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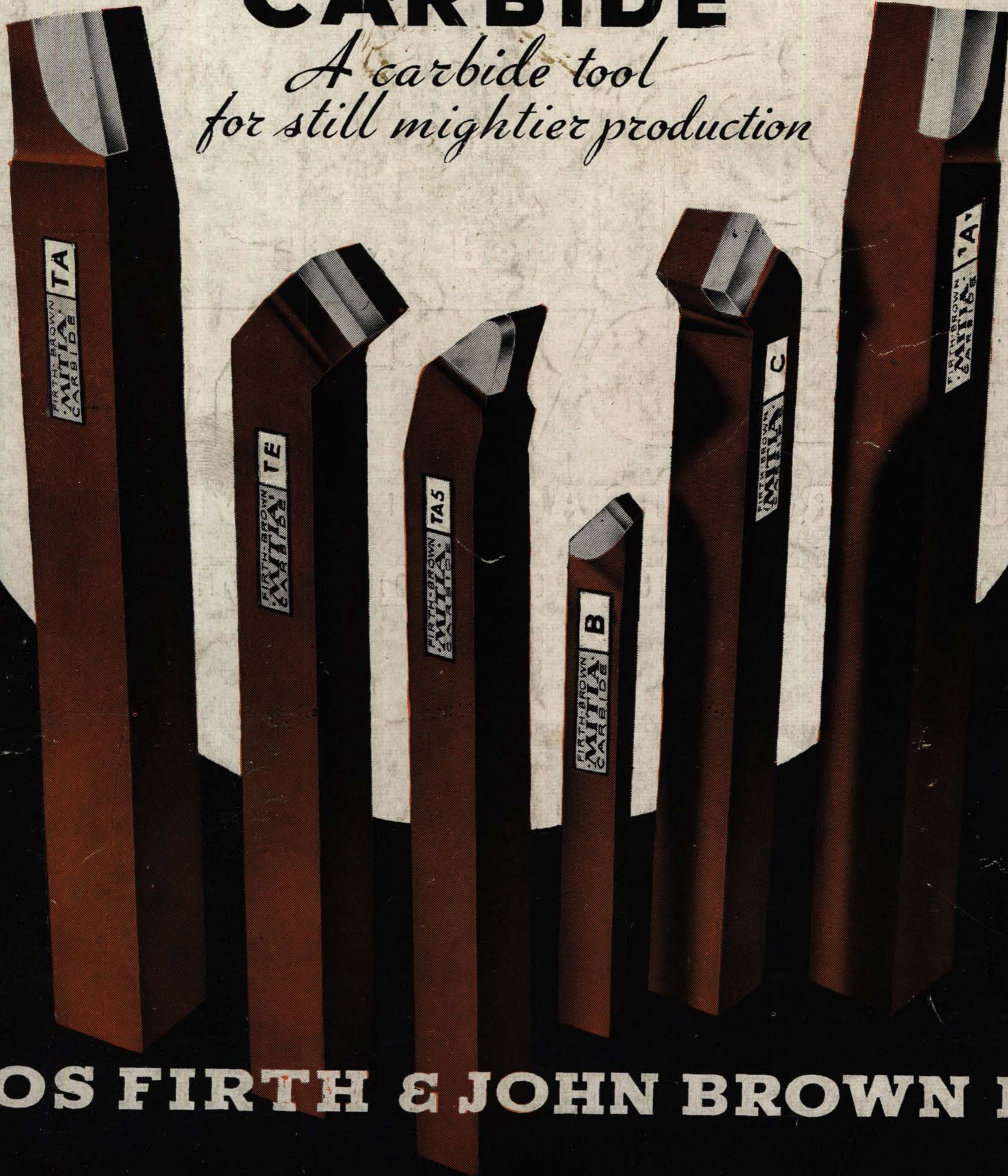
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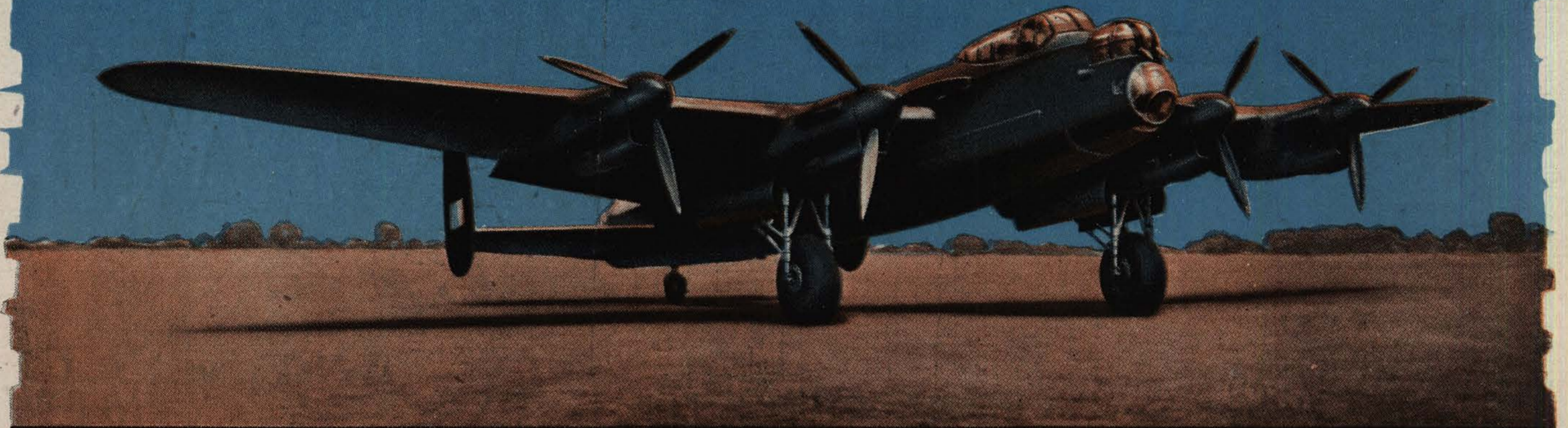
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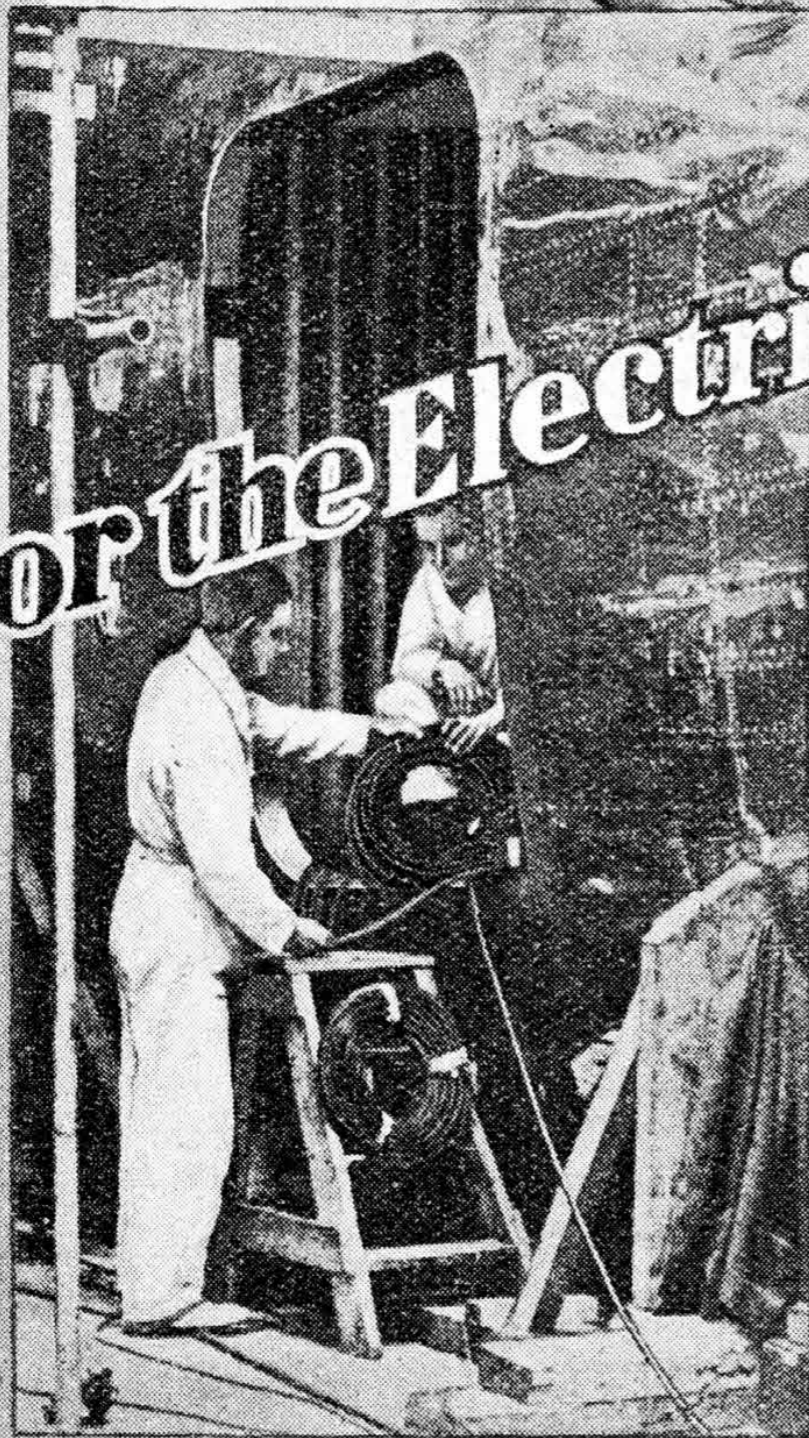
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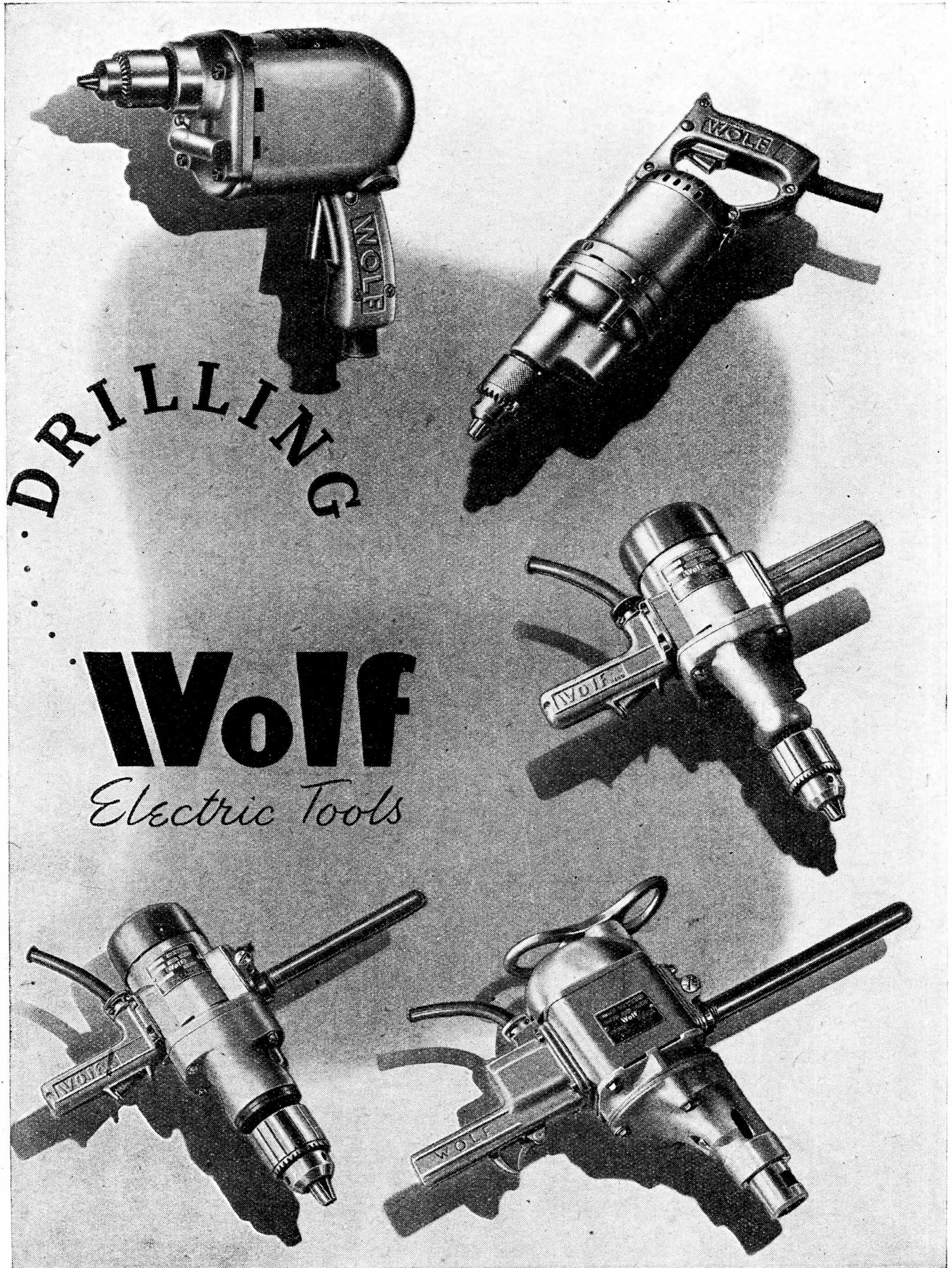


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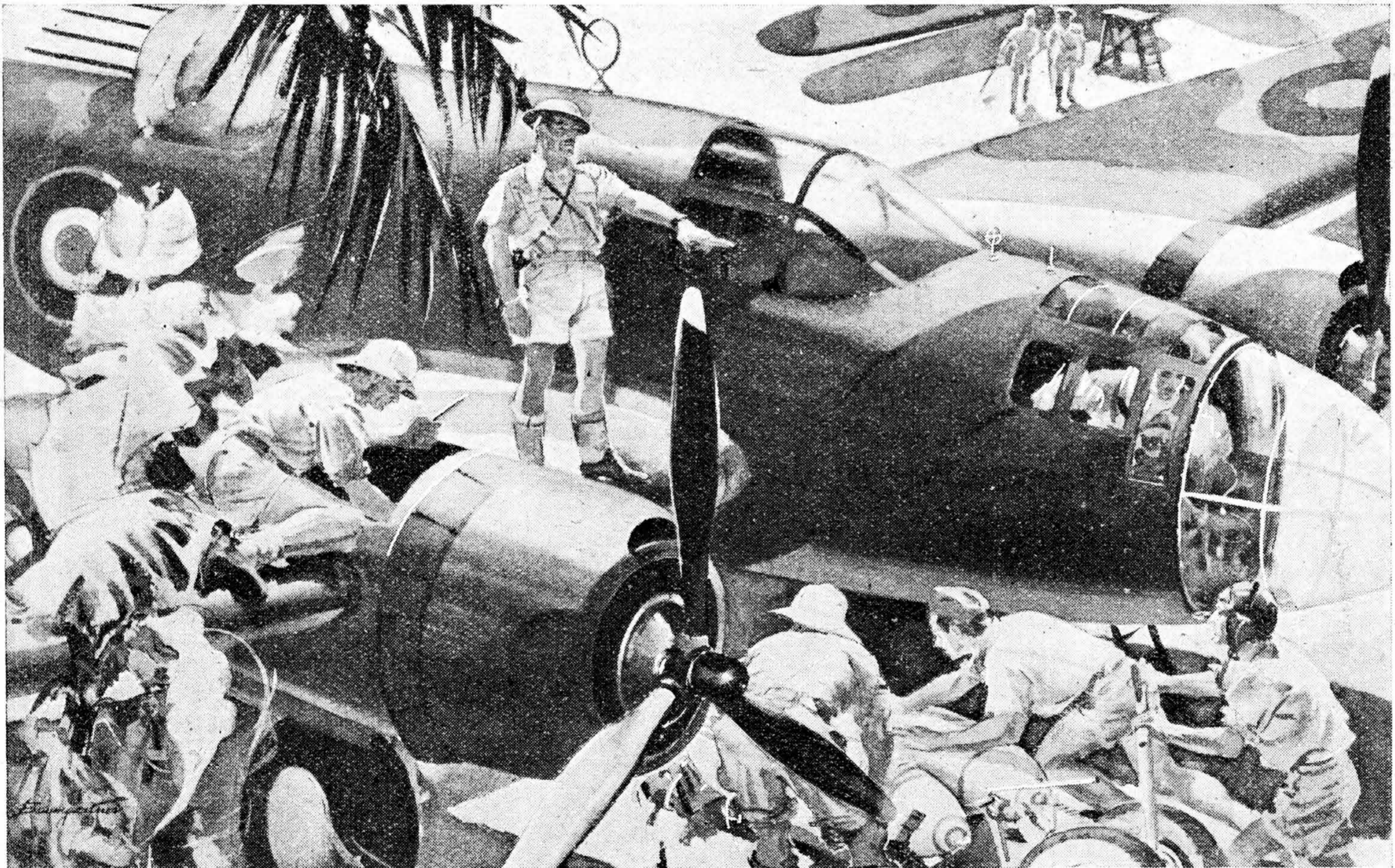
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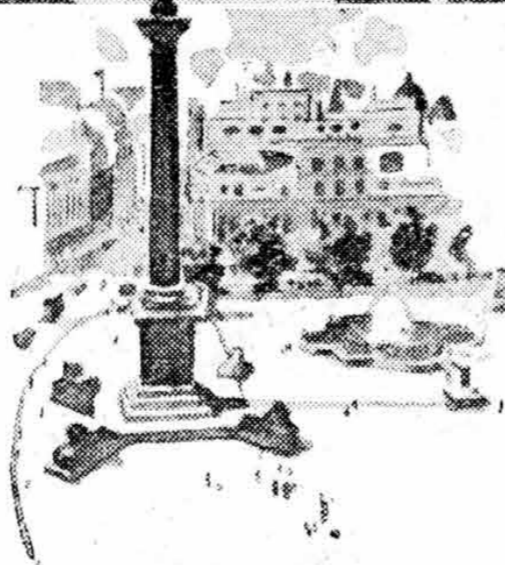
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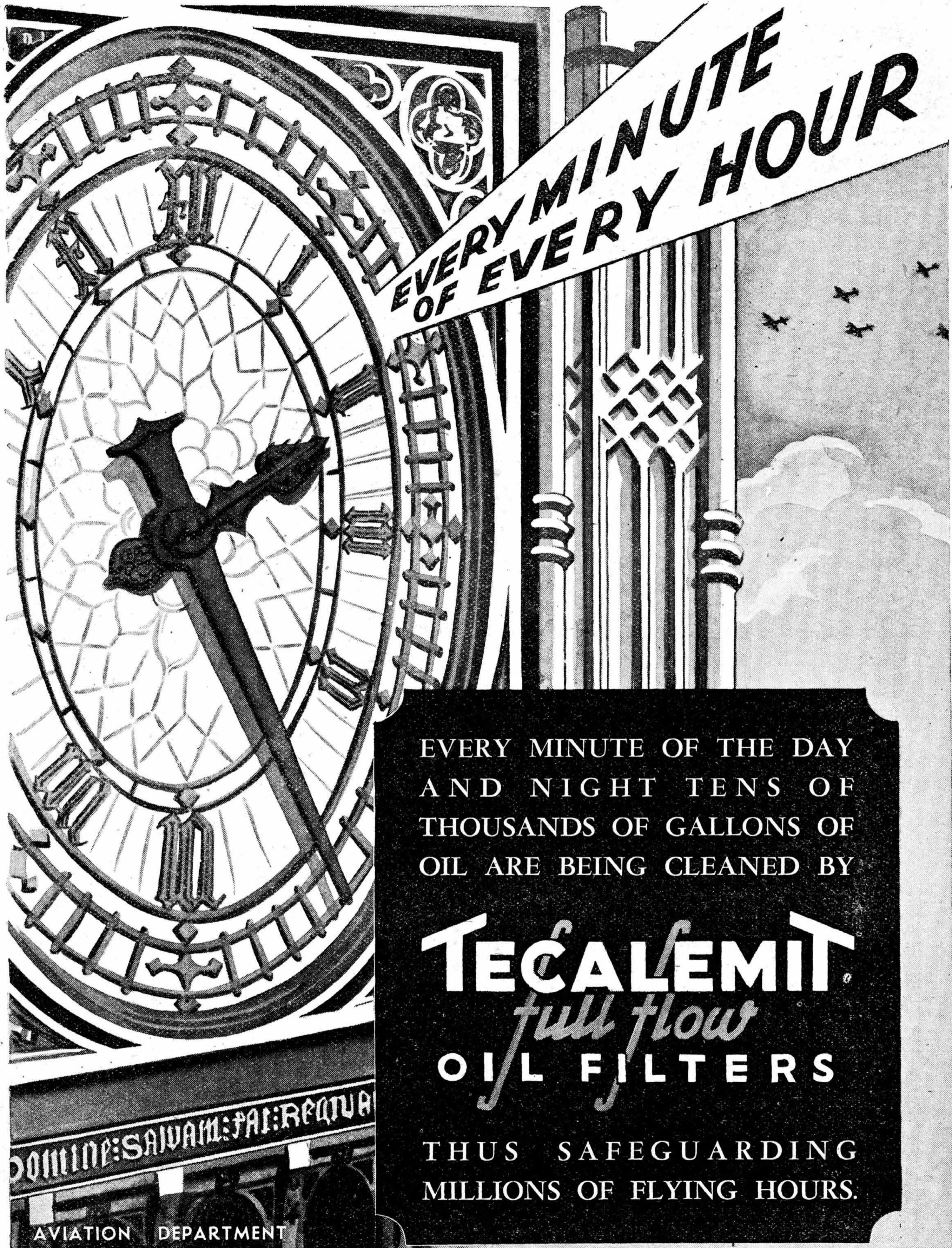


