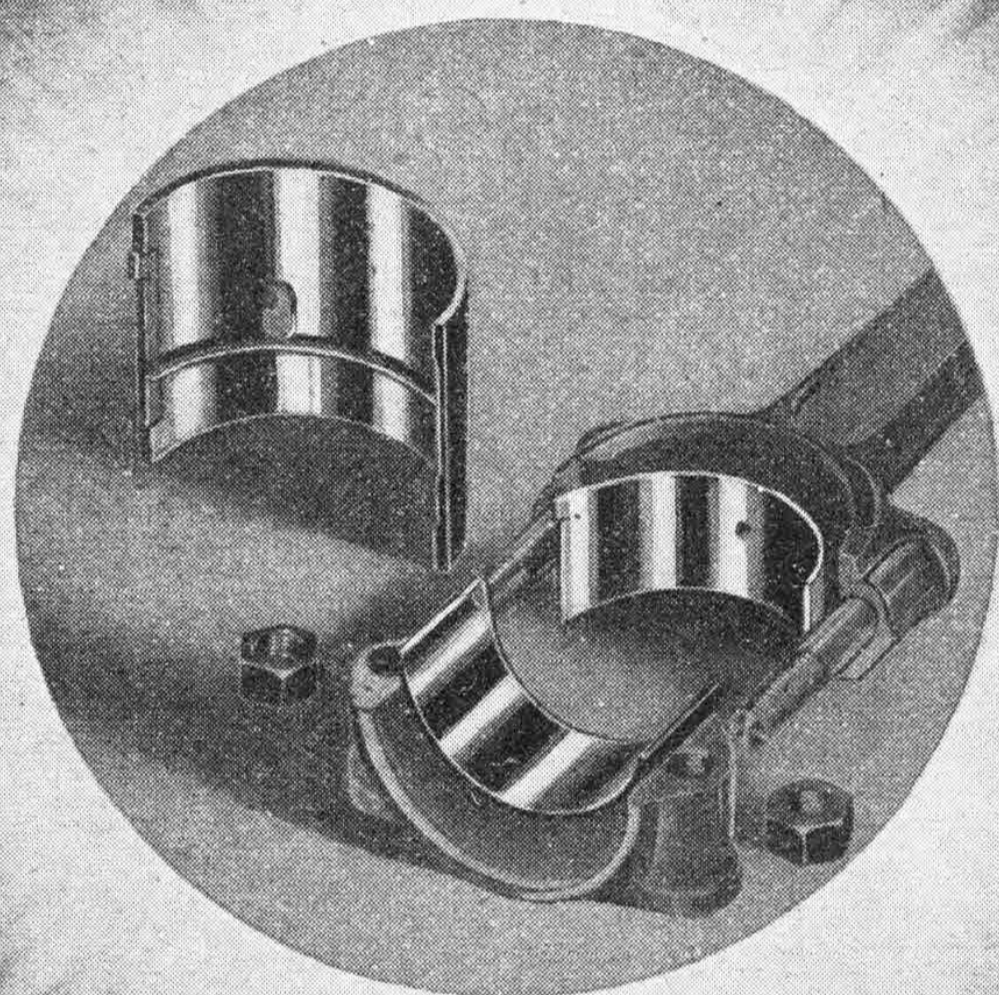


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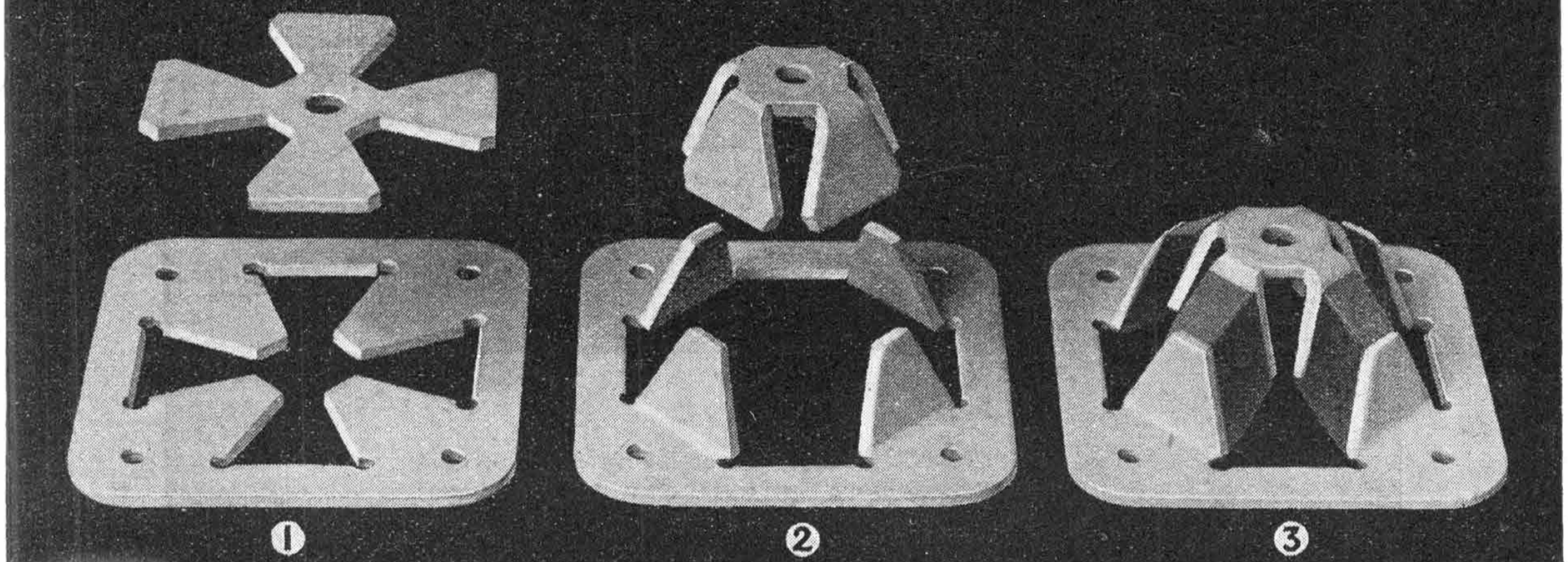
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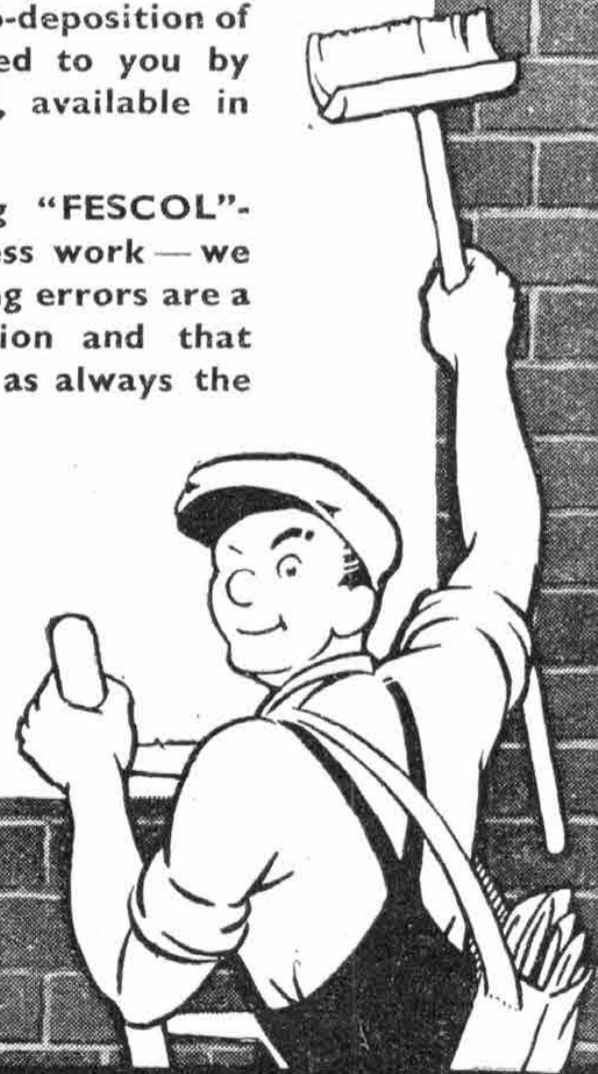
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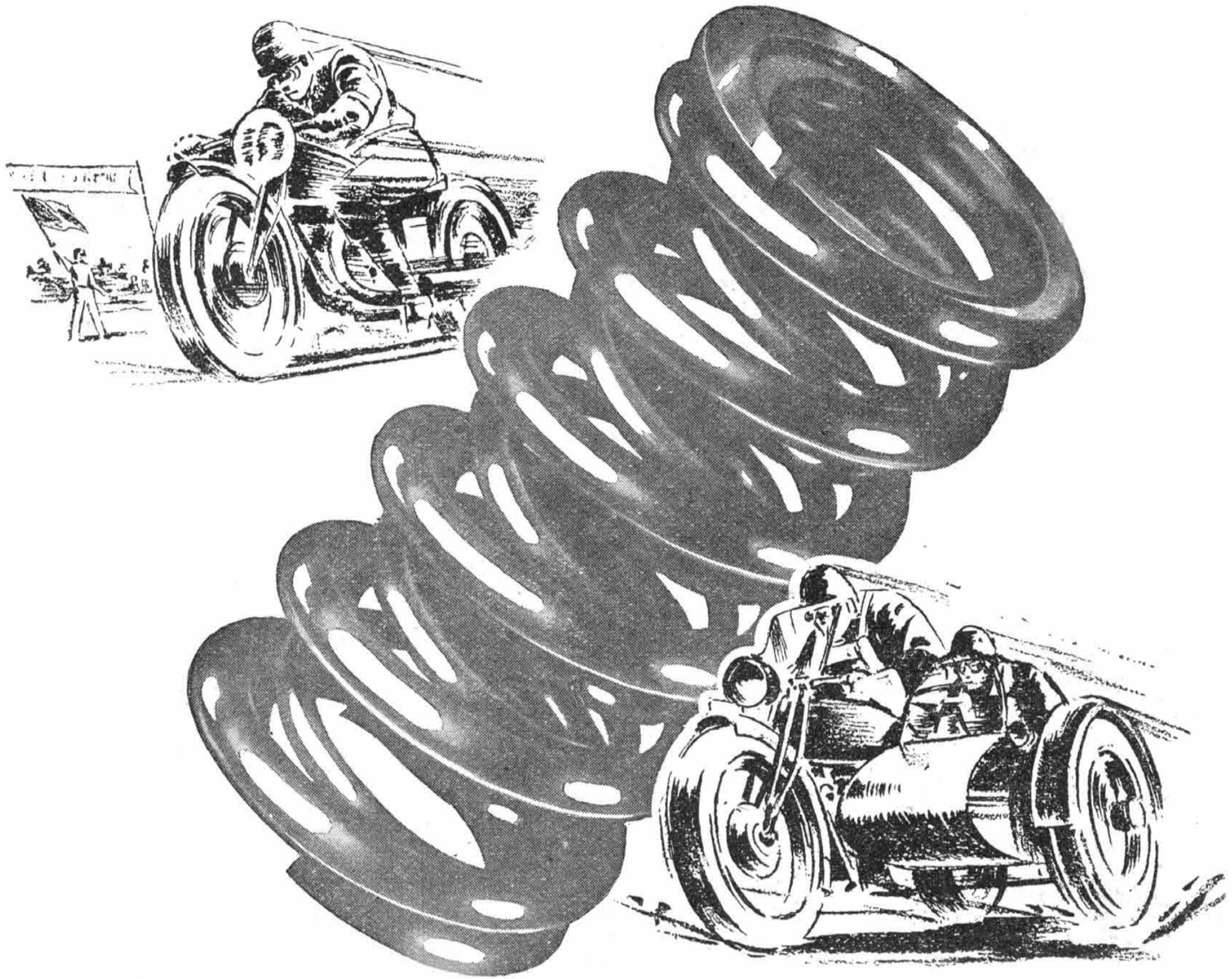
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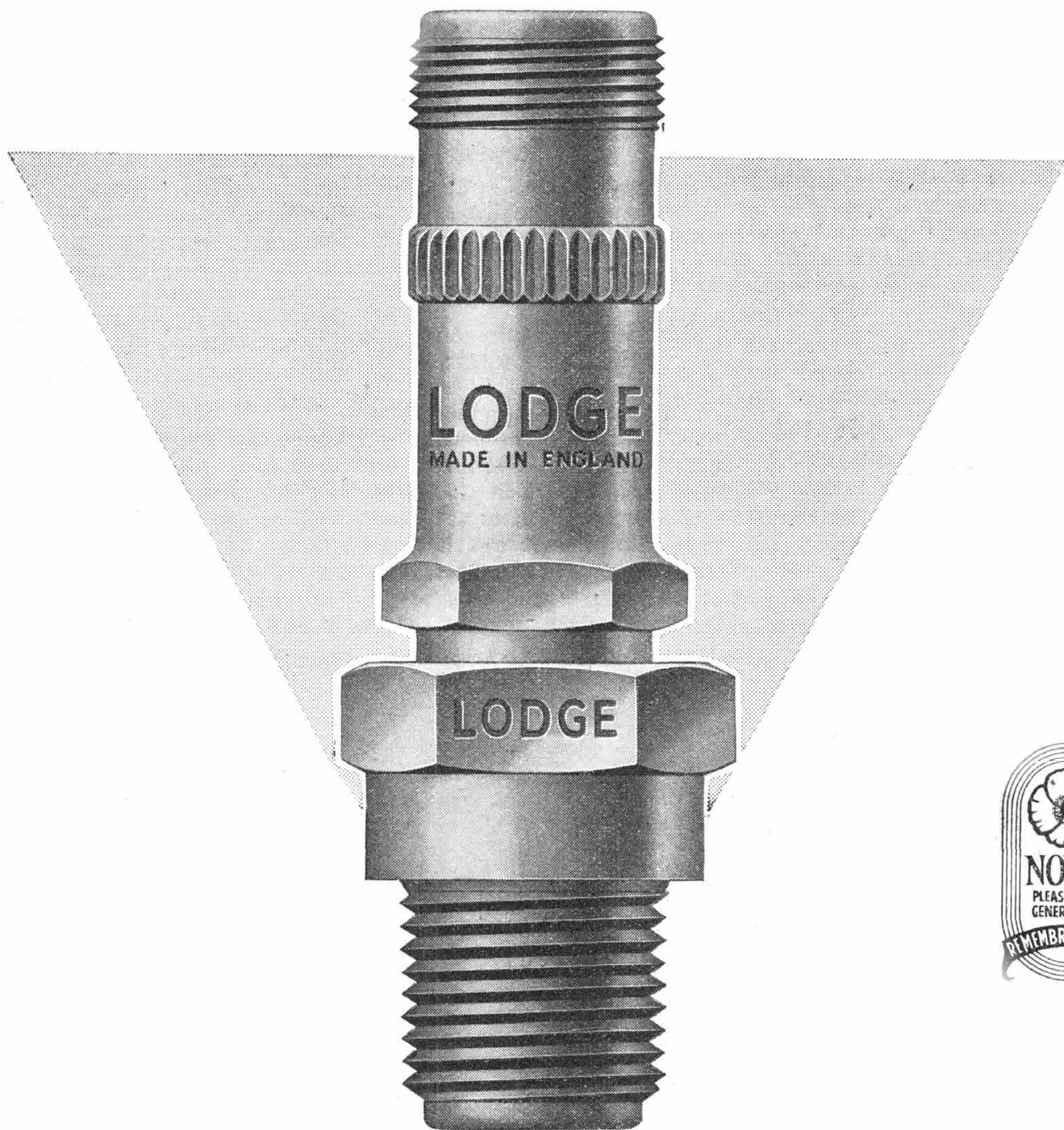
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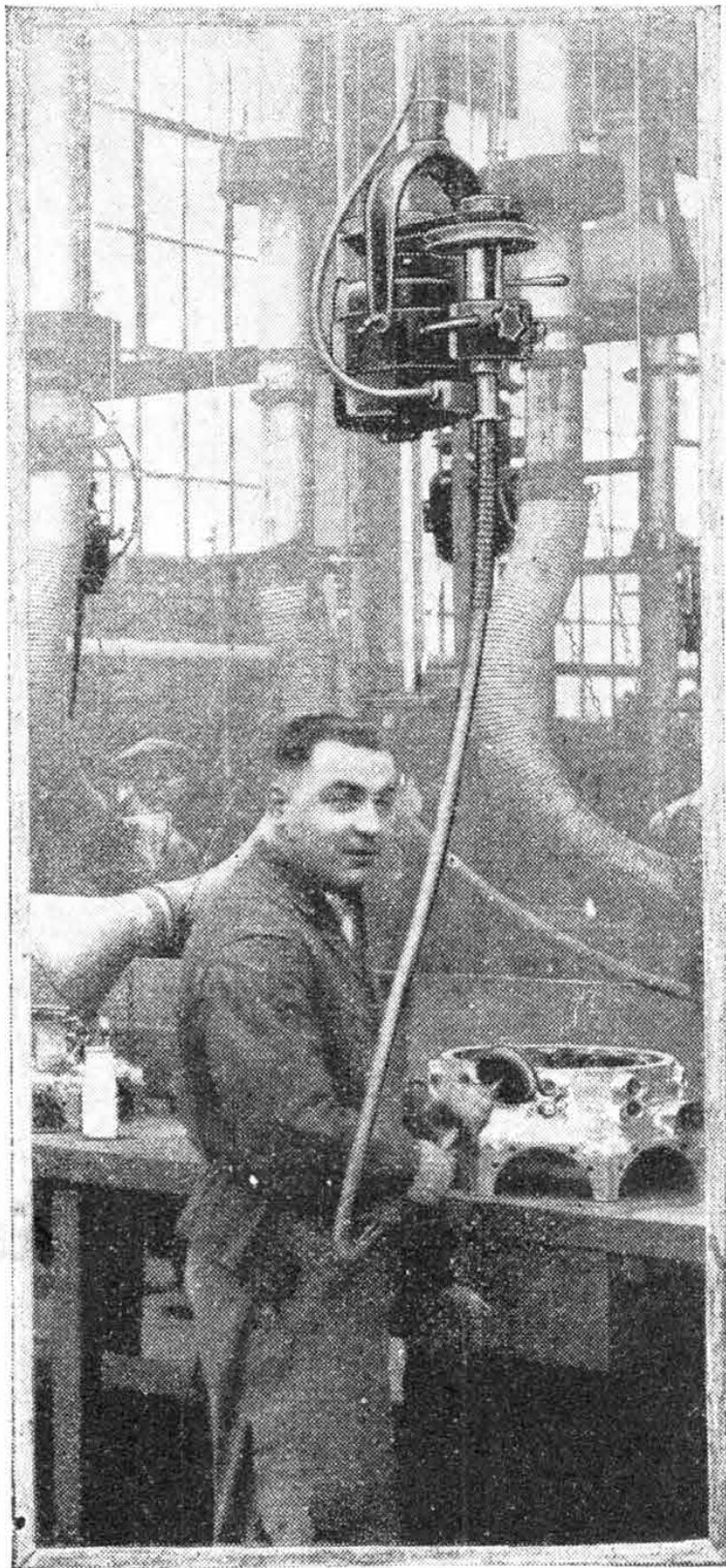


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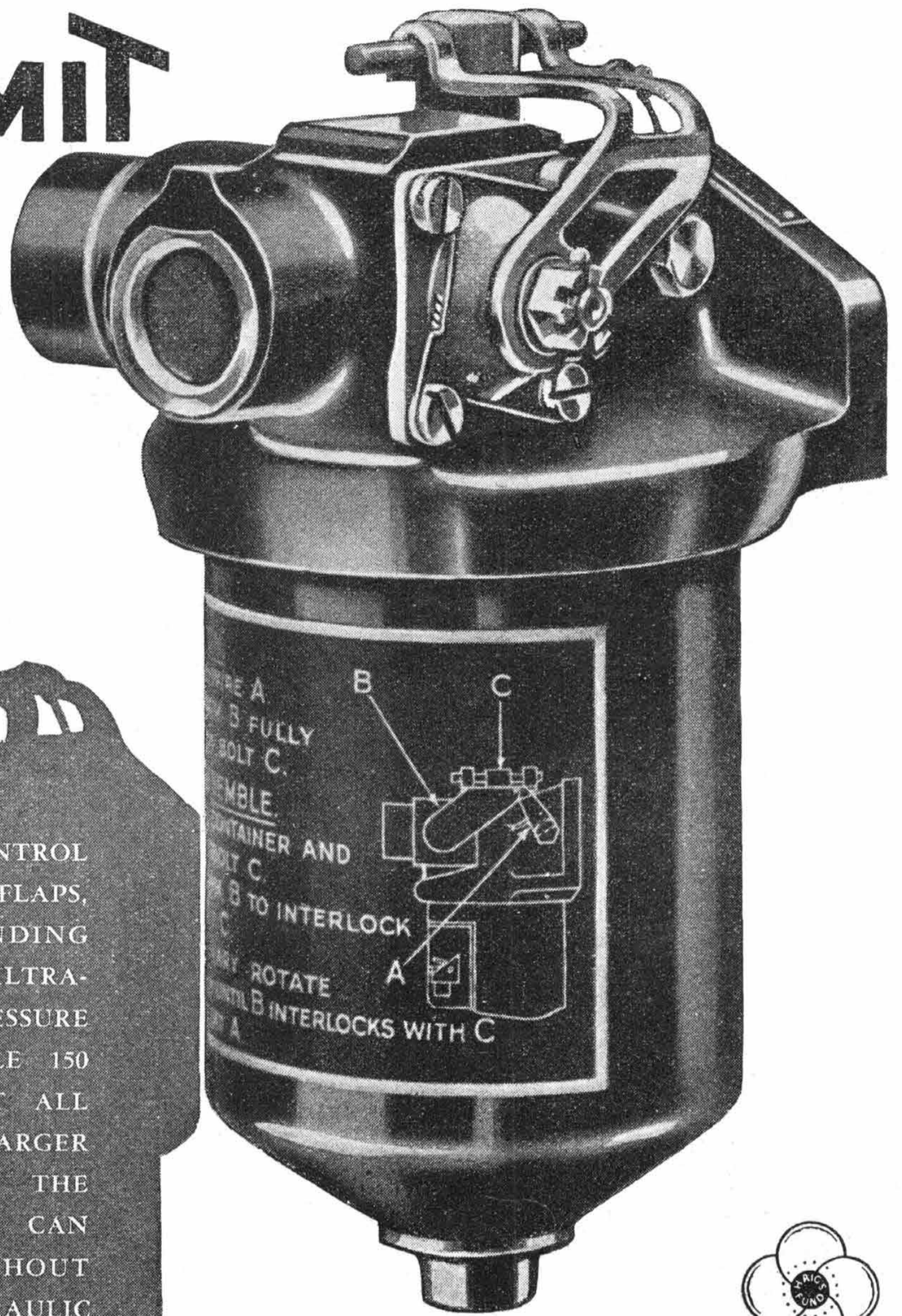
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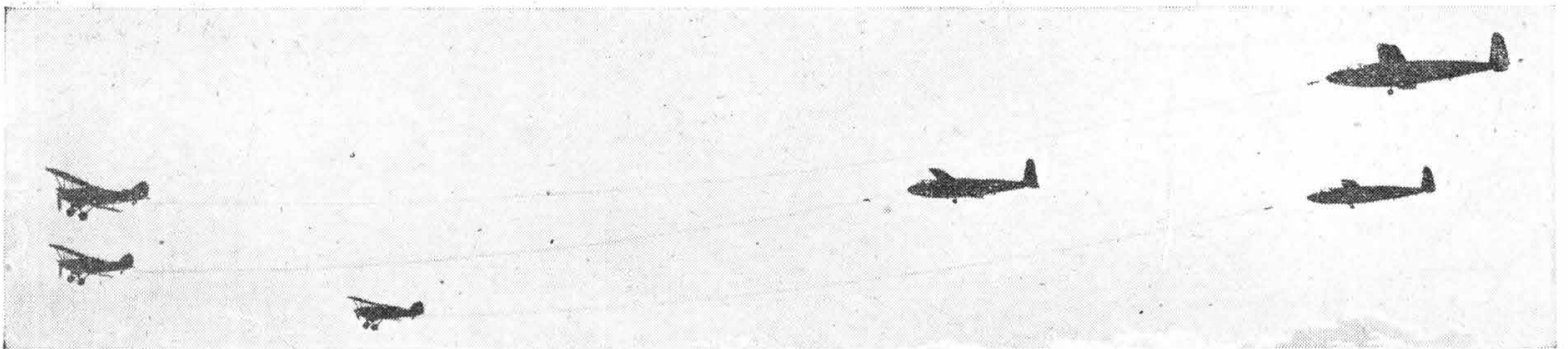
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TOWED BY THE NOSE.—General Aircraft Hotspur III gliders towed by Hawker Audax biplanes.

Captain G. B. Musson

"R.C.P.," a colleague and friend of Captain Musson, who was in command of the ill-fated Clare flying-boat, when it was lost in the South Atlantic recently, writes:—

"George," as he was known in Civil Aviation, was in the R.A.F. and Fleet Air Arm, leaving the latter to join the Far Eastern Aviation Co., by whom he was lent to one of the Southern Chinese Provinces. He joined Imperial Airways as a First Officer in 1936, and a year or two later became Captain on one of the Empire boats. George was one of the really great; he was essentially human, possessed a tremendous sense of infectious good humour, and a passion for work. Whether it was engines, aeroplanes or navigation he was always obtaining information and applying it to his practical experience.

He succeeded the late Capn. E. R. B. White as chairman of the Pilots' Association and very quickly enjoyed the confidence of the British Airways management, with whom he collaborated on a number of domestic affairs.

His loss to his colleagues is immeasurable—to his wife and small son it is impossible for them to express fully the sympathy they feel.

The U.S.A.A.F. in India

SIX TYPES of aeroplane are reported from the U.S.A. to be based in India with the U.S. Army Air Forces. They are: the Boeing B-17E Flying Fortress, the Consolidated B-24 Liberator, North American B-25, the Lockheed Hudson, the Curtiss P-40E and the Douglas C-47.

According to the July issue of "Western Flying," official reports have indicated that "U.S. air power in India is growing daily and is ready to undertake three major efforts:— (1) establish an aerial supply line to China; (2) drive the Japs out of Burma, and (3) launch a large-scale air offensive against the Japs from India."

AIRIDENTITIES—XXIII



Air Vice-Marshal K. R. Park, M.C., D.F.C., M.A.
Air Officer Commanding-in-Chief, R.A.F., Mediterranean.

The Montrose Ghost

THE MONTROSE GHOST, to which Mr. C. G. Grey referred casually in a recent article on training, has interested many readers. Requests for more information about it have been numerous. The evidence was recounted at length in THE AEROPLANE of Dec. 29, 1920. Briefly, the figure of an officer in flying kit appeared four or five times near the door of the old Mess at Montrose to one officer, again to another officer in his bedroom, and to two officers who were sleeping in one room. The ghost never spoke and it vanished when the witnesses came near it.

The following is a summary of the circumstances which were supposed to have been concerned with the visitation:—

In the Spring of 1916, a Committee was set up by the War Office to inquire into certain charges against the Royal Flying Corps made in Parliament and elsewhere. In the course of its investigations it was called upon to examine the circumstances in which an officer of the R.F.C.—Lieut. Desmond Arthur—had met his death at Montrose more than a year before the war.

The officer in question was an accomplished pilot. Those who knew him described him as a temperamental Irishman of the kind whose spirit nothing could quench. On his last flight he had taken the machine, a B.E., understood to be as sound as any which ever left the Royal Aircraft Factory, to 4,000 ft. and was throwing it about in mild abandon when it was observed to check and then heel over sideways and fall with one wing gradually disintegrating.

The pilot fell out almost at once and the aeroplane fluttered down to the ground to wreck itself completely. The indictment made in the House of Commons was that the officer concerned died as the result either of the faulty design of the Government B.E. aeroplane or an improperly effected repair to the machine.

In its interim report, submitted to the War Office, at the beginning of August, 1916, the Committee described as "quite unfounded" the suggestion made by one man out of 23 witnesses examined that a faulty repair had caused the accident, the inference being that the officer's death resulted from an error of judgment on his part.

The final report of the Committee, dated Nov. 17, 1916, was not issued until a few days before Christmas of that year, by which time public interest in the inquiry had died out. In an addendum to this final report, two members of the Committee drew attention to the fact that the finding of the Royal Aero Club's Public Safety and Accidents Investigation Committee regarding the accident had not been brought to their notice at the time the interim report was issued. They hastened to take "the first suitable opportunity of amending so far as we were personally concerned, what appears on pp. 7-8 of the interim report."

The Royal Aero Club's investigation had established the presence of a concealed and unexplained repair in the machine—a repair which by failing had caused the accident, and the addendum to the final report quoted this fact, thereby completely vindicating the officer's memory.

The theory put forward as an explanation of the ghost was that the officer's spirit, resenting the slur cast upon him by the interim report and the delay in publishing the final report, had attempted to call attention to its grievance by the only means within its power, at the scene of the accident.

In reproducing this story we act purely as reporters and do not vouch for any of the evidence on which the story was based.

In the same spirit we quote the following testimony of Dec., 1920, from Mr. C. G. Grey:—"Desmond Arthur was rather by way of being a friend of mine. He was a little black-haired, grey-eyed Celt from the County Clare, a thorough sportsman, but, like all his type, given to extremes of elation and depression, and in the latter state he often gave one the impression of being what the Scots call 'fey.' . . . He was a singularly lovable person, though very distinctly weird and, in the current phrase of today, 'psychic.'"

The 162nd Week of

THE WAR IN THE AIR

THE GEORGIA.—A squadron of Vultee A-31 single-motor dive bombers of the U.S. Army Air Forces. These aeroplanes, which have a top speed of around 275 m.p.h., were ordered by the R.A.F. in July, 1940, and named the Vultee Vengeance. Now they appear to have been handed over to the U.S. Army, who may be able to put them to more urgent use than we can in the tactical conditions which obtain in the West. For instance the A-31, or Georgia, as it is believed to be called by the Americans, would probably do well against the Mitsubishi 00s whereas it would be less adequate against Fw 190s.

ON FRIDAY, October 9, the biggest daylight raid yet launched from Great Britain was aimed at the steel and locomotive works at Lille. Nearly 500 Supermarine Spitfire single-seat fighters of Allied squadrons flew over France with 115 Boeing B-17F and Consolidated B-24D bombers of the United States Army Eighth Air Force. The fighters made diversionary attacks and escorted the bombers which flew straight to their target. Great damage was done. Four bombers and no fighters were lost. The crew of one bomber was saved.

Most significant of all was the fact that after considering the reports of the crews taking part, the Headquarters of the U.S. Bomber Command in England announced that 48 enemy fighters had been destroyed by the bombers, 38 were probably destroyed and 19 were damaged—a total of 105. The 500 fighters accounted for a further five enemy fighters. Thus the casualties inflicted on the Luftwaffe in the West were the greatest since Dieppe.

This great daylight raid is extraordinarily interesting in the lessons it points for the future. The curious part about the operation was that the bombers, not the fighters, appear to have done most of the fighting. The reason for this is probably because the enemy avoided combat with the escort, ignored the diversionary sweeps and concentrated against the bombers, impaling themselves on the fire from the 0.5-in. guns of the big American machines.

Nobody will dispute the magnificent show put up by the American crews and aircraft. They have done better than their most ardent protagonists had dared to hope.

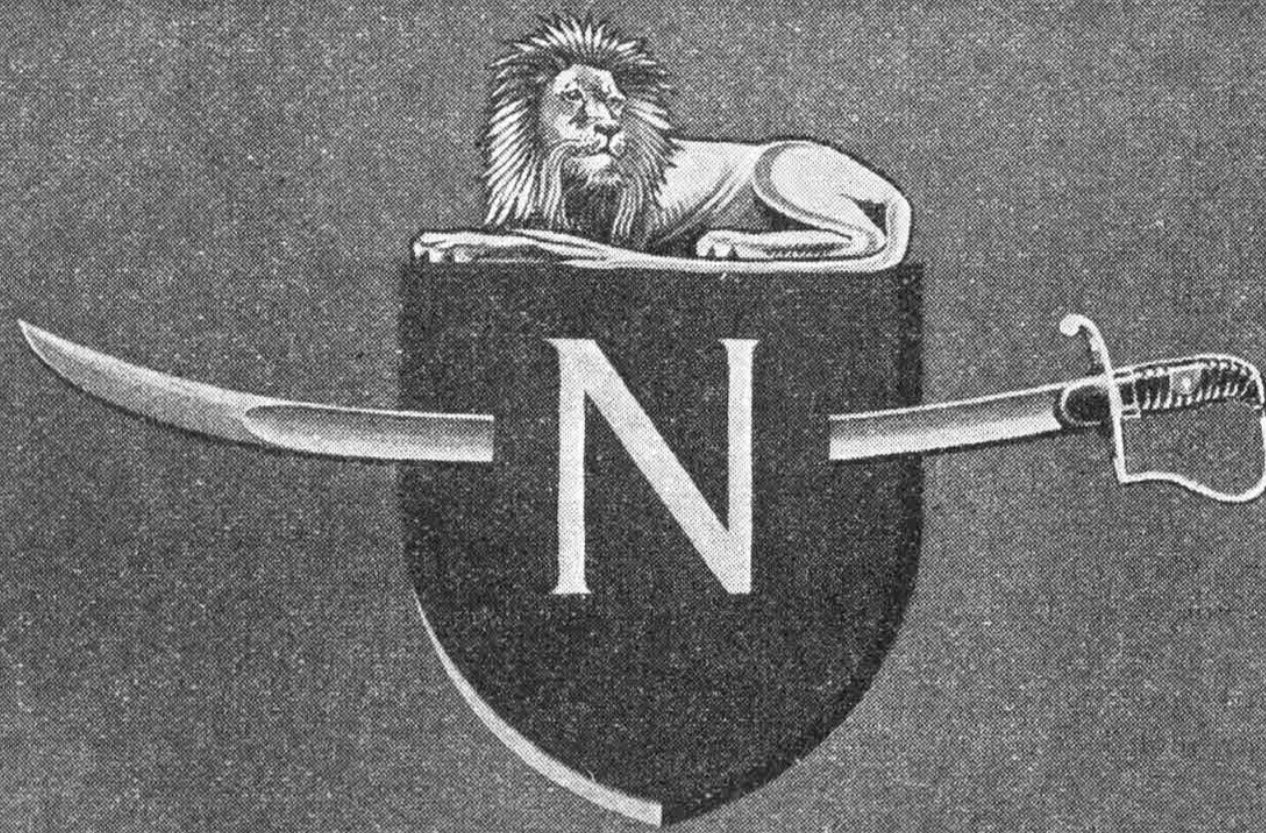
Nevertheless, with all the good will in the World, we should beware of drawing too definite conclusions of the success of the bombers against the fighters on such evidence as is available yet.

Lille is 55 miles inside enemy territory—40 minutes there and back at 220 m.p.h. including 10 minutes for the bombing run up. Attacks on factories working for the enemy in France are of the greatest value. But the air offensive which is going to shatter the enemy's war machine is that against Germany itself. The nearest profitable target in Germany is, say, Krefeld, 125 miles from the coast. This would involve a flight of nearly two and three-quarter hours there and back, including an allowance for the bombing run. Most of this distance would have to be covered without fighter escort. A raid of this sort is the real test of daylight bombing in good weather. When 54 Blenheims raided power stations at Knapsack, near Cologne, 150 miles inside enemy territory in August, 1941, 12 of them—22 per cent.—were lost.

The B-17Fs and the B-24Ds should do better than any previous daylight bombers on such important duties. The Fortress II (B-17F) has 13 defensive guns, the Liberator IIIA (B-24D) has at least 10 guns. Flying in large formations at more than 25,000 ft., they are difficult targets to attack. The 0.5-in. machine-gun has an effective range of 600 yds. and a rate of fire of 700 rounds per minute. The future operations of these bombers should be of great tactical importance.

The following is a comparison of the two American

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r.



NAPIER

ENGINES



REMEMBRANCE DAY — NOVEMBER 11 — GIVE GENEROUSLY



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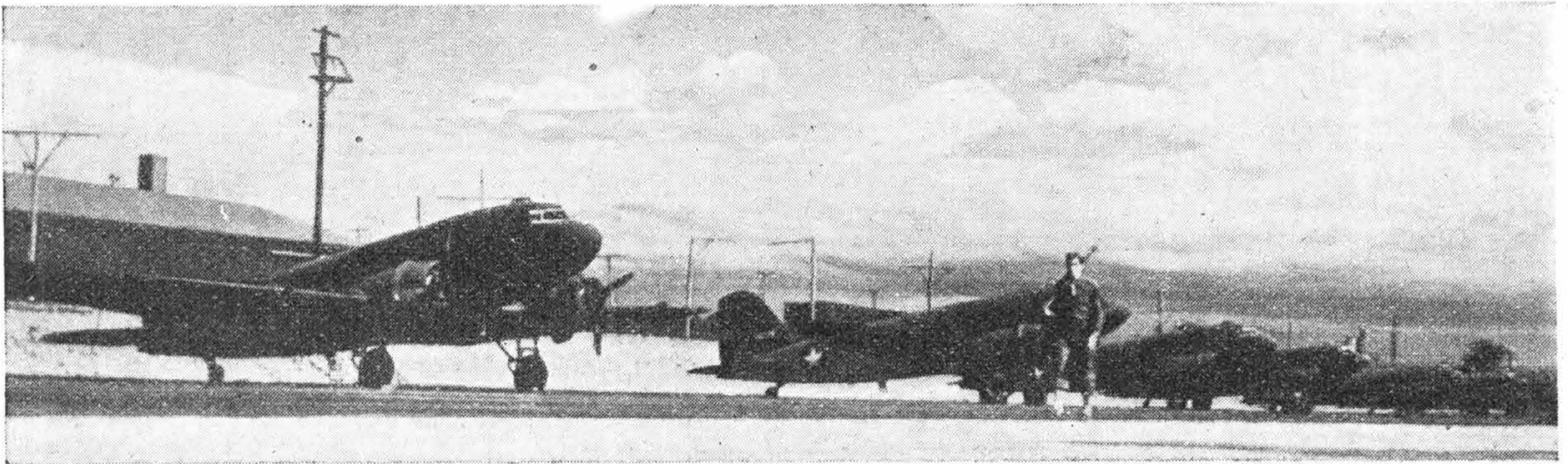
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It is hoped that this series of Titanine advertisements, consisting of aircraft silhouettes, may be of use to those interested in aircraft identification.



TANKED UP.—Douglas C-47 military transports at an American North Atlantic Ferry base ready to be flown to Great Britain. These aeroplanes, better known in civil form as DC-3s, and in the R.A.F. as Dakota Is, are provided with extra tanks in the cabin for the trans-Atlantic flight.

tions, but had given opportunities for single bombers to raid targets in Western Germany and in Holland.

Only twice were night bombers in action. On the second occasion they attacked Osnabrück, and crews expressed the opinion that the raid had been highly successful.

Visits to Great Britain by the Axis Air Forces were limited

almost entirely to sprint raids in coastal areas by fighters dressed as bombers. One was shot down by anti-aircraft gunfire.

A summary of the week's offensive operations of the Fighter, Coastal and Bomber Commands of the Royal Air Force and of the U.S. Army Eighth Air Force appears below.

Diary of the Week

Offensive Operations of the Fighter, Coastal and Bomber Commands of the R.A.F. and of the U.S. Army Eighth Air Force. From October 4 to 10, 1942

Sunday, October 4

None reported.

Monday, October 5

NIGHT .. Strong force of R.A.F. bombers attacked targets in Western Germany. Ten bombers lost.

