"THE AEROPLANE."
NOVEMBER 27, 1942.

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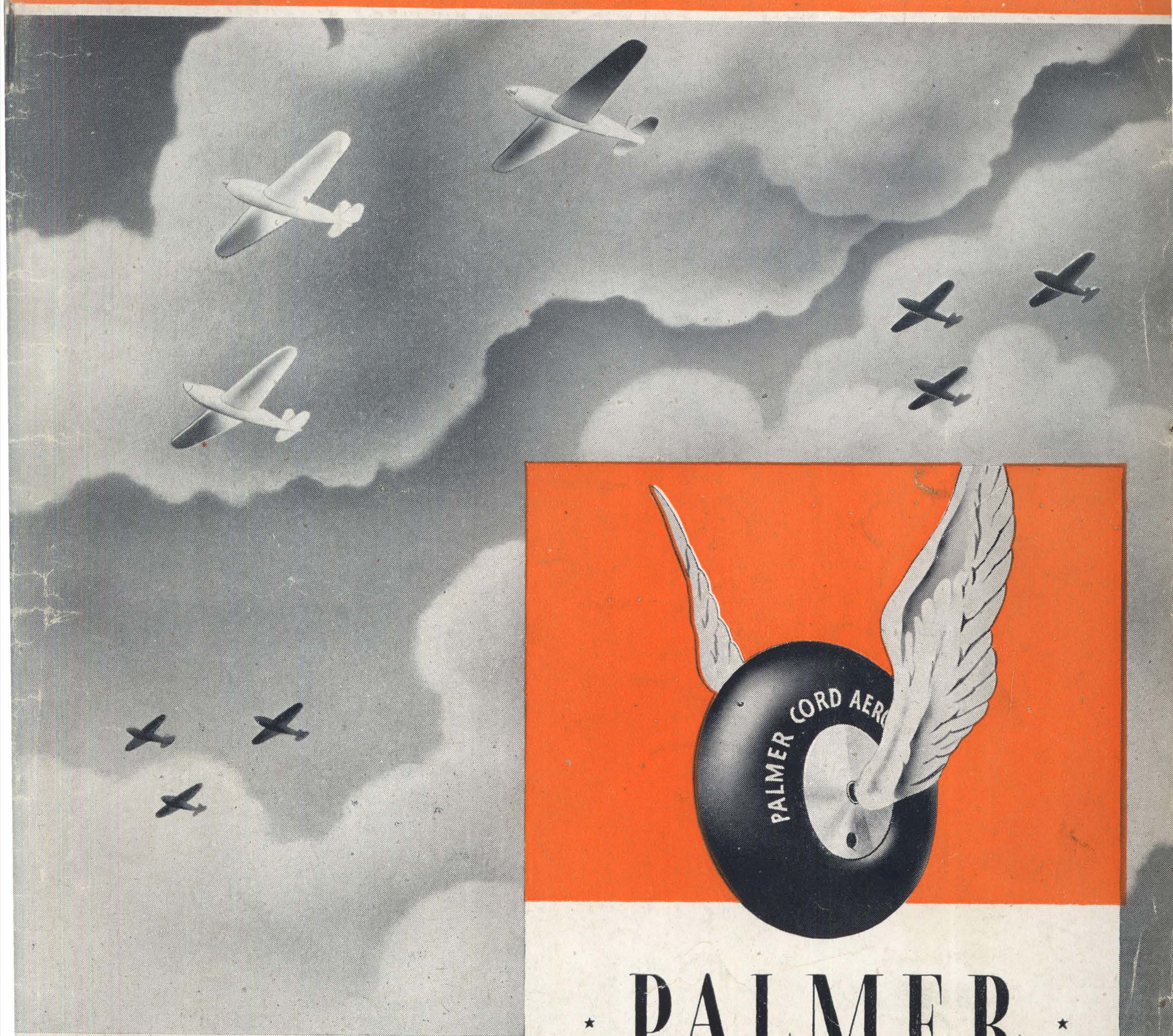

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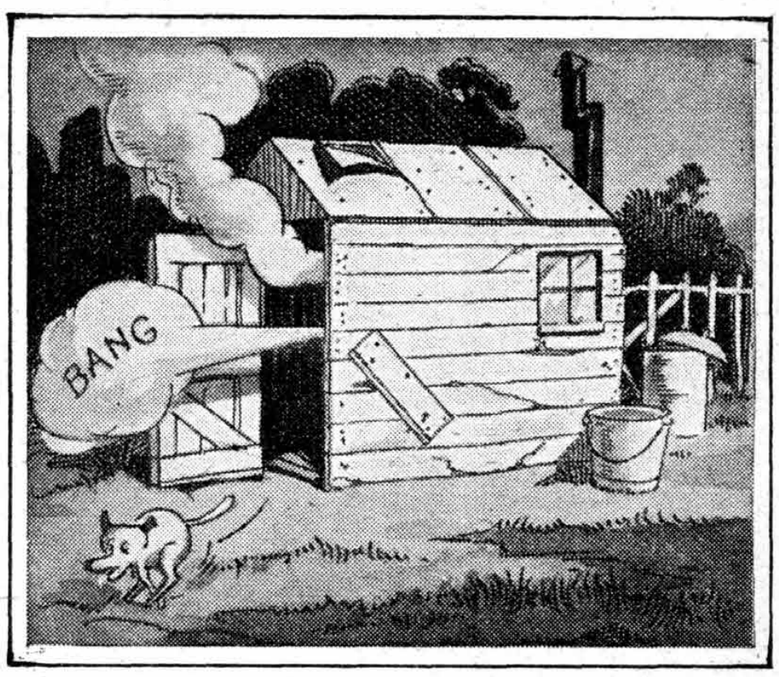
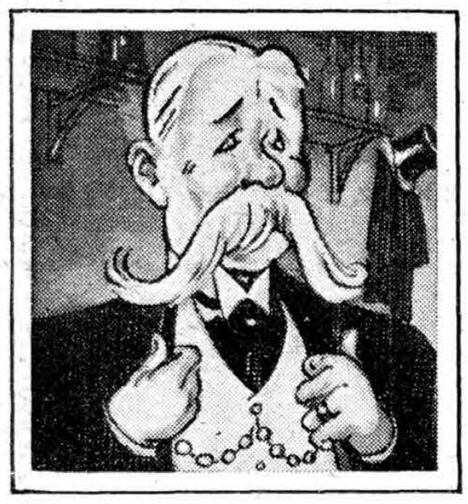


View of New Research Department.

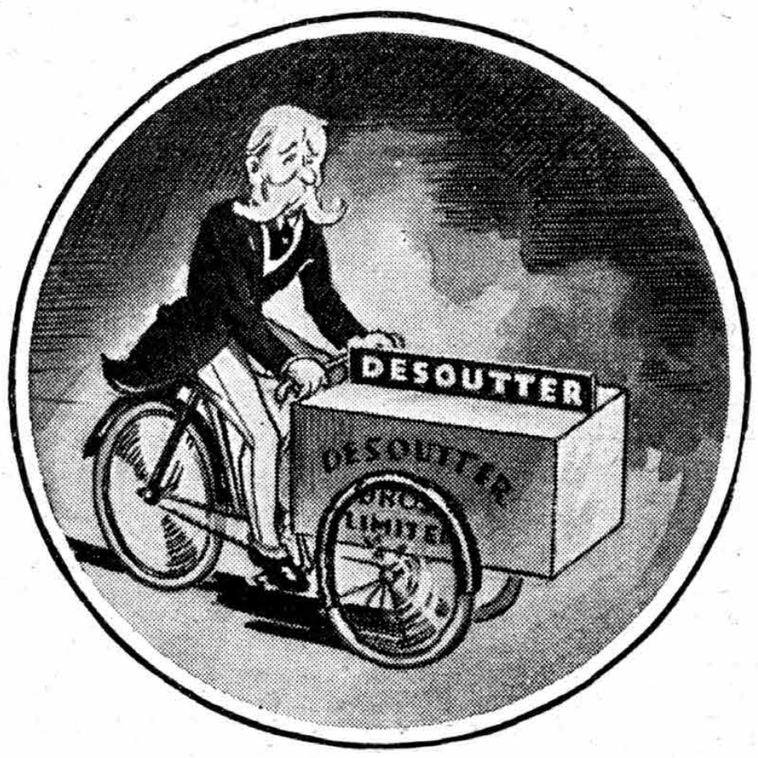
It was our privilege a few days ago to be taken over one of the most modern and well equipped (some people would say *the* most modern and well-equipped) factories engaged in the design and manufacture of small power tools. This firm (which shall be nameless but there's no harm in guessing) is situated not a 1,000 miles from a famous aerodrome. On entering the front doors one finds oneself in a very modern reception hall with one of those staircases with no banisters, a very dinky glass case full of bits and pieces, all labelled and lit up, and a tessellated flooring (if that is how you spell it) representing a lump of epicyclic gearing. Very fascinating. There is also a very fine Sergeant who took our name and fingerprints.



View of Managing Director. The man who first made cork legs out of metal and Portable Tools portable.

After a pleasant interlude in the Managing Director's Office (discussing the Black Market and agreeing that it was more or less drinking liquid gold) we passed into the works where a buzz of happy voices and the smell of hot tea at once assailed us. These works appeared to us to be about twelve miles long. We walked up and down a great many aisles where everyone seemed to be extremely busy doing extremely clever things with extremely complicated machines. We were informed that all these people were making what were admitted (by my informants) to be the finest small power tools in the world. Drill Guns, Screwdrivers, Nutrunners, Shears, Nibblers, Grinders, Countersinking Tools, Bolt Milling Tools and many other ingenious gadgets. It seems to us at one time that we also saw what appeared to be metal legs being bent and pushed and pulled into shape but on attempting to put a question we were seized with hiccups and decided to leave the legs alone. We were informed (and had no means of proving it false) that up to the outbreak of the present 'incident' the tools, made in this works, were in use in every aircraft factory in the country without exception. We expressed our admiring surprise at this and asked if it were due to the tools being in any way superior to other makes. This innocent question caused a regrettable scene. The Managing Director fainted and had to be revived from a black bottle; the Works Manager became deep heliotrope in colour and started to beat us about the head with an iron bar; all the machinery stopped; the workers made threatening noises and we decided to catch the next trolley-bus down the Edgware Road.

We should like to make it clear (in case we have to call again) that this is in all respects a model works; that the tools made therein are lighter, better and in all respects more efficient than any other small power-tools; unless the latter are advertised in this publication in which case we would prefer to express no opinion. In conclusion



View of the prompt and efficient Delivery Service.

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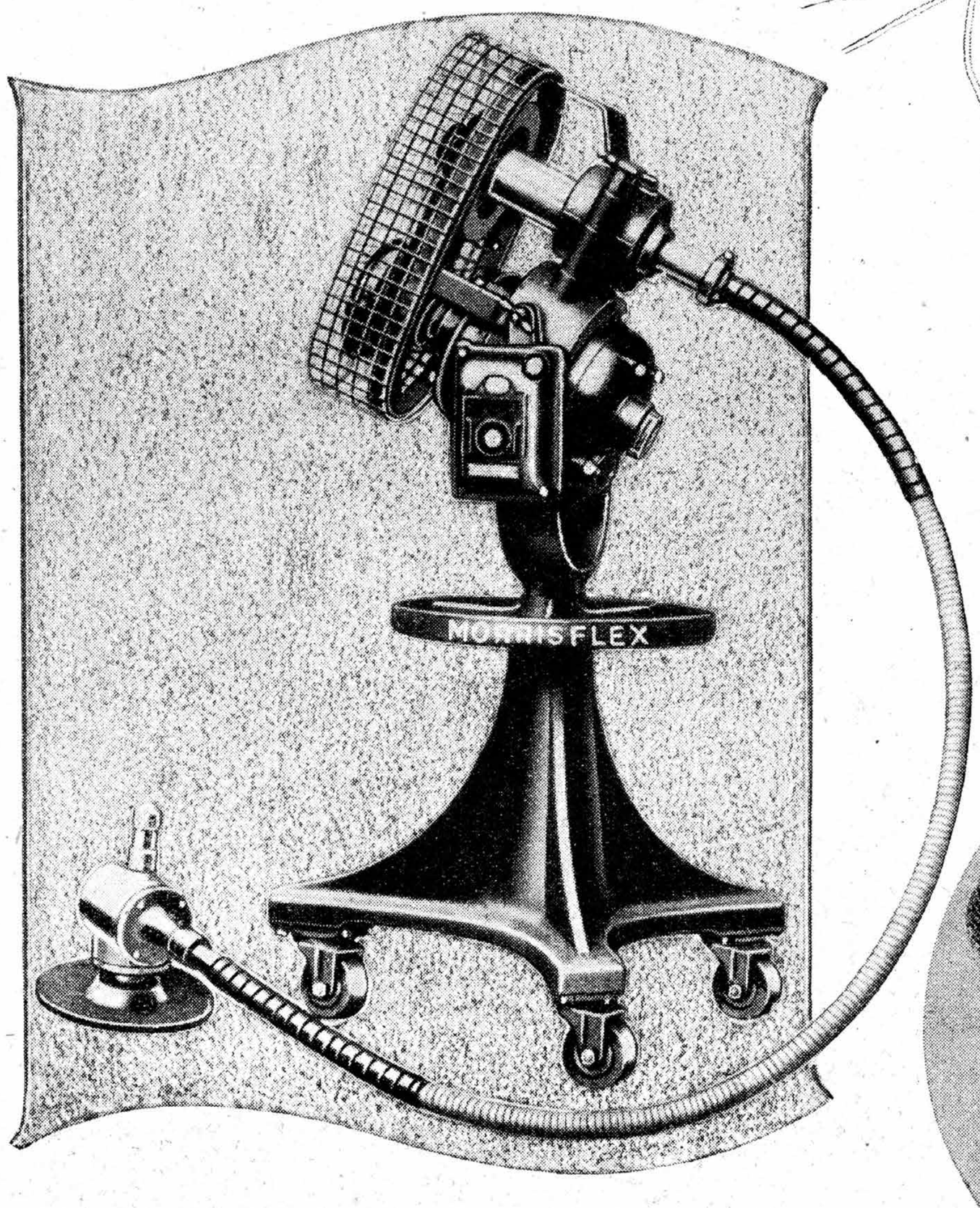

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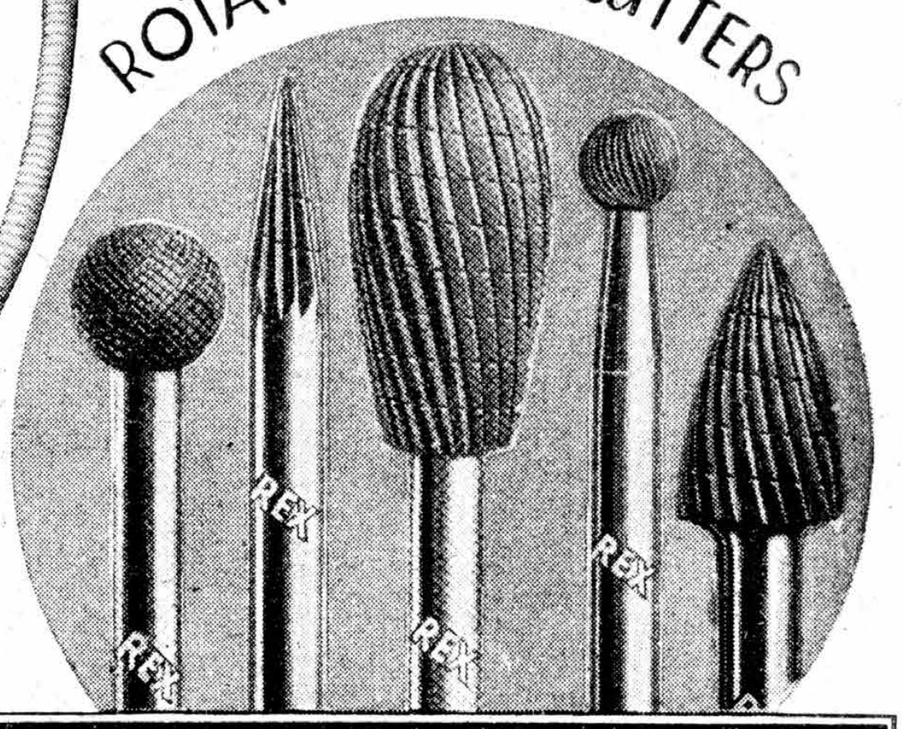

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Make a clean sweep of your unwanted COPPER, ZINC, LEAD, PEWTER, WHITE METAL BRASS & BRONZE, ALUMINIUM SCRAP

The need for vast and increasing quantities of these metals must be met by a national search for everything made from them which is broken or serving no useful purpose.

WHAT TO SEARCH FOR

Here is a list of some of the important non-ferrous metal articles, parts and equipment likely to be found on your premises. Use it as a guide to your search for everything you can spare.

COPPER — cable, electrical parts and fittings, sheathing, tube, turnings, wire.

ZINC — sheet, turnings.

LEAD—covered cable, pipe, sheet, solder.

WHITE METAL — anti-friction metal, plumbers' jointings, solder waste.

BRASS — pipe, sheet, tube, turnings.

BRONZE — bearings, bushes, cocks, couplings, crown wheels, junction boxes, unions, valves.

ALUMINIUM SCRAP (and its alloys)—pipe, sheet, castings, tube, turnings.

HOW TO DISPOSE OF IT

1 Sell your non-ferrous scrap to a Merchant.

2 Or hand it in to a Local Authority Depot.

3 SPECIAL COLLECTIONS of amounts over ONE TON may be obtained by getting in touch with the nearest Demolition and Recovery Officer. If you don't know his name, write to The Ministry of Works & Planning, Lambeth Bridge House, London, S.E.1.

NOTE: Under the provisions of the Scrap Metal (No. 2) Order, 1942, if you are in possession of more than 3 tons of Scrap Metal, it is now an offence not to disclose the fact to The Ministry of Works & Planning, Lambeth Bridge House, London, S.E.1.

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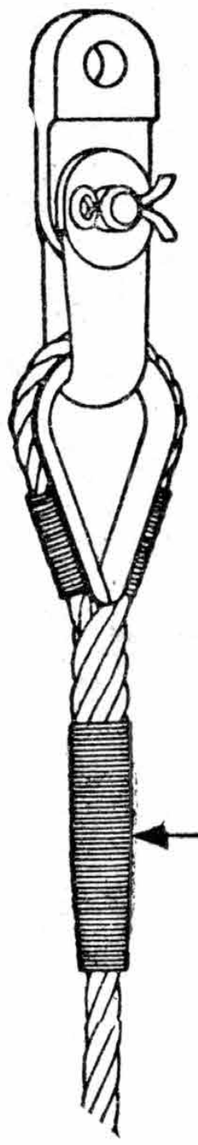

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MORE to be done by transport than ever before. Shortage of rubber and petrol to cope with. A thousand problems, immense new tasks. Efficiency in transport can do the job!

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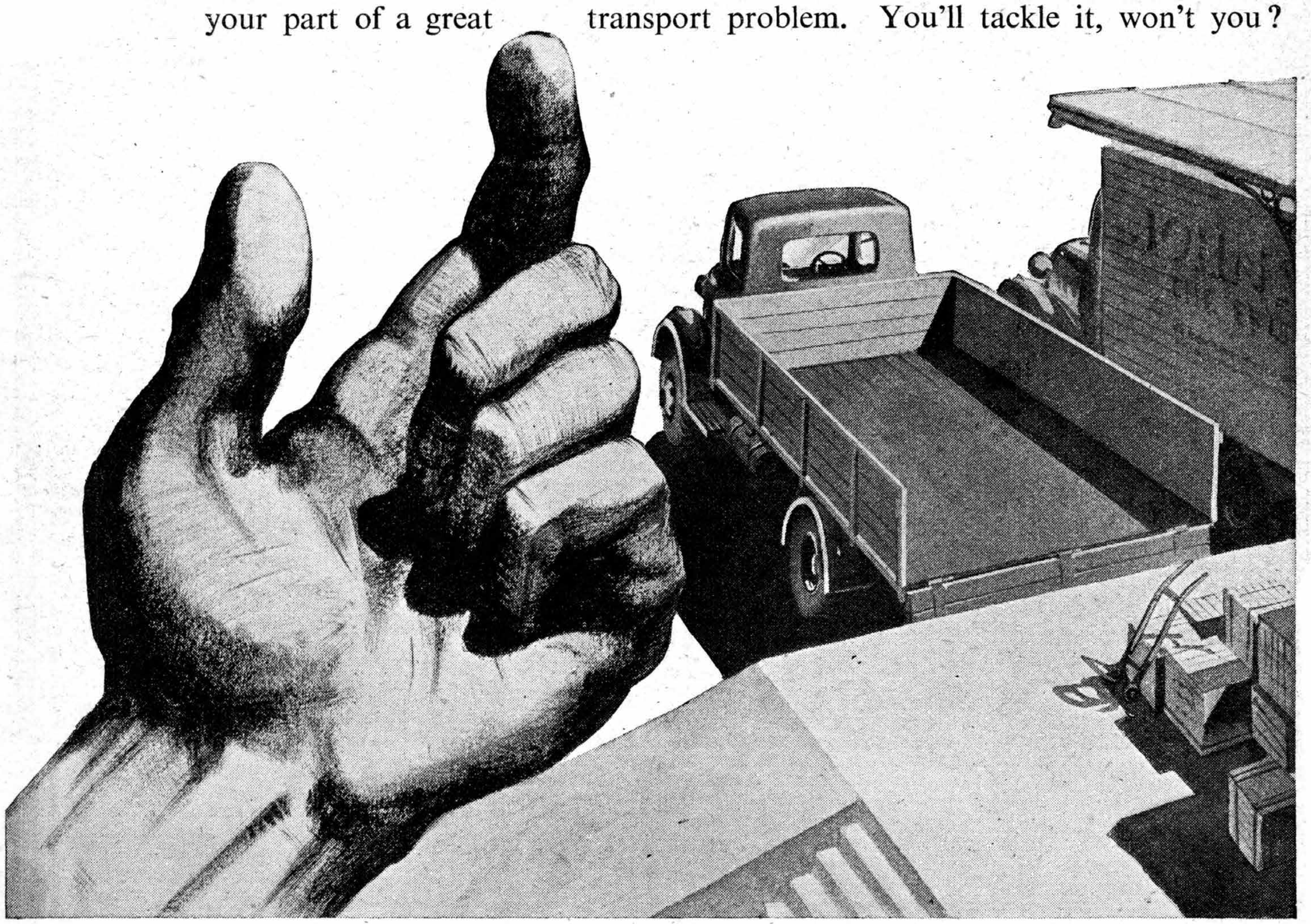

You know your own problems best. Tackle them in your own way — But tackle them now. Plan, encourage ideas, improvise if needs be. Here's a starting-off agenda:

1. CHECK OFFICE ARRANGEMENTS
2. LABOUR-SAVING EQUIPMENT
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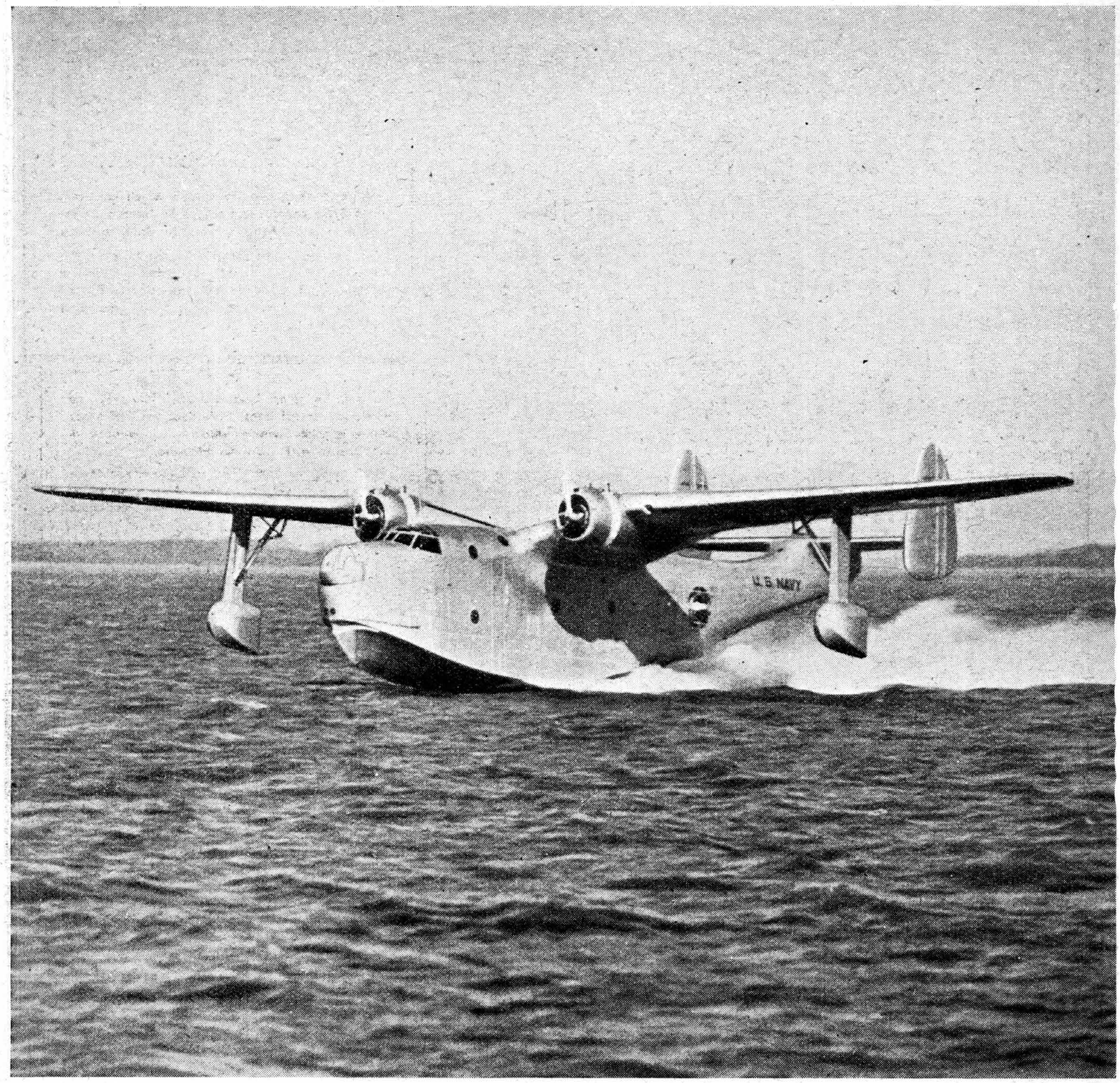

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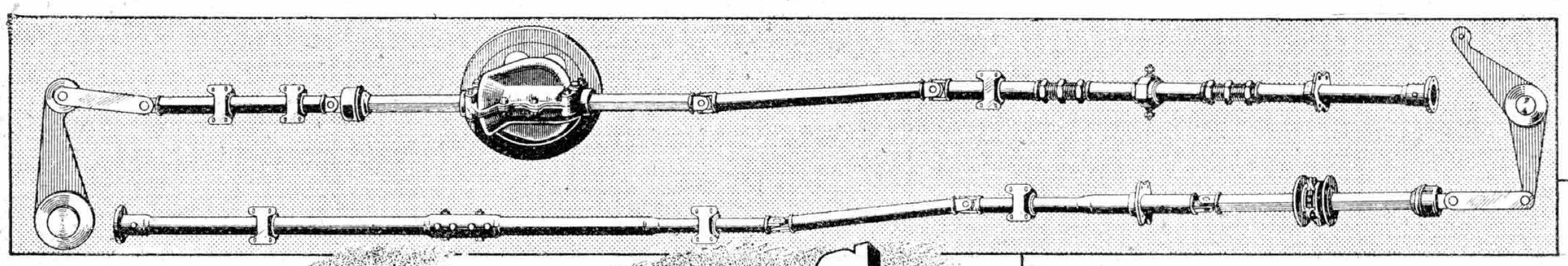

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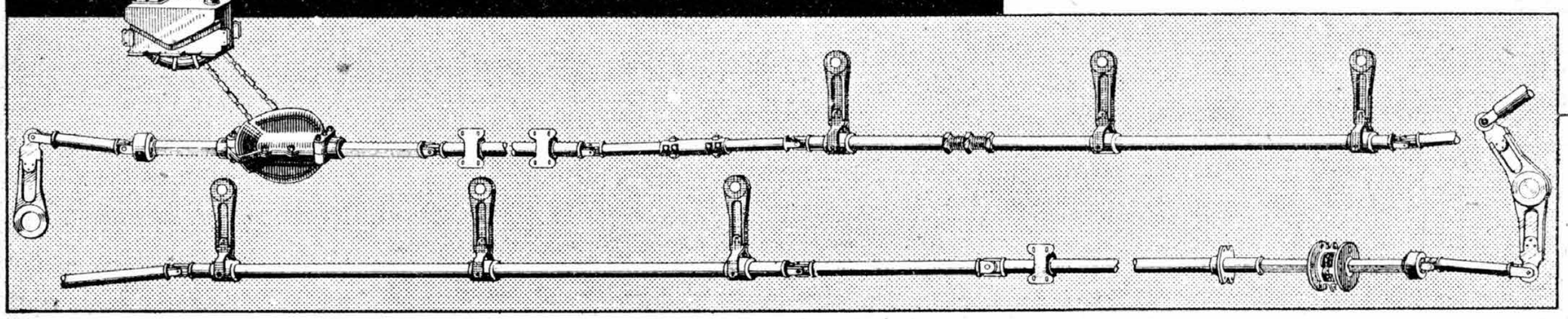

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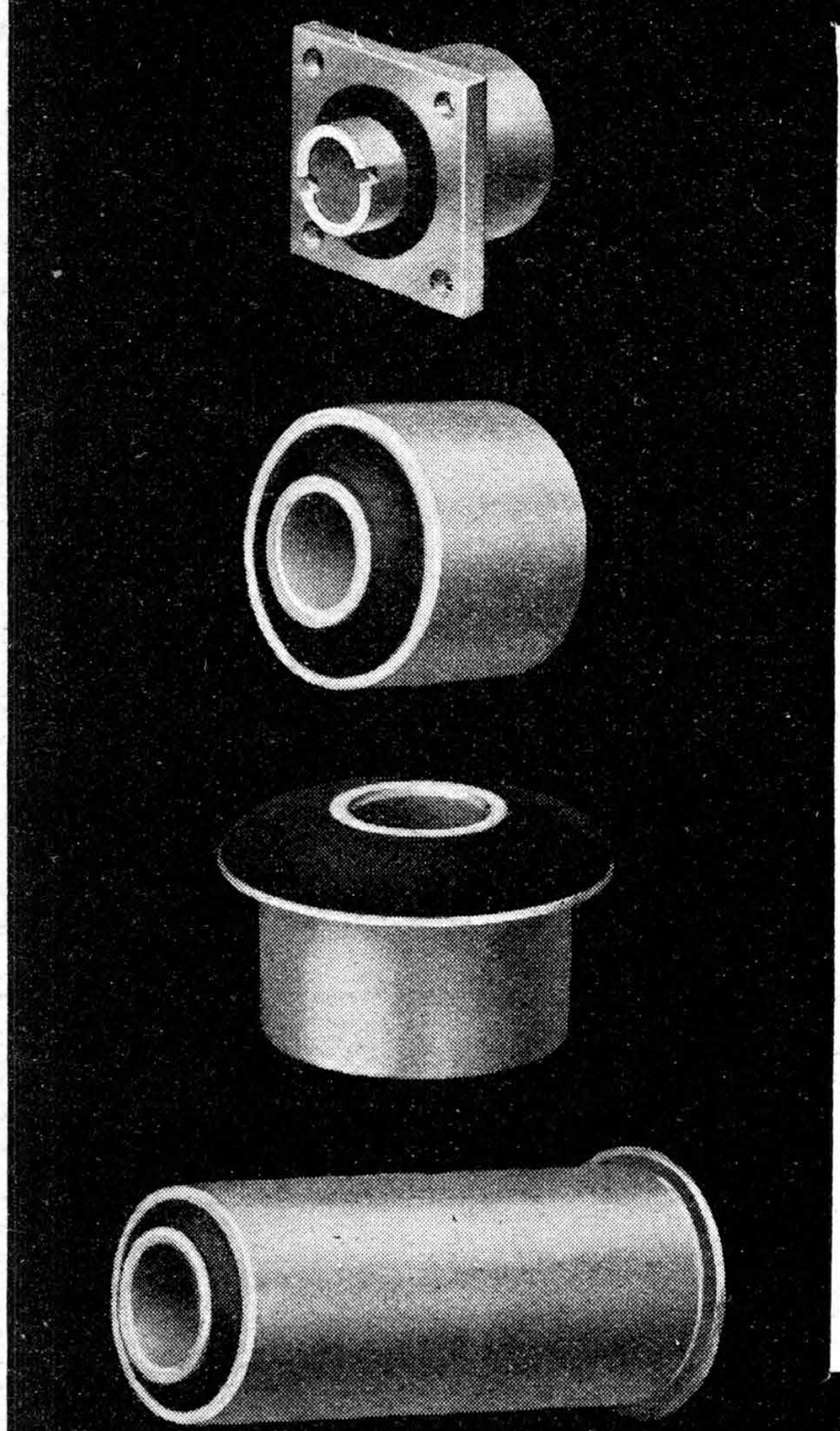

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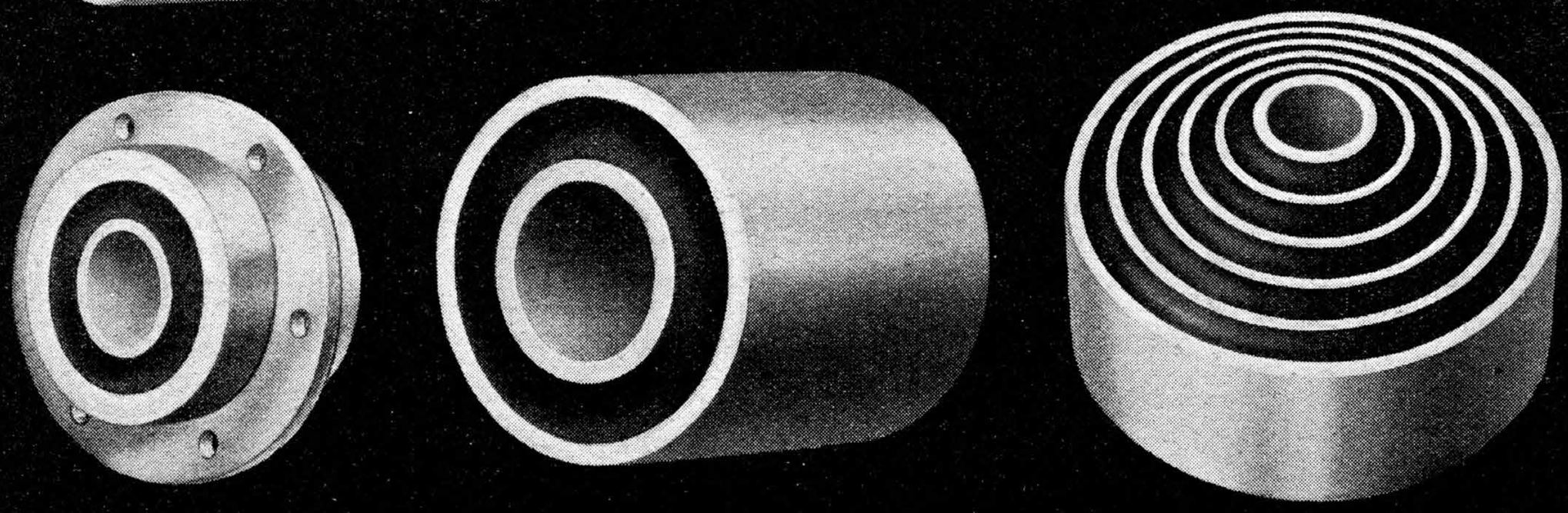

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FAIREY AIRCRAFT

VOL. LXIII. No. 1644

NOVEMBER 27, 1942

THE AEROPLANE

Incorporating
Aeronautical Engineering

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MATTERS OF MOMENT

The Marionette and Its Strings

SEIZING AIR BASES and equipping them in North Africa has been matched by the programme of long-range bombing raids against Italy. The tactical and the strategical use of Air Power come neatly together at distances varying from 650 to 1,500 miles from the main base. Range in bomber aircraft is serving as a substitute for shipping and for the air transport which an Air Force needs to guarantee it tactical mobility.

For the purpose of giving air cover to the First Army in its task of re-opening the Mediterranean narrows to Allied shipping, the Air Arm must have those airfields in Algeria and Tunisia. For the protection of the shipping on passage subsequently through the narrows, those bases for fighters are indispensable. Together with the aerodromes in Malta, they will be of great value as bomber stations from which to take offensive action against enemy centres in Sicily and Sardinia. But the range of home-based bombers has allowed the Allies to open the offensive against Italy sooner and in greater strength than would have been possible yet from North Africa.

Range is likely to have many striking applications in the next few months. It is by far the most important constituent in that quality of flexibility which Air Power can contribute to modern warfare. Now that the scope of strategic bombing is being widened, range can be used to introduce the element of surprise which usually yields large profits. The almost scathless raids of the big British bombers on Genoa, Milan and Turin; the accurate bombing in circumstances of light opposition; and the heavy damage done by fire and explosive represent one aspect of surprise in air action. Another began to reveal itself last week-end.

Fighter Redistribution Under Pressure

Pilots on their way across France to the Italian targets found more fighters than on earlier trips, and they found them deep in the newly occupied parts of France. The units of the Luftwaffe have had to re-arrange themselves. The general post demanded of the German air arm by British and American initiative in Africa has been dictated likewise to the fighter units still left to guard the Western flank of Germany's conquests. In this instance the British bombers alone have compelled the Germans to make a redistribution. Meanwhile, if the reports of British glider landings in Norway are true, they seem also to be giving the enemy frights 2,000 miles away.

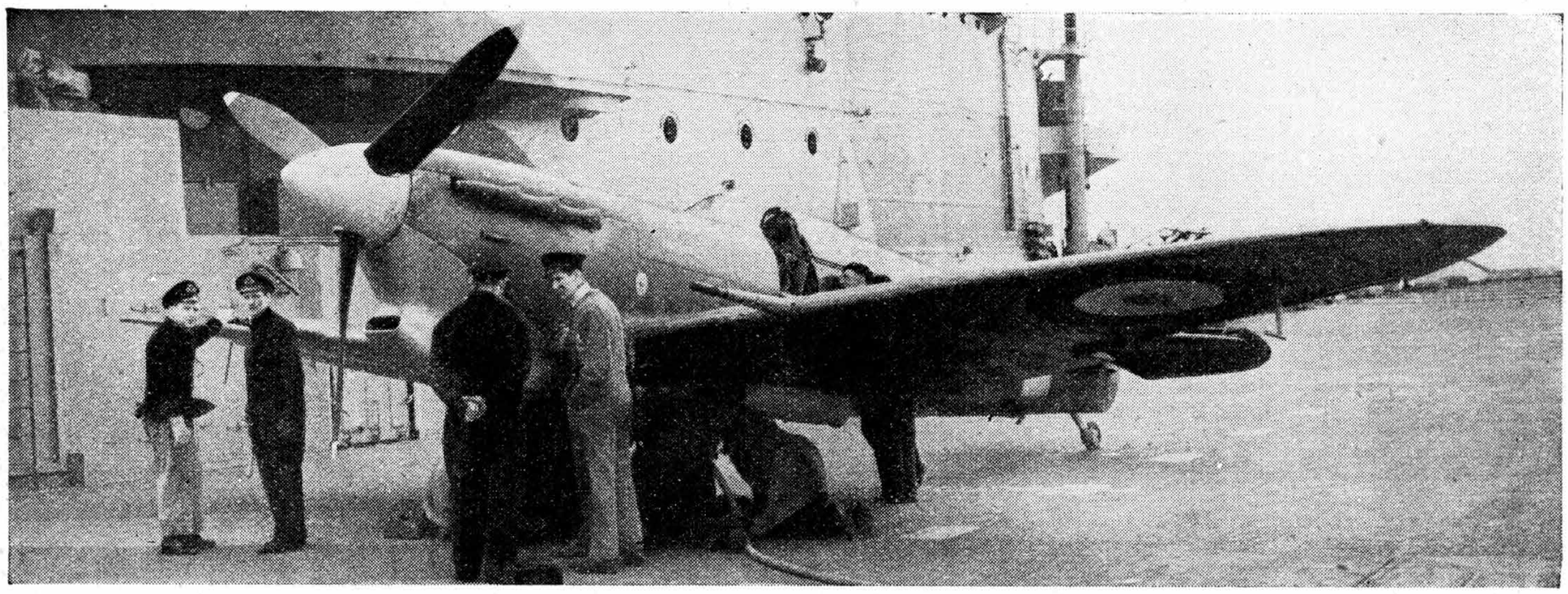
A period of about three weeks has been necessary for the placing of night fighter units in new positions in France. Roughly the same time elapsed before effective air opposition was organised to meet the threat in North Africa. Assuming that a lag of this order is unavoidable, the Allied Nations have discovered for themselves a factor which can be taken with some confidence into their offensive calculations. As their resources and bases are multiplied and their supply lines are shortened, the opportunities for surprise in the choice of later offensives become correspondingly greater. The enemy has persuaded himself that, when Africa has been cleared, the next blow will fall somewhere in the Western Mediterranean.