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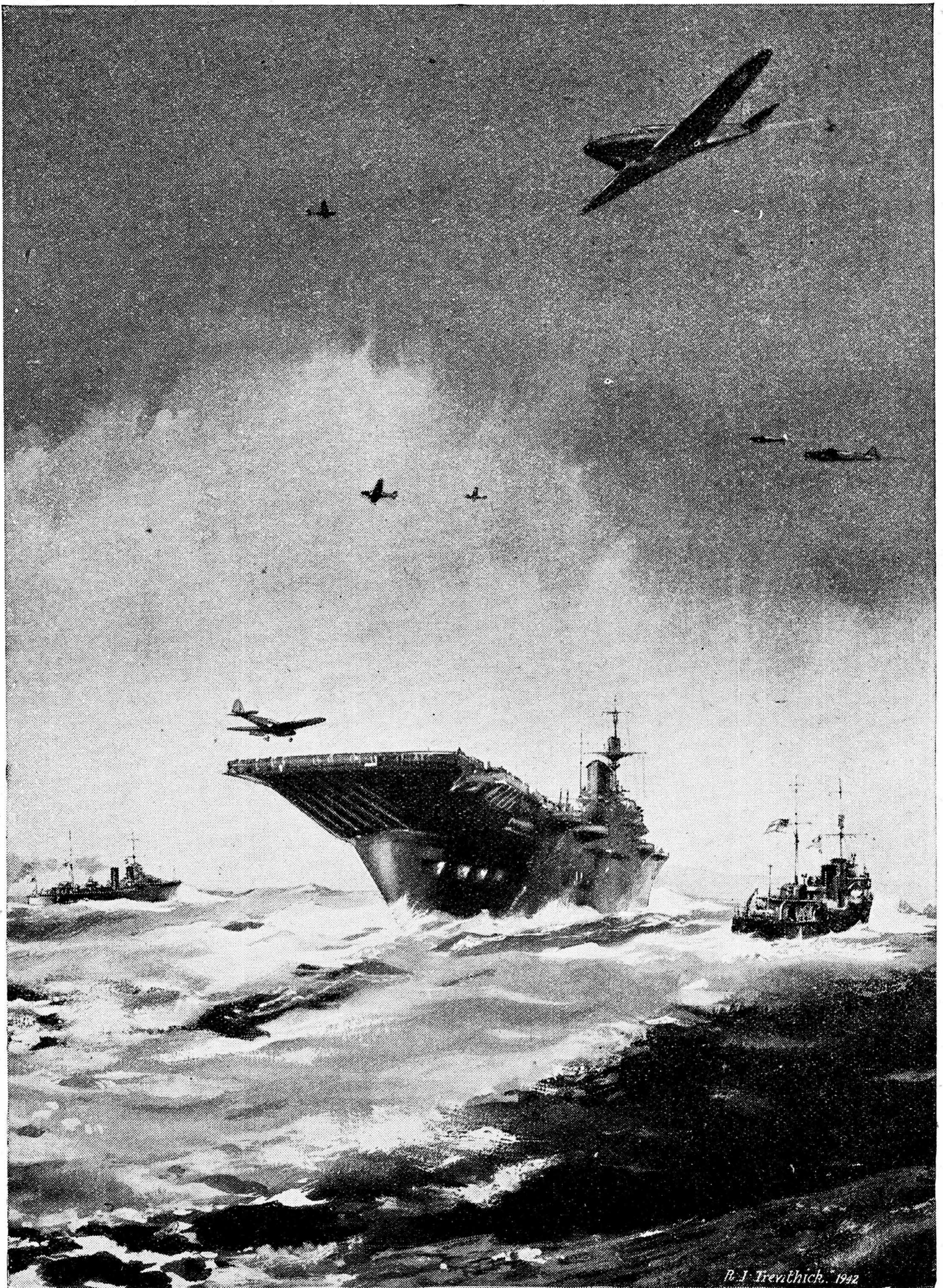
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MATTERS OF MOMENT

The Front Behind the Fronts

"CONTROL WITHOUT OCCUPATION" is a phrase which passed out of currency in the days when the older Services were bent on asserting the purely auxiliary character of Air Power; when the British air arm was not strong enough to have a decisive influence; when British politicians were too frightened of the enemy's air arm to use their own forcefully. It will have to be revived. Its implications will have to be deeply examined. Whether we like it or not, air action is beginning to have political as well as military consequences, and the statesmen must decide promptly what they intend to do about it.

Rome cries out to be acknowledged as an open city. The exodus of tired people has started from the German cities. Departments of State are being moved from Berlin to "safer" areas. Populations in the industrial centres of Northern Italy clamour for a peace and a stability which their present Government cannot secure for them. Hungary would like to pretend that she has not been at war with the Powers which, soon, may be able to bomb her factories and her communications. Throughout occupied and satellite Europe are appearing signs of the readiness of people to meet demands which will save them from the bomber.

In the military sense, the Allied Powers can offer them no salvation. As well might an enemy yacht club ask the Allied navies for safe conduct for its members and their ships from a threatened German port to the harbour and internment of a British port. No safety from the indignation and violent action of their own forces could be assured them, and they have no choice but to endure whatever is coming until those forces are beaten and overwhelmed. The only possible test of the rectitude of air action while the War proceeds is that of military necessity. Anything else would be fatal. Any mixing of the political and the military while an enemy nation continues to fight or to help an ally to fight would be to court more trouble in the future.

Military and Political Aims

Bombing, henceforth, has got to be directed steadily towards breaking the power of every enemy whose armed forces stand or sail or fly in opposition to those of the Allied Nations. The war-making units and instruments must be crushed and discredited so that the nations which have gambled or relied on them may not look to them again as a means of plunder and

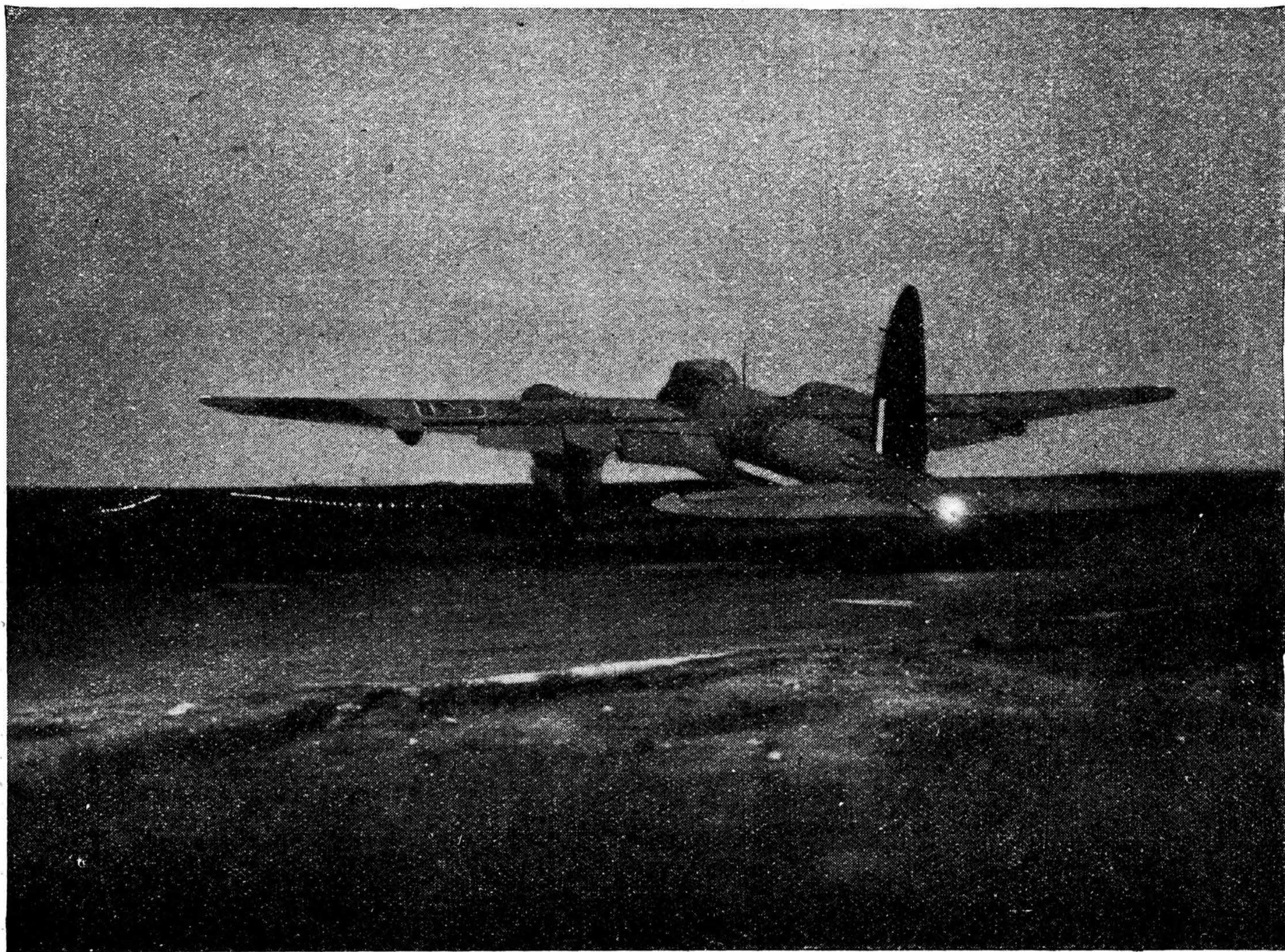
power for another generation at least. All the good intentions of politics, national and international, must wait upon the accomplishment of the purely military objective. Defeat of German arms is the only thing which can be trusted to convince Germany of the truth in the biblical warning against living by the sword. Every ton of bombing weight which can be administered by the Allies towards that end should be duly delivered. The plight of non-combatants under bombardment is no more the business of the air arm than it was of the armies outside Stalingrad or Orel or Catania or Messina.

Armies pass on when their immediate aim has been achieved. So may the bombers if the enemy ceases to attempt to restore a stricken city to its former usefulness. More bombs will not be wasted on Hamburg unless the enemy begins to set its industrial wheels moving again. Rome would not need bombing again if it were making no more warlike stores, passing no war traffic through it and giving asylum to no persons engaged on hostile business or negotiations. The conditions of complete non-combatancy are so hard for a capital city to fulfil that Rome may not be able to comply with them so long as a German remains on Italian soil. Nevertheless, the military situation may soon make Rome much less worth bombing on strategic grounds. What, then, of bombing for political effect?

A Reluctant Populace

To force a nation into submission while its army is still strong and capable of offering resistance is one way of ending a war, but recent history has shown that it is also a way of generating the next war. Air warfare has introduced a more subtle element into the principle of the blockade. Twenty-five years ago Germany was short of the materials of war and of food because the British Navy had established an effective blockade. To-day, Germany has plenty of materials and is not short of food, but she is faced with a shortage of munitions because the productive processes are under bombardment. In the course of that bombardment, the civilians suffer discomfort, hardship, loss and acute nervous strain. The German State, therefore, meets the double difficulty of maintaining production and of stiffening the civilian spirit so that its power of endurance and resistance will equal that of the army.

Germany is equipped for ruthless control of civilians



"DEMOBBED."—One of the small fleet of de Havilland Mosquitoes which have been diverted from military to civil duties with British Airways, photographed on a lighted runway as it was about to start a night flight. A reference to the commercial Mosquito appears in our Air Transport section this week.

at home as well as abroad. A reluctant or disaffected populace may be held down in Germany just as hostile populations are held down in Norway, Holland and France and as an unwilling population may be coerced yet in Northern Italy. The system of compulsion is an ultimate source of weakness to the enemy because of its demands on man-power for police purposes, but it makes the expression of the people's will difficult to achieve and it makes revolution almost impossible. It may serve the enemy's purpose if it delays a decision and so increases the chance of a compromise peace. Bombing for political purposes may, therefore, prove sterile unless it were backed with a scheme for supplying the means of revolution—the machine-guns, rifles, grenades and ammunition—and for controlling the revolution thus set in motion.

Unless the Allied Nations are able and willing to undertake destructive and constructive political work inside enemy and enemy-occupied lands they will be wise to limit their bombing, as they have done in the past, to genuine strategic ends. They can still make capital out of civilian reaction and in hard, material ways they can establish "control without occupation." The warnings to workers in occupied countries can be extended to Italy and Germany. Labour trouble can be fostered. The enemy can be robbed of his production. At need his railways and his roads can be broken where the lack of them will tell most. Organised existence will be halted where that is the only way of preventing essential activity.

These things cannot be done without wearing down the civilians. Even among tribesmen in the past, a few days of hard-living in the hills while their villages were being bombed often led to a measure of humility and contrition

which made political discussion possible. The danger in Axis lands is that the civilians may be ready to parley before the soldiers have had the arrogance knocked out of them. Now, therefore, is the time to join the most intense military operations to the heaviest possible work of the air arm. In Russia the German army is being beaten down. It will have to be assailed in other parts of Europe while behind it the means of production and supply are immobilised.

The danger of complete collapse in the rear must not be overlooked, but it should not be encouraged by diverting a single bomber from its true military purpose.

Air Diversions

LONG-RANGE bombing, for which the Fortress and the Liberator were originally intended, has at last presented itself to the United States Army Air Forces in the Mediterranean and the Pacific. The fine raid by Liberators on Ploesti has now been followed by a similar blow against German factories at Wiener Neustadt, from some of which, Me 109Gs used in the Sicilian campaign are known to have come. In the Far East another force of Liberators has made a trip of about equal length to undo Japanese work of restoration in the oilfield of Borneo. These raids mark a departure in the air offensive which must further embarrass the enemy's overtaxed scheme of defence.

Extremely small losses on the raid into Austria show that the enemy had not, so far, readjusted the distribution of his fighter units to take account of the changed situation in the Mediterranean. Relative freedom from opposition in the Liberators which went to Borneo is a hint of the diffi-

ON THE ROYAL OBSERVER CORPS

By C. G. Grey

FEW, if any, of the voluntary civil organisations which have been created since the beginning of the War for the protection of this country have done so much good work as has the Royal Observer Corps. Few, if any, have had so many kicks and so few ha'pence. And the R.O.C. still seems to be getting the kicks without the ha'pence.

Nobody has a greater admiration for the work which the National Fire Service does when there is work for it to do than I have. And I admire the public spirit of Air Raid Wardens and other people who risk, and sometimes lose, their lives when a blitz happens along. But taking the country by and large, from Land's End to John o' Groats, a minute percentage only of the N.F.S. or of the A.R.P. organisations has ever gone into action. Those in London, and a few of the big cities which have been blitzed, have had some hours of furious activity, and have shown true heroism, but most of their time is spent in comfortable quarters amusing themselves as best they can, and occasionally going out for a bit of exercise. Some of them read, some of them sit and think, some of them just sit.

So comfortable are some of the jobs that in one smallish town of which I know there are two hundred Air Raid Wardens, which, I am told, is roughly 200 per cent. above the needs of the place. The local R.O.C. and Home Guard have difficulty in keeping up to strength, because of the superior attractions of the A.R.P. organisation. One can understand that comfortable quarters and the chance of bossing people, whether there is a flap on or not, is better fun than sitting out in a snowstorm or an easterly gale just watching and listening.

The R.O.C., as a whole, on the other hand, has to work hard every day and 24 hours of the day, often in difficult, trying and unhealthy conditions. Whereas an N.F.S. or A.R.P. man, or woman, can keep under cover on a dirty night until an actual alert is sounded, the R.O.C. man, and sometimes woman, has to be on duty in the open for so many hours at a stretch, and at least one night a week, no matter what the weather may be. If there should be so much fog or so much snow that nothing can be seen, there may be something to be heard which must be reported and plotted. And, although the members of the local Observation Post, which is officially and ungrammatically called an Observer Post, may do their best, at their own expense, to make their Post comfortable in bad weather, so that those who are not actually on duty at the moment may find warmth and shelter, each man or woman in turn has to do a spell of open-air observing, listening and watching.

Moreover, there is the job of getting to the Post. For obvious reasons, the best Observer Posts should be right out in the open, on a moor or a hill-top, well away from the noises and smoke of towns, and the members of the R.O.C. have to reach those Posts. Some fortunate people can drive cars right up to their Posts. A great many more can only get within some hundreds of yards of the Posts, and have to climb over rocks and through wet heather or brush, or through snow and ice to get to the Post itself. I know of



POST COMFORT.—No Observer can work efficiently in all types of weather unless he is well protected and comfortable. Although some Posts have transparent cupolas for use in bad weather, the plotting platform is usually open to all the winds that blow. The Post in the picture has obviously been designed to combine weather protection with maximum visibility.

some Posts which can only be reached in bad weather by gymnastic feats roughly equivalent to getting from one end of a terrace of houses to the other along the roofs.

The Depressed R.O.C.

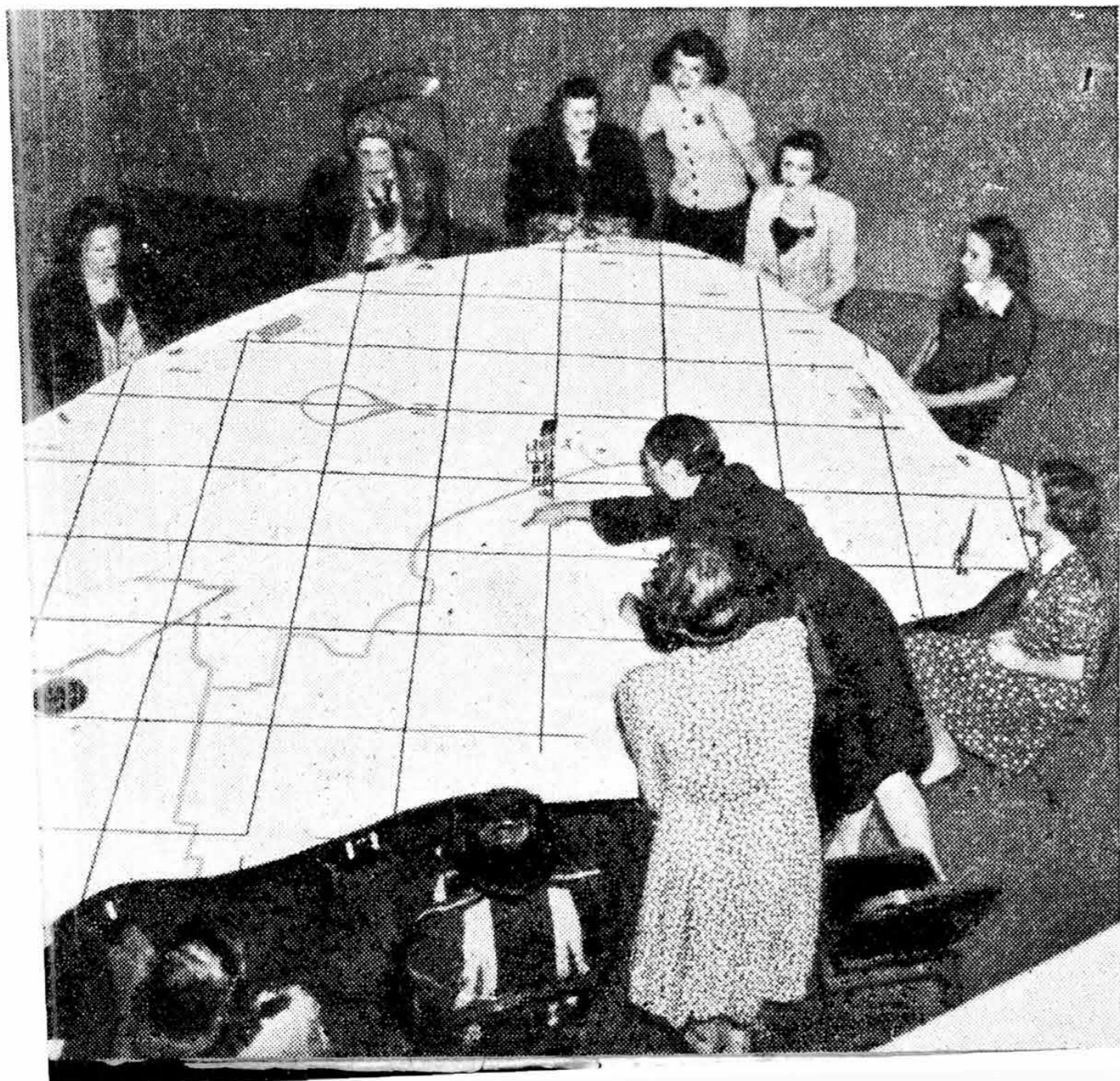
Yet those men are treated with less consideration than almost any other body in the King's Services. For example, to take a point which I have just mentioned. If an ordinary Observer can only reach his Post by car, the local R.O.C. Petrol Controller will almost invariably allow him a reasonable amount of petrol for the job. But the Corps will only allow him a ha'penny a mile, to pay for petrol, tyres and repairs and wear and tear. Judging by some of the places where I have seen those Posts, I should think that the cost of tyres is, if anything, more than the cost of petrol.