Tuesday, October 6

DAY .. Single bombers attacked targets in Western Germany and Holland. Fighters on offensive patrol off French coast set fire to an enemy minesweeper.

NIGHT .. Main target: Osnabrück (in concentrated raid) Six bombers lost.

Wednesday, October 7

None reported.

Thursday, October 8

DAY .. Beaufighter of Coastal Command shot down a Ju 88 in the Bay of Biscay.

Friday, October 9

DAY .. Single bombers of the R.A.F. bombed objectives in the Upper Rhineland. One bomber lost. Industrial targets in the Lille area bombed by 115 Fortresses and Liberators of the 8th Air Force, United States Army, while a force of nearly 500 fighters made supporting and diversionary sweeps. Main target was the Fives-Lille steel and locomotive works. Forty-eight enemy fighters shot down by bomber crews; five by supporting fighters. Four bombers lost. Spitfires and Mustangs of the Army Co-operation Command made low-level sweep over Northern France and met with no opposition from the Luftwaffe.

Saturday, October 10

DAY .. One Me 109 shot down by anti-aircraft gunfire at Ramsgate.

U.S. ARMY EIGHTH AIR FORCE
In operations during the week Oct. 4-10, the U.S. Army Eighth Air Force suffered the loss of four bombers, and accounted for the destruction of 48 enemy fighters. Its total losses now stand at six bombers and seven fighters. Ninety enemy fighters have been shot down by its fighter pilots and bomber crews since it began operations.

RED AIR FLEET BOMBER COMMAND
There were again no long-distance raids during the week by the Bomber Command of the Red Air Fleet.

AXIS AND ALLIED LOSSES—OCTOBER 4-10, 1942

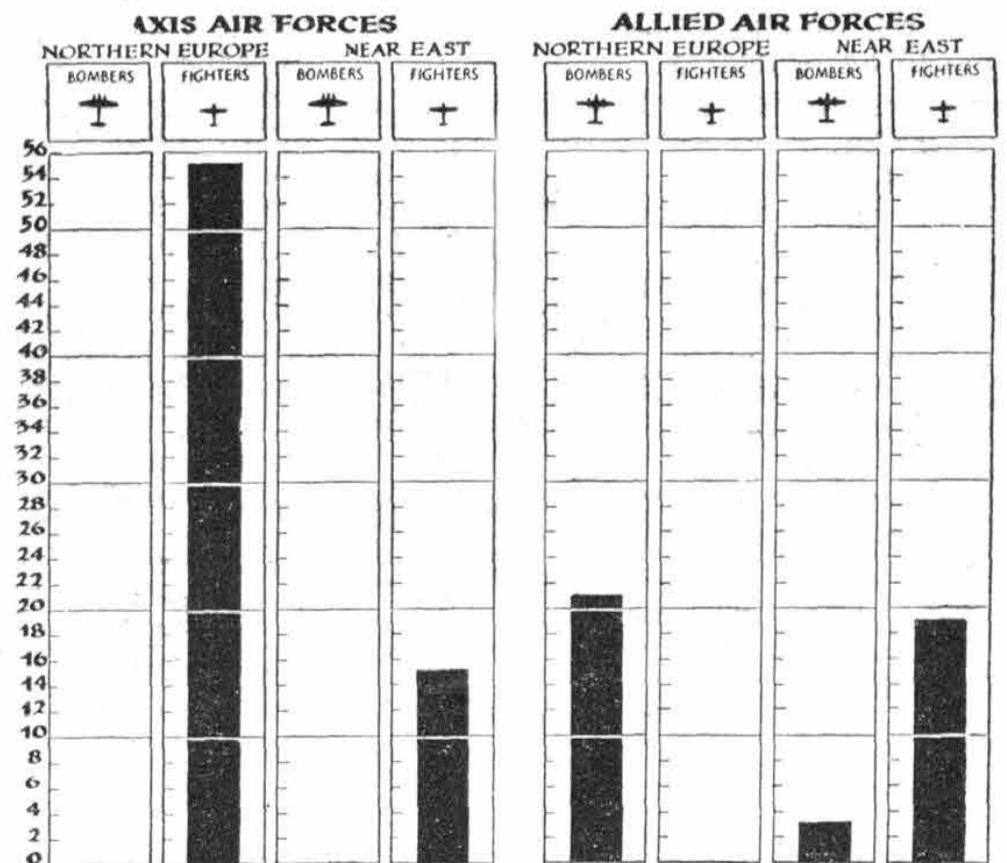
Date	Axis (N. Europe)		Axis (Near East)		Allied (N. Europe)		Allied (Near East)	
	Machines	Personnel	Machines	Personnel	Machines	Personnel	Machines	Personnel
4-10-42	—	—	—	—	—	—	1	1
5-10-42	—	—	—	—	10	65	—	—
6-10-42	—	—	1	2	6	39	4	7
7-10-42	—	—	2	2	—	—	1	1
8-10-42	1	3	—	—	—	—	1	4
9-10-42	53	46	10	8	5	30	12	12
10-10-42	1	1	2	2	—	—	3	8
Totals	55	50	15	14	21	134	22	33

TOTAL LOSSES IN THE AIR WAR* (To dawn, October 11).

	Axis Air Forces	Allied Air Forces
Machines destroyed in combat or by A.A. gunfire	10,016	6,741
Personnel	26,517	20,437

* Excluding Russia and the Far East.

THE WEEK'S LOSSES—October 4 to 10, 1942



THE WEEK'S LOSSES AT A GLANCE.—Comparative losses in the Air War for the week October 4 to 10, 1942, inclusive. The chart does not include aeroplanes destroyed in Russia and the Far East or those destroyed on the ground. The figures are: Northern Europe: Axis (daylight offensive) 2 fighters; (defence by day) 53 fighters; Allied (daylight offensive) 5 bombers; (night offensive) 16 bombers. The figures for the Near East are: Axis, 15 fighters; Allied, 3 bombers and 19 fighters. Approximate personnel losses are: Northern Europe: Axis, 50; Allied, 134. Near East: Axis, 14; Allied, 33.

NEWS OF THE WEEK

BRITISH PRISONERS taken at Dieppe were put in chains by the German High Command at noon on Oct. 8 after a warning on Oct. 7 that such action would be taken because of allegations of the ill-treatment of German prisoners at Dieppe and during a British raid on Sark. The British Government retaliated by placing a similar number of German prisoners in Canada in chains as from noon on Oct. 10. Germany threatened to fetter three times as many British prisoners if British reprisals were taken, and the Italians announced on Oct. 9 that they also were about to take harsh measures against British prisoners.

A small-scale raid by 10 officers and men on the island of Sark on the night of Oct. 3 was announced by Combined Operations Headquarters on Oct. 7. The raid was stated to be one of many such operations which are successfully and frequently made and about which nothing is normally said. The main purpose of the raid was to obtain first-hand information about the suspected ill-treatment of British residents in the island. Information was gained that all male civilians not born in the Channel Islands or not permanently resident there, between the ages of 16 and 70, have been deported to Germany together with their families for forced labour.

Forty-eight enemy aeroplanes were destroyed, 38 were probably destroyed, and 19 more damaged by Fortress and Liberator bombers of the U.S. Army 8th Air Force on Oct. 9 when 115 Fortresses and Liberators bombed Lille in what was said to be the biggest daylight bombing operations yet made by the Allied Nations. Nearly 500 R.A.F. and Allied fighters acted as escort and made diversionary sweeps. All the fighters returned safely, after shooting down five enemy aeroplanes, but four bombers were lost although the crew of one was saved. This was the first occasion on which Liberators had been announced as in action.

The **Martin Mars** flying-boat was stated on Oct. 8 by Rear Admiral J. H. Towers of the U.S. Navy to be "obsolete so far as performance is concerned." He said the Mars would be used, when delivered in a few weeks' time, as a Navy cargo transport aeroplane. He is reported to have hinted that there was little likelihood that more flying-boats of the Mars type would be built.

General Sir Walter K. Venning has been appointed Director-General of the British Supply Mission in Washington in succession to Mr. Edward P. Taylor, who has resigned because of ill-health. Mr. J. C. Patteson, at present Director-General of Supply Services in the Ministry, is to be Ministry of Supply Representative in Canada. The new appointments were announced on Oct. 12.

Two of the biggest air attacks ever undertaken in the Western Desert were made against Axis air bases on Oct. 9.

The setting up of a United Nations Commission for the investigation of war crimes was announced on Oct. 7. One condition of the armistice would be the handing over to the United Nations of named enemy criminals.

The British and American Governments announced on Oct. 9 that they had decided to relinquish all extra-territorial rights in China. This decision will apply immediately to free parts of China and to the whole of liberated and reconstituted China after the War.

Brig.-General Clayton Bissell, Commander of the U.S. Army 10th Air Force in India, stated on Oct. 9, during the first Press conference that he has given at his headquarters at Delhi, that the U.S. and British Air Forces and the British Army were working together as a single team and that every assistance was being received from the R.A.F. The U.S. units in India are now guarding their own aerodromes against all forms of attack.

The opinion that R.A.F. fighters which "were half an hour away" gave Admiral Sir Tom Phillips no help when the Prince of Wales and Repulse needed help, has been expressed in an article in the "Saturday Evening Post" written by Admiral Hart, formerly Supreme Commander of the Allied Naval forces in the Far East, according to a report from New York on Oct. 7. Admiral Hart, who is strongly critical of the idea of a separate air service, writes that "when we contemplate the record of the British employment of aeroplanes with ships, any sea officer will feel real anger that a splendid Navy has been kept at such a tremendous disadvantage through the denial of that air power which modern war at sea requires."

He states that the only thing that could have saved Singapore would have been the success of Admiral Phillips's attempt to place his heavy ships where they could sink Japanese transports at sea. "Admiral Phillips had no aeroplanes at his disposal except the gunnery-spotting aeroplanes of the two ships. The R.A.F. had a considerable force in Malaya within easy flying range. The British battleships received no aid from the R.A.F. either in reconnaissance or in defence by fighter aeroplanes against the Japanese air attack, which resulted in the loss of the Repulse, the Prince of Wales, and their commander."

An Air Ministry spokesman is reported to have stated that the area to which Admiral Phillips originally intended to go was beyond the range of the R.A.F. fighters. After the ships had been spotted by Japanese reconnaissance aeroplanes and the clouds cleared, they turned back to another area to which three or four fighters could have been sent. When the call came for fighters the attack was in progress and was over in 20 minutes. Aeroplanes left Singapore, 150 miles away, within seven minutes of the call being received, but by the time they got to the area it was all over.

Lord Riverdale was appointed Chairman of the R.A.F. Benevolent Fund on Oct. 5 at the first meeting of the Council since the death of the Duke of Kent, who became Chairman of the Fund in May, 1941.

Malta had its 3,001st air raid alert on Oct. 5.

Great Britain has 1,000,000 men overseas and another army in the British Isles ready to launch an attack on the

Continent "when sufficient shipping is available for its transport and sufficient aircraft for obtaining complete mastery of the air." This statement was made by Mr. Harold Butler, Director of British Information Services in Washington, at a meeting of the Boston Conference on distribution on Oct. 5.

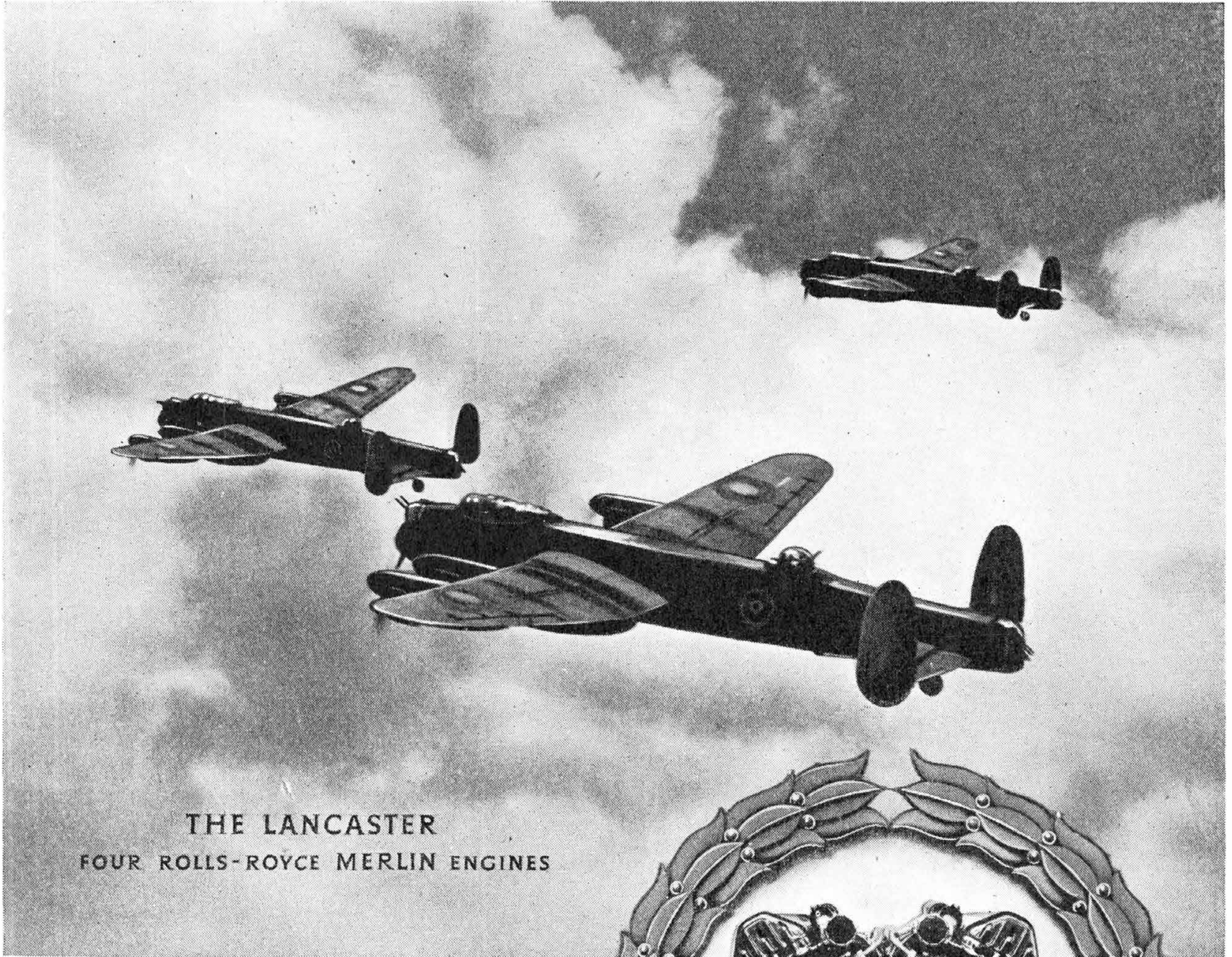
The view that the massive bombing of Germany can play a major part in defeating Hitler is discounted by Major-General Zhuravlev, an officer on the staff of the Red Army air force. He agrees that it will play a "not inconsiderable part" in the future weakening of Germany, but believes that victory can be achieved only by the co-ordination of all three Services, according to reports from Moscow on Oct. 11.

H.H. the Maharajah Jam Sahib of Nawanagar, one of the Indian representatives of the War Cabinet and the Pacific Defence Council, recently visited an airborne division of the British Home Forces. He arrived by air at an R.A.F. Army Co-operation Command aerodrome and was received by the G.O.C. of the division and by Group Capt. Sir Nigel Norman, Bt., representing Air Marshal Sir Arthur Barratt, A.O.C.-in-C., Army Co-operation Command. His Highness had a flight in one of the newest type British gliders and inspected all branches of the airborne side of Army activities.

The death in hospital at Casablanca of General Bergeret, former Vichy Air Minister and former commander of the French forces in Morocco, was reported on Oct. 6.

During September the R.A.F. made offensive raids over Europe on 15 nights and 11 days; Bomber Command made 12 night attacks on Germany and three attacks in daylight; in the 10 raids made during the first 16 nights of September nearly 5,000 tons of bombs were dropped. Five daylight attacks were made on targets in Occupied France, Holland and Norway. Bombers of the U.S.A.A.F. made attacks on enemy occupied territory on three days. Fighter Command aeroplanes were over enemy-occupied territory on intruder and offensive patrols on eight nights. Enemy aeroplanes were over Great Britain on 15 nights during the month and on 22 days. In all theatres of war 40 Axis vessels were sunk or damaged. In all offensive operations over N. Europe the R.A.F. destroyed 20 enemy aeroplanes, and a further 25 were destroyed in defence of this country, making a total of 45. R.A.F. losses over Europe during September amounted to 194 and one over Great Britain. In the Middle East, including Malta, 113 Axis aeroplanes were destroyed for a loss of 94 R.A.F. aeroplanes, with 20 members of crews saved.

Pilots are wanted by the Fleet Air Arm for transport services in the United Kingdom. Men up to 45 years of age with multi-motor flying experience and pilots who are prepared to undergo a training course should apply to the Secretary of the Admiralty, C.W. Branch. On acceptance pilots will be commissioned as temporary Lieutenants (A) R.N.V.R. The possibility of employing women as pilots and wireless operators for communications aeroplanes of the F.A.A. has been under consideration.

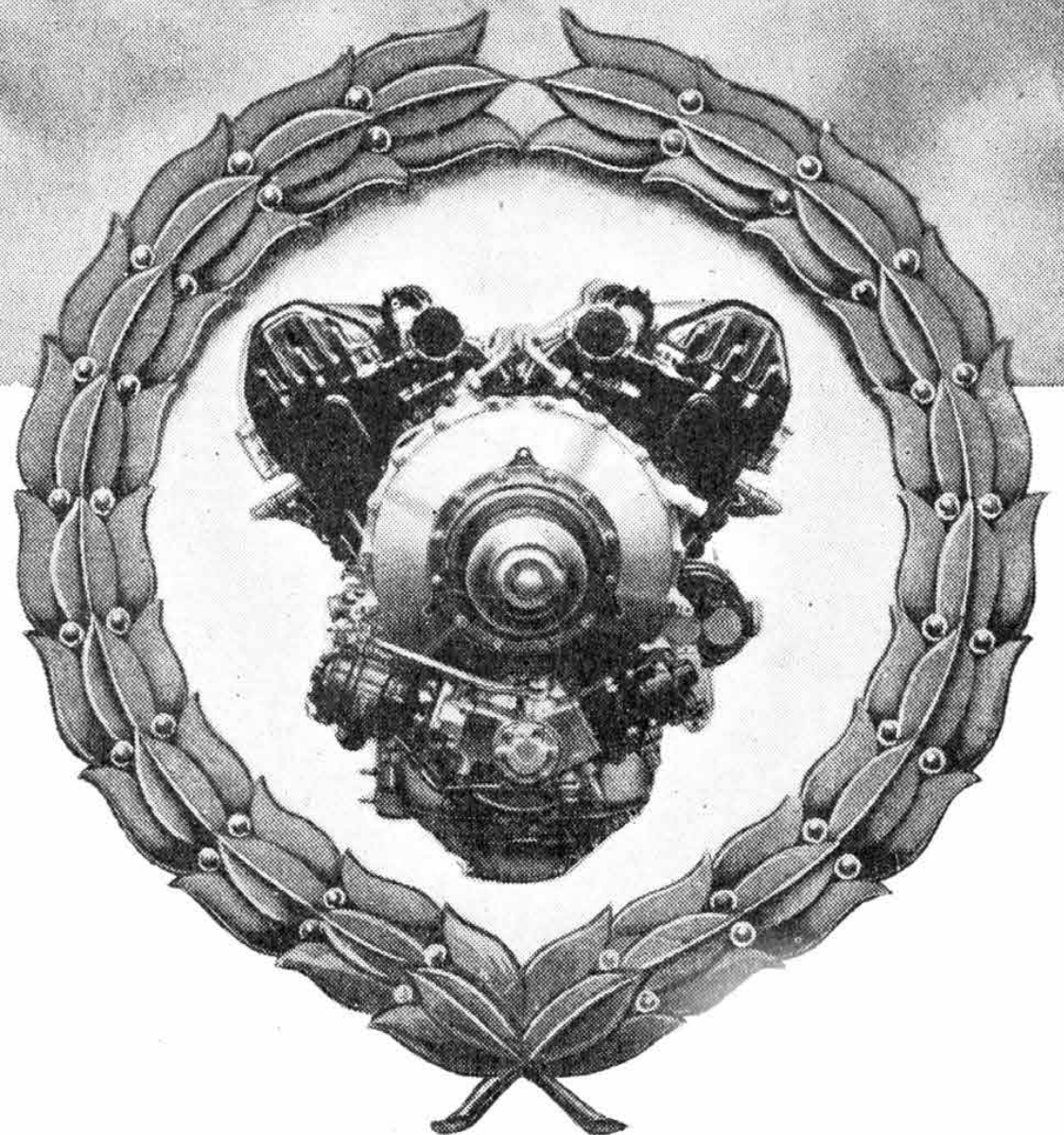


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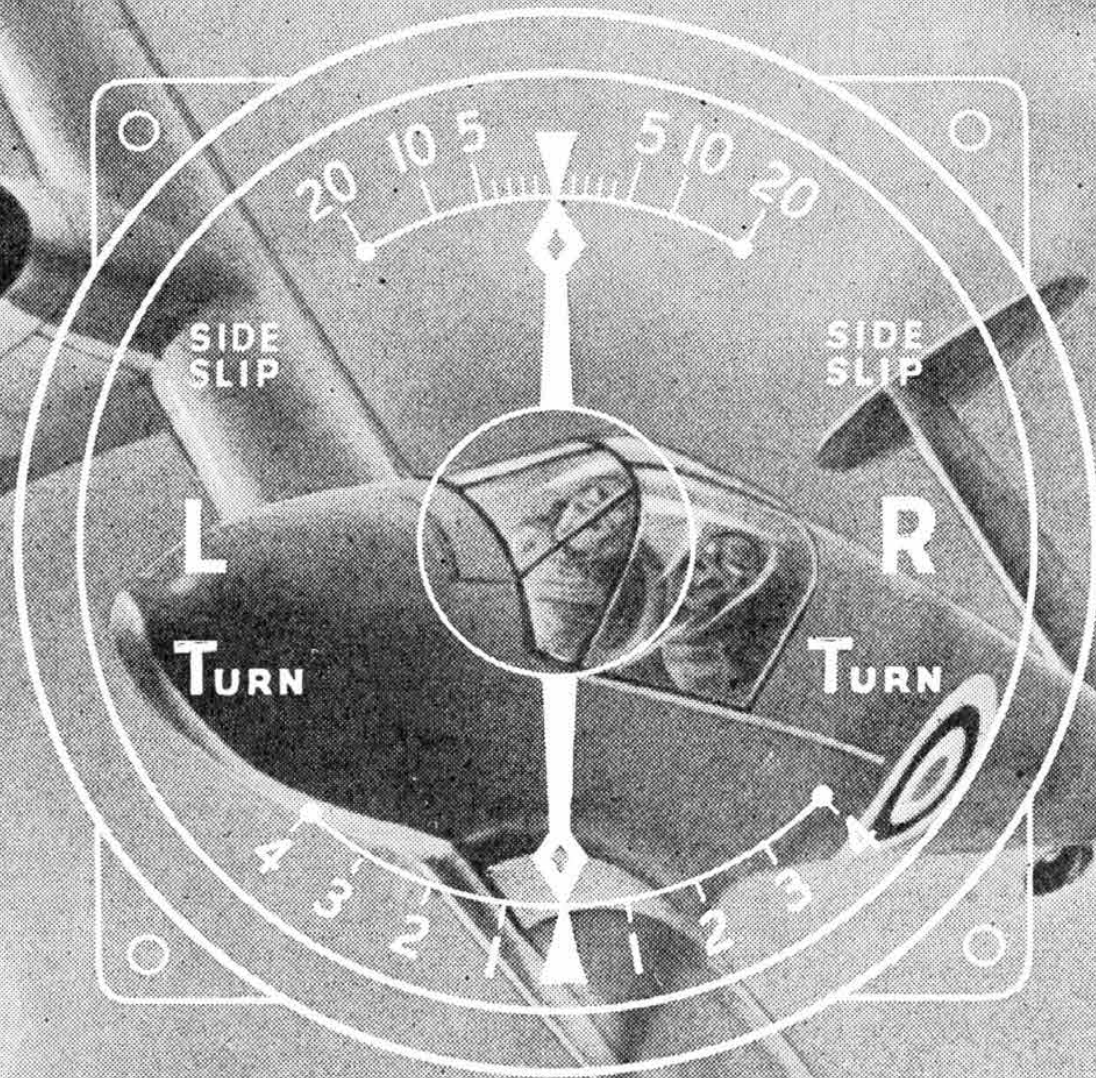


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Fledglings in Capricorn

By K. Walter Webb

HAVING PROUDLY, if clumsily, affixed the crimson "props" of the L.A.Cs. to our tropical khaki, our shoulders were loaded with a veritable white man's burden of impedimenta, surmounted by the solar topee, a limpet-like excrescence vaguely resembling a bactrian hump. The prospect of spending Christmas in Summer sunshine did little at that time to restrain the groans of anguish with which each of us hauled his kit on to the deck of a transport where, like Bunyan's Pilgrim, the load fell from us.

That the voyage was uneventful is the finest proof of the skill and efficiency of those mariners and super-mariners under whose vigilance, in fairest and foulest "met.," we sailed serenely to the Southern Hemisphere. Dolphins and flying fish provided the only scenic diversion until the Line was crossed with more than due ceremony, when a number of senior officers were ruthlessly debarnaced while Neptune and his Queen were summarily ducked by the mutinous initiates.

Informal concerts and boxing shows were likewise organised to alleviate the monotony; nor was post-I.T.W. instruction for Air Crews neglected. "Astro-nav." enthusiasts produced incredible plots of the ship's track, the best effort being that of an ex-schoolmaster, whose observations gave a fix somewhere off Nova Zembla. Our arrival at a South African port completely shook his faith in the text book, if not in his own perception.

First Impressions

A train that crawled on a 3 ft. 6 in. gauge over an eternity of desert, veldt and bush gave us every opportunity to absorb the atmosphere of the Great Open Spaces where, traditionally, men are men. The plumbing was lousy. The little spot of bother that drew blood from our fathers and ink from Kipling's pen 40 years ago still leaves a few visible scars on the country, though not on the spontaneous bounty of South African hospitality. At least two towns of Boer War fame produced a free-for-all snack bar on the station platform where the local equivalent of our W.V.S. plied us with a mountainous assortment of food and drink. Finally, we arrived in the country of our exile, Southern Rhodesia, and life once more became real and earnest and the Wings exam. its goal.

First impressions of this our latest British Dominion were clouded with jaundiced chagrin by the news that some time must elapse before we could proceed to a flying course. A devil's brew of frustration and nostalgia descended on the draft as the U/Ts strove to accustom their bodies to the rigidly settled climate and their minds to the still more rigidly settled social existence of the country. Bars that closed at 20.30 hours offered little chance to apply the universal remedy for grief.

The inevitable round of classes in navigation, armament and signals was enlivened by such fun and games as prop swinging and compass work. This last is a vital part of a pilot's training in Africa, where a forced landing in the practically featureless "bundu" might be a pretty ropey prospect. Armed with prismatic hand compasses, parties of us endeavoured to walk polygonal courses through the bush, which, theoretically, should have brought us back to the starting point. Such expe-



SPLENDID ISOLATION.—An air photograph of a farmstead in country typical of that flown over by R.A.F. trainees in Southern Rhodesia, where many pilots have gained their wings before going into active service with the R.A.F. In country such as this the "fledglings" pay special attention to their compass work, because a forced landing may mean a "trek" of many miles. The farmhouse in the photograph is 120 miles from the nearest railway station, which consists of two gum trees and a tin shack.

ditions, having once vanished into the interior, rarely reappeared before the wet canteen was due to open.

Eventually came the day of liberation when we were fished out of the "pool" for posting to our allotted flying schools. Arriving at No. — E.F.T.S., we found the daybreak calm vibrating with the ceaseless chatter of Gipsy Majors and the aerodrome circuit thick with Tiger Moths like flies round a dead horse. The first morning of the course provided low cloud and generally bumpy air—not too propitious for the majority who had no previous air experience, but filling them with an unholly glee at beholding the ashen features of certain inveterate line shooters.

Dust in a Brown Land

From the air the brick-and-snuff coloured earth merges in the dry season with the parched bush and grass land to form one unrelieved expanse of incredible brownness. The country being for the most part a 5,000 ft. plateau, landings need rather more judgment than at home, and there is always the capricious dust-devil happening along to spoil one's approach, while the middle hours of any fine day bring (for the novice) nauseating thermals from the truly scorched earth. Grass fires, kindled by natives to kill small trees and so provide firewood, are a common occurrence, the smoke from which can be seen and smelt many thousands of feet up.

Cross-country soloists find few pin-points to help them and flying by Bradshaw is just hopeless unless one happens to pick up one of the half-dozen or so single-track railways in the entire Dominion. These usually run delightfully straight for miles on end, but in hilly country make fantastic series of horse-shoe curves to gain height. Over such terrain and with the sun directly overhead, implicit faith in the compass is most forcibly hammered into one's consciousness.

Since our first timorous efforts to fly straight and level, while being coaxed to overcome that boggy, the spin, and throughout that humiliating drudgery of circuits and bumps to the first solo, our flying instructors had merited our whole admiration. Their superb airmanship and unending patience with their most sap-headed pupils are surely the finest examples of service and

STAMPEDE.—A herd of wildebeeste on the border between Southern Rhodesia and Bechuanaland stampede at the sound of an aeroplane's engines. The education of the R.A.F. trainee in South Africa includes more than circuits and bumps!



self-denial the Royal Air Force can display. True, their sulphurous censures and Rabelaisian imagery would not be well heard in a B.B.C. Sunday postscript, but our consciences knew them to be well deserved. We knew, too, that those same instructors would have given their souls to get on to "ops" and use their skill in something more gratifying than saving idiots' necks.

A Day of Judgment

Finally arrived that dies irae famed and feared among sprog pilots the World over—the C.F.I.'s test. On this solemn occasion we wake unwontedly early and crawl out of the mosquito net with a queer hollow feeling in the midriff; for upon the great man's verdict depends our future flying career, if any. Kicking our heels in the crew room does little to allay our suspense until our name is called.

Almost oblivious of our surroundings we take our place in the aeroplane, and the stocky figure of the Chief Flying Instructor breezes out of the Flight Office and climbs into the front cockpit. Mechanically we follow his directions to take off, inwardly wondering whether he recalls that it was our red-faced self, L.A.C. Rumblebounce, who revved up our engine before his office window one dry and dusty day or taxied across his newly-sown grass patch. He tore us off a scorching strip on that occasion and threatened to scrub us then and there.

"Steer 110 degrees magnetic," comes the C.F.I.'s voice through the tubes. Fumbling with the clamp, we rotate the grid ring until the required numeral is opposite the lubber line. Turning with meticulous care, we settle on the new course, when a rasping voice reminds us that a compass is subject to deviation. In our anxiety to avoid putting Red on Blue we had overlooked a vital detail.

"We'll climb above the clouds," remarks the examining body, and, accordingly, the Tiger struggles into upper brilliance. "What's this in aid of?" The question is scarcely formed before we are commanded to do a spin to the right, followed immediately by ditto with left-hand thread. No ground is visible and the spinning has obliterated all notion of our whereabouts. A narrow fissure in the cloud appears and we side-slip steeply through it. "Now then, where's the aerodrome?" demands the C.F.I.

Already the bowler hat seems to have grown in place of the flying helmet. But wait. In a split second our eyes have spotted one of those precious railway lines, the only one in the vicinity. "S-s-s-straight ahead, sir!" we splutter—and sure enough it is. The landing is definitely bumpy and the grim cast of the veteran's face as he deplanes is not reassuring. He gives a pithy résumé of our shortcomings and vanishes abruptly; but from other people's experience we know all is not lost. Only when he has made up his mind to scrub a pupil is the old sinner suave and gracious.

Night flying was next on the menu, and here at least we had ideal conditions in the breathless calm of Africa after sundown. After the first savage attempt to murder our colleagues



FOLLOWING THE EXPLORERS.—Canoe trips on the Zambesi above the Victoria Falls are a favourite recreation of R.A.F. trainees in Rhodesia.

on the flarepath, the technique of night landings was gradually buttoned up. So intense had been our activities and so little the time for relaxation that we hardly noticed the passing of the days until the end of the course loomed ominously near. Though a few smart lads romped through the tests and a few unfortunates fell by the wayside, the average pupils obtained average marks and a few days later all bade farewell to the aerial Alma Mater; for the magic Form 295 was in every hand.

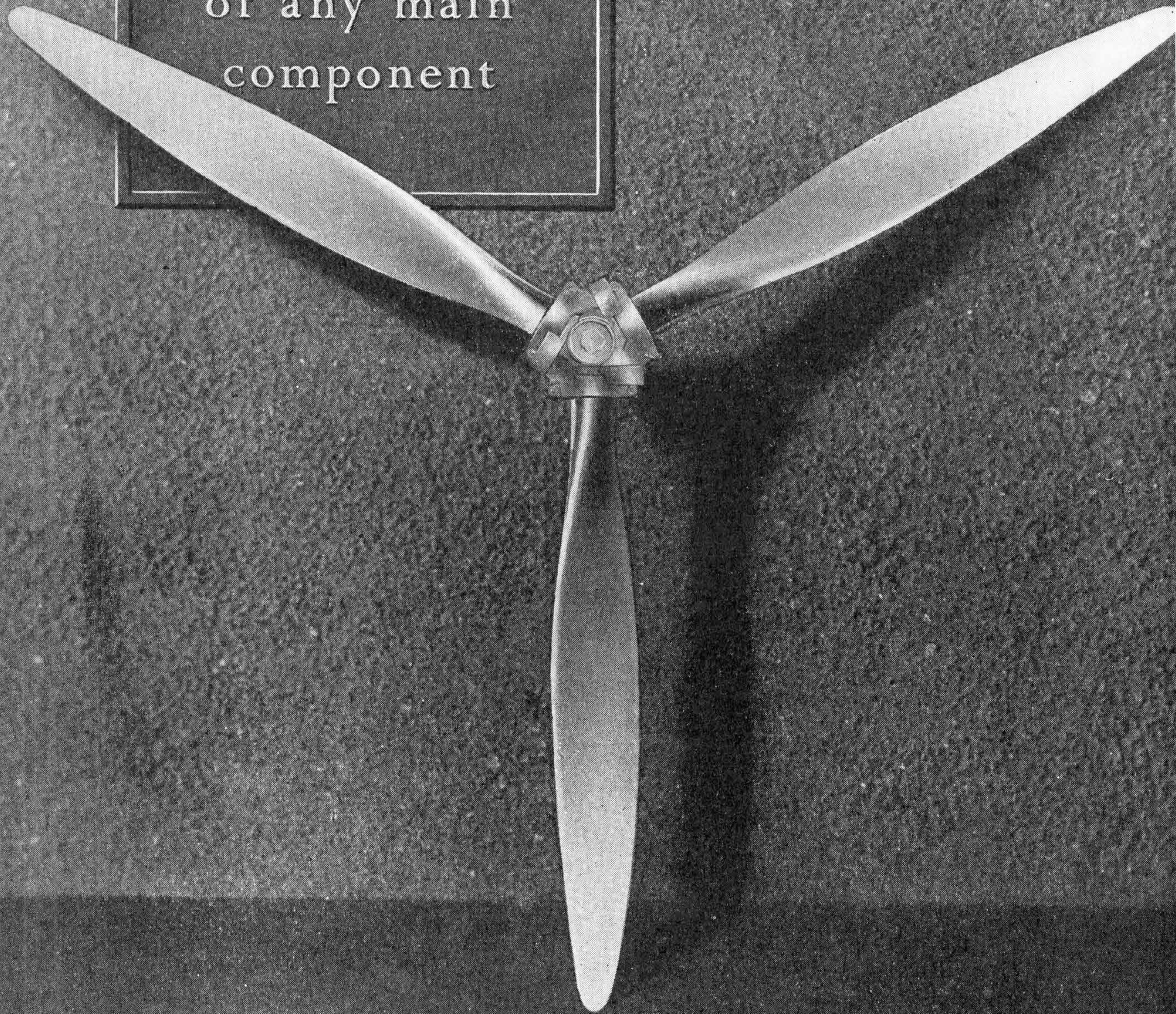
Leave in the Dominions affords opportunities for sport, travel and exploration vastly different from those at home or (eheu fugaces) on the Continent. The "County" spent their leave on outback farms ridin', shootin' and fishin', while would-be ethnologists went snooping after native history. Ordinary blokes who just wanted a holiday with sundowners all day long crowded into the tourist centres to admire the natural beauties of the land. That unparalleled geological freak, the Victoria Falls, was the favourite rendezvous, and rightly so, for so fantastic a spectacle was alone judged worth the voyage from home.

Undoubtedly some of our number will be tempted to settle in Rhodesia after the War, and in this connection it seems appropriate to explode a most prevalent and pernicious fallacy. The idea, so sedulously fostered by Little Englanders, that the native population is exploited by European settlers is sheer unadulterated bunkum. One month's residence in the Dominion is sufficient to convince anyone that the boot is very much on the other foot. The cost of living, by European standards, is high, but so is the specific gravity of the beer and spirits. Subject to elementary precautions, the climate is healthy though enervating, but the new chum's *bête noire* is the vast empty countryside which he sums up as "mile after mile of sweet dam' all."

THE HIGHEST WATERFALL.—Training in Rhodesia offers opportunities of seeing some of the finest scenery in the World. Air photography has revealed new beauties in Nature. Here are the highest waterfalls in the World, the Victoria Falls, photographed from the air and dwarfed by distance.