Exploiting Enemy Guesses

He may be right. He has redisposed troops and air units on that assumption. If he should prove to be wrong and the Allies should drive in their stroke elsewhere, the period of relative enemy weakness in the air would give the new offensive an advantage such as the Eighth Army and then the First Army enjoyed as they set their great machines moving. This is not to say that the enemy would be unable to obtain a temporary concentration, as at Dieppe. The switching of air units for a special occasion is much easier than the diversion of land formations, but the regrouping which ensures continuous air defence needs time.

For the present the enemy expects to be assailed through Italy or Southern France or both. He has prepared against invasion in those parts. By the evidence of the Lancaster and Halifax pilots, he has prepared against air offensives in those parts. In other words, the Allies, by their obvious interest in the freedom of the Mediterranean, have evoked strong defensive moves so that if they pursue a course aimed at eliminating Italy they will elect to attack the enemy where he is strong—no matter how recently that strength has been created. Having already declined to attack the enemy in Western Europe when he was strong, we look for something a little more subtle than a frontal attack across 200 or 300 miles of sea, with the enemy waiting in special array at the coast.

Islands in the Mediterranean stand in a different category. As the enemy has found in his dealings with Malta, they are veritable thorns in the flesh. The Allies, disposing Sea Power as well as Air Power, should be even better placed to deal with them than the Axis



ON DECK.—A Supermarine Seafire on the deck of a British aircraft carrier. This machine—a modification of the Spitfire—has already done well in the North African operations. Large numbers of them flying from carriers provided fighter protection for the convoys and for the escorting warships before the Allied occupation of aerodromes in Algiers and Tunisia. The machine in the photograph is a tropical version with nose air filter.

has been. Their influence on the control of the Mediterranean, in its widest sense, is plain. Now that the enemy is drawn, by all the portents, to the defence of Axis and near-Axis territory, the Allies owe themselves the utmost exploitation both of surprise and of their power to bind the enemy to his pre-conception of their strategy.

Allied Air Power, in particular, can make capital out of the new responsibilities which the enemy has laid upon himself. German apologists are already explaining that their "precious" aircraft must not be wasted. That policy has been in force for some months in France. German fighters have declined to rise to British fighter sweeps. Bombers are needed, therefore, both to bring the Luftwaffe to battle and to keep the Luftwaffe on the move. The medium bombers are becoming admirably placed to tempt the German fighters in the Mediterranean. The "heavies" are free to devote their range to the selection of desirable targets which become less well defended as the Germans prepare to protect what we described as the soft belly of the Axis.

Italy may be a profitable target for the heavy bombers at present. It is in the nature of a hose directing a stream of resistance towards North Africa. But, as the situation changes, the big bombers will have to be used to set the Luftwaffe new exercises in mobility and to smash the pedestal on which the whole ugly monument of German power is raised. Italy will remain a liability to the Germans and they will not dare to neglect it so long as North African bases stand like a line of catapults ready to assail it.

Upon the Allied Air Forces must soon be placed a duty comparable to that of the Combined Forces on the African coasts—the duty of stretching to the breaking point the Air Power of the Axis. As the German air arm weakens so will the chance of Allied invasion forces improve. A pattern of Air and Land offensives can virtually disarm and immobilise the enemy. He is beginning to play the marionette. Now that the Allies can pull the strings, most of his responses can be foretold. Let the big bombers spring the surprises and the Army will certainly be able to catch him on one foot.

Height in the Dog Fight

FOR DESTROYING a Ju 86P at a height of "nearly 50,000 ft." a Spitfire pilot has been awarded the D.F.C. The exploit occurred over Egypt and the details of the pilot's sufferings and difficulties show that, though the Spitfire was "adapted," it was certainly not fitted with a pressure cabin and the pilot was not wearing a high-flying suit of the kind used by two R.A.F. pilots before the War to make World's Height Records in the Bristol 138A.

Germany had believed herself to have gained a lead over the British in high flying with the Ju 86P. Its pressure cabin and its specially supercharged motors presented the possibility of photographic reconnaissance in clear weather at heights above the reach of British fighters. The Mediterranean area, in good weather, seemed to offer a suitable scene for the use of the high-level machine. A good many optimistic assumptions must have been shaken by the Spitfire's success in reaching it and shooting it down.

However the Spitfire may have been "adapted," it still had the means to shoot down its quarry. It plainly had the speed also to overtake it after the climb to "nearly 50,000 ft" and it carried enough fuel to pursue the enemy aeroplane out over the sea. The incident is a warning to the Germans that height in itself is not yet a complete defence against British fighters. It is a reminder, too, of the importance of height to fighters. There have been times when the Me 109 in modified forms has held a height advantage over R.A.F. fighters. We believe those lessons were taken to heart. The latest hint from the Ju 86P will certainly not be ignored.

Height cannot safely be dispensed with, even in the event of other forms of superiority. One school of thought holds that, if one side has a big enough numerical superiority, it can dictate the heights at which air battles shall be fought. The implication is that if enemy fighters want to reach the bombers they must come down through the protective layers of fighters and can be engaged on the way. Arguments to show that, in the long run, the numerically weaker enemy will be defeated can be brought forward. They would have more force if the evidence of the Battle of Britain were not so fresh in our minds.

The top dog in a dog fight still has a most stimulating moral and tactical advantage. No pilot likes to be dived on. No pilot likes to have to take up the chase when his adversary is in full cry. Confidence is bred of the ability to dominate an opponent and to stoop like a hawk to his destruction. We are glad to know that an "adapted" Spitfire could deal with the Ju 86P. We look forward to standard fighters which will be able to operate at similar heights without imposing an unfair physical ordeal on their pilots.

New Minister of Aircraft Production

COLONEL J. J. LLEWELLIN has ceased to be Minister of Aircraft Production, to go to the U.S.A. as Minister Resident in Washington for Supply. He was appointed Minister of Aircraft Production on Feb. 23 last.

Sir Stafford Cripps, formerly Lord Privy Seal, has taken Colonel Llewellin's place as Minister of Aircraft Production. In asking him to take this position, on Nov. 19, the Prime Minister wrote:

"Surveying the War at this present moment, it seems to me that the production of aircraft and the development of radio technique lie at the very heart of our affairs. If you were willing to take the Ministry of Aircraft Production, you could, in my opinion, render great service to the country and its cause. . . . I hope you will give very careful consideration to this proposal, which is conceived solely to meet a most serious war need."

An Old Airship Pilot

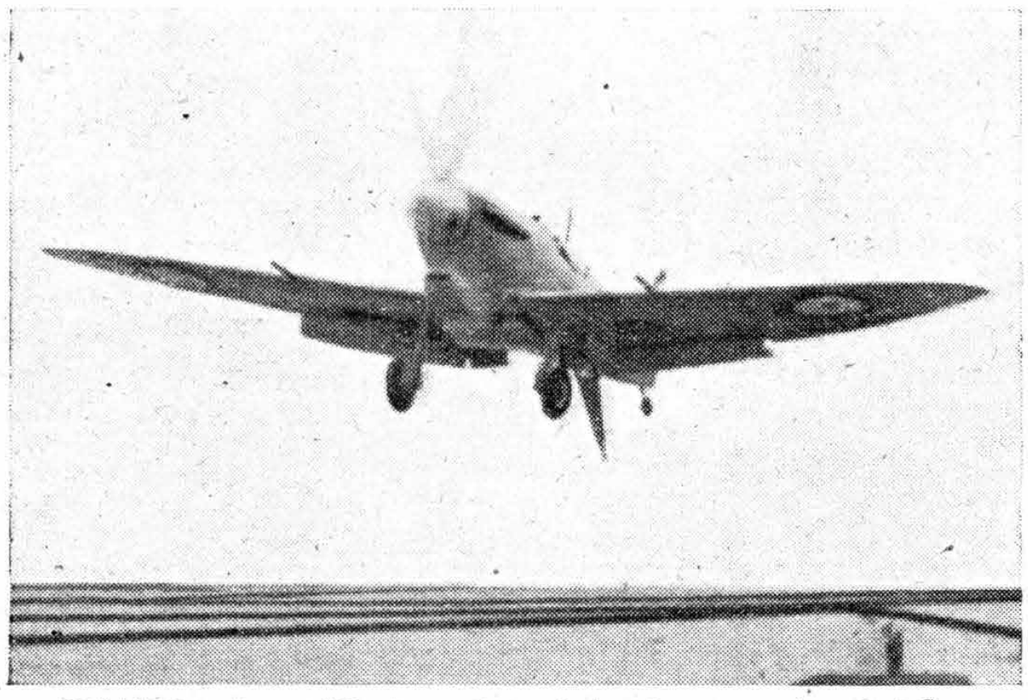
ONE OF THE OLDEST British airship men, Mr. Reginald Foster Dagnall, died on Nov. 16 at the age of 54. His airship flying ended for all practical purposes in 1920, since when he had devoted himself to the firm of R.F.D. Company, makers of balloons, dinghies and flotation gear for the R.A.F.

He had begun his working life in the drawing office of Napier's and he left that employment early in 1910 to join E. T. Willows in work on his D.3 airship at Bushey. Later, Mr. Dagnall moved with Willows to Birmingham and flew his airships from Wolverhampton as a sight for crowds at various public assemblies. He left Willows in 1912 and for a time was the pilot of the Bovril advertising airship which he flew around England.

Subsequently he renewed his association with Willows in the firm of Airships Limited, which was founded by the late G. Holt Thomas. He was first Works Manager and later General Manager of that Company and he carried on his flying at intervals up to the end of the Great War. In 1920 he formed R.F.D. Limited as a private company to make all forms of inflatable gear.

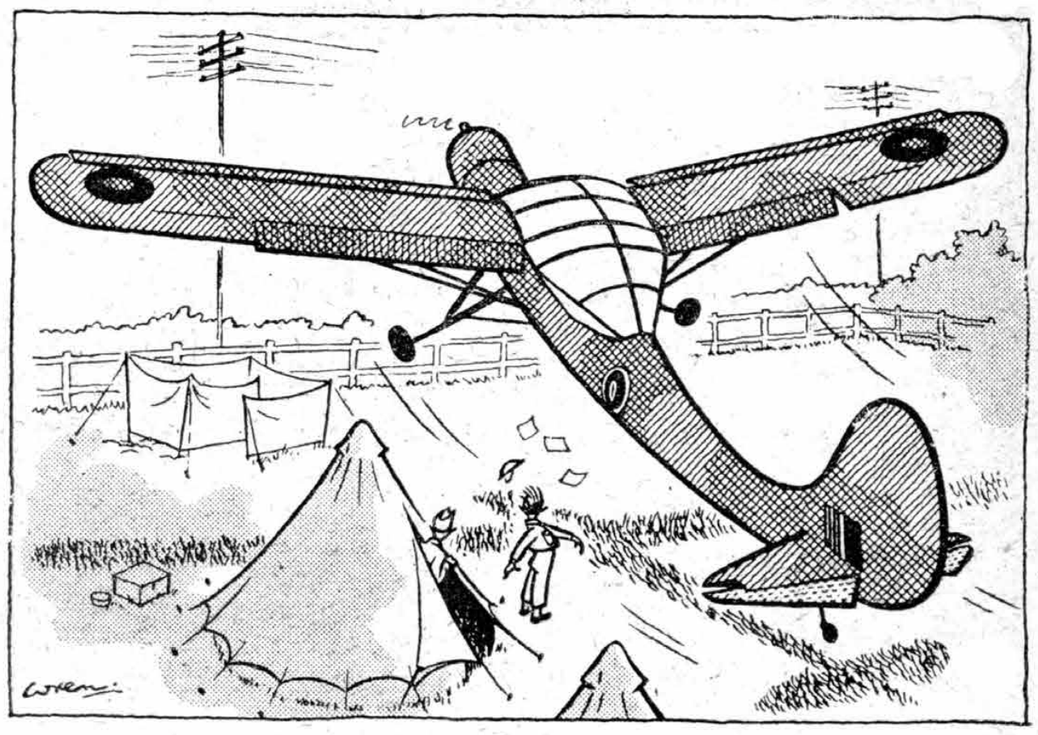
The first order was worth £1,000 for flotation bags to be fitted under the wings of one of the early models of Short Brothers. When his firm was turned into a public company, Mr. Dagnall remained as Managing Director and throughout the period of the War he has been busily engaged in turning out large numbers of dinghies and other inflatable apparatus. He also built a primary training glider, usually known as the "Dagling," which was the British equivalent of the German Zögling.

PLEASE SAVE PAPER



SEAFIRE.—A modified version of the Supermarine Spitfire is now operating with the Royal Navy and is flying from aircraft carriers. This photograph shows a Supermarine Seafire landing with wheels and deck arrester hook extended. This machine appears to correspond to the tropical version of the Spitfire VB.

ODDENTIFICATION—LXXXVII



Hanging on its flaps and slots,
The Vigilant has lots and lots
Of lift.
And when up in the air it sits,
For all the spotting people it's
A gift!

Railways and Air Transport

A STEP towards co-ordinating the air transport interests on the home air routes with which the railway companies are concerned has recently been taken. A controlling interest in British and Foreign Aviation Ltd. was offered last month to the three railway companies affected and was acquired by them. The controlling interest was previously held by Sir Hugo Cunliffe-Owen. By acquiring this control the railway companies now include within their organisation both the shipping and the flying companies which have an interest in the traffic on the routes affected.

British and Foreign Aviation Ltd. was formed in June, 1938, to acquire "not less than 90 per cent." of the share capital of Olley Air Service Ltd. and Air Commerce Ltd. Its authorised capital was £250,000 and the share capital issued up to the end of December last was £183,402.

In consequence of the deal recently concluded the shares in Great Western and Southern Air Lines Ltd., West Coast Airways (Holdings) Ltd. and Isle of Man Air Services Ltd., will be owned by the railway companies and the cross-channel shipping companies operating in the same areas. Although the boards of the companies affected have been reconstituted, Captain G. P. Olley retains his association with the group and continues as Managing Director of Olley Air Service Ltd.

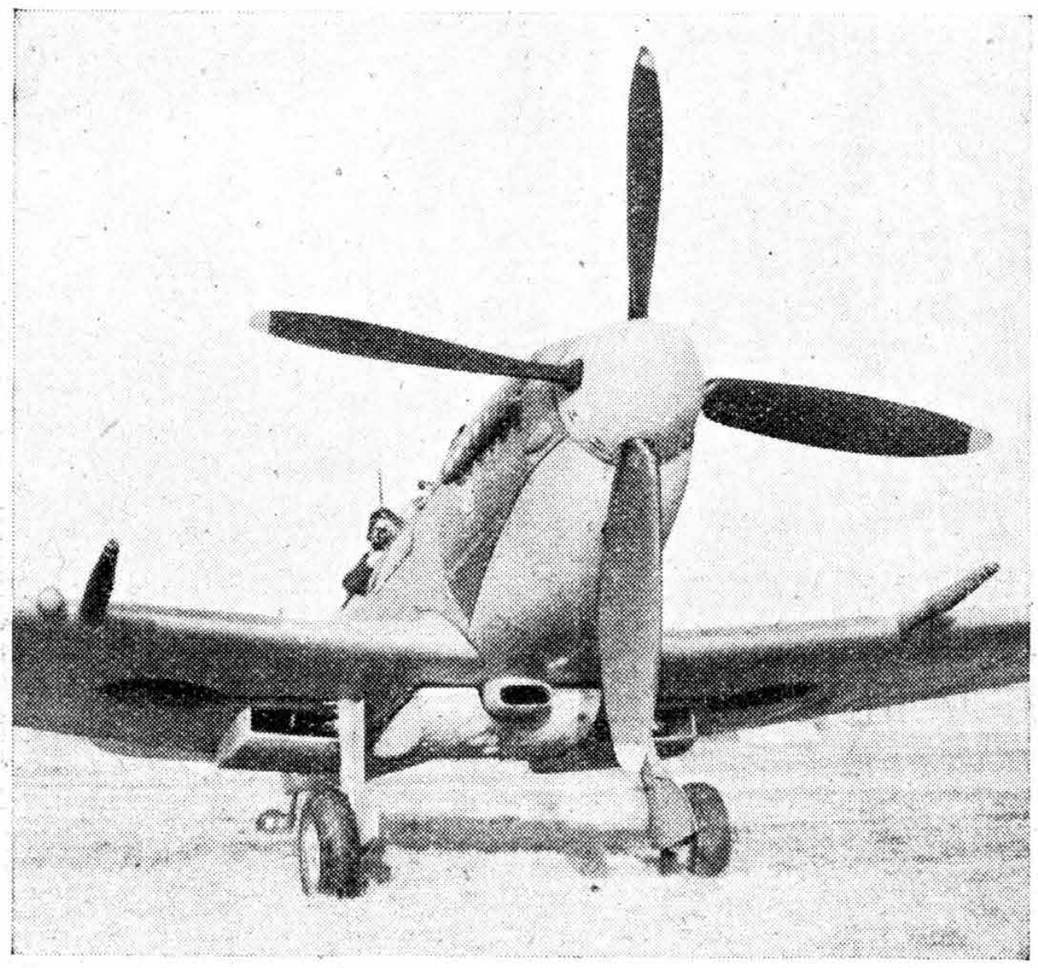
This re-arrangement is a measure of consolidation only within those areas which were served by the railway group of air companies before the War. The companies associated with Olley Air Service Ltd. were West Coast Air Services Ltd., which operates the service between Liverpool and Dublin in co-operation with Aer Lingus Teoranta, and Isle of Man Air Services Ltd., which was formed by the L.M.S. Railway, the Isle of Man Steam Packet Company and Olley Air Service Ltd.

This deal involves no change in the situation concerning Jersey Air Services nor does it embrace any of the companies which were operating air services in the neighbourhood of the L.N.E.R. territory before the War. Nevertheless, the clearing of the ground is perhaps to be taken as a sign of the intention on the part of the railway companies to take a bigger hand in air transport after the War.

The principle established on the Western and Southern coasts of the railway companies' rights to join with coastal shipping companies in operating air services across the narrower seas will probably have its counterpart subsequently on the East coast where shipping services to the Continent are normally operated by the railway companies or by shipping companies associated with them.

The Typhoon Revealed

A MODEL of the Typhoon is reported to have been included in an exhibition to encourage fuel economy at Purley. The correspondent who noticed this lapse was told on inquiry that the models had been supplied by the War Office and that the powers in that Department saw no reason to forbid photography. Inconsistencies in censorship may sometimes be justified. The exchange of Air Ministry secrets by the War Office for the benefit of the Ministry of Fuel seems a fine example of defeating "security" by circumlocution.



THE FOUR BLADER.—A close-up of the new Spitfire?? The Rolls-Royce Merlin LXI motor drives a four-blade tractor airscrew. The bumps in the wing next to the cannon are the faired stubs for the installation of two more as required. The blister under the belly just behind the air intake is an extra tank. A second intake for the intercooler is on top of the cowling. This photograph also shows the two-wing radiators.

The New "Spit"

ONE OR TWO further details are available on the new Spitfire?? with the Merlin LXI motor. Unfortunately there is still a ban on the quoting of the mark number. The protuberances next to the cannon on the leading-edge are not in fact "recoil bumpers," but are the faired stub in the leading-edge casing and take the outboard cannon for which the wing is designed. They are now fitted to all Spitfire Vcs when an armament of two cannon and four machine-guns is installed, instead of four cannon.

The air intake is not in fact removed from underneath and replaced on top, although it is slightly modified in shape. An additional intake is placed on top of the cowling for the intercooler of the supercharger. Photographs released during the past week show an extra fuel tank attached externally between the undercarriage legs.

The Bristol Disagreement

IN THE House of Lords last week, Lord Brabazon of Tara (better known in aviation circles as Col. Moore-Brabazon) put down a motion calling the attention of the Government to the dismissal of Sir Roy Fedden, Chief Engineer of the Bristol Aeroplane Company.

Lord Sherwood, Joint Parliamentary Under-Secretary for Air, who replied for the Government, explained in some detail the circumstances which had preceded the dismissal, in so far as they impinged on official policy and the conduct of the War. He traced the steps that Col. Llewellin, Minister of Aircraft Production, had taken to deal with the matter, following Lord Brabazon's retirement from that office.

Lord Brabazon said that Sir George White had founded the Bristol Company some years ago and Sir George's family had followed him in control of it. The Company was changed in 1935 from a private into a public concern when 360,000 shares of 10s. nominal value each were taken up by a stockbroker at 37s. 6d. each and sold to the public at 52s. 6d. each.

Lord Brabazon referred to the two technicians, who, he said, had been responsible for the success of the Company, Capt. Frank Barnwell and Roy Fedden. He emphasised the importance of Bristol motors, mentioning the Jupiter, Mercury, Perseus, Pegasus, Taurus, Hercules and, what he described as one of the biggest engines in the World, now coming through. Those engines had been copied all over the World and provided more than half the power plant of the Royal Air Force. He said that U.S. authorities regarded Roy Fedden as the most outstanding engineer on air-cooled engines in the World.

In his opinion Sir Roy was largely responsible for the adoption of the "Britain First" prototype of the Bristol Blenheim aeroplane as an official type and for the formation of the Rotol variable-pitch airscrew factory, which had kept the supply of airscrews up to scratch.

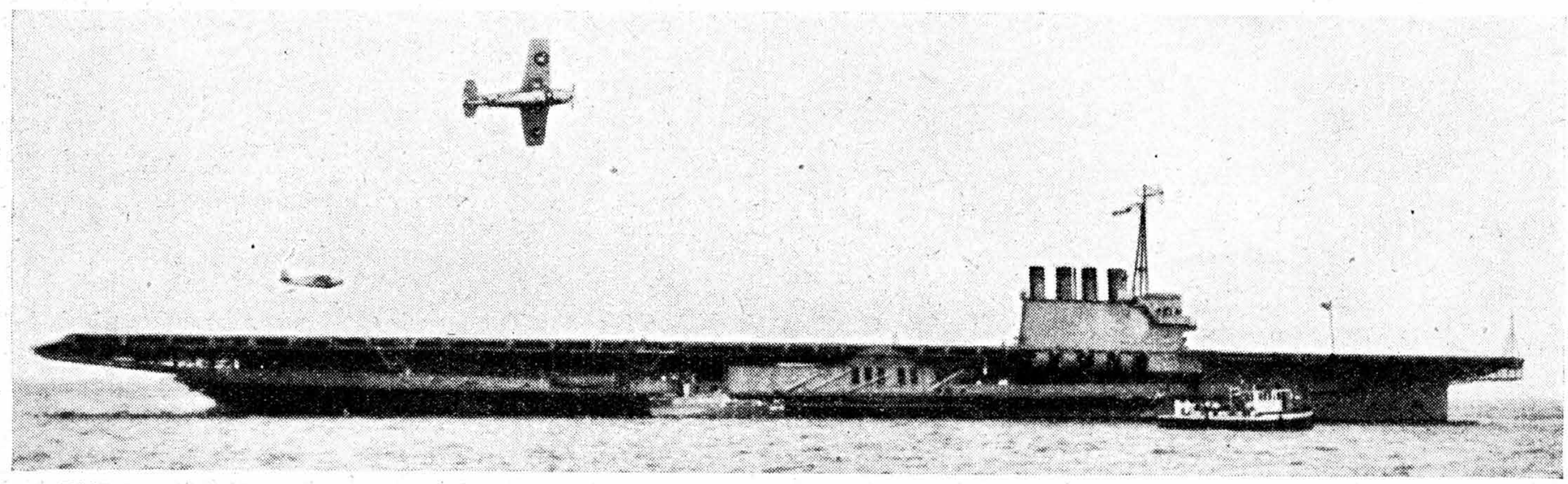
He asserted that as long ago as 1931 the Government attempted to get Sir Roy a seat on the board of directors of Bristol's. The family relationships had proved too strong. In 1940 the Company rightly would not release Sir Roy for direct Government work. He then came to the crux of the problem which was the amount of executive control which Sir Roy wanted and the limit to which the board was prepared to go in that direction. The firm, said Lord Brabazon, would not accede to Sir Roy's request for control of the design staff and office. Fedden was offered full responsibility for research and development as Technical Controller, but other matters affecting those mentioned were to be dealt with by the Production Manager. As a result, he deduced, the Bristol Company was now rather like Hamlet without the Prince of Denmark.

Now that the new motor was ready for production for the Royal Air Force the guiding hand of its designer would not be there to shepherd it through its initial paces. He viewed the situation with alarm and referred to the efforts that the present Minister of Aircraft Production had made to try to bring the contending parties together. The power the Minister had of placing a controller in charge of the Company was a way out, but was not applicable in the circumstances.

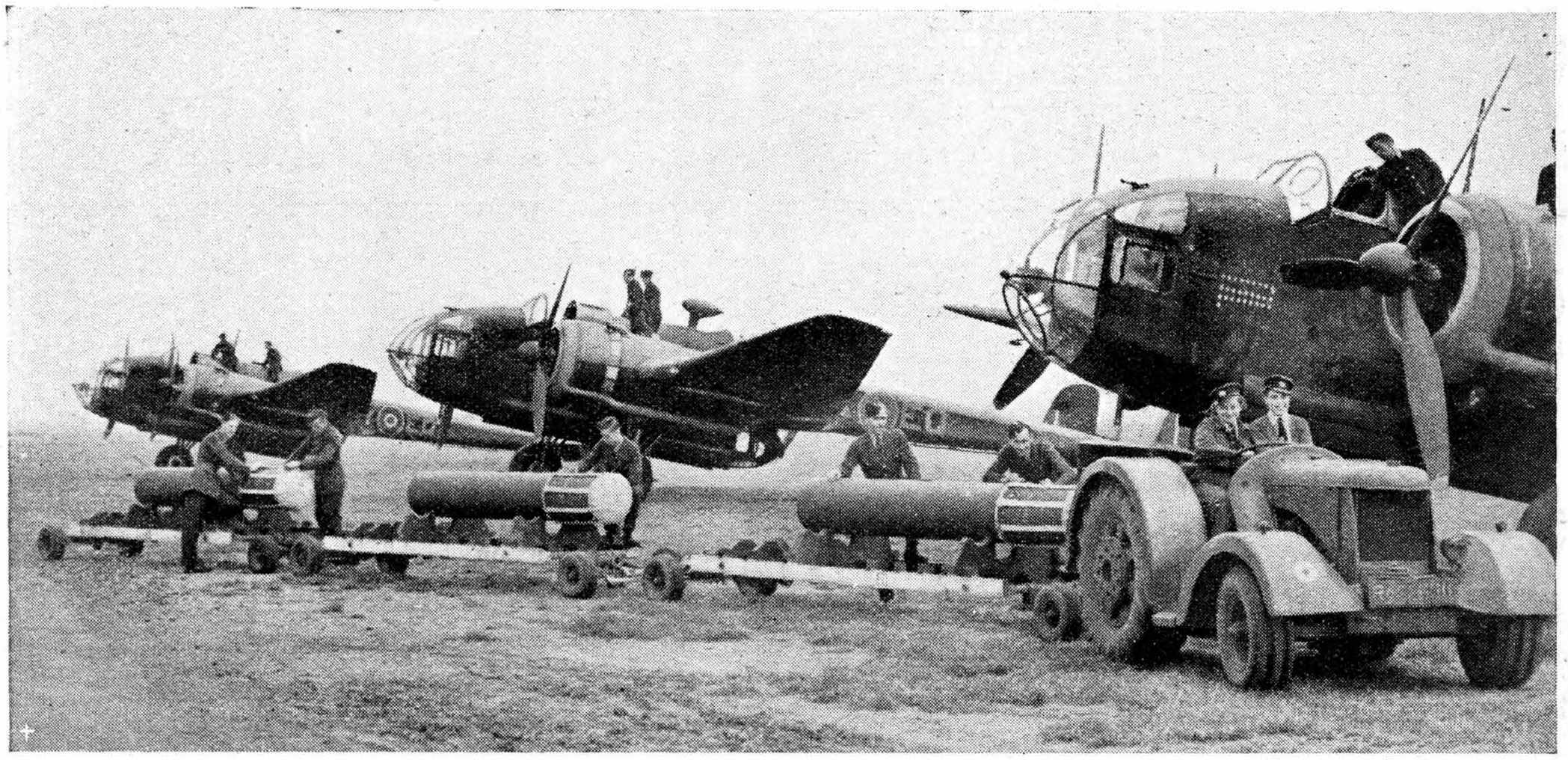
Lord Sempill supported Lord Brabazon's remarks about the Bristol Company and endorsed the value of Fedden's work. He went on to make comparisons with other aircraft companies and financial control. In particular, he said that the de Havilland, Fairey, Napier and Short firms had similar troubles.

Replying for the Government, Lord Sherwood said he appreciated the importance of the matter. Col. Llewellin had found that all was not well with engine development at Bristol's. The Minister had acted on the information that the Company and Sir Roy Fedden were only communicating through solicitors. Development of aero-engines was suffering as a result and the Minister endeavoured to bring the parties together. It was a matter of urgent national importance that something should be done. A mutual arrangement was arrived at on Sept. 3, but Sir Roy had afterwards withdrawn.

Lord Sherwood deprecated the personal remarks about the controlling family of Bristol's. They had not sacked Sir Roy out of hand. There was no evidence at all of inefficiency on the part of the Bristol Company. Aircraft design was quite satisfactory and aircraft and engine production was good. The difficulty was entirely confined to the aero-engine design



THE WOLVERINE.—Grumman Wildcats of the U.S. Navy (Martlets to the Royal Navy) flying over the former excursion boat S.S. Seeandbee, now in service with the U.S. Navy under the name Wolverine as a training aircraft carrier.



["Aeroplane" photograph

THE MINE LAYERS.—Handley Page Hampden is loading up with mines for disposal in enemy waters. The parachutes which retard the fall can be seen attached to the end of each mine. Hampdens are now doing good work as torpedo droppers as well as minelayers and bombers.

side in the charge of Sir Roy Fedden. A debt was owed to Sir Roy for his work in connection with some of the great engines of our time. But a state of affairs had arisen which was not furthering the development of the Bristol engine. The Minister, after weighing all the factors involved, had come to the conclusion that the connection between Sir Roy Fedden and the Company should be brought to an end.

Lord Sherwood went on to disclose that a post of the highest importance had been offered by the Government to Sir Roy and that it had been accepted. It would involve his going to America. Agreeing that quality mattered more than quantity, he said that Sir Roy had the opportunity of accomplishing even greater things in this new position. The House was concerned only that every man should be employed in that capacity which would enable him to give the best service. In the case under discussion that end was being attained.

Lord Brabazon, in withdrawing his motion, said the dispute was an old one, and although in his view the Bristol Company would suffer, he was pleased that Sir Roy Fedden's services would be utilised in the country's welfare.

The following statement has been sent to us by Mr. F. T. Hearle, Managing Director of the de Havilland Aircraft Co. Ltd.:—

"In the House of Lords on Nov. 17 Lord Sempill is reported to have mentioned the de Havilland Company as suffering from troubles between the financial and the technical side. It is inevitable that a report like this has caused some concern in my Company and must give rise to anxiety outside among those interested in our many and great responsibilities. Therefore I shall be grateful if you allow me to refute the statement as having no vestige of truth in it whatever. A high degree of harmony and enthusiasm pervades our whole organisation."

In a letter to the Press Mr. H. O. Short, Chairman of Short Brothers, Ltd., Rochester, asserted that no man of high position in his Company has been dismissed, there being no need for such a step. Only himself and his nephew are Shorts out of a board of 10 and Mr. Short indicated that of the other directors only one has no technical, mathematical or engineering background. He also remarked that Lord Sempill was doing a disservice to the country in trying to create dissension among the directors of aircraft production factories.

Rugby Football

Army v. Royal Air Force

THE ROYAL AIR FORCE lost a first-class game to the Army on Saturday, November 21, at Richmond Athletic Grounds by three goals and one penalty goal (18 pts.) to nil.

The R.A.F. were unlucky to lose their captain, G/C G. A. Walker, who left the field with concussion about 10 minutes after play began and did not return. The R.A.F. had five internationals playing against the Army's eleven. The R.A.F. team was: Full back: W/C W. M. Penman (Rosslyn Park and Scotland). Three-quarters: L.A.C. J. H. Macdonald (R.N.Z.A.F.), Sgt. W. H. T. Davies (Swansea and Wales), Sgt. H. Walters (Swansea), L.A.C. H. M. Powell (Swansea). Stand-off half: G/C G. A. Walker (Captain) (Blackheath and England). Scrum half: Cpl. S. Morgan (Hull R.L.). Forwards: Cpl. R. Longland (Northampton and England), F/O R. J. Masters (Bedford), Cpl. G. Hudson (Gloucester and Weston), Cpl. J. Mycock (Harlequins), Cpl. R. E. Price (Wales), Sgt. W. J. Reynolds (Bristol), P/O W. Fallowfield (Northampton) and Cpl. E. Sadler (Hampshire and England).

AIRDENTITIES XXIX

Air Marshal Sir Ernest Gossage, K.C.B., C.V.O., D.S.O., M.C., Air Officer Commanding Balloon Command.

The 168th Week of

THE WAR IN THE AIR

A SEAFIRE "LANDS ON".—A modified version of the Supermarine Seafire now operating from the British aircraft carriers under the name Seafire lands on the deck of a carrier. The Seafire in the photograph appears to be the equivalent of a Spitfire Vc.

MAGNIFICENT successes in North Africa by all three Services acting in unison lead to hopes of decisive blows at the Axis in Europe. Just as the victories of the past few weeks are the most important gained by the United Nations since the War began, so the further operations for which they provide, combined with the Russian victories, may well carve the way to final victory.

Certainly the use to which Air Power is put during the next few months will influence materially the course of events. Obviously Allied Air Power should be used where it is likely to give the most effective results. And there is a real danger that wrong lessons may be drawn from the results of the African campaign. What look like quick and spectacular results have been achieved in the recent close support of land and sea operations by the Air Arm although in fact the way had been prepared by months of air effort over a wide area.

The danger now is that other operations on the surface of the earth may be allowed to lessen the weight of the air attack on the heart of the enemy. If that happened we should be throwing away the enormous advantages represented by the range and versatility of Air Power—a striking arm in which we are at last gaining a marked superiority over the enemy.

The battlefields of Egypt and Libya are not ideal for close support work by the Air, because of the excellent opportunities for the dispersal of land forces in the desert; nevertheless the strategic situation of Rommel's forces was excellent for preparatory weakening from the air. The enemy communications were strung out across the sea and over hundreds of miles of land. The hammering the enemy supply routes received from the Allied Air Forces was the key factor in the subsequent battle and retreat. No such advantage would be present were Allied Forces to land on the Continent itself where the enemy would be fighting to his maximum advantage.

Without doubt the prime function of Air Power in all conditions is to gain and hold air mastery—at first defensively over the home bases and the essential routes of supply, and then offensively over the territory of the enemy. Naturally, in this latter offensive rôle the plan for using the other Services must be the guiding factor.

The North African campaign, its preparation and its future implications, provide an excellent illustration of the point. Having built up air mastery over the British Isles and having dispersed much effort of necessity in the Battle of the Atlantic, the urgent need became to free the Mediterranean sea route and relieve the threat to Egypt. In modern war, command of the narrow seas can be attained only by command of the air above them. Therefore, the gaining of air bases along the North African coast was essential.

Quite rightly all the available resources of the three Services have been concentrated towards arriving at the single end—and magnificently they have worked together. Much has been gained, and, although there will be much hard fighting yet before Tunis and Tripoli are won and the Axis bundled out of Africa, that end is within sight. With the whole North African coast in Allied hands the Mediterranean route would be open. Command of the Mediterranean Sea is, above all, a function of land-based air strength to-day. The French and Italian Navies matter not one jot so long as fighter cover is available above our ships steaming within 20 miles or so of the coasts held by the Allies, and so long as an adequate bomber and torpedo-bomber force is available to attack any enemy ships which venture within range.

Having secured that great prize—the Mediterranean sea route to Egypt, to Russia, to India and the Far East—we should be foolish to play into the hands of the enemy by attacking him where he is strongest—on the Continent of Europe. The one decisive advantage we have over Germany is now in the air. Let the Air prepare the way by smashing Germany from inside so that the great German armies are left without foundation or sustenance.

The effect of bombing depends on three things—

(i) Intensity of attack—concentrated upon the selected target.

(ii) Scale of attack—the weight of bombs dropped.

(iii) Continuity of attack—giving no time for repairs to be completed.

Bomber Command has had to give way to so many other demands upon its aircraft during the past year that none of the three requisites could be developed to the full. But bombing ceases to be merely a nuisance and becomes a critical factor as its scale and intensity go up. As yet we appear to be working a little way below the critical figure. We can get well above it by concentration of effort when the present land operations have been completed successfully and before any more are begun.

The true function of Allied Air Power and the way in which it can be used to gain the quickest victory at the lowest cost, is as a long-range striking, smothering and blockading force, disrupting the whole internal economy of Germany in preparation for the final blow on land. Only by using the air aright can the end be foreseen in 1943.

Apart from the strategic situation in general, two tactical incidents are of special interest during the past week. Lockheed Lightning single-seat two-motor twin-boom fighters of

the Twelfth Air Force of the U.S. Army are reported as having been in action over Tunisia, escorting Fortress bombers. The work of these two-motor fighters against German fighters will be watched with the greatest interest.

Over Egypt a Spitfire has climbed to nearly 50,000 ft. to shoot down a Junkers Ju 86P high-flying reconnaissance monoplane which fell in the Mediterranean. This must have been the highest combat ever fought and is another proof of the magnificent quality of the Supermarine Spitfire and its Rolls-Royce Merlin motor.

Towards Bizerta and Tunis

BY THE SKILFUL USE of parachute troops, by bringing up armour quickly and by employing strong air forces, the Allies were able to restrict the enemy's occupation of Tunisia to a small coastal area barely embracing the port of Bizerta and the town of Tunis. At the week-end, Allied columns were advancing upon the Axis positions from the West, the South-West and South-East, meanwhile keeping in contact with enemy advance units thrown out beyond the defence line.

In a sharp encounter on Nov. 18, more than a third of a force of 30 German tanks were destroyed, and, on Nov. 21, a clash was reported to have occurred between Axis forces and French troops, 30 miles West of Tunis. A fight for the possession of an important bridge in mid-Tunisia resulted, according to the Germans, in a victory for French troops. The French garrison at Gabes, a port mid-way between Tunis and Tripoli, was reported to have defeated an Axis attempt to land there.