And yet the R.O.C. allows its Officers, whose job is mostly in offices but who do go inspecting Posts at intervals, 4½d. a mile for the use of their cars. The assumption is, I suppose, that officers drive Rolls-Royces and that the men have some species of folk-waggon which runs on the smell of an oily rag.

And yet an Observer can get up to 6d. per mile for attending official Post meetings for training and for tests in recognition. Which looks like a sop to those who in the old days would not attend Club meetings regularly.

Presumably the view of the High-Ups is that the humble ranker of the R.O.C. should jolly well walk, or push a bicycle, much on the principle of the infantry in which the officers above a certain rank ride and the men march. But I do suggest to the High-Ups that, considering what the R.O.C. have to do, they might be looked on in the light of motorised infantry and, at any rate, be allowed to reach their Posts without having to pay money out of pocket for getting there.

And, talking of money out of pocket, one of the recent



THE OTHER END.—No pictures of R.O.C. Centres where Post reports are received and plotted on a table map similar to that shown here have been issued during this War. This particular table is in San Francisco, California, but the American Observation Corps is based upon the original British ideas. Centre personnel of the Royal Observer Corps, although not subject to the rigorous conditions endured by Post Observers, have their own particular problems and difficulties. Much publicity was given recently to the introduction of an upper age limit of 50 in Centres.



THE WATCH FROM MALTA.—Ground Observers of the Royal Air Force on the look-out for enemy raiders over Valetta Harbour, during the period when Malta was being subjected to some of the heaviest air raids of the War. The Royal Observer Corps system is still basically the same as that which was initiated in Sept., 1918, when the London Air Defence Area was reorganised. It has been copied all over the World.

regulations is that any Private in the Observer Corps,—he is called a Post Observer just to make it all more difficult and to assure that he will not be called a Postman and his officer a Post Master,—has to wear a sort of battledress made of a cheaper material than that of the other Services, and with it an Air Force collar and tie, which he has to buy at his own expense, and worse still, with his own coupons,—thus robbing his wife and children, if any, of their prescriptive rights to loot his coupon book. This statement is denied by one of my R.O.C. friends and is affirmed with oaths by others, so what is one to believe?

On top of that he is threatened with condign punishment if he is found at his Post with his blouse unbuttoned at the neck, although he is allowed to walk about the streets with it open to display his R.A.F. collar and tie. Here again is flat contradiction. Another R.O.C. friend says that R.A.F. Police have orders to accost and check any R.O.C. man whom they see in public with an unbuttoned blouse.—Presumably like the soldier in "Punch," he would be accused of sunbathing. And yet the R.O.C. is a Civil show like the A.R.P., and I doubt whether even a military policeman would dare to check an A.R.P. warden for leaving buttons undone. Anyhow, a smart Post Observer whom I met had his collar nattily ironed flat, like lapels on a jacket, and it looks very well.

Then and Now

Friends of mine who, after years in the Fighting Services, joined the R.O.C. in its earlier days, were much impressed by the fine spirit throughout the Corps. And, naturally, nobody understands the virtue of, and the need for, discipline more than do the old Service people. But some of the new regulations strike them as daft, and they say that the irritating "spit and polish" orders that are now going about are destroying the original spirit.

Everybody admits that the new methods of instruction and training are better than those in the earliest days, when the Observer Corps Clubs were formed so that the members might teach one another the recognition of aircraft. But surely the new methods of instruction could have been introduced without murdering the Observer Corps Clubs, which had great value in keeping the people together.

Men from different Posts, meeting one another at instruction classes, do not get on the same terms as they did in the Clubs which had their definite social value. All my R.O.C. friends agree that the official scheme has killed a lot of the enthusiasm and enterprise among individuals and little groups of Observers—the sort of chaps who have spent their own good money on modifying or actually rebuilding their Posts, partly for comfort, but indirectly for better observing.

Originally, the Observers felt that they were reckoned as a lot of good fellows who were doing a useful job of work conscientiously. And they had every right to think so. Lately, since all the new regulations have been thrust upon them, they have had the feeling that they are looked upon, to quote one of them, "as a lot of swine who are out to

A POST CREW AT WORK.—A typical scene at a Royal Observer Corps Post when a high-flying aeroplane is being reported. The equipment and system of the Corps are still fundamentally simple and depend to a large extent on the initiative of the individual as opposed to the German system which has complicated scientific aids.

draw their five bob a shift with the least possible trouble to themselves, and without any regard for the safety of the men in the air."

Nobody can accuse the R.O.C. of being indifferent to the men in the air. And nobody would go to the inconvenience and actual physical suffering that a great many Observers stand for a mere five bob a shift. And their miserable 1s. 3d. per hour,—the pay of an unskilled youth in a factory,—can hardly pay for clothing, and wear and tear caused by travelling and standing about in dirty Posts in bad weather. Moreover, the Post Observer is taxed 10s. in the £1 on his miserable pennies. When one knows something of their work and of their high quality one is amazed at the little they get for the results they achieve.

The Job of the R.O.C.

When one considers that the various R.O.C. Posts have to keep track of every aeroplane which flies across any part of this country, and that the course of those machines has to be reported so that they can be plotted wherever they go, whether they be our own or allied or enemy machines, one may form some faint idea of the work involved and the intelligence needed.

People in a Post may sit there for a whole day and see nothing to report, then there may be a solitary "Maggie," possibly piloted by a senior officer who is not very sure of his navigation and may be several miles off the route on which he ought to be reported. And then within a few minutes there may be a torrent of fighters or heavy bombers all to be counted and reported, according to judgment, for height, course and identity.

I think that the best example of the efficiency of the Observer Corps was when Rudolf Hess came over. He was picked up on the coast of Scotland, East of Edinburgh, tracked all the way across the Lowlands, passed out on the West coast, at the mouth of the Firth of Clyde, and picked up on an island to the West, said to be Arran, where he evidently realised that he had overshot his mark and turned round. He was picked up on the West coast again and tracked till he baled out.

The particular beauty of that job was that his machine was reported as a Messerschmitt Me 110, when it came in from the North Sea and the local H.Q. disbelieved the report because they said that no Me 110 could carry enough petrol to get from Germany to Scotland and back. The idea that the pilot might not want to get back had not struck them.

During the Battle of Britain, when radiolocation had not been developed to its present state, the Observer Corps people in the South were most valuable. And when the raids were made up north on Coventry, Birmingham, Liverpool, Manchester, Sheffield and other towns, the Observer Corps were equally efficient and useful.

When, during the blitz at the end of 1940, Air Chief Marshal Sir Philip Joubert said that "delicate instruments" were being devised to help our night fighters and that he looked forward to the time when the percentage of loss among night raiders would be as heavy as it had been up to then among day raiders, some of the would-be clever "Air Experts" jeered at him in print. Admittedly the instruments were not so good then as they have become since, but the Observer Corps, in keeping the night fighters on the right track of the raiders so that the delicate instruments could be brought to bear, not only helped in bringing down the raiders but gave the night fighters chances which they would never have got without the cleverness and keenness and promptness of the R.O.C.

For operations, the R.O.C. comes directly under Fighter Command, R.A.F. In fact, it is an essential and most



News from Germany

SCARCITY of goods, be it raw materials or manufactured goods, is described by German economists with the stock phrase: "Die Decke ist zu kurz" ("The cover is too short"). The reason for introducing this description is obvious. To talk of a lack or even of a scarcity of materials which are vital to war effort would be detrimental to the moral of the masses. By using the subtle phrase—a common trick of the Germans—the authorities of the Reich hope to hide the truth from their subjects. The events of the past few months have given more than ample proof that not only the economic but also the military and air cover is too short.

In a recent survey the potential of the German aeronautical industry was analysed and the conclusion was drawn that, because of the limited capacities of the individual works, new types of aeroplanes can hardly be expected during the present War. The problem of Germany's short air cover can also be approached from another angle, that is, from the strength of the Luftwaffe units.

Although German censorship regulations have been tightened up since last Summer, there are still many indications which illustrate the present plight of the Luftwaffe. A few examples may be taken at random. About two weeks ago, British reports stated that Blohm und Voss Bv 138 flying-boats were operating off the North British coast, and that several of them had been shot down. The Bv 138, although modified since its introduction at the beginning of 1939, is now obsolescent. Its employment off the coasts of the British Isles indicates that the Luftwaffe is short of long-range reconnaissance aircraft of better performance.

British and American pilots returning from operations over the Western occupied territories have reported more than once that they have been attacked simultaneously by Me 109s and Fw 190s. Keeping in mind the tasks for which both types were designed—the Me 109 as a pursuit, the Fw 190 as interceptor fighter—and also the principle of the Luftwaffe to equip individual units with only one type of aeroplane, the observations of the Allied pilots allow only one conclusion, unless the Luftwaffe has abandoned this principle altogether. Shortage of aircraft is responsible.

The trend of the Luftwaffe's type policy is towards the multi-purpose aeroplane. Fighters are designed and used as light bombers, bombers as night or long range day fighters. Recent observations over North-West Europe indicate that converted fighters, in particular Me 110s and Ju 88s, are also used as day fighters to meet the attacks of the Flying Fortresses and Liberators of the U.S. Army Air Forces. Unless the Luftwaffe has two crews for each of these aeroplanes, the conclusion is justified that there are so few aircraft available for the protection of this important area that the crews have to work overtime. Thus, a situation arises similar to that which existed in August, 1918.

In Sicily and over the Italian mainland, Allied air units have met little opposition from the Luftwaffe during the past fortnight. This is surprising if account is taken of the stubborn resistance of the comparatively small force of German troops now fighting in the North-East corner of the Island. Although the Luftwaffe has still sufficient space to operate from aerodromes South of Naples, most of the aeroplanes under the command of Marshal Kesselring seem to have been taken North from this area for the defence of the approaches to Germany, Austria, Hungary, and the Danube line. The triangle of territory made by Upper Adige, Pola and Zagreb, which is under the command of the experienced General Blaskowitz, has become the hinge of the German defences against a possible Allied push Northwards. There the Luftwaffe seems prepared for the last stand. Had the Wehrmacht, and in particular the Luftwaffe, more men and material at its

disposal than it seems to have, there would be no doubt that the Germans would have thrown in more air units against the occupation of Sicily, thus delaying the Allied advance still further.

German reports from the Russian Front have admitted the numerical superiority of the Russian Air Force. Although the Luftwaffe still claims a superiority in quality of equipment and in the fighting spirit of its airmen, war reporters and military commentators have lately marked the great improvements in the conduct of Russian air operations. During the first two Summer campaigns, the Luftwaffe was almost evenly distributed over the Russian Front from Leningrad to the Caucasus, but this order of battle had to be abandoned this year. Because of the insufficient numbers of air units available for the Eastern Front, the Luftwaffe had to concentrate its forces at a few strong points. The battles of Orel, Bielorod and Kharkov have shown that the Luftwaffe's strongest concentrations were not sufficient to gain local air superiority even for a short time.

People inside the Reich are, according to the Berlin correspondent of a Swiss newspaper, greatly surprised that the daylight raids into Germany find so little opposition from German fighters. "Where is our fighter reserve?" they wonder and try to find an answer to their question. German propaganda had foreseen this possibility for some time and found means to lead the masses to wrong conclusions. The



A MESSERSCHMITT'S TAG.—This metal label was taken from one of the first Me109Gs captured in Sicily. It discloses that the machine to which it belonged was built by the Wiener Neustädter Flugzeugwerke at Wiener Neustadt. The first line denotes the type, the second the type designation, the third the works number, and the fourth the manufacturing company. The second line shows that the German Air Ministry still uses the old type designation "Bf 109" instead of "Me 109." The fact that the works number begins with the figure "657" does not necessarily mean that the aeroplane from which the plate was taken was the 657th Bf 109G manufactured at Wiener Neustadt. If that should be the case, the aeroplane was built towards the end of 1942, as Wiener Neustadt was the first quantity production factory which took up the manufacture of the Me109G. Should the figure be part of the serial number, the assumption is equally justified that the captured aeroplane was built early this year.

Service Ministries, the Ministry for Armaments, and the propaganda authorities have been telling the German people of the enormous increase in output compared with two years ago, and a carefully conceived mouth-to-mouth propaganda campaign has convinced them that "somewhere in Germany" large fleets of aeroplanes are waiting for "The Day." Yet, although the German masses have accepted these statements, they are still wondering about the inactivity of the Luftwaffe. There have never been so many rumours circulating in Germany about "secret weapons" as to-day, proof in itself that, subconsciously, the German masses doubt the correctness of the statements of their leaders and are striving to build up hopes in something intangible.

General Dietmar himself had to admit that the Wehrmacht is on the defensive and playing for time. What the German High Command is expecting from this strategy has been explained several times lately by the spokesman of the German Foreign Office, Minister Braun von Stumm. He has trumped up "symptoms of disunity in the Allied camp," and is using his inventions to comfort the German people.

As in August, 1918, so to-day, the German High Command is at the end of its wits, and the only hope it can offer to its people is a break-up of the enemy's coalition.

Deutsche Uebersetzung PASSIERSCHEIN

Ich ergebe mich und
stelle mich unter den
Schutz der Genfer Kon-
vention fuer Kriegsge-
fangene.

SAFE CONDUCT

I surrender and place
myself under the protec-
tion of the Geneva Con-
vention for prisoners of
war.

FREE PASSPORT.—On the fall of Mussolini, leaflets printed in German were dropped on Axis positions in Sicily explaining the political events in Italy and pointing out the uselessness of further resistance. The leaflet ended with the guarantee of safe conduct shown above.

Wounded or Injured in Action
 1376075 F/Sgt. L. A. Montgomery.
 776163 Sgt. G. A. Colkett, D.F.M.
 1334757 Sgt. A. B. Smith.
 940240 Sgt. G. J. Wood.
 1033178 Sgt. G. Martin.
 1481862 Sgt. J. S. Atherton.
 820057 Sgt. H. N. Davies.
 1199954 Sgt. S. H. Mortimer.
 553806 Sgt. F. Wilkinson.

Died of Wounds or Injuries Received in Action
 903068 Sgt. H. P. Calvert.
 540353 Sgt. S. Lewellyn.
 1179830 Sgt. J. J. H. Glazzard.
 42020 P/O J. H. T. Palmer.

Missing Believed Killed in Action
 1063009 F/Sgt. R. J. Fowler.
 1457804 Sgt. J. Palmerley.
 656974 Sgt. L. F. Paterson.
 1074002 F/Sgt. D. R. N. Reynolds.
 577478 Sgt. G. G. Ambler.
 630306 F/Sgt. J. H. Atkinson.
 1331903 Sgt. H. W. Austin.
 1002401 Sgt. T. R. Bayles.
 116774 F/O H. L. Beesley.
 1386098 Sgt. E. F. Crossman.
 50665 F/O B. G. Evans, D.F.M.
 60812 Act. S/L J. T. Hanafy.
 1312441 F/Sgt. A. J. Hebblewhite.
 1212641 Sgt. A. Herbert.
 935914 Sgt. J. Hird.
 573547 Sgt. C. P. Hutton.
 1288396 Sgt. L. E. Jones.
 1433216 Sgt. E. W. Lord.
 1377383 Sgt. E. W. Mathews.
 1290980 Sgt. A. S. Penney.
 1309732 Sgt. D. Purvis.
 623554 Sgt. J. Rowe.
 1027410 Sgt. E. B. Smith.
 1425952 Sgt. R. Smith.
 755917 W/O E. L. Watts.
 1504089 Sgt. W. H. Wild.
 1310503 F/Sgt. J. A. Williams.
 1386535 Sgt. D. H. G. Adams.
 1335632 Sgt. R. J. Ayres.
 654206 Sgt. E. Cavill.
 1338423 Sgt. F. C. Cleaver.
 146336 P/O J. B. Denton.
 1331835 Sgt. P. Grimwood.
 569504 Sgt. R. Hageman.
 645364 F/Sgt. M. Harrison.
 1343173 Sgt. I. B. Inglis.
 658406 Sgt. G. H. Lawson.
 983679 Sgt. L. Marshall.
 1129500 Sgt. L. J. Miles.
 1370964 Sgt. H. J. Morris.
 1504640 Sgt. N. P. Plenderleith.
 90055 S/L E. F. St. Aubyn.
 1446946 Sgt. L. R. Smith.
 1578208 Sgt. A. E. Wallis.
 1528408 Sgt. A. Brotherton.
 1860203 Sgt. A. Brown.
 1138659 Sgt. S. Busby.
 1508677 Sgt. W. J. Chambers.
 1578186 Sgt. A. G. Coffin.
 1257739 Sgt. S. A. J. Cook.
 1553400 Sgt. J. B. Corbett.
 1579189 Sgt. L. J. Daker.
 657964 Sgt. W. P. Davis.
 134674 F/O R. T. Douglas.
 925124 Sgt. A. L. Fisher.
 1332269 Sgt. W. F. Hayllar.
 138816 P/O G. E. Hopson.
 1586059 Sgt. M. Keogh.
 910591 Sgt. N. Lagna.
 1334445 Sgt. G. F. Locke.
 1116913 Sgt. J. C. McPhedran.
 128577 F/O D. Makin.
 1457373 Sgt. E. L. Matthews.
 1585002 Sgt. C. A. Richardson.
 1785281 Sgt. T. M. Scott.
 1034418 Sgt. W. Smith.
 1377796 Sgt. W. H. Thomson.
 1388638 Sgt. H. J. Warren.
 1333972 Sgt. A. W. White.
 755138 F/Sgt. J. C. Wood.
 110587 F/O H. W. Woodhouse.

Missing
 1393222 Sgt. D. E. Alford.
 641651 Sgt. V. H. Archer.
 1288776 F/Sgt. G. Bell.
 1030194 Sgt. F. W. Bennett.
 1550840 Sgt. J. W. S. Birrell.
 1220818 Sgt. R. S. Blake.
 1039199 Sgt. J. H. Castles.
 1401894 Sgt. T. Chalmers.
 1384655 Sgt. W. V. Chambers.
 1432834 Sgt. A. Chilton.
 1236744 Sgt. T. B. Clarke.
 1316152 Sgt. W. R. L. Codd.
 1316450 Sgt. N. S. Collins.
 1116625 Sgt. W. R. Cook.
 537108 Sgt. J. R. Cranham.
 120922 F/O J. M. Crawford.
 107960 P/O L. R. Crocker.
 1153491 F/Sgt. R. Cross.
 1314365 Sgt. G. T. Davies.
 88828 F/L D. J. Dawson.
 1107057 Sgt. J. Dodd.
 1319738 Sgt. P. G. Eames.
 1380187 Sgt. J. P. Egans.
 67652 Act. F/L J. G. Eldridge, D.F.C.
 1393533 Sgt. G. D. Evans.
 1334798 Sgt. J. W. C. Evans.
 577642 Sgt. A. W. Fincham.
 1383232 Sgt. J. F. Forsythe-Johnson.
 1322558 Sgt. L. G. Freeman.
 1387101 Sgt. J. K. Fulton.
 1337841 Sgt. J. H. Griffiths.
 1259434 Sgt. J. L. Hamilton.