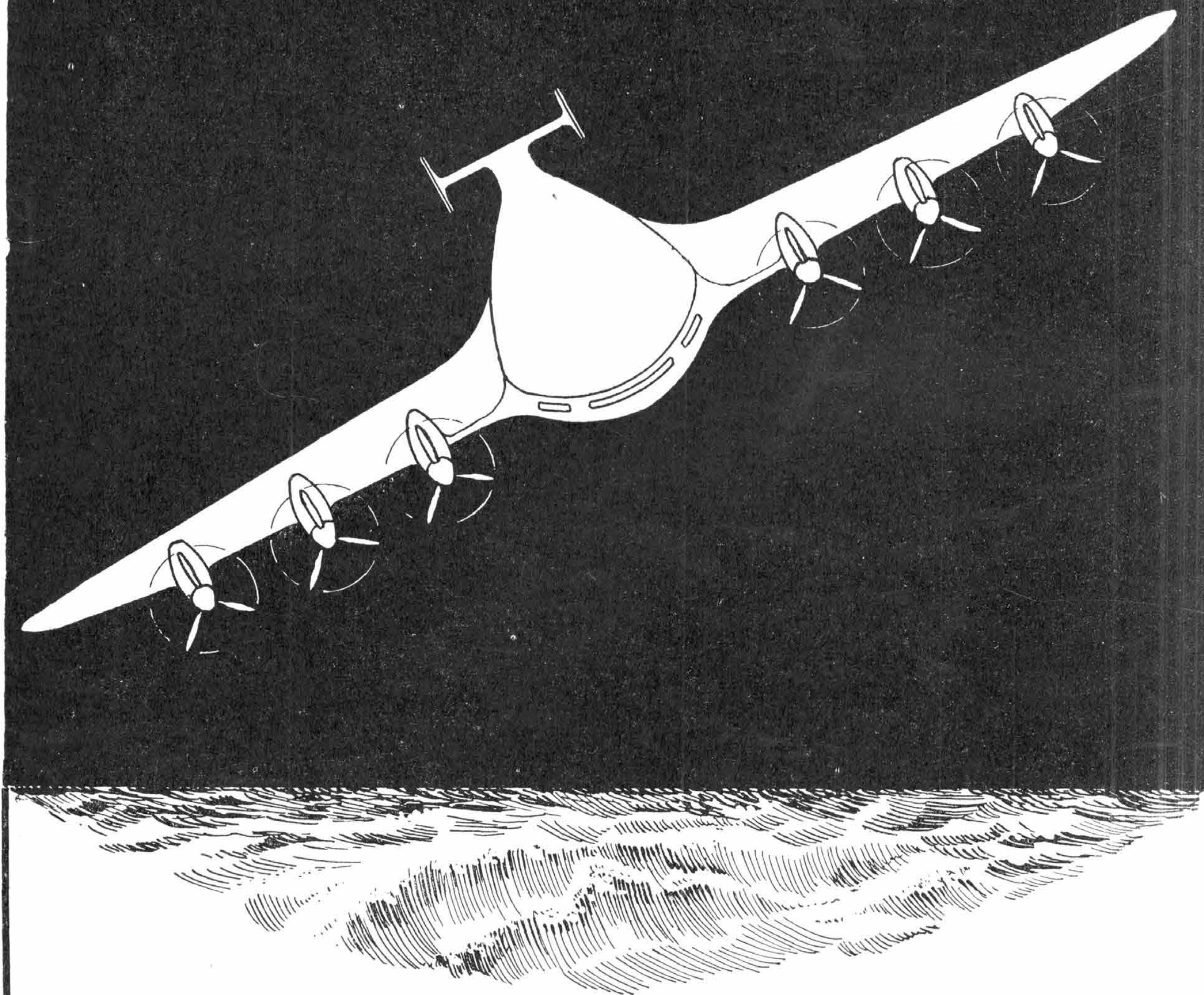


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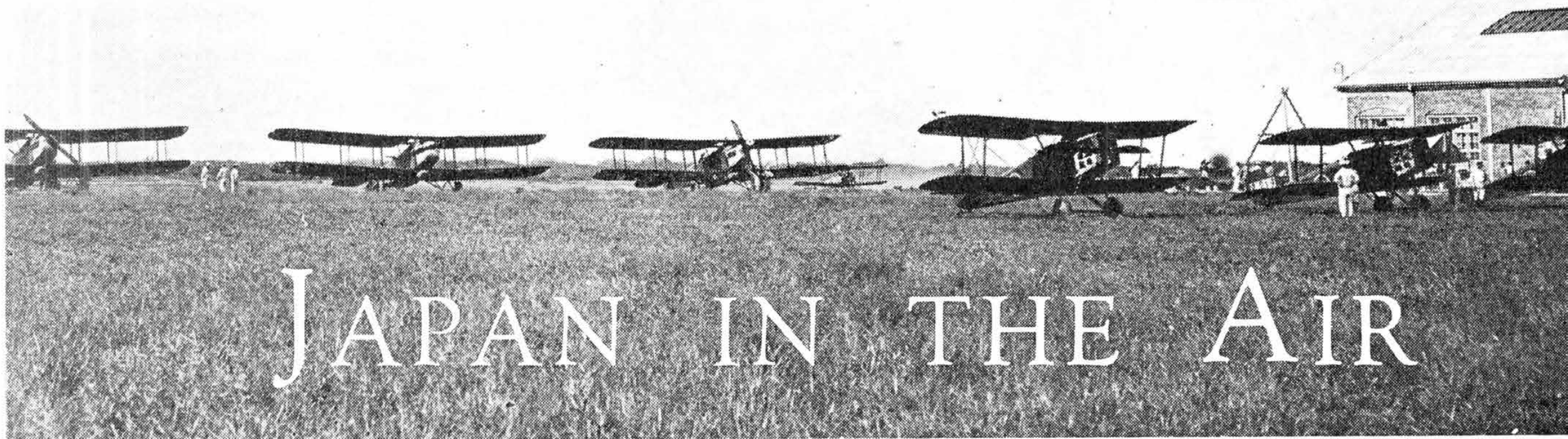
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IN THE BEGINNING.—A line of Mitsubishi aeroplanes of the Imperial Japanese Navy in 1924. On the left are torpedo-bombers developed from the Blackburn Dart. In the background is a Japanese-built Avro 504K and on the right Mitsubishi single-seat fighters developed from the Martinsyde F.4, but with a good deal of Sopwith as well. The top speed was 147 m.p.h. with a Hispano engine.

The legend that Japan did little more than copy European and American designs in setting up her Aircraft Industry and her air Services, has been exploded in the course of the War. What cannot be denied is that the Japanese have profited greatly by development work done in other lands. Help was offered freely in the years following the Great War and probably the most valuable help Japan received was that of the British Mission sent to Japan under the leadership of the Master of Sempill (now Lord Sempill) in 1921 to "organise, equip and train the Imperial Japanese Naval Air Service."

An officer who formed part of that mission and is still serving in the R.A.F. set down his impressions of the Japanese and of their aptitude in flying at that time. His account of how the Imperial Naval Air Service was started, is embedded in a survey of Japan and Japanese methods. It is the more illuminating for this relation to national habits and characteristics. We present this description of the beginnings of serious flying in Japan, in the belief that it will help our readers to form a sound estimate of modern Japanese Air Power.

INTRODUCTION

JAPAN and the Japanese being so far away from us we are rather given to forming quite wrong impressions of them and their life, and as they are one of the leading Powers of the World this is a great pity, and at the same time is liable to be dangerous from a national point of view.

The following chapters are an effort of one who has lived with them in their own country to explain them, their country and their aviation.

I have started with two chapters on past history so that the reader may gather something of them and the progress during the past fifty years or so, and I consider that it is absolutely necessary to know something of this past

history if the rest of the chapters are to be understood.

In places I have related short tales of things that happened during my stay in the country in the hope that they will enable the reader to form his own ideas and see something of Japanese life and character.

In the last chapter I have attempted to draw attention to the important things dealt with and their effect on the future, and from the whole the reader must form his own conclusions and read between the lines.

I wish to thank A. W. Hatfield for his kind assistance with the chapter on Armament, as without this help I fear I should have had to leave it unwritten.

R. V.-F. (Feb., 1924)

I—The Beginning of Europeanisation.

SECLUDED for over two centuries from contact with the Outer World, Japan was opened up by the American Expedition in 1853-4 under the command of Commodore Parry.

Making a virtue of necessity, her rulers soon determined to Europeanise the country, as the best means of preserving its independence. Ships were bought, foreign naval and military instructors engaged, feudalism replaced by a centralised autocracy, education reorganised on the pattern offered by Western nations, posts, telegraphs, and railways introduced, European dress, European manners, European amusements adopted, Buddhism disestablished, Christianity, if not encouraged, at least no longer persecuted. In short, in every sphere of activity, the old order gave way to the new. The most drastic changes took place between 1871 and 1887.

The war with China in 1894-5 again marked an epoch. Not only did its successful issue give an extraordinary impetus to trade and industry, but the prestige then acquired brought Japan into the comity of nations as a power to be counted with. This was further emphasised by the war with Russia in 1904-5.

Another point has become clear of late years. Europeanisation, after all, is not to carry everything before it. Along many lines the people retain their own manners and ways of thought; they even, to a great extent, retain their own dress. Japan, though reformed, still rests on her ancient foundations.

Japanese History

Nothing is known concerning the origin of the Japanese people, or the period at which they reached the present Islands known as Japan. The belief is held by some—and they have their evidence—that they are one of the lost ten tribes, either Reuben or Dan. The first trustworthy history is about the 5th century after Christ, we find the Mikados—Emperors claiming descent from the Sun-Goddess Amaterasu—already governing all Japan except the North, which was still occupied by the Aino aborigines, and Chinese civilisation beginning to filter into what had been apparently a semi-barbarous land. The chief pioneers of this work were Buddhist priests from Korea.

From that time onward Japanese history consists, broadly speaking, in the rise of successive great families and chiefs, who, while always professing a nominal respect for the divine authority of the Mikado, practically usurped his power and were, and still are, the "de facto" rulers of the country.

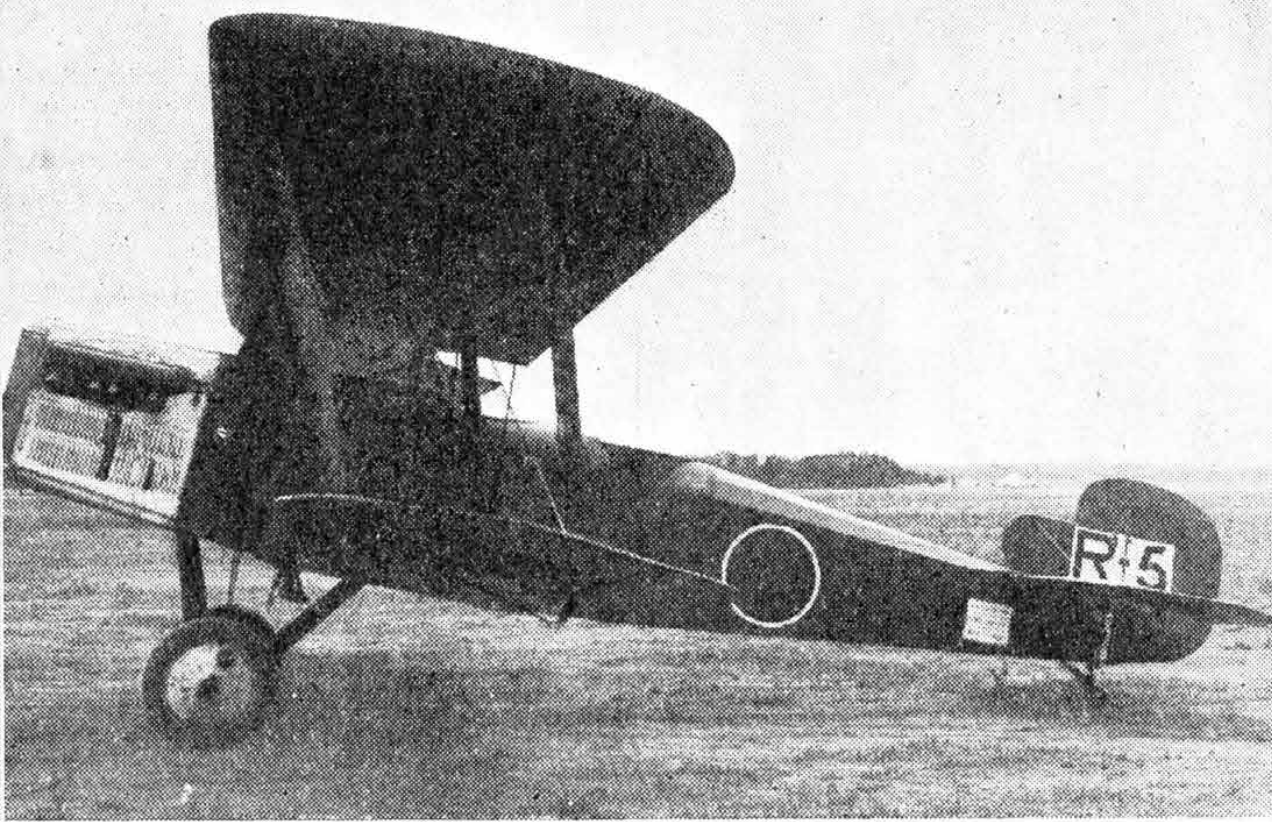
By the end of the 12th century, the old absolutism had been converted into a feudalism, of which Yoritomo, the successful chieftain of the house of Minamoto, became the acknowledged head under the title of Shogun. Thus was inaugurated a dual system of government which lasted down to the year 1868—the Mikado supreme in name, but powerless and dwelling in a gilded captivity at the old capital Kyoto; the Shogun with his great feudatories, his armed retainers, and his well-filled exchequer, ruling the whole empire from his new capital in Eastern Japan—first Kamakura, then Yedo (Tokyo). During the latter period of the nominal supremacy of the Minamoto family of Shoguns, the real power was in the hands of their chief retainers, the Hojo family—the political arrangement thus becoming a triple one.

The rule of the Hojo was rendered memorable by the repulse of the Mongol fleet sent by Kubla Khan to conquer Japan, since which time Japan has never been invaded by any foreign power.

The Ashikaga line of Shoguns grasped the power which had fallen from the Hojo's hands, and distinguished themselves by their patronage of the arts. The second half of the 16th century was a period of anarchy, during which two great soldiers of fortune who were not Shoguns—Nobunaga and Hideyoshi—successively rose to supreme power. Hideyoshi even went so far as to conquer Korea and to meditate the conquest of China, an enterprise which was interrupted by his death in A.D. 1598.

Tokugawa Ieyasu, Hideyoshi's greatest general, then succeeded in making Japan his own, by the great victory of Seki-ga-hara in 1600. Finally overthrowing all rivals at Osaka in 1615 he founded a dynasty of Shoguns that ruled the land in peace for two and a half centuries—namely, till 1868.

Among the means resorted to for securing this end, were



MITSUBISHI FIGHTER.—A Japanese aeroplane of 1922, the Mitsubishi "R" type two-seat fighter with a 300 h.p. Hispano Suiza motor. The top speed was 137 m.p.h. but the machine floated very badly and so was difficult to land. Like the other Mitsubishi designs of that time the Type "R" owed much to Martinsyde.

the ejection of the Catholic missionaries and the closing of the country to foreign trade.

Nagasaki was the only place in the empire at which any communication with the outer World was permitted; no European nation but the Dutch was allowed to trade there, and even the Dutch commerce was restricted within narrow limits. At last, in 1853, the government of the United States sent a fleet under the command of Commodore Parry to insist on the abandonment of the Japanese policy of isolation.

This act of interference from the outside gave the "coupe de grace" to the Shogunate, which had been weakened by internal discontent. It fell, and in its fall dragged down the whole fabric of mediæval Japanese civilisation. On the one hand, the Mikado was restored to the power which had belonged to his ancestors centuries before. On the other, Europeanism became supreme in every branch of thought and activity.

The natural outcome of this has been the Europeanisation of the monarchy itself. Not only has the Court adopted foreign manners and etiquette—it has granted a Constitution modelled on that of Prussia; and the Diet, as it is termed, meets yearly.

Japanese trade and industry have developed enormously under the new régime, while the reconstruction of the army and the creation of a Navy, both of which have won laurels in recent wars, have placed Japan among the great Powers of the World.

Japan's foreign acquisitions are the Luchu Islands, Formosa, and Korea, while South Manchuria has also come under her sphere of influence.

The following are the most interesting and important dates in Japanese history:—

- B.C.
600. Accession of the first Mikado, Jimmu Tenno.
- A.D.
200. Conquest of Korea by the Empress Jingo.
285. First Chinese books brought to Japan.
552. Buddhism introduced from Korea.
600-800. Government remodeled on Chinese bureaucratic plan.
602. Chinese calendar introduced.
712. First extant Japanese book published.
770. Printing introduced.
794. Kyoto made capital.
809. Invention of Hiranga Syllabary.
1192. Shogunate established at Kamakura.
1274-1281. Repulse of the Mongols.
1542. The Portuguese discover Japan.
1549. St. Francis Xavier arrives in Japan.
1587. First persecution of Christians.
1590. Yedo founded (Tokyo).
1592-8. Hideyoshi invades Korea.
1624. Japan closed and Christianity prohibited.
1639. The Dutch relegated to Deshima.
1853. The arrival of Commodore Parry, U.S.N.
1854. First treaty signed with the United States.
1855. Great earthquake at Yedo (Tokyo).
1857-59. First treaties with European Powers.
1858. Yokohama opened to foreign trade.
1860. First Japanese embassy sent abroad.
1864-65. Civil war at Kyoto.
1868. Shogunate abolished and Mikado again rules.
1871. Abolition of feudal system.
1872. Toyko-Yokohama railway opened.
1873. Gregorian calendar adopted.
1874. Expedition to Formosa.
1889. Constitution promulgated.
1890. First Diet met.
1894-95. Victorious war with China. Three-Power intervention which determined Japan never again to submit to such injustice.
1895. Formosa added to the Empire.
1897. Gold standard adopted.
1899. New treaties come into operation, whereby all foreigners are brought under Japanese law.
1900. Japan joined European Powers in relief of Peking.

1902. Anglo-Japanese Alliance.
1904-5. Victorious war with Russia; protectorate over Korea.
Revised and strengthened Anglo-Japanese Alliance.
1910. Annexation of Korea.
1911. Renewed Anglo-Japanese Alliance.
1912. Accession of the present Emperor. (1924.)
1914-18. Japan joins the Allies.
1921. End of Anglo-Japanese Alliance.
1921-22. British Aviation Mission to Japanese Navy.

The Country and Its Formation

If we look at the map we shall find that Japan is really a chain of islands running North from just South of Korea to the South of Kamchatka. There are three islands with the largest in the middle; Yezo or Hokkaido is the North island, Kyushu the Southern island; the central island, being the largest, is divided into four, Western Japan, Central Japan, Eastern Japan and Northern Japan.

There are many other minor islands, the largest of which is the island of Shikoku which forms with the Central island the Inland Sea, situated to the South on the East coast.

These islands are all of volcanic origin, some of the minor ones being nothing more than volcanoes rising out of the sea. The largest of these is Oshima or Vries Island, which had a population of about 10,000 until the big earthquake in September, 1921, when the whole island sank into the sea, rising again some hours later. This island is about 45 miles south of Tokyo Bay. The Japanese world-famous mountain, Fuji-san, is reputed to have appeared in a night, rising alone out of a plain almost surrounded by mountains to a height of 12,390 ft.

Ranges of high mountains run North and South down the middle of the islands, in fact they really form the islands, the bases stretching down to the sea East and West.

All the ground that is at sea level, or near it, is cultivated for rice and other crops—rice mainly. This means that it is broken up into small patches, which are kept wet with running and standing water, each patch being surrounded with a mud wall some 2 ft. high. Even though an aeroplane might be landed in these without much damage it would be quite impossible to get off again; even the landing would probably turn the machine over, or on to its nose.

From these rice fields rise small hills, which are covered with trees.

From this it will be seen that with the plains all rice fields and small hills and the rest of the country mountains Japan is not a good country for the aeroplane, from the landing point of view.

Aerodromes are almost impossible to obtain, and the aerodrome at Kasumi-ga-ura was built out of filled-in rice fields and cut-down woods and hillocks. It took a long time and must have cost thousands of pounds.

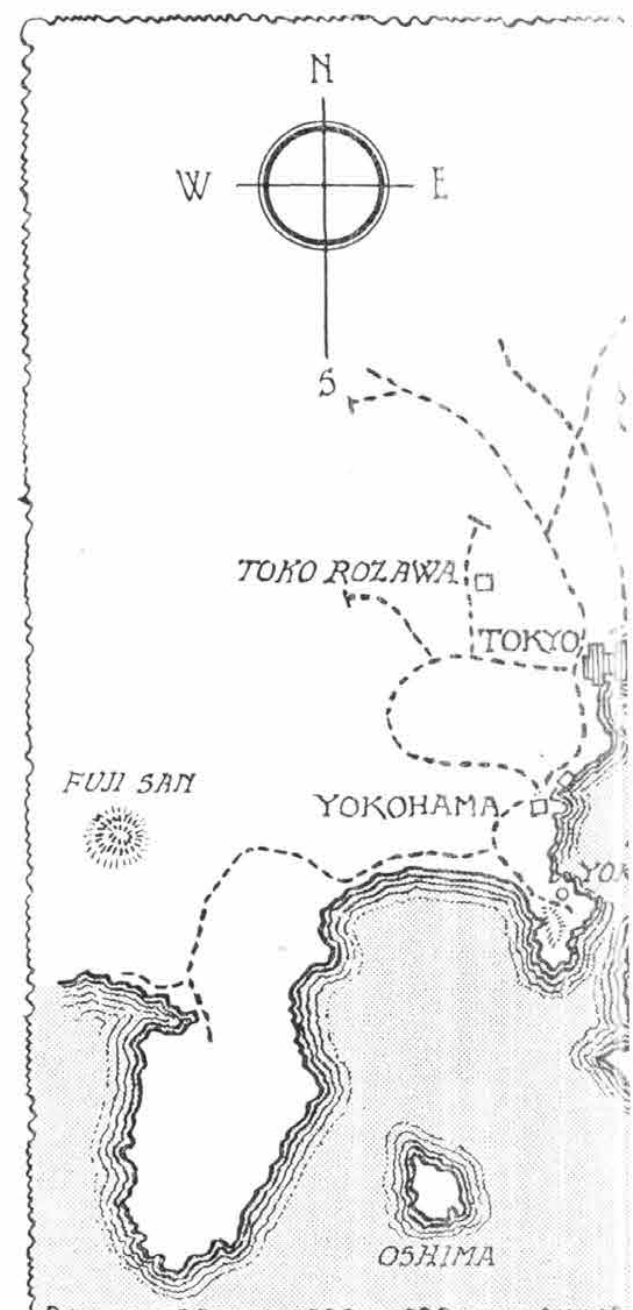
There are patches of ground where it might be possible to bring off a forced landing. These are the mulberry gardens, but even these are bad and one would be lucky if one did not crash.

Forced landings might be possible near the rivers, in the river beds, alongside the water where strips of sandy soil are often to be found. These have bamboo grass growing on them as a rule, and during the summer months this grows five or six feet tall, making landings quite impossible. I shall deal in another chapter with the landing grounds of Eastern Japan.

Taking everything into consideration the seaplane, flying-boat or amphibian is the best type of aircraft for Japan. Nearly all the important towns are sea ports, and the largest aerodrome, Kasumi-ga-ura, has its own seaplane section of Lake Kasumi.

The Japanese Climate

Perhaps in Europe we get a wrong impression of the Japanese climate; the explanation may be that we seldom hear



THE NERVE CENTRE.—A map of Japan showing the naval and air base in Tokyo Bay. There is a large military aerodrome at Kasumi-ga-ura on the coast.

anything of Japan other than blue skies and cherry blossom.

Roughly, the Japanese Summer is hot and often wet; September and the first half of October still wetter, the late Autumn and early Winter cool and dry, with blue skies. In fact, no weather could be nicer. February and March are the worst months, with occasional snow and unpleasant weather. January, which is the coldest month in Japan, has an average temperature of 36 to 37 degrees Fahrenheit at Tokyo.

Frosts are experienced during about five months of the year, namely, November to March inclusive. The average temperature in August at Tokyo is 78 degrees Fahrenheit, and at times it reaches 90 degrees. The North and West of Japan are cooler, the West being subject to the cold winds that blow straight from Siberia.

From the "flying" point of view the weather is first rate, fogs are seldom if ever experienced except in the "inland sea."

Skies are clear, and I cannot remember a day when flying was not possible at some time or other, and very few days when the weather was unfit for cross-country flying.

Gales sometimes spring up with great suddenness; I remember one day I had ordered all machines into the hangars because of a large black cloud which looked like heavy rain; ten minutes later the wind had sprung up to 60 m.p.h., blowing all the petrol cans before it across the aerodrome. During the early part of the year (May or the first half of June) there is a season called "nubaii," which is warm and very damp. This is perhaps the worst season for Europeans. Clothes should be taken great care of and put out in the sun and brushed as often as possible, otherwise they become covered with green patches of moss.

The People and Their Ways

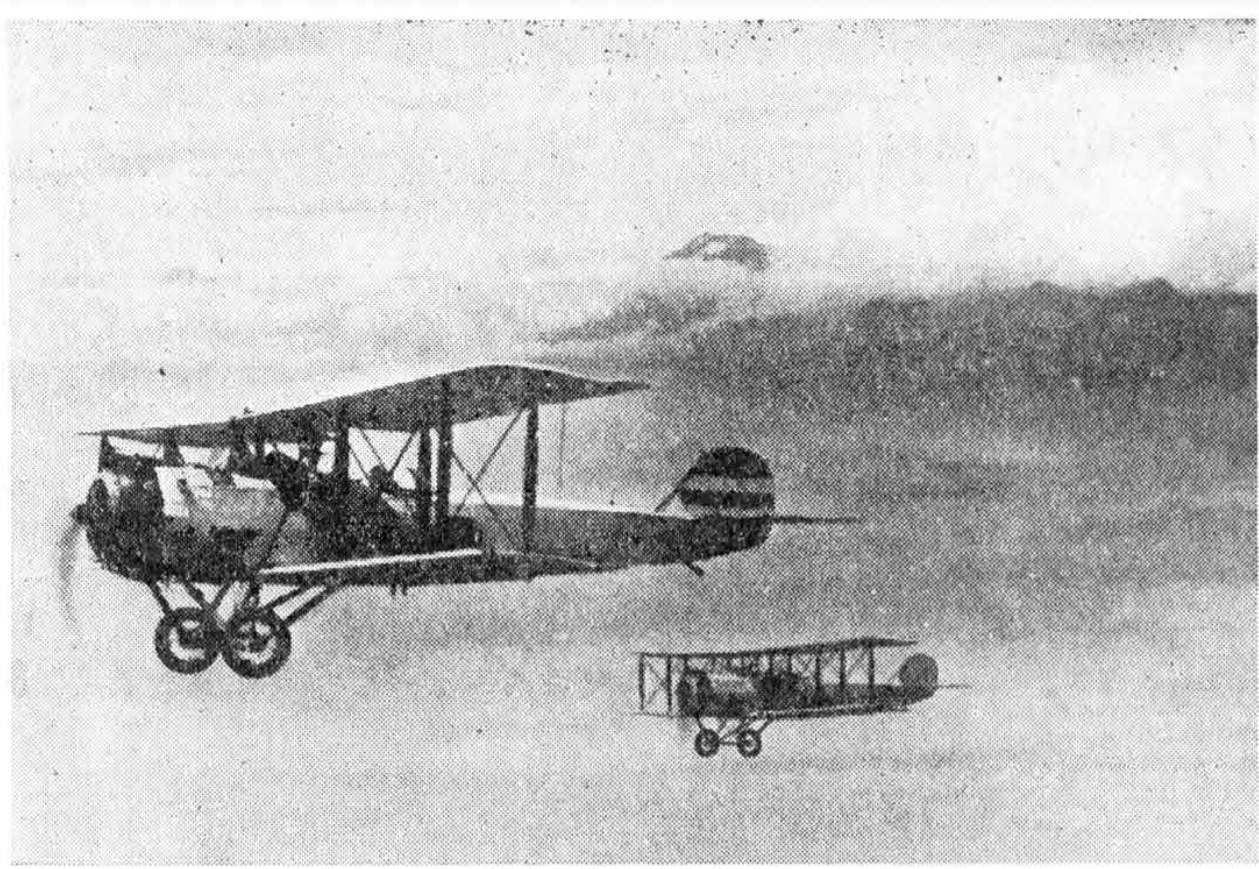
To describe the Japanese is by no means easy. In dealing with them one's chief difficulty is to be sure of what they mean, and to detect the diplomatic falsehood. Their faces give no clue to their meaning and they keep the same expression and tone of voice, whether they are recounting the recent death of their dearest relation or inviting one out to dinner.

They are fatalists, brave, with a sense of duty to their Emperor and Country which is truly wonderful and greatly to be admired. The following instance which occurred when His Imperial Highness—now Prince Regent—was due back from his European tour illustrates to what extent this sense of duty is woven into their lives.

The B.A.M. pilots and certain Japanese pilots were to give a display of flying over Yokohama harbour and the band of the I.J.N.A.S. aerodrome, Kasumi-ga-ura, was detailed to play on the quay. One of the bandsmen, however, was absent from the parade and thus missed the only train which could take him to Yokohama in time for him to take part. This absence was entirely due to his own slackness and in the eyes of the Japanese was a direct insult to the Crown Prince. The poor man also viewed it in this light and well knew the measure of his fault. He went straight to his quarters and attempted to commit suicide—the only reparation which, by the Japanese code, he could honourably make.

The Japanese are generous and hospitable, and there is nothing they will not do for those who serve them well. But in their business relations they are crafty and cunning, and though slow in thought have modelled themselves on German lines and are splendid organisers. Sympathy seems to be completely foreign to their nature, and civilisation has not succeeded in stamping out of their characters a distinctly cruel vein, which is especially shown in their treatment of animals.

I shall never forget a "hare hunt" organised by the Japanese officers for our entertainment. We could not avoid



ARMY AVIATION.—Salmson biplanes used for training at the Japanese Army Flying School about 1921. Mount Fujiyama, the highest Japanese mountain, is shown in the distance. The Japanese Army had many obsolete French aeroplanes dumped on it in 1919 but turned to the British Mission for a lead in the reorganisation of its air forces.

attending what proved to be a thoroughly revolting spectacle.

Nets were spread across certain corn and mulberry gardens—I call them gardens because they were not large enough to be dignified with the name of fields—and three tame hares were released. The Japanese officers and men, some hundreds in all, spread out in a long line and walked forwards, shouting and singing to frighten the three miserable hares into the nets, where the poor creatures were caught with no chance of escape.

The largest was then tied by the legs upside down in a tree and left there to die, whilst one of the small ones was held aloft by an officer for all to see, kicking and struggling. It was then hurled again and again into the air and allowed to fall half stunned to the ground. This process of killing would have continued if a British officer had not asked them to stop.

They are extremely industrious and curiosity is deeply rooted in every Japanese nature. Although they have little, if any, inventive ability they are wonderful copyists and consider that honesty is quite unnecessary in business.

A certain British firm, for instance, placed a large order for a very good class of pencil. These were supplied, and to all outward appearance corresponded to the sample. It was found, however, that although the lead was of the same quality and the wood cases were identical, only a small piece of lead had been put in each end. Unfortunately for the British firm, this was discovered too late.

The Japanese is a hardy little man and can put up with much hardship and discomfort. Age is very difficult to judge because the women age very quickly and though they are no longer lived than Europeans, their old people look very old—an illusion caused largely by their black hair.

The Japanese menfolk seem to have little or no respect for their womenfolk and give them very little homely attention. They seldom introduce them to foreigners and if Japanese ladies are invited to meet one the occasion is a very great honour. On visiting the house of a Japanese one will rarely see the lady of the house, but if she does appear one may be sure that the Japanese holds one in great esteem.

Life in Japan is so different from that in Europe that one must know something of it in order to understand the people.

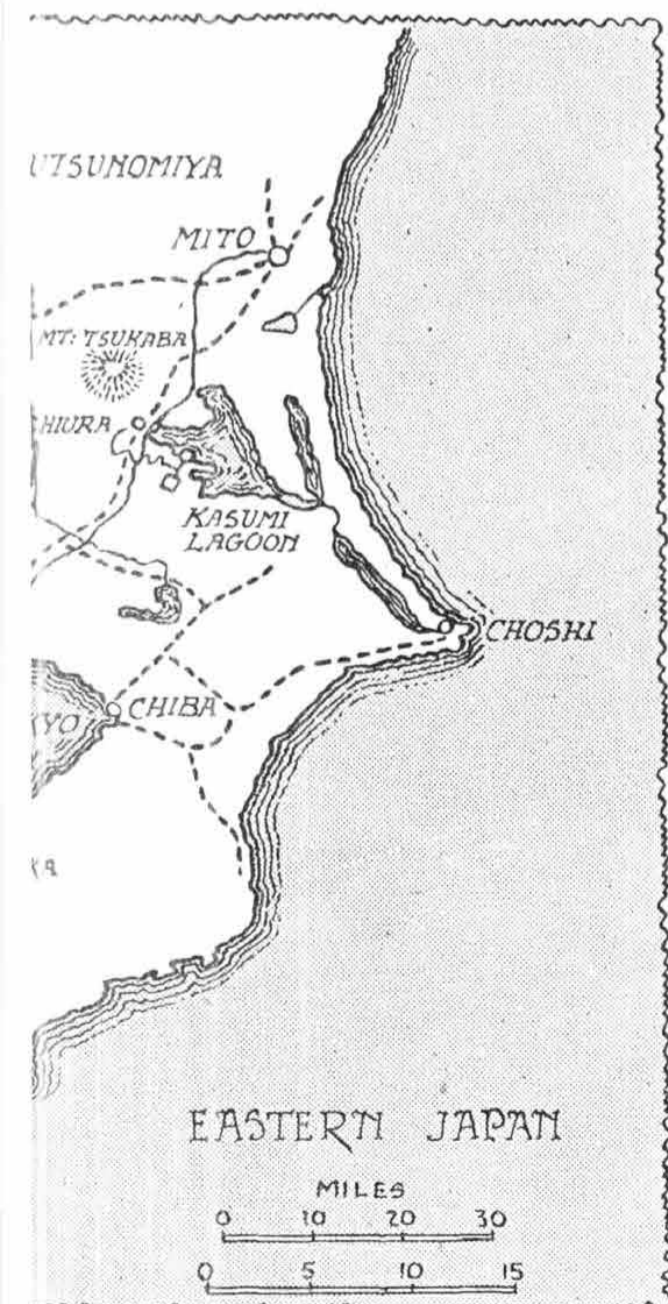
Their houses do not compare with ours for comfort. They are built of wood with sliding "shoji," which are frames of wood divided into small squares by thin strips of wood or bamboo, the whole being covered with rice paper. For winter they put up wooden covered shoji round the verandah which runs round nearly all Japanese houses. There are no fires as we know them, and the heating is done by hibashi. These are china or bronze bowls in which they burn charcoal. This gives a very poor heat and the Japanese keeps warm in cold weather by wearing quilted kimonos.

They sleep on the floors, several in a room, and when visiting a Japanese hotel if one is not a European or rich man one does not take a whole room to oneself, but one or two "mats" which are standard size and into which all Japanese houses and rooms are divided.

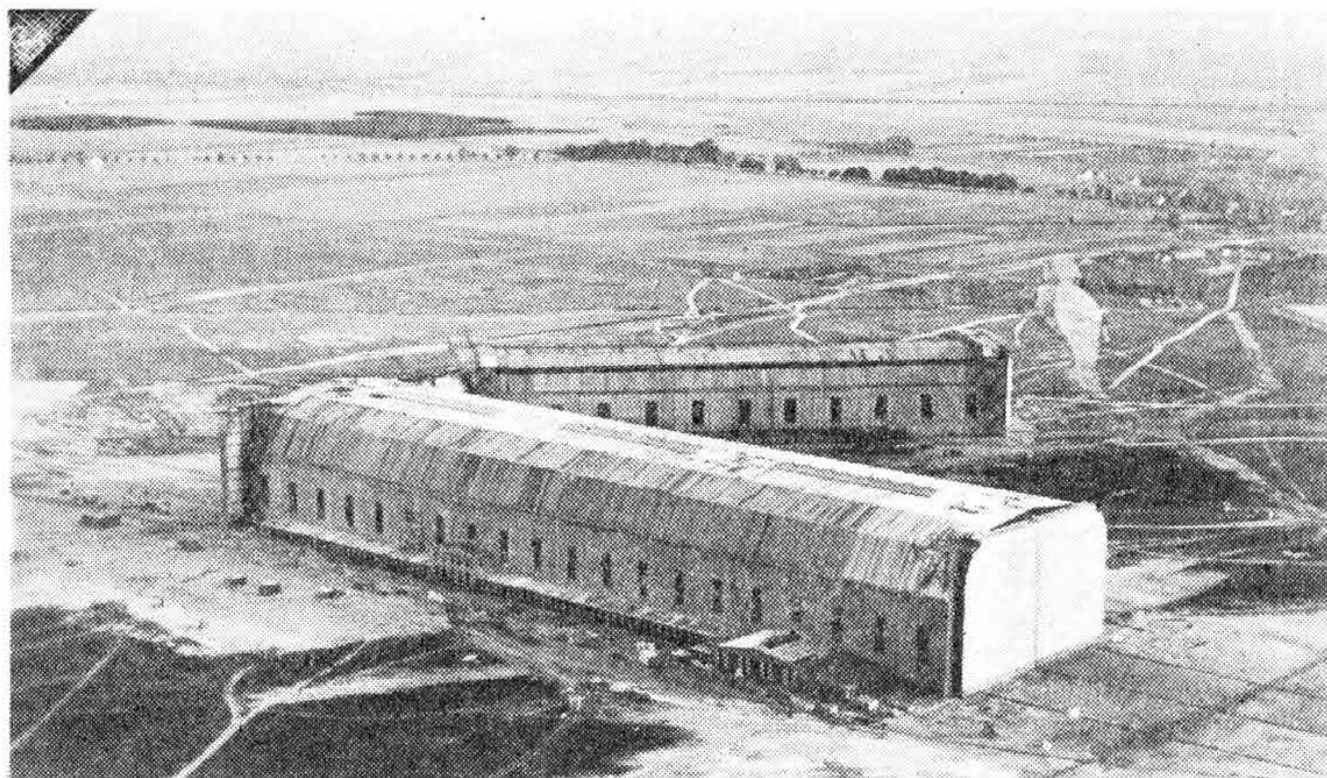
Shoji can be quickly removed and rooms made larger or smaller as required. The floors are rush mats at least 1½-inches thick, and fit together into the wooden frame of the house to make a smooth floor. To keep them clean, shoes or boots are always removed before their wearers enter a house.

Japanese cooking is of the meanest kind, and all done with charcoal. Their baths are of wood, large and long, with a seat running round one or two sides and deep enough for one to sit on this and be covered by water up to the neck.

The Japanese is very clean as regards his person, and the poorest tramp bathes once a day. The bath is quite a public affair and is usually taken before the evening meal, eaten usually between 5.30 and 6 p.m.



Eastern Japan showing the great The naval air base is at Yokosuka. at Tokorozawa. A large naval air e S.E. bank of Kasumi Lagoon.



GERMANY IN JAPAN.—Instead of imitating Western practice, after their usual custom, the Japanese in 1922 acquired this hangar from the Germans at Jüterbog and set it up at Kasumigaura, near Tokyo, to house the Graf Zeppelin when it visited Japan.

They all (men and women) wash first outside the bath with little wooden bowls, and then, getting into the large wooden bath, sit round soaking and talking to whoever may be bathing at the same time.

From the European point of view the Japanese food is very poor and much of it not palatable. It would seem to have very little goodness in it, and they fill up with large bowls of rice at the end of each meal. European food is expensive and meat very dear, otherwise I am sure many more Japanese would live European style. The Army and the Navy have one European meal each day for officers, and I fancy for the men as well.

There are over sixty million Japanese and one third of these are fed on imported rice as the country is unable to supply all its needs. The annual rate of increase in the population is estimated at 750,000.

Houses are hard to obtain; the people are poor, and live

in great numbers in each house, the sons taking their wives into the house of the parents, thus bringing up their families under the same roof which sheltered them during their childhood. In this way, the comfort of the old people is assured. One seldom sees a Japanese house without four or five children and sometimes one wonders how many children there really are in it.

Transport in Japan is slow and many villages are miles from the railways, with very poor roads to connect them, communication being effected by means of "jinrikisha" or by carts of the roughest kind drawn by oxen or very thin horses. The trains are slow at the best, and it is only of very recent years that the population has travelled at all. I fancy this has helped to make them a slow-thinking race.

The sanitary arrangements of the country are very poor, and even in the large towns there are no drains. The unpleasant results can best be imagined.

The roads are poor, some of the main military highways being only equal to our second-class roads. Many rivers are crossed only by ferries—some of them none too safe for modern cars.

There are many parts of Japan that are most beautiful, but the large rice fields are certainly not. One strange thing which struck me was the lack of flowers and gardens; a Japanese garden is certainly very wonderful but very rare, the houses either being built direct on to the road or the garden walled in.

In the modern towns many European buildings are to be found and some of these are very fine. Tokyo Central Station is one of the largest and finest stations in the World.