Reinforced in North Africa at the expense of other theatres, the Luftwaffe was able to make a serious bid for air mastery over Tunisia, and British and American troops were reported to be pushing on towards Bizerta under "intense Axis air attack." "Violent air battles" between German and Allied aeroplanes over the battlefield were also mentioned in week-end reports from Tunisia. Raids by the Luftwaffe on Algiers and the Maison Blanche aerodrome were admitted by the Allies, and German sources also claimed that the harbours at Bône and Phillipeville had been bombed.

Most of the communiqués made only general references to air operations, and no opinion could be formed as to the adequacy of the air protection and support given to Allied troops. The Germans boasted that they had set up an "aerial bridge" between Sicily and Tunisia with their Junkers Ju 52 air transports, but German radio commentators bemoaned the Axis weakness in the air. Machines, they declared, were too precious to be used extravagantly. The heavy casualties suffered by the Ju 52s in North Africa certainly suggested a dearth of fighters. Another 20 were shot down in the Mediterranean area, bringing the total for the two weeks of the campaign to 46.

For defence, the Allies used Supermarine Spitfires and Lockheed Lightnings; for their air offensive they relied upon B-17s of the U.S. Army 12th Air Force, upon heavy and medium bombers of the Middle East Command of the R.A.F. operating from Libya, and upon Beaufighters and bombers from Malta. The main objectives of the bombers and the Beaufighters were enemy aerodromes and shipping in the port of Bizerta. Few details were given of the fighters' activities, but Spitfires were stated to have shot down five enemy raiders and Lightnings four. Naval anti-aircraft guns destroyed 23 Axis bombers, probably destroyed another 10, and damaged 18 between Nov. 8 and 15.

Farther East, the Eighth Army continued its advance towards Tripolitania. Landing grounds at Martuba were occupied on Nov. 15, Mekili and Derna on Nov. 17, and Benghazi on Nov. 20. Benghazi was surrendered without a fight. Heavy rains slowed down the rate of progress, and at times interfered with flying, but the Eighth Army remained in contact with the enemy's rearguards, and at the week-end were skirmishing with them in the neighbourhood of Jedabya. There were indications that the enemy intended to make a stand at El Agheila, South-West of Jedabya, where natural obstacles, not unlike those at El Alamein, favour defensive tactics.

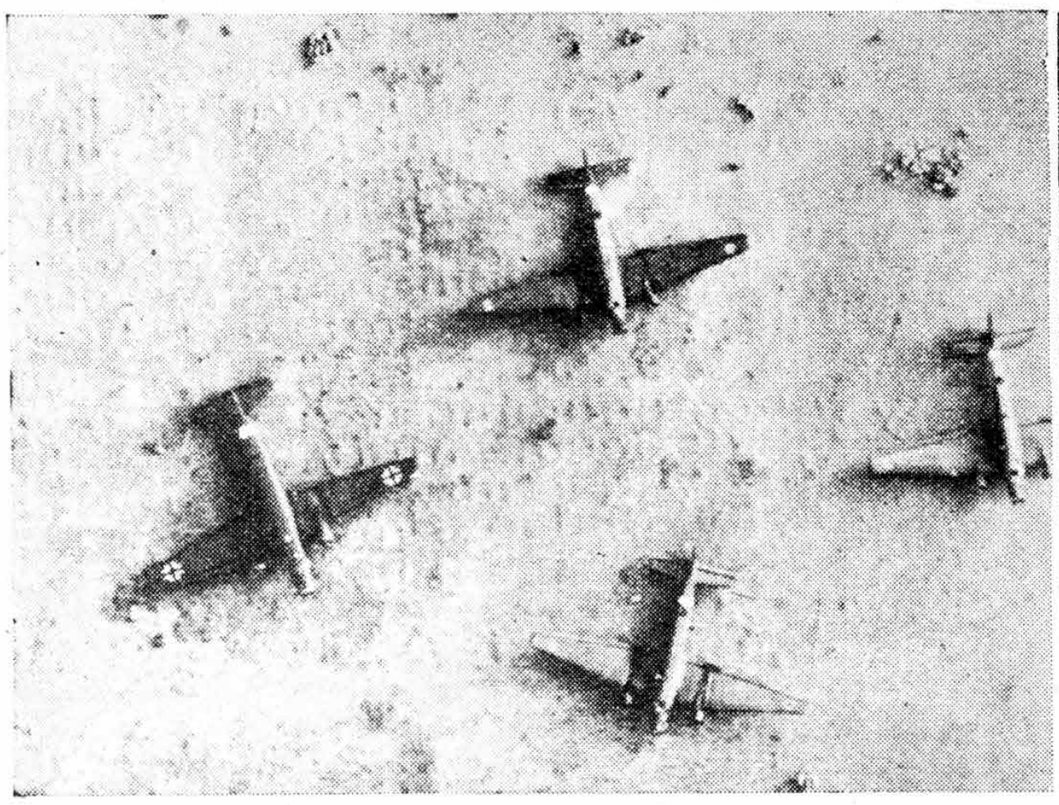
In the interval between storms, the Allied Air Forces were active over the battle area. Long-range fighters inflicted heavy damage on westbound traffic moving into Tripolitania from Cyrenaica; bombers attacked Benghazi by day and by night; Tripoli was twice bombed by U.S. Army Air Force Liberators, once in daylight, the second time by moonlight; four aerodromes in Sicily were thoroughly bombed and probably made temporarily unusable; and a 2,000-ton ship off the coast of Tunisia hit amidships. Naval torpedo-bombers made two hits on an 8,000-ton tanker off the coast of Tripolitania, and other torpedo aircraft torpedoed the vessel which had been bombed, and left it sinking. Another large vessel was also attacked off Cap Bon and raked with cannon fire.

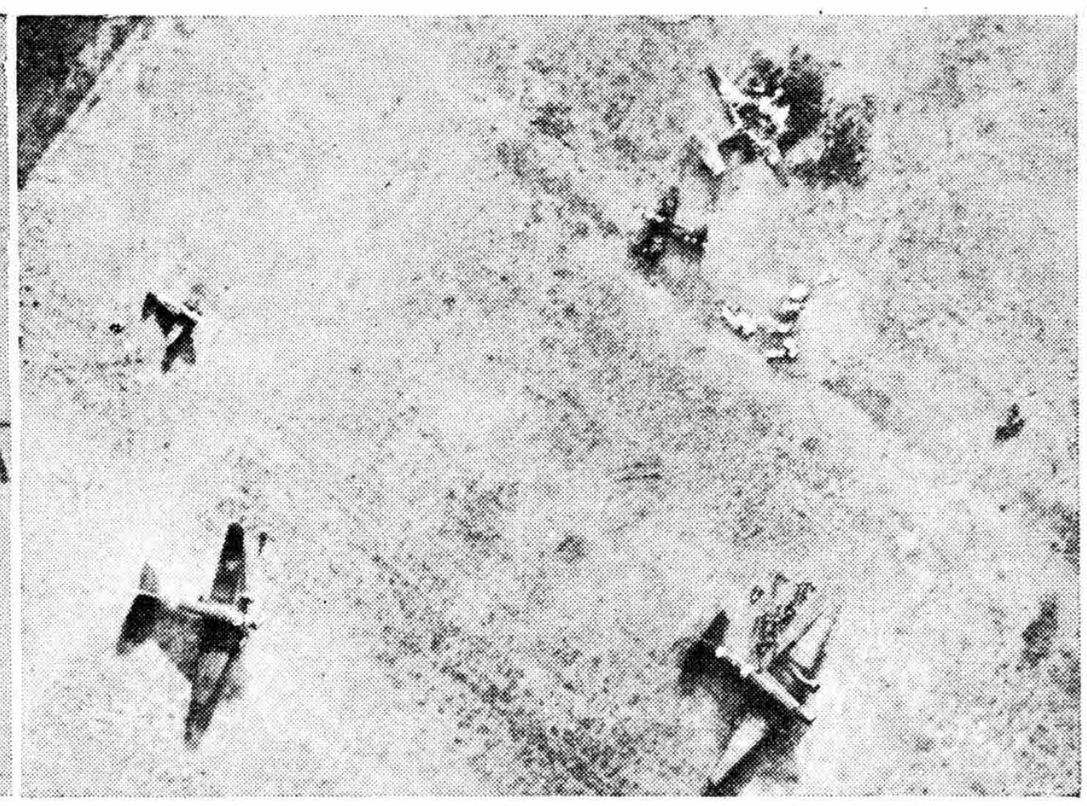
Axis Defeats in Russia

A special announcement from Moscow on Nov. 22 stated that Soviet forces had assumed the offensive to the North-West and South of Stalingrad, and had, in one sector, advanced 40 miles, and cut two roads and a railway supplying enemy troops East of the Don. This news followed another decisive victory for the Red Army in the Central Caucasus, where, after a battle lasting many days, German forces which had entered Ossetia after the fall of Nalchik, were thrown back with heavy losses to the Nalchik area. This reverse upset the enemy's plans to cut through the Central Caucasus to Ordzhonikidze and, in the opinion of military leaders in Russia, placed the Grozny oilfields beyond the enemy's reach at least until 1943. The Germans made several attempts to recapture the lost territory, but without avail.

Further Red Army successes, although small, were also reported from the area of Tuapse, where Soviet troops again improved their positions. The enemy-held city of Novorossiisk was brought within range of Russian artillery, and a large cement works to the South was reported to be still in Russian hands.

At Stalingrad, gains and losses were once more measured in yards. The section of a street lost by the Red Army in the previous week was recovered, but was lost again early last week. The Germans also made a slight advance beyond this





A MIXED BAG.—Reconnaissance photographs of the aerodrome at Tunis, taken on November 12 after an attack at dusk by Bristol Beaufighters. Left, three Junkers Ju 52/3mZs and a Savoia Marchetti S.M.82. Cut off the original picture is a burnt-out S.M.81 and two more Ju 52s. On the right, a Ju 52, an S.M.81, a smashed French LeO 45 bomber and two Me 109Fs. Off the picture are the remains of three more Ju 52s and two more Me 109Fs.

point but failed to reach their objective—the banks of the Volga. The latest reports from this sector spoke of strengthened Russian positions inside Stalingrad and the Red Army's capture of a height to the South of the city.

Soviet communiqués mentioned only the three main fighting areas of Stalingrad, N.E. of Tuapse and S.E. of Nalchik, but German statements gave a hint of Russian liveliness on many other parts of the front. At Kletskaya, the Red Army drove a wedge into the Axis positions; in the Kalinin area, North-west of Moscow, fighting flared up; and there was renewed activity on the River Volkhov front. Some of the resumed actions followed the freezing of rivers, swamps and marshes which had been used throughout the summer as defence lines.

Preparations by the Axis for a Winter campaign in Russia include the issue of special equipment for the Luftwaffe for the warming of frozen aero-motors. New heaters, superior to those improvised last year, make starting possible within 15 to 20 minutes, against the 60 to 90 minutes needed in the Winter of 1941-42. Aerodromes are also being given improved runways and supplied with snow ploughs.

Few details of air operations were given by either side, but the weekly survey of losses made by Moscow stated that between Nov. 15 and 21 the Germans lost a total of 60 aeroplanes in air combat, by anti-aircraft gunfire and by raids on aerodromes. The Russians lost 34 in the same period.

Heavy Japanese Naval Losses

A naval battle involving surface vessels, submarines and aircraft, was fought off Guadalcanar Island on Nov. 13, 14 and 15, between Japanese and American forces. Twenty-eight Japanese ships were sunk and another 10 damaged. Details of the battle were given in two separate communiqués from Washington. The first reported the destruction of one Japanese battleship, three heavy cruisers, two light cruisers, five destroyers, eight transports and four cargo transports, and damage to one battleship and six destroyers. The second report claimed the additional destruction of one Japanese battleship or heavy cruiser, three large cruisers and one destroyer, and damage to a battleship, a cruiser and a destroyer. The Americans lost two cruisers and seven destroyers.

This naval action frustrated the most determined effort the Japanese had made to recapture Guadalcanar. As a result, the American hold on the island was made more secure, and a few days later a communiqué announced that the Japanese had been pushed still farther away from the Henderson aerodrome which they so earnestly strove to capture.

Allied bombers in the Solomons ranged over a wide area during the week. One of the principal targets was the Buin-Faisi anchorage which was bombed six nights running by a variety of bombers, including N.A. Mitchells, Catalina flying-boats, Fortresses and Marauders. Many hits were scored on Japanese ships in the roadsteads. In one raid Fortresses are said to have shot down 10 S-00 fighters and two float biplanes. In another, Marauders shot down two S-00 fighters. Rabaul and Gasmata were also bombed.

For the first time since they were dislodged from positions South of the Owen Stanley Mountains at the end of September, the Japanese last week turned to fight. After failing to offer resistance even at points that might have been easily defended, they ultimately elected to make a stand within a triangle embracing Buna, Gona and Soputa, a village about eight miles inland from Buna, and here they fought most resolutely, but to little purpose.

Bad weather had hampered the Allied Air Forces' operations for several days, and prevented their bombers from attacking enemy destroyers which had been seen manœuvring under heavy clouds off Buna. At the week-end, the enemy succeeded in landing reinforcements, but lost a destroyer in the process. In between the storms, the Japanese Air Force re-appeared after a long absence. The enemy aircraft came from Lae and Salamaua, two aerodromes which were bombed by Mitchells and strafed by Beaufighters, with Kittyhawks as escorts. Beaufighters and Marauders made frequent attacks on enemy positions on the Gona-Buna area and fighters accounted for 15 enemy aeroplanes while landing operations were in progress. The Allied campaign in New Guinea was last week taken over by General MacArthur in person.

Vickers-Armstrongs Wellington medium bombers joined with Bristol Blenheims in the R.A.F.'s offensive against the Japanese in Burma. Fighter-bombers and bombers of the U.S. Army 10th Air Force, also operating from India, undertook several raids. Among the targets bombed were Japanese occupied buildings at Kalemyo; aerodromes at Meiktila, Rangoon and Magwe (by Wellingtons), Mingaladon and Toungoo, the aerodromes at Pakokku, and the Japanese army base at Lungling (by escorted U.S. medium bombers). The largest American bomber force dispatched from India made a damaging raid on railway targets at Mandalay. Many bombs were dropped on the targets in these raids, and no Allied machines were lost.

One of the two merchant ships reported hit on Nov. 10 was proved by reconnaissance to have been sunk North of the main jetty at Akyab.

Italy's Heaviest Raid

Fifty-four 4,000-lb. bombs and 110,000 lb. of incendiary bombs were dropped on Turin by one bomber group alone on the night of Nov. 20-21, during the R.A.F.'s heaviest raid on Italy in this War. The attack was made by a strong force of Stirlings, Halifaxes, Lancasters and Wellingtons in good weather, and caused serious damage. Turin had been heavily raided only two nights earlier.

The Luftwaffe made a bid to intercept the raiders and put up fighters all the way from the West coast of France to the Alps, but the results of their enterprise were disappointing. Only three of the large force sent failed to return, and they were claimed by the Italians. As with nearly all the raids on Italy since Oct. 22, the weather was good, but haze and smoke made bombing difficult and great care had to be exercised in the selection of targets.

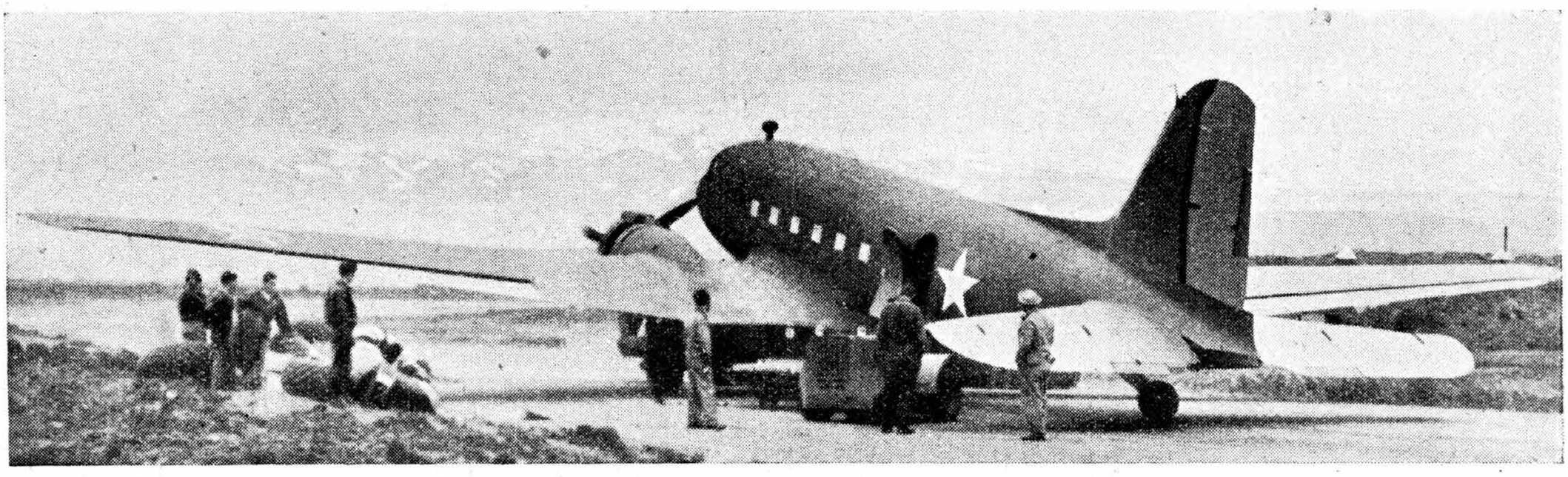
Aeroplanes of Fighter Command, often supported by those of the Army Co-operation Command, made a number of daylight raids over occupied territory, chiefly in pursuit of railway locomotives. In this they were highly successful and destroyed or disabled more than a score. Their own losses were light. Night intruders also made railway objectives their primary targets.

Fortresses and Liberators of the U.S. Army Eighth Air Force bombed St. Nazaire, and Fortresses bombed La Pallice and Lorient, losing only one bomber. In the raid on St. Nazaire, six enemy fighters were shot down by the bombers. Headquarters, U.S. Army Air Forces in London announced that during a recent raid on Lille by American bombers, four Focke-Wulf Fw 190 fighters were shot down by a Fortress.

A feature of the daylight operations over France and the Low Countries during the week was the small number of enemy fighters seen. Most of the raids encountered no opposition from the air.

Two German supply ships and an escort vessel were torpedoed in a daylight attack by aeroplanes of Coastal Command on a heavily defended convoy off the Dutch coast. The attackers met a powerful barrage of anti-aircraft gunfire and were also assailed by enemy fighters

A summary of the offensive operations of the Fighter, Coastal, Army Co-operation and Bomber Commands of the R.A.F., and of the U.S. Army Eighth Air Force during the week appears on page 617.



ON THE YUKON TRAIL.—A Douglas C-53 (Dakota II) transport belonging to the United States Army Air Forces on a landing strip somewhere in Alaska.

IN NORTHERN IRELAND.—A Douglas C-53 (Dakota II) transport of the U.S. Army Air Forces in Northern Ireland, Parachute troops are about to go aboard. The astro dome behind the cockpit enclosure is an interesting addition.

Diary of the Week

Offensive Operations of the Fighter, Coastal, Army Co-operation and Bomber Commands of the R.A.F., and of the U.S. Army Eighth Air Force. From November 15 to 21, 1942

Sunday, November 15

DAY .. Three Hampdens of Coastal Command torpedoed medium-sized enemy supply ship off the West Coast of Norway.

NIGHT .. Main target: Genoa (by strong force, which included Handley Page Halifaxes).

Monday, November 16

DAY .. Fighters and fighter-bombers, including aeroplanes of Army Co-operation Command, made number of attacks on trains, locomotives and other targets in coastal districts of France and Belgium. One Ju 52 shot down by a Spitfire. Mosquitoes attacked objectives in Western Germany.

Tuesday, November 17

DAY .. Boeing Fortresses and Consolidated Liberators of the U.S. Army Eighth Air Force supported by fighters of the R.A.F., attacked the German submarine base at St. Nazaire. Six enemy fighters were destroyed. Fighters also undertook offensive patrols in which they attacked aeroplanes on the ground, goods trains and barges, and set a large oil storage tank on fire.

NIGHT .. Aeroplanes of Fighter Command attacked and damaged a number of locomotives in Northern France and Belgium.

Wednesday, November 18

DAY .. Squadrons of fighters made sweeps over N.W. France. Other fighters made low-level attacks on targets in coastal districts of Northern France. Railways were the principal targets and several goods trains and engines were attacked and damaged. Three fighters lost. B-17s and B-24s of U.S.A.A.F. attacked German submarine bases at La Pallice and Lorient. One bomber lost.

NIGHT .. Main target: Turin (Italy).

Thursday, November 19

DAY .. Fighters and Hurricane bombers and aeroplanes of Army Co-operation Command flew offensive patrols over Northern France, Belgium and Holland. Two enemy fighters were destroyed. Two R.A.F. fighters lost.

Friday, November 20

DAY .. Aeroplanes of the Fighter and Army Co-operation Commands attacked ground targets in Northern France and the Low Countries. One fighter lost. Torpedo-bombers of Coastal Command hit three enemy supply ships in strongly escorted convoy off Dutch Coast. Three torpedo-bombers lost.

NIGHT .. Main target: Turin by strong force of bombers. Three bombers lost.

Saturday, November 21

NIGHT .. Night intruder patrols flown by Fighter Command aeroplanes.

CIVILIAN AIR-RAID CASUALTIES

Enemy air raids on the United Kingdom during October caused the deaths of 229 civilians and serious injury to a further 370. These casualties brought the number of civilians killed in air raids since September, 1940, to 44,325 and the number of injured to 56,926, a total of 101,251.

U.S. ARMY EIGHTH AIR FORCE

The U.S. Army Eighth Air Force suffered the loss of one bomber in operations during the week Nov. 15-21. Total losses are now 14 bombers and seven fighters. Reported successes in air combat now stand at 109 enemy fighters.

AXIS AND ALLIED LOSSES—NOVEMBER 15-21, 1942

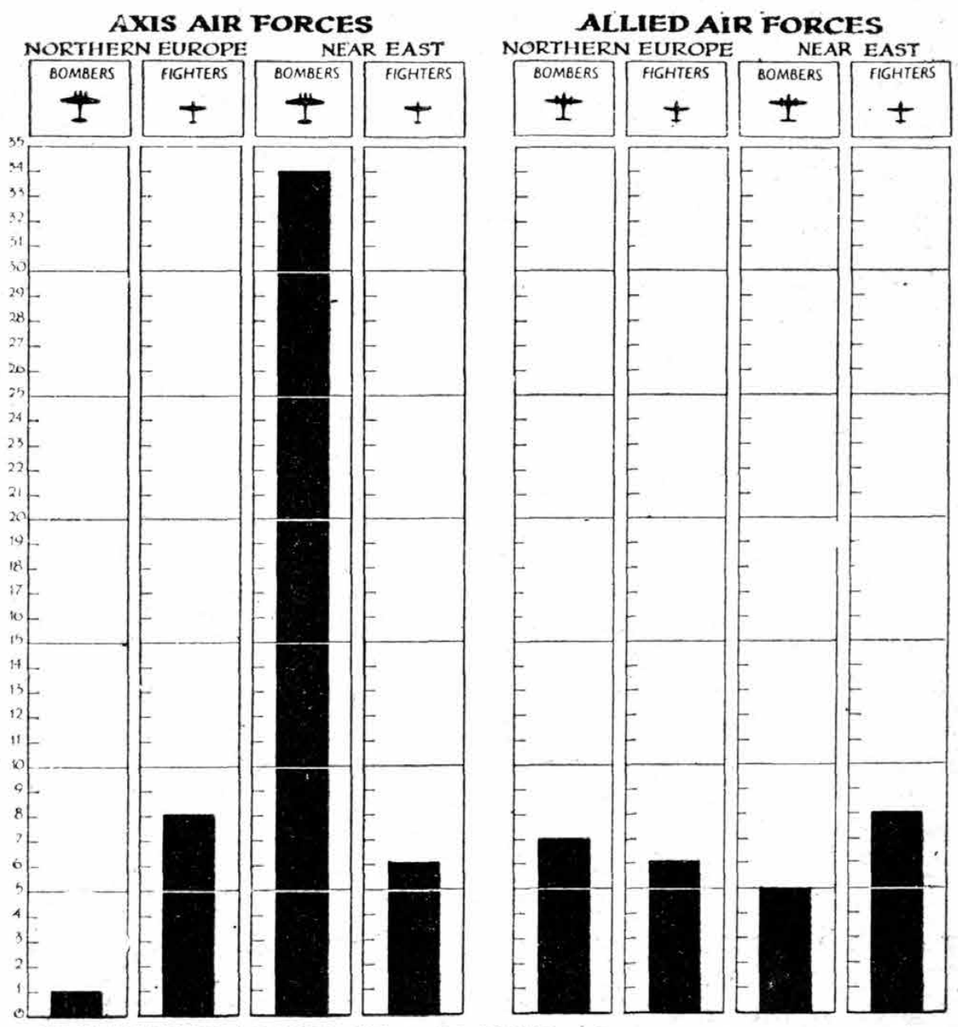
Date	Axis (N. Europe)		Axis (Near East)		Allied (N. Europe)		Allied (Near East)	
	Machines	Personnel	Machines	Personnel	Machines	Personnel	Machines	Personnel
15-11-42	—	—	8	30	—	—	5	15
16-11-42	1	4	1	4	—	—	1	1
17-11-42	6	6	12	48	—	—	—	—
18-11-42	—	—	9	36	4	12	6	16
19-11-42	2	2	2	6	2	2	—	—
20-11-42	—	—	2	8	7	31	1	4
21-11-42	—	—	6	12	—	—	—	—
Totals	9	12	40	144	13	45	13	36

TOTAL LOSSES IN THE AIR WAR* (To dawn, November, 22).

	Axis Air Forces	Allied Air Forces
Machines destroyed in combat or by A.A. gunfire	10,533	7,197
Personnel	27,649	21,432

* Excluding Russia and the Far East.

THE WEEK'S LOSSES.—Nov. 15 to 21, 1942



THE WEEK'S LOSSES AT A GLANCE.—Comparative losses in the Air War for the week November 15 to 21, 1942, inclusive. The chart does not include aeroplanes destroyed on the ground or those destroyed in Russia and the Far East. The figures for Northern Europe are: Axis (defence by day) 1 bomber and 8 fighters; Allied (daylight offensive) 4 bombers and 6 fighters; (night offensive) 3 bombers. The figures for the Near East are: Axis, 34 bombers and 6 fighters; Allied, 5 bombers and 8 fighters. Approximate personnel losses are: Northern Europe—Axis, 12; Allied, 45; Near East, Axis, 144; Allied, 36.

NEWS OF THE WEEK

CHANGES in the Government, announced on Nov. 22, included the appointment of Sir Stafford Cripps as Minister of Aircraft Production in succession to Col. J. J. Llewellin, who has been appointed Minister Resident in Washington for the Ministry of Supply.

Benghazi was occupied by the Eighth Army on Nov. 20.

For every 100 tons of aircraft and for every 100 aero-engines produced in Great Britain during September, 110 were produced in October. These figures were given by Col. J. J. Llewellin, outgoing Minister of Aircraft Production, in a speech in the Home Counties on Nov. 22. He also announced that the production of heavy bombers in Great Britain had been trebled during 1942.

A list of 210 enemy towns that have been bombed by the R.A.F. and the number of raids each has had was given in a written answer in the House of Commons on Nov. 18 by Sir Archibald Sinclair. Cologne tops the list with 110 raids, and Bremen is second with 101. The towns raided most often are:—Berlin, 53; Duisburg, 55; Düsseldorf, 50; Emden, 80; Essen, 49; Frankfurt, 35; Gelsenkirchen, 42; Hamburg, 93; Hamm, 85; Hanover, 44; Kiel, 70; Mannheim, 56; Osnabrück, 44; Soest, 33; and Wilhelmshaven, 69. Eighty of the towns listed have been raided once only, and 38 have had 10 or more raids.

The output of aeroplanes in the U.S.A. is to be doubled within a year to meet the new 1943 goals set by President Roosevelt. This was announced on Nov. 19 by Mr. Donald Nelson, Chairman of the U.S. War Production Board, who said that not only the over-all weight of the aircraft produced would be increased, but also the actual number of aeroplanes. To achieve this goal more than double the present monthly production rate would be required by this time next year. The original goal for 1942 was 60,000 aeroplanes, but this figure was later reduced, though the weight of the aeroplanes to be built was not. A new U.S. aircraft board under the chairmanship of Mr. Charles E. Wilson has been created, with one representative from the Army, one from the Navy and one civilian representative from the aircraft division of the War Production Board.

Tunisia was entered at several points by advanced elements of the British First Army, by British and American parachute troops, and by French forces operating with the Allies, and contact was made with enemy scouting parties according to an announcement on Nov. 19.

British parachute troops carried in a large fleet of American air transports and escorted by fighters were reported on Nov. 17 to have landed deep in Tunisia, clearing the way for the advancing First Army. The operation was one of the most important made by airborne troops.

French troops were officially announced on Nov. 16 to have begun to co-operate with the Allies in North Africa.

Major-General Henry J. F. Miller was stated on Nov. 19 to have been appointed commander of the Air Service Command of the U.S. Army Air Forces in the European Theatre of Operations in succession to Major-General W. H. Frank.

Their Majesties the King and Queen visited one of the factories of A. V. Roe and Company in the Manchester area on Nov. 19 during a tour of the North. They saw thousands of men and women at work on Avro Lancasters and talked with Mr. A. H. Dobson and Mr. Roy Chadwick at the nearby aerodrome.

Wellington bombers operating from India were used for the first time on night raids on Burma during the night of Nov. 18.

Sunderlands, Hudsons, Liberators, Wellingtons, Whitleys and Beaufighters of Coastal Command, reinforced by Halifaxes of Bomber Command, flew a mileage equivalent to more than 50 times round the World to ensure the safe arrival of the Allied convoy for the North African operations. More than 1,500 hours were spent escorting the convoys from the Western seaboard and 3,000 hours were spent hunting submarines. If the time spent by the Gibraltar unit is included the total flying time was some 8,000 flying hours.

Lockheed Lightnings, P-38s, are stated to be in action with the U.S. Army 12th Air Force in North Africa. They escorted B-17s on a raid on Tunis aerodrome on Nov. 21.

A Spitfire in the Middle East was reported on Nov. 22 to have intercepted and shot down into the sea off the coast of North Africa recently a Junkers Ju 86P while flying at a height of between 40,000 and 50,000 ft. Since that time two more have been destroyed at heights of about 45,000 ft. The first Ju 86P was shot down by Flying Officer Reynolds, who is said to be a test pilot of 40 years of age.

General MacArthur was stated on Nov. 17 to be with the advanced echelon of his Headquarters and to be personally conducting the Allied campaign in Papua. General Sir Thomas Blamey, Commanding the Australian forces in New Guinea, and Maj.-Gen. G. C. Kenney, Commanding the Allied Air Forces in the South-West Pacific area are also there.

Sir Roy Fedden was stated, on Nov. 17, by Lord Sherwood, Joint Parliamentary Secretary to the Air Ministry, to have accepted a Government position in which he would go to the U.S.A. in connection with matters of vital importance.

Four hundred aeroplanes a month are being built in Canada now, according to a statement made by Mr. C. D. Howe, Canadian Minister of Munitions, on his arrival in Washington on Nov. 16 to join the Anglo-American Combined Resources Board. He said that this total included Lancasters, Mosquitoes, light bombers, night fighters and trainers, and that they were now tooling the factories to produce dive bombers. In 1939 only 100 aeroplanes were built in Canada.

Some British fighter squadrons were grounded last Spring so that the machines could be stripped for spare parts to replace shipments sunk on passage to Russia. This was stated by Mr. Averill Harriman in a speech at New York on Nov. 19 as an example of Anglo-American anxiety to assist Russia.

General d'Astier de la Vigerie, who held a high command in the French Air Force, has arrived in London to join Gen. de Gaulle, according to a report on Nov. 19. He commanded a formation of the Armée de l'Air in Northern France at the outbreak of the War and worked in close co-operation with the R.A.F. In June, 1940, he was transferred to command the French Air Forces in Morocco, where the bulk of the Armée de l'Air was evacuated. He held this post until August, 1940, when he was dismissed by Vichy because of his pro-Allied attitude.

An International Air Force could reach the most remote corners of the World and could strike at any who sought to break the peace for their own advantage, said Sir Stafford Cripps, the Lord Privy Seal, during a broadcast to the United States on Nov. 16. He also said that the power of the air, which showed itself daily in growing strength, provided an opportunity which had never before existed for preserving World order.

Air transports, making several trips a day, have been used during the fighting in Papua to carry essential cargoes such as food, stores, ammunition, clothing, weapons, medical supplies, mails and military equipment of all kinds, according to the special correspondent of "The Times" in an article on Nov. 17. Occasionally the air transport machines landed on strip landing grounds in the jungle, but most of the supplying has been done by dropping the stores over prepared areas. Where the machines could land, jeeps, tractors and motor rollers were brought in by air. The service is said to have begun a few months ago with one aeroplane. To-day there is a large fleet.

Wellington bombers flown by pilots of the British Overseas Airways Corporation have been used to carry supplies to the advancing Eighth Army in the Middle East, according to a report from a special correspondent published in "The Evening Standard" of Nov. 19.

Air Marshal Harold Edwards, A.O.C.-in-C., R.C.A.F. Overseas, has arrived in the Middle East on a tour of inspection of R.C.A.F. personnel serving in the Middle and Far East theatres of the War.

Italy suffered its heaviest raid of the War on Nov. 20 when R.A.F. Lancasters, Stirlings, Halifaxes and Wellingtons raided Turin. In one hour one bomber group alone dropped 54 two-ton bombs and 110,000 lb. of incendiaries. The R.A.F. has now made 35 raids on Italy, 10 since the opening of the offensive in North Africa. Turin has been raided 21 times.

Czechoslovak fighter pilots with the R.A.F. have destroyed 151 enemy aeroplanes, probably destroyed 46 and damaged 161 in 20,000 operational hours since the beginning of the Battle of Britain. Bomber crews have made 1,300 sorties. These facts were given on Nov. 19 by Air Vice-Marshal K. Janousek, Inspector-General of the Czechoslovak Air Force.

Twenty-eight Japanese ships were sunk for the loss of two American light cruisers and seven destroyers during a major Naval battle off the Solomon Islands during the past few days, according to a statement issued by the U.S. Naval Department on Nov. 22. General MacArthur's air forces were stated to have given great assistance to the Naval forces before and during the battle.

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LEADERS OF THE LUFTWAFFE—XII

By H. J. A. W.

Pioneer pilots are not to be found now-a-days in many Air Forces. Most of them were long since superseded by the generation which was fed and educated by their endeavours. That generation, free of the early prejudices and limitations, had the subject in better perspective and took for granted some of the principles which their elders had given their labour and often their lives to establish. Förster is one of the few pioneers—a pilot of 1910—in the Luftwaffe. A contemporary, whose experience as a Service pilot bears a marked similarity, is Air Chief Marshal Sir Arthur Longmore. They belong to the old school but they have remained as elder brethren in the new. They are the adaptable, careful, precise enthusiasts who see Service flying as a whole and advance with it. There is a moral as well as practical advantage in placing the control of modern units in such hands. The time is coming when the sections of the Luftwaffe in Russia will need all the moral stiffening they can get. Förster's units on the Leningrad front have had hard and complicated jobs to do and have shown some ingenuity in meeting the improvisations of the defence. Förster's leadership hardly amounts to brilliance but it is sound. His experience will continue to be valuable, though it may not survive the reverses which are probably in store. Not even 40 years of flying will suffice for the working of miracles; and nothing short of miracle-workers will be able to save Germany soon.

HELMUT FÖRSTER: General der Flieger; Commander of the First Air Corps, Leningrad Front.

FÖRSTER'S ASSOCIATION with flying stretches over more than 40 years, all of them spent in its active practice and application. As a second-lieutenant he was transferred to the "Air Command" of the Prussian Forces in 1910, then stationed at the Döberitz Camp, near Berlin. He learned to fly and became an indefatigable pilot, taking part in competitions and putting the aeroplane to test as a weapon of war by experiment and in the Army manœuvres of 1911. In 1913, now a First-Lieutenant, Förster was appointed second A.D.C. to the Inspector of Prussian air units, Colonel von Eberhardt. The first A.D.C. was Captain Wilberg, who was killed in a flying accident last year.

VETERAN PILOT.—Few pilots in any Air Force can claim a longer, unbroken association with flying than General der Flieger Förster. He was transferred to the "Air Command" of the Prussian Forces in 1910.

Some meritorious reconnaissance flights which he made early in the Great War won Förster the Iron Cross First Class in January, 1915. Shortly afterwards he was given command of an air unit; then, from the middle of the War to the end, he was a Staff Officer. In November, 1918, he had reached the rank of Captain.

He resigned from the Army in 1920, so that he might resume flying. He went to the Baltic States and to Russia, but returned in the late 1920s and became an instructor at the Deutsche Verkehrsflieger Schule at Warnemünde, an institution charged by official declaration with the training of transport pilots but, in fact, a school to which members of the Reichswehr were sent for unofficial flying lessons. The school buildings adjoined the military hangars of the Heinkel works, and Förster privately undertook the testing of some of the Company's new types. One of the machines he tested was the Heron amphibian, a catapult boat seaplane.

In the early 1930s Förster became commandant of the school and undertook the large-scale training of seaplane pilots for the Navy. In 1932, a German film company began work on a picture which had its story centred around the Armstrong Seadrome, and Förster supervised the flying scenes. The shooting was done from a small island in the Baltic, where a Seadrome (called "F.P.1" in the picture) was moored. By a coincidence, the deck area of F.P.1 was approximately the breadth and length of the aircraft carrier Graf Zeppelin, then in the design stage. The film was sponsored by the flying branch of the German Admiralty, and the opportunity was taken of testing many theories relating to naval flying.

The picture was, subsequently, released throughout Germany, but many of the scenes taken during its making were never shown to the public. They were used for the training of Luftwaffe personnel. A feature of the film was the excellent formation flying put up by Förster's pupils, many of whom used also to take part in German naval manœuvres in the Baltic, and in exercises designed to improve the efficiency of the German Navy's anti-aircraft gunfire.

After the formation of the Luftwaffe, Förster was appointed Chief of Staff in the Air District Command (Luftkreiskommando) at Königsberg, East Prussia, as a Lieutenant-Colonel. A year later, in 1936, he became Commodore of Bomber Group No. 253, known as the General Wever Kampfgeschwader, a "crack" Luftwaffe unit. In 1938, he took over the Training Division of the Luftwaffe from Jeschonneck.

The Training Division of the German Air Force is, in effect, a miniature, self-contained Luftwaffe, made up of all types of aeroplane, including flying-boats, heavy and light "flak" batteries, air signal units and parachutists. Its task is to test new items of equipment under service conditions and to develop their tactical use. While filling this appointment Förster also became head of the Air Branch of the German Air Ministry's Armistice Committee appointed after the fall of France.

When Keller became Commander-in-Chief of the First Air Fleet, Förster was given an Air Corps. This was early in 1941, and since June of that year, Förster has served on the Leningrad Sector of the Russian Front.

Like many other German Generals, Förster supports the Nazi Party largely because it raised him from comparative obscurity and revived the power and the tradition of the German Armed Forces.

SPECIFICATION

HELMUT FÖRSTER
General der Flieger,
Commander of the First Air Corps, Leningrad Front.

1889, April 16: Born in Gross-Strelitz.
1910: As Second Lieutenant joined Air Command Döberitz.
1911, Jan. 2: Flew from Döberitz to Magdeburg (87 miles) in two hours.
1911, May: Took part in the first German Army manœuvres during which aeroplanes were used.
1913: First Lieutenant, A.D.C. to Inspector of Prussian Air Units.
1914-18: First Pilot, then Staff Officer, finally on the Staff of the Commander-in-Chief of the Imperial Air Force.
1920: Left active service with the rank of Captain.
1921-1933: Served abroad; then Instructor and later Director of the Air Transport Pilot's School, Warnemünde.
1934: Major in the Luftwaffe.
1935: Lieutenant-Colonel; Chief of Staff in the Air District Command (Luftkreiskommando), Königsberg, East Prussia).
1936: Commodore of Bomber Group 253 "General Wever."
1938: Commander of Training Division.
1939: Major-General.
1940: Lieutenant-General: Head of Aeronautical Sub-Committee of German Armistice Commission, Wiesbaden.
1941: General der Flieger, Commander of the First Air Corps.