1270693 Sgt. B. H. Harris.
 103782 P/O W. A. Hockey.
 1331086 Sgt. H. T. G. Hubbard.
 1379067 Sgt. S. B. Jobes.
 1130408 Sgt. R. E. L. Johnson.
 980210 Sgt. C. Jones.
 1315154 Sgt. B. McM. Jubb.
 1077003 Sgt. J. Kershaw.
 1478810 Sgt. W. J. Ledbury.
 539691 Sgt. K. G. Legg.
 1425912 Sgt. R. Lewis.
 129581 F/O P. H. Liddle.
 1064071 Sgt. G. P. Lister.
 1670565 Sgt. D. Littlewood.
 658389 Sgt. B. H. Lowe.
 1382656 Sgt. J. R. McLeod.
 1369879 Sgt. A. McQuater.
 1294190 Sgt. L. Martin.
 48894 P/O R. Massie.
 1383527 Sgt. D. Maynard.
 1313750 Sgt. R. S. G. Miller.
 655255 F/Sgt. W. D. Mills.
 1322934 Sgt. H. W. Moore.
 1125511 Sgt. S. Moore.
 134363 P/O J. E. Morris.
 124550 F/O W. N. Mounsey.
 1231672 Sgt. F. J. North.
 127105 P/O R. Paisley.
 1361100 Sgt. J. Park.
 1036236 Sgt. E. V. Pass.
 1457107 Sgt. J. H. Pickles.
 1181213 Sgt. H. Pierpoint.
 1456718 Sgt. F. H. E. Pooley.
 1572718 Sgt. S. Redpath.
 657547 Sgt. L. W. Rees.
 1062514 Sgt. J. W. Richardson.
 81783 P/O D. W. Robinson.
 1392398 Sgt. H. Roots.
 1334592 Sgt. J. P. Rughan.
 133472 Sgt. J. F. Sanders.
 1233909 F/Sgt. J. A. Saunders.
 1385756 Sgt. W. R. Scott.
 1399211 Sgt. D. Seigal.
 1063769 Sgt. C. H. Sherwood.
 976755 Sgt. E. G. M. Smith.
 1455802 Sgt. S. Smith.
 574332 Sgt. B. Spencer.
 116785 F/O A. E. Steward.
 1291128 Sgt. J. H. Steward.
 116976 P/O D. P. Stokes.
 117804 P/O R. A. M. Stradling.
 44238 S/L C. C. Sturrock.
 105214 P/O A. R. H. Sullivan.
 44975 F/O G. G. Taylor.
 1334754 Sgt. E. K. Tewfik.
 117798 P/O J. T. Tosswill.
 50285 P/O J. B. True.
 80769 F/L J. A. Twentyman.
 1334179 Sgt. J. H. Waterston.
 108873 Act. F/O W. P. Wellington.
 130596 F/O W. B. Whitaker.
 1234862 Sgt. J. C. L. Whiteman.
 76431 S/L C. C. Wigram.
 1170594 Sgt. F. P. Willsher.
 1071529 F/Sgt. J. W. Wilmora.
 1367354 Sgt. A. Aitken.
 955870 Sgt. C. B. Anderson.
 1187326 Sgt. W. Antcliffe.
 1394127 Sgt. H. Ashton.
 1430634 Sgt. C. W. Astle.
 1335033 Sgt. R. J. Avann.
 1436522 Sgt. R. F. Baggaley.
 1187072 F/Sgt. E. S. Bawden.
 1380112 Sgt. W. R. Beadmoore.
 1077692 Sgt. R. Bell.
 927900 Sgt. W. J. Bennett.
 1473247 Sgt. W. H. Bestwick.
 1218839 Sgt. D. Birkhead.
 636558 Sgt. S. Boothroyd.
 129475 P/O J. R. Bullock.
 1394079 Sgt. M. T. Byrne.
 1239952 Sgt. A. Campbell.
 1270457 Sgt. E. C. Church.
 1497822 Sgt. C. Clarke.
 1585898 Sgt. P. M. Cosgrove.
 1077010 Sgt. H. Coupe.
 551847 Sgt. P. Daly.
 1296897 Sgt. E. G. David.
 1576835 Sgt. A. Drury.
 1038623 Sgt. F. W. Farnell.
 1150600 Sgt. J. P. Fitchett.
 109351 P/O M. E. Flower.
 1330009 Sgt. G. H. Garrard.
 1393160 Sgt. S. J. Gaywood.
 1061009 Sgt. D. W. Gover.
 1001217 Sgt. C. Greenhalgh.
 577780 Sgt. A. Hall.
 1527080 Sgt. E. Hall.
 1392967 Sgt. P. Hemingway.
 1125769 Sgt. A. K. Henderson.
 1335229 Sgt. C. J. J. Hine.
 1335371 Sgt. T. L. V. Hitchcock.
 977737 Sgt. J. Holmes.
 121556 F/O R. G. Houston.
 1473515 Sgt. R. T. A. Hudson.
 567590 Sgt. F. J. Jarvis.
 1237319 Sgt. I. A. Jervis.
 68139 Act. S/L P. Johnston, D.F.C.
 121250 P/O J. W. T. King.
 1455874 Sgt. H. Kleiner.
 134377 P/O K. R. Langhorne.
 1551139 Sgt. A. R. Leslie.
 120663 F/O B. C. McGrath.
 1434090 Sgt. M. J. Maher.
 1300611 Sgt. W. A. Manning.
 1395905 Sgt. J. H. Mastin.
 1337961 Sgt. W. V. Morris.
 129550 P/O J. R. Morton.
 1381332 Sgt. T. Musgrove.
 1312030 Sgt. H. D. Newberry.
 1238185 Sgt. W. E. Oliver.
 1386266 Sgt. J. W. G. Parker.
 1434589 Sgt. P. Parkin.
 123453 P/O D. A. Pitchers.
 1410376 Sgt. F. J. Prothero.
 657375 Sgt. F. R. Pym.
 1601751 Sgt. W. B. Rawnsley.
 1317618 Sgt. W. J. Rees.
 1382695 Sgt. D. W. Riddie.



SICILIAN ERUPTION.—Bombs from Douglas Bostons bursting on slopes near Mount Etna.

656009 Sgt. D. Robb.
 946307 Sgt. T. Robson.
 1375983 F/Sgt. E. A. Roede.
 1387015 Sgt. F. C. Rose.
 1319356 Sgt. E. Short.
 1212893 Sgt. D. J. Smith.
 1094915 Sgt. J. C. Smith.
 180925 Sgt. D. G. A. Storey.
 130128 F/O P. R. C. Sykes.
 1331635 Sgt. E. Thomas.
 1242384 Sgt. F. Thompson.
 1216686 Sgt. W. F. Turner.
 1333615 Sgt. J. R. S. Waller.
 960814 Sgt. C. A. Warnes.
 953429 Sgt. N. C. Watling.
 1391814 Sgt. S. J. Wayman.
 1578552 Sgt. C. F. S. Wells.
 129361 F/O A. B. P. Wilson.
 1483499 Sgt. R. Adair.
 646478 Sgt. E. D. Ager.
 1079641 Sgt. B. G. Ainsworth.
 143130 P/O A. Armstrong.
 1333984 Sgt. P. Arnott.
 1436421 Sgt. J. L. Atha.
 1386172 Sgt. S. F. Barrow.
 1586116 Sgt. C. W. Bates.
 1432288 Sgt. R. Batterbee.
 1211846 Sgt. D. L. Beresford.
 975799 Sgt. K. G. Berry.
 1312458 Sgt. L. D. Bryant.
 1294010 Sgt. W. H. Bryant.
 1313910 F/Sgt. F. W. Capes.
 1483582 Sgt. G. E. Chadfield.
 968999 Sgt. R. C. Child.
 1324736 Sgt. L. M. Chisnall.
 130589 P/O B. E. Cooper.
 1159994 F/Sgt. J. L. R. Cooper.
 1575382 Sgt. E. W. Cosnett.
 1324110 Sgt. R. F. Coverdale.
 574093 F/Sgt. D. E. T. Crosland.
 1367283 Sgt. J. Currie.
 1087504 Sgt. R. Dean.
 100628 F/O H. J. H. Debnam.
 1085002 Sgt. F. C. Detley.
 1112839 Sgt. W. Easson.
 1104451 Sgt. A. W. Edgley.
 1037117 Sgt. W. J. Erdbeer.
 160059 P/O D. W. Erickson.
 1349738 Sgt. C. R. Fleming.
 1269078 Sgt. J. T. Francis.
 963143 Sgt. E. A. French.
 745940 F/Sgt. M. O'D. Fuller.
 937568 Sgt. E. Garner.
 1091023 Sgt. L. T. Gibson.
 1330847 Sgt. Z. Goldfinger.
 616692 Sgt. J. Grant.
 1272433 F/Sgt. R. T. Hall.
 133456 F/O D. Harvey.
 106969 F/O W. C. Haylock.
 1294468 Sgt. G. Henderson.
 1390159 Sgt. J. Hogg.
 128030 F/O C. L. Houedard.
 1457263 Sgt. J. Hudson.
 1237320 Sgt. J. T. E. R. Leadbetter.
 621384 Sgt. H. Lloyd.
 658480 Sgt. R. Lowe.
 1515864 Sgt. K. MacIntosh.
 129523 F/O J. M. Marnoch.
 1333008 Sgt. S. J. Macted.
 1389928 Sgt. G. J. Mitchener.
 1325871 Sgt. T. B. Morris.
 136531 P/O R. E. Newman.
 1430645 Sgt. R. H. Oats.
 126607 F/O C. F. O'Connell.
 120489 F/O F. Openshaw.
 1609625 Sgt. T. C. L. Orchard.
 549434 Sgt. D. P. O'Riordan.
 127870 F/O A. H. Pelham-Clinton.
 1387554 Sgt. R. W. Pittard.
 1534581 F/Sgt. J. L. Poulter.

1476472 Sgt. A. J. Railton.
 653013 Sgt. C. Rees.
 1040539 Sgt. E. Rowlands.
 131958 P/O G. Russell.
 1219334 Sgt. A. J. Sales.
 1507344 Sgt. E. Shackleton.
 146166 P/O J. Shepherd.
 980521 Sgt. T. C. E. Simmonds.
 1334769 Sgt. J. Simmons.
 1325380 Sgt. A. N. Stonestreet.
 1575811 Sgt. R. V. Street.
 612466 Sgt. H. G. Thomas.
 1214018 Sgt. E. A. Thompson.
 1601720 Sgt. A. R. Tickner.
 1337416 Sgt. R. A. Tilbury.
 1480799 Sgt. V. J. S. Tindale.
 42542 Act. S/L P. R. Turgel, D.F.C.
 1376718 Sgt. R. Wadsworth.
 1380192 Sgt. V. N. Walker.
 1060035 Sgt. H. Ward.
 1390906 Sgt. J. G. Watkins.
 524492 Sgt. L. R. Whatley.
 1314530 Sgt. H. R. B. Whyatt.
 655863 Sgt. A. T. M. Wright.
 146838 P/O I. A. Wynn.
 1479972 Sgt. S. Allen.
 1332267 Sgt. S. A. J. Bailey.
 1347709 Sgt. S. G. Beattie.
 548837 Sgt. E. Bell.
 1517476 Sgt. E. B. Blackbarrow.
 1137645 Sgt. E. Broadhead.
 124924 F/O T. D. Brown.
 1313328 Sgt. E. S. Buck.
 130536 F/O S. W. J. Coventry.
 1530741 Sgt. D. W. Creevy.
 1315951 Sgt. T. W. R. Daniel.
 1368705 Sgt. J. Davidson.
 1129595 Sgt. W. Denham.
 987897 Sgt. F. Dykes.
 570198 Sgt. P. Falkingham.
 747200 Sgt. W. C. R. Foale.
 1167534 Sgt. P. Guest.
 1299618 Sgt. F. J. Hawkins.
 1534168 F/Sgt. F. Hemmings.
 1097285 Sgt. R. W. Hodges.
 129598 F/O C. B. Hooper.
 49586 P/O R. Hoos.
 1479264 Sgt. J. Howarth.
 128111 P/O S. Jebson.
 138812 P/O A. D. Johnson.
 1083975 Sgt. J. G. Kennedy.
 88419 F/L J. D. Keynes.
 40625 F/L R. H. Land.
 141976 P/O N. F. Lester.
 125696 F/O W. C. Luther.
 1349542 Sgt. H. S. McQuade.
 848364 Sgt. M. K. Matthews.
 1119211 Sgt. D. Montgomery.
 982053 Sgt. J. Muir.
 1332768 Sgt. H. S. Mulholland.
 1221250 Sgt. A. T. J. Murray.
 26242 W/C T. A. B. Parsella.
 1082026 Sgt. E. T. Powell.
 1507037 Sgt. J. H. Pritchard.
 128872 F/O G. Rawlinson.
 1385954 Sgt. N. P. Raynor.
 1358131 Sgt. J. H. Russell.
 1339266 F/Sgt. L. C. Schroeder.
 1127874 Sgt. A. Shaw.
 1183567 Sgt. H. Simpson.
 655242 F/Sgt. R. J. Steele.
 1451978 Sgt. D. C. Stone.
 993803 Sgt. J. Stone.
 1361367 Sgt. A. Tannock.
 1561460 Sgt. A. M. Taylor.
 51064 P/O D. T. Tonkinson.
 575638 Sgt. A. R. Waite.
 1374117 Sgt. J. J. Walker.
 658686 Sgt. J. W. Waring.



PLANING THE LAND.—A cornfield in Sicily, just harvested, is cleared and levelled for use as an Allied advanced landing ground.

1059932 Sgt. T. Whatmough.
940099 Sgt. J. S. Wilkins.
127130 F/O D. R. Woodroffe.
1376146 Sgt. H. D. Young.

Missing Believed Killed on Active Service

1383134 Sgt. H. K. Barker.
125997 P/O R. Bridge.
1314929 Sgt. E. C. J. Hill.
1384178 Sgt. J. H. Newton.
1295186 A.C.1 E. J. Cooper.

Killed on Active Service

1555479 Sgt. R. Allan.
1247249 Sgt. P. A. Allport.
1317678 Sgt. S. R. Barnes.
927683 Sgt. F. W. Barns.
798636 Sgt. R. G. Carter.
1214085 Sgt. J. J. Cooper.
1304070 Sgt. A. Edgar.
1072140 Sgt. M. Edwards.
42491 Act. S/L D. Evans.
808390 L.A.C. S. Goddard.
121293 F/O G. M. Gray.
808147 Sgt. B. Grimes.
1377270 Sgt. H. H. C. Harris.
135258 P/O F. J. Jessop.
1577871 Sgt. A. R. Marlow.
1352898 Sgt. D. W. Mason.
66564 F/O K. R. Mason.
137208 P/O A. I. T. Moir, D.F.C.

1208527 Sgt. J. B. Norman.
1800327 A.C.2 D. H. O'Brien.
79170 F/L N. Parry.
1258149 Sgt. L. R. Perriss.
112726 F/O H. Rathbone.
1292360 Sgt. E. J. Roberts.
1451605 Sgt. G. A. Shearer.
1566910 L.A.C. T. K. J. Simpson.
138393 P/O H. G. A. Thompson.
1260064 F/Sgt. D. J. Underwood.
1150164 L.A.C. D. V. Waddams.
808077 L.A.C. N. Wood.
1324770 Act. Sgt. S. R. Yeoman.
1330534 L.A.C. G. S. Hosh.
1335542 Sgt. W. A. D. McConnell.
1024867 Sgt. H. G. H. McCready.
1268278 Sgt. J. B. C. Methven.
1315030 Sgt. A. R. Nicholls.
1386980 Sgt. E. F. J. Oliver.
1384396 Sgt. R. G. Ordish.
1373639 Sgt. A. Orr.
1113589 F/Sgt. B. F. Snell, D.F.M.

655551 Sgt. W. A. Stewart.
1027584 F/Sgt. H. E. Tyas.
1368090 Cpl. H. Allen.
944162 Sgt. C. S. Anderton.
1417073 A.C.2 G. R. Band.
37716 S/L B. E. R. Bowden.
1380134 Sgt. N. Charnell.
129278 F/O E. Creed.
1075911 Sgt. R. J. Duncan.
1552290 Sgt. C. J. A. Ferguson.
1411137 P/O H. D. Francis.
1411885 A.C.2 W. A. Gravell.
577368 L.A.C. H. A. Green.
151817 P/O F. Hopkinson.
1439209 L.A.C. H. Hudson.
1438522 L.A.C. J. Lenaghan.
1584345 A.C.2 A. J. Sammons.
740712 W.O. V. A. Slouder.
578010 A.C.1 J. S. Thomson.
1579728 A.C.2 W. R. Whitehouse.
1425168 L.A.C. F. Wilson.
1428439 Sgt. P. E. Zoeller.
133831 F/O F. A. Barber.
1264795 F/Sgt. G. E. Berthaud.
657042 Sgt. M. C. Burton.
131795 Sgt. D. O. Charles.
1377355 Sgt. C. J. Clark.
33536 F/L B. Clegg, D.F.C.
987275 L.A.C. A. Crichton.
132723 F/O S. T. Daniels.

1379404 Sgt. R. W. Fitzsimmons.
1129713 Sgt. B. W. Gill.
121503 Act. F/L A. McM. Gillies.

151065 P/O H. Greatwich.
1212996 Sgt. R. J. Hawksley.
1318897 Sgt. R. Hughes.
927058 Cpl. D. L. Kay.
1000747 Cpl. W. Lavin.
1231203 Sgt. L. H. Lyle.
160005 P/O S. A. MacDuff.
744724 Cpl. T. J. Norris.
955979 Sgt. D. B. Pell.
1376336 F/Sgt. E. C. Pettitt.
1139924 L.A.C. S. Philip.
1540744 Cpl. C. Ranson.
906980 Sgt. G. A. Robbins.
33399 S/L D. Salwey, D.F.C.
1036974 Sgt. T. Saul.
1196519 Sgt. F. W. Stevenson.
1600650 Sgt. F. J. M. Tremble.
527572 Sgt. F. Wallis.
132761 F/O F. H. Warburton.

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

1263246 Sgt. N. W. Callister.
650324 L.A.C. G. K. Hamilton.
84525 P/O J. T. Howdle.
1187295 Sgt. R. Pontin.
1314908 Sgt. P. B. Kember.

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

1059810 A.C.1 J. S. Holt.
1312244 Sgt. N. E. Spenceley.

Previously Reported Missing, Now Presumed Killed on Active Service

785025 F/Sgt. D. C. H. Copping.
70149 F/L R. D. Crofton.

Wounded or Injured on Active Service

120152 F/O A. H. Bracey.
657504 Sgt. J. A. Clark.
128957 F/O J. C. Kay.
1629271 A.C.2 S. L. Perry.
1312271 F/Sgt. I. V. Peters.
1366048 Sgt. A. D. Roscoe.
1632429 A.C.1 J. Stevenson.
1330100 Sgt. R. W. Taggart.
1449444 L.A.C. F. Taylor.
1242854 L.A.C. W. B. Chittack.
1337512 Sgt. K. G. Cooper.
900333 Sgt. T. K. Fewings.
1337998 Sgt. V. J. Landrey.
1400148 L.A.C. J. S. William.
1607542 A.C.2 E. A. Barton.
1565165 A.C.1 A. Orr.
1625835 A.C.2 K. M. Savage.
1805953 A.C.2 F. D. Speed.
1894255 A.C.2 F. S. F. White.
1593717 A.C.2 A. Naylor.

Died of Wounds or Injuries Received on Active Service

339725 L.A.C. K. S. Hunt.
912439 L.A.C. E. B. Jones.
931715 Sgt. M. N. Williams.
1521814 L.A.C. H. Berry.
1019155 Sgt. W. B. Courtney-Cox.
141718 P/O S. G. Peters.
1343997 Sgt. J. Steel.

Died on Active Service

1399547 L.A.C. P. W. Baker.
1397996 A.C.2 J. F. Convoiy.
549326 Cpl. K. G. Coulter.
114605 F/O D. P. Higgins.
1724353 A.C.1 A. E. Maynard.
1460296 L.A.C. R. E. Plowright.
1621050 Cpl. E. Smith.
1158256 L.A.C. A. E. Bland.
1669758 A.C.2 G. A. Greenham.
1065885 L.A.C. G. McClellan.
1413454 L.A.C. O. L. Paull.