Although Japan and the Japanese are doing everything to improve their country and Europeanise it, they will never do away with their Eastern inheritance. That goes deep down into the soul of every Japanese and is built right into their country. No one can expect this to be otherwise, and so when dealing with them we must remember that they are an Eastern, not a European race.

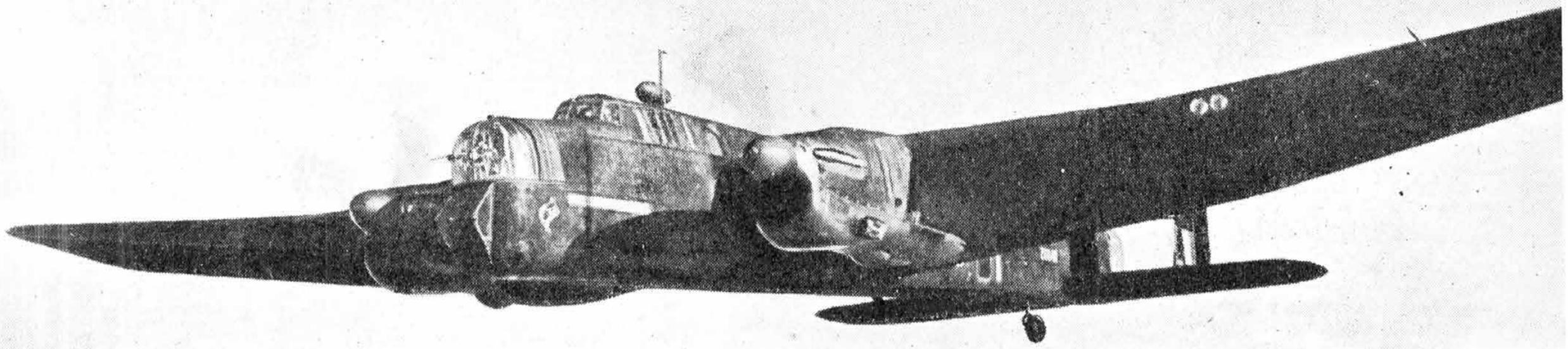
(The next part of this survey will appear next week and deals with the work of the British Air Mission of 1921 which founded the Air Branch of the Imperial Japanese Navy).



JAPAN'S WESTERN GUISE.—This air photograph of part of Tokyo, taken in 1929, shows the modern character of the present buildings, which have been built on the Western model, instead of after the old style of paper houses. The large building in the right foreground is that of the Imperial Aviation Association of Japan, which was officially opened on June 15, 1929. This Association corresponds to the Society of British Aircraft Constructors and the Royal Aeronautical Society rolled into one.

THE ROYAL AIR FORCE

THE AERO
OCT. 16



A SEVEN YEAR OLD.—A Whitley V, still giving fine service.

["Aeroplane"]

THE ROLL OF HONOUR

THE ONE HUNDRED-AND-SIXTY-FOURTH AND ONE HUNDRED-AND-SIXTY-FIFTH Casualty Lists were published by the Air Ministry on October 7 and 9. They contain the names of 493 R.A.F. personnel, including those of 10 mentioned in previous lists, reported missing in action and now reported or presumed killed or prisoner of war.

The lists include 111 killed in action or on active service, 28 died or died of wounds or injuries received in action or on active service, 23 wounded or injured in action or on active service and 321 missing or missing believed killed in action or on active service.

The total R.A.F. casualties officially reported since the War began is now 31,158.

The One Hundred-and-Sixty-fourth and One Hundred-and-Sixty-fifth Casualty Lists are:—

ROYAL AIR FORCE

Killed in Action

1176137 L.A.C. M. Bray.
997991 Sgt. N. D. Fairclough.
947596 L.A.C. R. Garmory.
567589 Sgt. T. W. Hirst.
1058273 F/Sgt. G. Appleyard.
617835 Sgt. R. L. Beaddie.
776117 F/Sgt. T. M. Brent.
1072411 Sgt. T. W. Charles.
925500 Sgt. M. Darvill.
42050 F/L C. W. W. Darwin.
752092 Sgt. J. D. Davie.
120745 P/O R. Filson-Young.
1308311 Sgt. R. J. George.
1255696 L.A.C. P. N. Howarth.
900222 L.A.C. J. C. Manning.
1187654 Sgt. A. R. Vernon.
646248 Sgt. L. W. Young.

Previously Reported Missing Believed Killed in Action, Now Presumed Killed in Action

62287 P/O J. K. Russell.

Previously Reported Missing, Now Presumed Killed in Action

919756 Sgt. E. D. Kennedy.

Wounded or Injured in Action

121552 P/O F. W. Kefford.
40396 S/L H. C. Kennard, D.F.C.
102296 P/O P. C. Cobley.
1168063 Sgt. W. C. Hurrell.
1365577 Sgt. J. G. McGill.
911854 F/Sgt. G. W. Williams.

Died of Wounds or Injuries Received in Action

1054964 Sgt. W. Johnson.
1318204 Sgt. G. H. Lawrence.
120561 P/O F. McCreavy.

Missing, Believed Killed in Action

106368 P/O R. A. Hanagan.
1199343 Sgt. P. R. Abbas.
931603 F/Sgt. J. R. St. G.

Arrowsmith.

48692 P/O A. G. Bake, D.F.M.
39059 S/L K. W. Bonnar.
981758 Sgt. J. D. Brown.
118381 P/O R. W. Charters.
1323684 Sgt. J. A. Eyers.
41276 Act. W/C B. Finucane,
D.S.O., D.F.C.

Missing

986458 Sgt. J. A. G. Firth.
777669 Sgt. M. Gruber.
1066469 Sgt. W. G. Harrison.
1312985 Sgt. R. I. Hart.
620185 Sgt. J. N. Hindle.
524685 Sgt. T. E. Hodgson.
976069 Sgt. N. H. Hood.
749450 F/Sgt. H. J. Humphrey.
906679 Sgt. W. L. Lambert.
45486 F/O C. O'Brien.
36261 Act. F/L N. Paterson.
110612 P/O R. J. Robinson,
D.F.C.

Missing

1021906 Sgt. J. T. Stanworth.
1115097 Sgt. J. C. Aldred.
567143 Sgt. P. Barr.
1076769 Sgt. R. Bell-Berry.
997206 Sgt. E. Bradley.
535701 Sgt. P. C. J. Brain.
656407 Sgt. J. L. Brydon.
101006 F/O S. C. Bushell.
1191385 Sgt. R. W. Butler.
1335833 Sgt. J. R. Campbell.
1208967 Sgt. E. Cartwright.
1203557 Sgt. L. Causley.
47131 P/O P. S. Champion-Jones.
1183538 Sgt. H. F. Clarke.
120428 P/O O. H. Clement.
924202 Sgt. G. Clerides.
567129 Sgt. J. Colville.

643301 Sgt. H. Condron.
115185 P/O G. F. R. Cooke.
1285428 Sgt. G. L. Cooper.
77928 F/L A. W. Court.
974577 Sgt. J. Cowen.
118139 P/O A. C. Crofton.
1186097 Sgt. J. Culley.
1133451 Sgt. J. T. Davidson.
42204 Act. S/L W. T. Davies,
D.F.C.

104388 P/O H. F. Deck.
1186524 Sgt. R. A. H. Dolan.
979532 Sgt. S. Duckworth.
1359970 Sgt. G. McK. Duff.
1058876 Sgt. J. Duthie.
1196631 Sgt. G. L. Eke.
915447 Sgt. A. S. C. Ellis.
1155050 Sgt. A. D. Evans.
1360096 Sgt. W. D. Evans.
751919 F/Sgt. G. C. Everitt.
1066005 Sgt. G. L. Ferry.
649535 Sgt. E. Forman.
744909 F/Sgt. L. S. Franklin.
942986 Sgt. D. Freeman.
1330615 Sgt. F. A. Frost.
778828 Sgt. C. N. Gardner.
1253514 Sgt. L. A. L. Gray.
970472 F/Sgt. T. M. Gray.
116502 P/O E. W. Grundy.
1066233 Sgt. W. Hallyburton.
1163556 Sgt. H. J. Hannaford.
48001 P/O H. W. Harrison.
118647 P/O A. S. Hawkins.
545881 Sgt. K. Hayworth.
528167 Sgt. J. W. E. Holland.
116417 P/O F. C. Holloway.
47905 P/O F. A. Hurley.
48425 P/O C. E. Hurt.
61471 Act. F/L G. A. Ings.
960752 F/Sgt. W. A. L. Ireland.
1066914 Sgt. J. L. Johnson.
37183 W/C C. H. Jones, D.F.C.
42233 F/L H. M. Jones.
126450 Sgt. O. Kedgley.
535494 F/Sgt. G. Kelly, D.F.M.
108527 P/O R. R. Kemp.
927015 Sgt. E. H. Kerry.
1360538 Sgt. E. G. Kershaw.
1261989 Sgt. E. J. King.
100521 F/L C. C. King.
1375956 Sgt. R. H. Lowe.
1113437 Sgt. I. D. Lowther.
1304714 Sgt. B. E. B. Luckman.
1024870 Sgt. R. G. McCrory.
778645 Sgt. J. McI. McMahon.
118169 P/O J. R. Mace.
1271941 Sgt. D. R. Manser.
951088 Sgt. R. A. Mansell.
1186687 Sgt. D. W. Mathieson.
1330515 Sgt. D. E. G. Merritt.
1380205 Sgt. L. G. Millar.
1233252 Sgt. R. A. Milner.
1007366 Sgt. P. Milnes.
569064 Sgt. W. H. Mitchell.
63103 Act. F/L A. G. de B. G.
Monk.

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63103 Act. F/L A. G. de B. G.
Monk.

1383719 Sgt. C. H. Moody.
937092 Sgt. D. W. Moss.
1207536 Sgt. R. North.
1289551 Sgt. D. L. Osborne.
1166741 F/Sgt. J. Owen.
650947 Sgt. L. E. B. Oxley.
776139 Sgt. G. C. Padkin.
962321 Sgt. R. A. Parsons.
581409 W.O. A. S. Paterson.
1176878 Sgt. D. C. Porter.
111577 P/O T. W. Prentice.
70555 Act. W/C H. L. Price,
D.F.C.

1305069 Sgt. J. A. Rice.
778217 Sgt. P. Rix.
956819 Sgt. R. L. Rodwell.
106247 P/O H. M. Russell.
749547 Sgt. W. McP. Samuel.
112768 P/O A. E. Shackleton.
990450 F/Sgt. A. J. Shirm.
1071281 Sgt. F. Skelley.

1310599 Sgt. D. Smith.
1307055 Sgt. W. R. Smith.
929737 Sgt. G. R. S. Spencer.
109943 P/O N. G. Sprake.
1376512 Act. Sgt. D. F. Station.
627443 Sgt. H. McL. Stokes.
966478 Sgt. J. K. Stone.
983200 Sgt. J. E. Sullivan.
754021 Sgt. R. S. Tadman.
778286 F/Sgt. N. Tetley.
1285562 Sgt. P. E. Thomas.
1055021 Sgt. D. Thornton.
631847 Sgt. G. E. Tilling.
1165440 Sgt. C. E. Tipper.
42285 F/L E. Walker.
1159245 Sgt. M. W. Walsh.
110864 P/O B. N. Ward.
968278 Sgt. W. S. Warren.
1150946 F/Sgt. K. M. Waylett.
65531 F/O L. L. Whitaker.
1072964 Sgt. J. Whalley.
117142 P/O A. C. Whyte.
70884 F/L J. C. M. Wilson,
A.F.C.

1215744 Sgt. G. B. Wood.
960409 Sgt. P. T. Wright.
116163 P/O N. D. Young.
759094 Sgt. W. E. Ackerman.
1077710 Sgt. C. Atchison.
907761 F/Sgt. J. E. Bacon.
53794 F/Sgt. S. L. Beamont,
D.F.M.
567281 Sgt. A. J. Beattie.
1002280 Sgt. S. Beaumont.
26172 S/L L. G. Belchem.
1378704 Sgt. F. G. A. Bick.
1109049 Sgt. P. Bray.
1058752 Sgt. F. V. Bretherton.
534732 Sgt. P. D. Bryne.
630417 F/Sgt. V. Carriline.
103550 P/O A. F. Chestham.
106074 P/O J. E. Coleman.
920126 Sgt. B. O. Collins.
959044 Sgt. C. W. Cooke.
525451 Sgt. A. H. T. Davies.
1253057 Sgt. J. A. Edwards.
968362 Sgt. L. D. V. Edwards.
64903 P/O J. A. Esler.
66498 P/O J. S. V. Fegan.
47391 P/O A. Fennell.
102109 P/O F. B. Franklin.
80090 F/O A. W. Friend.
546669 Sgt. C. Gissing.
653961 F/Sgt. R. C. Graham.
1280705 Sgt. A. T. Grossmith.
625274 F/Sgt. D. E. Hall.
103494 P/O B. H. Harmer.
1056762 Sgt. A. Harris.
1309248 Sgt. R. Henderson.
1115357 L.A.C. J. Heron.
567990 Sgt. A. J. Higgins.
1252631 Sgt. F. W. Holmes.
569784 Sgt. E. C. Horton.
964479 Sgt. J. J. Hughes.
62704 F/O L. J. Jackson.
742695 F/Sgt. F. D. Jago.
87669 Act. F/L W. A. R. Keddie.
112756 P/O P. H. N. Lambert.
16124 S/L H. Ledger.
962176 F/Sgt. R. A. Linford.
539147 F/Sgt. W. Lonsdale.
638777 F/Sgt. J. R. Ludkin.
1306388 Sgt. A. S. Lush.
961788 Sgt. E. McDevitt.
610731 Sgt. F. E. Mackenzie.
1069580 Sgt. G. S. Markland.
77976 Act. W/C H. C. Mayers,
D.F.C.

1001917 Sgt. L. Mitchell.
1180593 Sgt. D. G. Mogg.
1132160 Sgt. S. Myers.
911704 Sgt. W. R. Norley.
1152525 Sgt. F. B. Pomeroy.
70549 F/L G. H. Porter.
1015507 Cpl. H. Potter.
562271 W.O. G. Robson, D.F.M.
968972 F/Sgt. J. A. Shaw.
552944 Sgt. B. F. Short.
569626 Sgt. B. E. Smith.
981687 F/Sgt. J. N. Tew.
574343 Sgt. K. S. Watson.
124628 P/O F. S. White.
107929 P/O R. L. Wootley.
116145 P/O J. A. Worswick.
544832 Sgt. F. N. Wright.

1439032 L.A.C. M. S. Gaskill.
1380998 A.C.2 D. A. R. Hayley.
1313056 L.A.C. R. Jones.
1169117 F/Sgt. D. R. Lord.
1373671 L.A.C. H. D. McCallum.
1189393 Sgt. J. F. Mayhew.
1291134 Sgt. A. L. Osborne.
1252155 Sgt. H. W. E. Packham.
1210142 Sgt. A. Page.
1271049 Sgt. S. J. Palandri.
1057542 Sgt. A. O. Potts.
45651 Act. F/O E. T. Sellick,
D.F.C.

85710 F/O G. F. Sellick.
1062688 Sgt. T. R. Thompson.
1578130 A.C.2 R. F. Umney.
907101 L.A.C. B. H. Welsh.
656324 Sgt. D. H. Weston.
1375837 Sgt. W. C. Bacon.
1440683 L.A.C. W. E. Barker.
120996 P/O A. Bartlett.
1165296 F/Sgt. P. J. W. Blake.
1058309 Sgt. N. Cash.
1022740 Sgt. J. W. Chadwick.
996198 L.A.C. P. C. Christian.
1381237 Sgt. A. Collins.
755113 F/Sgt. R. L. Cunningham.
1187587 Sgt. J. A. Dent.
1172873 Sgt. A. Douglass.
1270327 Sgt. S. Downing.
905875 Sgt. H. V. Edmonds.
1429094 A.C.2 T. A. Edwards.
1371581 Sgt. R. I. D. Forsyth.
68175 F/O B. D. C. Gibson.
741736 F/Sgt. J. Gilles.
535569 Sgt. W. A. Glover.
1059997 Sgt. G. D. Graham.
1142647 A.C.1 L. Harrison.
117003 P/O H. Hibbert.
655518 L.A.C. D. N. Jones.
844873 Sgt. S. A. Keen.
1417331 Sgt. J. C. Kidd.
1330628 Sgt. A. V. Langridge.
804306 Sgt. W. A. Lawson.
526313 Sgt. D. W. Lewis.
655766 L.A.C. R. O. Lloyd.
999847 L.A.C. S. G. McAlpine.
1076263 Sgt. J. I. McDowell.
1291996 Sgt. J. Manthorpe.
110341 P/O C. C. Matt.
1365896 Sgt. T. C. Murray.
138950 L.A.C. L. R. Nimmo.
1320030 L.A.C. H. C. Pigerham.
571554 Sgt. A. J. Russell.
615021 Sgt. R. J. Sharp.
931022 L.A.C. W. S. Stevens.
1268426 Sgt. S. H. Stillwell.
744908 F/Sgt. J. H. F. Sydes.
1332256 Sgt. C. J. Thomas.
1312235 Sgt. P. M. Thurgood.
113359 P/O J. H. Trethewey.
1151437 Sgt. J. A. R. Triscott.
1283982 Sgt. J. N. Wallworth.
1331223 L.A.C. W. J. Webb.
567426 Sgt. A. T. Wharfe.
1336529 Sgt. P. S. Williams.
68775 F/O B. Wykes.

1215744 Sgt. G. B. Wood.
960409 Sgt. P. T. Wright.
116163 P/O N. D. Young.
759094 Sgt. W. E. Ackerman.
1077710 Sgt. C. Atchison.
907761 F/Sgt. J. E. Bacon.
53794 F/Sgt. S. L. Beamont,
D.F.M.
567281 Sgt. A. J. Beattie.
1002280 Sgt. S. Beaumont.
26172 S/L L. G. Belchem.
1378704 Sgt. F. G. A. Bick.
1109049 Sgt. P. Bray.
1058752 Sgt. F. V. Bretherton.
534732 Sgt. P. D. Bryne.
630417 F/Sgt. V. Carriline.
103550 P/O A. F. Chestham.
106074 P/O J. E. Coleman.
920126 Sgt. B. O. Collins.
959044 Sgt. C. W. Cooke.
525451 Sgt. A. H. T. Davies.
1253057 Sgt. J. A. Edwards.
968362 Sgt. L. D. V. Edwards.
64903 P/O J. A. Esler.
66498 P/O J. S. V. Fegan.
47391 P/O A. Fennell.
102109 P/O F. B. Franklin.
80090 F/O A. W. Friend.
546669 Sgt. C. Gissing.
653961 F/Sgt. R. C. Graham.
1280705 Sgt. A. T. Grossmith.
625274 F/Sgt. D. E. Hall.
103494 P/O B. H. Harmer.
1056762 Sgt. A. Harris.
1309248 Sgt. R. Henderson.
1115357 L.A.C. J. Heron.
567990 Sgt. A. J. Higgins.
1252631 Sgt. F. W. Holmes.
569784 Sgt. E. C. Horton.
964479 Sgt. J. J. Hughes.
62704 F/O L. J. Jackson.
742695 F/Sgt. F. D. Jago.
87669 Act. F/L W. A. R. Keddie.
112756 P/O P. H. N. Lambert.
16124 S/L H. Ledger.
962176 F/Sgt. R. A. Linford.
539147 F/Sgt. W. Lonsdale.
638777 F/Sgt. J. R. Ludkin.
1306388 Sgt. A. S. Lush.
961788 Sgt. E. McDevitt.
610731 Sgt. F. E. Mackenzie.
1069580 Sgt. G. S. Markland.
77976 Act. W/C H. C. Mayers,
D.F.C.

1001917 Sgt. L. Mitchell.
1180593 Sgt. D. G. Mogg.
1132160 Sgt. S. Myers.
911704 Sgt. W. R. Norley.
1152525 Sgt. F. B. Pomeroy.
70549 F/L G. H. Porter.
1015507 Cpl. H. Potter.
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544832 Sgt. F. N. Wright.

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996198 L.A.C. P. C. Christian.
1381237 Sgt. A. Collins.
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1172873 Sgt. A. Douglass.
1270327 Sgt. S. Downing.
905875 Sgt. H. V. Edmonds.
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1371581 Sgt. R. I. D. Forsyth.
68175 F/O B. D. C. Gibson.
741736 F/Sgt. J. Gilles.
535569 Sgt. W. A. Glover.
1059997 Sgt. G. D. Graham.
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117003 P/O H. Hibbert.
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110341 P/O C. C. Matt.
1365896 Sgt. T. C. Murray.
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1320030 L.A.C. H. C. Pigerham.
571554 Sgt. A. J. Russell.
615021 Sgt. R. J. Sharp.
931022 L.A.C. W. S. Stevens.
1268426 Sgt. S. H. Stillwell.
744908 F/Sgt. J. H. F. Sydes.
1332256 Sgt. C. J. Thomas.
1312235 Sgt. P. M. Thurgood.
113359 P/O J. H. Trethewey.
1151437 Sgt. J. A. R. Triscott.
1283982 Sgt. J. N. Wallworth.
1331223 L.A.C. W. J. Webb.
567426 Sgt. A. T. Wharfe.
1336529 Sgt. P. S. Williams.
68775 F/O B. Wykes.

85710 F/O G. F. Sellick.
1062688 Sgt. T. R. Thompson.
1578130 A.C.2 R. F. Umney.
907101 L.A.C. B. H. Welsh.
656324 Sgt. D. H. Weston.
1375837 Sgt. W. C. Bacon.
1440683 L.A.C. W. E. Barker.
120996 P/O A. Bartlett.
1165296 F/Sgt. P. J. W. Blake.
1058309 Sgt. N. Cash.
1022740 Sgt. J. W. Chadwick.
996198 L.A.C. P. C. Christian.
1381237 Sgt. A. Collins

574943 L.A.C. W. C. R. Pearson.
1533160 A.C.2 W. J. Precious.
550734 Sgt. D. H. Stinchcombe.
859668 L.A.C. F. W. Toult.
1088893 A.C.1 A. Whitaker.

Previously Reported Missing, Now Reported Prisoner of War
744931 F/Sgt. N. G. Potter.
1266932 Sgt. V. H. Rainbow.
39898 S/L I. G. Richmond,
D.F.C.

123193 P/O F. E. Scott.
1154558 Sgt. J. R. Mason.

WOMEN'S AUXILIARY AIR FORCE

Killed on Active Service
683 Flt. Off. M. C. Polglase.

ROYAL AUSTRALIAN AIR FORCE

Killed in Action

Aus.405353 Sgt. H. D. Fox.
Aus.403664 Sgt. J. W. Grimwade.

Died of Wounds or Injuries Received in Action

Aus.401716 Sgt. J. De-M. Nelson.

Missing

Aus.401755 Sgt. R. C. Allan.
Aus.403491 Sgt. G. J. Bailey.
Aus.402848 Sgt. J. T. Bray.
Aus.403809 Sgt. N. C. Hain.
Aus.402504 Sgt. W. G. Hawes.
Aus.401217 Sgt. S. L. Hore.
Aus.403209 Sgt. C. P. Jenkins.
Aus.403179 Sgt. N. K. Judd.
Aus.403873 Sgt. C. C. McPherson.
Aus.403874 Sgt. M. R. Morey.
Aus.403485 Sgt. S. A. G. Priestly.

Aus.403959 Sgt. O. L. Sharpe.
Aus.403655 Sgt. K. H. Shoemith.
Aus.404189 F/O J. L. Tully.
Aus.404662 Sgt. T. L. Vinnicombe.
Aus.402176 F/O F. W. Weekes.
Aus.405103 Sgt. J. L. Wilson.
Aus.405066 Sgt. A. A. Bice.
Aus.402760 P/O F. J. Breen.
Aus.403324 P/O G. A. Dougall.
Aus.400174 Sgt. G. R. Gahan.

Aus.407834 Sgt. L. J. Sams.
Aus.403965 Sgt. J. Storey.
Aus.6201 Sgt. W. G. Taylor.
Aus.400741 Sgt. A. E. Tinkler.
Aus.401865 Sgt. I. T. Tulloh.

Killed on Active Service

Aus.412837 Sgt. C. E. Raison.
Aus.406626 Sgt. T. A. Rutherford.
Aus.405089 Sgt. H. N. Williams.

ROYAL CANADIAN AIR FORCE

Killed in Action

R.95418 Sgt. G. B. Simpson.
J.15451 P/O R. B. Smith.

Previously Reported Missing Believed Killed in Action, Now Presumed Killed in Action

J.6373 P/O F. C. Duggan.

Died of Wounds or Injuries Received in Action

R.76459 Sgt. J. W. Cullen.
R.86147 F/Sgt. M. P. Reece.
R.68714 F/Sgt. W. E. L. Rowthorn.

Missing. Believed Killed in Action

R.69782 F/Sgt. G. A. McLean.
J.5211 F/O K. W. B. Moodie.
J.6667 P/O C. J. Porter.

Missing

J.9568 P/O F. E. Anderson.
R.75117 F/Sgt. T. C. Blair.
R.74777 Sgt. I. B. Caryll.
J.4693 F/O C. D. R. Chappell.
R.65515 F/Sgt. J. C. Chiasson.
R.67811 Sgt. G. M. Clarke.
R.75858 Sgt. R. J. Edgar.
R.92046 Sgt. E. B. Egan.
R.67644 Sgt. J. A. Elmslie.
R.85955 Sgt. D. Fenton.
R.85743 Sgt. H. G. Graham.
J.15232 P/O C. E. L. Hare.
R.88475 Sgt. D. D. Henshaw.
J.15491 P/O J. G. Hudock.
R.78724 Sgt. R. C. Hughes.
R.72599 F/Sgt. A. T. Johnstone.
R.81069 Sgt. J. R. Kennedy.
R.79640 F/Sgt. H. N. Law.
R.63733 Sgt. S. R. Lupton.
R.81478 Sgt. W. G. McKinnon.
R.67249 Sgt. W. V. McQuaid.

R.107561 Sgt. W. F. Penney.
R.67111 Sgt. J. J. Price.
R.67906 F/Sgt. D. G. Reid.
R.58442 F/Sgt. V. N. Salmon.
R.78148 F/Sgt. W. J. A. Shapten.

J.6280 P/O A. Smith.
R.77091 F/Sgt. J. M. M. R. Theberge.

J.7448 P/O J. R. Tucker.
J.9160 P/O G. McK. Beech.
R.55367 Sgt. W. P. Begley.
R.61623 F/Sgt. D. McG. Blott.
R.83409 Sgt. J. D. Creede.
R.71637 Sgt. D. L. Evans.
R.88211 F/Sgt. J. C. Fitzgerald.
R.86412 F/Sgt. W. G. Gibson.
J.6403 P/O W. A. Haliburton.
R.92670 Sgt. D. A. Hall.
J.8101 P/O E. E. E. Johnstone.
J.15432 P/O N. L. Laing.
R.73010 Sgt. J. W. Macaulay.
R.83366 Sgt. P. C. Noel.
R.70741 Sgt. A. J. Pottle.
R.74249 Sgt. L. O. Scott.
J.7035 P/O W. A. Shoemaker,
D.F.C.

J.9163 P/O L. N. Skinner.
R.80198 F/Sgt. H. M. Slezak.
R.77459 Sgt. F. W. Stewart.
J.9585 P/O D. A. Street.
R.76207 Sgt. A. D. Swansburg.
R.86352 Sgt. G. R. Titus.

Killed on Active Service

C.8109 F/O A. J. Marsh.
R.88425 Sgt. J. L. D. Brophy.
R.63057 Sgt. W. W. Craig.
R.85807 Sgt. H. L. Davis.
R.79042 Sgt. W. J. P. Grant.
R.66046 Sgt. H. R. Giddens.
R.101342 Sgt. A. M. Hornseth.
R.79839 Sgt. C. C. Lee.
J.9881 P/O J. G. Stewart.

ROYAL NEW ZEALAND AIR FORCE

Killed in Action

NZ.41891 Sgt. W. A. Fergie.

Previously Reported Missing, Now Presumed Killed in Action

NZ.404963 Sgt. H. T. Sturt.

Missing Believed Killed in Action
NZ.403965 P/O P. H. F. W. Leland.
NZ.404384 F/Sgt. J. Lewis.

Missing

NZ.404885 P/O S. G. Brannigan.
NZ.411718 P/O M. E. Carnecross.
NZ.39097 P/O H. D. J. Fitzsimons.

NZ.404366 Sgt. P. J. Hooper.
NZ.41914 F/Sgt. G. A. Hutt.
NZ.404907 P/O R. S. Lees.
NZ.405539 Sgt. J. G. McMurphy.
NZ.411096 Sgt. W. C. O'Shea.
NZ.402541 Sgt. C. G. Pullen.
NZ.403989 Sgt. J. D. Rodd.
NZ.411101 P/O N. B. Robertson.
NZ.404620 Sgt. J. H. Savage.
NZ.404414 P/O I. J. Shepherd.
NZ.405537 P/O A. G. Stewart.
NZ.411487 Sgt. A. C. Williamson.
NZ.412373 Sgt. J. F. Winstanley.
NZ.403962 P/O E. Johnstone.
NZ.405351 P/O J. D. Webster.

Killed on Active Service

NZ.415822 Sgt. D. R. S. Dixon.
NZ.404612 F/Sgt. L. H. R. McCarthy.

Previously Reported Missing, Now Reported Prisoner of War

NZ.411757 Sgt. W. N. Hollands.

SOUTH AFRICAN AIR FORCE

Missing

170091 Lt. W. P. Colman.
205951 2nd Lt. B. J. Grave.
102322 Air Sgt. S. Hughes.
102328 Air Sgt. A. L. Robinson.
102521 Lt. H. C. Warren.
103189 Lt. R. A. Durose.

Killed on Active Service

103797 Lt. W. B. Boyd.
102158 Lt. A. K. Roskilly.
205879 2nd Lt. L. Unwin.

Died of Wounds or Injuries Received on Active Service

101367 Air Mech. J. A. Carroll.
1422559 Air Mech. D. Mulligan.

Died on Active Service

1224 2nd Lt. R. C. Joyner.

ROYAL AIR FORCE AWARDS

HIS MAJESTY THE KING has approved the following awards in recognition of gallantry and devotion to duty in air operations over Dieppe, during night flights and in operations over enemy and occupied territory:—

Distinguished Service Order

Air Commodore A. T. Cole, C.B.E., M.C., D.F.C.

Order of the British Empire (Military Division)

Act. Squadron Leader P. J. B. Reynolds, R.A.F.V.R.
Act. Squadron Leader J. H. Sprott, R.A.F.V.R.

Member of the British Empire (Military Division)

Act. Flight Lieutenant G. Le B. Kidd, R.A.F.V.R.

Bar to Distinguished Flying Cross

Group Captain H. Broadhurst, D.S.O., D.F.C., A.F.C.
Squadron Leader D. Parker, D.F.C., R.A.F.O.—No. 29 Squadron.
Act. Squadron Leader L. S. Ford, D.F.C., R.C.A.F.—No. 403 (R.C.A.F.) Squadron.
Flight Lieutenant D. Crowley-Milling, D.F.C., R.A.F.V.R.—No. 610 Squadron.
Flight Lieutenant D. J. Scott, D.F.C., R.N.Z.A.F.—No. 3 Squadron.
Act. Flight Lieutenant M. Foulis, D.F.C., R.A.F.V.R.—No. 38 Squadron.

Distinguished Flying Cross

Wing Commander G. F. W. Heycock—No. 141 Squadron.
Wing Commander D. R. Shore, A.F.C.—No. 227 Squadron.
Squadron Leader K. L. B. Hodson, R.C.A.F.—No. 401 (R.C.A.F.) Squadron.
Squadron Leader J. H. Wedgwood, R.A.F.O.—No. 92 Squadron.
Act. Squadron Leader R. J. C. Grant, D.F.M., R.N.Z.A.F.—No. 485 (N.Z.) Squadron.
Act. Squadron Leader R. B. Newton, R.A.F.V.R.—No. 411 Squadron.
Act. Squadron Leader C. V. Winn.
Act. Squadron Leader D. S. Yapp—No. 253 Squadron.
Flight Lieutenant M. M. Shand, R.N.Z.A.F.—No. 485 (N.Z.) Squadron.
Act. Flight Lieutenant R. W. Baker, R.N.Z.A.F.—No. 485 (N.Z.) Squadron.
Act. Flight Lieutenant E. G. Brettell, R.A.F.V.R.—No. 133 (Eagle) Squadron.
Act. Flight Lieutenant D. H. H. Gathercole, R.A.F.V.R.—No. 245 Squadron.
Act. Flight Lieutenant D. J. Williams—No. 408 (R.C.A.F.) Squadron.
Flying Officer J. G. Benson, R.A.F.V.R.—No. 141 Squadron.
Flying Officer K. R. Grant, R.A.F.V.R.—No. 39 Squadron.
Flying Officer A. I. McRitchie, R.A.F.V.R.—No. 151 Squadron.
Flying Officer J. L. Waddy, R.A.A.F.
Flying Officer L. V. Worsdell, R.A.F.V.R.—No. 39 Squadron.
Flying Officer S. A. Mauriello, R.A.F.V.R.—No. 71 (Eagle) Squadron.
Pilot Officer L. Brandon, R.A.F.V.R.—No. 141 Squadron.
Pilot Officer R. S. O. Marshall, R.A.A.F.—No. 39 Squadron.
Pilot Officer J. S. Watt, R.A.F.V.R.—No. 7 Squadron.
Pilot Officer W. E. King, R.C.A.F.—No. 7 Squadron.

Pilot Officer H. Davies, R.A.F.V.R.—No. 174 Squadron.
Pilot Officer G. B. Murray, R.C.A.F.—No. 401 (R.C.A.F.) Squadron.
Pilot Officer J. W. Reynolds, R.C.A.F.—No. 174 Squadron.
Pilot Officer R. P. Thomas, R.A.F.V.R.—No. 105 Squadron.
Pilot Officer C. D. Harris-St. John, R.A.F.V.R.
Act. Warrant Officer L. A. Johnson, R.C.A.F.—No. 214 Squadron.
Distinguished Flying Medal
Flight Sergeant C. P. King—No. 236 Squadron.
Flight Sergeant J. L. Barber.
Flight Sergeant F. R. Jackson, R.A.A.F.—No. 460 (R.A.A.F.) Squadron.
Flight Sergeant H. E. Watlington, R.C.A.F.—No. 39 Squadron.
Flight Sergeant D. A. Cumberland, R.C.A.F.—No. 142 Squadron.
Flight Sergeant J. D. Dickson, R.C.A.F.—No. 57 Squadron.
Flight Sergeant R. G. Goodwin, R.A.A.F., No. 460 (R.A.A.F.) Squadron.
Flight Sergeant R. C. Hockley—No. 149 Squadron.
Flight Sergeant J. Lowe—No. 218 Squadron.
Flight Sergeant G. H. Pearce—No. 76 Squadron.
Flight Sergeant G. H. Rainville, R.C.A.F.—No. 419 (R.C.A.F.) Squadron.
Flight Sergeant B. L. Schauenberg, R.C.A.F.
Flight Sergeant L. R. Say—No. 61 Squadron.
Flight Sergeant I. R. Sims, R.A.F.V.R.—No. 404 Squadron.
Flight Sergeant A. Sykes—No. 35 Squadron.
Flight Sergeant C. J. Taylor—No. 83 Squadron.
Flight Sergeant J. Taylor—No. 209 Squadron.
Flight Sergeant E. R. Williamson—No. 207 Squadron.
Sergeant R. G. Bell, R.C.A.F.—No. 408 (R.C.A.F.) Squadron.
Sergeant S. Albiston—No. 103 Squadron.
Sergeant H. B. Banks—No. 78 Squadron.
Sergeant W. K. Dunn—No. 115 Squadron.
Sergeant D. B. Gibson—No. 106 Squadron.
Sergeant J. Gilmour—No. 207 Squadron.
Sergeant R. G. A. Harvey—No. 35 Squadron.
Sergeant C. Miller—No. 102 Squadron.
Sergeant R. Miller—No. 150 Squadron.
Sergeant T. J. O'Donohue, R.A.A.F.—No. 460 (R.A.A.F.) Squadron.
Sergeant A. C. Pearson—No. 150 Squadron.
Sergeant C. E. Saunders—No. 150 Squadron.
Sergeant C. Chapman, R.A.A.F.—No. 150 Squadron.
Sergeant F. L. Curr, R.A.A.F.—No. 75 (N.Z.) Squadron.
Sergeant W. W. O. Diggins—No. 15 Squadron.
Sergeant P. J. V. Ghorham-Henderson, R.A.A.F.—No. 460 (R.A.A.F.) Squadron.
Sergeant H. Meades—No. 15 Squadron.
Sergeant G. E. Sanderson—No. 39 Squadron.
Sergeant L. H. Tester—No. 39 Squadron.
Sergeant R. W. Agg—No. 214 Squadron.
Sergeant J. McGown—No. 214 Squadron.