Decorations:

Iron Cross First Class 1915.
Knight's Insignia of Iron Cross: Feb. 1942

New German A.R.P. Chief

GENERAL of Anti-Aircraft Artillery Hirschauer, who had been Commanding General and Commander-in-Chief of Air District XVII, Vienna, since the re-organisation of the Luftwaffe in 1938-39, has become President of the German A.R.P. organisation. Hirschauer, who celebrated his 40th anniversary as member of the German armed forces at the beginning of last July, was previously Commander of the Flak units in the Königsberg and Dresden districts before he was transferred to Vienna.

High Honour for Gollop

MAJOR GOLLOP, Commodore of a German Fighter Group on the Eastern front, was recently decorated with the Diamonds to the Knight's Cross after his 150th victory. Gollop is the third member of the German armed forces to receive this high decoration. The other two are: the late Major Mölder, whose Group was credited last month with its 3,500th victory, and Colonel Galland, the present Inspector of Fighters.

An Ambitious Venture

REPORTS from Ankara allege that the Germans are building a new type of bomber driven by a single 38-cylinder aero-motor. The factory where this new type is built is possibly the Heinkel factory at Barenklay, near Birkenfelde, about 13 miles North of Berlin. Whether this new type is a development of the He 118 fighter-dive bomber, or an entirely new design, is not known yet.

SOMETHING ABOUT PARACHUTES—II

By C. G. Grey

OF ALL THE STUPIDITIES, amounting to criminal offences, which I have fought in the past 30 years of official obstruction, none has made me more furious than that bar on parachutes in the Great War 1914-18. And the Air Force people themselves were as mad as anybody else.

About a week before the Armistice I was staying with General Brooke-Popham, now Air Chief Marshal Sir Robert, at the old R.A.F. H.Q. at Hesdin. In the Technical Section there was Lieut.-Col. Harold Blackburn, who retired some years ago as a Group Captain, after commanding at Martlesham Heath for some years. He had quite a good free parachute of his own design, and he showed me several others. Also at that time Colonel Holt, whose parachute-flares were famous, had designed a free parachute. He and his friend, and rival, Calthrop, had furious arguments over the merits of the two opposed principles.

The Germans had a good static-line parachute which saved the lives of a number of their pilots. But the Air Ministry still barred parachutes for our people.

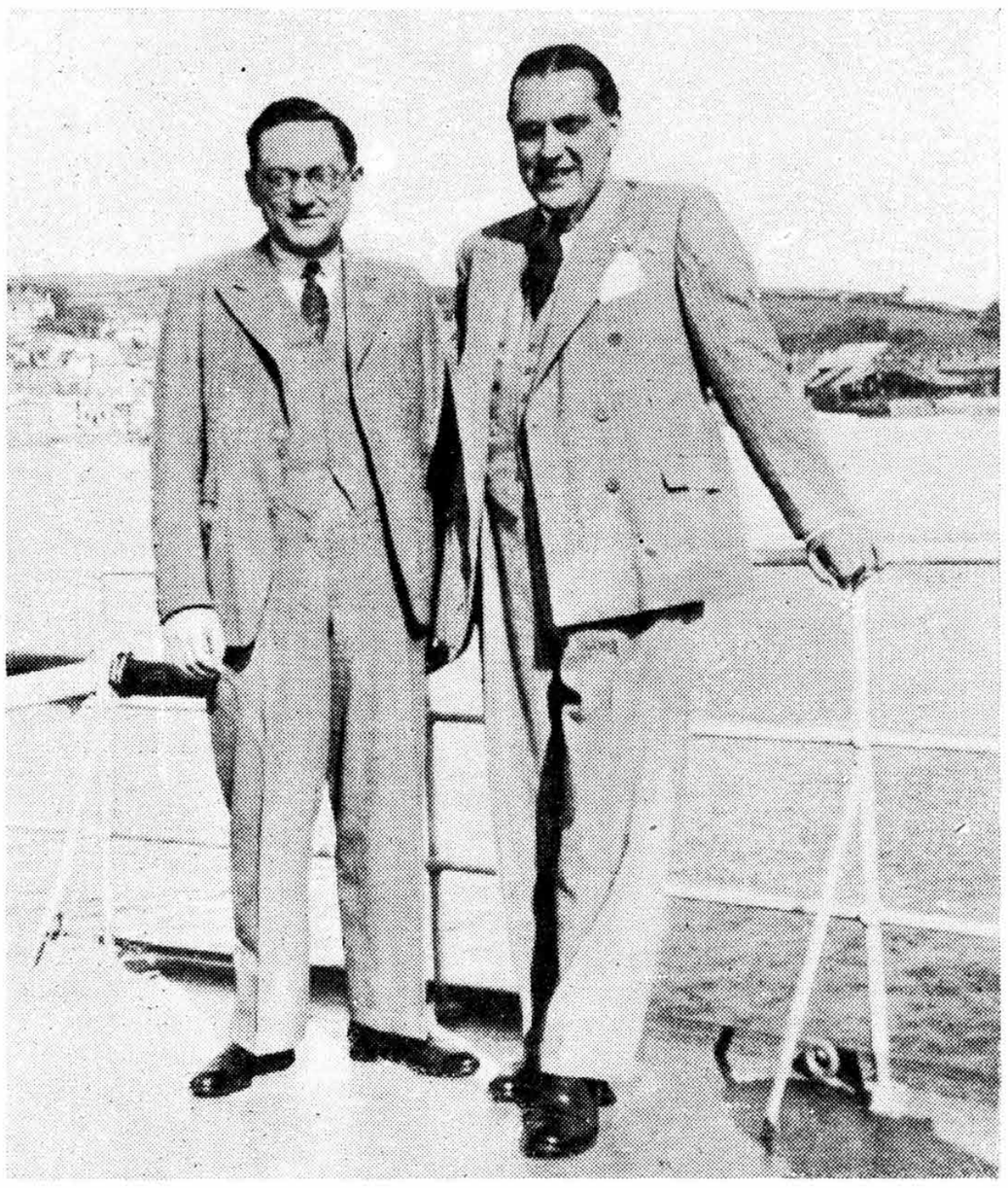
There were several official objections. One came from the technical people at Farnborough and Kingsway and the Bolo House—as we used to call the Air Board Office at the Hotel Cecil—on the grounds that parachutes were not 100 per cent. reliable. That was the most completely idiotic objection that anybody could imagine.

Those fools of technicians could not understand that a man in a burning aeroplane, or one which was breaking up because it had been shot about, would willingly jump with a parachute even if the chances of its opening were 10-1 against him. A 50-50 chance would have been welcomed, and on their tests most of the existing parachutes showed something like 90 per cent. reliability. And yet those burro-crats would not pass them. The result was that hundreds, possibly thousands, of lives were thrown away.

The number of aeroplanes used during the last year of that war was not far short of the number used during the first two years of this war, so the number of lives saved by parachutes, even up to Christmas, 1941, would be a fair gauge of the number of lives which might have been saved in 1914-18.

The Technical Experts had to admit that the "Guardian Angel" static parachute was as near as no matter 100 per cent. reliable. But they objected that if a man pitched himself out of a burning machine, or one which was breaking up, the machine would probably fall just as fast as he would, and so the static line would have no chance of working.

There again they were wrong. A burning machine would generally carry on straight long enough for the pilot and gunner to fall out and pull out their parachutes. In fact, in one case, when a Bristol Fighter caught fire, and the pilot and gunner, rather than be burned to death, jumped overboard and were killed after a drop of about 4,000 ft., the fire burned itself out, after destroying only the fabric of the centre-section of the upper plane, and the machine landed in an open field and just toppled onto its nose. There, again, if the chances of getting away were only 50-50, they would have been worth while.



KINGS OF THE CANOPY.—Two former competitors who are now co-operating in the development and improvement of the parachute for various purposes are seen together, Mr. Leslie Irvin (left) and Mr. Raymond Quilter (right) on board the former's yacht.

A Staff Idea

Perhaps the most idiotic of all the objections came from somebody on the General Staff who said that if people were allowed parachutes some of them whose nerves were a bit frayed would, if their machines were damaged, or even if they were not, jump out with parachutes over enemy territory, and spend the rest of the war peacefully in a prison camp, instead of fighting their way back with the damaged machine.

I admit that often the temptation would have been great. I remember Jimmy McCudden, V.C., coming back in a D.H.2 with one of his tail booms shot through, and the tail wagging gently on the three remaining booms. Also, I remember a certain gallant officer, commonly known as "Beery" Bowman, who finished the war full of decorations, diving furiously at a balloon in an SE.5a and breaking the rear spars of the extension of all four wings. How he got that machine back, Heaven knows, but he did it. And he would have been fully justified in jumping, whether over enemy territory or not.

The few men and machines which and whom we did save for that reason were nothing compared with the number which might have been saved if parachutes had been allowed, even such as existed then. And, anyhow, if a man, or his machine, were damaged, there was nothing to stop him from landing in enemy territory—and some did.

I should like the younger readers of these notes, who are so proud of their wings and their air crew badges, to consider how long their nerve would last if they had to go flying without parachutes. And the next time they see an old gentleman who has gallantly returned to work with the Air Force as a Flight Lieutenant with wings and a row of medals, let them consider that he probably flew without a parachute for at least a couple of years against fighters, and over anti-aircraft artillery, which in the conditions which then existed were just as effective as they are to-day. Perhaps that will help them to regard the Dug-Outs with more respect.

The Parachute War

After the War 1914-18, the Parachute War really began. Leslie Irvin's parachutes did so well in the United States that we actually began to hear about them in this country. He had given up his early profession to become a professional parachute jumper, he had started making his own free parachutes and had begun supplying parachutes to the U.S. Army as well as to other professional exhibition jumpers. And with that he came over here in February, 1926.

The lawyer who had registered his company in the States in 1919 set it down as the Irving Airchute Co. Inc. So the parachutes themselves were, and are, officially Irving parachutes, regardless of the name of the inventor. And the Irving Airchute of Great Britain, Ltd., was registered here.

There was also a company called the Russell-Lobe Parachute Co., which made a canopy rather the shape of a pear with two-thirds of the pointed end cut off. And the Guardian Angel Co. struggled on for some years after the lamented death of dear old Mr. Calthrop—one of the most charming men I have met.

Col. Holt died about 1928. He had got as far as persuading the Air Force of the Irish Free State to buy and use his free parachutes—possibly because, like the State, they were free, but more likely because the English were against them. Six of them were delivered in 1923-24. They had most modern ideas—quick release box, quick connector pack, and pilot parachutes. They still existed years afterwards.

Something New in the Sky

All the opposition looked like dying out when a young sportsman named Raymond Quilter, son of Sir Cuthbert Quilter, the well-known Suffolk sportsman, thought that he would like to have something to do with parachutes. I suppose that he inherited the true sportsman's love of living dangerously, and thought that huntin' and shootin' and fishin' were not dangerous enough. So he started designing parachutes and making them himself.

He did his first drop, for fun, in 1921, but took to it seriously

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ROTOL EXPERIENCE AND SCIENTIFIC EQUIPMENT IS AVAILABLE TO SUPPLEMENT ANY URGENT STRESS INVESTIGATION, NO MATTER IN WHAT BRANCH OF ENGINEERING THIS PROBLEM MAY ARISE.

IN THE SOLUTION OF ANY STRESS PROBLEMS BY MEASUREMENT THE FACILITIES OF THE ROTOL ENGINEERING RESEARCH DEPT. ARE AT YOUR SERVICE.

ROTOL

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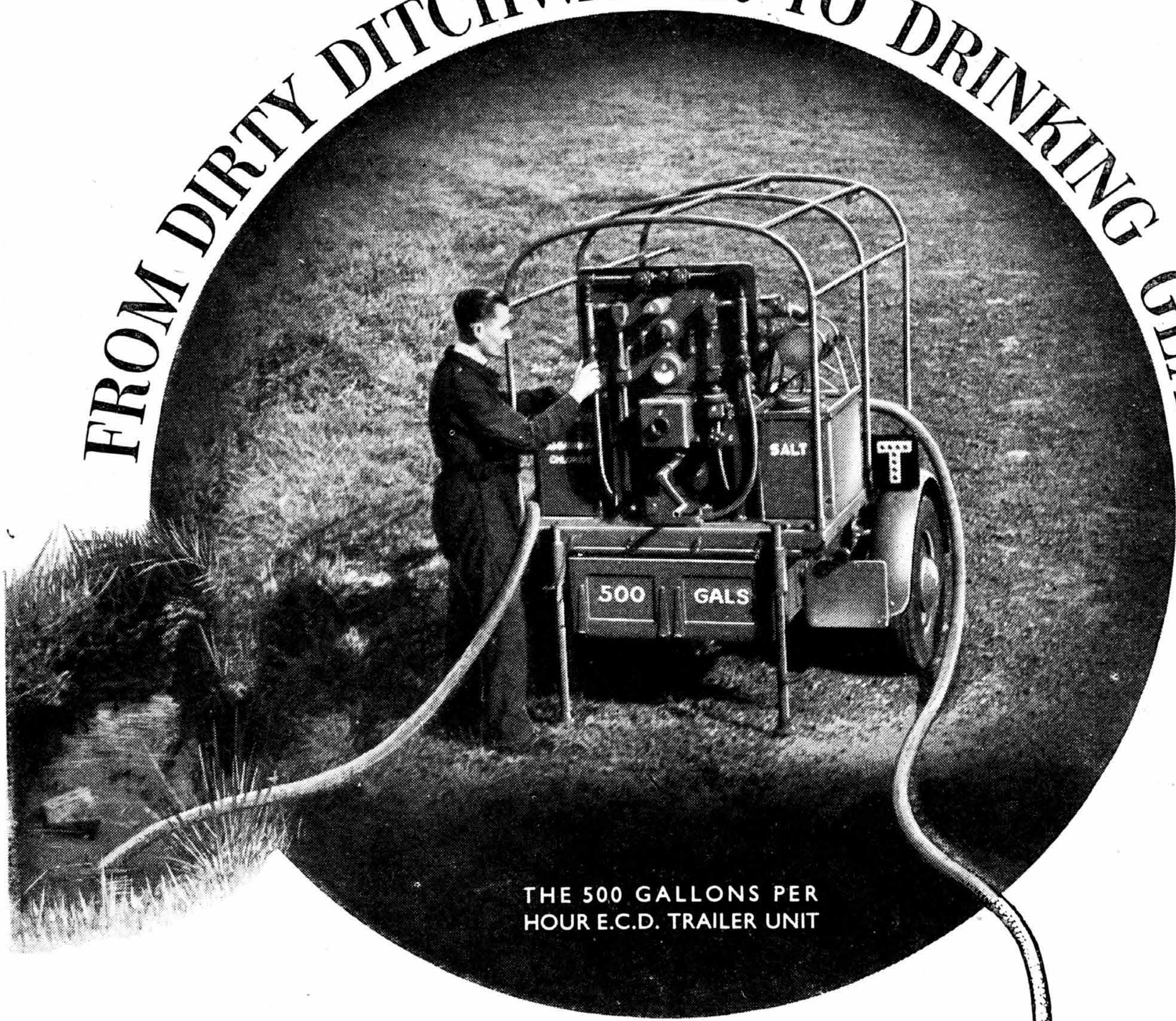

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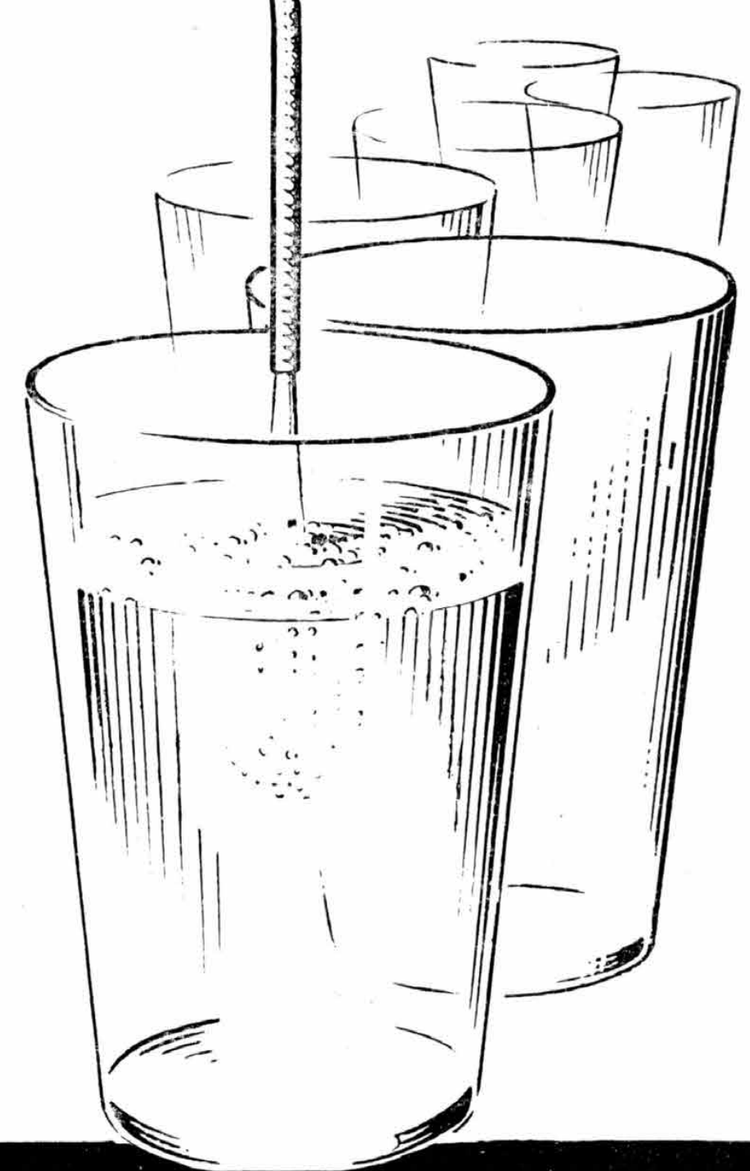

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1335301 L.A.C. H. A. Burman.
1376754 Sgt. F. T. G. Cannon.
933684 Sgt. R. J. Coombs.
976091 Sgt. G. C. C. Davis.
126682 P/O M. Dunn.
122380 P/O N. Falkinder.
1317537 A.C.2 R. F. Fisher.
1378340 Sgt. W. H. Frank.
1497562 Sgt. D. Greet.
1320081 L.A.C. H. H. Hacksley.
1338515 L.A.C. D. A. Harfield.
571677 F/Sgt. J. E. Hicks.
1311326 A.C.1 R. Ibbetson.
1348352 A.C.2 W. Inglis.
118075 P/O G. C. V. Jamieson.
1382423 Sgt. R. F. Kent.
32126 W/C E. V. Knowles, D.F.C.
775079 L.A.C. M. Mermelstein.
1089064 A.C.1 H. G. Mullen.
1452603 A.C.2 R. F. G. Padfield.
62072 F/O A. B. Paton.
741070 F/Sgt. H. L. Pendal.
114122 P/O G. W. Percival.
1375503 Sgt. A. Perrett.
47494 P/O M. R. Piper.
122239 P/O G. J. Rix.
90210 W/C S. H. Skinner.
925557 Sgt. B. A Smith
1078277 A.C.1 A. Smyth.
1023722 Sgt. T. A. Tate.
120645 P/O A. S. Walmsley.
976625 Sgt. A. J. Ward.
104670 P/O W. A. Ward
1384504 Sgt. G. W. West.
119842 P/O J. Woods.

Previously Reported Missing Believed Killed on Active Service, Now Reported Killed on Active Service.

638074 Sgt. R. B. Duncombe.
1280938 L.A.C. L. Riches.

Previously Reported Wounded or Injured on Active Service, Now Reported Killed on Active Service

572435 Sgt. A. S. Milton.

Wounded or Injured on Active Service

754036 W.O. A. Edgley.
1392821 L.A.C. N. W. Weston.

1579333 A.C.2 S. Arthurs.
A/C W. J. Crisham.
109480 P/O J. E. Gardner.
1374717 A.C.1 R. M. Hudson.
1358992 L.A.C. C. Kraft.
132415 L.A.C. F. L. Mitchell.
1233980 L.A.C. H. O'Callaghan.
1194048 Sgt. J. F. R. Parker.
1423062 L.A.C. R. Perks.
107100 F/O C. K. Robinson.
156879 Sgt. G. F. Smith.
1028007 L.A.C. W. B. Snape.
969490 F/Sgt. T. A. E. Tobias.

Died of Wounds or Injuries Received on Active Service

1003999 LA.C. A. Henderson.
121369 P/O P. S. Rivington.
580109 W.O. R. T. F. Saunders.
1338443 L.A.C. R. W. White.

Died on Active Service

983450 L.A.C. R. S. Bailey.
1389433 A.C.1 K. A. Brunsden.
351465 F/Sgt. R. Cockroft.
554007 A.C.1 F. I. Court.
53174 Cpl. W. H. Grubham.
1222795 A.C.1 K. G. Levett.
913420 Cpl. Cadet H. A. Moore.
60815 Act. F/L F. A. Reiss.
942688 Cpl. E. N. Toby.
08186 S/L T. J. West, M.C.
1462544 A.C.2 G A White
987784 L.A.C. F. Williams.
813260 Cpl. H. J. Yates.
41103 S/L J. C. Blyth.
1378719 Sgt. E. J. Box.
106372 P/O J. R. Dudley, D.F.C
864821 L.A.C. R. C. Foot.
1113108 L.A.C. H. J. Hodgson
1268963 Sgt. L. F. Jones.
1080462 A.C.1 G. W. Mason.
1497365 A.C.1 L. Nettle.
991489 Cpl. D. O'Shea.
1302489 L.A.C. R. W. Penrose.
955199 L.A.C. B. Rawlinson.
1212776 A.C.1 A. D. Robbins.
1177604 Sgt. L. H. Rogers.
639550 A.C.1 E. Round.
630589 Cpl. R. W. Scott.
1215030 A.C.1 F. C. White.
121211 P/O I. W. H. T. Whiteside.
129049 F/Sgt. F. Williams.

Previously Reported Missing Believed Killed in Action, Now Reported Prisoner of War

1313340 Sgt. G. E. Attenborough.
983074 Sgt. W. Bell.
945616 Sgt. A. Charlton.
102996 P/O R. A. Malcolm.

Previous Reported Missing, Now Reported Prisoner of War

546669 Sgt. C. Gissing.
1063337 Sgt. T. Greggs.
1388156 Sgt. A. E. Hall.
109909 P/O P. W. Hoad.
33545 F/L D. T. M. Lumsden.
70549 F/L G. H. Porter.
115949 P/O R. K. Wilson.

WOMEN'S AUXILIARY AIR FORCE

Died on Active Service

444353 L.A.C.W. S. M. C. Brooke-Alder.
2060503 A.C.W.2 G. D. Marr.
2040886 A.C.W.1 M. S. G. Munro.
2018720 A.C.W.1 D. W. Oliver.

ROYAL AUSTRALIAN AIR FORCE

Killed in Action

Aus.402454 P/O J. A. Trotter.

Previously Reported Missing, Now Presumed Killed in Action

Aus.407028 Sgt. C. J. Fuller.
Aus.400105 P/O T. E. Roberts.
Aus.404275 P/O J. E. F. Stanfield.
Aus.404367 Sgt. E. H. Thompson.

Wounded or Injured in Action

Aus.400143 Sgt. J. G. Emery.

Missing, Believed Killed in Action

Aus.404994 P/O W. B. Shearer.
Aus.406809 Sgt. C. D. Luedeke.
Aus.411031 Sgt. C. H. R. McKee.
Aus.405450 Sgt. O. Morgan.

Missing

Aus.404571 Sgt. T. W. S. Addison.
Aus.404880 Sgt. L. Camble.
Aus.400525 Sgt. H. M. Carter.
Aus.400886 P/O W. A. Clegg.
Aus.404207 Sgt. G. W. S. Crompton.
Aus.407615 P/O C. J. Dumas.
Aus.401430 P/O T. J. Forsyth.
Aus.407101 Sgt. C. G. Fort.
Aus.400706 Sgt. R. P. Godfrey.
Aus.402993 Sgt. D. Gray.
Aus.405208 Sgt. A. Holland.
Aus.406217 Sgt. K. E. Humphries.
Aus.400240 F/Sgt. K. McK. Leslie.
Aus.407104 Sgt. V. Lewis.
Aus.403199 Sgt. G. B. McCloy.
Aus.405360 Sgt. L. K. McMichael.
Aus.403942 Sgt. R. J. Mayne.
Aus.406149 Sgt. C. W. Musto.
Aus.403175 Sgt. C. W. S. Oliver.
Aus.405194 Sgt. R. D. Smith.
Aus.402413 Sgt. W. L. Staines.
Aus.400667 Sgt. I. A. Baines.
Aus.404881 Sgt. J. W. Benn.
Aus.404679 P/O W. D. Bohl.
Aus.404014 Sgt. J. C. Daley.
Aus.402864 P/O W. Gengos.
Aus.402596 Sgt. M. D. Hart.
Aus.404484 F/Sgt. G. H. Higgins.
Aus.401588 Sgt. R. G. L. Holton.
Aus.404540 Sgt. E. A. Martin.
Aus.406576 P/O A. F. R. Nash.
Aus.403761 Sgt. P. O'Connell.
Aus.403991 Sgt. J. D. O'Halloran.
Aus.400354 Sgt. A. L. Opas.
Aus.411406 Sgt. S. A. Shailer.
Aus.402582 Sgt. H. C. A. Warr.
Aus.402425 Sgt. D. M. Watts.

Killed on Active Service

Aus.408525 P/O E. V. Roy.
Aus.407985 Sgt. D. W. Jennings.
Aus.416283 Sgt. F. H. Rathjen.

Previously Reported Missing, Now Reported Prisoner of War

Aus.403003 Sgt. M. J. Mahady.

ROYAL CANADIAN AIR FORCE

Killed in Action

R.78887 Sgt. D. McL. Leitch.
J.7472 P/O E. P. Wynn.

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

R.58523 Sgt. S. D. Dean.

Previously Reported Missing, Now Presumed Killed in Action

R 64714 Sgt. T. B. Hopkins.
R.75183 Sgt. P. C. Walsh.

Previously Reported Missing, Now Reported Killed in Action

R.54303 F/Sgt. A. A. Bussell.
R.74319 Sgt. W. Fitch.
R.58108 F/Sgt. J. A. Foster.
R.64633 F/Sgt. W. M. Fraser.

Wounded or Injured in Action

R.78399 Sgt. G. A. Littlejohn.
R.88690 Sgt. J. D. Douglas.
R.85412 F/Sgt. E. A. Greenwood.
R.83303 F/Sgt. C. A. Warfield.

Missing, Believed Killed in Action

J.4758 F/O J. P. Ryan.
R.90157 Sgt. R. T. Gammon.
J.15980 P/O C. S. Lenover.
R.93972 Sgt. J. A. Mitchell.
J.9587 P/O J. F. Myrick.
J.7219 P/O J. L. Sturgess.

Missing

J.9511 P/O M. G. Abey.
R.101589 Sgt. M. W. Atkins.
R.92487 Sgt. S. L. G. Buchanan.
J.5791 Act. F/L J. S. Coulter.
R.79656 Sgt. G. E. Ford.
R.90072 Sgt. W. M. Gartside.
R.70094 Sgt. W. G. Gittings.
R.66340 Sgt. R. Greene.
R.85918 Sgt. J. Hannaby.
R.59551 F/Sgt. A. G. Johnston.
R.79518 F/Sgt. A. C. Kelly.
R.85382 Sgt. H. L. Laxdal.
R.86751 Sgt. J. M Lowe.
R.85920 Sgt. A. E. McIlveen.
R.82378 Sgt. J. R. Metivier.
R.78543 Sgt. D. J. Navin.
R.54319 Sgt. C. O. O'Brien.
J.8402 P/O R. S. Patterson.
R.72543 Sgt. A. C. Porter.
J.10288 P/O P. J. C. Savage.
R.82895 Sgt. G. F. Smith.
J.5136 F/O J. G. Speir.
R.71534 F/Sgt. E. P. Sutherland.
R.92534 Sgt. W G. Webb.
R.84157 Sgt. G. T. Bloomer.
R.77956 Sgt. B. Carroll.
J.15667 P/O W. V. Clarke.
J.6152 F/O A. Cook.
R.84823 Sgt. W. V. Donahue.
J.15103 P/O J. G. Durkin.
R.92690 Sgt. A. I. Ellis.
J.15389 P/O C. W. Harp.
R.95236 Sgt. E. J. Jones.
R.62683 Sgt. C. F. Lloyd.
J.7902 P/O H. G. Locke.
J.9506 P/O D. G. McLean.
R.72512 Sgt. A. B. Martin.
R.79255 Sgt. P. Prime.
J.9399 P/O R. C. Prince.
R.71702 F/Sgt. J. L. Roach.
R.65294 Sgt. M. F. Robbins.
J.9961 P/O C. L. Szumlinski.
R.83538 Sgt. J. Tait.
J.15649 P/O F. J. Taylor.
J.7436 P/O R. E. Vaupel.
R.90559 Sgt. E. B. Willoughby.

Missing, Believed Killed on Active Service

R.102319 Sgt. A. W. Lufergey.

Killed on Active Service

J.9264 P/O E. F. Bent.
J.9903 P/O R. P. Fahrni.
R.56424 Sgt. J. E. M. Lamb.
R.65413 Sgt. J. K. N. MacMillan.
R.69899 Sgt. J. D. Purcell.
R.73449 Sgt. D. G. Taylor.
R.76480 Sgt. W. M. Vacheresse.
J.8642 P/O P. H. Wyman.
J.8961 P/O J. S. Haynes.
R.77086 Sgt. J. H. Kelly.
R.88693 F/Sgt. J. J. Major.
R.83416 Sgt. W. H. Terwilliger.

Previously Reported Missing, Now Presumed Killed on Active Service

J.5915 P/O W. S. Brown.

Previously Reported Missing, Now Reported Prisoner of War

R.92670 Sgt. D. A. Hall.

ROYAL NEW ZEALAND AIR FORCE

Killed in Action

NZ.411111 P/O L. J. Waters.

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

NZ.41977 P/O W. F. Budge.

Missing, Believed Killed in Action

NZ.411912 Sgt. C. P. Lund.

Missing

NZ.403565 Sgt. J. W. Badley.
NZ.402981 F/Sgt. R. W. Caskey.
NZ.411753 Sgt L. A. Frampton.
NZ.41907 F/Sgt. A. G. Johns.
NZ.405490 Sgt. G. A. Jones.
NZ.403458 Sgt. M. Kraljevich.
NZ.411449 Sgt. R. Riddell.
NZ.411785 Sgt. L. I. Stewart.
NZ.405461 Sgt. N. C. Wollcock.
NZ.401954 Sgt. G. E. F. Bradey.
NZ.402997 F/Sgt. C. V. Green.
NZ.39559 Sgt. C. L. Kelly.
NZ.413092 Sgt. J. C. E. Leaning.
NZ.411917 Sgt. A. M. McPherson.
NZ.405338 F/Sgt. R. F. Stone.

Missing, Believed Killed on Active Service

NZ.412523 Sgt. B. L. Garlick.

Previously Reported Missing, Now Reported Prisoner of War

NZ.403962 P/O E. Johnstone.

Killed on Active Service

NZ.413468 Sgt. R. W. Patrick.
NZ.412781 Sgt J. B. Wood.

SOUTH AFRICAN AIR FORCE

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

94452 Air Sgt. B. M. Gerrand.
103282 2nd Lt. J. E. M. Goodwin.
102310 Air Sgt. H. J. Ossthuizen.

Previously Reported Missing, Now Presumed Killed in Action

102687 Capt. J. A. Kok.
102651 Capt. A. Masson.
103237 2nd Lt. A. A. L. Tatham.
475504 Lt. A. A. Tennant.
47510 Lt. J. B. White.

Wounded or Injured in Action

205842 2nd Lt. A. G. Turner.

INDIAN AIR FORCE

Killed on Active Service

11082 A.C.2 H. J. Enkatarman Rao.
P/O K. Naaman.
P/O A. Nasiruddin Aanmad.
P/O P. C. Patwardhan.

EXTRACTS FROM THE LONDON GAZETTE

Air Ministry, October 13, 1942.

ROYAL AIR FORCE

EQUIPMENT BRANCH.—AMENDMENT.—In notifns. of Mar. 17 concern. Wt. Off. E. S. Oliver, M.B.E., and F. J. Simmons, for Act. Plt. Off. read Flg. Off. and for Simmons read Simmonds.

MEDICAL BRANCH.—The folg. Gp. Capts. (retd.) who have continued to be employed on the active list in their present rank, now relinquish that rank at their own request and assume that of Wg. Cdr. with effect from June 1 and with seniority of the dates stated:—R. J. Aherne, M.C., L.R.C.P. & S., June 25, 1941; R. A. G. Elliott, M.B., B.Ch., D.P.H., July 9, 1941; T. Montgomery, M.D., B.Ch., D.P.H., Sept. 19, 1941. (Subs. for notifn. of June 23.)

RESERVE OF AIR FORCE OFFICERS

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—H. M. Cole to be Sqn. Ldr. in class CC. Oct.

W. Smith to be Flg. Off. in class CC. Sept.

Flg. Off. E. L. Ford is transf. to the R.A.F. Regt. June.

ROYAL AIR FORCE VOLUNTEER RESERVE

GENERAL DUTIES BRANCH.—To be Plt. Offs. (emergency):—May: A. J. Brown, S. A. Whyte. June: D. L. Muir-Simpson. Sept.: E. R. Charlesworth.

To be Plt. Offs. on prob. (emergency):—Aug.: H. B. McCready. Wt. Offs.: May: R. V. Moore. July: J. L. Billington, N. T. H. Scott, G. E. Archdale. Aug.: A. J. Herriott, D.F.M. Temp. Wt. Offs.: May: G. A. Hildred. July: W. C. Wilson. Flt. Sgts.: May: A. D. S. Dundas, W. N. Eales, W. J. F. Hill, H. L. Evans. June: R. C. Frost, M. H. Hardman, G. Butterfield, D.F.M., S. D. Gook, G. W. Edmonds, F. A. Tricklebank, D.F.M., P A. P. Gay. July: A. Sykes, J. L. Henderson, H. M. Bedford, J. W. H. Thomas, R. A. Davis, G. L. Downer, C. K. Wood, R. A. Buckman, P. I. Burden, J. L. Barber. Aug.: J. F. Oswald, K. G. Baldwin, A. L. Furr, T. A. Gibbs, F. A. Franklin, W. C. T. Bray, F. O. Bullen, R. A. Clarke, A. V. Hopkinson, J. W. Longhurst, T. V. O'Shaughnessy, H. E. Milborne, D. Brown, J. Honniball, G. C. Pinnington, W. I. Townend, E. B. Sismore, G. H. Coles, D.F.M., H. W. Bathurst. Temp. Flt. Sgts.: Apr.: J. Price. May: J. H. Gross, L. D. Goldingay, J. Ward, G. F. Browne. June: P. Harrison, L. W. Daffurn, H. B. James, G. H. Hopkirk. July: J. A. Seabrook, E. D. Gallagher, D.F.M., R. Edmond, L. L. Harland, H. Stewart. Aug.: D. Ibbotson, R. A. L. Williams, R. D. Ferguson, L. F. Wise. Sgts.: Oct., 1941: J. D. Robertson. Dec., 1941: D. McLaren. Mar.: R. W. Bywater, J. F. Haney, B. S. Lush. Apr.: J. P. J. Boughey, R. Cooper, J. McIlveen. May: H. B. Manwaring, J. Fisher, H. P. Willson, R. G. K. Rice, L. A. Robertson, E. T. Williams, H. R. Osborne, G. D. B. Raffill. June: S. M. Duigan, R. P. Sage, A. R. Chaplin, A. N. Smith, A. T. Witney, R. J. F. Lunn, D. G. Wright, J. P. Morris, G. H. Willis, B. R. McNair. July: F. J. Pook, R. H. A. Nicholls, J. E. Perkins, D. A. G. Andrews, L. N. Batt, R. T. Jones, N. H. Carter, R. A. Edwards, M. A. Green, S. H. Harvey, J. Jones, G. Meakins, E. W. Newton, L. H. Randle, H. K. Wainer, P. W. Todd, K. E. M. Mitchell, H. H. Sandford, R. Brown, D. W. Cairns, C. Watkins, J. T. Fowles, P. A. E. Moffatt, W. Paton, A. J. Bowler, W. H. Pope, J. B. Raine, S. C. Roberts, R. A. Harrison, A. Molyneaux, L. H. Wade. Aug.: R. A. Hodgson, K. Marriott, D.F.M., D. C. Alderwood, A. N. Adams, J. B. Noble, N. H. Berryman, C. G. Lawrence, R. R. McNair-Taylor, P. T. R. Mercer, J. D. Ramsay, W. A. Thomas, J. C. Boodrie, M. E. Castle, R. R. Clark, T. S. Dobson, A. T. Doughton, D. O. Drake, J. W. S. Forrest, T. Gill, H. D. Goodman, D. J. M. Macdonald, E. W. Newman, E. Oakes, A. M. Russell, J. Stark, J. T. Taylor, R. E. Baker, L. Hewitt, G. W. B. Gordon, J. R. Campbell, T. B. Heath, P. F. Woolland, D.F.M., K. W. Leakey, J. H. Vincent, L. F. Brewer, C. D Farmer, P. M. Jackson, R. H. Pierce, E. Manning, K. C. Briffett Sept.: R. J. Wright, F. L. Hargreaves, R. J. S. Clarke. Temp. Sgt.: July: E. N. Armstrong. Cpl.: Aug.: G. W. Ingram. Act. Cpl.: July: T. Macdonald. Ldg. Acm.: Apr.: R. M. R. Baldick, R. Hinchcliffe, T. G. Bartlett, B. H. Hicks. May: R. I. L. Chisholm, F. G. Bamber, D. F. FitzGerald, J. R. Lewis. June: W. C. Bond, A. W. C. Mitchell, R. L. Albery,

THE LATEST "GEN."—Air Chief Marshal Sir Arthur Tedder examining photographs taken by long range fighters in the Middle East. In the centre is Wing Commander Bragg, C.O. of the squadron and, on the right, Air Vice-Marshal L H. Slatter.

F. F. Ross. July: D. J. Moulden, F. E. Oliver, R. Pennicott, J. Phillips, C. Phillipson-Stow, J. Richards, R. Steward, J. Louden, J. P. E. Maze, C. J. E. Palmer, D. L. Pavey, K. E. Slack, P. N. Smith, A. R. Porter, T. Rowe, R Waugh, C. S. Hodgson. Aug.: W. C. Bevan, F. A. Hookham, J. O. Muncaster, W. K. Prosser, D. W. Squires, J. G. Trull, W. B. Holman, P. R. Johnson, A. Metcalf, W. E. Micklewright, H. A. Nock, N. S. M. Reid, L. Waite, E. G. Shreeves, L. M. S. Butler, E. Berrisford, F. C. Adams, G. G. Adams, A H. Athill. F. H. G. Bangs, B. A. W. Beer, F. W. Bilson, F. Darbyshire, M. R Heppleston, P. S. McCaughey, F. J. Windeatt, R. G. Beevers, R. H. D. Cook, G. J. Monckton, A. W. Lane, M. H. Ward, J. H. Maisey, L. G. Flynn, F. S. Hastings, E. F. Myers. Sept.: C. E. Chapman, G. W. Fairweather, M. J. Marchagesse, J. H. Warner, S. M. Holliman, J. R. Jeffrey, H. B. Pearson, B. G. Overton, J. Wishart, J. D. Hurley, H. W. Woodsend.