509338 W.O. R. C. Rankin.
1021382 L.A.C. E. Sansum.
1727030 A.C.1 E. C. Toovey
1351870 Sgt. H. Blackburn.
1237432 L.A.C. A. L. Bliss.
1346934 L.A.C. J. Carden.
1318575 A.C.2 R. J. Creswick.
1386045 L.A.C. A. H. Denny.
532049 Sgt. J. R. Duthie.
1647356 A.C.2 E. Fearnley.
1231782 L.A.C. D. Havard.
956060 Cpl. H. W. C. Hudson.
1580348 A.C.2 A. Hughes.
1088883 L.A.C. L. C. Lowe.
1556901 L.A.C. D. P. MacGavin.
621253 L.A.C. J. J. Maguire.
1192353 Cpl. C. F. Pepper.
2208669 A.C.2 I. Pilgrim.
1031482 Cpl. L. H. Saville.
901729 L.A.C. W. M. Scott.
1568949 A.C.2 R. S. Stewart.
621556 Cpl. D. Waugh.
45239 Act. S/L W. Wilson.
1270402 Sgt. R. H. Ash.
1550823 A.C.1 R. Crawley.
1280426 L.A.C. R. W. Ford.
65372 F/O N. H. Hart.
1054667 L.A.C. R. Hill.
1452452 Sgt. P. A. Nicholl.
1539997 A.C.2 F. R. C. Plant.
66548 Sgt. S. Scragg.
1380458 Sgt. H. J. Sharp.
1643299 A.C.2 E. F. Shores.
1030473 Sgt. E. C. Sutton.
1610304 A.C.2 C. C. Wadden.
1323752 L.A.C. F. A. Watling.

Previously Reported Missing, Now Reported Prisoner of War

1254411 Sgt. F. P. Goodridge.
1335599 Sgt. E. G. Greenhill.

WOMEN'S AUXILIARY AIR FORCE

Died on Active Service

475512 A.C.W.2 C. L. Allen.
2054564 A.C.W.1 J. Burnett.
467390 A.C.W.2 B. Williams.
2130078 A.C.W.1 W. M. Reynolds.
5540 Sec. Off. D. M. Seeley.

Died of Wounds or Injuries Received on Active Service

2062173 A.C.W.1 V. A. Clowes.

Wounded or Injured on Active Service

2026866 L.A.C.W. L. S. Ellis.
2096795 L.A.C.W. E. G. Reynolds.
447629 L.A.C.W. S. I. Barnard.
447972 A.C.W.1 A. Gimlinge.

ROYAL AUSTRALIAN AIR FORCE

Killed in Action

Aus.408027 P/O C. L. Cubitt.
Aus.406373 P/O R. J. Stokes.
Aus.400664 P/O N. F. D. Simpson.

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

Aus.403276 Sgt. D. T. McLean.
Aus.401244 Sgt. R. D. McPherson.
Aus.403292 Sgt. R. B. Owen.
Aus.407688 Sgt. A. G. Smith.
Aus.401680 Sgt. L. W. Stephenson.
Aus.403565 Sgt. A. I. L. Downs.
Aus.406682 Sgt. B. P. Shaddick.
Aus.411451 Sgt. W. W. Jarrett.
Aus.411397 Sgt. C. H. M. Smith.
Aus.403158 Sgt. H. T. A. Turner.
Aus.408139 Sgt. C. C. Viney.

Previously Reported Missing, Now Presumed Killed in Action

Aus.404537 Sgt. A. E. Carson.
Aus.404344 Sgt. E. J. Lawer.
Aus.401251 Sgt. N. L. Smith.
Aus.402699 P/O H. G. Waddell.
Aus.407992 F/Sgt. K. C. Bennett.
Aus.404949 F/Sgt. E. K. F. Brasher, D.F.M.
Aus.411281 F/Sgt. H. H. Brien.
Aus.404472 Sgt. W. R. S. Cornish.
Aus.411007 Sgt. A. D. Crowther.
Aus.405310 F/Sgt. I. V. Heatley.
Aus.403139 Sgt. D. W. Johnson.
Aus.401646 F/Sgt. D. Kerr.
Aus.406694 Sgt. P. L. Looney.
Aus.400677 F/Sgt. A. J. Marfell.
Aus.405061 Sgt. C. E. J. O'Keefe.
Aus.404685 F/O O. J. Sanderson.
Aus.401587 Sgt. R. Brook.
Aus.403554 F/Sgt. R. A. Buntine.
Aus.402771 F/Sgt. G. R. Ferguson.
Aus.401504 P/O W. L. V. Hallet.
Aus.403812 Sgt. W. J. Hoban.
Aus.403209 Sgt. C. P. Jenkins.
Aus.400229 F/O G. R. Lind.
Aus.402806 Sgt. J. Power.
Aus.402483 F/O R. P. Barker.
Aus.404881 Sgt. J. W. Benn.
Aus.401361 Sgt. C. G. Bentley.
Aus.402993 P/O D. Gray.
Aus.407749 F/O D. Laurenti.
Aus.416064 Sgt. W. A. Ramsey.
Aus.411406 Sgt. S. A. Shailer.
Aus.405088 Sgt. C. L. Unsworth.

Previously Reported Missing, Now Reported Killed in Action

Aus.407364 F/Sgt. J. A. R. Hunt.
Wounded or Injured in Action
Aus.412445 F/Sgt. T. H. Greenhalgh.

Missing Believed Killed in Action

Aus.405966 F/Sgt. B. M. T. Davis.
Aus.412411 Sgt. K. D. Dyce.
Aus.413329 Sgt. J. O. Wilson.
Aus.421066 F/Sgt. C. S. Wright.

Missing

Aus.404541 F/Sgt. A. Barnes.
Aus.401913 F/O V. J. Coreless.
Aus.20388 Sgt. T. H. Doran.
Aus.404238 W.O. C. L. Edwards.
Aus.415126 Sgt. J. Egan.
Aus.411906 F/Sgt. J. H. T. Hayes.
Aus.32834 Sgt. J. H. Hogg.
Aus.416015 F/O R. G. Bowley, D.F.C.

Previously Reported Missing, Now Reported Killed in Action

Aus.405209 F/Sgt. J. E. Jackson.
Aus.407986 F/Sgt. J. C. Kelly.
Aus.409144 Sgt. R. A. Kerr.
Aus.408662 Act. F/L M. K. McKenzie.

Aus.207727 P/O N. J. McLeod.
Aus.21704 L.A.C. J. Murdock.
Aus.409274 F/Sgt. J. M. Parsons.
Aus.1761 F/L T. W. Patrick.
Aus.27195 Sgt. J. A. Pearce.
Aus.416613 F/O K. L. Ridings.
Aus.412844 F/Sgt. D. Ross.
Aus.415060 F/Sgt. D. L. Wallace.
Aus.401004 P/O K. C. Wathen.
Aus.404473 F/Sgt. J. B. Whyte.
Aus.414764 Sgt. A. E. Chapman.
Aus.275328 F/O E. K. Chivers.
Aus.6157 F/O R. S. Giddey.
Aus.411811 F/Sgt. F. J. O'Grady.
Aus.411839 F/Sgt. J. S. U. Biffen.
Aus.21144 Sgt. A. A. Prowse.

Missing Believed Killed on Active Service

Aus.411768 F/Sgt. J. S. Freeth.
Aus.404593 F/O I. H. Whitson.

Killed on Active Service

Aus.414195 P/O G. N. J. Bryde
Aus.413982 Sgt. D. M. Gibson.
Aus.411702 Sgt. C. L. Harris.
Aus.5553 Sgt. C. Nelson.
Aus.411620 Sgt. D. E. Veness.
Aus.416321 Sgt. J. M. Brown.
Aus.420453 Sgt. C. B. Crabbe.
Aus.420681 Sgt. A. Kerrigan.
Aus.403220 Sgt. I. E. Kirk.
Aus.416655 F/Sgt. G. B. Coad.
Aus.413014 F/O M. S. McQualter.

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

Aus.411031 Sgt. C. H. R. McKee.
Aus.405450 Sgt. O. Morgan.

Previously Reported Missing, Now Presumed Killed on Active Service

Aus.401345 Sgt. E. D. Brabender.

Wounded or Injured on Active Service

Aus.406545 F/O J. Herington.
Aus.415275 F/Sgt. J. G. Reece.

Died of Wounds or Injuries Received on Active Service

Aus.415769 Sgt. R. C. Denny.
Aus.421026 Sgt. F. L. Nelson.

ROYAL CANADIAN AIR FORCE

Killed in Action

J.20854 P/O A. B. Douglas.
R.120807 Sgt. S. D. Frewen.
R.119705 Sgt. A. J. Grenon.
R.114570 Sgt. A. J. Simpson.
R.125283 Sgt. R. B. Bryers.
J.12829 P/O J. W. Clarke.
R.133113 Sgt. W. F. Hopps.
J.6007 F/O E. F. Paige, D.F.C.
R.113616 F/Sgt. F. A. R. Milbury.
R.117558 Sgt. H. D. G. Ward.
R.135170 Sgt. J. C. E. Jette.
R.132829 Cpl. R. S. McDonald.
R.96762 Sgt. J. E. R. Marchand.
R.66593 Sgt. M. P. Scullion.
R.91945 F/Sgt. L. Ward.

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

R.115406 Sgt. D. R. Dewar.
R.77142 F/Sgt. S. A. Goss.
R.87497 Sgt. J. E. R. Lavigne.
R.79067 Sgt. D. Mann.
J.16687 P/O A. W. Stevenson.
R.92243 Sgt. W. M. Andrews.
J.9570 P/O W. H. Donovan.
R.84183 Sgt. R. K. Griffith.
J.10161 P/O J. D. McLeod.
R.67913 F/Sgt. E. D. Moye.
J.7784 P/O J. F. Nicolle.
J.15443 P/O M. J. O'Sullivan.
J.15262 P/O J. H. R. Paradis.
R.79163 F/Sgt. N. S. Phillips.
J.9460 P/O J. F. Stokes.
R.77248 Sgt. J. O. Tuller.
R.105561 Sgt. W. O. Anderson.
R.84501 Sgt. G. S. Bickerton.
R.115527 Sgt. D. H. Chapman.
J.11210 P/O R. E. Clarke.
R.139948 Sgt. W. D. Deatherage.
J.10413 P/O D. C. King.
R.95318 F/Sgt. D. Murray.

Previously Reported Missing, Now Presumed Killed in Action

R.66684 Sgt. J. McK. Atkinson.
J.7541 P/O F. L. Flynn.
R.62650 F/Sgt. J. G. Forbes.
R.83873 F/Sgt. T. J. Hannah.
R.78054 Sgt. B. D. Nidelman.
R.58432 F/Sgt. W. J. Porritt.
D.F.M.
R.77147 W.O. C. A. Beach.
R.77556 Sgt. B. Carroll.
R.85838 Sgt. L. S. Ernest.
R.79093 Sgt. S. G. Gray.
R.59351 F/Sgt. A. G. Johnston.
R.87459 F/Sgt. G. McArter.
R.126898 Sgt. G. T. Reyburn.
R.92207 Sgt. J. E. Rodgers.
R.55367 Sgt. W. P. Begley.
R.82284 Sgt. P. W. B. Box.
R.116332 Sgt. A. L. Caron.
R.75858 Sgt. R. J. Edgar.
C.1167 F/L C. W. J. Fernie.
R.69808 F/Sgt. G. A. Firman.
R.99690 Sgt. W. W. Lott.
J.15164 P/O D. S. Masur.
R.85295 Sgt. J. R. Moore.
J.7613 P/O P. D. Mosher.
R.71423 F/Sgt. A. D. Nightingale.
J.9288 P/O D. W. Ross.
R.80558 F/Sgt. J. H. Rowney.
J.6280 P/O J. A. Smith.
R.79088 Sgt. R. B. Ayers.
J.9160 P/O G. McK. Beech.
J.15411 P/O A. Birchall.
R.84157 Sgt. G. T. Bloomer.
R.71563 W.O. P. S. O. Brichta.
D.F.M.

J.8102 P/O H. H. Burton.
R.62938 F/Sgt. F. Y. Campbell.
C.1613 F/L J. S. Cardell.
R.106062 Sgt. F. M. Cole.
J.15537 P/O R. J. Corrigan.
R.67644 Sgt. J. A. Elmslie.
R.78053 F/Sgt. G. J. Foreman.
R.110413 Sgt. R. H. Galipeau.
J.15745 P/O G. C. Gould.
R.99687 Sgt. J. C. Kerr.
R.7735 F/Sgt. L. J. Lemoine.
R.86751 Sgt. J. M. Lowe.
J.15435 P/O J. M. McAleavey.
J.7796 P/O M. L. McCarthy.
R.76227 F/Sgt. J. C. MacDonald.
J.9506 P/O D. G. McLean.
R.67249 Sgt. W. V. McQuaid.
R.80905 F/Sgt. A. J. Matches.
R.93957 Sgt. J. D. Maxwell.
R.77771 F/Sgt. T. F. Murphy.
R.76634 Sgt. G. H. S. Ross.
R.103664 Sgt. R. A. Salchenberger.
J.15280 P/O J. R. Scott.
J.9175 P/O L. E. Swatridge.
C.15066 P/O B. A. Thornley.
R.74264 F/Sgt. H. J. Thurston.
R.82838 Sgt. S. A. Wilson.
J.15546 P/O R. Woof.

Wounded or Injured in Action

R.105000 Sgt. W. N. MacEachern.
R.96904 Sgt. J. C. J. L. Tremblay.
R.134085 Sgt. L. G. Collins.
J.14192 P/O A. P. McCracken.
R.121729 Sgt. W. Lachman.
R.86139 W.O. W. N. Shepherd.

Missing Believed Killed in Action

R.99818 Sgt. R. M. Costello.
J.7079 F/O W. H. N. Pearce.
R.76084 W.O. W. R. Thompson.
J.17079 P/O J. F. X. G. Berthiaume.
R.107211 Sgt. W. J. Hills.
J.20351 P/O W. Reynolds.
R.113195 Sgt. A. C. Worden.

Missing

J.13842 P/O A. F. Beaton.
R.117670 Sgt. J. N. P. E. Comeau.
R.175992 Sgt. O. H. Sibson.
R.152522 Sgt. D. R. Gilchrist.
J.6499 Act. F/L J. A. Guest.
R.111333 Sgt. G. G. Hart.
R.128981 Sgt. C. G. Kernaghan.
R.142748 Sgt. J. C. Lamond.
R.104713 Sgt. J. F. R. Laurence.
R.88370 Sgt. D. W. MacFarlane.
R.110283 Sgt. G. C. P. O'Hara.
R.92596 Sgt. J. F. Selman.
R.155648 Sgt. L. G. Smith.
J.3722 F/L H. R. Sutton.
D.F.C.
R.72344 Act. W.O. T. H. Thompson.

R.104910 Sgt. J. V. J. R. Veys.
J.21717 P/O H. M. Wygle.
R.123174 Sgt. E. H. Alderson.
R.124012 Sgt. D. L. Beatty.
R.102142 Sgt. A. F. Birkbeck.
J.13115 F/O S. A. Bishop.
J.7430 F/O J. M. Colvin.
R.88868 Sgt. E. J. Cotton.
R.70806 Sgt. J. Hooper.
R.90327 Sgt. J. Y. Houston.
J.21463 P/O F. H. Hubbs.
R.158735 Sgt. L. R. Lamoure.
R.115437 Sgt. G. E. J. Lebiham.
R.100909 F/Sgt. T. R. Livermore.
R.137063 Sgt. R. M. Mingay.
R.115845 Sgt. G. D. Nisbett.
R.75615 F/Sgt. S. Pennington.
R.153603 Sgt. R. M. Ricketts.
R.94489 Sgt. D. Slobotsky.
R.128732 Sgt. N. C. Swann.
R.123539 Sgt. R. E. Talman.
J.14813 P/O H. Uretzky.
R.101923 Sgt. S. G. Ward.
J.22809 P/O J. K. Watson.
J.14175 P/O G. S. Wilson.
R.109935 Sgt. F. E. Winegarden.
J.6384 F/O G. H. Carson.
J.17259 P/O C. K. Coker.
R.118286 Sgt. M. G. K. East.
R.107262 Sgt. J. W. Evans.
R.151473 Sgt. R. R. Mantha.
R.124287 Sgt. E. S. Pollon.
J.22555 P/O H. N. Petts.
R.152317 Sgt. F. W. Ralph.
R.84977 F/Sgt. C. T. Smith.
R.122267 F/Sgt. H. Sponser.
R.92104 F/Sgt. E. A. Sproule.
R.95347 Sgt. R. W. Stanley.
R.112455 Sgt. A. S. Thomson.
J.15487 F/O I. S. Thomson.
R.99557 Sgt. W. H. Wyatt.
J.16906 P/O G. W. Young, D.F.C.
J.16754 P/O R. G. Allan.
R.101346 Sgt. A. G. Bailey.
J.17567 P/O G. R. Brown.
R.96182 F/Sgt. J. Cooper.
R.76847 Sgt. H. E. Eddy.
R.84175 Sgt. L. P. Edwards.
R.95905 Sgt. W. M. Ellis.
J.12974 F/O J. A. Farnham.
R.91889 Sgt. A. E. Fowell.
J.17223 P/O A. G. Grant.
R.119753 Sgt. J. M. R. Lang.
R.82368 F/Sgt. E. J. V. Levesque.
J.17209 P/O R. M. Murray.
R.148749 Sgt. A. F. O'Rourke.
R.56995 Sgt. A. J. W. Schmok.
R.98213 F/Sgt. R. E. Taylor.

Missing Believed Killed on Active Service

J.20126 P/O T. A. Heiron

Killed on Active Service

R.74871 Sgt. H. R. Downing.
R.115267 Sgt. R. E. Manser.
J.17409 P/O R. K. Van Cleaf.
R.102632 Cpl. J. L. Johnston.
R.101981 Sgt. G. J. Rankmore.
R.100271 Cpl. W. G. Abbott.
R.120876 Sgt. G. Assaf.
J.15652 F/O G. S. Hynam, D.F.C.
J.4105 F/L G. W. Mason.
J.16068 P/O E. J. Ross.
R.156843 Sgt. J. L. Soos.

R.87409 F/Sgt. J. E. Cosford.
R.120737 Sgt. M. G. Gordon.
R.50802 Sgt. D. H. Matheson.
R.100538 Sgt. L. J. O'Connor.
J.12243 F/O J. Rogers.

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

R.69236 Sgt. D. C. McDonald

Wounded or Injured on Active Service

R.122672 L.A.C. G. E. Laidlaw.
R.162117 Sgt. J. A. McLeod.

Previously Reported Missing, Now Reported Prisoner of War

R.75616 Act. W.O. C. C. Hill.
J.16229 P/O D. M. Logan.

ROYAL NEW ZEALAND AIR FORCE

Killed in Action

NZ.422656 F/O J. V. Gustafson.
NZ.42298 Sgt. L. F. T. Johns.
NZ.40239 F/O M. G. McNeill.
NZ.411209 F/Sgt. R. A. Gilchrist.

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

NZ.404617 F/Sgt. D. Miller.
NZ.402983 F/Sgt. T. G. Clark.
NZ.413988 Sgt. D. S. Oldridge.

Previously Reported Missing, Now Presumed Killed in Action

NZ.41886 P/O G. L. Donne.
NZ.404995 F/Sgt. K. C. Brown.
NZ.411064 Sgt. D. G. Craill.
NZ.405273 F/O N. R. Holmes.
NZ.411422 Sgt. R. L. A. McFarland.

NZ.402525 Sgt. H. W. Pike.
NZ.404095 F/Sgt. H. J. Price.
NZ.40209 F/Sgt. L. P. Russell.
NZ.404960 F/Sgt. R. V. Snook.
NZ.403780 P/O J. C. Webster.
NZ.402237 P/O G. F. Beaver.
NZ.403419 F/O N. R. Blunden.
NZ.40914 F/Sgt. L. M. Chamberlain.

NZ.402543 P/O E. F. Chandler.
NZ.41932 P/O W. J. Parton.

Missing Believed Killed in Action

NZ.416445 F/O C. F. Blanchard.
NZ.414318 F/Sgt. L. C. Maunsell.
NZ.414535 F/Sgt. A. W. Wood.

Missing

NZ.402539 F/Sgt. J. E. Clarke.
NZ.421318 Sgt. D. D. Coates.
NZ.416465 F/Sgt. T. W. Darton.
NZ.42294 F/O W. V. Fitzgerald.
NZ.415538 F/Sgt. H. A. Lister.
NZ.415073 F/Sgt. G. A. Mathias.
NZ.412736 F/O H. D. Pye.
NZ.422668 Sgt. J. M. P. Riordan.
NZ.413786 F/Sgt. I. M. Sykes.
NZ.416581 Sgt. J. K. Wilkins.
NZ.403593 F/Sgt. R. J. Baxter.
NZ.415640 Sgt. S. M. Tietjens.
NZ.417063 Sgt. F. J. L. Joblin.

NZ.421342 Sgt. G. W. Turnbull.
NZ.413833 P/O A. W. Flack.
NZ.404949 F/Sgt. C. L. Saunderson.
NZ.411964 Sgt. R. A. F. Woods.
NZ.413106 Sgt. A. T. W. Moore.