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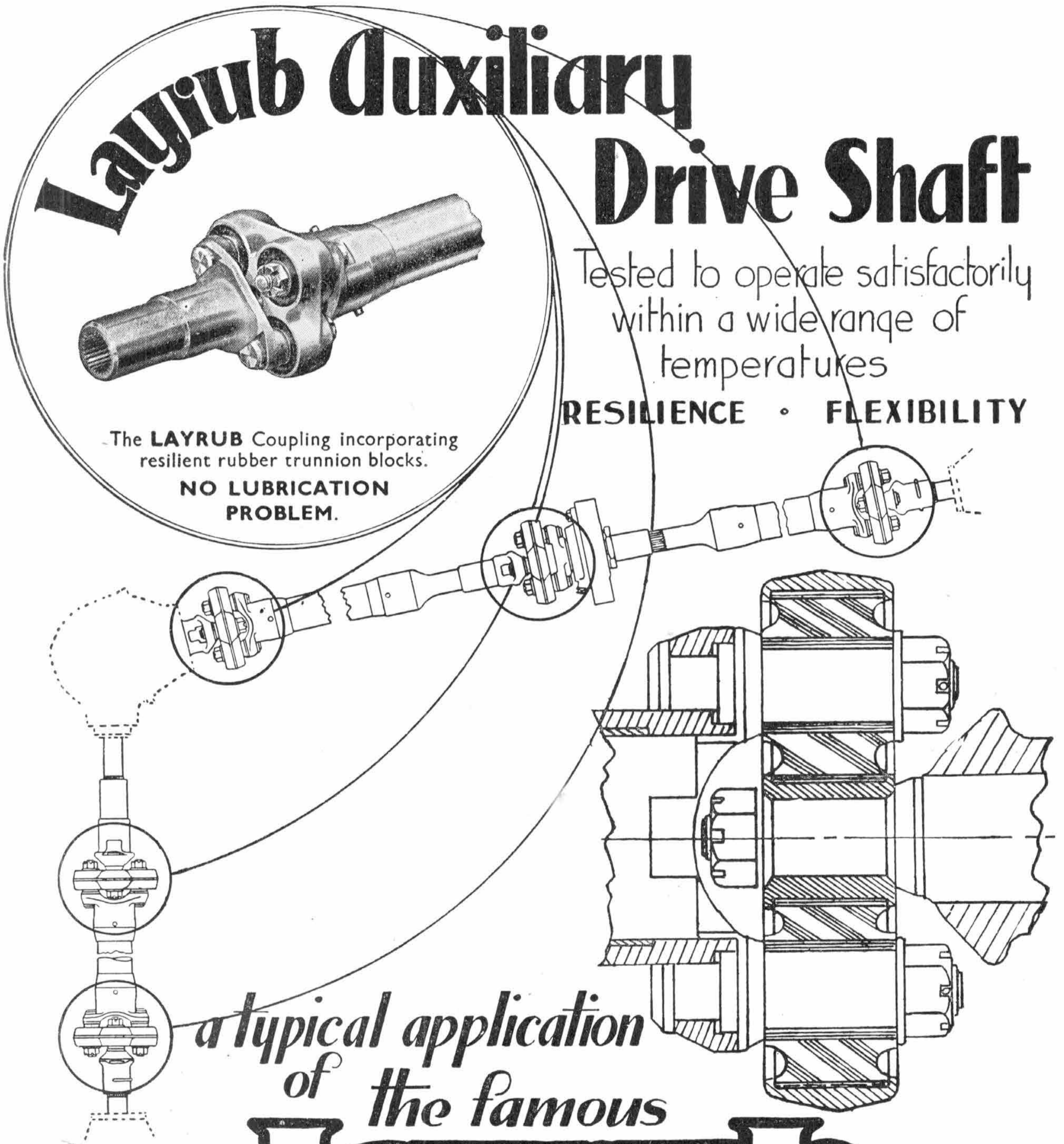
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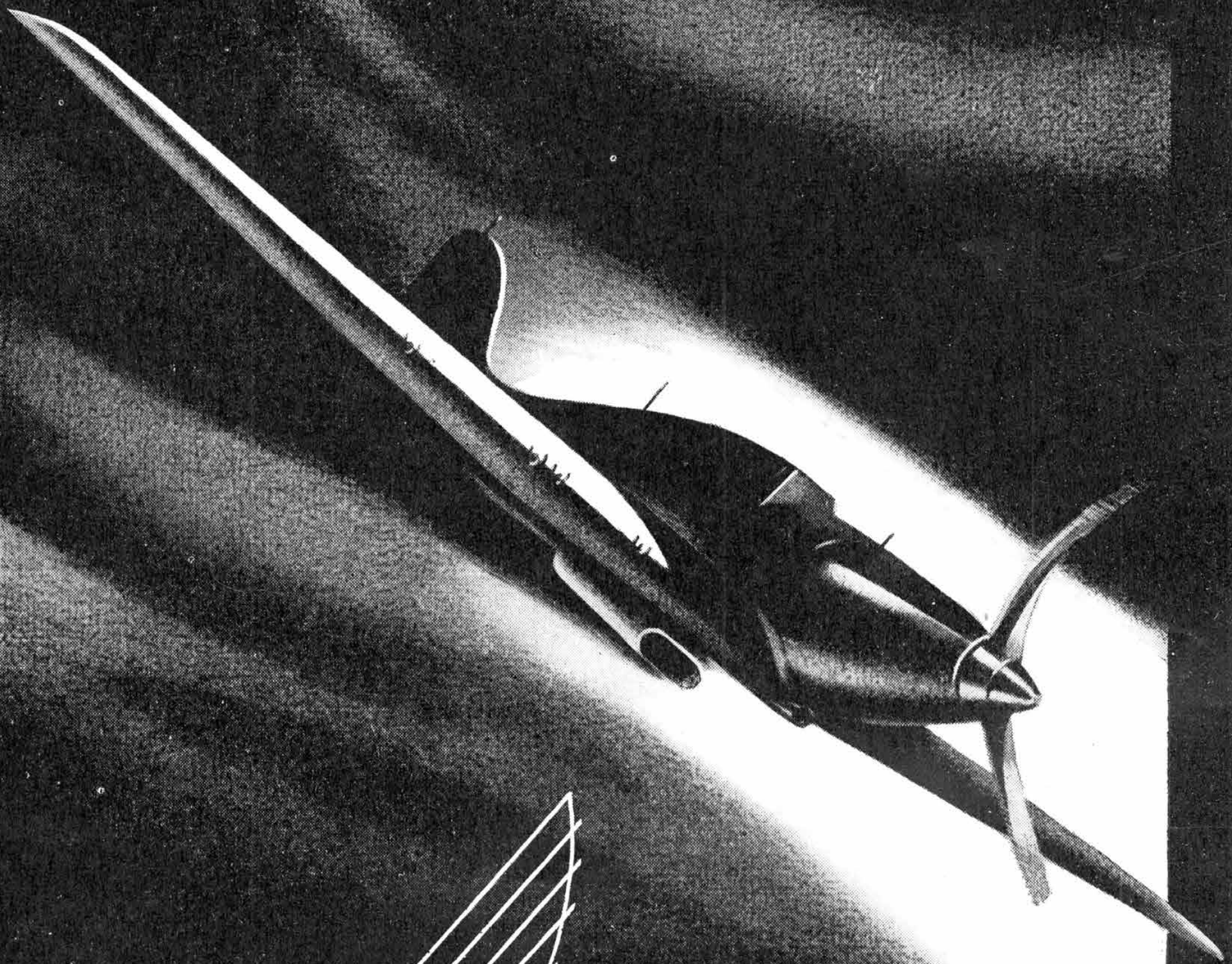
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No one has ever lived who knew the equal of their courage. And no people have ever had a stouter barricade against a foe. As our aviators fling themselves into that ultimate and decisive battleground—the sky, soaring with them are the hopes of the Democracies of the world

They are not only fighting; they are "going to school" in a new realm where the scale of man's thinking is large. They see at first hand how small is the world, how easy to fly around it, how petty and futile its fences and boundaries, how inadequate its old yardsticks of distance, and how pinched is yesterday's concept of geography

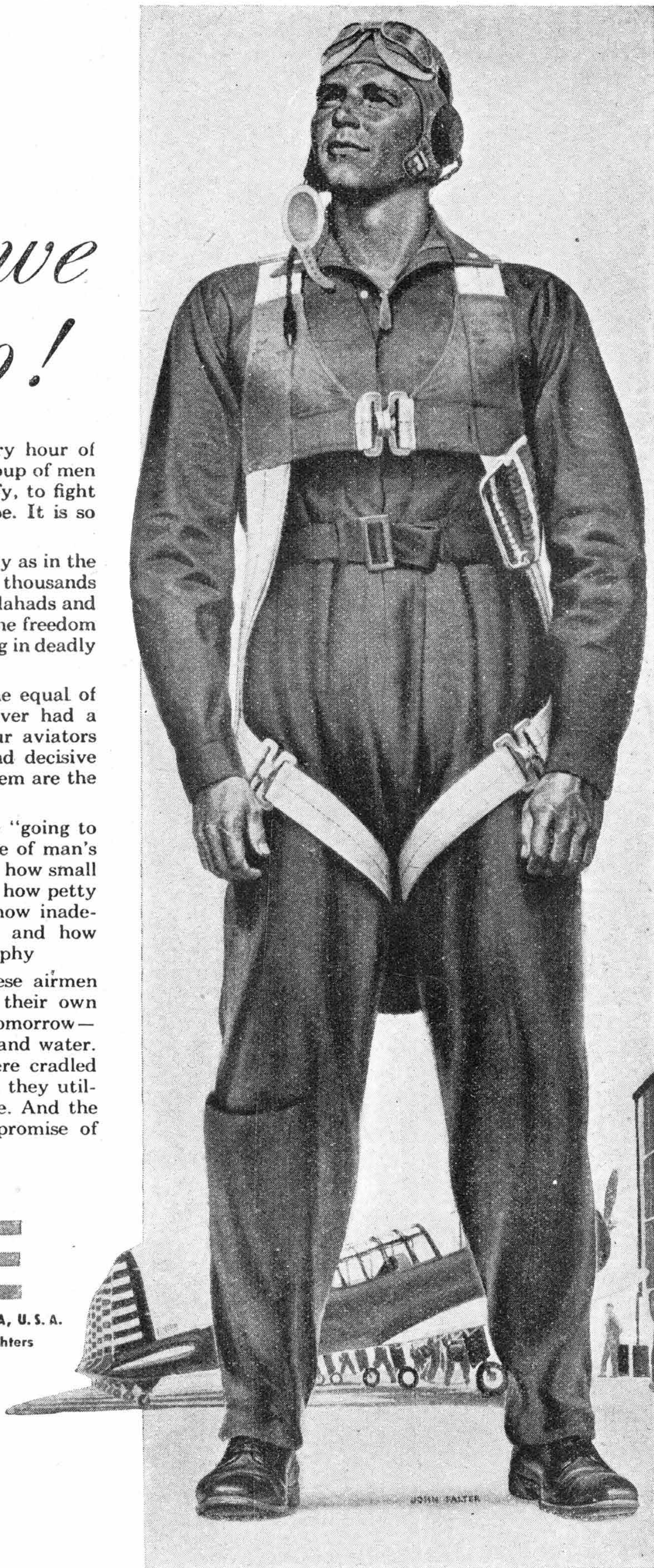
Their heroic task accomplished, these airmen will be returning to a new world of their own making, to the world *we* shall live in tomorrow—the world of the air as well as of land and water. The Vultee trainers in which they were cradled and the fighters and bombers in which they utilized their skill will sire planes of Peace. And the universal air will vibrate with their promise of things better far than we have known.

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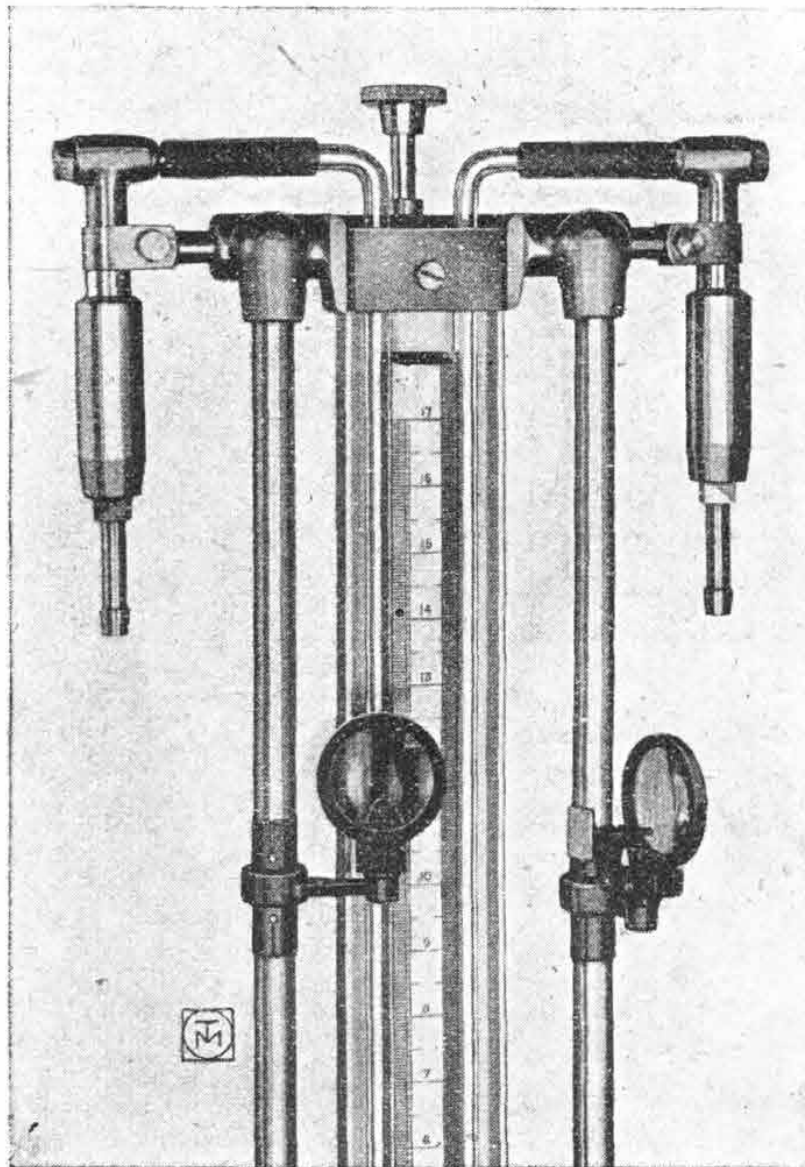


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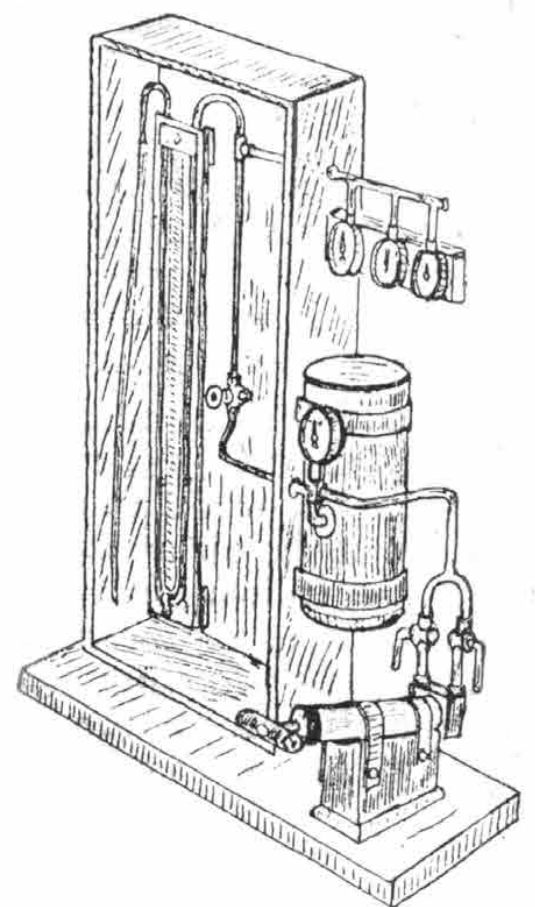
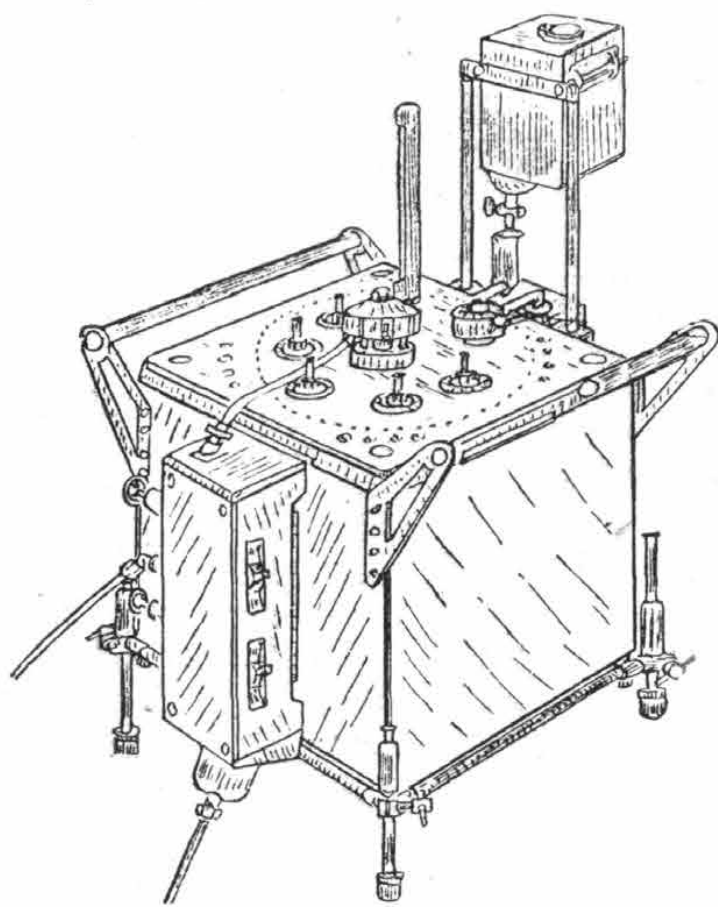
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EXTRACTS FROM THE LONDON GAZETTE

Air Ministry, September 8, 1942.

ROYAL AIR FORCE VOLUNTEER RESERVE

BRANCH.—To be granted hon. comms. as Flt. Lts.:—Aug.: W. C. Bentley, H. S. Vandenberg.

To be granted hon. comms. as Flt. Lts.:—Aug.: W. C. Bentley, H. S. Vandenberg.

Flg. Offs. to be transf. to the Gen. Duties Br.:—July: F. T. Honey, Aug.: M. R. N. Jennings.

Flg. Offs. relinquish their rank at their own request and are transf. to the Gen. Duties Br. in the rank of Plt. Off.:—Dec., 1941: R. Williamson, May: P. M. W. Butler, June: I. G. A. Faulk, G. J. Harden.

Plt. Offs. (prob.) are transf. to the Equip. Br.:—May: A. W. Robinson, E. H. Turney, June: R. Owen, G. H. Rawlings, H. W. B. Akester.

Flg. Off. A. S. Wilmot is transf. to the Legal Br. and granted the rank of Flt. Lt. June.

To be transf. to the R.A.F. Regt.:—July: Sqn. Ldr. W. M. Ackery, Flg. Offs.: Feb.: J. L. Purdy, Mar.: S. P. B. De M. Bucknall, H. Schaverein, Plt. Offs. (prob.): Mar.: J. B. Ainslie, A. J. Ashworth, W. D. Barsby, C. L. Carswell, R. C. Chatfield, C. J. Cole, N. G. Foulkes, W. M. Frankin, T. R. Garnett, F. A. B. Gibbens, J. S. L. Gooding, G. W. Govey, D. S. Hindell, I. T. James, S. Livsey, A. E. Lowne, D. McEwan, D. P. McPhearson, D. D. McSwein, R. C. Maunder, E. W. Packman, F. L. Seymour, C. I. Stewart, H. R. Woolley.

Plt. Off. (prob.) F. Abbott relinquishes his commn. on ceasing to be employed, Sept.

Flg. Offs. to resign their comms. and retain the rank of Flt. Lt.:—Aug.: H. L. W. Stevens, Sept.: E. J. R. Baglesham.

Flg. Off. M. Archdale-Vicars resigns his commn. and retains his rank, Aug.

To resign their comms.:—Aug.: Flg. Off. B. M. French, Plt. Off. (prob.) F. O. Sprinks.

The comms. of the folg. Plt. Offs. (prob.) are terminated:—Aug.: J. A. A. McKendrick, O. W. E. Raymond.

AMENDMENTS.—In notifi. of Jan. 28, 1941, concern. H. F. G. Dainty, for Oct. 13 read Sept. 26.

In notifi. of Aug. 4 concern. Plt. Off. C. F. Blair, for July 1 read July 20.

TRAINING BRANCH.—Act. Plt. Off. K. A. Benson relinquishes his commn. on appt. to a commn. in the Tech. Br. Aug.

Act. Plt. Off. H. F. D. Monk relinquishes his commn. on appt. to a commn. in the Admin. and Spec. Duties Br. July.

Act. Plt. Off. F. W. Cranmer-Gordon relinquishes his commn. on appt. to the R.A.F.O. Aug.

Act. Plt. Off. R. C. Sowerbutts relinquishes his commn. May.

Act. Plt. Offs. to resign their comms.:—Aug.: W. D. Kennedy, N. McL. Jones, A. A. L. Miller, H. Morgan, L. A. Morse.

The commn. of Act. Plt. Off. E. A. Tiley is terminated, Aug.

EQUIPMENT BRANCH.—Flg. Offs. relinquish their rank at their own request and are transf. to the Gen. Duties Br. in the rank of Plt. Off.:—Dec., 1941: T. N. Alderidge, July: D. A. Porter, L. P. Alexander, Aug.: C. J. V. Gray.

ACCOUNTANT BRANCH.—To be Plt. Offs. on prob. (emergency):—July, 1941: H. F. Fox, W. P. Wellington. (Subs. for notifi. of July 28.)

MEDICAL BRANCH.—To be Flt. Lts. (emergency):—Aug.: G. G. Lennon, M.B., Ch.B., M.R.C.O.G.; R. W. Tannahill, M.B., B.S., D.P.H.

To be Flg. Offs. (emergency):—Aug.: M. C. Bell, L.R.C.P. & S., L.R.F.P.S.; P. G. Epps, M.B., B.S., M.R.C.S., L.R.C.P.; R. A. House, M.R.C.S., L.R.C.P.; G. H. B. Roberts, M.B., B.Ch., L.M., D.P.H.; P. Q. M. Spaight, M.R.C.S., L.R.C.P.

Plt. Lt. F. H. King, M.B., B.Ch., M.R.C.S., L.R.C.P., resigns his commn. and retains the rank of Wg. Cdr. Sept.

CHAPLAINS BRANCH.—To be Chaplains (emergency) with the relative rank of Sqn. Ldr.:—July: The Rev. P. E. Handley, M.A., Aug.: The Rev. R. H. L. Lamb, B.A., The Rev. James Stewart, M.A., B.D., The Rev. Alexander Heyes.

To resign their comms.:—Aug.: The Rev. E. A. Stone, The Rev. D. T. Evans.

WOMEN'S AUXILIARY AIR FORCE

To resign their comms.:—Flt. Offs.: July: D. M. Marris, Aug.: L. E. Brodie, Asst. Sec. Offs.: Aug.: M. E. Fooks, Sept.: M. V. Jenkins, Asst. Sec. Offs. (prob.): Aug.: M. E. O'Hanrahan, E. M. Pearce.

To resign their comms. on account of ill-health:—Sept.: Flt. Off. B. P. Bellamy, Sec. Off. E. H. Sproule, Asst. Sec. Off. M. M. Growse, Asst. Sec. Offs. (prob.): July: M. O. B. Walker, Sept.: E. M. Lee.

The comms. of the folg. Asst. Sec. Offs. (prob.) are terminated:—Aug.: C. M. Irving, Sept.: M. V. Saunders.

Air Ministry, September 11, 1942.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH.—To be confmd. in appts.:—Aug.: Flg. Off. (prob.) W. G. Brinn, D.F.M., June: Plt. Off. (prob.) S. D. Way.

Plt. Offs. (prob.) confmd. in appts. and to be Flg. Offs. (war subs.):—Apr.: K. W. Pendrey, June: E. R. Buckwell, G. K. Muirhead, D.F.M., T. Hoggard, D.F.M. (Sen. Feb. 1), July: P. W. G. Lester, Aug.: E. A. Costello-Bowen, W. Cummins.

Air Cdre. (temp.) A. H. Orlebar, C.B.E., A.F.C., granted the rank of Air Cdre. (war subs.), July.

Gp. Capt. (temp.) granted the rank of Gp. Capt. (war subs.):—July: A. L. A. Perry-Keene, O.B.E.

The folg. are granted the rank of Wg. Cdr. (war subs.):—Gp. Capt. (temp.): July: R. J. Legg, C. W. Dicken, T. H. Carr, D.F.C., A.F.C.

Wg. Cdrs. (temp.):—July: A. P. Maurice, D.F.C., C. C. O'Grady, E. S. Moulton-Barrett, C. Ryley, D.F.C., Sqn. Ldr. M. W. Nolan (ret.).

The folg. are granted the rank of Sqdn.



BOOM—Marshal of the Royal Air Force Lord Trenchard greeted by Air Chief Marshal Sir Arthur Tedder on the former's arrival by air in the Middle East.

Ldr. (war subs.):—Wg. Cdr. (temp.): May: J. A. O'Neill, D.F.C. Sqn. Ldrs. (temp.):—Jan.: J. H. D. Chapple, June: J. M. Littler, J. H. Marks, D.S.O., D.F.C. July: F. Gomersall, J. H. Newberry, D.F.C., W. H. Cliff, D.S.O., B. H. Godfrey (ret.), Flt. Lt. I. S. Smith, D.F.C.

Flg. Offs. to be Flt. Lts. (war subs.):—May: F. L. Gates (Lt. R.T.R.), A. N. R. L. Appleford, J. J. P. Kenny, J. A. Milne, July: E. T. Francis, J. T. Noble, Aug.: G. Shorrocks (Sen. July 30), A. E. Taylor (Sen. Aug. 9), Sept.: F. W. Deacon, D.F.C. (Sen. Aug. 26).

Flg. Offs. granted the rank of Flt. Lt. (war subs.):—June: P. B. Moore, D.F.C. July: R. N. Peace, D.F.C.

TECHNICAL BRANCH.—Flg. Off. (prob.) T. R. B. Roberts confmd. in appt. May.

Plt. Off. (prob.) A. A. Standen to be Flg. Off. on prob. (war subs.), Apr., and confmd. in appt., June.

Plt. Off. (prob.) L. Phillips confmd. in appt., Mar., and to be Flg. Off. (war subs.), Apr. (Sen. Feb. 22).

Plt. Off. (prob.) I. Roberts confmd. in appt., June, and to be Flg. Off. (war subs.), July (Sen. May 15).

Plt. Off. (prob.) E. N. Ventham confmd. in appt. and to be Flg. Off. (war subs.), July (Sen. June 20).

Plt. Off. (prob.) A. McCarthy confmd. in appt., May, and to be Flg. Off. (war subs.), Aug. (Sen. May 23).

Plt. Off. (prob.) I. L. S. Chatfield confmd. in appt., Aug., and to be Flg. Off. (war subs.), Sept. (Sen. July 29).

Gp. Capt. (temp.) G. Combe granted the rank of Gp. Capt. (war subs.), July.

Wg. Cdrs. (temp.) granted the rank of Sqn. Ldr. (war subs.):—July: W. R. Frost, M. Dawnay.

The folg. are granted the rank of Flt. Lt. (war subs.):—Flt. Lts. (temp.): July: T. W. Ellcock, M.B.E., H. A. Singer, C. C. Willott, Flg. Off. W. H. C. Syzling, M.B.E. (Sen. June 12).

Flg. Offs. to be Flt. Lts. (temp.):—Dec., 1941: F. A. J. Chapman, C. Payne, A. Morgan, E. G. Alford, G. E. Reep, Mar.: W. D. Coleman, M.B.E., C. H. Wallington, June: R. B. Bryan, G. A. Glossop, H. W. Furness, W. A. Pye, W. G. Tiley, L. A. Andrews, F. P. Gardiner, A. W. Clements, R. Wilkinson (Sen. Dec. 1, 1941).

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—Mar.: G. T. Dale (Sen. Jan. 29), June: W. Terris (Sen. Apr. 23), July: C. Mapp (Sen. Apr. 16), E. N. Beswick (Sen. Mar. 14), S. A. Lovett (Sen. Mar. 25), W. Stringer (Sen. Apr. 9), S. J. Perfect (Sen. Apr. 10), C. B. Dodridge (Sen. Apr. 18), E. J. R. Young (Sen. Apr. 24), C. F. Smith, W. G. Frain (Sen. Apr. 25), L. R. Brooks (Sen. Apr. 28), M. G. Farr (Sen. Dec. 2, 1941), S. J. D. Charters (Sen. May 13), R. Los (Sen. May 20), H. Johnston, F. D. Turner (Sen. May 15), F. J. Greenfield, M.B.E. (Sen. May 22), T. A. Gallop (Sen. May 30), W. H. C. Williams, W. Roberts (Sen. June 8), W. F. G. Withers (Sen. June 9), C. W. Buckingham (Sen. June 14), R. F. T. Gibbs (Sen. June 15), Aug.: J. H. Maclaren (Sen. May 18).

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—Flg. Off. (prob.) C. H. Gale confmd. in appt. Aug.

Plt. Off. (prob.) F. Cheater confmd. in appt., June, and to be Flg. Off. (war subs.), Aug. (Sen. July 16).

Flt. Lts. (temp.) granted the rank of Flt. Lts. (war subs.):—July: E. H. Henton, M.M., D. A. Upton, W. H. J. Daw, A. V. Syrett, N. Kiddier.

Flg. Off. E. Leebrook to be Flt. Lt. (temp.) June.

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—June: B. E. Timmins (Sen. May 16), July:

J. C. Ripley (Sen. May 9), C. W. Cross (Sen. May 16), J. Preston (Sen. May 25), A. H. W. Hurn (Sen. June 15), Aug.: C. Rosewall (Sen. July 1), F. A. Robinson (Sen. July 12), T. H. Lindsell (Sen. July 20), A. Vaudrey (Sen. July 23), R. D. Heanly (Sen. July 23), W. McK. Mackie (Sen. July 26).

EQUIPMENT BRANCH.—Flg. Off. T. H. C. Hampton granted the rank of Flt. Lt. (war subs.), July.

Flg. Off. J. H. Riste to be Flt. Lt. (temp.), June.

Act. Plt. Off. (prob.) J. Patey to be Plt. Off. (prob.), July (Sen. May 28).

Act. Pilot Off. (prob.) E. W. Brown to be Plt. Off. (prob.), July.

ACCOUNTANT BRANCH.—Wg. Cdr. (temp.) N. Walleit granted the rank of Sqn. Ldr. (war subs.), July.

The folg. are granted the rank of Flt. Lt. (war subs.):—Sqn. Ldrs. (temp.): July: F. E. Crosland, R. J. Sharples, Flt. Lts. (temp.):—July: J. A. C. Kimber, G. A. Lanyon, W. J. Stewart.

MEDICAL BRANCH.—Flg. Off. (prob.) N. Stainsby (Gr.-Mr.) confmd. in appt. Aug.

Sqn. Ldr. (temp.) P. A. Cooper, M.R.C.S., L.R.C.P., granted the rank of Sqn. Ldr. (war subs.), July.

Mrs. J. G. E. F. Miller, M.B., B.Ch., D.M.R.E., D.T.M. and H., is promoted to the relative rank of Flt. Lt. (war subs.), June.

ROYAL AIR FORCE REGIMENT.—Flt. Lt. (temp.) C. A. Streeter granted the rank of Flt. Lt. (war subs.), July.

RESERVE OF AIR FORCE OFFICERS

GENERAL DUTIES BRANCH.—Flt. Lt. A. Brown to be Sqn. Ldr. (temp.), June.

The folg. are granted the rank of Flt. Lt. (war subs.):—Sqn. Ldrs. (temp.): Feb.: B. J. E. Lane, D.F.C. June: J. D. Warne, D.F.C. July: E. C. Le Mesurier, D.S.O., D.F.C., E. J. Morris, D.S.O., G. P. Gibson, D.F.C., B. R. O'B. Hoare, D.F.C., Flt. Lt. F. J. Letzer.

TECHNICAL BRANCH.—Flg. Off. C. R. A. Page to be Flt. Lt. (temp.), June (Sen. Dec. 1, 1940).

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—Flt. Lts. (temp.) granted the rank of Flt. Lt. (war subs.):—July: W. Cameron, H. F. Ruston.

Plt. Offs. to be Flt. Lts. in class CC:—July: J. E. Brown, Aug.: J. Robinson.

ROYAL AIR FORCE VOLUNTEER RESERVE

GENERAL DUTIES BRANCH.—To be confmd. in appts.:—Flt. Lts. (prob.): July: T. G. Jefferson, A. Traill.

Flg. Offs. (prob.):—June: C. P. J. Wood, D.F.C. July: B. G. Frow, W. D. W. Knight, G. J. Newman, F. W. M. Jensen, L. G. Smith, N. H. Scrivener, Aug.: A. S. R. E. Ennis, D.F.C., J. Shephard, Plt. Offs. (prob.):—July: A. G. Little, P. C. Mitchell, W. B. Holroyd, J. S. Reeves, D.F.C. Aug.: C. H. Boothman, J. P. Crowther, W. Gregson, D. I. Benham, W. McM. Gilmour, D.F.M.

Plt. Offs. (prob.) confmd. in appts. and to be Flg. Offs. (war subs.):—Apr.: C. D. Roberts, J. E. Simmonds (Sen. Jan. 10), May: A. J. Hibell, W. A. Wise, June: A. J. Downing, J. H. Kenny, F. Bastard, D.F.M., A. R. Tettenborn, D.F.C., E. C. L. Cordy, D.F.C., R. G. D. Jaggard, P. J. Blurton, D.F.C., L. A. Shawyer, W. R. Golding, J. D. Goulton, D. S. Parker, P. S. Morris, R. S. Kingsford, G. G. Abraham, A. N. Bristow, T. McPhee, D.F.M., T. N. Staples, J. M. Taylor, C. Batten, C. D. Kenwick-Cox, S. W. Wells, July: S. E. Appleby, E. C. F. Dawson, Aug.: T. C. Cooke, D.F.M., C. J. Fry, G. Easley, J. Cope, J. H. Trethewy, D. W. Manney, H. J. Merchant, A. H. Paget, J. B. Austin, D.F.C., J. E. Swift, D.F.C., L. G. McNamara, J. N. Sanders.

Plt. Off. (prob.) K. H. Andrews confmd. in appt. and to be Flg. Off. (war subs.), July. (Subs. for notifi. of Aug. 28.)

Flt. Lts. granted the rank of Sqn. Ldr. (war subs.):—July: G. S. Waller, R. C. Hockey, D.F.C.

Flg. Offs. granted the rank of Flt. Lt. (war subs.):—June: N. F. Hildyard, D.F.C. July: D. Iveson, D.F.C.

Plt. Offs. granted the rank of Flg. Off. (war subs.):—July: G. W. Swanwick, W. McM. Gilmour, D.F.M.

Flg. Offs. to be Flt. Lts. (war subs.):—May: E. A. Morrison, D.F.C., P. M. Maggs, J. H. Cloete, G. D. Cox, D.F.C., S. H. Miller, June: J. P. Jamieson (Sen. May 30), M. A. Lacayo, L. K. S. Wilson, July: W. M. E. Crump, A. Walker, Aug.: P. Geen, J. K. Kay, L. S. Levitt, P. J. Duncan (Sen. Aug. 18), R. A. Coatman (Sen. Aug. 15), Sept.: H. A. Simpson (Sen. Aug. 31).

Act. Plt. Off. (prob.) G. M. Thompson to be Plt. Off. (prob.), Aug.

TECHNICAL BRANCH.—Plt. Off. (prob.) A. A. Old confmd. in appt., Sept., 1941, and to be Flg. Off. (war subs.), Apr.

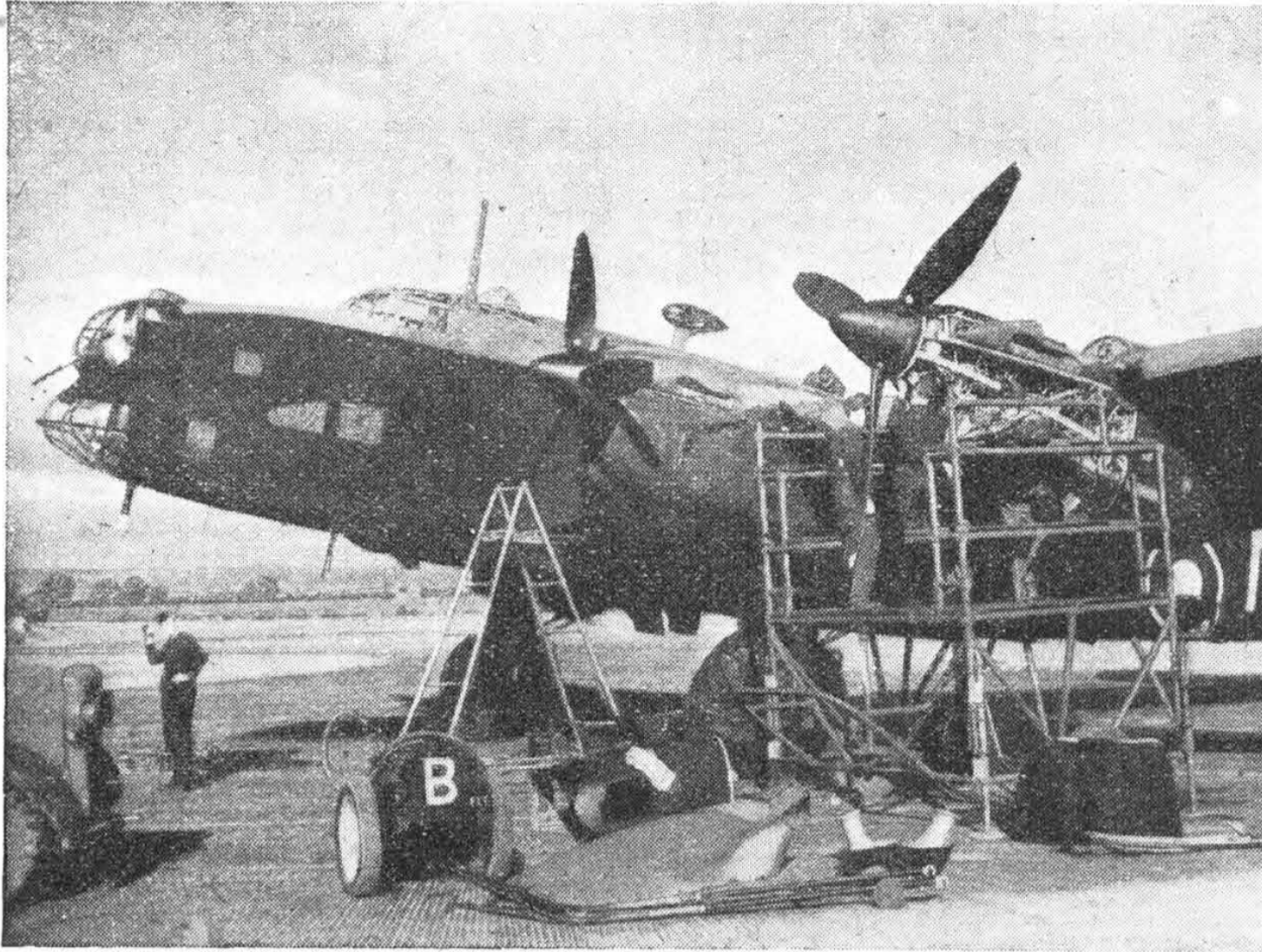
Plt. Offs. (prob.) to be Flg. Offs. (war subs.), Apr., and confmd. in appts.:—Oct., 1941: J. H. Smith, Nov., 1941: L. A. Daniel.

Plt. Offs. (prob.) confmd. in appts., Jan., and to be Flg. Offs. (war subs.):—Aug.: J. M. Langdale, G. A. Sparham.

Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.), Aug., and confmd. in appts.:—Dec., 1941: G. C. Curtis, Jan.: E. F. A. Suttle, P. H. E. Hooper-Ross, G. R. Quinn.

The folg. are granted the rank of Flt. Lt. (war subs.):—Flt. Lts. (temp.): July: S. P. F. Humphreys-Owen, F. A. Norman, M.B.E., I. O. Morton, G. L. Danielson, C. A. G. Quarrington, Flg. Off. G. Turner Cain.

Flg. Offs. to be Flt. Lts. (temp.):—Dec., 1941: R. W. Nicholson, H. G. David, V. Bowman-Burns, Mar.: J. Alexander, N. V. Webber, M.C., H. Clarke, H. G. Mugridge, June: L. G. Patmore (Sen. Dec. 1, 1941), J. H. Hunter-Tod (Sen. Mar. 1).



SERVICING.—A Handley Page Halifax II of a Canadian Bomber Squadron undergoing maintenance.

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—Mar.: L. H. A. Gray. July: E. M. Bruton, J. C. Dixon, H. J. Griffiths, W. A. Reid, W. C. Pettit, A. G. I. Cressell, R. F. Vigurs, L. F. Anderson, W. H. Austin, C. G. Coomer, F. M. Gill, A. H. Gough, W. L. Phillips. Aug.: R. J. Benzie, D. W. Burnham, R. E. Hetherington, T. E. Holman, E. H. Woodhall.

Act. Plt. Off. (prob.) A. Laws to be Plt. Off. (prob.). Feb. (Subs. for notifi. of June 16.)

The notifi. of July 31 concern. Plt. Off. J. F. Holman is cancelled.

BALLOON BRANCH.—Plt. Offs. (prob.) confmd. in appts. and to be Flg. Offs. (war subs.):—June: L. B. Harvey, F. Pagan (Sen. May 27).