Flt. Lt. E. Bingham is transf. to the Tech. Br. in the rank of Flg. Off. Apr.

Plt. Off. A. Gowdy is transf. to the Admin. and Spec. Duties Br. Sept.

The commns. of the folg. Plt. Offs. (prob.) are terminated:—Sept.: R. T. Hallé, R. A. L. Robb.

The notifn. of Sept. 1 concern. Flt. Lt. E. Bingham is cancelled.

Plt. Off. (prob.) W. B. Courtney-Cox is cashiered by sentence of General Court-Martial. Aug 14.

AMENDMENTS.—In notifn. of Aug. 25 concern. J. A. Hilton, for 1942 read 1941.

TECHNICAL BRANCH.—To be Act. Plt. Offs. on prob. (emergency):—July: H. G. Manfield. Aug.: John Barlow, K. A. Benson, A. B. Bone, C. W. D. Phillips. Sept.: R. J. Anderson, S. J. A. Asher, J. R. Beattie, J. E. Birkhead, C. E. Browning, Harry Cartwright, L. J. Coles, W. A. Condy, P. J. Cooper, A. C. Copisarow, Geoffrey Downing, N. C. Edwards, K. W. Evans, C. E. R. Fairburn, Harry Fricker, Norman Hirst, Sidney Keen, Edward King, S. D. M. King, C. P. Lewis-Smith, Sir L. L. Marr, Bt., S. A. S. Marsh, A. W. J. Masters, J. K. Oxenham, K. J. Radford, K. R. Roberts, S. G. Saint, T. M. Stewart, T. C. B. Talbot, Ernest Wilkinson, Geoffrey Wimpenny.

Act. Plt. Offs. (prob.) to be transf. to the Admin. and Spec. Duties Br. and graded as Plt. Offs. (prob.):—Sept.: L. Holder, D. B. Miller.

The commn. of Act. Plt. Off. (prob.) L. S. Lee is terminated. Aug. 22.

BALLOON BRANCH.—Flt. Lt. A. L. Grice is transf. to the R.A.F. Regt. July. (Subs. for notifns. of Aug. 4 and Sept. 15.)

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—To be Plt. Offs. on prob. (emergency):—Flt. Sgts.: Sept.: H. T. Swan, F. W. Weaver (Sen. Apr. 14). Sgts.: July: J. R. Scott (Sen. May 22). Aug.: E. A. Benjamin (Sen. Aug. 4), F. J. R. Carver (Sen. May 9). Sept.: E. C. Webb (Sen. Apr. 14), J. E. Hogan (Sen. Apr. 23). Cpls.: June: Owen Lewis (Sen. May 11). July: G. M. Smith (Sen. June 16). Sept.: Charles Mundy (Sen. Mar. 24), Elvet Thomas (Sen. July 30), R. H. Hamilton (Sen. Aug. 6). Ldg. Acm.: Aug.: W. H. Stebbing (Sen. Nov. 12, 1941), R. T. H. Kevill (Sen. Nov. 6, 1941), J. A. Clark (Sen. Aug: 6). Acm. 1 Cl.: June: A. G. Carter (Sen. May 7). Aug.: F. W. Turner (Sen. June 22). Sept.: J. B. Parkinson (Sen. July 9), W. K. Ainsworth (Sen. July 18), Walter Parsons (Sen. July 25), F. H. Brooke (Sen. Aug. 6). Acm. 2nd Cl. H. C. Cox (Sen. June 22), S. Y. Richardson (Sen. July 21).

To be Act. Plt. Off. on prob. (emergency):—Flt. Sgt.: Sept.: Trevor Davies (Sen. Nov. 25, 1941). Sgts.: B. R. Try (Sen. June 30), K. B. Croker (Sen. July 9), A. E. Frost (Sen. July 13), P. D. Johnstone (Sen. June 30), W. A. James (Sen. July 2), Harold Bedford, A. A. Mutch (Sen. July 8), A. G. C. F. De Clerck (Sen. July 15), C. S. Gray (Sen. July 17). Cpls. J. R. Carlyle (Sen. July 1), W. L. Stanley (Sen. Nov. 13, 1941), H. J. Evans (Sen. Nov 24, 1941), H. W. Meadows (Sen. July 8). Lister Thwaite (Sen. July 9), Alexander Jackson (Sen. July 13), R. A. Millington (Sen. July 15). Act. Cpls: E. G. Parsons (Sen. Dec. 3, 1941), W. C. Ballard (Sen. Nov. 21, 1941). Ldg. Acm.: H. F Anthony (Sen. Nov. 17, 1941), E. E. Medland (Sen. May 21), T. A. W. Hoyland (Sen. June 25), Michael Bishop (Sen. June 30), L. G. Barter (Sen. July 1), G. C. Dinnis (Sen. July 8), W. H. Spokes (Sen. Nov. 26, 1941), E. W. East (Sen. Nov. 27, 1941), W. O. Wicks (Sen. Dec. 1, 1941), George Temperley, A. E. Street (Sen. Dec. 3, 1941), D. G. Abell (Sen. June 30). J. S. Harrison, C. J. Jukes (Sen. July 14). Acm. 1st. Cl.: July: R. C. F. Foresythe (Sen. Dec. 4, 1941). Sept. K. H. O. Delf (Sen. Sept. 25, 1941), L. H. Wigg (Sen. June 30), D. E. Oldham (Sen. July 1), C. U. W. Perkins (Sen. Nov. 11, 1941), G. B. Littlewood (Sen. Dec. 2, 1941), J. D. Lewis (Sen. Dec. 3, 1941), F. J. Catchpole (Sen. July 1). Leonard Stock (Sen. July 13). Acm. 2nd Cl.: J. D. Wall (Sen. Nov. 25, 1941), T. F. Stones (Sen. June 30), H. E. Voss (Sen. June 30), J. S. Powell (Sen. July 1), W. M. J. Powell (Sen. July 1), C. E. Ticquet (Sen. July 1), A. P. C. Wigan, Robert Yeudall (Sen. July 2), T. G. Hampsheir (Sen. Nov. 14, 1941).

Flg. Offs. relinquish their rank and are transf. to the Gen. Duties Br. in the rank of Plt. Off.:—Aug.: S. E. Moorhouse. Sept.: L. T. N. Harris, G. C. A. Holt.

Flg. Off. K. G. Stephenson is transf. to the Accountant Br. with effect from and with sen. of July.

To be transf. to the R.A.F. Regt.: June: Flg. Offs.: W. F. Clutterbuck, E. B. Dorey, J. G. Hobbs. Plt. Offs. (prob.): K. I. B. Browne, J. B. W. Brydone, J. G. Cameron, E. W. Coleman, D. Costigan, H. C. Crowder, J. Eden, R. J. M. Ffinch, H. S. Gibbs, H. W. Gibbs, J. P. Henry, L. P. Jenkins, R. E. M. Lewis, J. E. F. Rawlins, W. G. Read, F. S. Redston, D. B. Smith, G. B. Spicer, R. G. B. Vessey, H. C. L. Young.

Plt. Off. S. H. Fletcher relinquishes his commn. on account of ill-health and retains his rank. Oct.

Plt. Off. E. H. Gundry relinquishes his commn. on account of ill-health. Aug. (Subs. for notifn. of July 21.)

Flt. Lt. I. P. Aitken resigns has commn. Sept.

The commn. of Plt. Off. (prob.) J. Robinson is terminated. Dec., 1941. (Subs. for notifn. of Jan. 13.)

AMENDMENTS.—In notifn. of Nov. 25, 1941, concern. Wt. Off. W. Fletcher, M.M., for Plt. Off. read Flg. Off.

In notifn. of June 9 concern. Plt. Off. E. T. R. Cook, for Mar. 31 read Nov. 28, 1941.

TRAINING BRANCH.—Act. Plt. Off. E. F. Brown relinquishes his commn. on appt. to the Medical Br. Sept.

Act. Plt. Offs. to resign their commns.:—Sept.: F. N. Hammond, E. Roberts, L. R. D. Beck, J. F. Codd, A. L. Creed, R. O. C. Hurst.

MEDICAL BRANCH.—A. L. McCurry, M.D., B.Ch., D.O.M.S., to be Sqn. Ldr. (emergency). Sept. R. H. H. Williams, M.B., B.Ch., F.R.C.S.(E), M.R.C.S., L.R.C.P., to be Flt. Lt. (emergency).

To be Flg. Offs. (emergency):— Sept.:—W. E. Graham, M.B., B.Ch.; C. W. Kesson, M.B., B.S., M.R.C.P., M.R.C.S.; Peter Legat, M.B., Ch.B.; R. K. Phillips, M.R.C.S., L.R.C.P.

DENTAL BRANCH.—To be Flg. Offs. (emergency):—Sept.: G. E. G. Devonshire, L.D.S.; J. W. Langdon, L.D.S.; C. P. Murch, L.D.S.; D. W. Smith, L.D.S.; Donald Spoor, L.D.S.; W. S. Warwick, L.D.S.; T. W. H. Woodward, L.D.S.

ROYAL AIR FORCE REGIMENT.—Plt. Off. J. N. C. Flower is transf. to the Admin. and Spec. Duties Br. Sept.

AUXILIARY AIR FORCE

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—Flt. Lts. to be transf. to the R.A.F. Regt.:—June: C. W. S. Crabbe, A. C. Neill.

WOMEN'S AUXILIARY AIR FORCE

To be Asst. Sec. Offs on prob. (emergency):—Sept.: E. M Benson, M M. Bewick, J. Borgeest, H. M. Bradfield, C. M. A. Briggs, W. E. Burbridge, J. M. Bushby, C. Chandler, A. R. Chantler G. H. Croucher, E. H. E. Dick, B Edrich, M. C Ferguson, B. Garrow, J. Gelardi, J N Gilbert-Carter, B. J. Hammond, J. L. Hopcroft, D. G. Jones, O. M. Loubere, M. P. Makin, S. D Mason, B. Miln, E. B. D'A. Moll, M M. Morgan, C. Munro, D. M. Nicholls, C. M. Page, B. Posselwhite, J. I. Raby, E. M. Rolleston, J. W. Sharp, J. E. Slingo, B S. Storrar, M. V. Stuart, B. K. Thornely, C. B. Thornton, M. Titford, D. M. McL. Veitch, R. M. Walker, J. B. Williams, J. F. Woodworth.

Asst. Sec Offs. to be Sec. Offs.:—July: F. B. Cable. Aug.: J. J Bowen.

Sec. Off. D A. Fowle relinquishes her commn. on attaining the age limit. Oct.

To resign their commns.:—Sec. Offs.: Sept.: F. B. Cable, J. J. Bowen, D. Stiven.

Asst. Sec. Offs. (prob.):—July: E. M. Moir. Sept.: M. B. Grazebrook.

Asst. Sec. Off. (prob.) D. M. N. Alcock resigns her commn. on account of ill-health. Oct.

Air Ministry, October 16, 1942

ROYAL AIR FORCE

GENERAL DUTIES BRANCH.—Plt. Offs. (prob.) confmd. in appts. and to be Flg. Offs. (war subs.):—June: J. W Willis-Richards. July: H. Cossar, D.F.C. Aug.: D. A. Brown. Sept.: H. Simpson, W. F. Amos, G. Goldsmith, H. J. McRae, C. D. Lawson, J. Onions, D.F.M., A. J. R. Muggridge, L. S. Colman, D.F.M, F. G. D Warren, L. Y J. Friend.

Plt. Off. (prob.) J. E. C. Young confmd in appt. and to be Flg Off. (war subs). Oct. 9, 1941 (Sen. July 19, 1941). (Subs. for notifn. of July 10.)

Gp. Capts. (temp.) granted the rank of Gp Capt. (war subs.):—June: C. R. Steele, D.F.C. Aug.: A C. Stevens, A. C. Sanderson, C.B.E., D.F.C.

Wg. Cdr. A O Molesworth to be Gp. Capt. (temp.). Sept.

Sqn. Ldr. F. M. Benito to be Wg Cdr. (temp.). June.

Flt. Lt. A M. K. Phillips to be Sqn. Ldr. (temp.). Sept. (Sen. Dec. 1, 1941.) (Subs. for notifn. of Oct. 1)

Flg. Offs. to be Flt. Lts. (war subs.):—Apr.: N. W. McLeod. May: A. P. Culverwell, A. K. Ogilvie, D.F.C. June: R. T. R. Cowper. July: J. A. Cant (Sen. May 2), H. G. Keartland, G. S. Williams, G. J. Cornish, A. J. Holland. Aug.: T. R. Gilderthorp. Sept.: J. F. Clayton, D.F.M. (Sen. Sept. 11).

Flg. Offs. granted the rank of Flt. Lt. (war subs.):—July: E. R. Thorn, D.F.M., S. Robinson, D.F.M. Aug.: I. C. K. Swales, D.F.C., D.F.M.

Plt. Offs. granted the rank of Flg. Off. (war subs.):—July: M. A. Sachs. Aug.: I. M. Davies, D.F.C., J. J. W. Lewis, D.F.M.

TECHNICAL BRANCH.—Flg. Offs. (prob.) confmd. in appts.:—Aug.: P. J. Sindell, J. Harvey, C. A. Deakin, R. T. Wood, H. J. Gowing, E. Johns, R. V. Moxey, D. J. N. Rebbeck, C. H. J. Clampitt. Sept.: H. T. F. Locke, K. S. J. Rancombe.

Plt. Off. (prob.) A. S. King to be Flg. Off. on prob. (war subs.) Mar., and confmd. in appt. June.

Plt. Off. (prob.) L. R. Hay confmd. in appt. Mar. and to be Flg. Off. (war subs.) July (Sen. May 11).

Flg. Off. C. Herbert to be Flt. Lt. July. (Sen. June 12).

Flg. Off. R. Bibby, M.B.E., is granted the rank of Flt. Lt. (war subs.). Nov., 1941.

Flg. Off. (prob.) W. T. Harrington to be Flg. Off. on prob. (war subs.). Jan.

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—Mar.: H. G. Russell (Sen. Jan. 6). Aug.: D. T. Watkins (Sen. July 7).

AMENDMENT.—In notifn. of July 24, for E. P. Woodcraft read F. P. Woodcraft.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—Flg. Offs. (prob.) confmd in appts.:—Aug.: K. J. Dunkinson, W. D. Fleet, A. H. Cook, T. F. Heward, L. W. Reeds, H. V. Seal.

Plt. Off. (prob.) H. E. Dunn confmd. in appt. and to be Flg. Off. (war subs.). June (Sen. May 6).

Flg. Off. W. H. Franklin is granted the rank of Flt. Lt. (war subs.). Aug.

Flg. Offs. to be Flt. Lts. (temp.):—Sept.: F. L Furlong, G. Redford.

EQUIPMENT BRANCH.—Sqn. Ldr. D. G. McDiarmid to be Wg. Cdr. (temp.). Sept.

Flg. Off. A. E. Davey to be Flt. Lt. Sept.

Flt. Lt. (temp.) R. M. Hall is granted the rank of Flt. Lt. (war subs.). July.

RESERVE OF AIR FORCE OFFICERS

GENERAL DUTIES BRANCH.—Sqn. Ldr. (temp.) M. N. Hancocks is granted the rank of Sqn. Ldr. (war subs.). Aug.

Flt. Lt. A. P. Wayte to be Sqn. Ldr. (temp.) Sept. (Sen. Dec. 1, 1941.)

Flg. Off. W. N. Monteith to be Flt. Lt (war subs.). Nov. 5, 1941.

ROYAL AIR FORCE VOLUNTEER RESERVE

GENERAL DUTIES BRANCH.—Plt. Offs. (prob.) confmd. in appts.:—Sept.: E. H. Moss, H. B Stephens, J. L. Martin, D.F C, R. H Ryan.

Plt. Offs. (prob.) confmd. in appts. and to be Flg. Offs. (war subs.):—Nov. 16, 1941: D. Paterson (Sen. Nov. 7, 1941). Mar.: G F. Lowes, A. W. Mackay. Apr: W. L. Macdonald May: W. M. Skinner, D.F.M., K. J. Mackintosh, E. A. Masters, D.F.C., E. P. Dowling, P. R. M. Runnacles. June: F. G. Horner, R. P. Tucker, P. Ward-Smith, W. H. Twist, J. D. Cordwell, R. T. C. O. White. July: A. J. Beales, K. R. Russell, H. G. Bancroft, E. H. Valentine, J. W G. Paget, S. J. Wrinch. Aug.: J. Bain, D.F.M., J. H. Hicklin, S. J. Pooley, T. H. Taylor, J. Marks, R. J. Kimbell, N. Smallwood, J. McK. Carswell. Sept.: C. W. Cole, J. A. Fraser. K. G.

Rayment, D. G. Rochford, R. L. Bugge, J. R Gauntlett, H. I Matthey, R. A. Wellington, H. C. Grimshaw, W. C. Haylock, R. Turner, F. E. Alder, A. D. Allen, N. R. G. Barker, E. R. Butler, D. F. Campfield, G. S. Smith, J. G. Stower, S. A. Woollcott, B. S. Gibson, A. O. Arnesen, G D. A. Lundon, C. J. Scrivener, H. T. Turnbull, P. G. K. Williamson, A. J. H. Wright, B. W. Andrew, M. Griffith, W. R. Brooks, A. R. Dawes, F. S. Jackson, E. G. Nicholl, R. W. Smith, F. A. S. Wallis, R. W. Dean, G. I. Donkersley, L. H. Evans, J. R. Field, S. B. Hayes, E. R. Riches, C. H. Cleveland, F. Ridley, F. Ruskell, E. A. Wood, A. P. S. Chipling.

Flg. Offs. to be Flt. Lts. (war subs.):—June: T. A Bax, P. S. E. Briggs, E. A. Rance, S. Carter, P. J. T. Stephenson. July: R. C. Morduant. Aug.: G. C. Hemmings (Sen. Aug. 18), W. Beckingham, R. Van den Bok, N. R. Shuttleworth, K. W. Mackenzie, D.F.C. (Sen. Aug. 24). Sept.: G. B. Bass (Sen. Aug. 9), W. R. Dibb (Sen. Sept. 14).

Flg. Offs. granted the rank of Flt. Lt. (war subs.):—July: A. L. Winskill, D.F.C. Aug.: H. Gibson, W. T. Page, J. de L. Wooldridge, D.F.C., D.F.M, A. S. R. E. Ennis, D.F.C., A. H. Rawnsley, P. C. Birch, D.F.C., V. H. Ekins, D.F.C., G. W. Holden, D.F.C.

Plt. Offs. granted the rank of Flg. Off. (war subs.):—June: A. W. Ravenhill. July: J. A. Wright, M. W. Renaut, D.F.C., A. L. Roberts, D.F.C., W. Gregson, D.F.C. Aug.: R. W. Bray, D.F.C., A. D. Saunders, J. L. Martin, D.F.C., C. Thomas, D.F.C., C. G. Endersby, P. J. Stanbury, D.F.C., J. L. Birbeck, H. B. Stephens, R. H. Ryan, G. T. Turner, J. C. Button, K. R. Miller, D.F.C., E. H. Moss.

Flt. Lt. R. M. North, D.F.C., to be Sqn. Ldr. (temp.) June.

AMENDMENT.—In the notifn. of Sept. 18 concern. Flg. Off. D. E. Kingaby, D.F.M., for June 31 read June 30.

TECHNICAL BRANCH.—Plt. Off. (prob.) H. S. K. Stapley confmd. in appt. Feb. and to be Flg. Off. (war subs.). Aug.

Plt. Off. (prob.) E. R. Harris confmd. in appt. and to be Flg. Off. (war subs.). June (Sen. Feb. 22).

Plt. Offs. (prob.) confmd in appts. July and to be Flg. Offs. (war subs.):—Sept.: J. C. Dickson, R. F. Norman.

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—Apr.: P. D. Oldham, E. J. F. Primrose, L. Wilson. May: J. L. Bagley, B. Bennett, R. S. Elliott, S. T. S. Evans, P. Harvey, F. Manners, W. C. Porter, M. Swantston, A. Thompson, H. B. Toft, L. A. Wilmott, R. C. Wratten, F. T. Howarth (Sen. Mar. 24), H. W. Nevill (Sen. Apr. 9), W. L. Nix (Sen. Apr. 11), R. C. C. Meadows (Sen. Apr. 13), A. S. Linay (Sen. Apr 26). Sept.: G. J. Bond (Sen. July 15).

Flg. Off. J. W. Wathes to be Flt. Lt. (temp.). June.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—To be confmd. in appts.:—Aug.: Flg. Off. (prob.) W. G. Eason. Plt. Offs (prob.): June: W. G. Bevan, E. C. Brown, L T. Dale, E. Essame, E. L. K. Fordham, H. Harbour, C. E. Loveman, F. C. Mills, L. J. Neville, H. Taylor, A. J. Wolfendale, R. Aird, R. F. Beauchamp, F. A. Parkin, A. Plowman.

Plt. Offs. (prob.) confmd. in appts. and to be Flg. Offs. (war subs.):—Feb.: C. D. P. Hume. June: H. M. M. Acton, E. H. Barnett, C. A. Smith, R. B. Raymond (Sen. June 20). Oct.: J. Parsons, A. L. E. H. Simon.

Plt. Off. (prob.) H. P. Ardley confmd. in appt. Mar. and to be Flg. Off. (war subs.) June (Sen. Apr. 19).

Plt. Offs. (prob.) confmd. in appts. May and to be Flg. Offs. (war subs.):—June: J. Forrester (Sen. May 8), C. L. Flitton (Sen. May 11).

Plt. Offs. (prob.) confmd. in appts. July and to be Flg. Offs. (war subs.). Sept.: E. H. Dickens,: F. B. Pearce (Sen. July 16).

Plt. Off. (prob.) F. E. Gaines confmd. in appt. July and to be Flg. Off. (war subs.). Sept.

Plt. Offs. (prob.) confmd. in appts. July and to be Flg. Offs. (war subs.). Sept.: E. G. Done, C. Latham (Sen. Aug. 17).

Plt. Off. (prob.) L. W. H. Moore confmd. in appt. and to be Flg. Off. (war subs.). May. (Subs. for notifn. of Oct. 2).

Flg. Off. The Earl of Haddington, M.C., is granted the rank of Sqn. Ldr (war subs.). Aug.

Flt. Lt. D. B. Fry to be Sqn. Ldr. (temp.). June.

The folg. are granted the rank of Flt. Lt. (war subs.):—Flt. Lts. (temp.): July. R. H. Pilcher. Aug.: D. Maskell. Flg. Offs.: July, 1941: E. S. Benson. Aug. J. McLaren, C. A. Pryce. Sept.: D. J. Lown, C. E. Knight, T. T. Windle, C. H. Charlesworth, J. J. F. Pennink.

Flg. Offs. to be Flt. Lts. (temp.):—June: R. M. Freshwater. Sept.: R. J. Sayle, T. L. Jones, W. D. Furniss, D. C. Hay, C. W. Nesbitt, R. Dobson, W. S. Matthews, J. W. Stanton.

Act. Plt. Offs. (prob.), to be Plt. Offs. (prob.):—Aug.: L. C. David (Sen. Jan. 11), F. R. H. Lodge Sen, Jan. 14), L. C. Rawlings (Sen. Nov. 15, 1941), J. Small (Sen. Jan. 11). Sept.: E. C. Saunders (Sen July 29), W. G. G. Hilborne (Sen. Aug. 1), A. J. Gillman (Sen. Jan. 21). (Sen. Aug. 15):—G. S. James, H. R. Owen, J. K. Easton (Sen. Feb. 2), C. H. Palmer (Sen. Dec. 31, 1941), R B. Calder (Sen. Jan. 5), E. J. Croall (Sen Jan. 6), H. C. Honey (Sen. Jan. 24), R. G. Yates (Sen Jan. 29), C. J. W. Blackett, L. T Miller (Sen. Feb. 2), R. Burn, C. W. Van der Veen (Sen. Feb. 3), A. MacD. Parkinson (Sen Feb. 8), A. L. Hughes (Sen. Mar. 7), C. H. Turley (Sen. Jan. 6), J. H. Withers (Sen. Feb. 1), H. W. Wilson (Sen. Feb. 3), J. F. Moffatt (Sen Feb. 4), W. S. Asplin (Sen. Feb. 9), G. H. Field (Sen. July 28), W. F. Taylor (Sen. Aug. 3), J. W. Bennett C. B. Humphries, R. T. Tomsett (Sen. Aug 8), J. W. Durrant (Sen. Nov. 23, 1941), R. C. V. Clark, F. Slade (Sen. Jan. 11), H. C. Papworth (Sen. Jan. 12), H. McCaig, R. G. Parker (Sen. Jan. 19), W. Stacey (Sen. Jan. 24), M. M. Ross-Field (Sen. Jan. 25), M. Kissen (Sen. Feb. 3), R. C. Appleby (Sen. Feb. 5), E. C. Glynn-Morris (Sen. Feb. 8), A. J. Cooke (Sen. Feb. 10), F. J. Peacock (Sen. Apr. 19), N. B. Besse (Sen. May 9), H. D. Clifford-Turner (Sen. May 16), R. A. Cole (Sen. June 22), G. W. York (Sen. June 27), D. S. Buchan, F. E. Thomas (Sen. July 11), W. M. Bradley (Sen. July 14), R. S. F. Jefferies (Sen. July 20).

Act. Plt. Off (prob.) F. L. Morton to be Plt. Off. prob.). Aug. (Sen. Jan. 14). (Subs. for notifn. Oct. 2.

The notifn. of July 3, concern. Act. Plt. Off. J. D. G. Kellock is cancelled.

The notifn. of Oct. 2 concern. Act. Plt. Off. J. Davey is cancelled.

The notifn. of Aug. 7 concern. Act. Plt. Off. (prob.) E. Tierney to be Plt. Off. (prob.) (July) (Sen. June 22) is cancelled. (Subs. for notifn. of Sept. 18.

METEOROLOGICAL BRANCH.—Flg. Offs. to be Flt. Lts. (temp.):—Apr.: J. Field. June, F. Davies.

EQUIPMENT BRANCH.—Plt. Offs. (prob.) confmd. in appts. Apr. and to be Flg. Offs. (war subs.). July:—J. Gray, J. Etchells.

Plt. Off. (prob.) M. C. Riches confmd. in appt. June and to be Flg. Off. (war subs.) Aug. (Sen. July 18.)

Plt. Offs. (prob.) confmd. in appts. June and to be Flg. Offs. (war subs.) Sept.: J. T O'Mulloy, F. W. Erben (Sen. July 10).

Plt. Off. (prob.) H. D. Spackman confmd. in appt. Aug. and to be Flg. Off. (war subs.), Sept.

Plt. Offs. (prob.) confmd. in appts. July and to be Flg. Offs. (war subs.) Sept.: T. A. Styles, B. T. Riley (Sen. Aug. 13).

Plt. Offs. (prob.) confmd, in appts. July and to be Flg. Offs. (war subs.) Sept.: C. E. Franklin, C. J. Knight.

Sqn. Ldr. F. W. Langford to be Wg. Cdr. (temp.) Sept.

Flg. Off. R. E. Bonass to be Flt. Ltd (temp.) June.

ACCOUNTANT BRANCH.—Plt. Off. (prob.) L. H. Wall confmd. in appt. Apr. and to be Flg. Off. (war subs.) June. (Sen. May 17.)

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

Plt. Offs. (prob.) confmd. in appts July and to be Flg. Offs. (war subs.). Sept.: J. C. Allen, R. G. Barton, J. N. Gleave, S. E. Heaven, J. A. Herries, E. A. How, F. C. MacLeod, S. Preston, W. W. Tait; K. M. James (Sen. July 16), J. B. Lewis (Sen. Aug. 1).

Plt. Off. J. C. Mitton is granted the rank of Flg. Off. (war subs.) July, 1941, and confmd. in appt. Sept., 1941. (Subs. for notifn. of May 19.)

ROYAL AIR FORCE REGIMENT.—Plt. Off. (prob.) W. H. R. Davis confmd. in appt. and to be Flg. Off. (war subs.). Oct., 1941.

Plt. Off. (prob.) J. A. Rowan confmd. in appt. May and to be Flg. Off. (war subs.) June (Sen. Apr. 24.)

Flg. Offs. to be Flt. Lts. (temp): Sept.. G. N. Holtby, G. S. Baker.

AUXILIARY AIR FORCE

TECHNICAL BRANCH.—Flg. Off. J A. Killick to be Flt. Lt. (temp.) Dec., 1941.

WOMEN'S AUXILIARY AIR FORCE

Asst. Sec. Offs. (prob.) confmd. in appts. and to be Sec. Offs. (war subs.):—July: M. D. Bear, R. M. Braithwaite, D. J. Eldridge, M. L. Davies, P. Evans, N. B. Finnis, M. Frazier, Z. Hicks, D. L. Jarrett, P. D. Lister, O. F. Orde, S. G. Moore, J. M. Morrell, J. L. Munro, M. C. R. Payne, N. E. Plenderleith, A. M. Purves, H. A. Shuter, E. D. Sweeney, Z. B. Taylor, M. S. McA. Galbraith, D. Cain, A. J. Marsh, J. E. M. Edwards, K. M. Eve, J. E. Finch, F. M. Fraser, E. M. Hughes, J. M. Earle, M. J. Michael, D. I. Bell, V. W E. Oliphant, Y. Raven, J. P. Read, I. Derbyshire, B. F. Woods, M. E. M. Moore-Stevens, M. M. Van-Veen, M. L. Buchanan, E. W. Charlton, M. M. Tapp, A. B. Hancock, M. J. Davison, E. Farnsworth, N. L. Frost, M. E. Hamilton, M. E. Haslam, H. B. Herrin, M. L. M. Hewitt, L. Holt, A. K. Martin, K. J. Landray, E. M. Lawson, G. K. Lewis, J. Maclean, F. A. Marshall, I. M. M. Massingham, K. S. F. Masterman, V. Matthews, M. MacW. Moir, S. G. Moody, D. C. Myers, D. K. Nicholson, M. W. Patrick, E. B. Piston, C. Potter, E. A. C. Robson, J. Rowell, E. A. Skoulding, O. A. Smyth, D. M. Storrar, M. A. V. Temperley, M. W. Thoms, C. E. Tinsley, J. A. Titman, A. J. Twigge-Molecey, M Boase, J. M. Whitham, E. M. Lockett, Z. L. Pope, B. M. Pollitt, W. Remington, S. D. Smith, A. E. Whitlow, B. O. Balfour, J. P. Burnett, K. W. Clarke, J. M. Clough, P. J. A. Daly, F. M. Elliott, G. E. Halcombe, M. Calley, I. M. Baker, P. E. E. Carlebach, F. M. Chadwick, D. M. Coupe, M. E. E. Crozier, B. David, J. E. Davison, M. P. Downes, J. K. Ewen, M. M. Ewens, J. Fenn, D. J. Goodhart, J. Hewett, M. P. Haslam (since resigned), M. A. A. Hay, P. P. Herrod, A. B. Hickman, Z. E. Lamb, P. V. McCabe, D. V. Marsh, I. L. I. Maud, E. M Pacey, B. T. Robinson, M. A. Salmond, M. E. Saville, M. L. H. Seales.

Air Ministry, October 20, 1942.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH.—To be Plt. Offs. (temp.) on being employed with the R.A.F.:—Sept.: C. A. S. Alexander, Lt. R. Fus., G. H. Bainbridge, Lt. (temp. Capt.) R A., J. F. Banister, Lt. Cheshire R., A. S. G. Boulton, Lt. R.A., P. E. G. Critchley-Salmonson, Lt R. Ir. Fus., R. R. Cundy, Lt. Cheshire R, P. M. Green, Lt. R.A., A. C. D. Hines, Lt. (temp. Capt.) King's Own, R., A. A. Jagoe, Lt. (temp. Capt.) E. York R., R. H. Lavington, M.B E., Lt R.W.K., Alexander Bremner, 2nd Lt R.A., P. A. Camilleri, King's Own Malta R., D. A. Carnegie, 2nd Lt. R.A., M. C Harrison, 2nd Lt. R.A., Keith McDiarmid, 2nd Lt. R.A, I. E D Williams, 2nd Lt. R.A.

To be Plt. Offs. on prob. (emergency):—Wt. Offs.: May: S. A. G. Abbott, A. H. Deacon, R. G. B. Summers, A.F.M. June: C. R. H. Underwood. July: A. P Tilbury, R. J. Wallace, R. V. T. Kitto, D.F.M, W. H. Winyard. Aug.: R. F. New, H. D. Binns, J. H. Jackson. Flt. Sgts.: May: L. C. V. Gray, T. L. Mumby, D.F.M., J. C. Osborne. July H W. Martin, D.F.M., D. K. Lawson, L. W. Lackey, D. E. Matthews. Aug.: L. H. Lister, Geoffrey Wollerton, D. P. Stuart, F. R. Ford, L. J. Taylor, Angus McLeod. Sept.: F. R. Thirlby. Sgts.: June: Robert Currie. Aug.: Jack Bunting, C. N. Wheeler, W. A. Moore, G. M. Smeaton. Temp. Sgt.: Aug.: P. R McIntosh.

Flt Lts. to be transf. to the Admin. and Spec. Duties Br. of the R.A.F.O. and retained on the active list under K.R. and A.C.I. 3543:—Oct.: A. G. Douglas, F. S. Richardson.

Flt. Lt. S. W. Griffiths is transf. to the R.A.F. Regt (R.A.F.O.) and is retained on the active list under K.R. and A.C.I 3543. Oct.

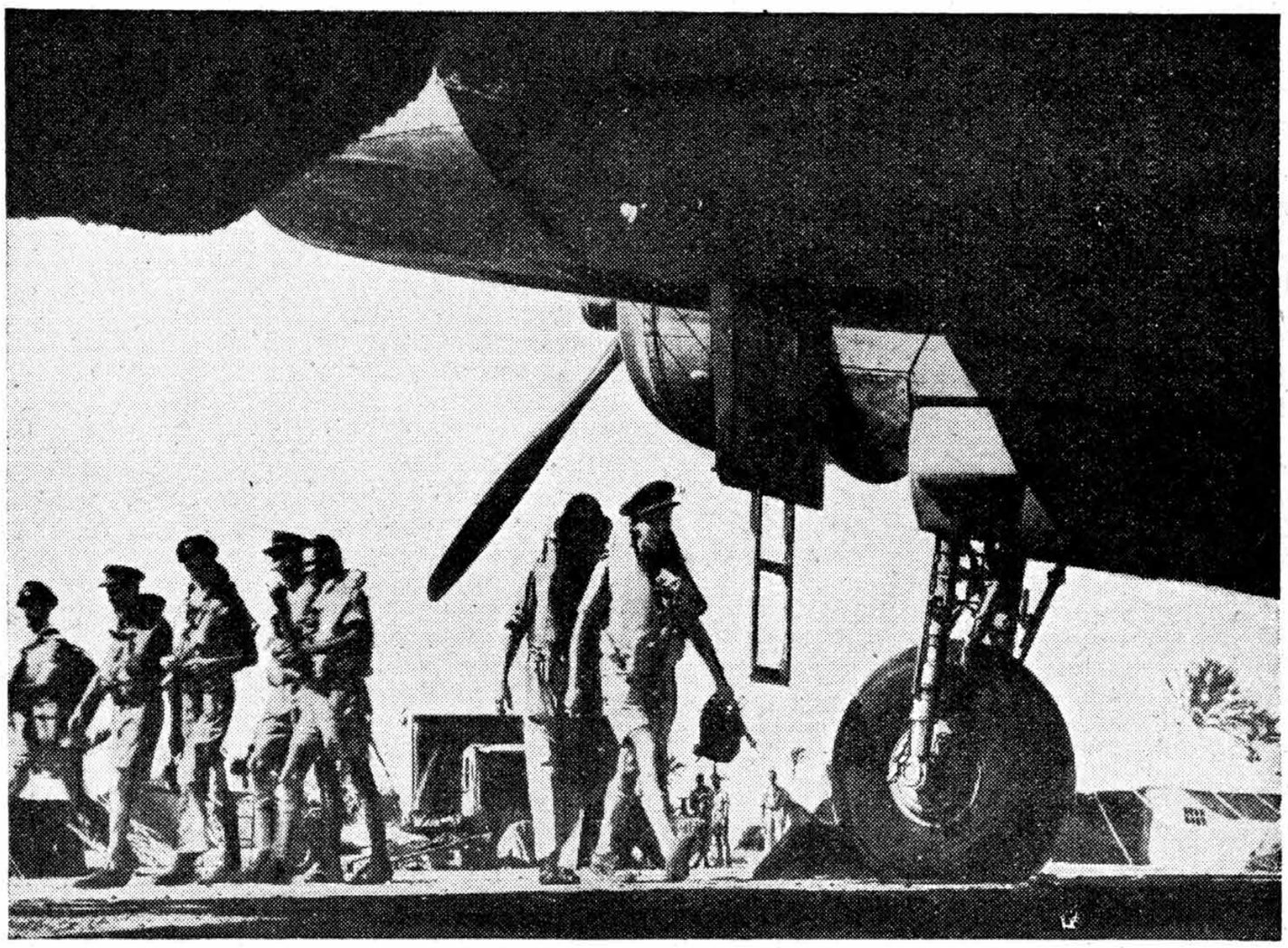
Wg. Cdr. (temp. Gp. Capt.) C. T. Anderson, D.F.C., is placed on the retd. list on account of ill-health and retains the rank of Gp. Capt. July. 15.

Sqn. Ldr. J. Latimer, D.F.C., takes rank and precedence as if his appt. as Sqn. Ldr. bore date June 1. Reduction to take effect from Aug. 21, 1942.

AMENDMENT.—In notifn. of Apr. 28 concern. R. H. Payne, for Mar. 25 read Feb. 26.

TECHNICAL BRANCH.—To be Plt. Offs. on prob. (emergency):—Wt. Off.: May: H. D. Hayward (Sen. Apr. 27). Flt. Sgt.: Aug., 1941: G. E. Bushnell-Wye (Sen. Feb. 14, 1941).

To be Act. Plt. Offs. on prob. (emergency):—Sgts.: Aug.: A. M. Creedon, G. A. Crook, D. G. Dunphy, R. S. G. Elkin (Sen. Oct. 22, 1941), D. H. Bonfield, W. G. L. Dorkings (Sen. Oct. 23, 1941), J. A. Fleming, D. B. Kendall, W. L. McAllister (Sen. Oct. 24, 1941), R N. Kemp



THE HUN HUNTERS.—Beaufighter crews in the Desert about to take-off for raids on Rommel's fleeing army in North Africa where, in the words of General Montgomery, "there is some good hunting to be had."