Killed on Active Service

NZ.421745 Sgt. P. R. S. Miller.
NZ.414730 Sgt. A. R. Davis.
NZ.415053 F/Sgt. F. G. Addis.
NZ.405343 F/Sgt. F. D. Thomson.
NZ.403984 P/O E. E. Pederson.
NZ.413453 F/O D. B. Mollgaard.

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

NZ.405230 P/O M. M. Campbell.
NZ.404363 P/O W. U. Hewett.

Wounded or Injured on Active Service

NZ.412654 F/Sgt. G. A. Butt.
NZ.415184 F/O E. J. Crang.

Died of Wounds or Injuries Received on Active Service

NZ.416683 Sgt. K. T. Devery.

Died on Active Service

NZ.411004 F/Sgt. J. Badcock.

Previously Reported Missing, Now Reported Prisoner of War

NZ.411909 F/O H. R. Leckie.
NZ.412338 Sgt. F. Manglesen.

SOUTH AFRICAN AIR FORCE

Killed in Action

206169 Lt. B. Merrington.

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

102453 Lt. N. B. Boyd.
103756 Lt. L. A. Carnovski.
100543 2nd Lt. D. De Klerk.
28205 Lt. A. M. Duncan.
206398 Air Sgt. F. Olivier.

Previously Reported Missing, Now Presumed Killed in Action

104051 Lt. I. Brown.
102234 F/Sgt. J. A. Cclverd.
102493 Lt. A. M. Donnelly.
103082 Lt. R. Jones.
205546 2nd Lt. R. F. Marrilli.

Missing Believed Killed on Active Service

102264 F/L G. W. Minto.

Killed on Active Service

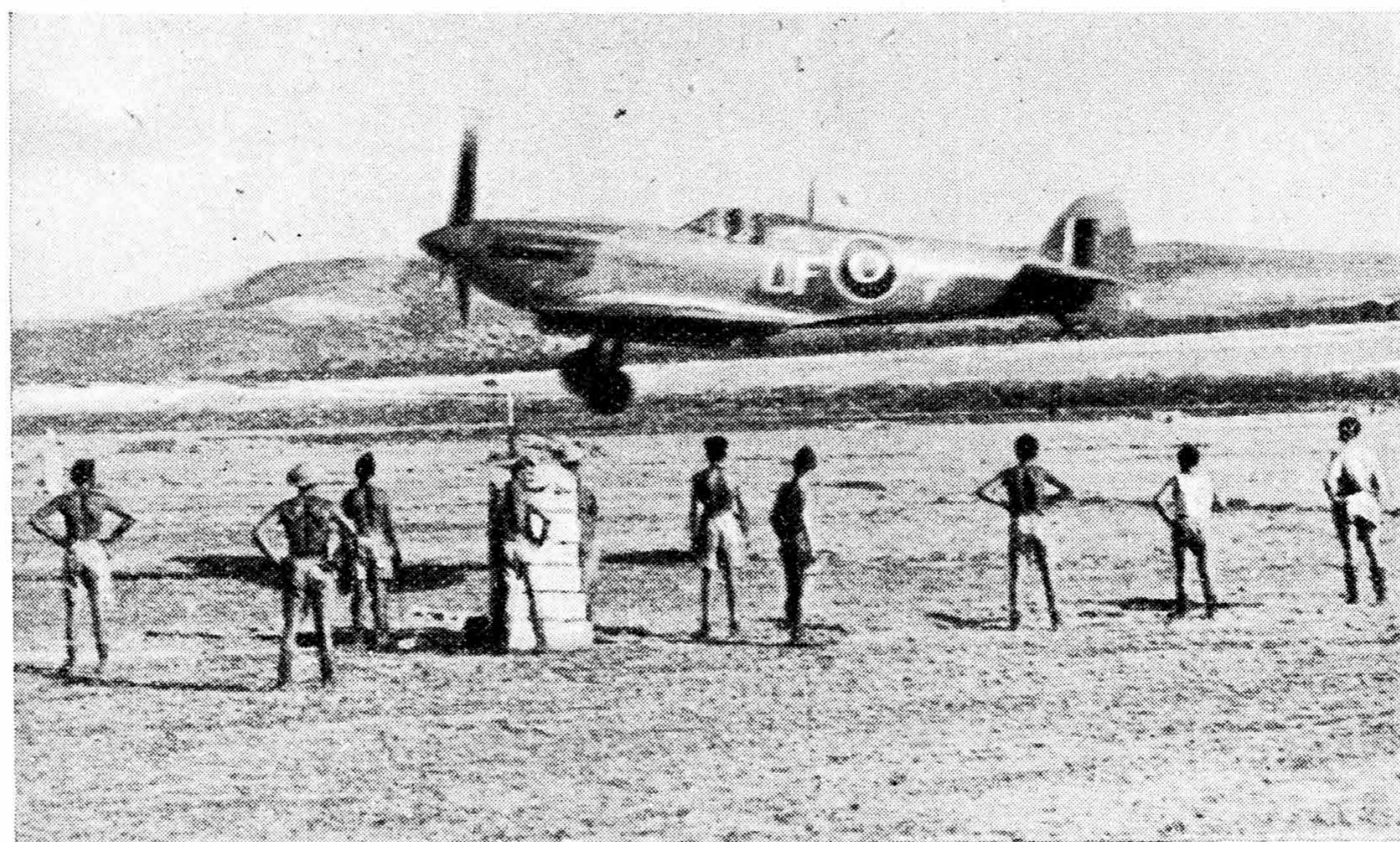
205960 Lt. J. S. L. Jackson.
542762 L. F. Comyns.

Wounded or Injured on Active Service

206762 Lt. J. B. Ellis.
48044 Capt. O. B. Martin.

Died on Active Service

98244 Sgt. W. J. Hulley.
59709 Air Sgt. J. J. Green.



FOLLOWING THE REAPER.—A Supermarine Spitfire VB landing at an advanced landing ground in Sicily where a few weeks earlier "fair waved the golden corn."

EXTRACTS FROM THE LONDON GAZETTE

Air Ministry, April 27, 1943.

RESERVE OF AIR FORCE OFFICERS

GENERAL DUTIES BRANCH.—Sqn. Ldr. L. S. Scott-Edeson is transf. to the Admin. and Spec. Duties Br. Apl.

Flt. Lt. E. M. Halse resigns his Commn. Feb. 27. 1942. Flt. Lt. F. C. Gibbs is dismissed the Service by sentence of General Court Martial. Mar. 27.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—H. G. Wells to be Sqn. Ldr. in class CC. Apl.

To be Flt. Lts. in class CC:—Mar.: E. S. Birchall, E. M. Kray, Gordon Linton, Harold Pike. Apl.: J. Y. Allen, H. W. Knott.

MEDICAL BRANCH.—Wg. Cdr. E. G. Howell, M.B., Ch.B., relinquishes his commn. on account of ill-health and retains his rank. Apl.

ROYAL AIR FORCE VOLUNTEER RESERVE

GENERAL DUTIES BRANCH.—To be Plt. Offs. on prob. (emergency):—Feb.: M. D. Creighton Wt. Offs.: Sept., 1942: Frank Stott, D.F.M. Jan.: D. C. Mason. Feb.: C. H. T. Tubman. Mar.: S. D. Chapman. Flt. Sgts.: July, 1942: Stanley Owen. Sept., 1942: H. W. M. Scott. Nov. 1942: R. F. Wilden. Jan.: J. S. Hay, J. S. Anderson, A. N. Brooks, L. R. Healey, D.F.M., L. G. Searle, D. A. Laibery. Feb.: J. F. Kistruck, S. C. Matthews, F. A. Stevens, J. S. Vertigen, G. R. Herbert, John Page, K. H. Wellman, F. M. Potter, R. H. Griffiths, C. H. Armour, A. P. Pemberton, K. H. Frith. Temp. Flt. Sgt.: Nov., 1942: D. R. Pole. Sgts.: June, 1942: Roy Smith. Sept., 1942: Edward Davies. Oct., 1942: D. J. Taylor. Nov., 1942: J. A. McKenzie. Dec., 1942: V. W. May, B. C. Coates, D.F.M., William Hall, F. G. Saunders, C. J. Nolan. Jan.: J. T. A. Curran, Edward Backhouse, R. C. Gould, Norman Barrett, Henry Paterson, E. W. W. Feldon, L. J. Lindridge, James Kirkwood, G. O. McGregor, P. R. McLaren, William McDonald, James Mansfield, V. G. Hilbourne. Feb.: W. A. Smith, C. N. Spurdens, E. L. Herring, J. M. Curnow, P. D. Blackham, J. A. H. Edwards, Stanley Evans, J. H. D. Hammond, John Page, J. L. Cuninghame, B. H. P. Keady, Fred Worsnop, O. C. Brown, A. J. Mellor. Mar.: J. D. Blackburn, G. B. Chapman. Cpls.: Feb.: A. F. Herbert, C. E. T. Mercer, D. G. Turner. Mar.: G. A. Watling, G. K. Luton. Ldg. Acem.: Sept., 1942: C. E. L. Dance. Oct., 1942: Peter Carling, W. J. Dowell, C. W. Nunn. Nov., 1942: Alexander Lamb. Dec., 1942: D. S. F. Hunt-Duke, B. G. D. Bujac. Jan.: J. W. Downing, P. M. Woodriddle, E. R. Carrington, J. M. Farquharson, F. T. Hopps, N. D. Booker, R. F. Brodie, P. R. Brown, S. G. Burrows, A. C. Christie, Kenneth Hadfield, A. D. Jones, B. R. King, K. P. Oldham, W. F. Plumpton, James Pullar, W. C. Range, W. J. Stevens, S. A. Swain, C. G. Rogers, M. H. Davies, O. L. Albutt, R. J. Blake, T. W. Cottle, J. W. Gage, William Lowe, Henry McCarthy, G. C. Reed, C. R. M. Stroud. Feb.: J. D. Johnston, S. A. Barry, S. S. Chamberlain, A. C. Holloway, L. W. J. Leask, A. M. Martin, Alexander Yates, E. W. Asprey, R. H. Irvine, Dorian Keen, H. M. Plant, H. G. L. West, L. A. A. Butler, A. L. Crockford, A. K. Lang, R. S. Martin, H. K. Mepham, Kenneth Roberts, J. L. Schooling, G. L. Ashman, William Bell, R. A. Whitaker, A. W. J. Lyons, John Metcalf, E. J. H. Morgan, D. C. Murton, B. S. Phillips, F. C. Rainbird, R. A. S. Redd, P. F. Reed, G. R. Sidebotham, J. J. Songest, Harold Spooner, P. C. Beloe, R. N. Beveridge, R. A. Belton, R. E. Bond, M. J. F. Burge, M. H. Cullen, C. W. Dawe, J. R. Dowling, W. B. F. Galloway, E. C. Guilding, E. D. M. Jones, Richard Knight, A. B. Venables, H. E. R. Wade, H. J. Wallace, T. H. P. Walton, L. R. Watson, J. B. Way, Reginald Wilcox, M. A. Wimberley, Henry Yelloweas, K. J. Banks, E. M. Barrett. Mar.: G. F. Andrews, L. H. Iles, R. D. Jephcott, J. A. Turner, H. L. Hibbs, D. G. Kino, F. W. Mason, W. F. Mellor, R. G. C. Skinner, D. A. Dyball, Joseph Fallon, F. E. Sinden, Albert Smith, Harry York, M. G. Gladwell, W. A. L. Colhoun, E. W. Bartlett, G. H. Clarke, J. R. Corke, A. E. Ferguson, D. R. Hale, J. D. Le Bouvier, H. B. Hall, H. S. Horsfall, George Coates, D. S. Needham, J. C. Giles, A. E. Busby, T. H. Cowley, J. A. Grimer.

To be transf. to the Admin. and Spec. Duties Br.:—Apl. Flt. Lt.: E. J. Coutts. Flg. Off.: R. A. A. Doherty, D.F.C.

Flg. Off. T. G. Bartlett is transf. to the Accountant Br. with effect from and sen. of Apl. 12.

Flg. Off. A. L. Mascall takes rank and precedence as if his appt. as Flg. Off. bore date Oct. 23, 1942. Reduction from Mar. 29.

Plt. Off. J. W. Woolfries takes rank and precedence as if his appt. as Plt. Off. bore date Oct. 18, 1942. Reduction from Jan. 21.

Plt. Offs. relinquish their commns. on account of ill-health:—Apl.: B. W. Fensham, D. M. H. Satchelle.

The commns. of the folg. Plt. Offs. (prob.) are terminated:—Apl.: P. K. Heller, A. Henderson, D. Leathley.

Flg. Off. D. F. F. Forbes is dismissed the Service by sentence of General Court Martial. Apl. 9.

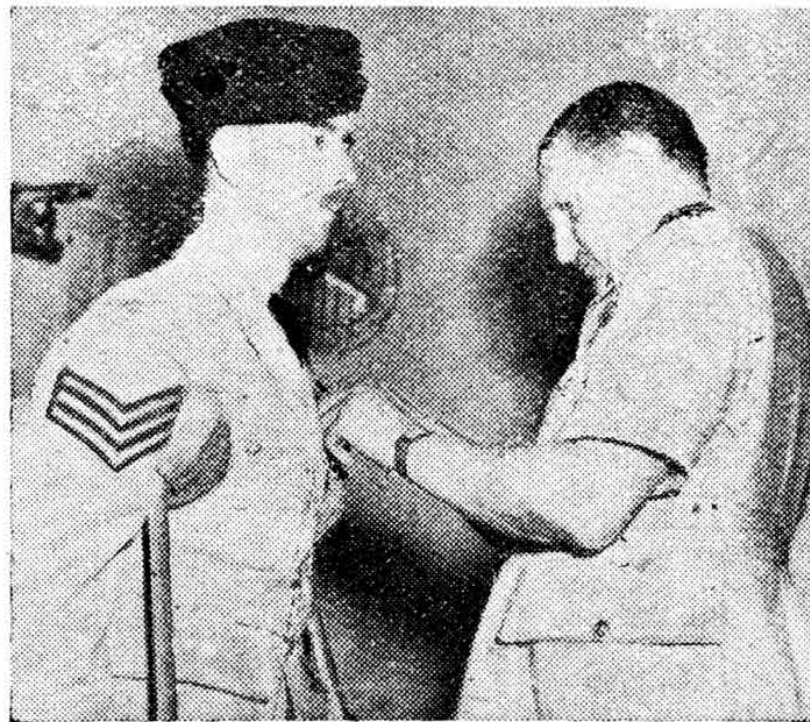
AMENDMENTS.—In notifi. of Jan. 23, 1941, concern. W. H. Goodman, for Oct. 18 read July 8.

In notifi. of Jan. 20, 1942, concern. T. H. Green, for Oct. 18 read July 8.

In notifi. of June 16, 1942, concern. Reginald Swift, for Mar. 28 read Apl. 14, 1942.

TECHNICAL BRANCH.—To be Plt. Offs. on prob. (emergency):—Wt. Off.: Mar.: C. J. G. Haydon. Flt. Sgt.: G. F. S. Keen. Act. Flt. Sgt.: D. C. Hall. Sgt.: D. L. Wood. Cpls.: A. H. Chadwick, F. I. Harris, J. B. Hoare, M. W. A. Pyle, M. F. J. Samuel, D. I. Thomas, R. A. Wyatt. Ldg. Acem.: J. M. Bond, E. W. Bryant.

To be Act. Plt. Offs. on prob. (emergency):—



REWARD OF GALLANTRY.—Air Chief Marshal Sir Sholto Douglas, Air Officer Commanding-in-Chief, Middle East, presenting the Conspicuous Gallantry Medal to Sergeant T. B. Petrie who stuck to the controls of his Wellington when badly wounded, having one foot practically severed.

Flt. Sgts.: Mar.: J. D. Pinkney, S. K. Reeves, Sgts.: T. B. Smart, P. C. H. Palmer, G. C. Praill, William Redpath, Sidney Ringwald, P. A. Rowland. Act. Sgt.: B. N. S. Nicholson. Cpls.: J. R. Cole, K. G. Duck, D. R. Penney, R. B. Scott. Ldg. Acem.: John Reid.

Plt. Off. A. H. Phillips takes rank and precedence as if his appt. as Plt. Off. bore date Nov. 3, 1942. Reduction from Mar. 8.

AMENDMENTS.—In notifi. of Feb. 3, 1942, concern. G. R. Allen, for Jan. 15 read Jan. 25.

In notifi. of Feb. 16, concern. H. G. Hawker, for Act. Plt. Off. (prob.) read Plt. Off. (prob.).

BALLOON BRANCH.—Flg. Off. P. D. Stone is transf. to the Admin. and Spec. Duties Br. Apl.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—H. M. Sichel to be Plt. Off. on prob. (emergency). Mar.

To be Act. Plt. Offs. on prob. (emergency):—Feb.: E. W. Pearce. Flt. Sgts.: Mar.: Harold Blackburn, B.E.M., E. G. Redington, J. M. Appleby, R. M. Hilton, J. T. W. Robbins, G. R. Curry. Act. Flt. Sgt.: W. H. Burns. Sgts.: R. B. Fisher, B. W. Heap, N. G. Kelly, George Parrott, A. A. Pittman, G. H. Derwent, E. F. Jackson, C. G. Lawson, A. W. Macmorland, C. E. O. Millett, Roger Satterthwaite, H. W. Shibko, V. G. Strong, W. A. Taylor, D. W. Bowman, T. G. Crush, George Newman, J. C. Thomas, A. F. Thorp. Act. Sgt.: A. G. Rubenstein. Cpls.: A. E. Causey, J. G. Dorey, R. H. Dubock, R. R. Hartley, D. S. Heilbut, T. F. Humphrey, D. A. Kitto, E. G. McAllister, W. G. Metcalfe, Samuel Parkinson, Philip Penny, Thomas Potter, H. C. Vaughan, A. K. De Denne, Hunter Duff, C. H. J. Dugate, Joseph Forsyth, A. J. F. Grant, A. F. Heywood, B. A. Ibbitt, L. J. C. Lucock, D. C. Macmillan, S. H. Moss, M. H. W. Roe, Lionel Rutherford, James Spence, Albert Smith, C. W. L. Turner, Norman Wells, H. G. White, S. J. Woolley, E. C. Baxter, J. W. Close, S. L. Davis, Henry Fox, R. A. F. Gabbey, Burton Gosling, K. J. Groombridge, C. T. Lefebvre, J. F. Luck, A. B. McClure, J. A. Nelson, F. B. Pears, W. H. T. Vanner, Frederick Wickes. Act. Cpls.: W. D. Penny, C. D. Stephen, H. B. Mackie, A. E. Slater, E. C. W. Gilbert, Arthur Hayton, R. E. Keating, G. D. Murray, R. C. Randall, D. C. Wootton. Ldg. Acem.: T. H. B. Adams, A. B. Codling, J. M. Dunn, J. L. Eccles, H. R. Fullerton, T. G. F. Holliday, Kenneth Lonsdale, G. S. Pickering, Gordon Reid, P. E. Richardson, J. V. Sheed, H. M. Sumner, C. H. C. Suffolk, G. R. Summers, J. H. J. Silverland, E. J. Viney, J. L. Warburton, T. J. Williams, D. E. Barton, W. H. A. Boulton, A. G. Coleman, S. L. M. Hamilton, Leslie Morris, G. M. Somper, S. P. Brown, R. H. Casling, J. R. Dixon, J. E. Frankland, A. H. J. Garlick, J. D. Knight, G. H. Leese, F. J. M. Merrick, George Robertshaw, W. R. Wood, Jack Yates. Acem. 1st Cl.: J. D. Coles, E. J. Ellmore, H. J. J. Griffith, A. M. Mathew, J. A. Y. Matthews, C. A. McClinton, R. W. Roberts, L. G. Stevens, G. F. Unwin, J. H. de W. Waller, George Wheatley. Acem. 2nd Cl.: J. E. Bottomley, L. R. Canham, H. A. Dodwell, A. T. Forbes, W. G. Harrison, J. R. Hunter, Walter Nutter, W. T. Barber, G. S. Clyde, S. E. Ellison, G. M. Finnie, S. M. Jones, A. A. Josey, Harry Martin, W. R. Mastin, J. K. Yeo, G. F. Aronson, R. W. Bates, Frank Berry, Reginald Beasall, Edmund Branson, E. S. Broughton, R. C. Bucknell, J. E. Briggs, J. C. Butterworth, A. J. Cass, H. O. Croasdale, K. W. Drake, E. N. Gray, W. T. Jackson, T. L. Jones, H. W. King, E. J. Lay, R. L. Meech, N. H. W. Munns, D. A. McArthur, R. W. Peattie, A. F. W. Symes, W. J. Taylor, Sydney Tilling, C. R. Williams.

Flg. Off. A. B. Avery is transf. to the Tech. Br. Nov., 1942.

Flg. Off. B. C. T. Tomes is transf. to the Equip. Br. Feb.