Plt. Lt. (temp.) F. L. M. Harris granted the rank of Plt. Lt. (war subs.). July.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—Plt. Offs. (prob.) confmd. in appts. and to be Flg. Offs. (war subs.):—Apr.: D. M. Medcalf, R. W. Hew, W. H. Hibbs, T. R. Leatherdale, G. H. Stevens, G. F. Steeper, J. M. Hunt, S. R. Macleod. June: D. D. Brown. July: A. T. Lewis, H. G. Budd. Aug.: W. R. Miller.

Plt. Off. (prob.) P. E. Harris confmd. in appt. Apr. and to be Flg. Off. (war subs.). July.

Plt. Off. (prob.) G. L. Martin confmd. in appt. June and to be Flg. Off. (war subs.). Aug. (Sen. July 5.)

Plt. Off. (prob.) C. L. Knowles confmd. in appt. June and to be Flg. Off. (war subs.). Aug. (Sen. July 26.)

Plt. Off. (prob.) C. T. Wells confmd. in appt. June and to be Flg. Off. (war subs.). Aug.

Plt. Offs. (prob.) confmd. in appts. June and to be Flg. Offs. (war subs.):—Aug.: J. A. N. McEwan, G. E. Tucker, C. F. J. Watler.

Plt. Off. (prob.) T. G. Rankin confmd. in appt. Mar. and to be Flg. Off. (war subs.). Apr. (Sen. Feb. 23.)

Plt. Off. (prob.) A. S. Anderson confmd. in appt. July and to be Flg. Off. (war subs.). Sept.

Plt. Offs. (prob.) confmd. in appts. Mar. and to be Flg. Offs. (war subs.):—Apr.: F. N. Penn (Sen. Mar. 14), N. A. Mason (Sen. Mar. 18).

Plt. Off. (prob.) A. M. Preston confmd. in appt. Apr. and to be Flg. Off. (war subs.). Apr. (Sen. Mar. 31.)

Plt. Off. C. N. Jones confmd. in appt. May and to be Flg. Off. (war subs.). June. (Sen. May 12.)

The folg. are granted the rank of Sqn. Ldr. (war subs.):—Sqn. Ldrs. (temp.): July: F. J. Sherman, T. M. McNeil, O.B.E., L. V. Dodds. May: Flt. Lt. (temp.) R. W. Jackson.

The folg. are granted the rank of Flt. Lt. (war subs.):—Flt. Lts. (temp.): June: E. R. Legh-Jones. July: H. H. Thomas, M.B.E., J. P. I. Hall, D. N. Kendall, S. W. J. Tanner, A. H. Williams, R. Mawdesley, W. C. P. Dale, W. E. Cutlan, H. P. Shallard, Lord W. G. H. W. Woleran, E. Evans, J. F. Sanders, H. E. Faulkner, H. Dear, G. W. A. Webb, R. H. Humphries, H. Hulbert, M.B.E., R. Winship, O. H. Long, W. L. Douglas, A. M. W. Proctor, M.C., R. S. S. Ingram, R. R. Thompson. Flg. Offs.: May, 1941: H. L. Chadwick. July: P. E. Wilder, C. H. Walker, G. E. A. Greensill, L. G. Scarman.

Flg. Offs. to be Flt. Lts. (temp.):—June: E. C. Peake, J. McG. Asher, C. C. H. Hawken, G. A. Cloud.

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—Apr.: W. H. MacWilliam (Sen. Mar. 16), J. H. Lucas. Aug.: H. G. Burden (Sen. July 20).

June: R. R. B. Cory (Sen. Jan. 4). July: P. V. Moyes (Sen. Apr. 23). Aug.: B. K. Barber (Sen. Apr. 27), S. W. Paddon (Sen. May 23), M. P. D. M. O'Keefe (Sen. June 30), H. R. Maddison (Sen. July 11), J. Rafter (Sen. June 23), D. C. H. McInerny (Sen. June 8), W. F. Land (Sen. June 20), J. G. Bramhall, H. S. Phelps (Sen. June 22), C. J. S. Hughes

(Sen. June 23), F. Hill (Sen. June 25), J. T. Hancock, W. M. McKell (Sen. June 29), I. McRobertson (Sen. June 30), F. R. Bushby, T. L. Snaden (Sen. July 13), A. Baldwin (Sen. July 14), N. S. Johnson (Sen. July 16), G. A. Peachey (Sen. July 18), T. Harwood, J. Jennings, W. Ritchie, J. C. Wade (Sen. July 19), R. R. G. Reid, T. Turvey (Sen. July 20), M. H. W. Davey (Sen. July 21), R. D. H. Rowland (Sen. Jan. 14), J. B. Scammell (Sen. Jan. 17), E. J. S. Rolfe (Sen. Nov. 4, 1941), C. F. S. Hall (Sen. Dec. 22, 1941), A. P. Godfrey (Sen. Dec. 24, 1941), E. B. Muschamp (Sen. Dec. 25, 1941), W. Meekin (Sen. Jan. 3), P. A. Barwood, R. C. Cooper, F. H. Jones, O. Lee, N. Pascall, B. Perrett (Sen. Jan. 5), J. H. Ormston, R. H. Wright (Sen. Jan. 6), W. F. Hawley (Sen. Jan. 8), R. E. Smith, R. W. Tyzack (Sen. Jan. 8), L. H. Altaras, G. C. G. McLennan (Sen. Jan. 14), J. Chadwick (Sen. Jan. 17), R. M. Strange (Sen. Feb. 10), C. Day (Sen. Apr. 12), A. B. Lyons (Sen. July 5). Sept.: F. Kavanagh (Sen. Sept. 14, 1941), H. T. Harrison (Sen. Dec. 18, 1941), H. S. Gatty (Sen. Dec. 25, 1941), H. L. Boyd (Sen. Jan. 5), A. N. Baker (Sen. Jan. 6), L. C. Ford (Sen. Jan. 7), G. Gates, M. A. MacDowell, W. J. McWaters, R. S. Milner, E. S. Mullinger, E. A. Salmon, W. J. Wyness (Sen. Jan. 10), R. B. Charles, D. B. Williams (Sen. Jan. 11), C. L. Bayston, C. Rogers (Sen. Jan. 12), J. P. Kennedy, R. J. Warren (Sen. Jan. 13), R. G. Black (Sen. Jan. 14), J. F. Coules, E. Howes (Sen. Jan. 19), S. Tasker (Sen. Jan. 26), E. G. Jones (Sen. Feb. 10), R. T. Cunningham, W. Elson (Sen. May 30), G. Beach, C. A. Blagburn, C. R. Young (Sen. July 2).

The notifs. of July 3 concern. Flg. Offs. J. E. Dunning and P. H. Maynard, C.B., D.S.O., M.C., are cancelled.

AMENDMENT.—In notifi. of Aug. 21 concern. Flt. Lt. E. V. Harrison, for Aug. 1 read July 1.

METEOROLOGICAL BRANCH.—Flt. Lt. J. H. Brazell to be Sqn. Ldr. (temp.). Sept.

EQUIPMENT BRANCH.—Plt. Offs. (prob.) confmd. in appts. Apr. and to be Flg. Offs. (war subs.):—July: N. Brown, G. G. Cameron, A. C. Moreland, L. E. Simmonds, D. L. Watts.

Plt. Offs. (prob.) confmd. in appts. Apr. and to be Flg. Offs. (war subs.):—July: S. N. Chapman, A. H. M. Creek, L. G. Davies, S. S. Everett, A. Foyle, R. M. George, N. S. Hands, H. G. Holdsworth.

Plt. Offs. (prob.) confmd. in appts. May and to be Flg. Offs. (war subs.):—July: A. McEwan, W. T. Jeffery, E. A. W. Truscott, A. G. Lang. (Sen. July 25.)

Sqn. Ldr. (temp.) D. A. Doughty granted rank of Sqn. Ldr. (war subs.). July.

The folg. are granted the rank of Flt. Lt. (war subs.):—Sqn. Ldr. (temp.): July: G. H. Grasty. Flt. Lts. (temp.): S. W. G. Morton, G. E. M. Stock.

EQUIPMENT BRANCH.—AMENDMENTS.—In notifi. of May 19, for N. A. Doggett read N. A. Doggart.

In notifi. of Aug. 28, for A. L. Saull read A. L. Scull.

ACCOUNTANT BRANCH.—Plt. Offs. (prob.) confmd. in appts. May and to be Flg. Offs. (war subs.):—July: G. Newell, L. H. Smith, E. R. S. Villiers.

Plt. Off. (prob.) P. Scott confmd. in appt. May and to be Flg. Off. (war subs.). Aug. (Sen. June 21.)

Plt. Off. (prob.) L. Crocker confmd. in appt. June and to be Flg. Off. (war subs.). Aug. (Sen. July 4.)

Flt. Lts. (temp.) granted rank of Flt. Lt. (war subs.):—July: A. H. Wilkes, A. W. Giles.

Act. Plt. Offs. (prob.) C. A. Woollett to be Plt. Off. (prob.). Mar.

MEDICAL BRANCH.—Flg. Offs. to be Flt. Lts.

(war subs.):—June: B. H. O'Dowd, M.R.C.S., L.R.C.P.; J. J. Glynn, M.B., B.Ch.; W. L. Hardman, M.B., B.Ch. July: F. E. Massie, M.B., Ch.B.; J. B. H. McArthur, M.B., B.S., M.R.C.S., L.R.C.P.; D. C. Rawlins, M.R.C.S., L.R.C.P.; R. H. Evans, M.R.C.S., L.R.C.P.; K. S. Mullard, M.B., B.Ch., F.R.C.S.(E.), M.R.C.S., L.R.C.P.; H. N. G. Hudson, M.B., B.S., M.R.C.S., L.R.C.P.; A. E. McDonald, M.B., Ch.B.; G. A. D. Lamb, M.B., Ch.B.; F. W. Laurie, M.B., Ch.B.; L. Clement, M.R.C.S., L.R.C.P.; C. M. Gregory, M.B., Ch.B.; C. A. N. Anderson, L.R.C.P. & S.; O. Plowright, M.B., B.S., M.R.C.S., L.R.C.P.; P. M. Peters, M.R.C.S., L.R.C.P.; R. J. Campbell, M.B., Ch.B.; H. A. Wilson, M.B., Ch.B.; W. Sewell, M.R.C.S., L.R.C.P.; G. W. Bellis, M.R.C.S., L.R.C.P.(I); J. L. Connor, M.B., B.Ch.; W. D. Roden, M.B., Ch.B. Aug.: A. M. Fraser, M.R.C.S., L.R.C.P.

AMENDMENT.—In notifi. of July 31, for A. L. Ross read H. L. Ross.

DENTAL BRANCH.—Flg. Offs. to be Flt. Lts. (war subs.):—July: H. J. Askew, L.D.S.; H. L. Hill, L.D.S.; J. M. Lacey, L.D.S.; D. A. S. Harvey, L.D.S.; R. H. Curry, L.D.S.; J. M. Gibbons, L.D.S.

ROYAL AIR FORCE REGIMENT.—The folg. are granted the rank of Flt. Lt. (war subs.):—Flt. Lts. (temp.): July: R. Law, A. W. Robinson, A. Cook. Flg. Offs.: J. H. Williams, W. H. Fish, T. W. Hay, B. C. Pearson. Aug.: G. Adams.

AUXILIARY AIR FORCE

GENERAL DUTIES BRANCH.—Gp. Capt. (temp.) H. N. St. V. Norman granted the rank of Wg. Cdr. (war subs.). July.

Sqn. Ldr. (temp.) H. M. Mitchell, D.F.C., granted the rank of Sqn. Ldr. (war subs.). July.

Flg. Off. K. R. Aldridge to be Flt. Lt. (war subs.). May.

BALLOON BRANCH.—Gp. Capt. (temp.) W. C. C. Gell, D.S.O., M.C., granted the rank of Gp. Capt. (war subs.). July.

Wg. Cdr. (temp.) A. S. Jackson granted the rank of Wg. Cdr. (war subs.). July.

The folg. are granted the rank of Flt. Lt. (war subs.):—Flt. Lts. (temp.): June: R. J. S. Martin, July: E. Garland, P. L. W. Morton. Flg. Off.: A. R. Lightfoot.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—Flt. Lt. (temp.) G. R. Thomson granted the rank of Flt. Lt. (war subs.). July.

MEDICAL BRANCH.—Sqn. Ldr. (temp.) W. D. Peock, M.B., Ch.B., granted the rank of Sqn. Ldr. (war subs.). July.

Air Ministry, September 15, 1942.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH.—To be Plt. Offs. on prob. (emergency).—Wt. Offs.: May: C. P. Coad, C. H. P. Bell. June: Donald Brown, P. E. Baker. July: D. E. C. Clarke, Ronald Hoos, J. C. Anderson. Aug.: S. B. Fuller, D.F.M. Temp. Wt. Off.: July: F. C. Smith. Flt. Sgts.: May: E. W. Lilley. June: R. G. Roberts, J. G. Sharratt, Reginald Hughes, D.F.M., Douglas Barber. July: R. E. W. Pearce, J. D. Bingham, D.F.M. Sgts.: May: Harry Meades. June: B. H. Webb. Aug.: Robert Sword, A. N. Cooper.

To be transf. to the Tech. Br.:—Apr.: Gp. Capt. C. B. Dalison, A.F.C., Sqn. Ldr. J. Cherrill. (Since promoted.)

Flt. Lt. R. C. J. Waters is transf. to the R.A.F. Regt. of the R.A.F.O. and is retained on the active list under K.R. and A.C.I. 3543. Aug.

Flg. Off. A. E. Lee takes rank and precedence as if his appt. as Flg. Off. bore date Apr. 13. Reduction to take effect from Apr. 30.

Flg. Off. R. J. Hannan, D.F.C., takes rank and precedence as if his appt. as Flg. Off. bore date Oct. 15, 1941. Reduction to take effect from June 5, 1942.

Plt. Off. G. H. Galvin (Lt. Durham L.I.) relinquishes his temp. commn. on return to Army duty. Aug.

The commn. of Plt. Off. (prob.) R. W. Findlay is terminated. Sept.

AMENDMENT.—In notifi. of July 14 concern. William Ronald Passey, A.F.M., for William read Frederick.

TECHNICAL BRANCH.—To be Flg. Offs. on prob. (emergency).—Wt. Offs.: Nov., 1941: S. A. Rance (Sen. Oct. 2, 1941). Nov., 1941: W. H. G. Bench (Sen. Oct. 28, 1941). Feb.: J. J. Cotsell (Sen. Jan. 1). Apr.: A. H. Street (Sen. Mar. 5). May: C. W. Liversidge (Sen. Mar. 12), J. A. Mulford (Sen. Mar. 25), James Forshaw (Sen. Apr. 13).

To be Plt. Offs. on prob. (emergency):—Act. Wt. Off.: June: T. B. Wimbush (Sen. Feb. 19). Flt. Sgt.: May: J. W. Hedges (Sen. May 1). Cpl.: June: Roy Macdonald (Sen. May 19).

To be Act. Plt. Offs. on prob. (emergency):—Wt. Off.: June: H. E. Bennett (Sen. Apr. 28). Cpl.: Apr.: L. M. Courtenay (Sen. Mar. 12).

Wg. Cmdr. H. J. Irens is transf. to the Gen. Duties Br. June 2.

AMENDMENTS.—In notifs. of Nov. 25, 1941, concern. the folg. Wt. Off. M. Wade and Wt. Off. E. W. Davis, for Act. Plt. Offs. read Flg. Offs.

In notifi. of Dec. 23, 1941, concern. the folg.:—Wt. Off. S. J. Black and Wt. Off. W. J. Sear, for Act. Plt. Offs. read Flg. Offs.

In notifi. of Dec. 23, 1941, concern. Wt. Off. G. W. Jenkins, for Act. Plt. Off. read Flg. Off. and for Aug. 23 read Oct. 1.

In notifs. of Dec. 30, 1941, concern. the folg.:—Wt. Off. J. Pickard and Wt. Off. L. Pagram, for Plt. Offs. read Flg. Offs.

In notifi. of Jan. 13, concern. Wt. Off. C. A. Baxter, for Plt. Off. read Flg. Off.

In notifi. of Feb. 17, concern. Wt. Off. W. A. Adshard, for Plt. Off. read Flg. Off.

In notifi. of Mar. 3 concern. Wt. Off. T. A. V. Booth, for Plt. Off. read Flg. Off. and for Oct. 11 read Nov. 1.

In notifi. of Mar. 31 concern. Wt. Off. H. W. G. Lyon, for Act. Plt. Off. read Flg. Off. and for Sept. 9 read Nov. 1.

In notifi. of Apr. 7 concern. Wt. Off. C. J. Perkins, for Act. Plt. Off. read Flg. Off. and for Nov. 5, 1941, read Jan. 1, 1942.
 In notifi. of Apr. 28 concern. Wt. Off. L. P. S. Boggust, for Act. Plt. Off. read Flg. Off.
 In notifi. of May 5 concern. Wt. Off. C. H. C. Down, for Act. Plt. Off. read Flg. Off.
 In notifi. of May 5 concern. Wt. Off. E. A. Talbut, for Plt. Off. read Flg. Off.
 In notifi. of May 12 concern. Wt. Off. C. F. Spillard, for Plt. Off. read Flg. Off.
 In notifi. of May 12 concern. the folg.:—Wt. Off. D. L. Jones and Wt. Off. R. E. G. Strover, for Plt. Offs. read Flg. Offs.; Wt. Off. H. J. H. Fulcher, for Act. Plt. Off. read Flg. Off.; Wt. Off. A. H. Watson, for Act. Plt. Off. read Flg. Off. and for Nov. 24, 1941, read Jan. 1, 1942.

BALLOON BRANCH.—Flg. Off. G. England resigns his commission. Sept.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—**AMENDMENTS.**—In notifi. of Oct. 28, 1941, concern. Wt. Off. J. Ferguson, for Act. Plt. Off. read Flg. Off.

In notifi. of Nov. 18, 1941, concern. Wt. Off. S. Humphrey, D.C.M., M.M., for Act. Plt. Off. read Flg. Off. and for July 26 read Sept. 3.

In notifi. of Nov. 25, 1941, concern. Wt. Off. H. E. Furber, for Act. Plt. Off. read Flg. Off., for Sept. 10 read Oct. 1.

In notifi. of Dec. 9, 1941, concern. D. R. Smith, for Oct. 25 read Oct. 24.

In notifi. of Dec. 9, 1941 concern. Wt. Off. E. R. Rolfe, for Act. Plt. Off. read Flg. Off., for Oct. 25 read Oct. 24, and for Sept. 17 read Oct. 1.

In notifi. of Jan. 20 concern. the folg.:—Wt. Off. E. H. Patston and Wt. Off. C. F. Macey, for Act. Plt. Offs. read Flg. Offs.

In notifi. of Feb. 17, concern. Wt. Off. T. R. Lawson, for Act. Plt. Off. read Flg. Off.

In notifi. of Mar. 17, concern. Wt. Off. C. Mayhew, for Act. Plt. Off. read Flg. Off.

In notifi. of Apr. 7, concern. the folg.:—Wt. Offs. E. Gallimore, A. J. Tuck and R. E. G. Chacketts, for Act. Plt. Offs. read Flg. Offs.

EQUIPMENT BRANCH.—To be Flg. Offs. on prob. (emergency):—Wt. Offs.: Feb.: Frederick Anderson (Sen. Dec. 11, 1941). July: Herbert Curtis (Sen. June 15), T. H. Anton (Sen. June 25).

To be Plt. Off. on prob. (emergency):—Sgt.: July: Morris Driscoll (Sen. June 25).

Flt. Lt. J. G. Bishop relinquishes his rank at his own request and is transf. to the Gen. Duties Br. in the rank of Plt. Off. July.

ACCOUNTANT BRANCH.—**AMENDMENTS.**—In notifi. of Dec. 23, 1941 concern. the folg.:—Wt. Off. R. W. Baldwin, for Act. Plt. Off. read Flg. Off.; Wt. Off. R. A. Payne, for Act. Plt. Off. read Flg. Off. and for Aug. 25 read Oct. 1.

In notifi. of Apr. 7 concern. Wt. Off. H. E. Williams, for Act. Plt. Off. read Flg. Off.

In notifi. of Apr. 7 concern. Wt. Off. T. Congreve, for Act. Plt. Off. read Flg. Off.

ROYAL AIR FORCE REGIMENT.—The notifi. of June 30 concern. the folg. Plt. Offs. (prob.) are cancelled:—W. B. King, A. Manley, P. S. J. Potter.

RESERVE OF AIR FORCE OFFICERS

GENERAL DUTIES BRANCH.—Sqn. Ldr. W. R. P. Allen (Sqn. Ldr. R.A.F. Retd.) relinquishes his commn. in class CC on cessation of duty. Sept.

ADMINISTRATIVE AND GENERAL DUTIES BRANCH.—J. H. Francis to be Sqn. Ldr. in class CC. Aug.

S. W. Coleman to be Flt. Lt. in class CC. Aug.
 To be Flg. Offs. in class CC:—Apr.: E. T. Sargent. June: W. H. James, E. J. Woolgar. Aug.: J. A. Beare.

Wg. Cdr. J. Brierley relinquishes his commn. in class CC on cessation of duty. July.

Flg. Off. J. M. Warren relinquishes his commn. on account of ill-health and retains his rank. Aug.

ROYAL AIR FORCE VOLUNTEER RESERVE

GENERAL DUTIES BRANCH.—F. T. Croker to be Plt. Off. (emergency). July.

To be Plt. Offs. on prob. (emergency):—Wt. Off.: July: J. R. Smith, J. S. White, J. F. R. Jones. Flt. Sgts.: May: J. R. Emmerson, A.F.M. June: A. M. M. Hill, D.S.M., C. J. Farmery, D.F.M., W. F. Sims, J. D. Meredith, B. J. Wild, G. W. Moores, W. A. Land, J. W. Corfield, F. A. M. Shooter. July: G. A. Ledebor, C. V. Brown, G. McF. Clarke, J. A. W. Moffat, W. F. Jordan, B. H. Berridge, John Capey. Aug.: E. F. H. Cosh. Temp. Flt. Sgts.: May: Philip Brown, R. W. Henderson. June: V. G. Hudson, Robert Bertram, D. W. Shanahan. July: Leslie Henson, B. R. Terry, L. G. Hardy, A. D. Boyle. Sgts.: May, 1941: P. J. P. Banahan. Aug., 1941: William Palfreyman. Sept., 1941: A. I. McKelvie, R. H. McK. Martin. Oct., 1941: Basil Moore-Orton, H. E. Ratcliffe. Nov., 1941: W. D. Jarratt, P. H. Garrity. Jan.: G. S. Allman. Feb.: R. A. Hendrie, J. R. Childs. Mar.: W. A. Martin, D. D. O'Shea, M. D. Hutchings, A. R. Vatcher, B. S. Cobley. Apr.: B. A. Barnes, C. D. Knapp, D. V. Osborne, P. J. Timmons, A. W. Yoxon, J. R. Cross, J. W. Hearn, J. Ashfield-Salter, Frederick Mountain, A. R. Moreton, Robert McGill, P. J. Murch. May: Alfred Hossack, A. H. Pelham-Clinton, W. A. T. Morton, Walter McAdam, I. H. Masson, William Holdsworth, L. R. Davidson, E. E. Nicholls, N. A. Hattersley, G. F. Acock, P. C. Tipple, W. G. Davies, H. J. Kendrick, E. R. Richfield. June: D. E. Love, H. J. Cheston, R. A. Garka, Sydney Gulliyer, W. J. Jinks, A. C. Findlay, H. G. Johnston, T. P. Way, Eric McFarland, D. P. McLoughlin, M. J. Nettley, R. A. Griffith, J. R. Moore, R. P. Burton, P. J. Brown, R. J. A. Mills, J. B. Fletcher, L. H. Hodges, A. J. Sharpe, Hector Campbell, D. C. Sawyer, T. L. Seaman, H. J. Hillyard, D. A. Trotman, G. E. Robinson, E. R. Bolton-Smith, J. K. Thompson, J. S. Macfarlane, N. J. Stanford, H. J. Worley, C. R. G.

Rollings, E. W. Cooke, H. R. Clarke, J. P. Finessey, E. C. Hallam, G. S. Thomas, V. H. J. Barnes, R. A. Willis, P. A. Andrew. July: T. J. Cole, A. V. Patchett, A. H. Brook, R. H. Capron, V. W. Foster, W. C. Lambie, L. L. Thomas, J. R. Cassels, Edward Roberts, D. L. Maxwell, S. Y. Vitalis, K. G. Condict. Aug.: J. D. Craig, A. E. Clark. Act. Sgts.: Dec. 1941: M. M. V. L. Muller. July: H. J. S. Harmer. Cpls.: May: J. G. Champion, Gerald Percival, D. H. Payne. June: D. M. Allan. July: R. K. Weston, G. R. Taylor, M. F. Tighe. Aug.: A. J. Manning. Ldg. Acn.: Apr.: D. J. Bignell, J. W. Hooke. May: Norman Shott. June: R. G. Watts, K. W. Bakewell, D. V. Bishop, H. L. Meller, Gerard Brennan, J. H. Elder, L. R. Hastings, A. C. Bonner, R. F. Clements. July: D. S. Bosshardt, J. A. Foulkes, Jack Turton, J. H. Waterfield, A. B. Welham, J. I. M. Bell, J. W. Bewick, Arnold Booth, C. W. G. Gray, R. F. Thain, L. J. F. Trevallion, R. G. Worth, Harry Broadbent, D. J. Turner, Alan Boswell, Edward Lambert, R. S. Smith, G. S. Bray, G. S. Cruden, E. H. Beeton, Charlie Arrow, L. C. Long, I. C. Allen, F. W. Bartleet. Aug.: E. F. Campbell, P. S. Bastian, L. V. Williams, F. G. Berg, A. H. Jackson, H. E. Bonest, S. R. Jeffrey, V. J. Wotton, E. R. Midgley, John Monaghan, E. L. R. Potter.

Plt. Off. W. J. Searle is transf. to the Tech. Br. Apr.

To be transf. to the Admin. and Spec. Duties Br.:—Flt. Lts.: Aug.: H. M. Magrath. Sept.: F. A. Mosely. Flg. Offs.: Aug.: D. G. Martin. Sept.: R. M. Broadhead. Plt. Offs. (prob.): Aug.: F. Elliott. Sept.: A. Shepherd.

Plt. Off. I. A. V. Maling takes rank and precedence as if his appt. as Plt. Off. bore date Aug. 22, 1941. Reduction to take effect from July 26.

Flg. Off. J. G. Rogers relinquishes his commn. on account of ill-health and retains his rank. Aug.

The commns. of the folg. Plt. Offs. (prob.) are terminated:—Sept.: C. T. Fenn, J. E. Hunter.

AMENDMENTS.—In notifi. of July concern. W. E. N. Maywell, for Maywell read Maxwell.

In notifi. of July 28 concern. H. H. Elliott and Ralph Campbell Hayes, for Elliott read Elliot and for Campbell read Gamble.

In notifi. of Aug. 18 concern. J. R. F. Guyton, for July 2, 1942, read Dec. 19, 1941.

TECHNICAL BRANCH.—To be Act. Plt. Offs. on prob. (emergency):—July: Douglas Garden, R. E. Poole. Aug.: J. A. Lochhead, D. H. Burnett, A. J. Clark, A. W. Crook, Robert Dalgliesh, J. L. Fanner, Jocelyn Froom, G. D. Harper, G. J. Hoad, W. G. Kellaway, H. J. Lowe, R. E. Macdonald, C. M. Meredith, S. W. Norman, K. E. Owens, Malcolm Salway-Waller, L. A. Smith, W. L. Smith, H. H. T aylour, M. R. Tidmarsh, George Ulyott, J. R. Weaver, C. R. Wills.

The commn. of Act. Plt. Off. (prob.) G. A. E. Lewis is terminated. Sept.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—To be Plt. Offs. on prob. (emergency):—Sgts.: Aug.: Thomas Young (Sen. June 22), E. S. Morton (Sen. June 24). Cpl.: July: K. W. Lyon (Sen. June 22). Act. Cpl.: May: A. E. Best (Sen. May 4). Ldg. Acn.: Dec., 1941: Thomas Driscoll (Sen. Oct. 9, 1941). May: J. H. Bull (Sen. Mar. 27), T. M. Webber (Sen. Mar. 27). July: J. L. Innes (Sen. May 4), Arnold Bentley (Sen. June 22). Aug.: R. F. Whisker (Sen. June 22), Harry Robinson (Sen. July 2), John Wilkinson (Sen. July 16). Acn. 1st Cl.: Oct., 1941: L. R. Natt (Sen. Aug. 25, 1941). Jan.: L. G. Marsh (Sen. Sept. 2, 1941). May: Gordon Squires (Sen. Apr. 30). July: J. McK. Bothwell (Sen. Jan. 26), V. P. Cox (Sen. June 22), J. C. Kidd (Sen. June 22), R. J. Dennis (Sen. June 4).

Acn. 2nd Cl.: Oct., 1941: Harold Scott (Sen. June 13, 1941), H. J. Bartlett (Sen. Aug. 25, 1941), Reginald Hill (Sen. Sept. 1, 1941). Dec., 1941: Hugh Divers (Sen. Oct. 14, 1941), J. S. Peel (Sen. Nov. 24, 1941). Apr.: R. J. Roberts (Sen. Nov. 27, 1941). July: D. T. Davies (Sen. June 22). Aug.: G. T. Lightfoot (Sen. June 22), J. B. Bennett (Sen. June 22). A. C. Cochrane, A. C. Gillespie, R. G. Whiteford (Sen. July 16).

Flg. Off. C. T. Robinson is transf. to the Gen. Duties Br., Nov. 28, 1941, with sen. of that date.

Flg. Offs. relinquish their rank at their own request and are transf. to the Gen. Duties Br.:—Aug., 1941: G. E. Farquharson. June: A. Neville-Polley. July: R. F. Hayes.

Plt. Off. (prob.) E. B. Marriott is transf. to the Balloon Br. Aug.

Flt. Lt. E. J. Bowen takes rank and precedence as if his appt. as Flt. Lt. bore date Apr. 20. Reduction to take effect from May 5.

Flg. Off. W. S. Walker relinquishes his commn. on account of ill-health and retains the rank of Flt. Lt. Aug.

To relinquish their commns. on account of ill-health and retain their ranks:—Flg. Offs.: Aug.: R. M. Tyndale-Biscoe, J. E. De Kantzow. Sept.: W. T. Smith, P. H. Skey. Plt. Offs.: Aug.: P. Allen, A. W. Williamson.

Plt. Offs. (prob.):—Aug.: E. P. Hancock. Sept.: L. R. Cooper.

To relinquish their commns. on account of ill-health: Aug.: Flg. Off. A. D. Munweek. Plt. Offs.: Aug.: I. A. Hughes, N. Laycock. Plt. Off. (prob.): Sept.: L. S. Warren.

Plt. Off. (prob.) J. Myers relinquishes his commn. on ceasing to be employed. Sept.

Flt. Lt. G. F. Dugdale resigns his commn. and retains the rank of Sqn. Ldr. July.

Flg. Offs. resign their commns. and retain the rank of Flt. Lt.:—Dec., 1941: L. H. Colson, C.I.E. Aug.: C. H. Pigg, M.C.

To resign their commns. and retain their ranks:—Sept.: Flt. Lt. L. W. Grumbley. Flg. Offs.: Aug.: F. W. Hollingsworth, D. F. L. Mills.

To resign their commns.:—Sept.: Flg. Off. A. R. Sinclair. Plt. Offs. (prob.): Sept.: G. J. O'Connor, D. Webster.

The commn. of Plt. Off. (prob.) R. E. Duggan is terminated. Sept.

Flg. Off. H. O. Brown is cashiered by sentence of General Court Martial. Aug.

The notifi. of July 21 concern. Flg. Off. J. C. M. Shepard is cancelled.

The notifi. of June 16 concern. Act. Plt. Off. R. H. P. Stafford should have appeared under Admin. and Spec. Duties Br. and not Tech. Br.

The notifi. of Aug. 4 concern. Flt. Lt. A. I. Grice should have appeared under R.A.F. Regt. and not Admin. and Spec. Duties Br.

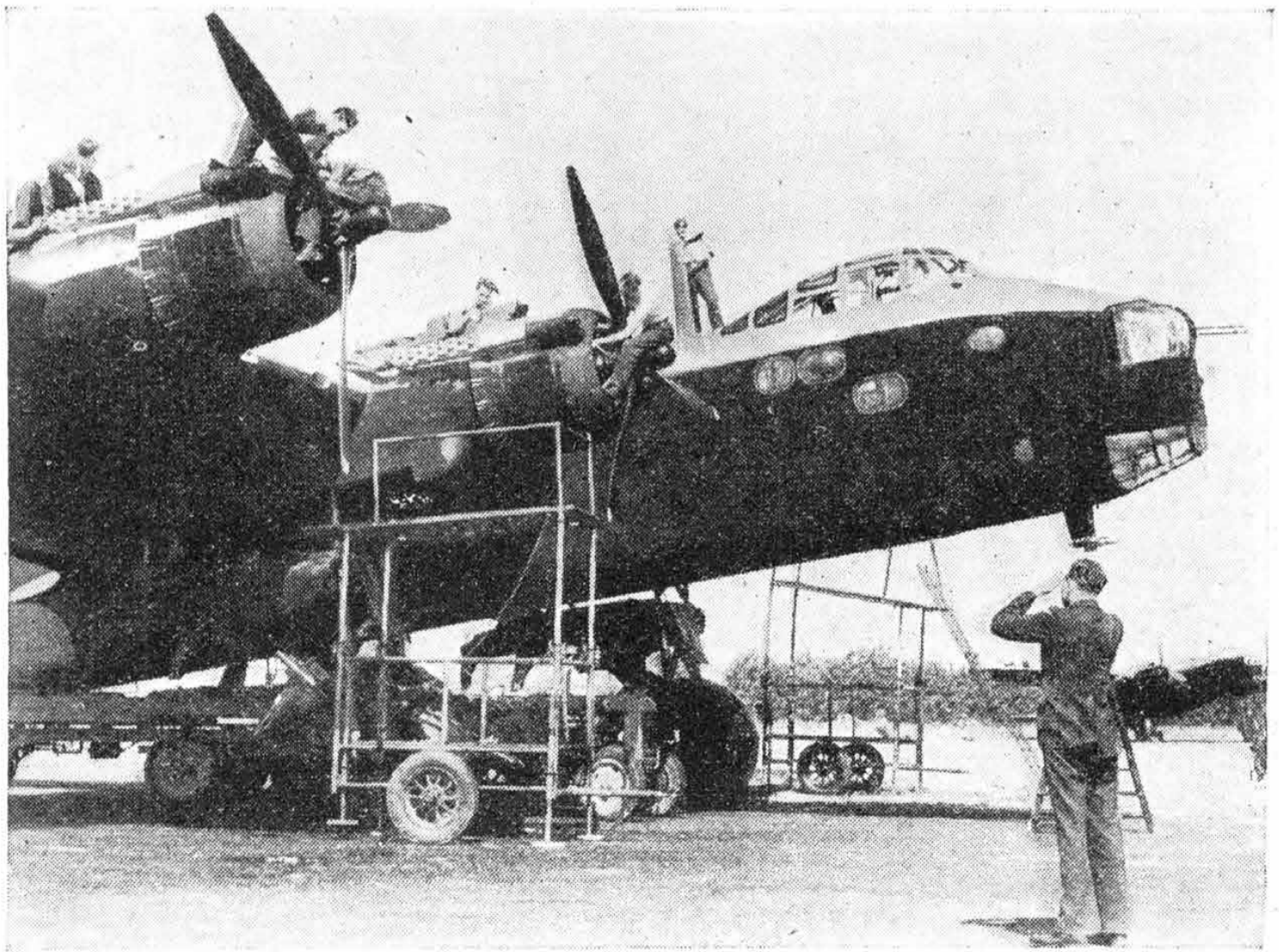
AMENDMENT.—In notifi. of Feb. 3 concern. Wt. Off. L. F. T. Saunders, for Act. Plt. Off. read Flg. Off.

TRAINING BRANCH.—Act. Plt. Off. J. W. H. Spring resigns his commn. Aug.

EQUIPMENT BRANCH.—To be Plt. Offs. on prob. (emergency):—Cpls.: Jan.: Clifford Pearson (Sen. Dec. 20, 1941). May: C. J. Joel (Sen. Apr. 22). Ldg. Acn.: Aug.: D. G. Boyd (Sen. July 22).

To be Act. Plt. Offs. on prob. (emergency):—Sgt.: July: J. S. Holbrook (Sen. June 25). Cpls.: H. G. Richards, L. J. F. Cox, Colin Campbell (Sen. June 24), N. C. Henwood, J. A. Duggan, K. W. Arnold, John Kevan (Sen. June 25).

(The rest of the appointments under this date will be published next week.)



MONSTER AND MIDGETS.—The size of a Short Stirling bomber made obvious by comparison with its ground crew swarming over it.



DOWN MEXICO WAY.—A Douglas DC-2 of the Pan-American Airways System on the new Central Airport at Mexico City, which is said to be one of the finest aerodromes on the American continent.

Overseas Routes for the U.S. Air Lines

TRANSPORT SERVICES throughout the World are to be operated by the U.S. air line companies for the Air Transport Command of the U.S.A.A.F. The companies will operate under contract to the Air Transport Command, probably on a cost-plus basis, and will provide their own pilots, navigators, mechanics and other personnel, which will be trained in their own schools. Air crews of the air lines who are on the U.S. Army Reserves are not expected to be called up unless permission has been obtained from Brig.-General H. L. George, Chief of the Air Transport Command.

New aeroplanes are to be assigned to the air lines for these increased operations, as from August, and will carry the insignia of the Air Transport Command. The programme for the air lines is likely to be reviewed again at the beginning of next year in the light of the increased production of transport equipment which is scheduled for 1943.

The air lines have been assured that the U.S. Army has no intention of taking them over and that the commercial schedules which are being operated at present will remain practically unchanged. The routes throughout the World which are to be flown by the air lines will be prescribed by the Air Transport Command, which will also direct the operations over these routes. Mail, freight and personnel will be carried to all the combat areas of the United Nations.

The companies involved in the programme are:—American Airlines, Braniff Airways, Eastern Air Lines, Northeast Airlines, Northwest Airlines, Pan American Airways, Transcontinental and Western Air, United Air Lines, and Western Air Lines. Some of the foreign operations of these companies were reported in "American Aviation" of Aug. 1 to have been started and were expected to be expanded in August. The rest of the internal air line companies, numbering about nine, will probably be included in the overseas operations in the near future.

Scottish Winter Schedules

WINTER SCHEDULES for the services of Scottish Airways Ltd. came into operation on Oct. 5. Two services a day will be flown between Inverness and Kirkwall, and there is a through service daily between Inverness, Kirkwall and Shetland. No services are run on Sundays.

Two services daily, except on Sundays, are operated between Glasgow, Campbeltown and Islay. On the Glasgow, Tiree, Benbecula, North Uist and Stornoway route a daily service, except on Sundays, will be flown from Oct. 5 to Nov. 7 and again from Feb. 2, 1943. Between November and February there will be a service calling at all points three times a week, alternating with a service from Glasgow, to Stornoway three times weekly, with a stop at Tiree only.

The Lisbon Headquarters

NEW OFFICES for the British Overseas Airways Corporation at Lisbon were officially opened on Sept. 29 by the British Minister, Mr. James Barfour. The offices are at Avenida da Libertade. From all accounts new premises for the Corporation have been needed at Lisbon for some time.

The Accident at Botwood

A FEW more details are known of the accident to the American aeroplane which crashed at Botwood, Newfoundland, on Oct. 3 and in which 11 people were killed. The machine was the Vought Sikorsky VS-44A Excalibur of American Export Airlines, and those killed included six passengers and five of the crew of 11.