(Sen. Oct. 27, 1941), L. H. Baggs, J. P. Bullock, D. S. Hunt (Sen. Oct. 28, 1941), P. J. Constantine, A. E. Monk, A. G. Budd (Sen. Oct. 29, 1941), R. C. Flanagan, D. K. Kempston (Sen. Oct. 30, 1941), J. P. Golding (Sen. Oct. 31, 1941), R. M. Gray (Sen. Nov. 3, 1941), G. W. Ellis, D. T. Fisher, Dennis Hill, Leonard Kendrick, Robin Kirby, Julian Leslie, C. R. Major (Sen. Nov. 5, 1941), A. J. Letzer (Sen. Nov. 6, 1941), Leslie Bullock, C. F. S. Churcher, D. W. Jefferson-Loveday (Sen. Nov. 7, 1941), I. C. Allan (Sen. Nov. 8, 1941). Cpls.: Aug.: R. G. B. Burr, R. S. Loveland, J. R. Martin, R. J. Millson (Sen. Oct. 22, 1941), J. M. Harrison (Sen. Oct. 23, 1941), E. A. Blundell, C. E. F. Brown, K. G. B. Gardiner (Sen. Oct. 24, 1941), L. H. Barker, J. W. Hume (Sen. Oct. 25, 1941), G. V. R. Jones, E. G. King (Sen. Oct. 27, 1941), F. F. J. Butler, P. C. Bolt, E. F. Cotton, E. C. Deverson, M. D. Hobbs, J. C. Liddiard (Sen. Oct. 28, 1941), St. H. Bacon, P. F. Bownes, D. G. Creamer, I. J. De La Plain, L. R. De Thier, W. H. N. Gibby (Sen. Oct. 29, 1941), Eric Burchmore, J. A. Jefferson-Loveday (Sen. Oct. 30, 1941), V. C. Arthur, A. C. Caporn, Joseph Crane, D. F. Handel, R. A. B. James, William Martin (Sen. Nov. 3, 1941), J. C. Collins, I. F. Easton, W. D. Hunter, D. W. Hutchinson, G. H. Kendall (Sen. Nov. 4, 1941), J. B. Dowsing, B. C. Johnson (Sen. Nov. 5, 1941), Ronald Dimberline, A. E. Green, W. A. C. Kendall, K. J. Leighton, Leslie Morgan (Sen. Nov. 6, 1941), W. J. Curgenven, Frank Fallon, L. J. Jenkins, Gordon King, J. W. Knowles (Sen. Nov. 7, 1941), J. D. Dodds, E. R. Hanslip, R. J. A. Jones, A. B. Morrison (Sen. Nov. 8, 1941), H. H. Dent, A. C. Heggie, V. G. Johnson, R. M. Morton (Sen. Nov. 10, 1941), B. T. Cheverton, E. H. Jenkins, E. F. Mitchell (Sen. Nov. 11, 1941), S. H. Bates (Sen. Nov. 12, 1941). Ldg. Acm.: Aug.: G. F. O. Berry (Sen. Oct. 24, 1941), E. T. Marles (Sen. Nov. 5, 1941). Acm. 1st Cl.: Aug.: L. W. A. Belger (Sen. Oct. 24, 1941).

Air Cdre. K. M. St. C. G. Leask, M.C., to be Act. Air Vice-Mshl. Aug.

Sqn. Ldr. J. C. Coulson, M.B.E. retains the rank of Wg. Cdr. on reverting to the retd. list. Oct. 21.

AMENDMENT.—In notifn. of Mar. 3 concern. H. H. King, for Flt. Sgt. read Wt. Off.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—AMENDMENTS.—The notifn. of Feb. 10 concern. Sgt. F. W. Day should have appeared under the R.A.F. and not the R.A.F.V.R.

In notifn. of Dec. 9, 1941, concern. Cpl. E. W. Thomas, for 17 read 24.

ACCOUNTANT BRANCH. — AMENDMENTS: — In notifn. of Sept. 12, 1941, concern. W. J. Stillman, for Flt. Sgt. read Wt. Off., for Act. Plt. Off. read Plt. Off., and for May 30 read July 1.

In notifn. of May 5 concern. Wt. Off. R. E. W. Scarlett, for Plt. Off. read Flg. Off.

DENTAL BRANCH.—Miss J. H. Aitken, L.D.S., R.F.P.S., to be Dental Off. (emergency) with the relative rank of Flg. Off. for employment with the R.A.F. Sept.

RESERVE OF AIR FORCE OFFICERS

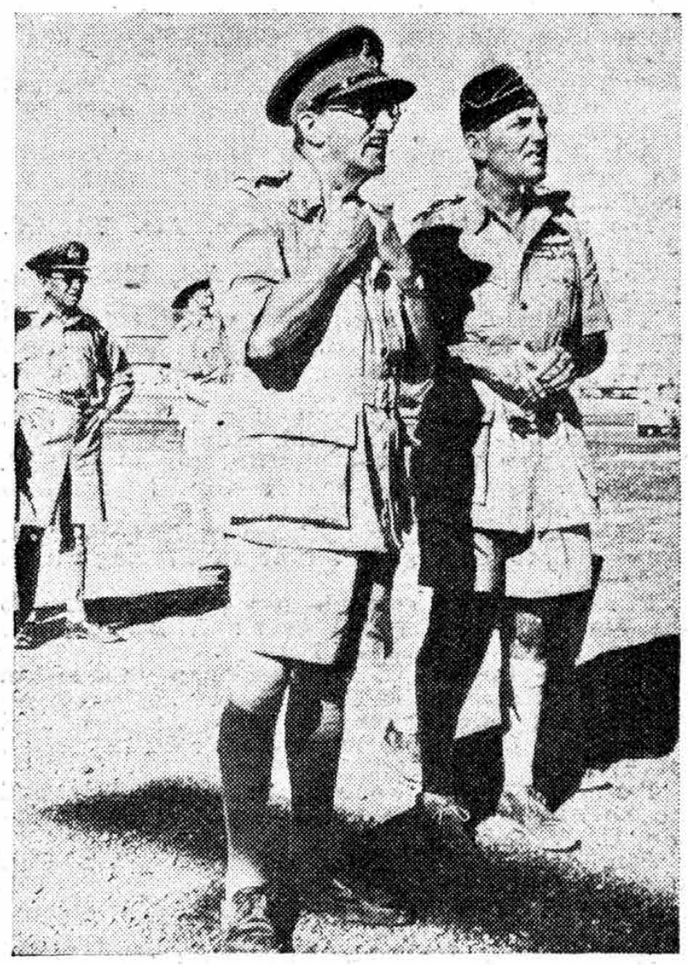
ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—J. A. Cuthbertson to be Plt. Off. in class CC. Sept.

Flt. Lts. to relinquish their commns. in class CC on cessation of duty:—Sept.: C. J. G. Budd, A. H. French. Oct.: A. Hunter (Sqn. Ldr. R.A.F. retd).

MEDICAL BRANCH.—Sqn. Ldr. W. J. L. Dean, M.B., Ch.B., resigns his commn. and retains his rank.

ROYAL AIR FORCE VOLUNTEER RESERVE

GENERAL DUTIES BRANCH.—To be Plt. Offs. on prob. (emergency):—Wt. Offs.: July: R. H. Cannell, R. A. Drapper, R. A. W. Carter. Aug.: D. K. Waters, D. W. Newton, R. E. Griffin, L. Y. Larsen. Sept.: Samuel Myatt. Flt. Sgts.: May: J. I. Fairbairn, D. S. Foster. June: W. P. Clemo, J. J. S. Townsend, B.E.M., G. H. Burgess. July: R. E. Holgate, C. H. Harbott, D.F.M., G. W. Attenborough, R. B. Mundel, W. J. Ward, B. A. Timings, R. B. H. Scroggs, A. J. Wood, H. F. G. C. Russell, R. C. Hockly, T. W. Harper, G. T. S. Smith. Aug.: R. A. Green, K. C. J. Boulter, Harold Reed, R. A. Crone, T. B. Gittins, Gordon Blanshard, A. E. Billson, W. G. Haslam, D. J. Donnet, A. E. Jinkinson, K. J. Pinkerton, W. H. Smith, Wilfred Butler, S. J. Short, D.F.M., L. G. Goodey, G. R. Sharp, A. W. Blakeman, F. S. Potter, J. O. Dalley, Denis Lloyd, G. H. Wood. Sept.: G. E. Henderson, R. E. Hewlett, R. H. Brumwell. Temp. Flt. Sgts.: May: P. A. Stanford, P. R. C. Sykes. June: Peter Le Brocq. July: Gordon Allen-Rowlandson. Aug.: E. L. Williams, A. L. D. Jeyes. Sgts.: Feb.: J. H. Deeley. Apr.: G. E. Lanning. May: H. G. Cawdron, Albert Shoreman. June: Thomas Jones, John Barritt, A. H. Duringer, D.F.M., G. G. Clyde, G. G. Liles, K. S. Porter, F. E. Lord. July: G. W. Penrose, D. V. Phipps, P. G. F. Sewell, Cyril Talalla, R. I. Brown, Geoffrey Pen-Collings, G. W. King. Aug.: William Gordon, Edward Bennett, E. A. Clerk, John Cunningham, M. E. Ellacott, L. H. G. Kent, Kenneth Lock, J. V. Macdonald, H. E. Matthews, G. S. Pearson, K. B. Robinson, R. B. Sexton, E. L. Spridgeon, D. M. A. Banton, Henry Bull, G. D. Colwell-Horsfall, A. F. Gobbie, K. M. Gosling, W. J. Howes, G. F. Snow, P. J. Abbott, B. G. Bensted, M. T. Dickinson, J. G. McGall, E. A. Rennie, E. N. Slade, D. E. Colebrook, N. W. Crabtree, G. W. Sledge, Robert Smyth, Joseph Raven, W. F. Raybould, David Rushfirth, W. D. Pitchford, G. E. Sharp, A. C. Pope, J. T. Anderson, D. P. Baxter, Charles Clarke, D. G. Wilmer, P. D. O'D. Carey, W. J. F. Legon, W. M. O. Jones, J. W. Ilott, A. J. Baldwin, C. G. Olsen, T. V. Sayers, D. A. Jones, Noel Millidge, Henry Boyer, M. E. S. Bathurst, Robert Inwood, Andrew Crawford, R. J. Roe, L. W. Eccles, P. B. Macintyre, Kenneth Gray, C. A. Saunders, R. C. Stewart. Sept.: D. G. Mercer. George May, G. W. Turner, G. A. Hamman, K. C. Hudson. Temp. Sgts.: May: A. J. Stuart. Aug.: R. E. Dyson, G. M. Gallagher. Cpls.: Aug.: H. J. W. Faith, A. O. Richards, Donald Crichton. Sept.: E. D. Wilcock. Ldg. Acm.: July: T. E. Jones. Sept.: C. C. Lee.



WESTERN DESERT CHIEFS.—Air Vice-Marshal Arthur ("Maori") Coningham, Air Officer Commanding R.A.F., Western Desert, with General Alexander.

Flg. Off. H. M. Louch is transf. to the Tech. Br. Aug.

To be transf. to the Admin. and Spec. Duties Br.:—Oct.: Flt. Lt. J. A. Duff, Plt. Off. D. G. Sutherland. Aug.: Plt. Off. (prob.) J. S. Clay.

Plt. Off. E. Ellis relinquishes his commn. on account of ill-health and retains his rank. Oct. 7.

Plt. Off. A. G. Corke relinquishes his commn. on account of ill-health. Aug. 14.

Flg. Offs. to resign their commns.:—Sept.: C. Hargreaves. Oct.: P. S. Clifford.

The commns. of the folg. Plt. Offs. (prob.) are terminated:—Oct.: D. J. Harrington, T. Wilson.

Flg. Off. A. Carus is dismissed the Service by sentence of General Court Martial. Sept. 27.

AMENDMENTS.—In notifn. of Mar. 31 concern. W. English, for Feb. 4 read Feb. 7.

In notifn. of Apr. 14 concern. E. J. Cowlie, for Cowlie read Cowle.

In notifn. of Aug. 11 concern. S. J. K. Adams, for Apr. 18 read May 9.

TECHNICAL BRANCH.—C. B. Bovill to be Act. Plt. Off. on prob. (emergency). Apr.

ADMINISTRATION AND SPECIAL DUTIES BRANCH.—Robert Spence is granted an hon. commn. as Wg. Cmdr. Sept.

A. W. Lawrence is granted an hon. commn. as Flt. Lt. Sept.

To be granted hon. commns. as Plt. Offs.:—Sept.: J. C. S. Agazarian, R. A. Albertella, D. J. Barrett, Maurice Southgate.

Plt. Off. O. R. C. Prior is transf. to the Gen. Duties Br. Apr.

Flg. Off. H. C. W. Sharp relinquishes his rank at his own request and is transf. to the Gen. Duties Br. in the rank of Plt. Off. Sept.

To be transf. to the Technical Br.:—Feb.: Flg. Off. W. F. Allen, Plt. Off. R. F. Turner.

Plt. Offs. (prob.) to be transf. to the Accountant Br. with effect from and sen. of the dates stated:—Sept., 1941: G. C. Barnard, E. R. Henninge, E. G. Krome. Oct., 1941: D. W. Hawthorne.

Plt. Off. W. H. Franklin is transf. to the R.A.F. Regt. Mar.

Flt. Lt. E. J. T. Jungius, M.C. relinquishes his commn. on appt. to the Army. Oct.

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

Plt. Off. R. E. Thomas relinquishes his commn. on account of ill-health and retains the rank of Flg. Off. Sept.

To relinquish their commns. on account of ill-health and retain their ranks:—Flg. Offs.: Aug.: Sir Norman J. Watson. Sept.: H. W. F. Long. Oct.: A. S. Hersee. Plt. Offs.: Sept.: A. D. Sharp. Oct.: C. J. Cayley, F. Jackson.

Act. Plt. Off. (prob.) J. G. Howden relinquishes his commn. on account of ill-health June. (Subs. for notifn. of May 5.)

Flt. Lts. to resign their commns. and retain the rank of Sqn. Ldr.:—Oct.: A. H. Keenan, D.S.O., O.B.E., M.C., P. G. A. Harvey.

Flg. Offs. to resign their commns. and retain the rank of Flt. Lt.:—Oct.: A. J. D. Thomson, R. A. W. Bicknell, M.C.

Flg. Off. L. Code-Lewis resigns his commn. and retains his rank. Sept.

To resign their commns.:—Oct.: Flt. Lt. L. S. Collard, Plt. Off. (prob.) A. L. Hewlett.

Plt. Off. (prob.) I. C. Alexander is cashiered by sentence of General Court Martial. July 27.

AMENDMENTS.—The notifn. of June 9 concern. Cpl. F. G. Andrew should have appeared under R.A.F.V.R. and not R.A.F.

In notifn. of Sept. 19, 1941, concern. Cpl. E. J. Wilson, for Aug. 29 read Aug. 22.

TRAINING BRANCH.—The commn. of Act. Plt. Off. (prob.) G. H. Taylor is terminated. Oct.

ACCOUNTANT BRANCH.—AMENDMENT.—In notifn. of Dec. 23, 1941, concern. Cpl. G. E. Higson, for Oct. 26 read Oct. 24.

DENTAL BRANCH.—To be Flg. Offs. (emergency):—Sept.: F. J. Bicks, L.D.S.; R. K. N. Clarkson, L.D.S.; W. E. Howard, L.D.S.; C. A. M. Howe, L.D.S.; D. F. G. MacLeod, L.D.S.; C. H. I. Millar, L.D.S.; T. W. Sherratt, L.D.S.; Cyril Wells, L.D.S.

CHAPLAINS BRANCH.—To be Chaplains (emergency) with the relative rank of Sqn. Ldr.:—Sept.: The Rev. J. K. Page, The Rev. S. A. Eddy, The Rev. S. D. A. Kilmister, B.A., The Rev. Lewis Moore, B.A., The Rev. I. E. Newell, M.A.

The Rev. R. F. Rainsford resigns his commn. Oct.

ROYAL AIR FORCE REGIMENT.—To be Plt. Offs. on prob. (emergency):—Wt. Off.: Sept.: Harry Webster-Grinling (Sen. July 27). Cpl.: Mar.: I. C. Lucas (Sen. Dec. 24, 1941).

Flg. Off. B. S. B. Baylis is transf. to the Admin. and Spec. Duties Br. Sept.

The commn. of Plt. Off. (prob.) W. M. Cox is terminated. Oct.

The notifn. of Sept. 8 concern. Plt. Off. W. M. Franklin is concelled.

WOMEN'S AUXILIARY AIR FORCE

To be Asst. Sec. Offs. on prob. (emergency):—Sept.: M. I. Agnew, E. H. L. Alderson, P. M. K. Allengame, J. E. Aris, M. S. Beeston, E. J. Borlase, Constance Boyton-Smith. W. M. Brown, M. A. Browning, B. E. M. Card, Georgina Collier, K. J. H. Cooper, J. M. Davies, Margaret Dodson, M. I. Down, Mary Fawcett, Y. H. Foxley, D. M. Gaze, Margaret Gaskell, J. I. Georgiadis, F. H. Green, M. A. Gregg, V. E. Guitard, F. J. E. Hankin, S. A. Holden, Georgina Hooper, M. E. Howard, D. E. Horrell, L. M. Howell, K. A. M. Knight, E. V. Lamb, E. G. Lewis, P. H. L. Lewis, Sheila McHardy, S. R. MacPherson, Betty Marriner, J. A Martin, J. E. Mattock, M. E. Maxwell, K. M. W. Merriman, Ida Millett, I. L. Millett, E. H. Mitchell, B. P. Morton-Herbert, Catherine Moynihan, B. A. O. Matheson-Pink, B. E. Nicholson, M. M. Perring, Myrtle Phillips, M. M. Refoy, M. P. Risk, M. W. Roberts, H. L. Robison, H. S. R. Rogers, V. M. St. Ludger, E. M. Scott, M. H. Shaw, D. E. Shears, E. M. Simpson, M. F. J. N. Snook, B. L. Soutter, M. H. Stock, J. C. Swinnerton-Dyer, J. B. Tolhurst, E. J. Trigg, S. G. M. Tyrell, Betty Uren, E. M. Waters, A. M. Watkins, M. E. Webb, A. Q. Whitaker, D. A. Willis, E. M. Wilson, M. P. Wilson, C. E. N. Wyatt.

Asst. Sec. Off. E. J. Oats to be Sec. Off. (war subs.). July.

Asst. Sec. Off. (prob.) J. M. Hall to be Sec. Off. (prob.) (war subs.). Aug.

To resign their commns.:—Oct.: Sec. Off. P. Boxer, Asst. Sec. Off. (prob.) F. S. N. Jordan.

The commn. of Asst. Sec. Off. (prob.) C. M. Rogers is terminated. Oct.

Air Ministry, October 23, 1942.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH.—Plt. Offs. (prob.) confmd. in appts. and to be Flg. Offs. (war subs.):—Apr.: J. F. S. Lawley, D.F.M. Aug.: E. J. Keenan. Sept.: R. D. Campling, C. R. Booth, F. S. Brown.

Flg. Offs. to be Flt. Lts. (war subs.):—June: W. R. Mitchell (Sen. May 9). July: R. A. Howard (Sen. May 9). Aug.: G. J. Trigger (Sen. Aug. 8), H. Hall (Sen. Aug. 14). Sept.: H. J. Butt, W. Jones (Sen. Sept 2), J. B. Robertson, D.F.M. (Sen. Sept. 2), H. P. Connolly (Sen. Sept. 18), F. M. Osborn (Sen. Sept. 2). Oct.: C. A. Nicoll (Sen. Sept. 25).

Sqn. Ldr. J. A. S. Brown to be Wg. Cdr. (temp.) Dec., 1941 (Sen. Jan. 1, 1941). (Subs. for notifn. of June 16.)

Wg. Cdr. temp.) R. P. M. Gibbs, D.S.O., D.F.C., is granted the rank of Sqn. Ldr. (war subs.). Sept.

Sqn. Ldr. (temp.) J. E. MacLennan (Ret.) is granted the rank of Sqn. Ldr. (war subs.). July.

Flt. Lt. S. B. Grant, D.F.C., is granted the rank of Sqn. Ldr. (war subs.). Sept.

Flg. Off. W. S. Herring, D.S.O., D.F.M., is granted the rank of Flt. Lt. (war subs.). May.

AMENDMENT.—In notifn. of Oct. 2, for W. M. Brisdee read W. M. Bisdee.

TECHNICAL BRANCH.—Flg. Off. (prob.) M. E. Richards confmd. in appt. Sept.

Wg. Cdr. D. W. R. Ryley to be Gp. Capt. (temp.) June. (Subs. for notifn. of Oct. 1.)

The folg. Wg. Cdrs. (temp.) are granted the rank of Sqn. Ldr. (war subs.):—Sept.: A. B. Kendall, M.B.E., J. A. C. Pride.

Flg. Offs. to be Flt. Lts.:—June: G. F. Cockell, M.B.E., E. F. Price (Sen. June 10). Aug.: W. L. Mills (Sen. June 12).

Flt. Lt. (temp.) L. V. Mallinson is granted the rank of Flt. Lt. (war subs.). Aug.

Flg. Offs. to be Flt. Lts. (temp.):—Dec., 1941: L. A. Sparks, W. W. Smalley, E. Wood, G. H. Beauchamp, M.M., L. B. P. Leeson, C. W. Johnstone. Sept.: L. F. Woolcott.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—Plt. Off. (prob.) W. Todd confmd. in appt. Apr. and to be Flg. Off. (war subs.) May (Sen. Mar. 25).

Plt. Off. (prob.) J. Cahalane confmd. in appt. July and to be Flg. Off. (war subs.) Sept. (Sen. Aug. 9).

Plt. Off. (prob.) H. L. Atkin to be Flg. Off. on prob. (war subs.). May.

Flg. Off. E. L. Thomas to be Flt. Lt. (temp.). Sept.

Act. Plt. Off. (prob.) H. F. D. Monk to be Plt. Off. (prob.). Sept.

EQUIPMENT BRANCH.—Wg. Cdr. (temp.) L. A. Jackson is granted the rank of Sqn. Ldr. (war subs.). Sept.

Sqn. Ldrs. (temp.) granted the rank of Flt. Lt. (war subs.). Sept.: J. E. M. Mould, A. M. H. Cole, E. D. Hills, M.B.E., J. P. W. Purves.

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

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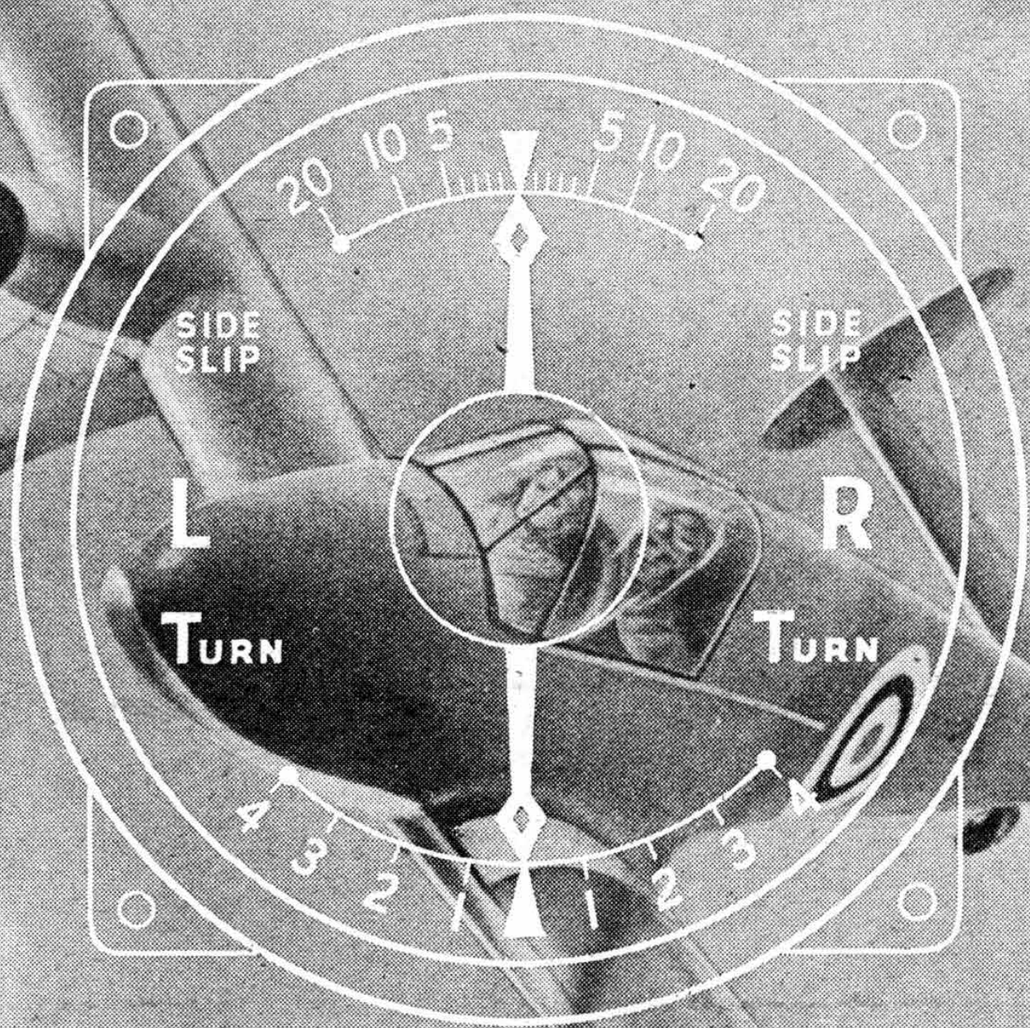

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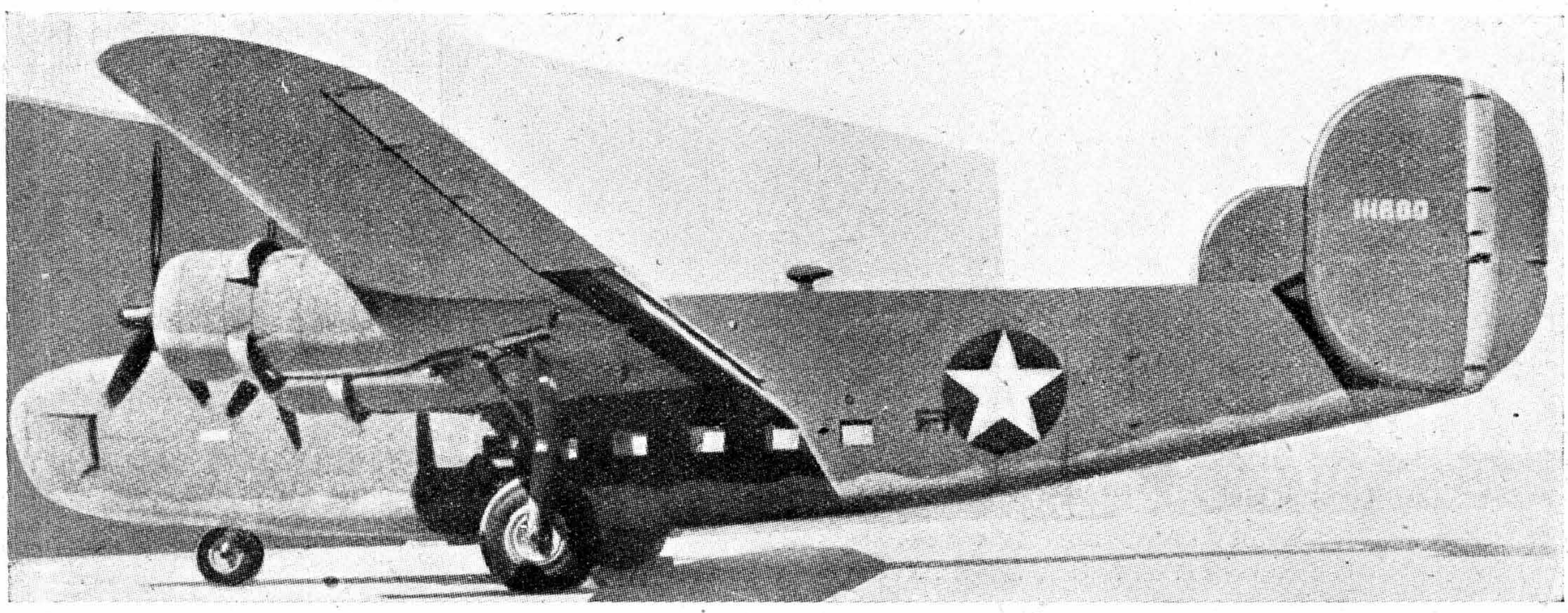


AMERICA'S LATEST.—The Consolidated C-87, the transport version of the Consolidated Liberator bomber, which is being built in large numbers for the U.S.A. Air Transport Command. Recent reports from the U.S.A. (published in "The Aeroplane" of Nov. 6) claimed that the C-87 was capable of carrying a maximum cargo load of more than 10 tons This figure probably refers to the disposable load.

Still Wanted—a Civil Aviation Policy

IN THE House of Commons on Nov. 18 Mr. R. D. Perkins asked the Paymaster-General what steps had been taken to establish British Civil Aviation on a firm basis after the War.

In reply Sir William Jowitt repeated the story of the Inter-Departmental Committee and the interim reports which it had submitted in January last. The questions raised in this report were being considered by the Government. Mr. Perkins pointed out that it took approximately four years to produce an engine suitable for civil purposes and suggested that a start should be made now.

Sir William Jowitt replied that there was every reason to avoid delay but that "the hon. Gentleman will see the implications of this problem. It does not concern only this country." Mr. Ellis Smith was just about to comment on the failure of private enterprise when he was interrupted.

Mr. Perkins has tabled two motions on Civil Aviation. In an amendment to the Address he calls attention to the absence from the King's Speech of any plans for the development of Civil Aviation now or after the War, at home and overseas. The amendment emphasises that the prosperity and security of the Empire in future will depend as much on a flourishing civil air service as on a large mercantile marine.

Supported by Group Capt. J. A. C. Wright, Mr. Perkins has also tabled a motion urging the Government to plan for the conversion to Civil Aviation after the War of part of the Aircraft Industry and the equipment, personnel and aerodromes of the R.A.F.

Signs of interest in Civil Aviation in Parliament are welcome, but less talk and some definite action would be more welcome. Sir William Jowitt's implication that the future of Civil Aviation does not concern Great Britain alone is a sign of progress. The future of Civil Aviation of all the Allied nations obviously affects the future of British Civil Aviation. Eleven months after receiving the interim report of the Inter-Departmental Committee the Government is still "considering" the questions involved. If it has reached the conclusion that Great Britain cannot adopt a policy in isolation, it might show a little more industry in the direction of establishing an Allied Committee on Civil Aviation.

The Dublin-Limerick Service

THE DUBLIN-LIMERICK service which was opened on Aug. 12 last by Aer Lingus Teoranta has been suspended because of lack of traffic. This action has come as a surprise. Reports from Eire a few weeks ago indicated that during the first month's operation full loads had been carried, that bookings were usually about 10 days in advance and that there was a waiting list.

The new service, the first internal air service in Eire, was also said to have given a fillip to local authorities who were busily engaged in discussing similar services and planning new aerodromes, particularly at Cork, Galway, Sligo, Waterford and Tralee.

"American Export" in Britain

AMERICAN EXPORT AIRLINES has formed a new company in Great Britain to take care of its interests in this country and to act as its agents. The new Company is American Export Airlines (Traffic) Ltd. It was incorporated on Nov. 7 with a capital of £5,000 divided into 5,000 shares of £1 each.

The Directors are:—Mr. Wm. H. Coverdale, Chairman (President of American Export Lines, the parent shipping company); Mr. F. Lestrade Brown, Vice-Chairman (European Director of American Export Airlines Inc.); Mr. John E. Slater (Exec. Vice-President of American Export Airlines Inc. at New York); Major Hugh Murray Gillespie (Sec.-Treas. of American Export Lines); Mr. Herbert Mann (Managing Director of Phs. Van Ommeren (London) Ltd., steamship owners and operators); Major Keith Trevor (Banker and Director of many companies); and Mr. William S. Thomas, Secretary.

Mr. Mann and Major Trevor are the only two directors of British nationality.

American Export Airlines is the first American transport company to form a British company.

The Company is at present operating by way of a new Winter route with two Vought-Sikorsky VS-44A flying-boats and hopes to receive replacements shortly for the Excalibur, which crashed at Botwood on Oct. 3.

Liverpool to Dublin

SERVICES to and from Dublin, operated by Aer Lingus Teoranta and West Coast Air Services, Ltd., are again operating from Speke airport, Liverpool, as from Nov. 16. The Dublin services were transferred from Speke to Barton airport, Manchester, in August, 1940.

South Africa and the Future

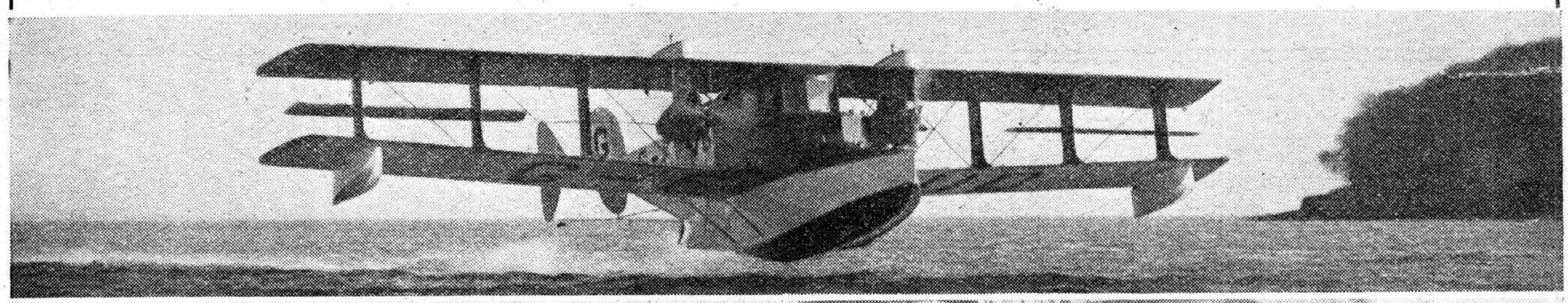
A FORECAST that after the War large, long-range aeroplanes flying at 300 m.p.h. would fly between London and Johannesburg in about 24 hrs. was made by Brigadier G. M. Hoffe, General Manager of South African Railways and Harbours, at a conference at Johannesburg on Nov. 18.

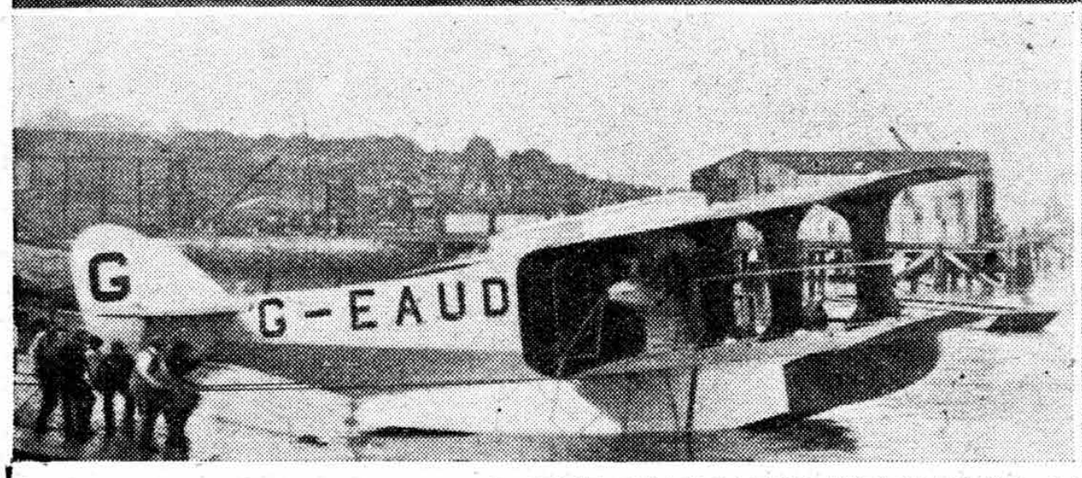
At the beginning of the War, said General Hoffe, 70 air services were operating each week between the big centres in the Union. The time was coming quickly when artificial, arbitrary boundaries hedging the Union from its African neighbours must be banished and the economic, political and social system re-orientated to bring together the vast resources of the undeveloped continent and the industrial power which was being aroused in South Africa.

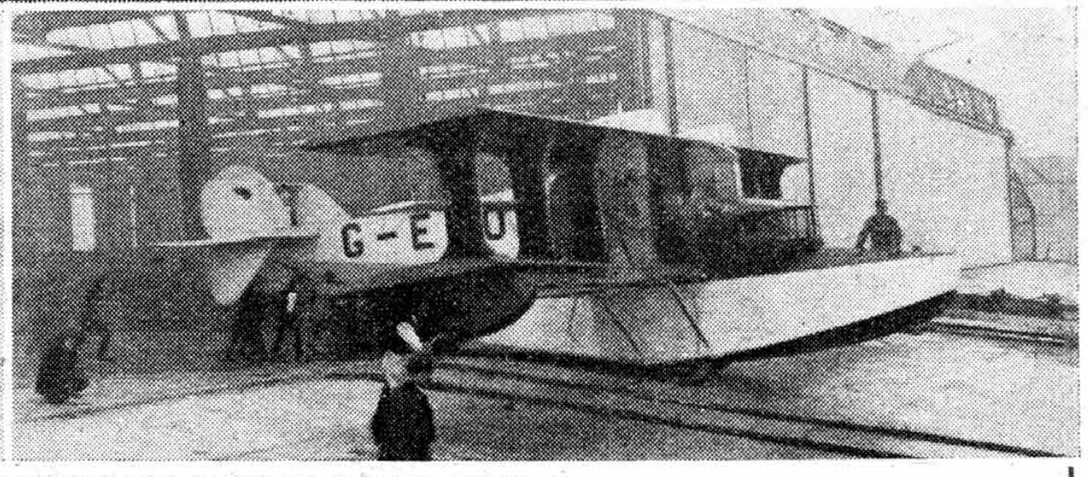
Persian State Air Lines

REGULAR SERVICES between Teheran and Baghdad have been resumed by Persian State Air Lines after an interval of a year.

SIDELIGHTS FROM THE PAST—XLVII







THE SAUNDERS KITTIWAKE AMPHIBIAN FLYING-BOAT—1920.

CIVIL AVIATION did not flourish during the years immediately succeeding the Great War. That may have been, in part, the consequence of the recommendation of the Civil Aerial Transport Committee (set up in May, 1917, in London to consider what should be done after the war to develop aviation for "commercial purposes from a domestic and imperial and an international standpoint") that the design of commercial aircraft should be subservient to their requirement for military use even at a reduction of their value as civil aircraft.

Apart from a brief experimental postal subsidy, Government expenditure on Civil Aviation was at first confined to the ground. Two aerodromes, their control, and a meteorological service were provided and civil flying was told that it "must fly by itself."

One brief gesture was made by a Government competition for commercial aircraft, with substantial prizes for aircraft of various categories.

The British Aircraft Industry took this competition seriously, and a number of entirely new aircraft were entered, in addition to several which were no more than modifications of standard designs.

The competing aircraft, primarily of two kinds—landplanes and amphibians—were to be at Martlesham Heath aerodrome in August, 1920.

The Kittiwake was specially designed and produced for this competition by S. E. Saunders, Ltd., of Cowes, Isle of Wight. The designer, Percy Beadle, was assisted by Mr. Gravenell. These two, working all day and often far into the night, produced the necessary 6,000 drawings in six weeks. The result was a most original aeroplane which possessed many novel features, and lines that were ahead of their time.

Basically, the Kittiwake was a flying-boat. The hull was built of wood and covered with Consuta sewn plywood. Retractable landing wheels were housed within two boxes built into the hull; when retracted they were enclosed by doors to preserve the hull line. Suspension was by coil springs, and water rudder and tail skid formed one unit. The hull was extremely clean and efficient, and amounted almost to a triple-deck design in which the lowest part provided the hydrodynamic section, the centre part the control cabin and the upper part the passenger cabin and the boom to carry the tail. There was accommodation for a crew of two and seven passengers.

The motors were two 150 h.p. A.B.C. Wasp seven-cylinder air-cooled radials, mounted in nacelles attached to the innermost struts, which were of duralumin. Each engine drove a wooden two-bladed airscrew without reduction gearing.

Quadruple-bay biplane wings were attached to the upper and lower centre sections (at the top of the passenger cabin and hydrodynamic hull respectively) and strut-braced to the lower part of the hull. Interplane bracing took the form of wide I-struts and streamline wires. All four planes possessed a means on the leading and trailing edges of changing the camber. These were operated simultaneously from one control in the pilot's cabin. Knuckle joints running the full span of the wings permitted the leading edge cambering members to curve into an unbroken wing section, the surface being Consuta sewn plywood attached to the front spars but free to move within the knuckle joints.

The additional lift expected from the double-cambering wing which Beadle had designed was intended to offset the high power-loading. The aeroplane, weighing 6,000 lb. fully laden, was a 20 lb./h.p. job. To permit the full span of all wings to be cambered, interplane ailerons were used and hinged to the two outermost struts (these ailerons were aerodynamically balanced); and the wing tips were normal to the span and without taper. Wing-tip floats were bolted to the lower wings below the outermost struts.