Plt. Off. L. C. Austin (since promoted) is transf. to the Accountant Br. with effect from and sen. of Feb. 3, 1942.

Flt. Lt. G. Smart takes rank and precedence as if his appt. as Flt. Lt. bore date May 7, 1941.

Flg. Off. S. B. Nicholson relinquishes his commn. on account of ill-health and retains his rank. Apl.

Sqn. Ldr. D. E. Robertson, C.B., D.S.O., resigns his commn. and retains the rank of Wg. Cdr. Apl.

Flg. Off. E. C. Wroth resigns his commn. and retains his rank. Apl.

The commn. of Plt. Off. (prob.) H. C. R. Morton-Colville is terminated. Apl.

The notifi. of Dec. 22, 1942, concern. Flt. Lt. N. M. Corcos is cancelled.

TRAINING BRANCH.—Plt. Off. R. Haskett relinquishes his commn. Apl.

To resign their commns.:—Plt. Offs.: Dec., 1942: C. J. Beesley. Apl.: A. J. Maggs, E. Kaye, J. D. Lane, M. M. Melinsky, T. J. Pepper, R. A. Johnson, H. Rose, J. R. Whiteside, H. J. Austin, T. G. Davies, C. T. Parton, H. A. Collinson, F. S. Emsley, N. C. Jones, F. C. Parkin, J. E. Skewes, H. M. Thompson. Act. Plt. Offs.: G. W. Farnsworth, L. C. Billingham, D. Grant, P. J. Lydon, C. G. Child, G. R. Baynton, G. Davies, L. J. Hughes, W. G. Pleass, V. J. Turtow.

The commn. of Plt. Off. C. H. S. Kew is terminated. Apl.

EQUIPMENT BRANCH.—To be Act. Plt. Offs. on prob. (emergency):—Mar.: Sgts.: R. M. Bartlett, R. S. R. Harwood, J. H. Smyth. Cpls.: Reginald Baldwin, C. E. P. Hampton, E. W. J. Leitch, W. H. Morris, J. H. Odell, C. E. Varney, G. E. Wales. Act. Cpls.: J. H. Milne, J. W. Page. Ldg. Acem.: R. M. Ashton, A. J. Bolus, John Davies, S. G. E. Dugay, Robert Hannaford, J. B. McGowan, S. J. Theobald, J. A. Vernon, W. A. W. Weeks, E. J. Wheeler. Acem. 1st Cl.: T. B. Hoe, Keith Miller. Acem. 2nd Cl.: L. N. Berry, A. B. Chapman, V. R. Eldridge, Harold Fallows, R. A. Holloway, D. R. Morton, V. K. Phillips, P. S. Richardson, J. D. Suter.

The commn. of Act. Plt. Off. (prob.) E. F. Seed is terminated. Apl.

AMENDMENT.—In notifi. of May 26, 1942, concern. W. Beeton, for Act. Plt. Off. read Plt. Off.

ACCOUNTANT BRANCH.—To be Act. Plt. Offs. on prob. (emergency):—Mar.: Flt. Sgt.: R. S. Mason. Sgt.: Norman Raitt. Cpls.: E. B. Eagles, Frank Oldfield. Ldg. Acem.: D. J. Bridger, E. W. Brown, J. R. Compton, W. J. R. Cox, A. G. Cragg, C. S. Griffith, P. V. Lamerton, J. C. Smethers. Acem. 2nd Cl.: C. F. St. J. Bancroft, J. A. Buddle, A. H. Caruth, F. H. J. Colwell.

Flg. Off. G. D. Symington is transf. to the Equip. Br. Apl.

MEDICAL BRANCH. Flt. Lt. T. N. N. Brennan takes rank and precedence as if his appt. as Flt. Lt. bore date Jan. 7. Reduction Jan.

DENTAL BRANCH.—To be Flg. Offs. (emergency):—Mar.: J. S. Brackenridge, L.S.D.; A. Shoto Douglas, L.D.S.; Harry Jackson, B.D.S.; N. M. Poulter, L.D.S.; A. G. Wildgoose, L.D.S.; Ieuan Williams, L.D.S.

Flg. Off. J. T. McKnight relinquishes his commn. on account of ill-health and retains his rank. Apl.

ROYAL AIR FORCE REGIMENT.—Plt. Off. B. J. Humby relinquishes his commn. on account of ill-health and retains his rank. Apl.

AUXILIARY AIR FORCE

TECHNICAL BRANCH.—Sqn. Ldr. L. Kemp relinquishes his commn. on account of ill-health. Apl.

BALLOON BRANCH.—Flt. Lt. L. H. Kirkby relinquishes his rank at his own request and is transf. to the Gen. Duties Br. in the rank of Plt. Off. Nov., 1942.

Flt. Lt. C. K. Horne is transf. to the Admin. and Spec. Duties Br. Mar.

WOMEN'S FORCES

Employed with the Medical Branch of the Royal Air Force.—To be Medical Offs. (emergency) with the rank of Flg. Off.:—Apl.: A. C. McKenna, L.R.C.P. and S.; Kathleen Mathers, M.B., Ch.B.

Employed with the Dental Branch of the Royal Air Force.—To be Dental Offs. (emergency) with the rank of Flg. Off.:—Apl.: J. M. Cottee, L.D.S.; S. W. Smith, L.D.S.

WOMEN'S AUXILIARY AIR FORCE.—To be Asst. Sec. Offs. on prob. (emergency):—Apl.: M. M. Ager, Marjorie Bayne-Rees, Doreen Blackstone, B. M. Blades, L. F. Briggs, Ida Brigham, M. J. Bryce, J. H. Coles, P. W. R. Coote, J. I. Du Chene de Vere, Gladys Dufton, Betty Edwards, K. B. Esdaile, E. O. Ferguson, J. B. Kent, V. L. A. Leach, H. B. E. Lusher, M. K. A. McGuinness, Sheila Marshall, B. M. Miller, Jean Miller, Betty Nelson, B. M. Nurse, A. M. Ostens, E. M. Pawley, Eileen Peterson, Nancie Platt, B. K. Proudfoot, M. L. Rowley, A. M. Savage, E. M. P. Shelley, E. V. Smith, A. E. Stiles, E. M. Teed, M. G. Wallis, E. M. Warde, B. M. Wilson.

To resign their commns.:—Sec. Offs.: Feb.: E. Read. Mar.: B. O. Mirylees, L. V. E. D. Hamilton. Apl.: E. Rooke, M. M. Davis, M. M. Ford, R. Weller. Asst. Sec. Off. (prob): Mar.: D. V. Shrubshall.

Air Ministry, April 30, 1943.

ROYAL AIR FORCE

GENERAL DUTIES BRANCH.—The folg. are granted the rank of Sqn. Ldr. (war subs.):—Sqn. Ldr. (temp.): Aug., 1942: J. A. Thomson. Flt. Lt.: Sept., 1942: L. G. W. Lilly.

Flg. Offs. granted the rank of Flt. Lt. (war subs.):—Nov., 1942: D. S. M. Scott. Feb.: R. T. Langton, D.F.M.

Flg. Offs. to be Flt. Lts. (war subs.):—Dec., 1942: G. Laurence, D.F.M., E. W. Applebee (Sen. Nov. 13, 1942), E. F. W. Clarkson. Apl.: H. H. Love, R. G. K. Smith, F. G. Sutton, M. Cameron (Sen. Mar. 26).

Plt. Offs. to be Flg. Offs. (war subs.):—Feb.: J. A. Swanson (Lt. R.A.), R. St. C. Fearon (2nd Lt. R.A.).

Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.):—Oct., 1942: W. E. Hool, C. H. Bird. Nov., 1942: J. S. Midgley, T. L. Mumby, D.F.M. Dec., 1942: J. E. Dann. Jan.: H. R. Wadley. Feb.: D. S. Conroy. Mar.: F. R. Thirlby, F. R. Mason, D.F.M., P. N. Atkinson, R. A. Brackley, S. A. Willoughby, C. W. W. Turner, H. Lanning, E. C. Espley, A. P. Hennessy, D. A. Forknall, W. F. Smallwood.

TECHNICAL BRANCH.—Flt. Lts. (war subs.) to be Flt. Lts.:—Oct., 1942: H. Walters (Sen. June 19, 1942), H. L. Whitlock (Sen. June 19, 1942), A. S. Summers (Sen. June 12, 1942), G. O. Thomson (Sen. June 19, 1942).

Flg. Offs. to be Flt. Lts.:—July, 1941: R. W. King (Sen. Mar. 21, 1941). Aug., 1942: V. A. B. Dixon (Sen. June 12, 1942). Dec., 1942: S. F. Browne (Sen. June 12, 1942). Jan.: C. E. Edge (Sen. June 19, 1942).

Flt. Lts. (temp.) granted the rank of Flt. Lt. (war subs.):—Dec., 1942: B. M. S. Smeed. Feb.: K. G. Major, W. P. Olesen. Mar.: S. R. Newton.

Flg. Off. (now Flt. Lt.) C. E. Edge to be Flt. Lt. (temp.). Dec., 1941.

Flg. Off. A. T. Ingram to be Flt. Lt. (temp.). Jan. (Sen. June 1, 1942).

Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.):—Oct., 1942: H. P. Cockbain (Sen. June 19, 1942), J. H. Spencer (Sen. Sept. 5, 1942), W. H. Simpson (Sen. Sept. 12, 1942), J. W. G. Read, N. Sim (Sen. Sept. 24, 1942), D. H. Beale. Nov., 1942: F. A. Levy, T. L. Reeves, T. G. P. Rogers, J. G. Rutter, P. G. S. Jackson, F. Matthews, C. F. Povey, J. G. Wright, C. E. Sawyers (Sen. Oct. 17, 1942), W. E. Pratley, R. J. Jones, G. E. Lazzary, G. Quane, H. G. Rowe, A. E. Rowlands, C. V. S. Sexton, B. E. W. Standley, E. G. Strath, D. E. Ward, F. E. R. Webb, J. Whellens, C. V. F. Wood, J. E. Murrells, D. H. C. Nixon, G. Oversby, W. H. Phipps, T. C. Smith (Sen. Oct. 1, 1942), L. J. C. Ward, C. A. Wood, H. J. Ware.

Plt. Off. (prob.) L. H. Evans to be Flg. Off. on prob. (war subs.). Dec., 1942.

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—June, 1942: L. H. Evans (Sen. Apl. 9, 1942). Oct., 1942: F. W. Medland. Nov., 1942: L. D. Darby, K. Palmer, D. B. MacFarlane. Dec., 1942: G. J. Pettitt. Mar.: V. C. W. Marriott.

Act. Plt. Off. (prob.) D. W. Goffe to be Plt. Off. (prob.) Oct., 1942 (Sen. June 3, 1942). (Subs. for notifi. of Jan. 1.)

The notifi. of June 2, 1942, concern. L. G. Hayward is cancelled.

The notifi. of Dec. 4, 1942, concern. Plt. Offs. B. Ravenhill, G. E. Collins and K. H. H. Ellis is cancelled.

The notifi. of Nov. 27, 1942, concern. Plt. Off. R. W. Davis is cancelled.

The notifi. of Dec. 4, 1942, concern. Plt. Off. R. Slade is cancelled.

The notifi. of Apl. 2 concern. L. B. P. Leeson is cancelled.

AMENDMENTS.—In notifi. of June 2, 1942, and Dec. 4, 1942, concern. W. G. Wootton, for Wootton read Wotton.

In notifi. of Mar. 10, 1942, for G. E. Grover read A. E. Grover.

The notifi. of Nov. 27, 1942, concern. Flg. Off. A. C. Whitfield should have appeared under the Tech. Br. and not the Admin. and Spec. Duties Br.

In notifi. of Dec. 11, 1942, concern. list of officers commencing with R. J. Chedd and ending with J. E. Spillard, for Flt. Lts. (war subs.) read Flt. Lts.

The notifi. of Apl. 16, 1943, concern. Gp. Capt. H. E. Forrow, O.B.E., is cancelled.

ADMINISTRATIVE AND SPECIAL DUTIES BRANCH.—Flt. Lts. (temp.) granted the rank of Flt. Lt. (war subs.):—Feb.: W. Brereton, G. T. Block.

Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.):—Nov., 1942: J. W. Loxley, P. F. Varey.

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—Dec., 1942: C. L. C. Punter. Jan.: S. A. H. Townhill. Mar.: E. H. T. Brown, A. B. McLennan, L. T. Monk, E. L. Williams, E. Campbell, J. P. Hawgood, F. Makin, H. E. Snelling.

The notifi. of Jan. 12 concern. Plt. Off. W. Cope is cancelled.

The notifi. of Apl. 7 concern. R. D. Harvey is cancelled.

EQUIPMENT BRANCH.—Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.):—Oct., 1942: R. N. Jones, A. C. Pressman, A. H. Impey. Feb.: W. H. Holmes, J. Hodgson.

MEDICAL BRANCH.—Wg. Cdr. (temp.) W. P. Stamm, M.B., B.S., M.R.C.S., L.R.C.P., is granted the rank of Sqn. Ldr. (war subs.). Feb. (Subs. for notifi. of Apl. 16.)

ROYAL AIR FORCE REGIMENT.—Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.):—Nov., 1942: R. W. Buck, D. W. Fraser (Sen. July 17, 1942), A. R. F. George, K. D. Gibbins, C. H. J. Mead, B. W. Spurr, T. J. Unitt. Feb.: J. V. Desemonie.

RESERVE OF AIR FORCE OFFICERS

GENERAL DUTIES BRANCH.—Sqn. Ldr. A. E. Hill to be Wg. Cdr. (temp.). Jag.

The folg. are granted the rank of Sqn. Ldr. (war subs.):—Sqn. Ldr. (temp.) Feb.: G. B. Warner, D.F.C., A.F.C. Flt. Lt.: A. Warburton, D.S.O., D.F.C.

TECHNICAL BRANCH.—Sqn. Ldr. (temp.) A. W. Lindsay is granted the rank of Flt. Lt. (war subs.). Apl.

ROYAL AIR FORCE VOLUNTEER RESERVE

GENERAL DUTIES BRANCH.—Flg. Offs. to be Flt. Lts. (war subs.):—Oct., 1942: B. J. A. Rennie. Nov., 1942: A. Tooth (Sen. Nov. 5, 1942). Dec., 1942: D. F. A. M. Ballfour, S. Grove, J. S. Perry, R. C. Smylie, A. V. Masien, D.F.C. (Sen. Nov. 14, 1942); J. H. Chase (Sen. Nov. 19, 1942); J. Buckley, D.F.C., W. A. A. Sharpe, R. E. A. Mason (Sen. Nov. 23, 1942); I. R. Macintyre (Sen. Nov. 23, 1942); B. R. Cook (Sen. Nov. 24, 1942); F. P. Hill (Sen. Dec. 6, 1942); A. G. Holdsworth, J. D. Richards, S. G. Wright, D. A. Barnham (Sen. Nov. 24, 1942); N. T. Cooper (Sen. Dec. 4, 1942); D. McK. Nichols, J. P. S. Slatter, T. C. Hood (Sen. Dec. 15, 1942). Jan.:

S. Boxall, D. Brocklehurst (Sen. Jan. 10), A. S. Cussens, A. Gibson. Feb.: J. H. Leuty, G. W. Wentworth, J. P. Falconer. Mar.: L. W. H. Welch, D.F.C. (Sen. Feb. 19), G. H. King, L. McArdle, T. F. P. Nisbet, J. J. Allen, D.F.C., E. E. Johnson, F. E. Fuller, J. N. Andrews, P. F. Middleton, D. J. Raby, L. S. B. Scott, J. G. Symons, T. Nisbet, R. Wallis, M. M. Wiseman, D.F.M. (Sen. Feb. 3, 1942), A. J. Green (Sen. Feb. 26), K. H. Ledbrook, R. G. St. C. Wadsworth, A. D. Meredith (Sen. Mar. 12), E. G. K. Beagman, R. A. McKinna, D.F.C., B. S. R. Blennerhassett, F. C. Ballantine, F. G. Woolley, D.F.C., A. H. Piper. Apl.: A. E. Richardson, I. D. Roxburgh (Sen. Mar. 26), R. F. Talbot, C. A. Hughes, D.F.M. (Sen. Mar. 26), J. R. Howard (Sen. Mar. 19).

Flg. Offs. granted the rank of Flt. Lt. (war subs.):—Feb.: H. H. Drummond, D.F.M., A. B. Smith, D.F.C., L. N. Orchard, E. W. Anderson, A. L. Roberts, D.F.C., J. Vivian, D.F.C., A. D. Saunders.

Flg. Off. (prob.) W. L. Stevenson is granted the rank of Flt. Lt. on prob. (war subs.). Jan.

Plt. Offs. to be Flg. Offs. (war subs.):—Nov., 1942: F. G. De Pass. Mar.: H. G. Waters.

Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.):—Sept., 1942: J. F. Williams. Oct., 1942: L. R. Sidwell, A. E. R. Bexton, H. A. B. Baker, K. J. Larby, D. C. Payne, J. P. Blackmore, A. H. Price. Nov., 1942: T. E. Harvey, R. W. Henderson, R. J. L. Sawyers, G. H. Whyte, S. H. Pyrah, E. F. Bird, G. R. Elliott, D. E. George, C. B. Russell, R. J. T. Brown, A. de B. Saunderson, C. M. Cooper, J. R. Lewis, D. Rutherford. Dec., 1942: R. L. Archer, H. Oldroyd, A. G. Willers, T. P. Way, D. J. Webb, G. H. Howell, L. N. Collins, T. Grace, D. C. Ager, W. R. S. Davidson, D. R. C. Aling, J. S. Clements, C. R. Leitch, K. Papousek, W. H. S. Young, J. K. Shaw, C. P. Higgins, A. G. Staffire, J. F. Spencer, S. F. Broome, C. N. Larkin. Jan.: P. W. T. Rowland, J. Anstee, W. Banks, J. Bulloch, A. J. Eills, K. W. Fleming, A. S. Gibson, A. W. Hitchcock, R. Hothersall, P. Marsh, C. J. E. Palmer, J. W. Ryder, G. Mackay, G. Balcombe, R. A. C. Alston, R. V. Fisher, W. F. Caldwell, J. F. Staples, L. D. Easterman. Feb.: L. H. Abbott, E. S. James, J. V. Hooper, J. F. Oswald, D.F.C., R. H. M. Bailey, R. N. Bradbear, J. V. Macdonald, A. E. Manning, R. Clunie, A. C. W. Fairhead, A. Metcalf, D. G. Barnes, D.F.M., A. E. Bradley, V. H. C. Hannawin, J. D. Herbert, C. S. Spry, V. S. Swain, C. M. Sheridan, J. B. Arthur, J. L. Cornish, D. H. Darney, T. S. Dobson, D. G. V. Freeman, A. J. A. Glasspool, H. W. Haxton, E. S. Hazelton, H. M. Perry, F. L. Pitt, F. G. S. Shipman, W. M. O. Jones, N. T. Lawrence, R. D. Ferguson, V. C. Slater, J. W. V. Andrews, A. E. Butler, F. J. Cartwright, W. M. Crumbley, N. J. Ellis, D. J. Evans, J. E. Gerdes, K. J. F. Grainger, F. S. Hastings, J. L. Hodgson, J. G. Mauger, A. G. Perrin, R. Roberts, R. J. Roe, P. R. Sewell, W. J. Tay, R. F. Theakston, W. I. Townend. Mar.: K. C. Briffett, K. B. Bass, D. E. Bryan, L. G. Clark, G. S. Cowley, P. M. Hill, J. L. Humphreys, D. W. Jacob, F. W. Louth, W. R. L. McCarthy, T. G. M. Pimblott, L. G. Purcell, E. Spencer, P. A. Crampton, R. W. Greenaway, F. L. Hargreaves, G. L. Johnson, H. R. Nathan, F. D. A. Ainsley, O. J. Cliphsham, W. R. Gage, L. A. Harden, J. H. S. Lee, H. B. Pearson, J. C. Perkins, D. W. Philip, W. A. Pitchforth, B. R. T. Ramsbottom, G. Rawlinson, J. A. C. Scott, E. F. Skuse, G. F. Toy, S. A. Baker, V. O. Bennett, D. Finch, W. C. Gatehouse, R. H. Nicholls, L. W. Seal, D. J. Thurgood, J. E. Whitehead, J. P. Vickery, B. A. A. Geale, N. H. Guthrie, D.F.M., H. Mason, D.F.M., R. W. Chalmers, E. J. Morgan,

W. Auld, A. O. Black, J. D. Dunbar, P. J. Dunger, D. P. M. French, E. F. Lapham, G. C. Mackenzie, G. W. Maltby, A. J. Marshall, H. M. Nicol, A. W. L. Pruce, G. Robson, L. C. Schavrien, G. F. Sparrow, A. F. Wallace, H. J. R. Woods, S. W. Foster, T. A. S. Hards, K. W. Hook, D. A. Laker, T. Lamb, H. J. Lumb, G. P. Mullan, G. F. Collis, W. A. Damsell, H. P. Dyson, B. G. Barley, N. T. Fairfax, P. T. Nash, R. D. H. Parker, F. Walsh, D. Alty, T. P. Davies, E. A. Drake, T. L. Ellis, J. E. Gurnery, J. T. Hitching, E. T. King, K. E. J. Tanner, L. C. Williams, R. C. W. McMullan, D.F.M., J. P. Goldstone, M. W. Hume, K. J. Nott, D. S. Allison, D. Grundy, E. P. Loader, R. J. Williams, B. Arden, W. Butterworth, R. Carney, E. J. Cook, D. B. Deacon, L. J. Eames, G. Ferguson, R. K. Foulkes, A. H. W. Gilchrist, W. F. Graham, H. M. Hatcher, A. J. S. Hodgson, P. M. Hollingdale, A. S. Hunt, F. S. Hurndall, J. G. Jenkins, C. P. H. Kunkler, A. R. Macdonald, V. P. Maxwell, G. B. Mercer, A. H. W. Mold, C. A. Moore, H. D. Muir, R. Prosser, E. C. Pye, J. Rodger, W. W. Ryder, E. J. P. M. Scanlan, M. G. St. J. Seely, J. R. A. Stead, G. W. Tame, P. F. Tiley, J. H. Venner, D. E. Vidler, T. J. W. Whitehead, C. T. Wilson, P. G. Wiseman, M. C. Anastasiades, G. D. L. Machin, S. J. K. McLeod, C. C. Price, D. W. Ansell, R. W. J. Cocking, V. Moss. Apl.: G. B. McCormack.