The Excalibur was on its way to Foynes, and the accident happened when it was taking off from Botwood. The cause of the accident is not known, and no further details had been received in London by the end of last week.

General sympathy will be felt with American Export Airlines which has been doing so well with its three VS-44A flying-boats since it started operating across the Atlantic in June this year. Since July 15 three services a week have been flown in both directions, with mails, passengers and freight, and at the time of the accident the services were right up to schedule.

A New Air Mail Letter Service

A NEW air mail letter service is to be introduced for the Forces overseas some time in December. The new air mail letters will be sealed and must be written on a special form which will be obtainable from post offices on prepayment of the air postage rate for the letter of 6d.

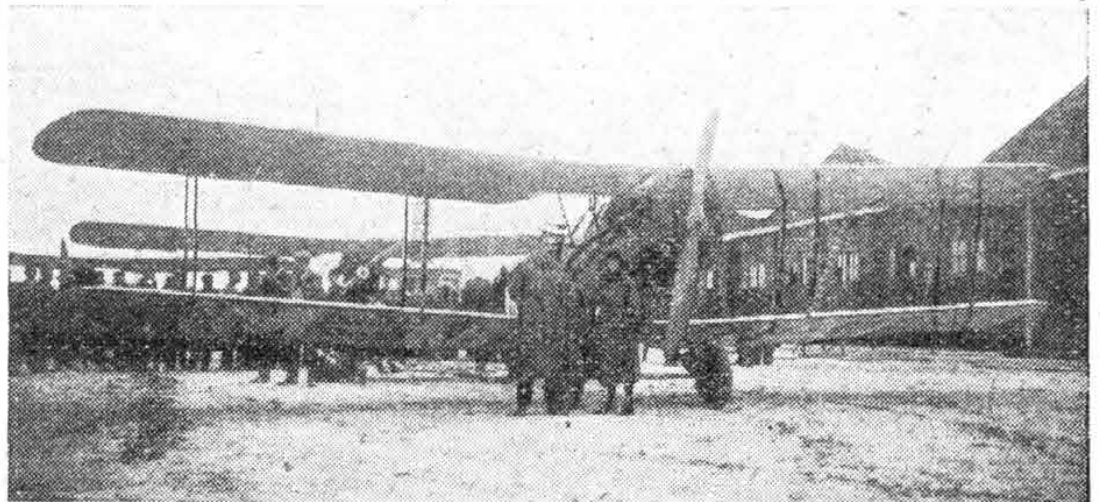
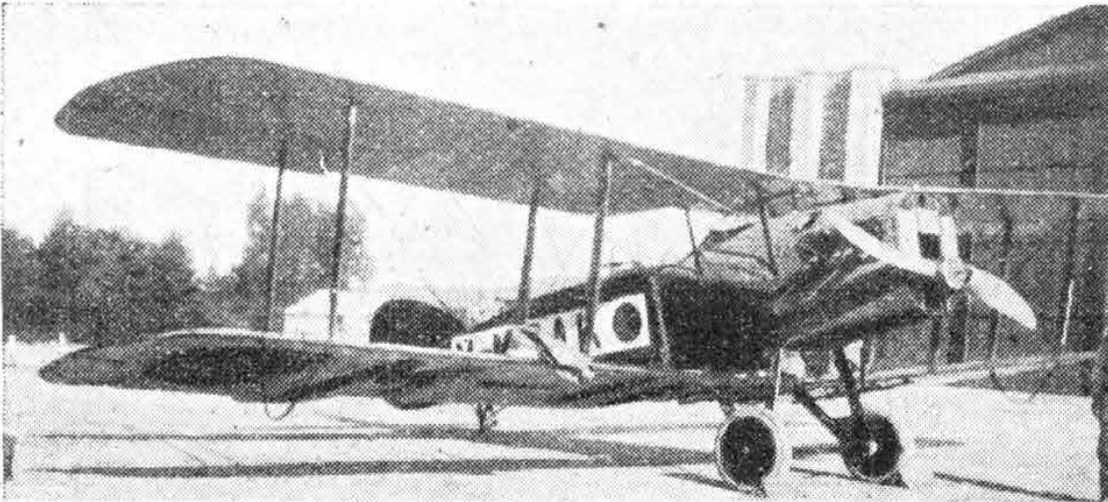
The new letter service will be available for the following:—

1. Middle East Force (Egypt, Anglo-Egyptian Sudan, Palestine, Transjordan, Cyprus and Syria).
2. East Africa Force (Kenya, Uganda, Tanganyika Territory, Zanzibar, Madagascar, Mauritius and Seychelles).
3. Persia-Iraq Force.
4. H.M. Army and R.A.F. in India, Ceylon, Aden, British Somaliland, Abyssinia, Eritrea and Somalia (Italian Somaliland).
5. H.M. Army and R.A.F. in Malta.
6. H.M. Ships, care of G.P.O., London (including merchant ships on Government non-commercial service), serving in the Eastern Mediterranean, including Malta and the Red Sea, and the East Indies Station, including the Persian Gulf and in East African waters.
7. Merchant ships on ordinary commercial service, other than those whose address is care of the G.P.O., London, calling at ports in the areas from 1 to 5 mentioned above.
8. Force Overt, care of the G.P.O., London, if serving in the areas covered in numbers 1 to 5.
9. Forces care of the Army P.O., followed by a number, intended for, or serving in, areas covered by 1 to 5.
10. Fighting French Forces, if serving in areas in 1 to 4.

When the new service is introduced the air mail post card services will be suspended, except for Malta, which at present has no airgraph. The new letter service will be similar to the closed communication which members of the British Forces overseas have been sending home for some time.

The Postmaster-General, announcing the new service on Oct. 7, stated that extra provision for air mails in aeroplanes had made the service possible. Airgraphs would always receive first priority in transmission by air and would remain the cheapest, as well as the fastest, means of communicating with the Forces.

SIDELIGHTS FROM THE PAST—XLI



1921.—(Left) A Bristol Fighter (one 300 h.p. Hispano-Suiza motor) at Lympe en route for Spain. (Right) Three of the same machines on arrival at Cuatro Vientos aerodrome, near Madrid.

DELIVERIES TO SPAIN—1921

THOSE WHO LOOK forward with trepidation to the terrors of a post-war fully-planned World might do worse than turn round and look back with dismay upon the completely unplanned (or nearly so) World of the post-Great War period of the early 1920s.

Civil aviation had been foreseen; a code of regulations became operative in the United Kingdom in April, 1919; it became international in August of the same year, and the London-Paris air route opened. But the planning was hampered for lack of money. Air transport firms started, operated for a time, then closed down or suspended schedules. "Joyride" concerns were born, flourished and died. Taxi charter firms eked out a precarious existence. Aircraft manufacturers made motor-car bodies (and what else besides?) to keep their factories going. The Aircraft Disposal Co. took over from the Aircraft Disposal Board and sold ex-war aircraft at prices with which manufacturers could scarce compete.

In March, 1920, the first line strength of the R.A.F. was one-eighth of its war-time peak. In Britain were thousands of men who could fly. But there were jobs for only a few. Some were regular jobs with aircraft firms who needed test pilots, air line jobs, taxi jobs, joyride jobs. The tenure of most was uncertain. There were odd jobs to be picked up by free lance pilots, and there were commissions for test flying. There were perhaps a dozen or 20 "regular" free lance pilots. They took on all jobs that offered and flew anything anywhere. Commissions ranged from a day to a few weeks or months.

There were no real rules or regulations for these pilots. They flew over unorganised routes with relatively unreliable engines. There were no spares, no radio, no real ground control. The free lance pilot was his own master. Pay, on the whole, was good. Usually the quicker a job was done the more money a pilot could earn, because he was paid on a flat-rate basis—so much for a job. When engine trouble caused delay he lost on the deal.

The first rush job for the free lance pilots came in 1921 after the Riff rising in Spanish Morocco led by Ab-del-Krim. Spain then became one of the first countries to expand her air force. Orders were placed by the Spanish war office in Britain and France. British aircraft ordered were the Bristol Fighter, the D.H.4, and D.H.9a. Suppliers were the Bristol Aeroplane Co. Ltd., de Havilland Aircraft Co. Ltd., and the Aircraft Disposal Co. Ltd.

Speed in delivery was the essence of the contracts. Quotations were for delivery in Madrid. The companies found it was quicker to erect in England and deliver by air than to crate, ship, rail and erect and test in Spain. It cost no more. For the first time the demand for pilots exceeded the supply. Some pilots who had not flown since 1918 or 1919 then entered the ranks of the civil pilots.

The route to Spain was from Bristol to Croydon or Lympe (Customs), across the Channel by Folkestone-Gris Nez (circling above the ground station to allow the aeroplane to be recognised so that its safe arrival over France could be telephoned to Lympe), Le Bourgët (Customs), Tours (military aerodrome), Merignac-Bordeaux (Customs), Lasarte-San Sebastian (Spanish Customs), across the Pyrenees to Burgos, thence across the Guadarrama mountains to Cuatro Vientos aerodrome, Madrid.

Among the pilots who flew the Madrid run were Milne, Ortweiler Richardson (all subsequently killed in



Pilots flying British machines to Spain at Lasarte aerodrome in 1921. (Right to left) Bernard C. Rice, the aerodrome manager, Frank T. Courtney, Charles D. Barnard, Larry Carter's father, and one unknown.

a crash at Madrid), Bernard C. Rice (afterwards killed in a motor accident), Leslie Foot (killed while flying in 1923), Larry Carter (who crashed in a racing aeroplane in 1925 and died in 1926), Rex Stocken (now a Wing Commander in the R.A.F.), C. D. Barnard (now personal pilot to a senior R.A.F. officer), Hearn, Tait Cox, Norman Macmillan, Frank Courtney, and Hereward de Havilland.

Those pilots flew the one-way route several times over, delivering aircraft as fast as they could. The passage of the British aircraft through France was not wholly popular, and there was little alacrity in providing the essential petrol and oil at each stop. Delays of several hours were the rule. More time was spent on the ground than in the air.

The short stages of the flying schedule were unavoidable because of the short duration of flight and relatively slow speed of the aircraft. The Bristols were all fitted with direct drive 300 h.p. Hispano-Suiza engines, which gave them a maximum speed of about 128 m.p.h. Their tankage gave them a duration of about 2 hours 40 minutes when cruising at about 110 m.p.h.—rather fewer than 300 miles in still air.

Although the aircraft were not accepted until they reached Madrid, they left England with Spanish civil markings, bearing the letter M as their country of ownership. They were painted with Spanish military markings after being taken over by the aviation authorities in Madrid.

Lasarte, lying close to the foothills of the Pyrenees, must have been one of the smallest aerodromes in Europe. The maximum run was about 180 yards, little enough even for the slow-landing but brakeless and flapless aircraft of those days. Yet no British pilot ever damaged a machine at Lasarte.

Few machines crashed anywhere; one was written off in the swamps of the Landes in a clearing amid gum pines; two crashed near Bordeaux when they were caught by nightfall. Others which made forced landings were repaired by the pilots and flown on. No pilot was killed or injured on the run.

BOOK REVIEWS

Copies of any of the books published in Great Britain can be obtained from "The Aeroplane," Book Dept., Bowling Green Lane, London E.C.1. Postage on books up to 10s. 6d. is 6d.; orders for £5 or more are post free.

How To Use the Navigator's Tools

AIR NAVIGATION FOR CADETS. By D. E. Webster. 7 in. by 8½ in. 87 pp. Illustrated. Published May 29, 1942, by J. M. Dent and Son Ltd. Price 2s. 6d.

A WELL-WRITTEN TEXT-BOOK is like a smoothly flowing stream and certainly this book carries the reader along without the effort of paddling his own canoe. Without any great concentration the reader finds that he has grasped the author's points and nowhere is he left on a mudbank to push himself off by reading the last few paragraphs again—the funny part slowly. His efforts are conserved for the working of a large number of carefully planned and interesting exercises.

The underlying theme of the text is the "navigator's tools," namely, the map, the compass, the airspeed indicator and the altimeter. The cadet will have a valuable knowledge of the use and construction of these "tools" after a pleasant few hours with this book.

There is, unfortunately, among many writers and teachers a lack of appreciation of the distinction between pilot-navigation and true navigation. Before a cadet is allowed (or, for that matter, is able) to put his true navigation into practice and sit in an aeroplane with a plot in front of him on which he can work with any intelligence, he must learn and be experienced in the methods of navigation adopted by the pilot navigating himself—call them "rough and ready navigation," "mental D.R.," "cross-country procedure," "map-reading pilotage," or what you will. It is a different technique from navigation proper, but it is a necessary preliminary and an indispensable adjunct thereto. One could wish that the author had extended his admirable chapter on map-reading to a full discussion of pilot-navigation as his lucid methods of exposition would have been invaluable to a Cadet in this connection.—NAVIGATOR.

American Aeroplanes

THE AIRCRAFT YEAR BOOK FOR 1942 (24th Annual Edition). Edited by Howard Mingos. 9 ins. by 6 ins. 693 pp. Many photographs and outline G.A. drawings. Published by the Aeronautical Chamber of Commerce of America, Inc., New York. \$5.

THIS YEAR'S EDITION of "The Aircraft Year Book" is slightly disappointing in that it contains little new information beyond that given in last year's edition apart from the general story of the expansion of the American Aircraft Industry and through it the U.S. Army Air Forces and American Naval Aviation. The lack of details of new types must be attributed to the zealous American censorship which appears to have deleted some of the facts and figures which appeared in the Year Book for 1941 and are still relevant.

With these reservations the Year Book is as usual a first-class job. The emphasis is more strongly on the production aspect of aeronautics than it was before, but the organisation of the Army and Navy Air Arms, the Training Programme, Civil Aviation, Air Transport, and the Airports are all thoroughly covered.

"The Aircraft Year Book for 1942" will take its place in after years as one of the historical documents of this War.—P.G.M.

Guide to Vibration

FUNDAMENTALS OF VIBRATION STUDY. By R. G. Manley. With a foreword by W. Ker Wilson, D.Sc., Ph.D. 5½ in. by 8½ in. 128 pp. Illustrated. Published, 1942, by Chapman and Hall. Price 13s. 6d.

THIS work is primarily intended for beginners and is of an introductory nature. It is confined to the study of the principal fundamental systems which, either singly or collectively, are to be found in most types of machine or mechanism subject to dynamic influences. The author confines himself to the technique of frequency calculation and to the mathematical methods of vibration analysis and does not, therefore, include any descriptions of mechanical devices for eliminating or damping vibrations.

The treatment is curt and, if anything, is perhaps too much so. Written, as it is, to fill the gap between the most elementary work and that of the expert much more explanatory matter could have been provided for the benefit of the student. There is a great need of such a work and Mr. Manley is to be commended on his effort to meet it. The book should find a ready market among those who wish to take up this branch of engineering science.—D.M.C.

For the "Stress Merchant."

PRACTICAL AIRCRAFT STRESS ANALYSIS. By D. R. Adams, A.F.R.Ae.S. Third Edition. 5½ in. by 8½ in. 168 pp. Illustrated. Published June 10, 1942, by Pitman. Price 8s. 6d.

THE third edition of this valuable little book shows its popularity. It can be thoroughly recommended to all draughtsmen, junior stressmen and any others who wish to get a good general grounding in stressing.

The examples in the text cover a wide range of problems, and although they refer in the main to light aircraft the principles are carefully dealt with, and thus give a very good guide to much higher loads normally found in military aircraft at present.

Minor criticisms are that the tables of B.S.S. and D.T.D. specifications could be dispensed with as the information is easily obtainable and more useful tables such as that on timbers (I.5) could be included in their place. In future editions the numbering of paragraphs and figures might be altered as at the moment the different systems are confusing.—R.L.L.

Allies Across the Channel

UN SEUL ENNEMI: L'ENVAHISSEUR. By Paul Simon. With a Preface by General de Gaulle. 4½ in. by 4½ in. 196 pp. Published 1942 in French by the Continental Publishers and Distributors Ltd. Price 5s.

A FIRST-HAND account of France in the tentacles of the German octopus, this book springs forcefully from the pen of one who himself risked his life for many months in a struggle to sustain French resistance. The production and distribution of the clandestine journal "Valmy" by a devoted band of friends was a heroic undertaking stranger than fiction. The press was controlled, no duplicating machines could be bought, and owners had to declare those they had, so that "Valmy" was first printed on a child's printing machine, with the type set by hand—a laborious process—and then on typewriters, with equipment "acquired" from a German bureau. It ran in monthly numbers from Jan., 1941, to Aug., 1941. Like other journals of the same kind, once distributed, "Valmy" was copied again and again.

M. Paul Simon escaped from France only recently, and his account of French reaction to the German occupation is of vital interest to Great Britain. The French "welcome the bombing of factories which work for the enemy. They welcome it as a necessary evil, but do not delight in it." Since Laval's rise to power 95 per cent. of the people in both Occupied and Unoccupied France support de Gaulle, according to M. Simon, and cannot understand why his organisation is not recognised by the Allied Nations as the official French Government, as are the exiled Governments of other occupied countries.—J.J.B.

A Companion to Trainees in Air Navigation

TEACH YOURSELF AIR NAVIGATION. By "Kaspar." 4½ in. by 7½ in. 186 pp. Illustrated. Published 1942 by The English Universities Press. Price 2s. 6d.

THE TEXT of this book throughout its 186 pages bears the stamp of one who has had much experience in the difficulties of elucidating the subject of Air Navigation for students who have had little or no opportunity for gaining the valuable background of practice to assist them in their study of the theory. It is intended to provide the student with a sound theoretical knowledge—and it will achieve that object because the author knows well the stumbling blocks over which the inexperienced student trips and he deftly removes them by clear and concise explanation.

The book is not an exhaustive treatise, but on the other hand it is not too elementary. (There is too great an abundance of the "elementary" and consequently misleading books on this subject.) It covers in a most admirable manner all the ground work which a navigator (and, incidentally, a pilot) requires in the early stages of training. The Foreword claims that the book should prove useful to A.T.C. Cadets and to trainees at Initial Training Wings, but it will be a companion to Cadets for much longer than that. Many instructors will themselves find it immensely useful, especially the diagrams.

Its value would be enhanced by an index, but the arrangement of the text in a proper progression of subjects as they are most easily learnt should relieve any inconvenience in this respect. Undoubtedly it is in the first rank of the substantial flight of books written for students of air navigation.—NAVIGATOR.

FORTHCOMING EVENTS

- Oct. 16.—**Glasgow**.—S.C. No. 35 (Glasgow and West of Scotland R.S.A.).—Meeting at Cooper's Smokeroom, Howard Street.—19.30 hrs.
- Oct. 16.—**Hoddesdon**.—S.C. No. 128 (Hoddesdon).—Meeting at the Clock House.—19.30 hrs.
- Oct. 16.—**Stapleford**.—S.C. No. 159 (South Erewash R.S.C.).—Meeting at Constitutional Club.—18.45 hrs.
- Oct. 16.—**Dorking**.—S.C. No. 182 (Dorking A.T.C.).—Meeting.—Dorking County School.—19.30 hrs.
- Oct. 16.—**Preston**.—S.C. No. 249 (Preston and District S.C.).—Meeting at the Central Police Station.—19.30 hrs.
- Oct. 17.—**Maidstone**.—South Eastern Regional Council.—Sub-Committee Meeting.—At the Grammar School for Boys, Barton Rd.—15.30 hrs.
- Oct. 18.—**Cheshire**.—R.O.C.C. Branch 55 (N. Cheshire).—Meeting at the Swan Hotel, Bucklow Hill.
- Oct. 19.—**Hanwell**.—S.C. No. 111 (Ealing and District).—Meeting.—At Drayton Manor County School, Drayton Bridge Road.
- Oct. 20.—**Streatham**.—S.C. No. 13 (S. London).—Meeting at St. Joseph's College, Crown Point.—20.00 hrs.
- Oct. 20.—**Newport**.—S.C. No. 40 (Newport).—Meeting at the Newport Corn Exchange.—19.30 hrs.
- Oct. 20.—**N. London**.—S.C. No. 156 (Islington).—Meeting at the Northern Polytechnic, Holloway Road, N.7.—19.00 hrs.
- Oct. 21.—**Stoke-on-Trent**.—S.C. No. 60 (Stoke-on-Trent R.S.C.).—Meeting.—Back Glebe Street.—19.00 hrs.
- Oct. 21.—**Belfast**.—S.C. No. 151 (The Belfast Roof Spotters No. 1).—Meeting at 45, Howard Street.
- Oct. 21.—**Sheffield**.—S.C. No. 178 (Sheffield and District R.S.C.).—Meeting at Messrs. George Senior and Sons, Ltd., Ponds Forge, Sheaf Street.—19.00 hrs.
- Oct. 21.—**Newcastle**.—S.C. No. 272 (Tyneside).—Meeting at the Crow's Nest Hotel, Haymarket.—19.00 hrs.
- Oct. 22.—**London**.—S.C. No. 142 (City of Westminster).—Meeting at Thornycroft House, Smith Square.—18.00 hrs.
- Oct. 23.—**Reading**.—S.C. No. 53 (Reading).—Meeting.—Abbey Gate Way.—19.15 hrs.
- Oct. 23.—**Dorking**.—S.C. No. 182 (Dorking A.T.C.).—Meeting.—Dorking County School.—19.30 hrs.
- Oct. 24.—**Brighton**.—South Eastern Regional Council.—Sub-Committee Meeting.—At Brighton A.R.P. H.Q., Circus St.—15.30 hrs.
- Oct. 25.—**Watford**.—R.O.C.C. Branch 3 (Hendon).—Meeting.—At Watford Public Library.—10.30 hrs.

New Appointments

MAJOR C. H. CHICHESTER SMITH, D.S.C., has joined the Board of the Fairey Aviation Co. Ltd.

After 54 years of continuous service with Bell's Asbestos and Engineering, Ltd., Mr. E. C. Little has been appointed to the Board of the Company

New Patents

APPLICATIONS ACCEPTED

- 547,598.—**H. J. Nichols**.—Apparatus for use in aerial bombing.—Oct. 27, 1939.
- 547,585.—**Fairey Aviation Co., Ltd.**, and **H. E. Chaplin** and **A. G. Petts**.—Covers or hoods for the cockpits of aircraft, motor boats, and the like.—June 13, 1941.
- Opposition period expires Nov. 16, 1942.
Printed specifications available Oct. 1, 1942.

PERSONAL NOTICES

BIRTHS

- Bennett**.—On Oct. 3, at Maidenhead, to Marjorie, wife of Flt. Lt. R. O. Bennett, R.A.F.V.R., of Gt. Missenden—a son.
- Binks**.—On Oct. 4, at Twickenham, to Vivienne (née Langdale-Selby), wife of Sqdn. Ldr. Anthony F. Binks, R.A.F.—a son.
- Briant**.—On Oct. 5, at Bridgnorth, Salop, to Gwendolyn Mary (née Braund), wife of Cpt. J. D. Briant, R.A.F.V.R.—a daughter.
- Bryan**.—On Aug. 30, at Birmingham, to June (née Lammass), wife of Pilot Off. F. N. Bryan—a daughter.
- Chaldecott**.—On Oct. 3, at Cardiff, to Kathleen (Kay) (née Jones), wife of Flt. Lt. John A. Chaldecott, R.A.F.V.R.—a daughter.
- Cuff**.—On Oct. 1, to Bubbles (née Young), wife of Flt. Lt. Hugh J. Cuff, A.A.F.—a son.
- Fleming**.—On Sept. 30, at Bedford, to Mary (née Andrews), wife of Sqdn. Ldr. H. C. Fleming, R.A.F.—a son.
- Griffin**.—On Sept. 29, to Jill (née Bashford), wife of Flt. Lt. John Griffin—a daughter.
- Halahan**.—On Sept. 26, at Dorchester, to Cicely (née Powell), wife of Wing Commander P. J. H. Halahan, D.F.C., R.A.F.—a son.
- Haward**.—On Sept. 23, at Peterborough, to Constance (née Moss), wife of Flt. Lt. N. H. Haward—a daughter.
- Houlding**.—On Oct. 6, at Norwood, Middlesex, to Jean (née Westead), wife of Flt. Lt. R. Neville Houlding, R.A.F.V.R.—a son.
- Judson**.—On Sept. 22, at Cambridge, to Viki (née Violet Downs), wife of Sqdn. Ldr. Alan Sheffield Judson, D.F.C.—a daughter.
- Lloyd Evans**.—On Oct. 1, at Aldershot, to Marjorie (née Bailey), wife of Flt. Off. Lloyd Evans—a son.
- Martin**.—On Oct. 6, at Newcastle-on-Tyne, to Sheila, wife of Pilot Off. Charles S. Martin, R.A.F.V.R.—a son.
- Meinertzhagen**.—On Oct. 2, at 3, Wilbraham Place, S.W.1, to Marguerite (née Leonard), wife of Sqdn. Ldr. Daniel Meinertzhagen, R.A.F.V.R.—a son.
- Oliver**.—On Sept. 29, at Prestatyn, to Ursula (née Thornton), wife of Flt. Lt. W. B. Oliver, D.F.C., R.A.F.V.R.—a daughter.
- Robinson**.—On Oct. 5, at Winchester, to Ann (née Tetlow), wife of Flt. Lt. P. J. M. Robinson, R.A.F.V.R.—a son.

- Seear**.—On Oct. 7, at University College Hospital, London, to Heather (née Davies), wife of Flt. Lt. J. E. Seear, R.A.F.V.R.—a daughter.
- Smith**.—On Oct. 1, at Watford, to Pat (née Grey), wife of Wing Commander R. L. Smith—a daughter.
- Wasse**.—On Oct. 5, at Taunton, to Rosemary (née Thurston), wife of Wing Comdr. K. M. MacLeod Wasse, D.F.C., R.A.F.—a daughter.
- Willis**.—On Oct. 3, at Newbury, to Nancy (née Thurlow), wife of Flt. Lt. H. G. Willis, R.A.F.V.R.—a son.

FORTHCOMING MARRIAGES

- Du Port—Paterson**.—The engagement is announced and the marriage will take place early in November between Lieut. (A) John A. M. Du Port, R.N.V.R., son of the late Lieut.-Col. O. C. Du Port, D.S.O., R.A., and of Mrs. Du Port, of Southern Rhodesia, and First Officer Nora L. Paterson, W.R.N.S., daughter of Surgeon Captain A. S. Paterson, R.N., and Mrs. Paterson, of Hogsthorpe, Lincs.
- Hills—Barshall**.—The engagement is announced between Capt. W. Hyde Hills, R.A., only son of Mr. J. Stuart Hills, of Sevenoaks, and Sgt. Renata Barshall, W.A.A.F., elder daughter of Mr. and Mrs. F. M. Barshall, of Hampstead.
- Kent—Davis**.—The engagement is announced between Lieut. James Mervyn Kent, R.A., younger son of the late Mr. J. W. Kent and of Mrs. E. J. Kent, of Croydon, and Theresa F. M. Davis, W.A.A.F., only daughter of Mr. J. A. Davis and the late Mrs. B. C. Davis, of Newbridge, Eire.
- Laird—Park**.—The engagement is announced between Sqdn. Ldr. J. Stuart Laird, R.A.F., elder son of Mr. and Mrs. J. Laird, of Old Bosham, and Lucy, elder daughter of Mr. and Mrs. C. Park, of Malahide, Co. Dublin.
- McKenzie—Bull**.—The engagement is announced between Flt. Off. H. A. McKenzie, R.N.Z.A.F., elder son of Mr. and Mrs. Lachlan McKenzie, of Waipukurau, New Zealand, and Ruth Cecil Bull, W.A.A.F., daughter of Mr. and Mrs. J. Cecil Bull, of Stevenage, Herts.
- Ogilvie—Lane**.—The engagement is announced between Flt. Lt. Bruce Ogilvie, son of Mrs. H. M. Ogilvie, of Lymm, Cheshire, and Jean Lane, daughter of Mr. and Mrs. R. Graham Lane, of Salterton, South Devon.



RECONNAISSANCE CONNOISSEUR.—Photographs brought back by aeroplanes of the Royal Air Force and the Fleet Air Arm yield a wealth of information to the skilled eye. Group Capt. Victor Laws, O.B.E., Deputy Director of Photography, R.A.F., is here seen in his office at the Air Ministry.

- 547,770.—**Blackburn Aircraft, Ltd.**, **E. Doherty** and **C. P. J. Truyens**.—Means for sealing the gap between fixed and relatively movable aerofoil surfaces.—May 6, 1941.
- 547,771.—**S. E. Opperman** and **Ganwick Estates, Ltd.**—Retractable undercarriages for aeroplanes.—May 13, 1941.
- 547,756.—**R. W. Jameson**.—Apparatus for preventing ice formation on aircraft or for de-icing aircraft.—May 31, 1941.
- Opposition period expires Nov. 23, 1942.
Printed Specifications available Oct. 8, 1942.

Company Notices

INCREASES OF CAPITAL

- B.K.L. Alloys, Ltd.**—Nom. cap. increased by £16 beyond the reg. cap. of £30,000.
- British Earthmoving Machinery Co., Ltd.**—Nom. cap. increased by £7,000 in £1 ordinary shares beyond the reg. cap. of £3,000.

MORTGAGES AND CHARGES

- Aero-Tanks, Ltd.**—Particulars filed of series of five per cent. debentures (three of £2,000 each), authorised Sept. 4, 1942, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.
- G.Q. Parachute Co. Ltd.**—Assignment on Aug. 24, 1942, of proceeds of a contract to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Ross—Walton.—The engagement is announced between Pilot Off. D. D. Ross, R.C.A.F., of Quebec, Canada, and Jean Walton, of Oakham, Rutland.

Steel—Carless.—The engagement is announced between Thomas O. D. Steel, R.A.F.V.R., only son of the late Mr. A. D. Steel and of Mrs. Steel, of Hereford, and Josephine Carless, F.A.N.Y., younger daughter of the late Major Carless and of Mrs. Carless, of Carfax, Hereford.

Ward—Campbell—Leeds.—The engagement is announced between Mr. D. C. Ward—Campbell, R.A.F.V.R., son of Mrs. Mildred Ward—Campbell, of Vancouver, B.C., and London, and Sylvia Guion, daughter of the late Lieut.-Col. T. L. Leeds and of Mrs. Leeds, of New York.

MARRIAGES

Aedy—Noone.—On Sept. 5, at Edinburgh, Sgt. Ronald G. Aedy, R.A.F., elder son of the late Capt. A. G. Aedy and Mrs. Aedy, of Kingston-on-Thames, to Alfreda, daughter of Mr. J. Noone and the late Mrs. Noone, of Ballinasloe, Co. Galway.

Andrade—Ballard.—On Sept. 26, at Mapledurham, Sqdn. Ldr. Trevor J. Andrade, elder son of Prof. and Mrs. E. N. da C. Andrade, to Elizabeth Mary, elder daughter of Colonel and Mrs. John Ballard, of Over Worton, Oxon.

Bayliss—Brownrigg.—On Oct. 3, at Pirbright, Surrey, Flt. Lt. Derek Bayliss, R.A.F., elder son of Mr. and Mrs. C. T. Bayliss, of Solihull, Warwickshire, to Maureen, only daughter of the late Mr. A. Brownrigg and Mrs. Brownrigg, of Pirbright.

Crook—Moore.—On Oct. 3, at Chis'ehurst, Flt. Lt. Charles S. Crook, R.A.F.V.R., only son of the late C. W. Crook, and of Mrs. Crook, of Sidcup, to Barbara, younger daughter of Mr. and Mrs. L. J. Moore, formerly of Lee, S.E.12.

Day—Kitchin.—On Oct. 3, at St. Mary's, Hendon, Sgt. Pilot Allan R. A. Day, son of Capt. R. Crewdson Day, to Joyce Nora Mary, daughter of Mr. and Mrs. L. A. Kitchin.

Mustard—Downs.—On Oct. 3, at Epsom, Lt. P. P. Mustard to A/Sec. Off. Margaret (Binty) Downs, W.A.A.F.

Naylor—Cowie.—On Oct. 3, at Oxford, Flt. Off. J. E. H. Naylor to Mary Frances Cowie, daughter of Colonel and Mrs. H. E. C. Cowie.

CORRESPONDENCE

Auxiliary Aircraft Carriers

IN THE AEROPLANE of September 25, in "News of the Week," there are one or two things I would like to discuss in your paragraph re Mr. A. V. Alexander's speech of September 19.

First, in your list of carriers lost since the war began, you appear to have omitted H.M.S. Audacity, an auxiliary carrier, whose loss was announced by the Admiralty some time ago, which brings the total to six. Four new carriers are out, which have been officially announced, leaving us two down. But this does not mean that there are no others whose existence is unknown.

Secondly, three years to build a carrier would only apply to the big 23,000-tonners such as the Illustrious. I believe I am right in stating that the Audacity was a converted banana-boat, taking only six months to convert, and it would be logical to assume that she was the first of many of her type.

Again, building a carrier from scratch on the lines of these converted types would take little longer than a year, a fact of which one feels that the Admiralty would surely take advantage.

Since the Malta Convoy battle and the more recent Arctic one, the great effectiveness of fighter-laden carriers is also ample justification of more of them and I, for one, although not complacent, feel sure that 1943 will show a surprising spate of new ones.

One more thing, not unconnected with the above—I deplore the inaccuracies of which many papers of high standing, including weeklies, are guilty, e.g., "R.A.F. (!) fighters flown by R.A.F. pilots were used from carriers in the Malta Convoy battle." In fact, the fighters used—Martlets, Fulmars and Sea Hurricanes—were flown entirely by Naval pilots, so why not give them the credit?

N.B.—Naval fighters scored in Malta and Arctic Convoys at least 70 certainties, lost five pilots and 12 aircraft, which compares more than favourably with R.A.F. figures at their best in the Battle of Britain! H.L.C.

[We did not reckon the Audacity because she was only an Auxiliary carrier. Other than the Implacable and Indefatigable, there can be no new full-sized carriers for several years. Merchant ships of 10,000 to 15,000 tons can be converted, in a few months, into auxiliary carriers.]

We take every opportunity of praising the courage and tenacity of Naval pilots. They are at long last getting fighter aircraft worthy of them; the same cannot be said about torpedo-carrying aircraft.—ED.]

The Secrecy Ostrich

WITH reference to the small extract from the German communiqué in your issue of Sept 25, it may be of interest to you to know that the A.T.C. has full details of the Mosquito. About two months ago I was seated in front of two A.T.C. corporals in a public vehicle, and overheard enough of their conversation to tell me the span, length, speed, purpose, number of crew and type of motors.

Why, oh, why, do we have to keep aircraft on the secret list long enough for them to become almost obsolete—and anyway they are seldom really secret.

The Whirlwind was a good example of this. It was flying for quite a long time and was well known both to the British public and still better to the enemy before it was released.

Has the same to apply to the Mosquito?

L. P. GREEN.

[No doubt it has. The Powers that Be always behave like this in war-time. During the Great War, THE AEROPLANE reproduced first pictures of many new British types from German newspapers. The Powers that Be like to take the view that gossip may not be transmitted to Germany, or that, if it is, the spies run a large risk of detection in collecting and dispatching it, or that anyhow the enemy cannot be sure that gossip is accurate. That old saw: "Better be safe than sorry" is most dearly beloved of those who serve the cause of Security.—ED.]

Spitfires and Sea Fights

THE GERMAN CLAIM that three Spitfires were shot down during the Russian convoy battle led to an argument between colleagues of mine as to whether Spitfires were used as carrier-based fighters.

My contention is that the Spitfire in its present form is unsuitable for general use as a carrier-based fleet fighter for the following reasons:—

1. Its comparatively high take-off and landing speeds, the latter being the deciding factor. (I believe it has been flown off a carrier when approaching Malta with a view to making an aerodrome landing.)

2. The undercarriage is too narrow for use on carriers, a

characteristic not shared by the Hurricane and other carrier-borne machines, except perhaps the Martlet (which I believe has a wider undercarriage than the Spitfire) and I imagine trouble has been encountered with this machine.

To modify the Spitfire for service from carriers continuously would probably mean making the undercarriage retract inwards (as in the Hurricane and Fulmar) and difficulty would be found in arranging the wings to fold. These alterations to design would amount to a new type.

Incidentally, am I correct in saying that the Spitfire could not be used on a catapult as it would not be airborne at the moment of leaving the catapult and that the acceleration needed would be more than a pilot could stand?

This letter is not intended as a criticism of the Spitfire's qualities, which do not require any praise from me. It is simply a highly specialised fighter, which like the majority of new fighters is more at home on a concrete runway.

N. V. BRITAIN.

[Difficulties are made to be overcome. If the Navy's Air Branch needs Spitfires afloat we see no reason why it should not arrange for the necessary "mods."—ED.]

Air Efficiency Award

THE CONDITIONS governing the award of this medal as published would appear to exclude class A reservists R.A.F.O.

Many like myself voluntarily joined the R.A.F.O. when it was first formed in 1923 and voluntarily renewed our service until the present war. Compulsory flying training was carried out each year.

The conditions of 1923 entrants differ from Short Service officers who were compulsorily transferred to Reserve Service, and I think you will agree that the old-time Reservists, ex-pilots of the Great War, should be entitled to the award.

A.E.A.

[Sir Archibald Sinclair explained in the House of Commons on Oct. 6 that this award was intended for civilians who undertook voluntary service in peace-time in non-regular Forces such as the A.A.F. and the R.A.F.V.R. The R.A.F.O. was composed mainly of ex-Regular officers and only those members who joined from civil life and were transferred to the R.A.F.V.R. on its formation were eligible for the Air Efficiency Award. The basic qualifying period of service for this award is 10 years.—ED.]

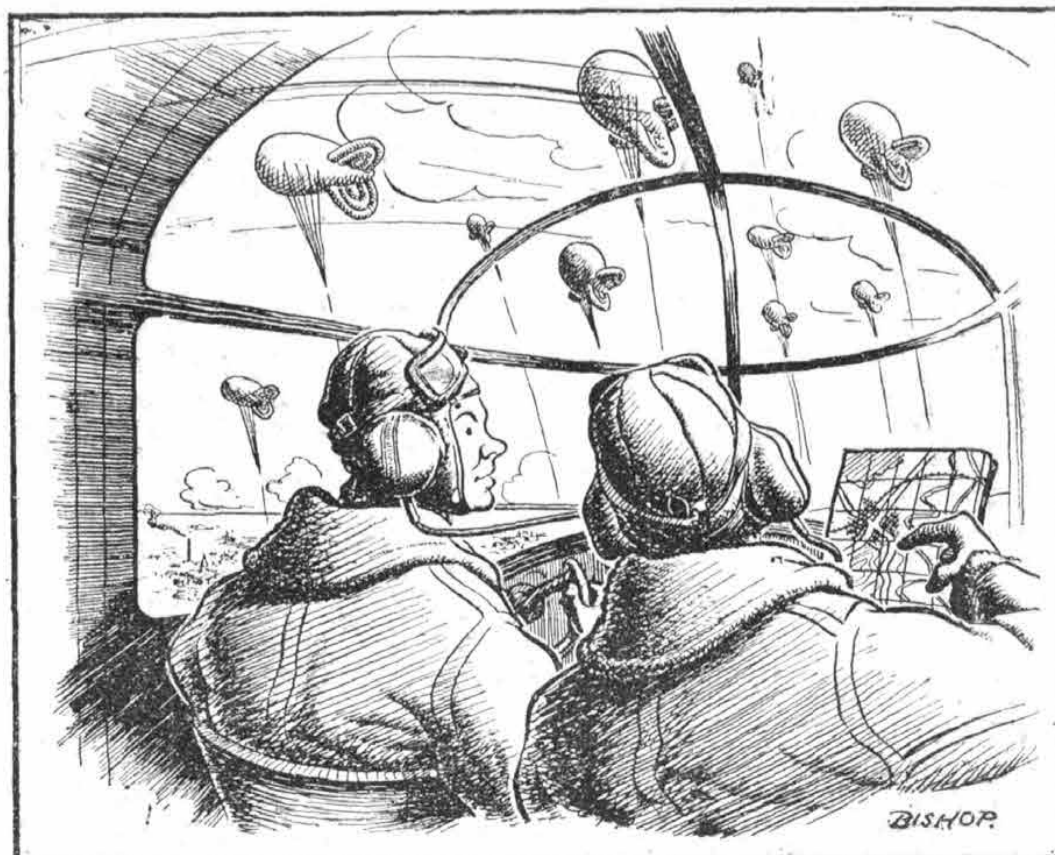
The Anson That Wasn't

AS I look at page three-ninety-nine,
Your recognition disagrees with mine:
Airspeed's did an Oxford make,
To call it Anson is your mistake:
I expect you to know better—
Hence the purpose of this letter!