The stabilising units comprised a reversed camber adjustable tailplane and elevator, three fixed fins and a central rudder.

Entrance to the aeroplane was obtained by a duralumin companion-ladder fixed to the starboard side of the hull aft of the lower wing (equally convenient either on land or from a boat) leading to a doorway at the rear end of the cabin. There was a hatch in the roof of the pilot's cabin and a mooring hatch in the bow.

Fuel was gravity fed from two streamlined tanks mounted on top of the upper wings one above each engine. The curvature of the cabin roof matched the upper camber of the wing section.

Passenger accommodation was arranged as in a small yacht, with a seat running round the sides and the front of the cabin. Both pilot's and passengers' cabin had ample windows facing forward and to each side, giving excellent views in the direction of flight.

Because of a variety of minor troubles inherent in a new and novel design, the Kittiwake was not ready in time and had to be scratched from the competition. It made its first water tests on September 11 and its first flight on September 19, 1920, rising from a perfect seaplane sea with a wind strength of 20/25 m.p.h. At 500 ft. the cambering leading edges of all upper surfaces were sucked out of their nose knuckle joint and blown off, and the Kittiwake had to be landed straight into the wind partly out of control close inshore off Egypt Point, Cowes.

The hull struck a small submerged rock after alighting, but the damage was slight, and was repaired in a week. Thereafter persistent trouble developed in one motor, causing loss of revs. One of the engines was hand-made and the other (the less powerful) was a production job.

The amphibian gear gave trouble, the compression springs failing frequently under static load. But, eventually, the Kittiwake did a certain amount of experimental flying. It was found that the interplane ailerons were comparatively ineffective at small angles, and at large angles their reaction was opposite to that intended.

The Kittiwake was the only example of this interesting experimental type. It was too radical a departure from the orthodox, and incorporated too many untried features, to be certain of a trouble-free career when handicapped by an excessively low power-weight ratio. It was ironical that the very novelties in design which were intended to make her a winner at the Martlesham competition were, in a large measure, the details which prevented her from competing.

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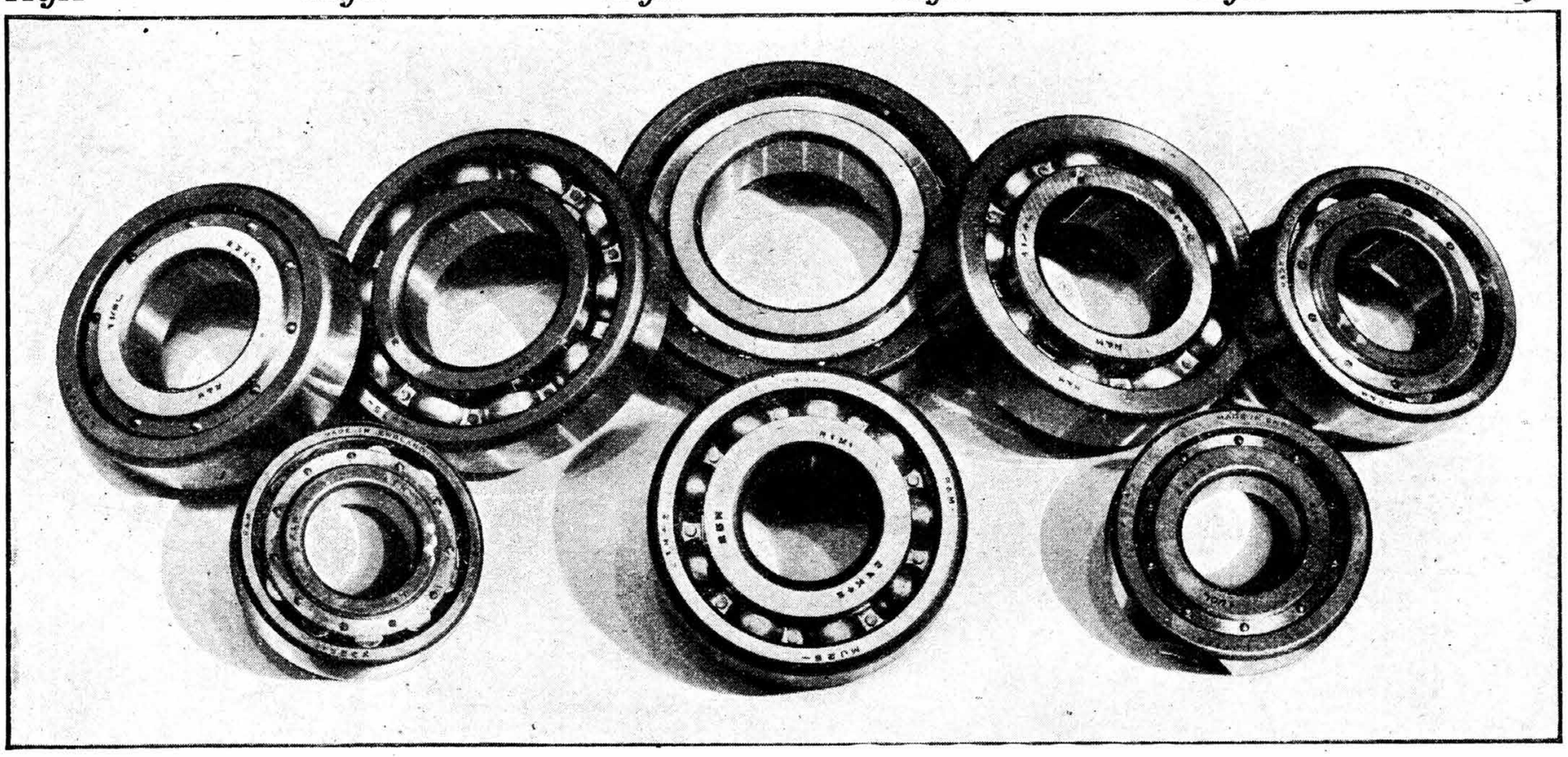

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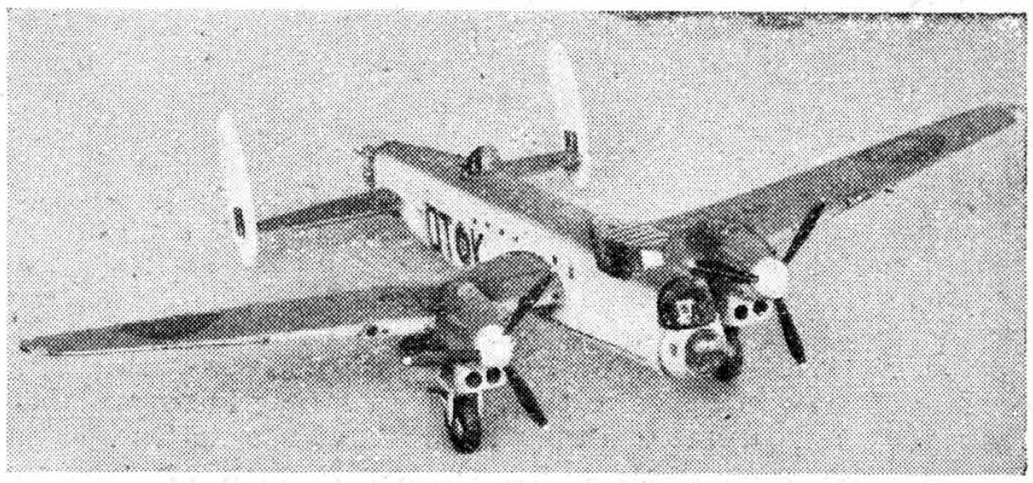
FORTHCOMING EVENTS

Nov. 27.—**Southampton.**—S.C.94—A.R.P. Central Division Hdqrs., 61, Highfield Lane.—19.00 hrs.
Nov. 27.—**Hoddesdon.**—S.C.128.—The Clock House.—19.30 hrs.
Nov. 27.—**Watford.**—S.C.118.—Watford Public Library.—19.30 hrs.
Nov. 27.—**Guildford.**—S.C.150.—The County Technical College, Stoke Park.—19.30 hrs.
Nov. 27.—**Stapleford.**—S.C.149.—Constitutional Club.—18.45 hrs.
Nov. 27—**Preston.**—S.C.249.—Central Police Station—19.30 hrs.
Nov. 28.—**Maidstone.**—South Eastern Region.—Kent Committee Meeting.—Grammar School for Boys.—15.30 hrs.
Nov. 28.—**Wembley.**—S.C.21.—Lecture Room 1, A.T.C. Hdqrs., Barham Park.—19.30 hrs.
Nov. 29.—**Watford.**—R.O.C.C. Branch 3.—Watford Public Library.—10.30 hrs.
Nov. 29.—**Ratcliffe.**—S.C.331.—20.00 hrs.
Nov. 30.—**Glasgow.**—S.C.85.—Civil Defence Training Centre, 101, Albion Street, C.1.—19 30 hrs.
Dec. 1.—**London.**—M.H.S. Course for Club Training Officers, Lecture VI.—170, Queen's Gate, South Kensington.—19.00 hrs.
Dec. 1.—**London.**—Meeting of General Council Executive Committee N.A.S.C.—18.00 hrs.
Dec. 1.—**Newport.**—S.C.40.—Newport Corn Exchange.—19.30 hrs.
Dec. 1. **N. London.**—S.C.156.—Northern Polytechnic, Holloway Road, N.7.—19.00 hrs.
Dec. 2.—**London.**—Institute of Welding.—Opening Meeting of 1942-43 Session.—At Ins. of Mech. Engs., Storey's Gate, St. James's Park, S.W.1.—17.30 hrs.
Dec. 2.—**London.**—M.H.S. Course for Club Training Officers, Lecture VI.—170, Queen's Gate, South Kensington.—19.00 hrs.
Dec. 2.—**Blackfriars.**—S.C.12.—Meeting in the Cinema, Unilever House.—18.00 hrs.
Dec. 2.—**Sheffield.**—S.C.178.—Victoria Hall.—19.00 hrs.
Dec. 2.—**Newcastle.**—S.C.272.—Crow's Nest Hotel, Haymarket.—19.00 hrs.
Dec. 2.—**Belfast.**—S.C.151.—45, Howard Street.
Dec. 3.—**Westminster.**—S.C.142.—Thornycroft House, Smith Square.—18.00 hrs.

New Patents

APPLICATIONS ACCEPTED

548,727.—G. H. Dowty.—Fluid actuated control systems for the launching or alighting of aircraft.—Oct. 16, 1940.
Opposition period expires Jan. 4, 1943.
Printed specification available Nov. 19, 1942.
549,046.—E. W. Neale.—Lattice Structures for Aircraft.—April 1, 1941.



AMATEUR PRODUCTION.—Winning entry in the model competition (London Region) of the National Association of Spotters' Clubs, this model of a Coastal Command Manchester IA was built by R. G. Moulton of Loughton, Essex. All the turrets rotate, the guns and controls are movable, the bomb doors open and the undercarriage can be retracted. The man-hours in its production amounted to about 125.

549,033.—Vickers-Armstrong Ltd., and B. N. Wallis.—Stressed-skin Structures for Aircraft.—Aug. 25, 1941.
Opposition period expires Jan. 18, 1943.
Printed specifications available Dec. 3, 1942.

The following is a list of the sources of the photographs in this issue of THE AEROPLANE:—
Air Ministry: p. 632.
Associated Press: p. 623.
Fox: pp. 616, 627.
Keystone: pp 612, 617.
Ministry of Information: p. 614.
Photographic News Agencies: pp. 615, 628, 630, 631.
Topical: pp. 610, 611, 624.
Vickers-Armstrongs Ltd.: p. 622.
All not included above are either THE AEROPLANE photographs or come from private sources or are captured from the enemy.

PERSONAL NOTICES

BIRTHS

Benham-Spence.—On Nov. 14, at Sheffield, to Joy (*née* Robson), wife of Flt. Lt. P. D. Benham-Spence, R.A.F.V.R.—a son.
Boucher.—On Nov. 10, at Middlesex Hospital, to Noreen (*née* Masters), wife of Pilot Off. J. S. Boucher, D.F.M., R.A.F.V.R.—a son.
Butler.—On Nov. 15, at Douglas, I.O.M., to Eve (*née* Piercey), wife of Flg. Off. W. J. Butler, R.A.F.V.R.—twin sons.
Carnwath.—On Nov. 15, at Bishop's Stortford Hospital, to Kathleen Marianne (*née* Armstrong), wife of Flt. Lt. A. H. Carnwath, R.A.F.V.R.—a son and daughter.
Cartridge.—On Nov. 10, at Chester Nursing Home, to Norah (*née* Case), wife of Flt. Lt G. G. Cartridge, R.A.F.—a son.
Chown.—On Nov. 12, to Joyce, wife of Pilot Off. E. W. Chown, R.A.F.—a daughter.
Davies.—On Oct. 16, at Streatham, to Zona, wife of Sgt. W. S. Davies, R.A.F.V.R.—a son.
Deacon.—On Nov. 16, in London, to Margaret (*née* Marwood Tucker), wife of Wing. Comdr. J. W. Deacon—a son.
Gibson.—On Nov. 13, at Beckenham, to Vera (*née* Fletcher), wife of Flt. Lt. James H. Gibson, R.A.F.V.R.—a daughter.
Gill.—On Nov. 15, at Cheltenham, to Sheila (*née* Gordon), wife of Pilot Off. F. M. Gill, R.A.F.V.R.—a daughter.
Hoadley.—On Nov. 15, at the City of London Maternity Hospital, to Eileen (*née* Brown), wife of Dr. (Flt. Lt.) J. Hoadley—a daughter.
Holder.—On Nov. 10, at Bristol, to Elizabeth (*née* Kidd), wife of Wing Comdr. P. D. Holder, D.S.O., D.F.C., R.A.F.—a son.
Lamb.—On Nov. 10, at High Wycombe Nursing Home, to Dorothy (*née* Coade), wife of Sqdn. Ldr. Rev. C. H. C. Lamb, R.A.F.V.R.—a son.
Leach.—On Nov. 16, at Woodford, to Jeannette (*née* Kirk), wife of Flt. Lt. R. D. Leach, R.A.F.V.R.—a daughter.
Macdonald.—On Nov. 15, at Berkhamsted, to Betty, the wife of Flt. Lt. Ian Somerled Macdonald, R.A.F.V.R.—a daughter.
Manser.—On Nov. 13, at Fulmer, Bucks, to Shirley (*née* Burke), wife of Pilot Off. Jack Manser, R.A.F. Regt.—a son.
Morris-Coole.—On Nov. 12, at Fulmer, Bucks, to Helen (*née* Parker), wife of Flt. Lt. A. Morris-Coole, R.A.F.—a son.
Nicholson.—On Nov. 11, in Canada, to Joyce Mary (*née* Raven), wife of Sqdn. Ldr. E. S. Nicholson—a daughter.
Owen.—On Oct. 16, at Douglas, I.O.M., to Margaret (*née* Johnston), wife of Flt. Lt. J. N. Owen, R.A.F.—a daughter.
Powell.—On Nov. 15, at the Breconshire War Memorial Hospital, to Gwyneth (*née* Lloyd), wife of Pilot Off. W. M. Jones Powell, R.A.F.V.R.—a daughter.
Reekie.—On Nov. 12, at Alston, to Joyce, wife of Charles Reekie, R.A.F.V.R.—a son.
Scott.—On Nov. 9, at Southgate, to Yvonne (*née* Grattan-Doyle), wife of Pilot Off. W. A. Scott, R.A.F.V.R.—a daughter.
Scott.—On Nov. 15, to Monica (*née* Nicoll), wife of Sqdn. Ldr. R. C. Scott—a daughter.
Southwell.—On Nov. 18, to Pauline (*née* Sparks), wife of Pilot Off. A. J. Southwell (missing from air operations)—a son.
Stevens.—On Nov. 15, at Sutton, to Cherry (*née* Barnes), and Flt. Lt. Keith Stevens, R.A.F.V.R.—a daughter.
Taylor:—On Nov. 17, at Nuneaton General Hospital, to Joan Claudine (*née* Hedges), wife of Flg. Off. E. A. Taylor, R.A.F.V.R.—a daughter.
Thewles.—On Nov. 11, to Rhoda, wife of Wing Comdr. Thewles, R.A.F.—a son.
Thompson.—On Nov. 15, at Lytham, Lancs, to Sylvia (*née* Rowlands), wife of Wing Comdr. J. M. Thompson, D.F.C.—a son.
Verity.—On Nov. 16, at Cheltenham, to Audrey, wife of Sqdn. Ldr. H. B. Verity, R.A.F.V.R.—a son.
Whittaker.—On Nov. 13, at Farnham, to Ann (*née* Latimer), wife of Flt. Lt. A. Whittaker—a daughter.
Wilton.—On Nov. 16, at Wentworth, Yorks, to Joan (*née* Landon), wife of Sqdn. Ldr. M. S. J. Wilton, R.A.F.—a daughter.

FORTHCOMING MARRIAGES

Backhouse—King.—The engagement is announced between Flt. Lt. David A. Backhouse, R.A.F.V.R., son of Mr. E. Backhouse, of Sutton, and Eileen, daughter of Mr. and Mrs. W. B. King, of Yapton, Sussex.
Baker—Butlin.—The engagement is announced between Flt. Lt. F. F. Baker, R.A.F., younger son of Mr. and Mrs. F. C. Baker, of Norfolk, and Elizabeth Anne, only daughter of Mr. and Mrs. Norman B. Butlin, of Kettering.
Blackford—Higgs.—The engagement is announced between Flt. Lt. Peter Fitzgerald Blackford, R.A.F., elder son of Group Captain and Mrs. J. Blackford, of Tonbridge, Kent, and Sheila, younger daughter of the late Lt.-Col. H. J. Higgs, O.B.E., A.M., and Mrs. Higgs, Newark, Nottinghamshire.
Bratt—Hett.—The engagement is announced between Flt. Lt. Geoffrey Bratt, R.A.F., Heany, Bulawayo, Southern Rhodesia, son of Mr. and Mrs. Bratt, of Tedling, Nottingham, and Sgt. Dorothy Joan Hett, S.R.W.A.A.F., Kumalo, Bulawayo, elder daughter of the Headmaster and Mrs. W. S. Hett, Brighton College.
Brenner—Cohen.—The engagement is announced between Sgt. Sidney Brenner, R.A.F.V.R., son of Mr. and Mrs. M. Brenner, of London, and Jean Cohen, only daughter of Mr. and Mrs. M. Cohen, of Brighton.
Bufton—Browne.—The marriage has been arranged between Group Capt. S. O. Bufton, D.F.C., R.A.F., second son of the late Mr. J. O. Bufton, J.P., and the late Mrs. Bufton, of Radnorshire, and Miss Susan (Maureen) Browne, W.R.N.S., daughter of Col. E. M. Browne, D.S.O., and Mrs. Browne, of London, S.W.10.
Esling—Cripps.—The engagement is announced and the marriage will shortly take place between Flg. Off. P. W. Esling, only son of Mr. and Mrs. W. J. Esling, of Hoylake and Osterley, and Marjorie F. B. Cripps, niece and adopted daughter of the late Col. W. H. Playne, of Minchinhampton.
Fox—Burns.—The engagement is announced between Pilot Off. M. D. Fox, R.C.A.F., elder son of Mr. and Mrs. D. J. Fox, of Hamilton, Ontario, and Sheila, younger daughter of Mr. and Mrs. F. P. Burns, of Richmond, Surrey.
Frost—Carter.—The engagement is announced between Surgeon Lt. J. W. Frost, R.C.N.V.R., son of Dr. and Mrs. Anson C. Frost, of Vancouver, B.C., and Joan Leslie Carter, Section Off. W.A.A.F., daughter of Mr. and Mrs. A. Leslie Carter, of Hampstead Way, London.
King—Cane.—The marriage between Flg. Off. H. V. (Bob) King, R.A.F.V.R., son of Mr. and Mrs. H. J. King, of Gravesend, and Yvonne Peta, daughter of Mrs. E. D. Cane, of Staplefield, will take place at St. Michael's, Chester Sqre., on Dec. 12, at 2 p.m.
Munro—Dexter.—The engagement is announced between Lt. K. Ian Munro, R.A., elder son of Mr. and Mrs. W. F. Munro, of King's Heath, Birmingham, and Barbara Margaret Dexter (W.A.A.F.), only daughter of Mr. and Mrs. A. C. Dexter, of Hollywood, Worcestershire.
Walter—Roberts.—The engagemetn is announced between William Phylip Walters, B.Sc., elder son of Mr. and Mrs. W. D. Walters, of St. Clears, S. Wales, and Eunice Mary Roberts, W.A.A.F., daughter of Mr. and Mrs. A. E. Roberts, of Surbiton, Surrey.
Woollard—James.—The engagement is announced between Pilot Off. J. K. Woollard, R.A.F.V.R., younger son of Mr. F. W. Woollard and the late Mrs. Woollard, Maidstone, Kent, and Betty M. James, 2nd Sub. A.T.S., only daughter of Mr. and Mrs. G. B. James, of Kenilworth, Warwickshire.

MARRIAGES

Baber—Palmer.—On Nov. 10, at Bedford, Pilot Off. J. P. Baber, R.A.F.V.R., elder son of Mrs. M. I. Baber, of Hythe, Kent, to Rosemary Anne, only daughter of Sqdn. Ldr. E. A. Palmer, M.C., and Mrs. Palmer, of Bedford.
Balkwill—Wheeler.—On Nov. 7, at Beckenham, Capt. W. R. A. Balkwill, of Northwood, to A.S.O. Mary C. Wheeler, W.A.A.F., only daughter of Mr. and Mrs. Hugh Wheeler, of Beckenham.
Bell—McDougall.—On Nov. 16, at Sibton, Suffolk, Flg. Off. L. R. Bell, R.A.F.V.R., to Flt. Off. Sheila Madeleine McDougall, W.A.A.F.
David—Holdom.—In August, at Weston-sub-Edge Parish Church, Pilot Off. J. Ayliffe David, of Lonias Skewen, to Joan Bartlett Holdom, of Ilford.
Du Port—Paterson.—On Nov. 14, at Skegness, Lt. (A) J. A. M. Du Port, R.N.V.R., to Nora Laird Paterson, First Officer, W.R.N.S.
Glennie—Paris.—On Nov. 5, at Southbourne, Pilot Off. Hastings Glennie, son of Mrs. and the late Dr. Glennie, to Margaret Ursula, daughter of Lt. Col. and Mrs. Paris, Bournemouth.
Hilton—Green.—On Nov. 14, at Derby, Lt. A. R. Hilton, R.A., to Geraldine Zilla Green, W.A.A.F.
Millar—Stammers.—On Nov. 14, Ramsay Millar, M.R.C.V.S., son of the late Mr. and Mrs. A. Millar of Bishop's Stortford, to A.S.O. Wendy Stammers, elder daughter of Sqdn. Ldr. and Mrs. S. R. Stammers of Arkesden, Essex.
Morton-Colvile—Fitzgibbon.—On November 17, at Chelsea, Pilot Off. Harry Morton-Colvile, R.A.F.V.R., to Geraldine Dillon Fitzgibbon, of Hurley, Berks.
Mountain—Strettell.—On November 10, at St. Paul's, Knightsbridge, Lt. John Letten Mountain, R.A., only son of Col. and Mrs. Mountain, of Grimsby, to S.O. Dawn Strettell, W.A.A.F., twin daughter of Mr. and Mrs. Dashwood Strettell, of Claygate, Surrey.
Parry—Erskine.—On November 7, Flt. Lt. John Parry, R.A.F.V.R., to Nancy, widow of Lt. Cmdr. (E) J. G. M. Erskine, R.N.
Pim—Willoughby.—On November 5, Sqdn. Ldr. A. S. M. Pim, D.F.C., R.A.F.V.R., of Formby, Lancs, to Elizabeth Jane Willoughby, of Sway, Hants.
Raphael—Weston.—On November 6, at Tonbridge, Flg. Off. R. F. G. Raphael, son of the late J. G. Raphael and Mrs. Raphael, to S.O. Constance Weston, W.A.A.F., daughter of H. Weston and the late Mrs. Weston.
Roberts—Jose.—On Nov. 12, at Sheviock, B. P. W. Roberts, Fleet Air Arm, to Kathleen Laira (Kit) Jose, A.T.S. (F.A.N.Y.).

CORRESPONDENCE

Air Transport After the War

I HAVE read a little of the many proposals put forward for reconstruction after the War, and am astonished at the slight amount of consideration that appears to have been given to the matter of Civil Aviation.

Surely a very large proportion of the World's population after the War will expect to do all long distance travel by air, and most of the short distances as well, whatever ideas present-day transport organisations may have about the matter. For years, traffic (ground) has either quietly ignored or shut its eyes to the fact that a great many young people have been born into a World of Aviation, who know little, and care less, about its early struggles and adversities. The ultimate consequences must be that practically all passenger traffic will go to the air and all heavy stuff to the road and rails. Further, the general public having experienced a little of the advantages of removing high speed from country roads, are not in the least likely to agree to vast masses of motor vehicles taking possession of them again, and the use of motors will certainly be restricted to roads made for them, which will tend to drive all high speed merchants to the air.

In plain view of such prospects, is it too much to expect that all planning for the future should be based on reorganised traffic conditions? To make sure of good will and the winning of the peace, the present Allies should immediately plan to link up Britain, Russia, China and America with fast civil airways as the first essential of local and world-wide reconstruction, so that all can continue to help each other, and, incidentally, insure that there is no more unemployment for a hundred years to come in any of those countries. This is a practical idea and a sound one, even if large and complicated in many respects. Civil Aviation operators with practical experience are the proper people to undertake the job, for the good and sufficient reason that they are the only people on earth who have a common interest, understand a common language of their own, one might almost say, share a common religion, while every fibre of their minds, bodies, self-interest and undertakings would of necessity be opposed to war.

In case the writer be accused of dreaming vain dreams, it may be as well to mention that he has been "through the mill" of the worst times Aviation is ever likely to suffer.

KOOCH-DAR-NAHIN-HAI.

[So far Great Britain has no policy, no understanding with the Dominions or other countries, no transport aeroplanes and, one would imagine, no interest. The Americans have a clear field.—ED.]

Air Crew Emblems

WITH reference to a paragraph in "News of the Week," page 534, in the Nov. 6 issue—R.A.F. pilots and crews selected for "path-finder" duties, etc.—Is this a more hazardous and difficult task than other flying duties, and why should Bomber Command be allowed to alter the King's uniform?

If every sub-division of the R.A.F. is going to have distinctive marks or different coloured wings, it does away with the esprit de corps as a whole and savours of parochialism.

(LADY) M. LONGMORE.

Prototype Engine Rooms

I FEEL I must write to tell you of my appreciation of "Sidelights from the Past XLIV," The Parnall Possum. Articles on little-known aeroplanes, perhaps partial failures, which "appeared before their time" are always interesting. Incidentally, I saw the Possum at the R.A.F. Display (Hendon) in 1924.

With regard to the Bristol Tramp, this aeroplane has always been a mystery to me. Many short references to it have appeared in THE AEROPLANE, but not photos—and this omission was not remedied in the excellent Bristol Anniversary Number of June 16, 1940. This also applies to the BP Bodmin, although I seem to remember a picture showing this machine during construction.

When time and space permit an illustrated article describing aeroplanes having engine(s) in the fuselage and outboard props (chain or shaft drive) would be of great interest. Such aeroplanes which come to mind are: The first de Havilland, 1910 (not the D.H.1); the Stirling mono. (Olympia, 1910); the early Wrights, 1903-1916; the Mann and Grummer, 1915; the Salmson-Moineau, 1917; the Gnospellius Gull, 1923; and the big experimental machines made by the enemy in 1918 (Linke-Hoffmann). The Salmson-Moineau appeared in one of the official aeroplane recognition books issued in 1918.

E. J. ARNSBY.

Coastal Command Airships?

THE AIRSHIP ADVOCATED at the beginning of the War by those who believed in this type of aircraft for ocean convoy escort is now being tried out on the East coast of America. At the moment, we have in being the Kite Balloon Organisation, a potential cradle to the airship service. Kite Balloons are not vital to success, but airships, if they prove successful, may be.

In the last War, no convoy escorted by airships lost a single ship to submarine attack. If this had been tried out and proved true in this War, consider the millions of tons of shipping that would have been saved, and still may be. There are still vast areas of the ocean where enemy aircraft either cannot operate at all, or can only do so in negligible numbers, and in these areas even hydrogen ships could safely operate.

Let us remember that airships can be refuelled, re-gassed and re-crewed at sea, and can therefore remain with a convoy from port to port. Also, airships except for speed in attack are superior to heavier than air aircraft for submarine reconnaissance, while the helium-filled airships are not unduly vulnerable to any form of attack either from sea or air. Considering their cheapness and efficiency and the immense importance of the functions they could fulfil, the vast amount of wealth we have directed to the secondary purpose of Kite Balloon defence, without even trying out airships, puzzles me greatly.

P. F. M. FELLOWES.

Lawrence on "Stiffy"

TO HARP BACK to the "Stiffy"-"Pussy" controversy, here is some evidence from T. E. Shaw (T. E. Lawrence). In a letter to E. M. Forster, dated 6.8.28, and written from Miranshah, he writes: "I could never again recover the rhythm that I had learned at Uxbridge, resisting Stiffy. . . ." And again in another letter to E. M. Forster, dated 28.8.28, also from Miranshah, he writes: "Poor old Stiffy is keeping a hotel in Essex. . . ." T. E. Shaw was at Uxbridge during September and October, 1922.

I was at Uxbridge, unless the R.A.F. List lies and my memory errs, in July, 1924, and certainly knew Wombwell as Stiffy. I think he was known throughout the R.A.F. as Stiffy, though he may have been known in the Army as Pussy.

ARTHUR COOKE.

An Argument for the Seadrome

THE FEATURE of naval aircraft which stifles design most effectively at the present time, is undoubtedly the size limitations both on the deck and for storage below. The production of seadromes with greater storage room capable of accommodating much larger aircraft, would give designs a new lease of life.

Whereas the trend of modern designs makes it necessary to have runways of the order of 1,000 yards long, it would not be impossible or impracticable to design efficient torpedo-bombers and fighters to get off in half that distance.

Such a bomber could carry the large torpedo so necessary to the offensive strength of our air forces. Both types would be extremely useful additions to the R.A.F. for operation in difficult conditions from small aerodromes.

K. A. DE LISSER.

The 504K Hack

I HAVE pleasure in offering the following information concerning the Avro G-EBFV 504K machine depicted on p. 477 in THE AEROPLANE of Oct. 23.

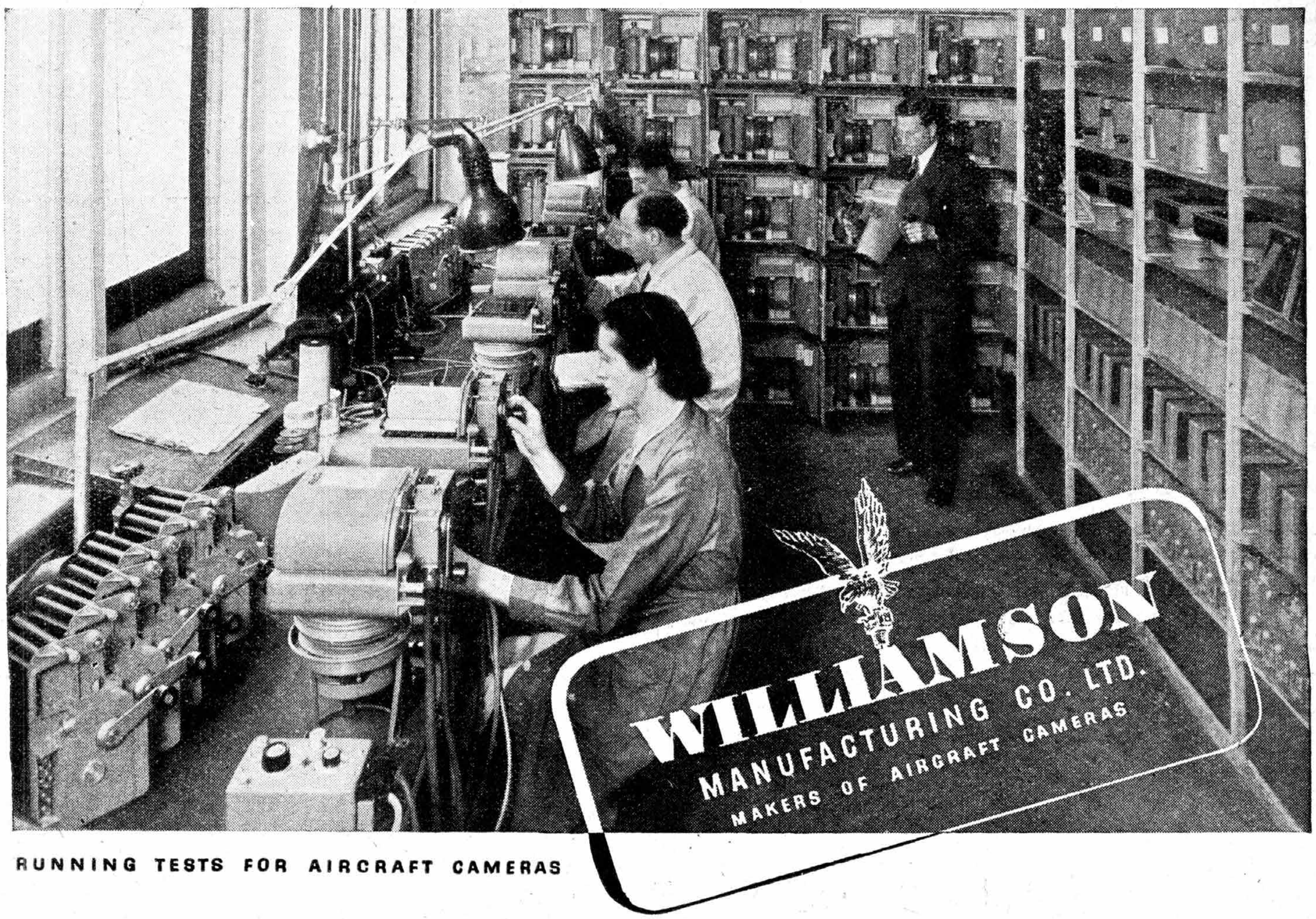
This machine was built from ex-R.A.F. stock obtained from the depôt at Milton by Mr. F. J. V. Holmes, proprietor of the Berkshire Aviation Tours and was assembled in a barn at East Hanney, Berks. It was registered on April 19, 1923, and put into service with the company's joy-riding fleet during that year.

The machine had but a short life, however, for it was crashed and written off the assets on Oct. 6, 1924, where and under what circumstances I am unable to ascertain.

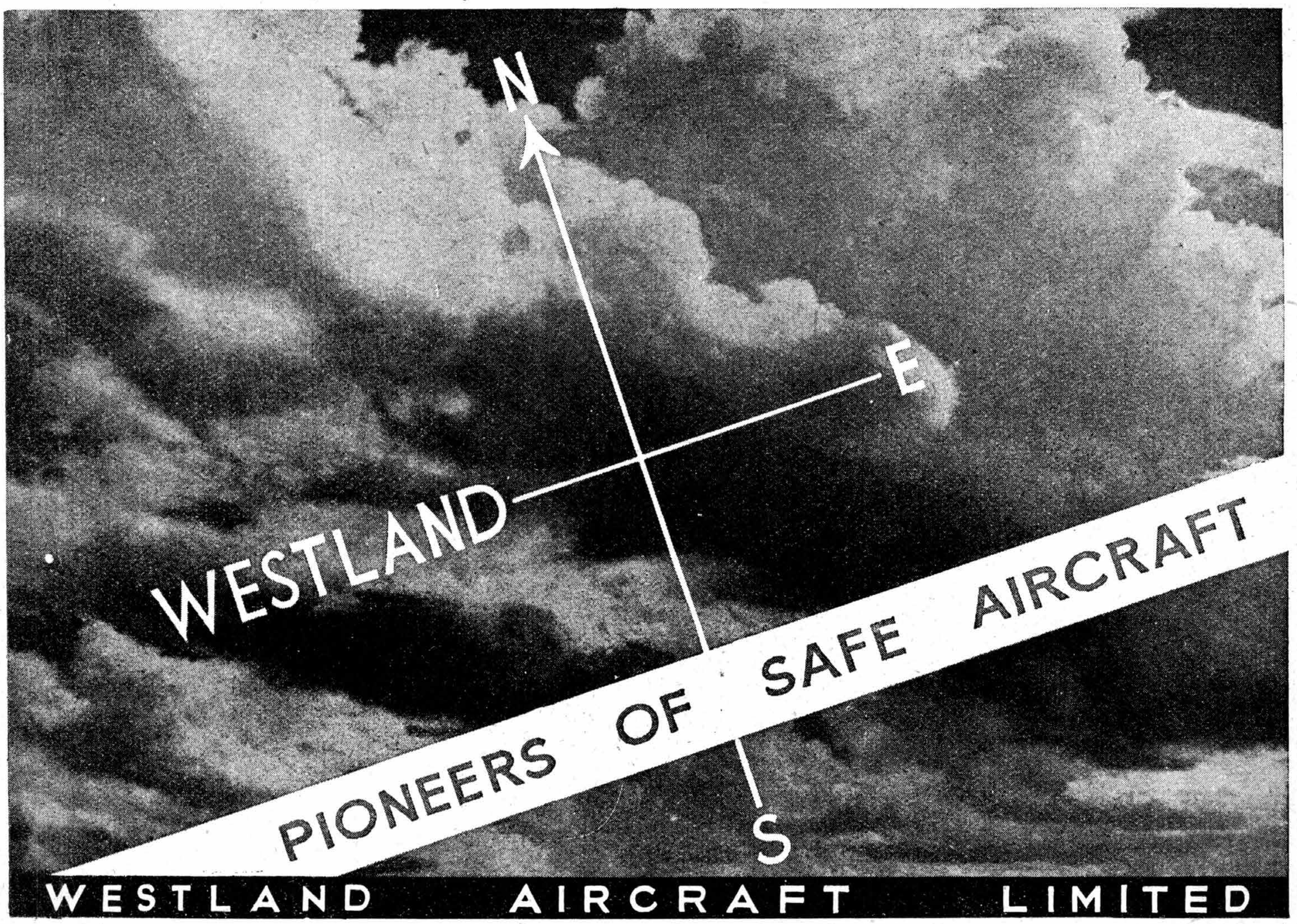
The Berkshire Aviation Tours, Ltd., were the sole owners.

F. J. RIDING.

The fact that goods made of raw materials in short supply because of war conditions are advertised in this journal should not be taken as an indication that they are necessarily available for export.