ROY W. HARGREAVES,
S/O A.T.A.

[With grief and pain we own our fault. That caption needs a pinch of salt. We plead for once—oh! horrid thought—"Who ne'er makes errors ne'er makes aught."—ED.]

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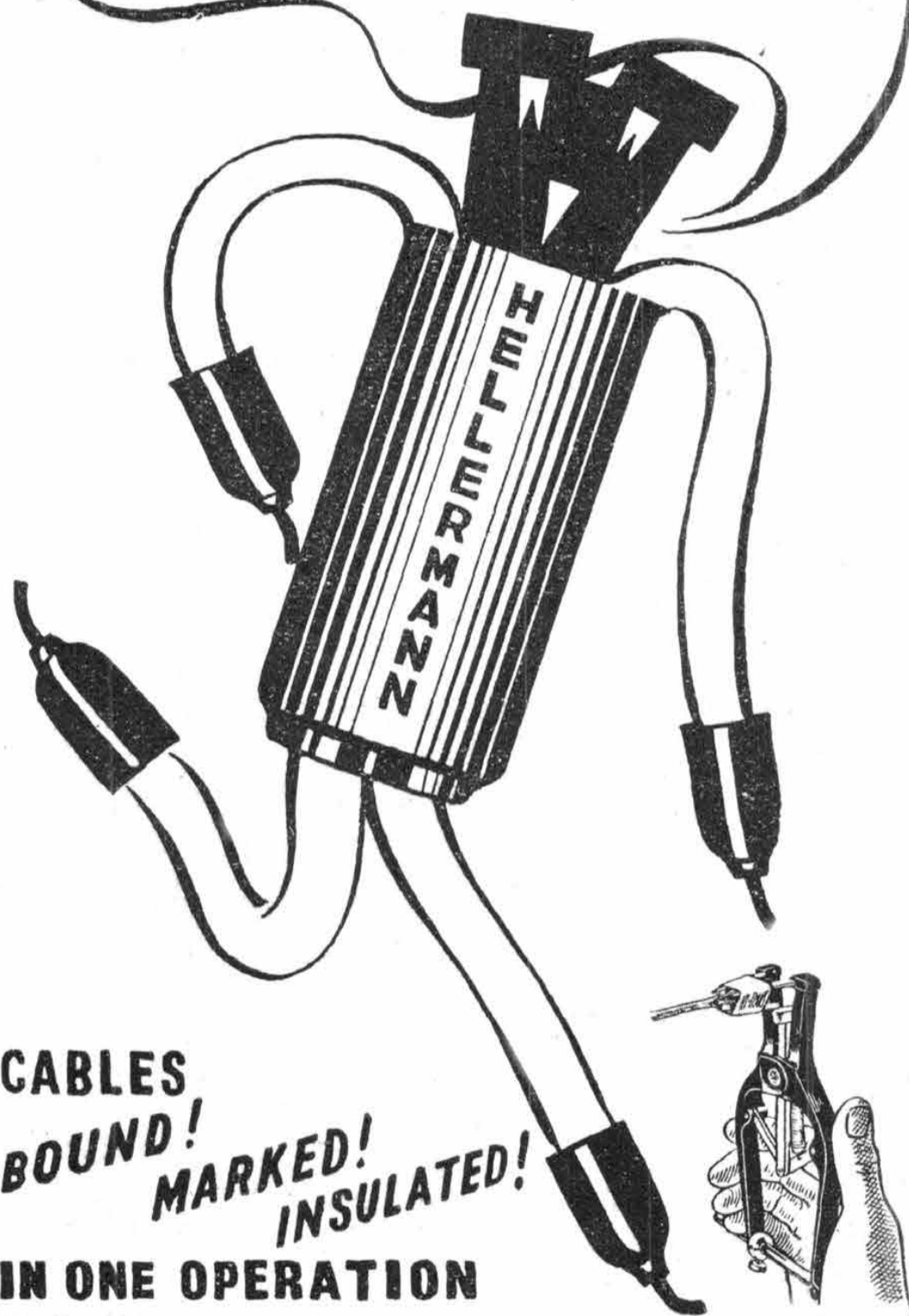
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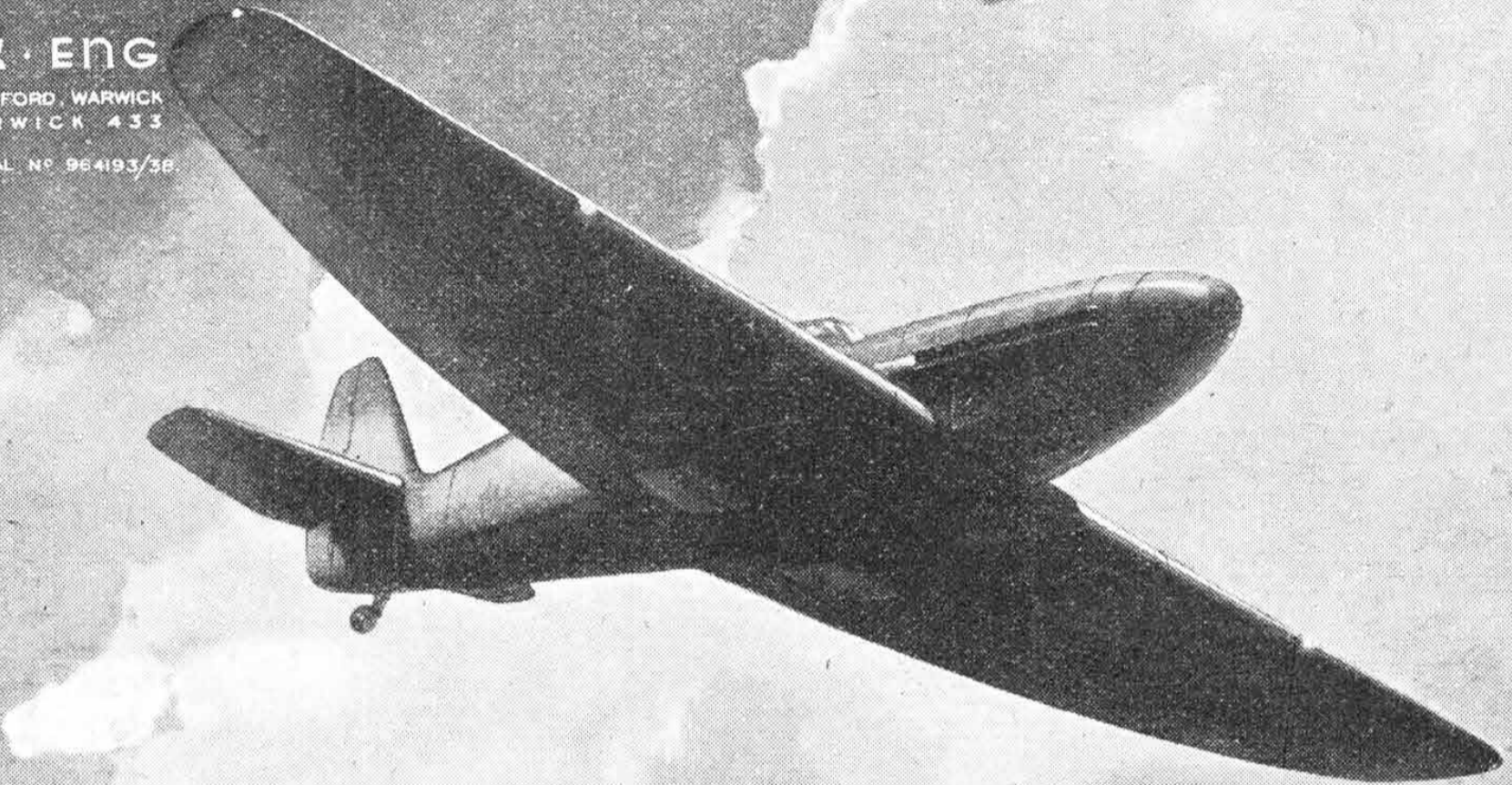
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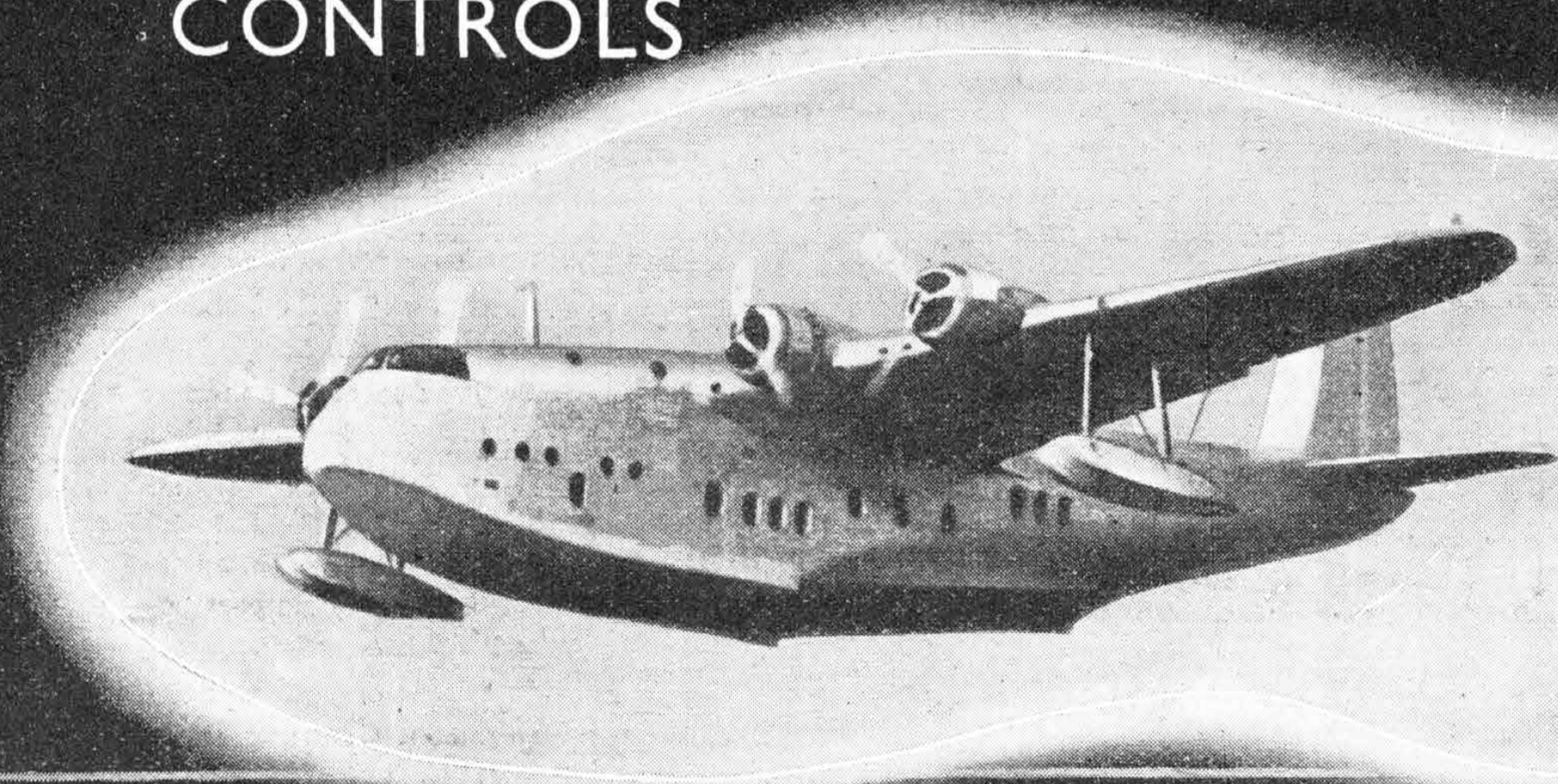
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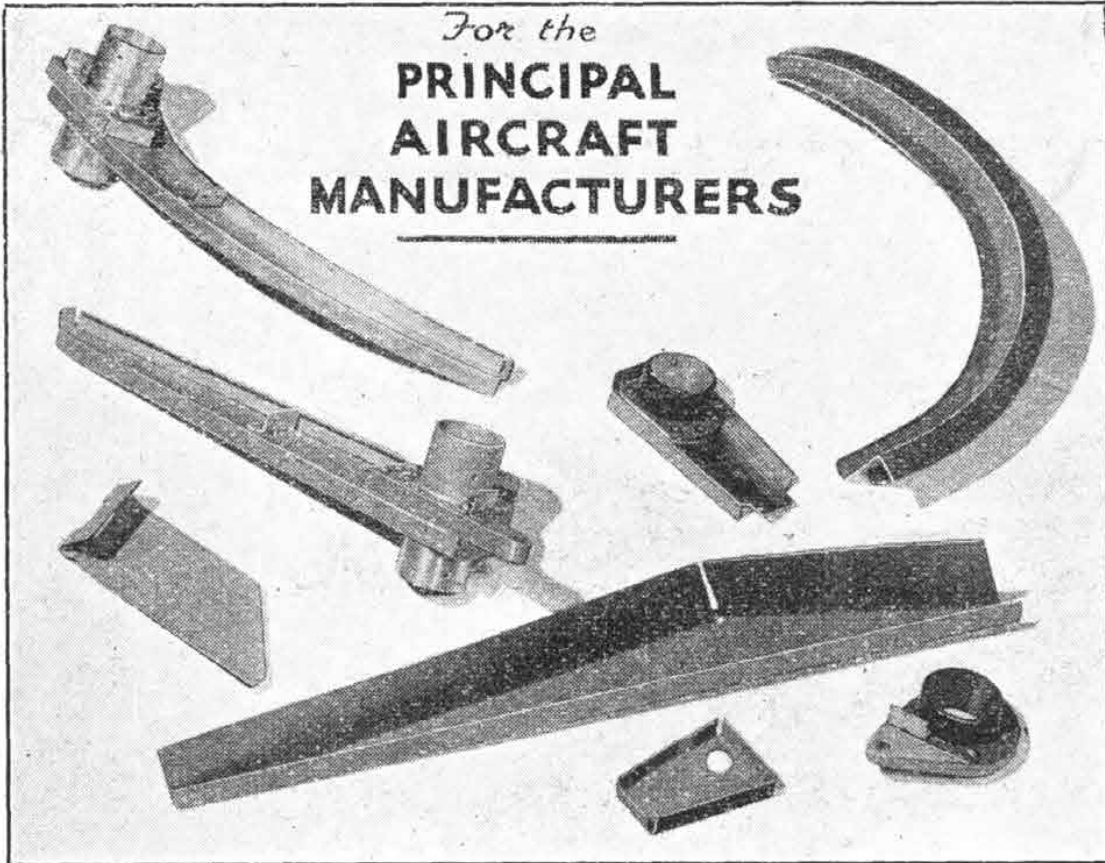
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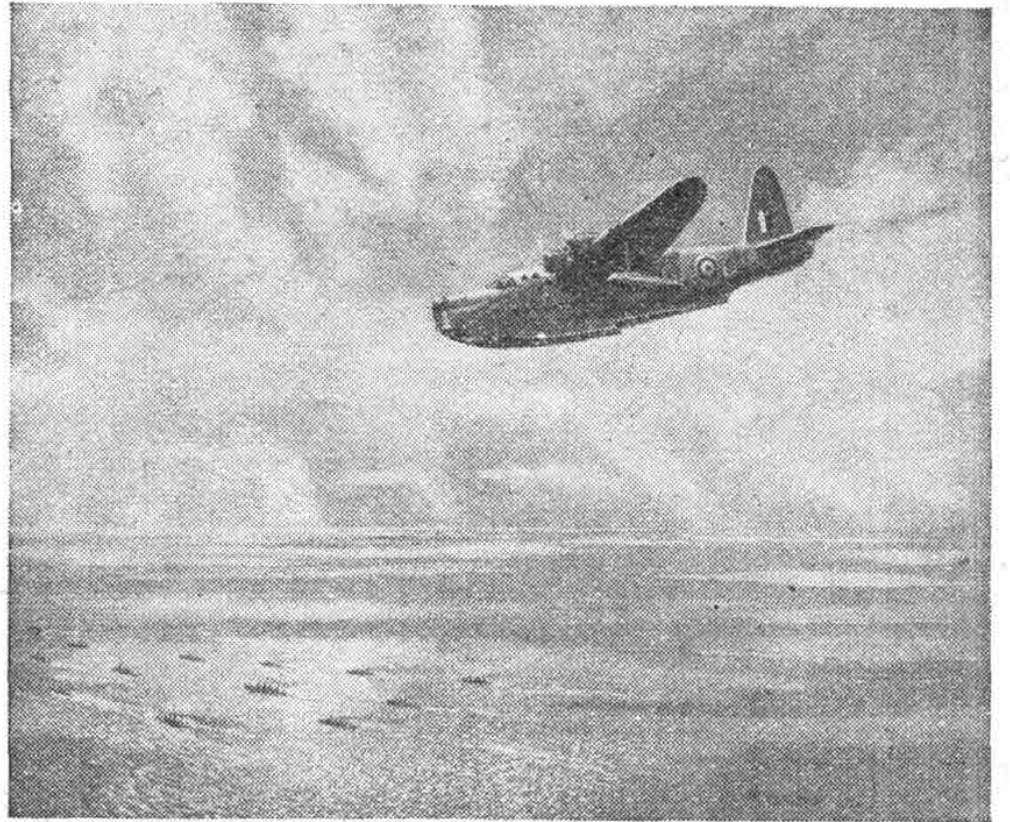
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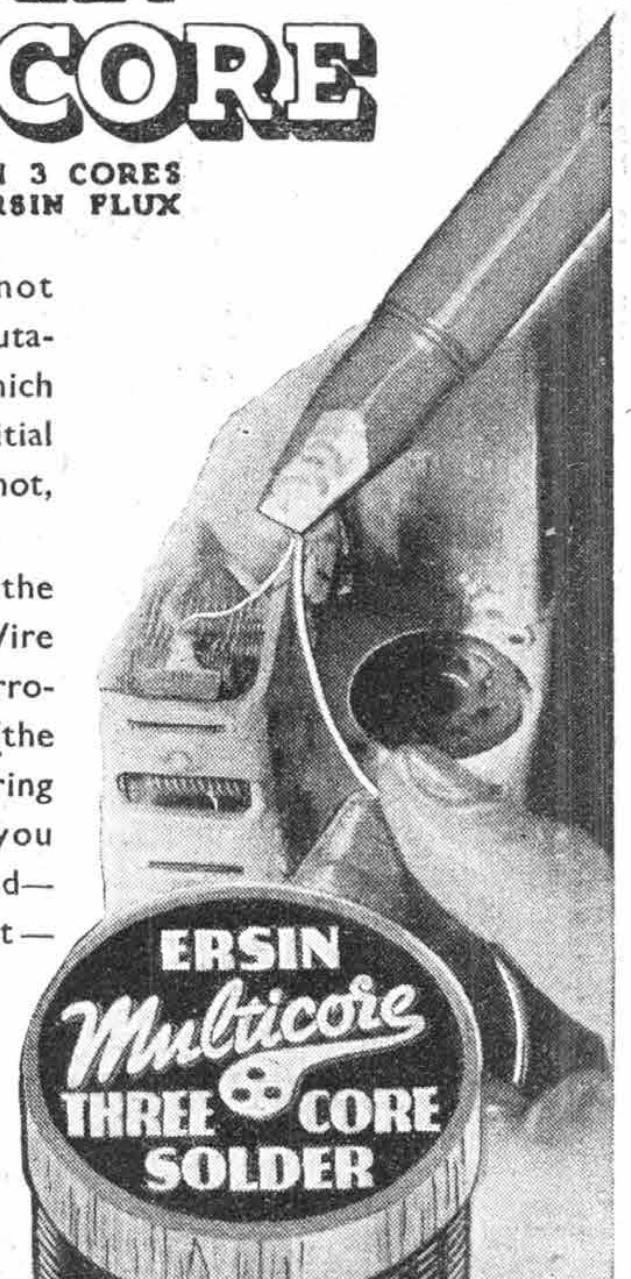
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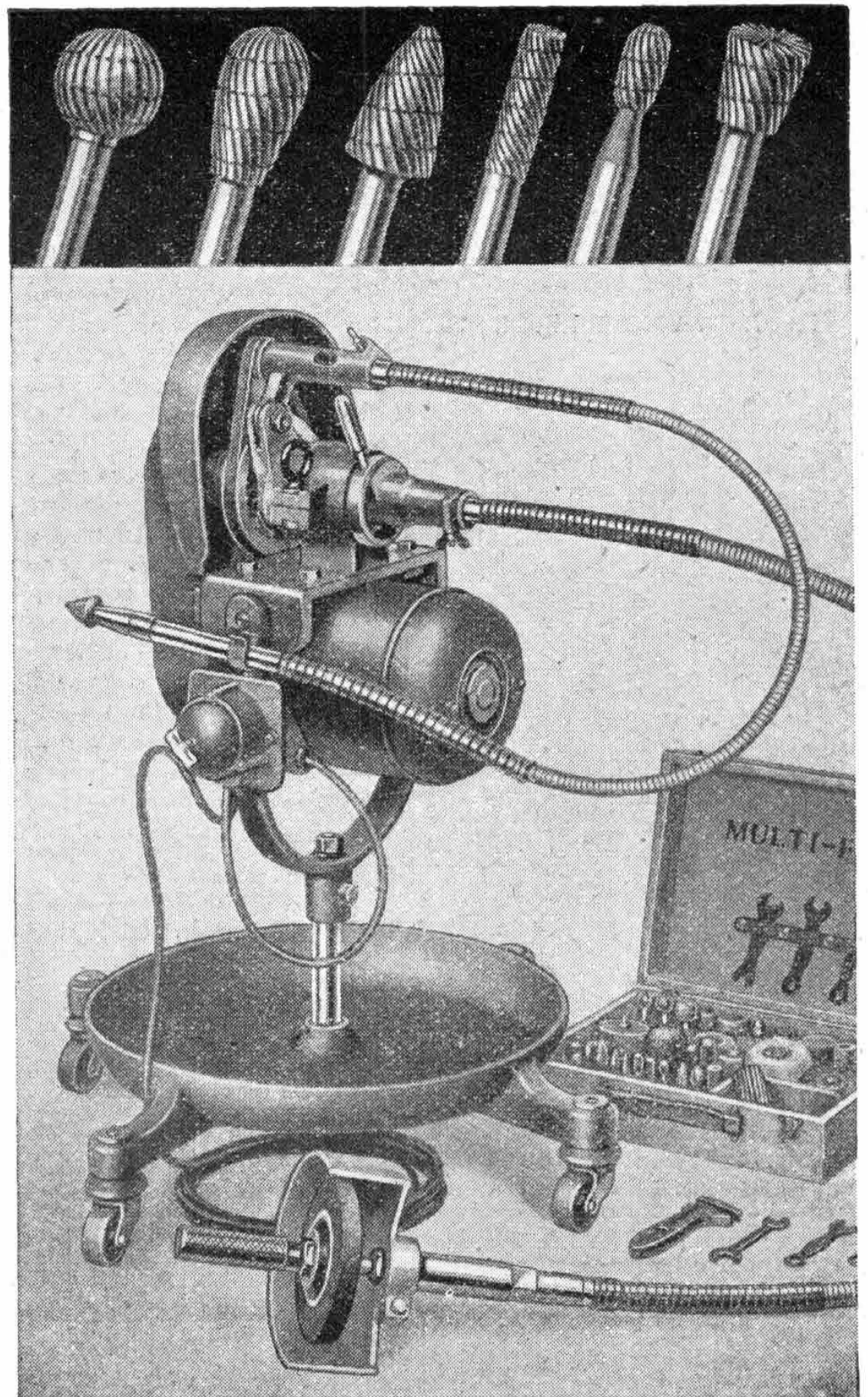
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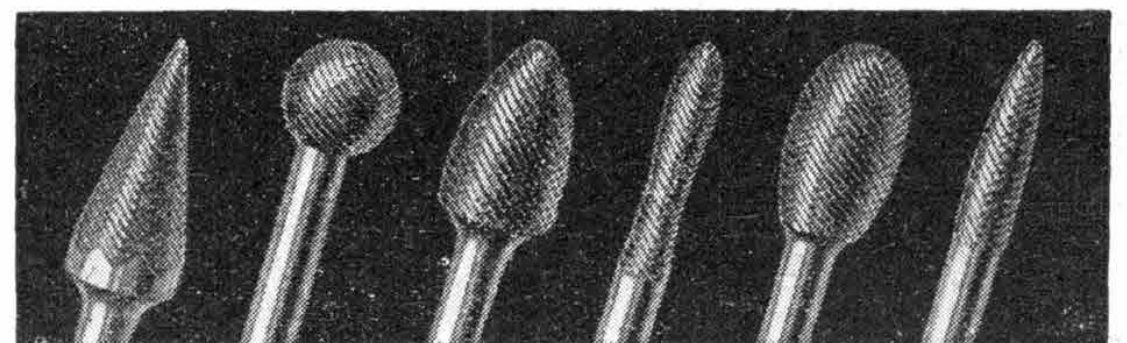
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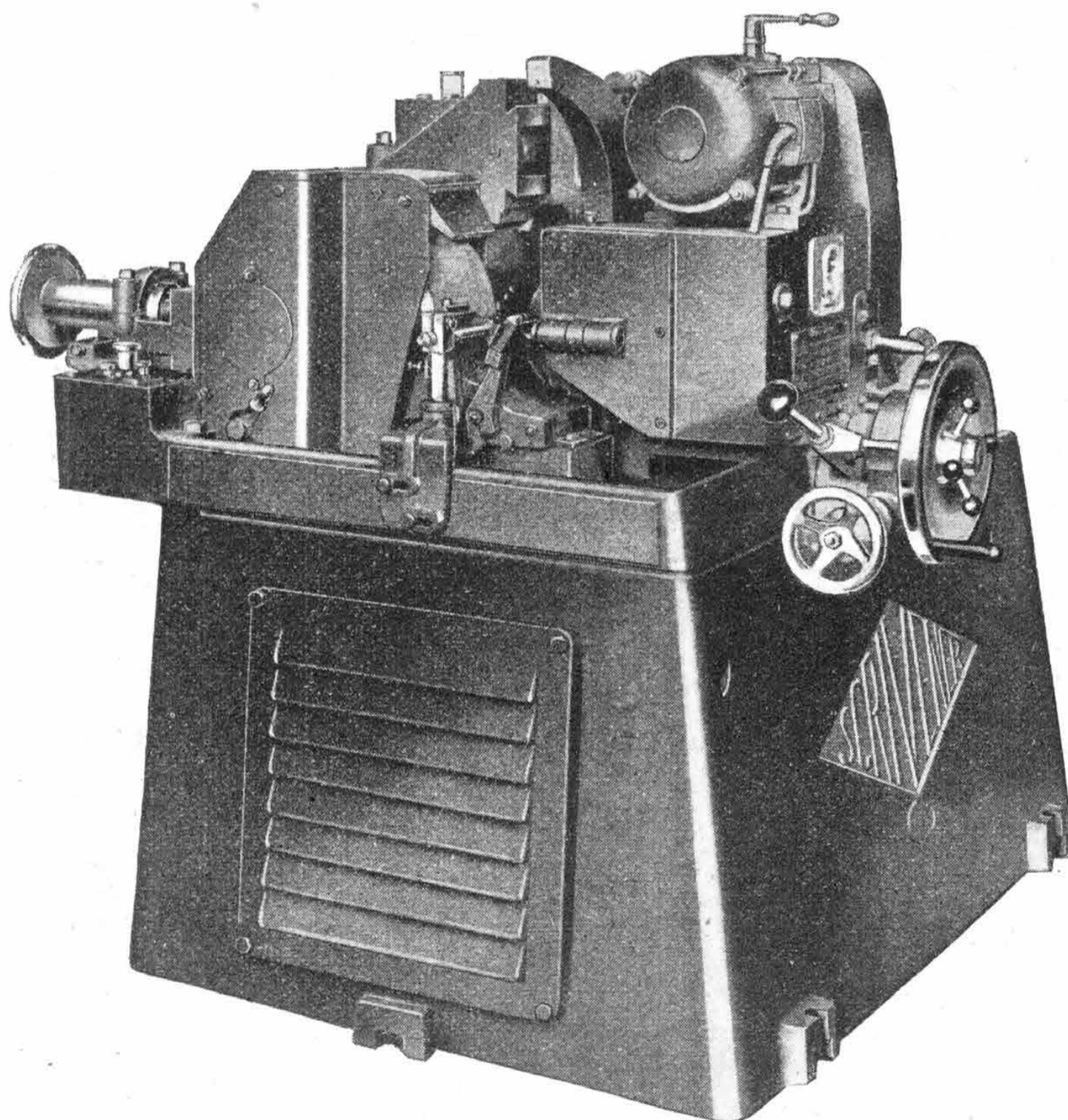
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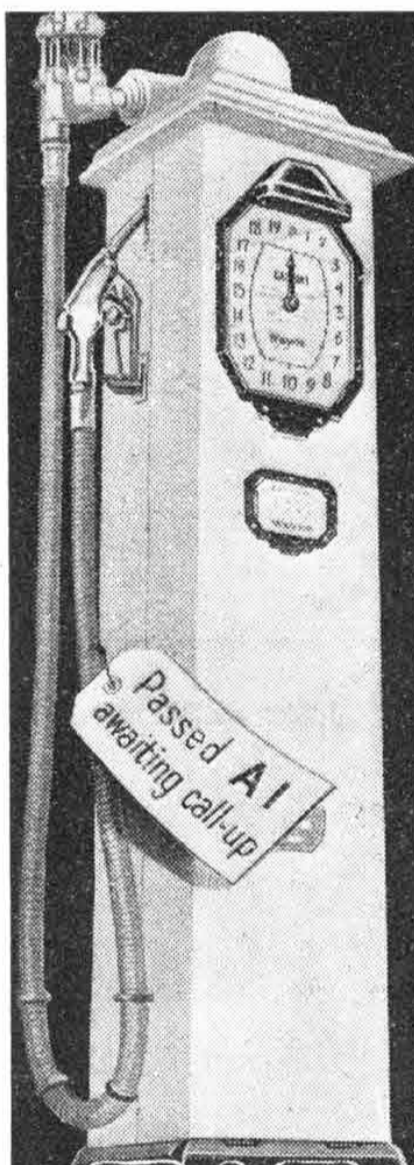
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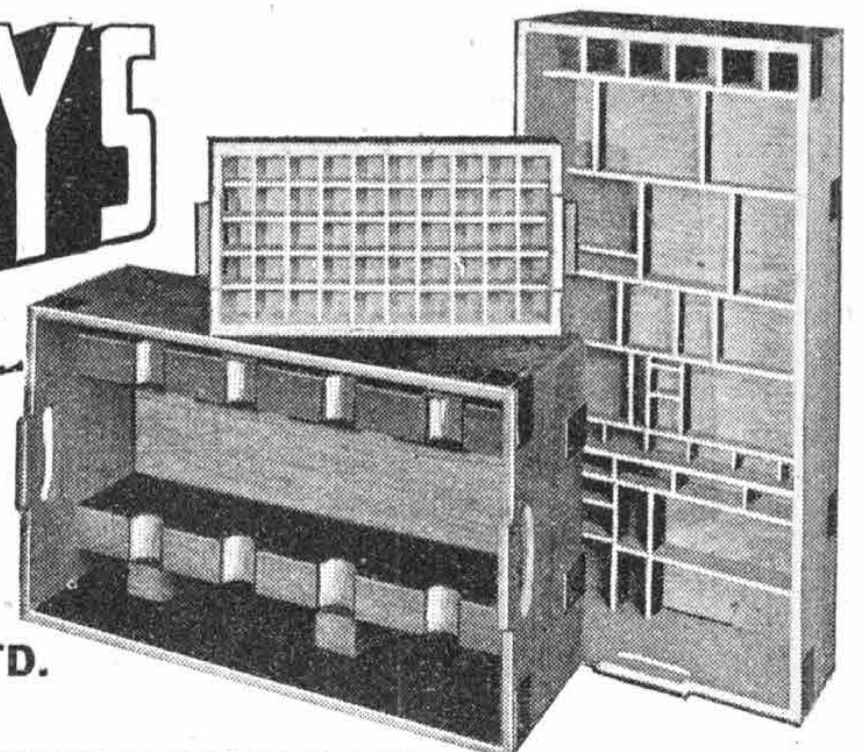
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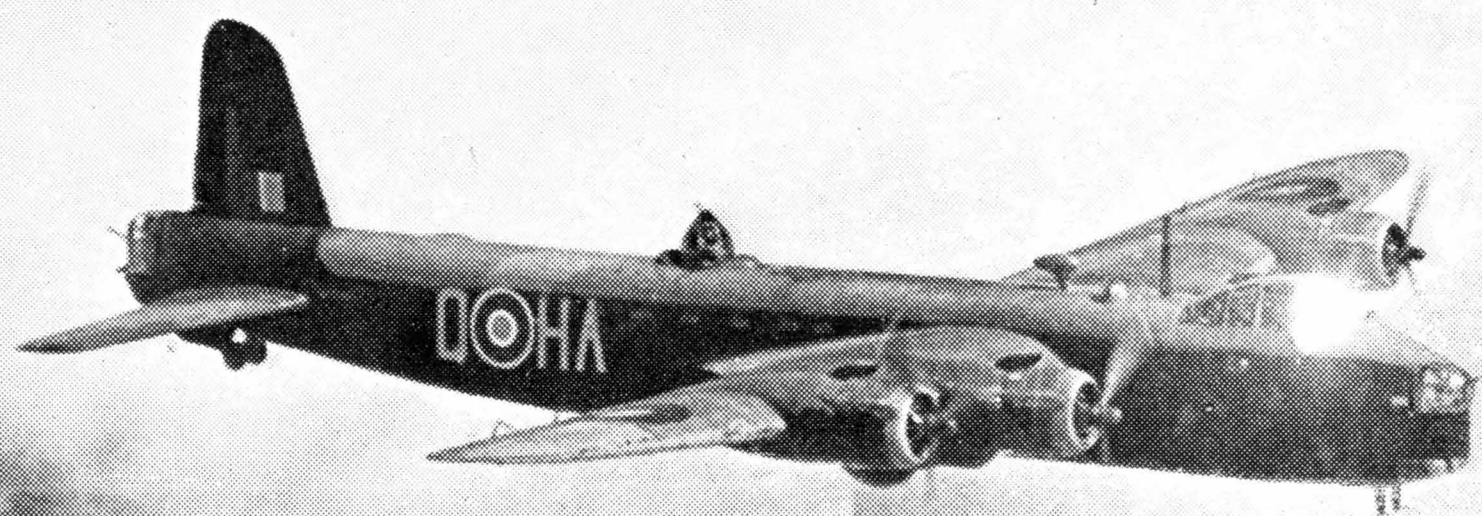
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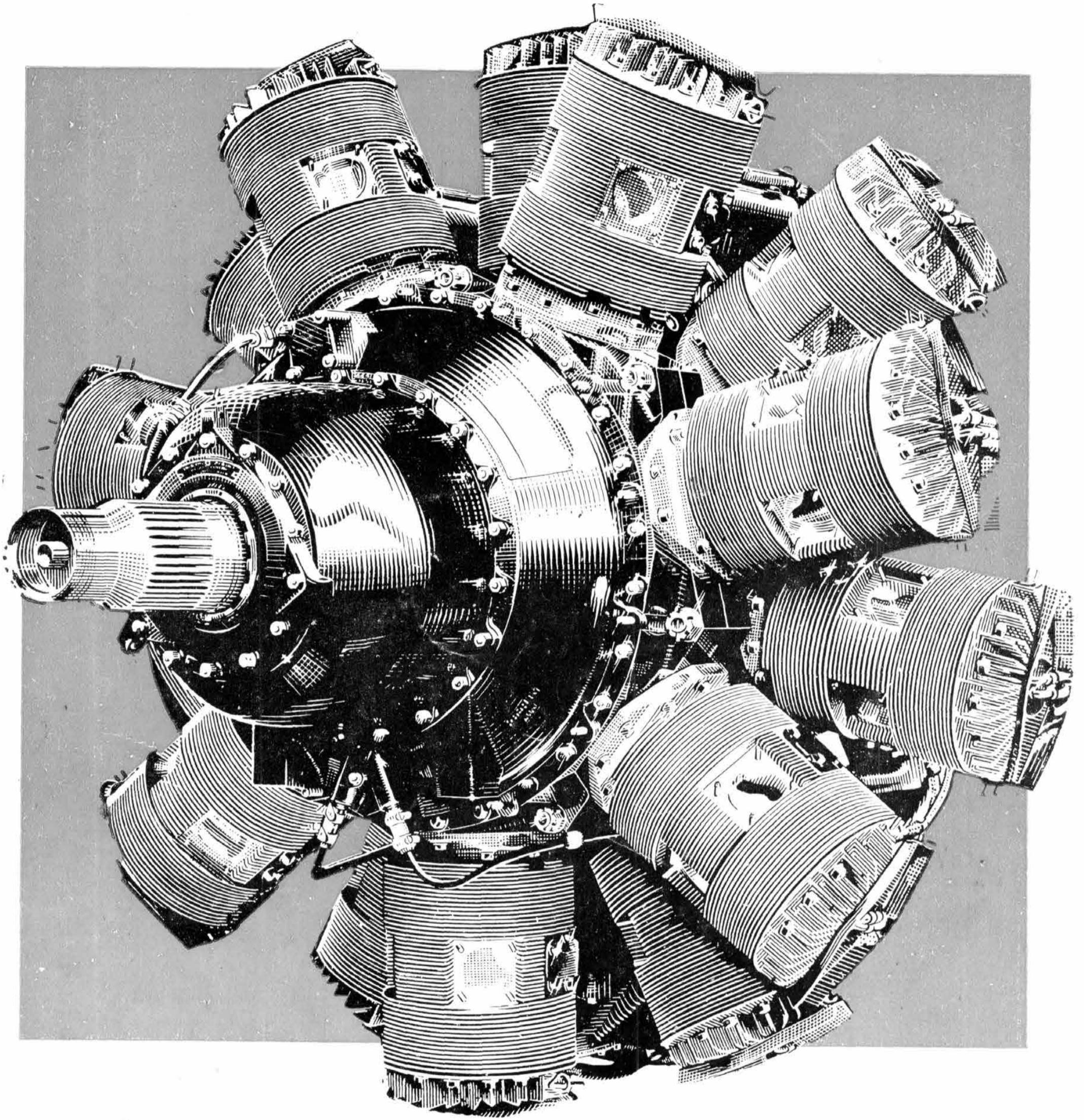
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