RUNNING TESTS FOR AIRCRAFT CAMERAS



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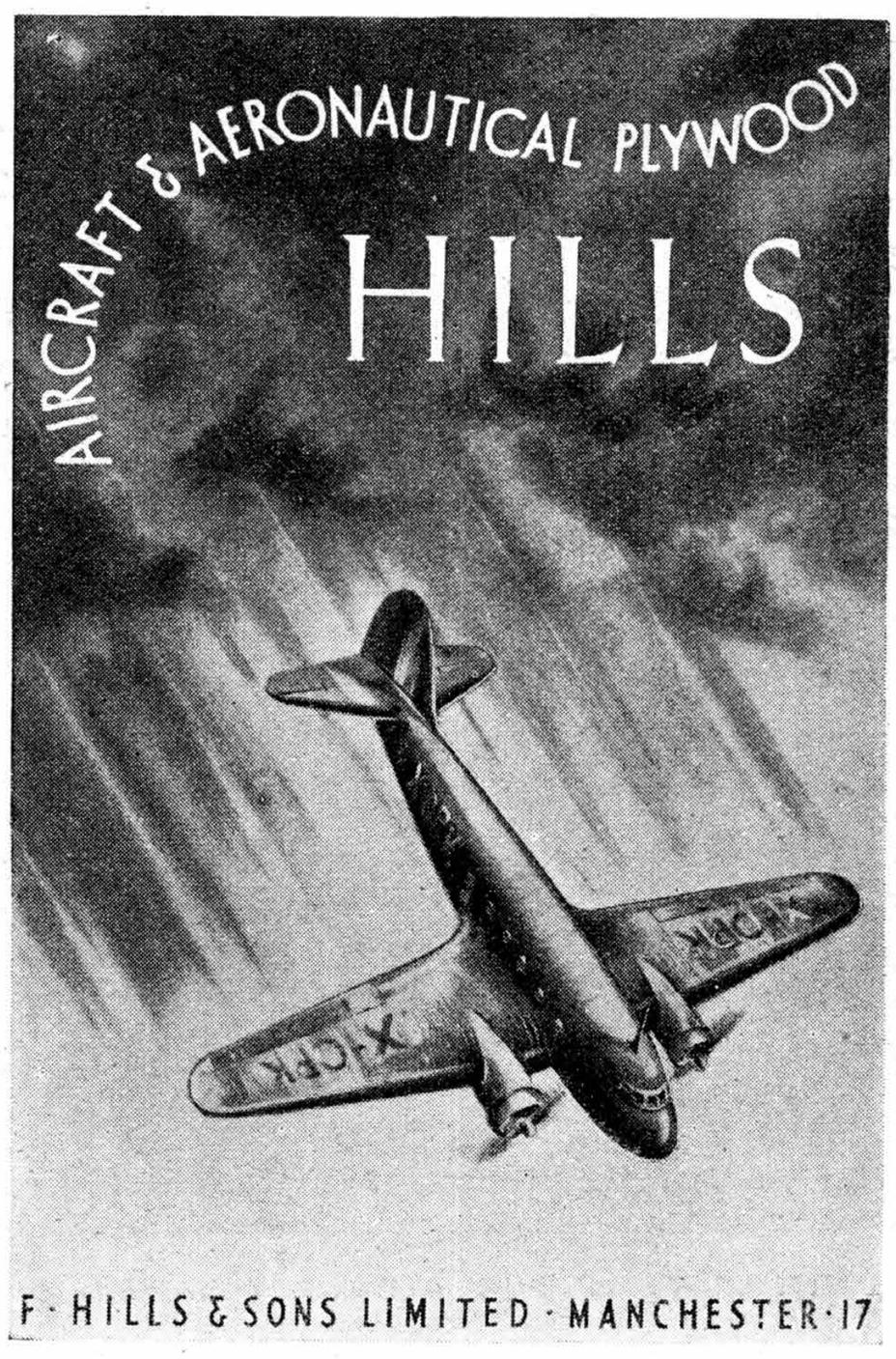

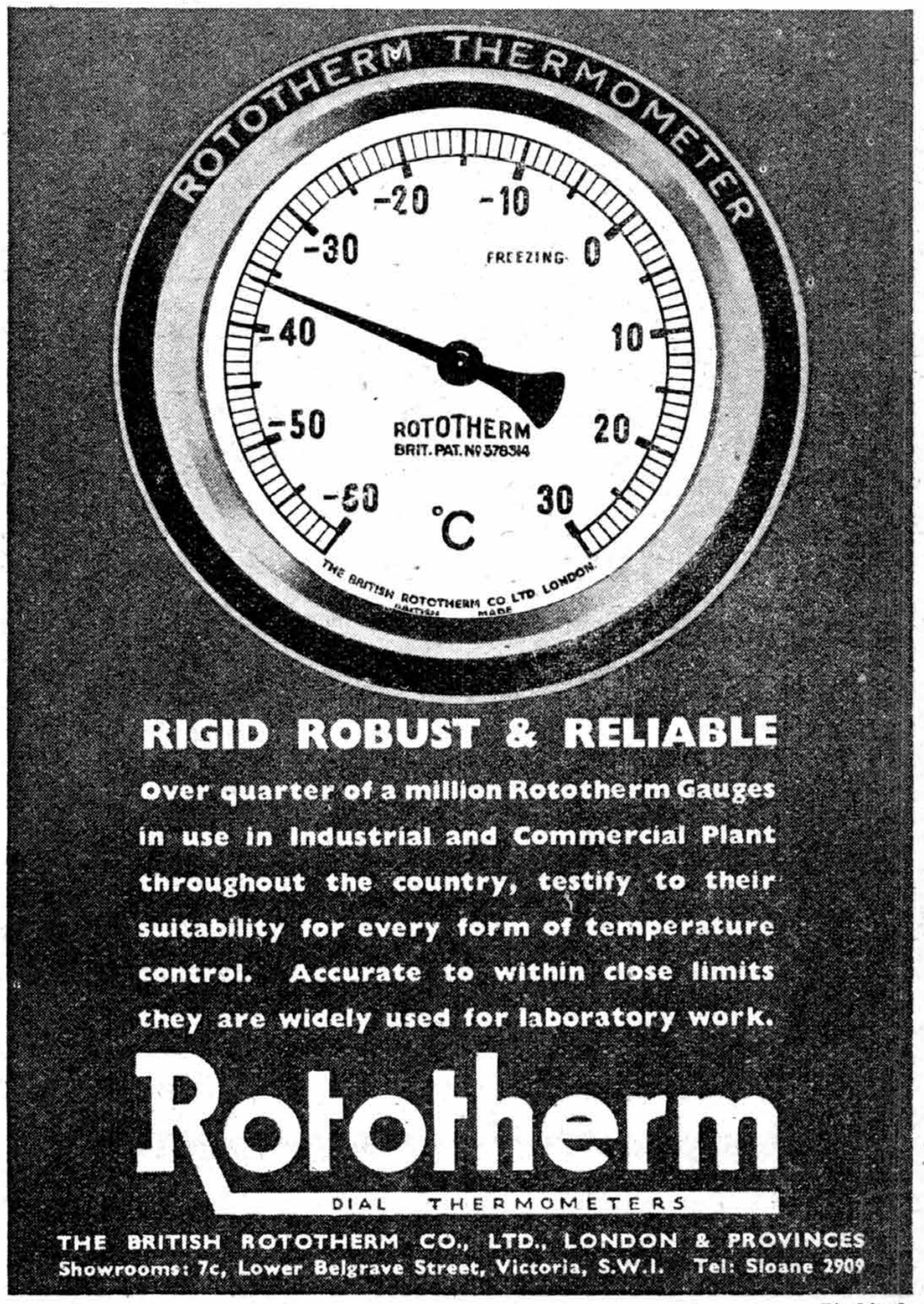

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WHEN the need for maximum production rose to one of national urgency, it became clear that methods of health protection among workers would also have to be improved. This necessity was recognised by employer and employed. Total effort allows little time for recuperation and leaves workers less resistance to casual infection. On the other hand, production cannot be maintained at full capacity if colds, influenza and other ailments are permitted to sap the strength of the team.

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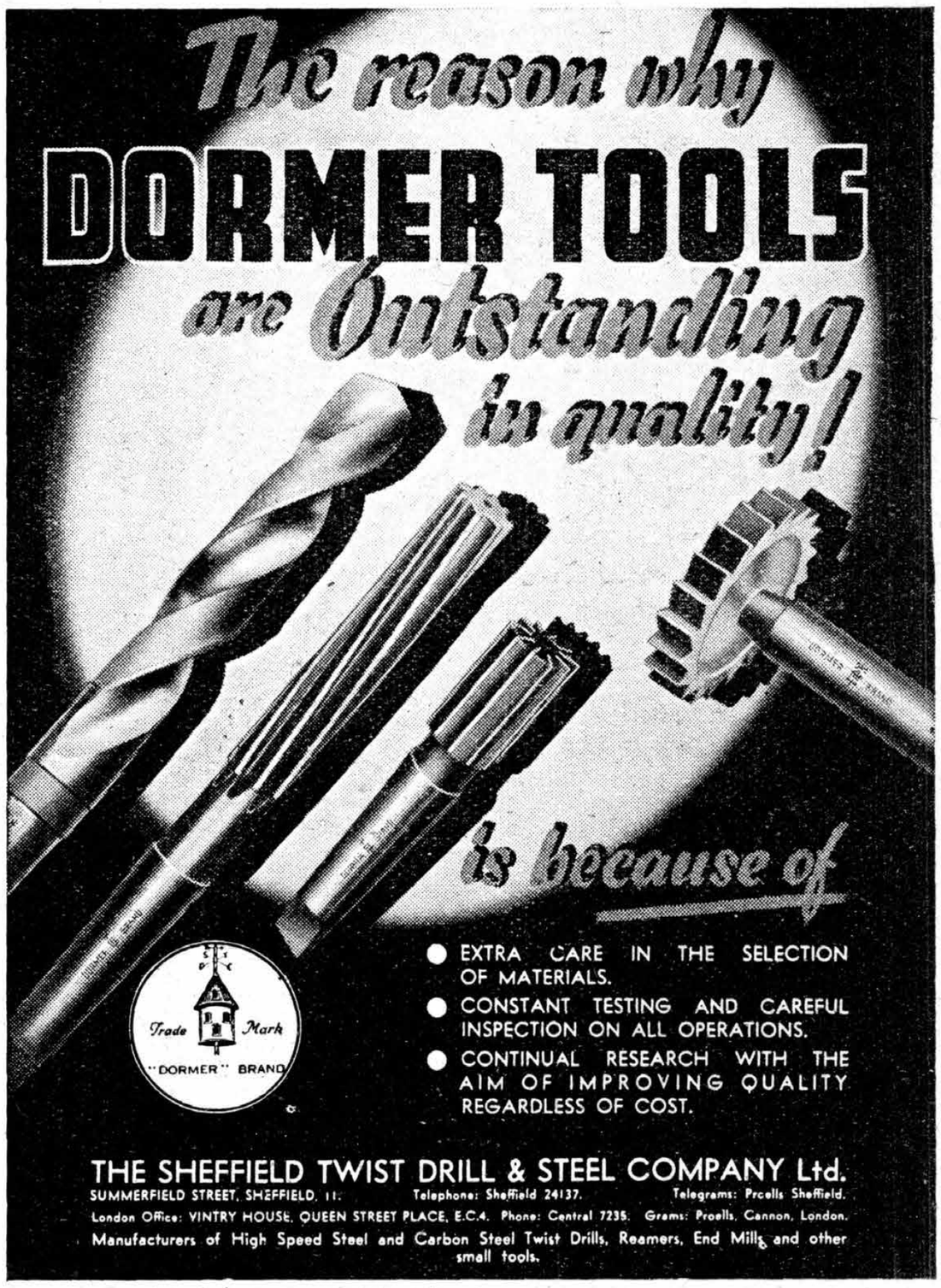

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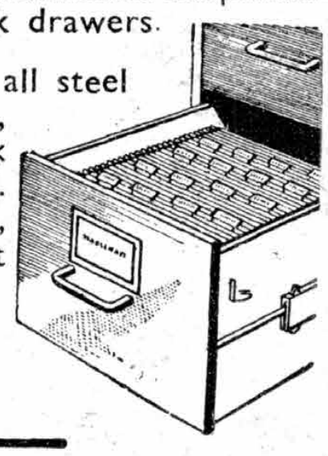

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Chats

BY THE 'MAJOR'

ON GUMMING UP

We have been given some back chat. A correspondent who failed to grasp the meaning of the chat No. 2 about slippers writes: "Your knowledge of the tonic sol-fa is deplorable. It is not — So do we; it is — So doh *me!*" We now await his reaction to gumming up! To anticipate him, this expressive phrase has nothing to do with Hollywood, flypapers or dentures, but it sells the little lamps that live under motor car bonnets in the winter time.

When two metal surfaces already in intimate contact remain undisturbed for any length of time, a state of seize develops. The causes are many; the simplest is the chemical breakdown of any oil or other liquid film present; the most obscure is the tendency (beloved of our metallurgist) for two metals under pressure to alloy one with the other by intermolecular penetration.

The tendency to seize after a period of idleness is increased when the two parts are a taper fit, as with the plug and seating in a petrol cock. Dependent upon the degree of taper, the spring (or other) pressure put on the plug to keep it in permanent contact with its seating means that the resistance to rotation is higher; it reaches a maximum at the moment of breaking the binding contact. This done, the plug turns easily. Most things move once they are started — even the bank overdraft. It is getting a start that matters.

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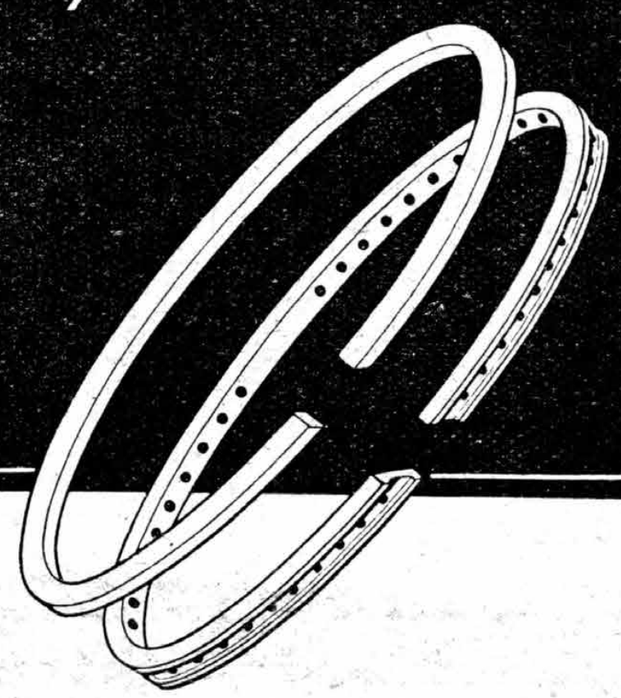

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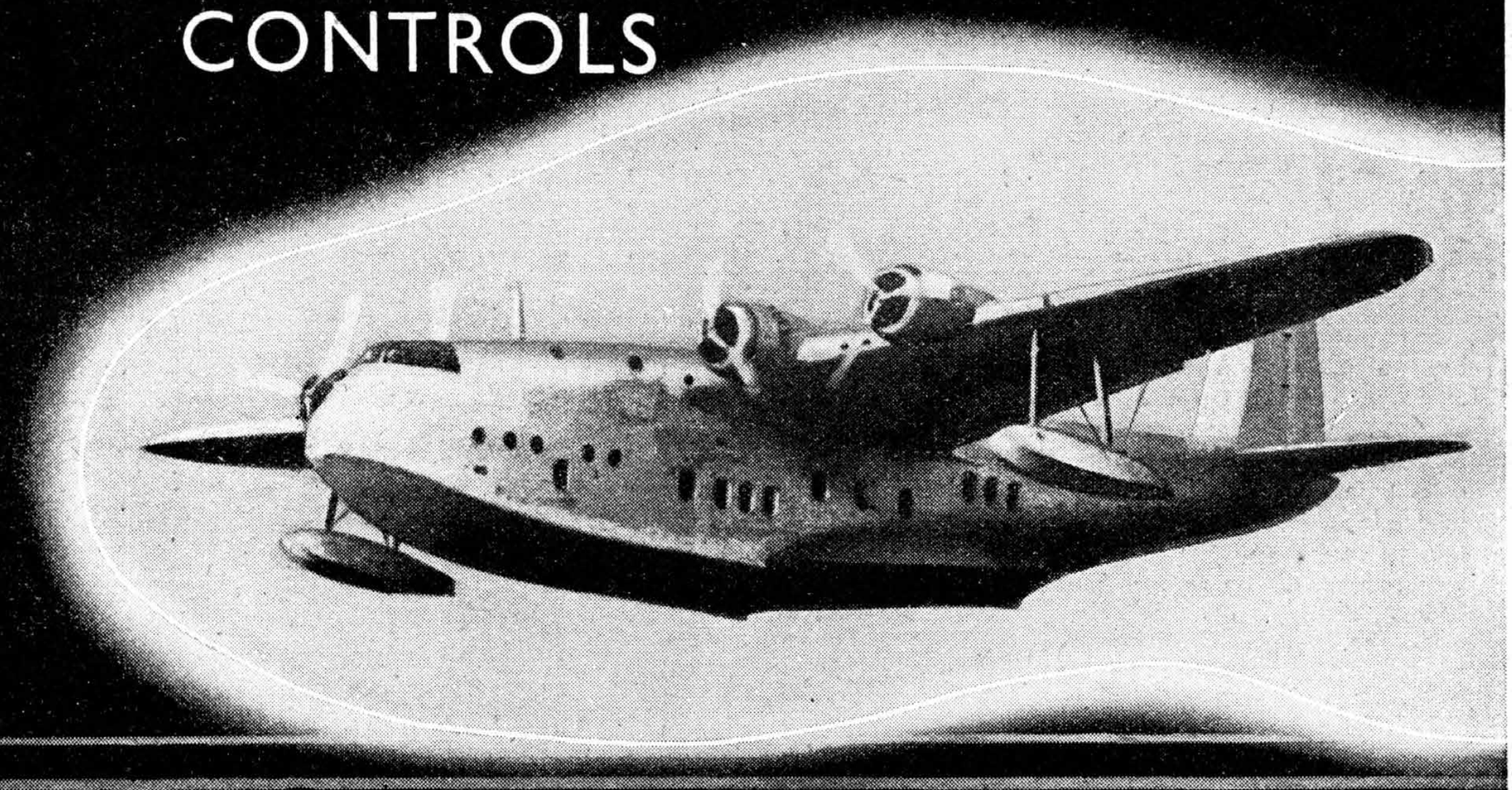

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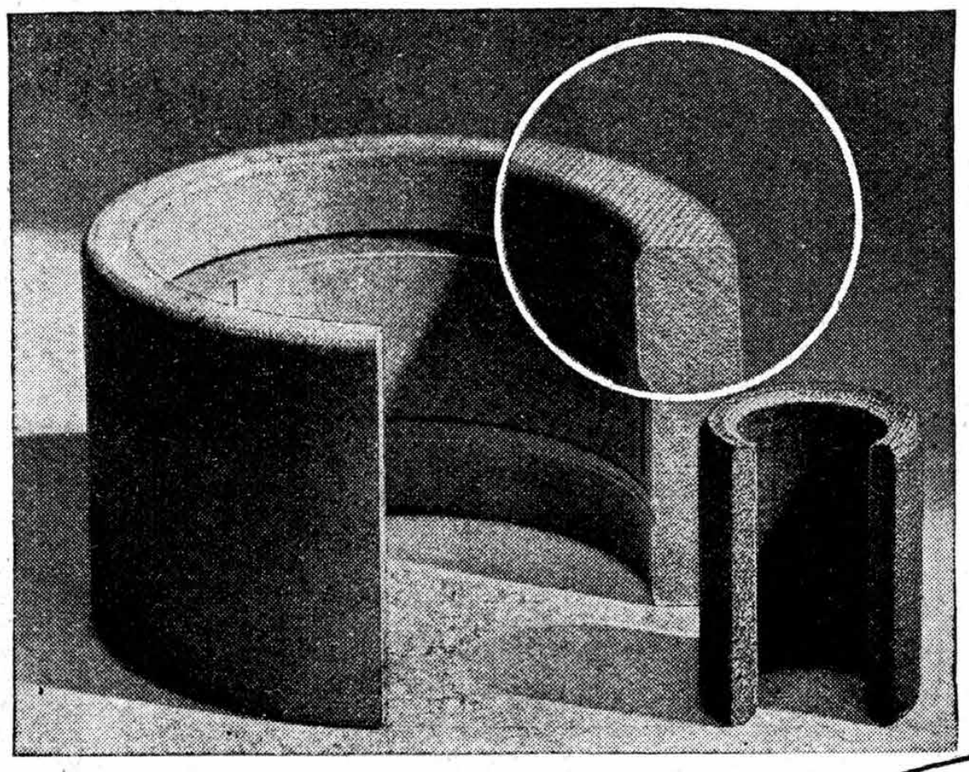

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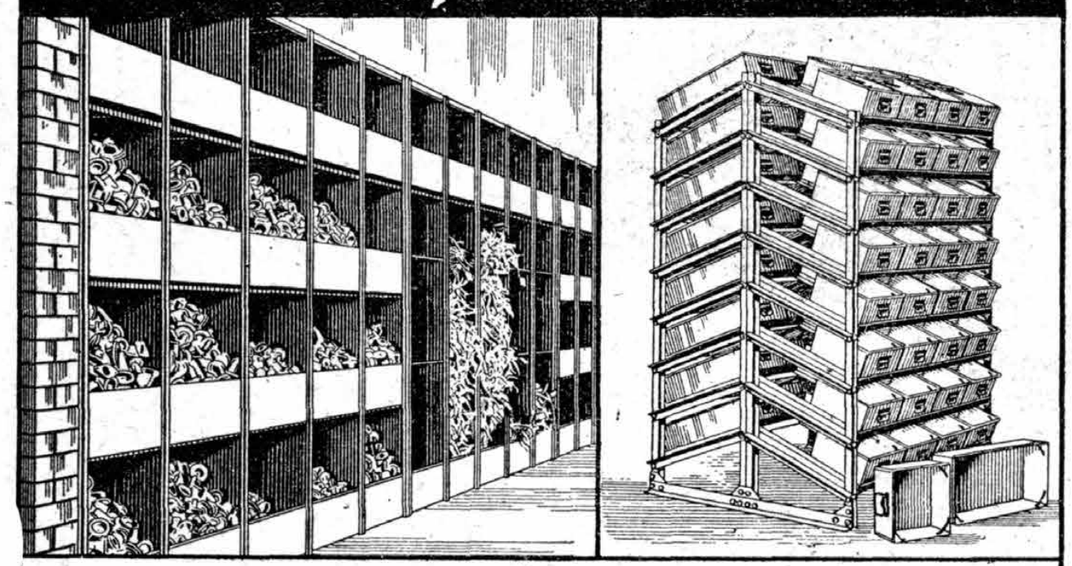

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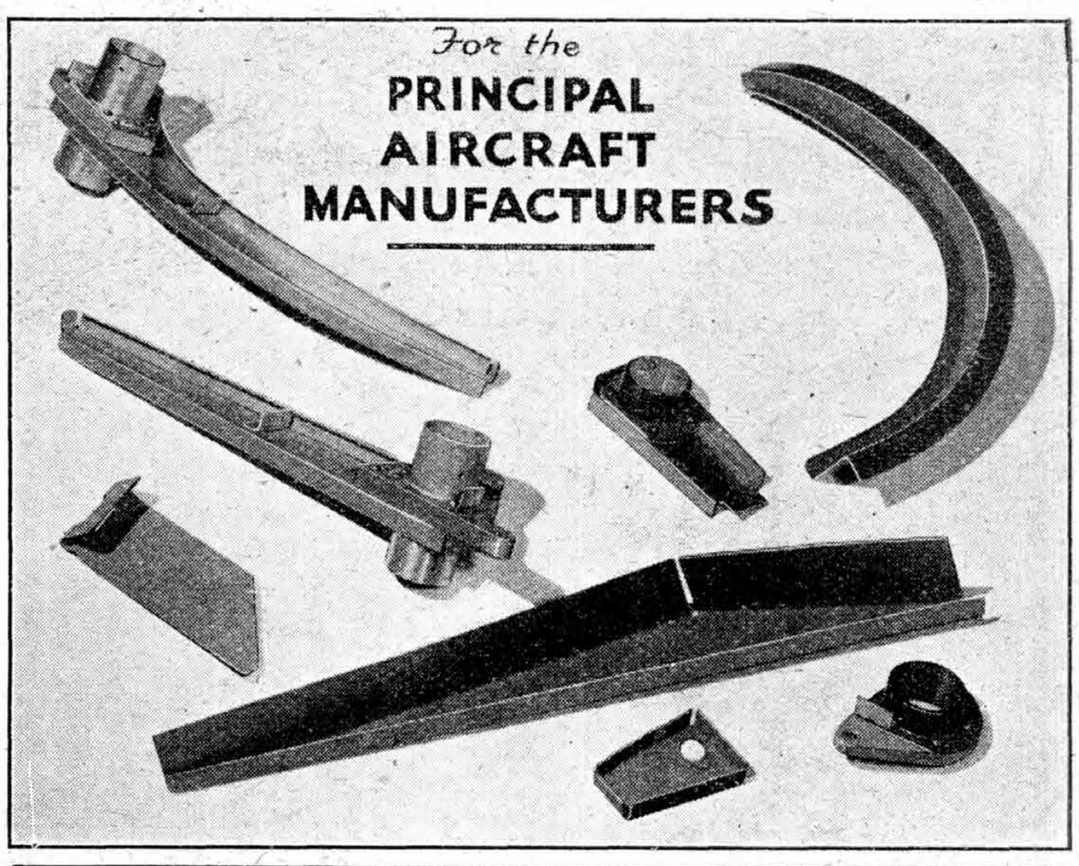

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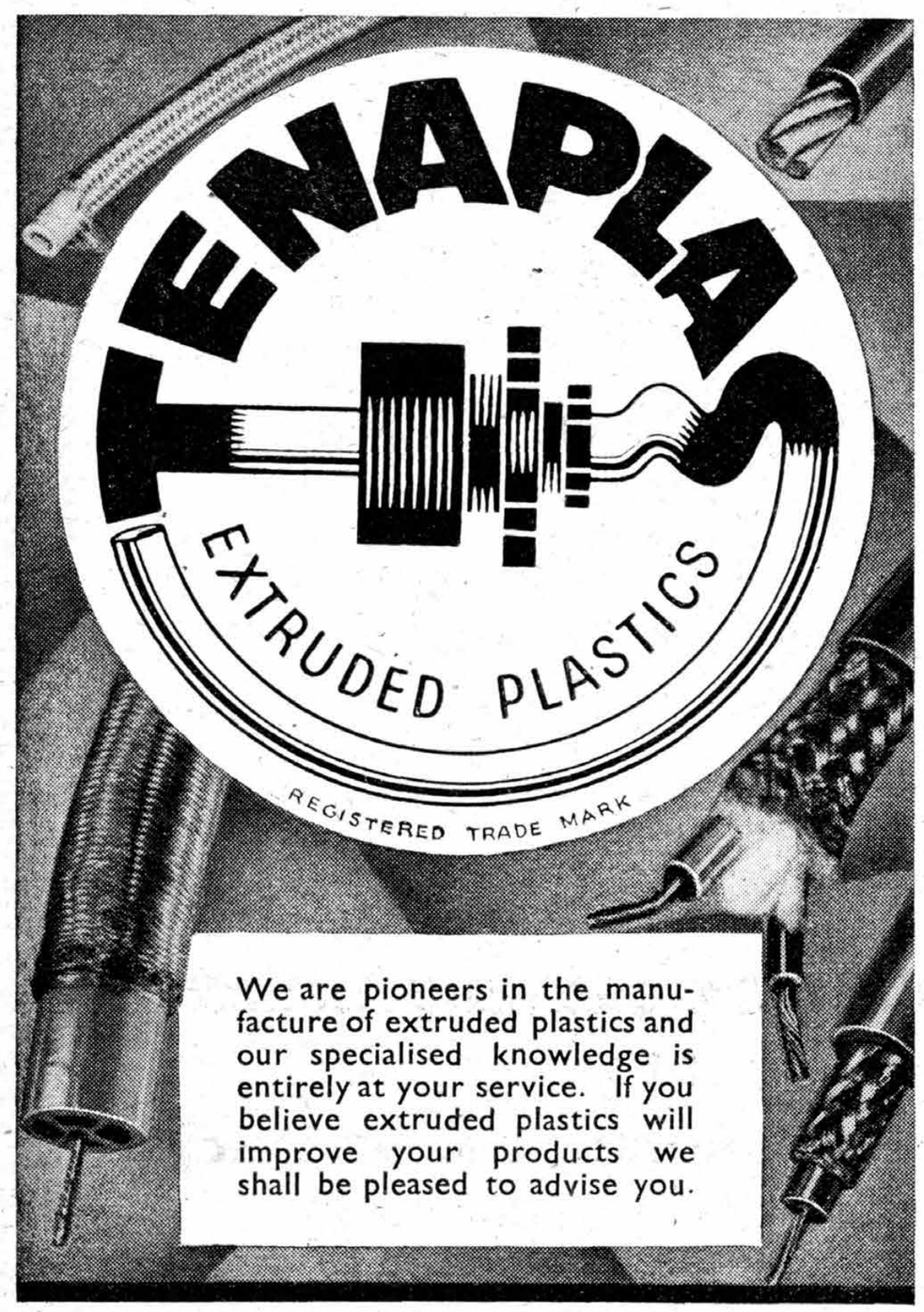

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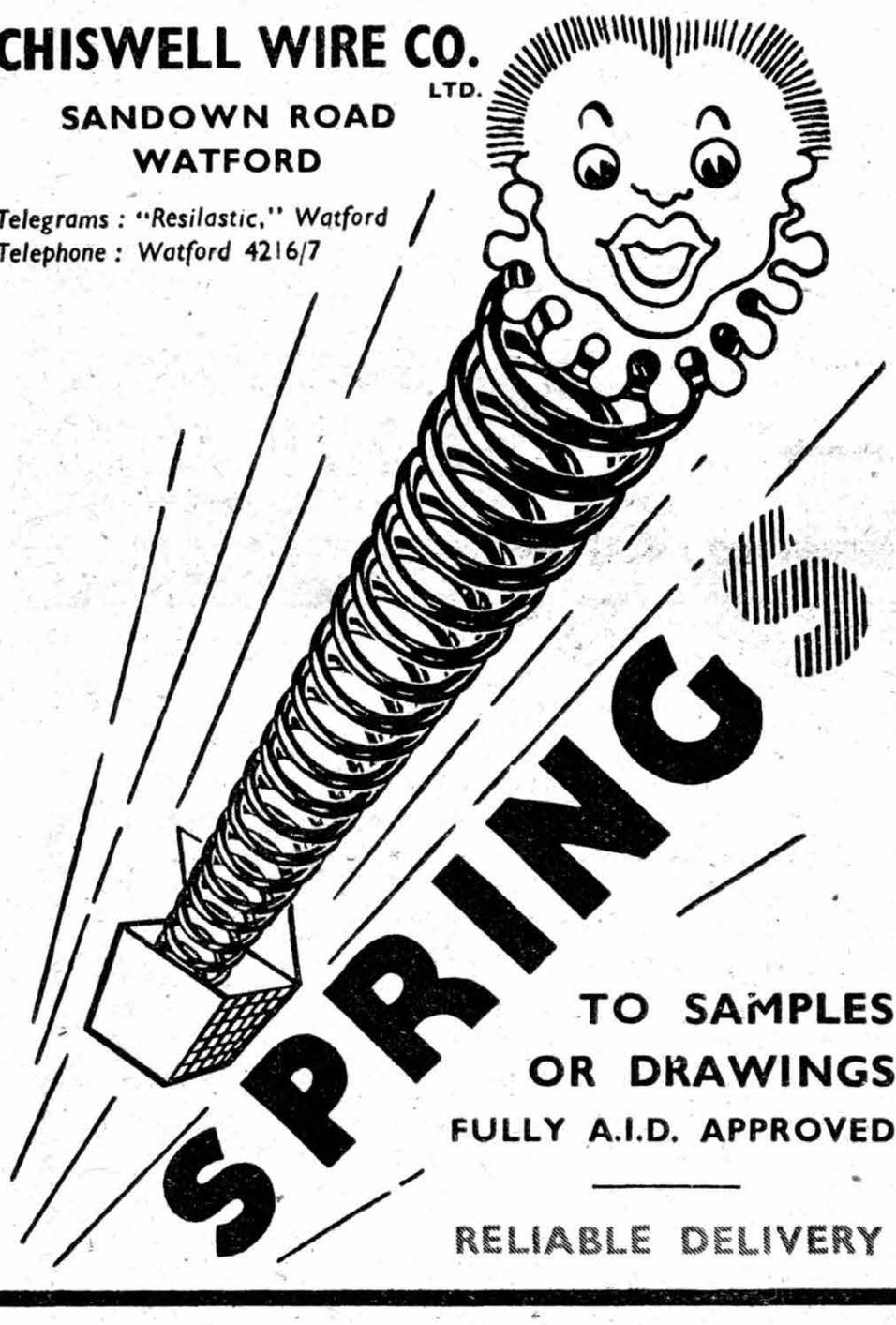

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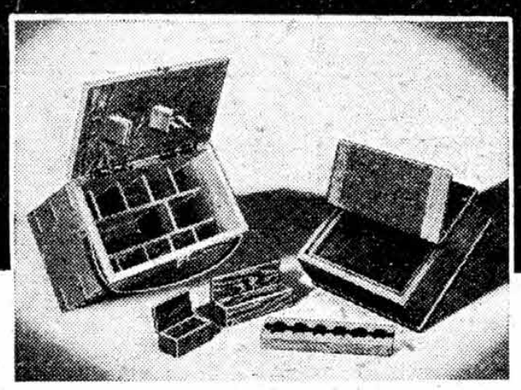

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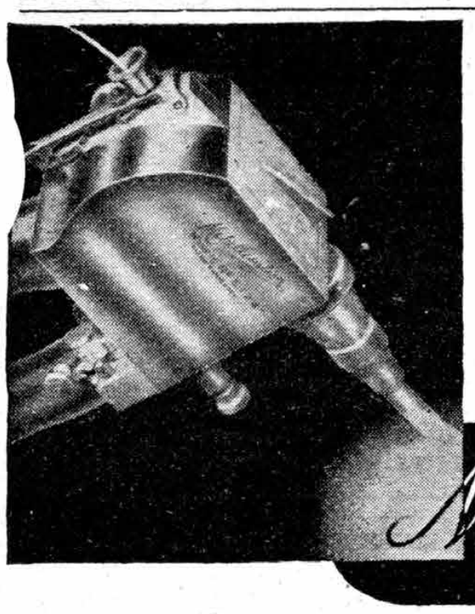

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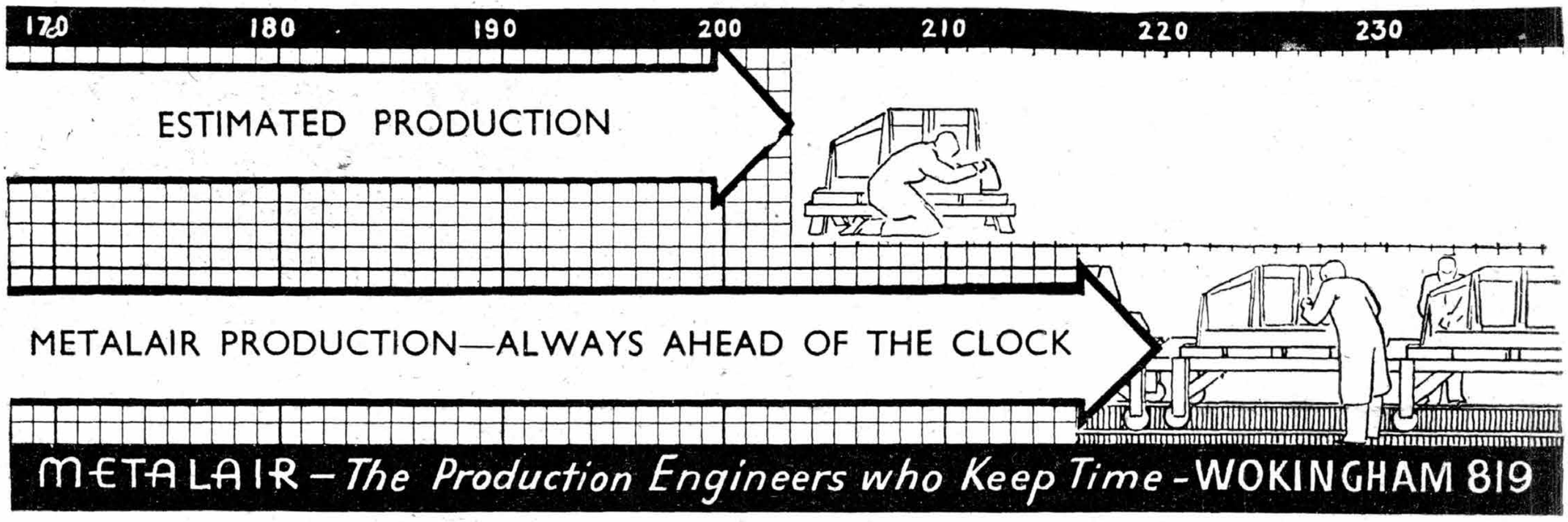

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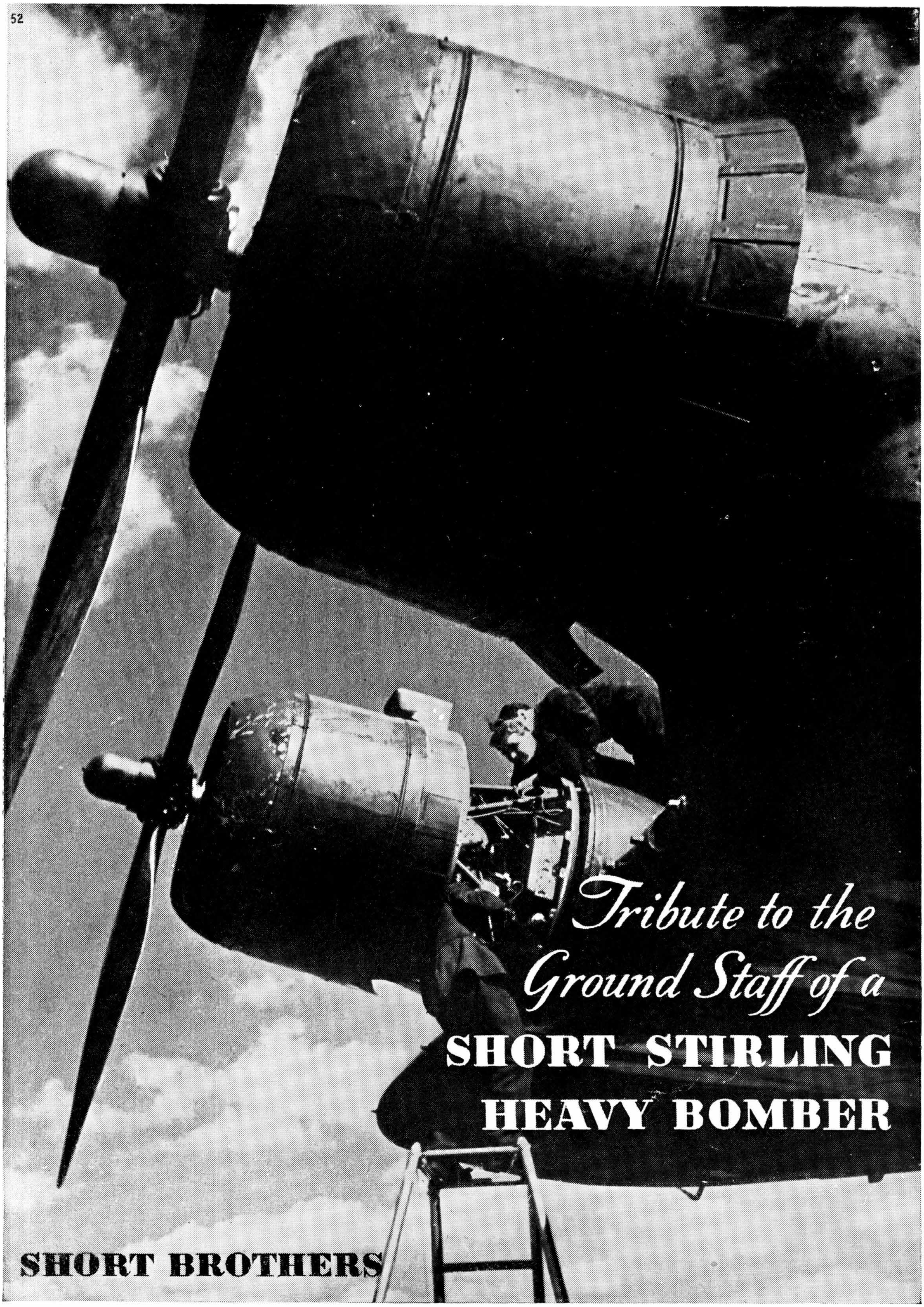
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