TECHNICAL BRANCH.—The folg. are granted the rank of Flt. Lt. (war subs.):—Sqn. Ldrs. (temp.): Apl.: C. H. Baddery, F. E. Everard. Flt. Lt. (temp.): Feb.: A. G. Abel.

Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.):—Sept., 1942: M. A. Torpy, N. J. Neil. Oct., 1942: C. B. Bovill. Nov., 1942: H. B. Levin, J. Jackson, J. F. H. Kearney, K. J. Kempster, F. L. King, R. Kitchin, C. E. Lanigan, E. M. C. Lewis, K. S. W. Maunder, D. H. McKay, H. W. Newton, R. G. Noble, G. H. Palmer, J. A. Pearson, P. Petherbridge, C. A. Powell, T. Sawyer, W. F. Shaud, G. M. Somerville, F. G. Srawley, T. S. P. Tuck, W. A. Turner, H. G. Reddin, E. Rule, W. P. Murray, A. Mitchell, W. P. Nicol, J. M. Ross, A. C. W. Sanne, J. I. Shuttleworth, R. W. Walmesley, A. R. Willis. Jan.: K. J. Varcoe. Feb.: J. M. Jones.

Act. Plt. Offs. (prob.) to be Plt. Offs. (prob.):—Apl., 1942: C. B. Bovill. Sept., 1942: C. Billingham (Sen. July 14, 1942), W. E. Thomas (Sen. Sept. 2, 1942). Mar.: A. R. Aldridge, A. R. K. Burton, J. R. Cartwright, W. H. Cockerroft, D. E. Filby, R. D. Franklin, H. Gallagher, P. C. Gibbs, D. I. Griggs, R. Hammond, P. W. S. Harrill, J. L. Haybittle, S. K. May, C. I. Mellor, W. L. Price, J. Skepper, M. J. Aitken, N. Burden, J. D. Butler, J. W. Davies, G. H. Ford, C. N. Grange, J. Gratwick, A. L. Gray, D. H. Gunbley, H. N. Holmes, E. W. Joce, W. R. Joss, A. D. Kent, R. M. Kerr, D. B. Lindsey, R. MacKenzie, K. H. Mann, H. J. Price, J. T. Scanlon, A. T. Yule. Apl.: R. H. Block.

BALLOON BRANCH.—Plt. Offs. (prob.) to be Flg. Offs. on prob. (war subs.):—Apl., 1942: L. Richardson (Sen. Mar. 20, 1942). Feb.: L. E. Baker, C. Rees, G. E. Soppitt, F. C. Ward. Mar.: W. H. Beattie, A. H. Ellen.

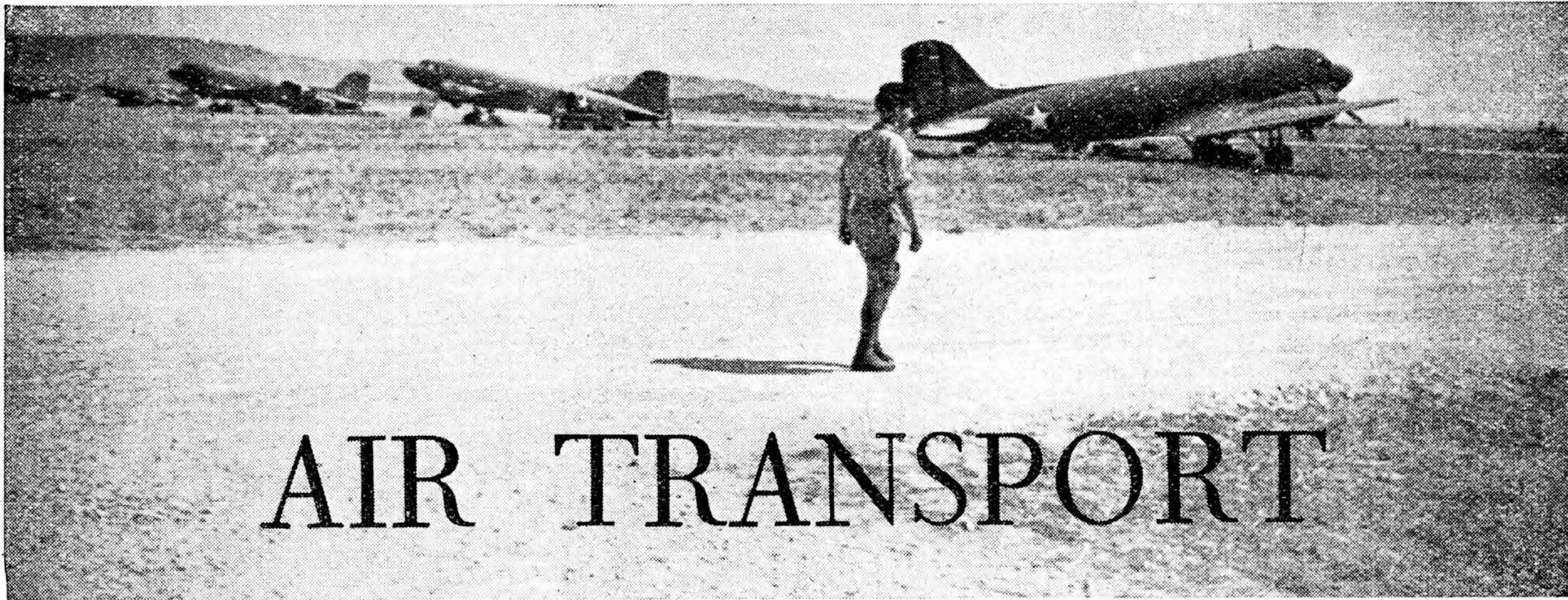
Act. Plt. Off. (prob.) L. Thomas to be Plt. Off. (prob.). July, 1942. (Sen. Jan. 15, 1942.)

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

**R.A.F. BENEVOLENT FUND,
1, SLOANE STREET, S.W.1**



NO COMPLAINTS.—Air Chief Marshal Sir Arthur Tedder, Air Officer Commanding-in-Chief, Mediterranean, on a visit to an R.A.F. Club in Algiers called "The Malcolm Club," in memory of the late Wing Commander H. G. Malcolm who was awarded the V.C. during the Tunisian campaign in December, 1942.



AIR TRANSPORT

SICILIAN INVADERS.—Douglas C-47 Skytrains of the U.S. Army Air Forces on an aerodrome in Sicily. The C-47s landed the day after the aerodrome was captured. Transport aeroplanes have played a large part in the Sicilian campaign, carrying troops and stores.

Civil Mosquitoes

ABOUT HALF A DOZEN de Havilland D.H. 98 Mosquitoes have been "demilitarised" and have been in service with British Overseas Airways for some months on special routes. Few alterations were made in them, and they are used mainly for carrying important freight and mails. At least one is a Mk. IV type; others are Mk. IIIs. They are camouflaged on top, are silver underneath and have the usual civil registration letters and markings. A photograph appears on another page.

One of the Corporation's Mosquitoes has been intercepted by an enemy fighter, but pulled off the famous Oslo trick and got away on its speed alone.

A Corporation Crash

NOT LONG AGO the D.H. 91 Fortuna of British Overseas Airways crashed while flying from England to the aerodrome at Rynanna, near Foynes, with four Directors of the Corporation and four senior officers of the Corporation on board. They were: Mr. Simon Marks, Mr. John Marchbanks, Commodore G. d'Érlanger and Miss Pauline Gower, Directors; and Mr. D. D. S. MacDowell, Establishment Director, Mr. G. T. Mellor, Chief Accountant, Mr. Keith Granville, Traffic Control Officer and Mr. Neil Richardson, Superintendent of Routes. No one was injured except Mr. Richardson, who has since recovered, but the Fortuna was wrecked.

Capn. G. P. Moss, in command of the Fortuna, made a forced landing on a mud flat shortly before reaching Foynes, when, so the story goes, one of the flaps came adrift and cut the tail badly. That casualties were so light is amazing, because the Fortuna was completely written off. An inquiry is to be held by the Corporation and we hear that the other two D.H. 91s, Falcon and Fiona, have been grounded pending the result of the inquiry. The flight was an unfortunate introduction to the Corporation's routes for the three new members of the board.

The HK-1

REPORTS from the U.S.A. recently indicated that the Kaiser-Hughes HK-1 cargo flying-boat is expected to make its test flights in March next year. Three HK-1s are to be built; the first will be for non-flying tests and is expected to be finished some time this Winter, the second will be completed and ready for flying tests in March, 1944, and the third will be flying early next Summer.

Tests on the scale model, which is said to be 16 ft. long, were completed at the beginning of June and on the strength of the reports of the tests the War Production Board has accorded special priorities for materials for the three full-scale HK-1s. A drawing in the August issue of "Air Trails" depicts one of the Kaiser designs for aeroplanes as a twin-hull type.

Parliament and Air Transport

DEBATES in both Houses of Parliament on Air Transport are forecast for after the Parliamentary Recess in the hope of getting a statement on the Government's plans. Lord Londonderry has given notice that he will raise the matter again in the House of Lords and a demand for a debate in the House of Commons is expected.

Conjectures from the U.S.A.

EARLIER in the War an American journalist, Mr. Leonard Engel, gave news in U.S. publications of British aeronautical secrets, including the Hawker Typhoon and the Napier Sabre. Many of his statements were incorrect, but they achieved wide publicity. Now Mr. Engel has turned his attention to possible British transport aeroplanes. In the August issue of "Air Trails" he gives the following:—

"In Britain the number of types operators will have to choose from will be much smaller. Only one, in fact, besides two pre-War models (the smallish but modern de Havilland Flamingo and the Short Empire "G" flying-boat, both of which can be speedily put back into production), will be ready on the cessation of hostilities. Within a year of the end of the War, however, British factories will be able to deliver several models of advanced design.

"The transport which will be available immediately is the mysterious York . . . which is no more and no less than a passenger model of the R.A.F.'s best heavy bomber the Avro Lancaster. Although no details have been made public, the York is probably a 35-ton ship of somewhat greater span than the 102-ft. Lancaster, which should be able to accommodate 60 passengers. The York's speed should be nearly 300 m.p.h. (engines: four Rolls-Royce Merlins or Bristol Hercules), and its range, 1,500 miles."

The article then refers to the two pre-War transport models the Fairey FC-1 and the Short 14/38, and states that they: "will probably be resumed. The FC-1, almost a dead ringer for the larger Constellation, is too small for trans-oceanic service, but it is well adapted to European airways."

Companies in England which are said to have publicly announced plans for post-War aeroplanes are given as:—"Armstrong Whitworth, de Havilland, Fairey, Miles and Short," and later, "two English designs, the Miles X2 and X7, for example, propose to use eight engines inside the wings, with the engines in pairs, each pair driving a single counter-rotating propeller."

Among the illustrations used for Mr. Engel's article are a photograph showing Mr. Roy Chadwick, Mr. C. E. Fielding and Mr. R. H. Dobson of Avros with a model of the York, and a cut-away drawing. The inscription is:—"Civil version of the Stirling might look like this. Novel touch is conversion of tail turret into observatory. Short now plans 100-ton flying-boat capable of cruising 3,000 miles at 275 m.p.h. with 100 passengers. Has 18,000 h.p."

The cut-away drawing of the possible "civil version of the Stirling," shows six passenger compartments with about 40 passengers, with the pilots' compartment, navigator and radio operator's compartments, dressing room and kitchen forward, and aft another dressing-room, the purser's desk and right in the tail, where the rear turret is, the "observatory" with room for two passengers and glass windows all round. Baggage and mails are shown in the nose and freight under the centre of the fuselage.

French Equatorial Africa

THE AIR SERVICE between Dakar, Senegal and Brazzaville, French Equatorial Africa, was reported on July 31 to have been resumed—presumably by the Fighting French Air Services. This service had been suspended since 1940.

International Control of Air Services

AN ARTICLE on the problems of international control of civil air services by a special correspondent in "The Times" of Aug. 9 states that the diversity of opinion on the form and degree of international control and organisation of civil air routes after the War makes any uniform or "global" system for all air services in the World unlikely, but diversity of organisation may be justified by diversity of conditions.

In Europe a European air transport corporation is believed by many to be the only safe and practical organisation, but the author thinks there is no likelihood of agreement for a World air transport corporation for trans-ocean or trans-Arctic routes of the future. Any international system which is evolved must find room for both the single, national "chosen instrument" company and the licensed private enterprise companies. There are two spheres of organisation:—airports and airways; and air carriage. International control of airport and airways organisation should be similar to the federal airway system of the U.S.A., which implies:—

(a) An international right to construct and man adequate airports, radio stations and so forth in countries whose Governments will not or cannot do it themselves.

(b) Virtual extra-territoriality for such airports as are necessary for refuelling or are ports of call for inter-national traffic.

(c) International standardisation of airport layout, "instrumentation," traffic control, radio and meteorological services, navigational behaviour and flight discipline of crews.

The author states that this type of international organisation does not involve World standardisation in the full sense nor internationalisation of services, but implies a number of airway unions formed by States grouped primarily in the best geographical interest of potential air traffic.

There should be no insuperable difficulty in the administrative problems when once the States involved have decided to pool, rather than to use as bargaining counters, the various territorial advantages they possess.

Organisation of the air services must be on a different basis and the author suggests that the international machinery of control over any given route might be along the lines of the many international liner conferences familiar in shipping, such as the North Atlantic Passenger Conference and that which controlled trade between Australia and Europe.

The essential principles of such an organisation, or conference, would be common conditions of operation and an agreed tariff of freight rates or passage fares, although these could be graded to reflect size, luxury or speed. The conference imposes upon its members a code of terms and conditions coupled with a disciplinary procedure of arbitrations and fines. The traditional check on exploitation of the public by a shipping conference has been the freedom for any outside line to compete against the conference with lower fares or freight. This safeguard would probably be impracticable or inadequate for some years for air traffic. From this and the fact that some measure of public assistance will be needed for air routes, the author concludes that the tariff of an air traffic organisation, together with the cost statistics on which it is based, will have to be publicly approved.

The organisation must not become a group of approved monopolists, but must leave the door open for new enterprise and for the inefficient companies to leave. Every State participating in the organisation would agree to grant complete and indiscriminatory freedom of entry and passage to all members of the organisation and to no one else on that route.

On the question of public assistance the author thinks that to discover just how much public money States will be prepared to spend on the development of the commercial aeroplane, when the main object of previous subsidies—national prestige—has been frustrated, will be interesting. The condition of such assistance must be that it is given impartially to all members of the organisation operating the assisted route. The States most interested in the North Atlantic might agree jointly to assist this route. Also, in some cases, two predominantly interested States might give such assistance. For example, Great Britain and Australia might contribute jointly to the high cost of operating a route between the two countries.

In conclusion, the author states that such assistance would not only be given to all operators but would cheapen air travel for others than the nationals of the States most interested, and that if internationalism means anything at all "that is the sort of thing it ought to mean." This benevolent gesture would not be without precedent because, by establishing uncharged Empire air mail and carrying letters from London to Hong Kong for 1½d., Great Britain reduced the effective cost of air postage from Rotterdam to Shanghai.

Flights in Egypt

FOR many a long month there has been no news of any flying club or school pursuing its normal function. Now we hear that in spite of Rommel's flights into and out of Egypt both the Flying Club and Flying School at Almaza, Cairo, have been working steadily at circuits and bumps. All the instructors, engineers and staff are now Egyptian.

Questions in the House

QUESTIONS were asked in the House of Commons on Aug. 4 about civil airports for the future and post-War Air Transport. Sir Archibald Sinclair stated that no decisions had been made as to the allocation of post-War civil airports in Great Britain, but the technical problems involved were being studied.

Mr. W. R. D. Perkins asked if a statement could be made yet on the future of British Air Transport. Sir Archibald Sinclair referred to the consultations with the Dominion Governments and the Government of India and said that replies to certain communications were awaited. Until these were received he could make no further statement. Asked whether he would do so when the House reassembled after the Recess, he said he would make the fullest answer he could to a further question then. He gave an assurance that the Colonial Secretary was taking part in the discussions on Air Transport.

Round the World U.S. Investigations

FIVE U.S. Senators, including two members of the Senate War Investigating Committee (the Truman Committee), who have been appointed by Congress to make an inspection trip of the U.S. forces in all parts of the World, with particular attention to post-War flying and fuel, were reported on Aug. 8 to have left Great Britain for North Africa. They are to visit India, China, Australia, and New Zealand before returning to the U.S.A.

In an interview with a special correspondent of the "Sunday Times" published on Aug. 8, Senator R. O. Brewster, of the Truman Committee, is quoted as saying that the problems of post-War flying are of special interest to the U.S.A. because at the end of the War the United States would have the military and transport aircraft, pilots and maintenance crews, but would need air bases. They built "great numbers" of aerodromes all over the World at great expense without gaining any rights or concessions for post-War use. They wished to collaborate with their Allies and come to a mutually satisfactory arrangement, but U.S. interests must be safeguarded.

Few aerodromes had been built by the U.S.A. in Great Britain and they could not expect to have rights on British home soil. A reciprocal arrangement for the use of aerodromes on both sides of the North Atlantic route might be the solution.

The question was more complicated in Iceland, which would be important for North Atlantic traffic, and both the U.S.A. and Great Britain would have to come to an agreement with Iceland.

Millions of dollars had been spent by the U.S.A. in Africa, where they had vital interests, but the Senator thought Africa large enough for competing routes. They were not directly interested in Europe, but wished to see all air routes operated by friendly Powers and would be glad to "underwrite any such scheme." Air routes in the Pacific must also be in the hands of friendly Powers only and they hoped to reach an agreement with Australia and New Zealand.

Petroleum was a problem inter-related with flying and the oil reserves in the U.S., if used up at the present rate, would last only 10 years. To investigate matters in the Near East was therefore of great interest to them.

Shipping Companies and Air Transport

IN AN article in the June 30 issue of "The Syren and Shipping," Capt. Alfred Instone declares that British shipping organisations have their part to play in post-War Air Transport and hopes that those companies which set out to run British air services will avail themselves of organisations and operators of air services whose knowledge and experience represent a national asset. Those able to contribute such knowledge should be used at least in an advisory or executive capacity.

Capt. Instone is against cut-throat competition and monopolies and thinks that the fact that the development of Air Transport is an essential part of the War effort should be generally realised. He believes that the future of British Air Transport depends largely on three essential needs:—international agreement by the United Nations to regulate post-War flying and routes; the Imperial and national air organisations and the Government's policy for Air Transport.

BOOK REVIEWS

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

Spotting the German Types

GERMAN AIRCRAFT AND HOW TO KNOW THEM. By C. H. Gibbs-Smith. 12 in. by 8½ in. 50 pp. Illustrated. Published June 16, 1943, by George Newnes Ltd. Price 5s. net.

THIS SECOND recognition book by Mr. Gibbs-Smith is obviously intended for the beginner and is, therefore, less to be recommended to the veteran spotter mainly because of the extensive use made of model photography. Photographs of models never give a true representation of the actual aeroplanes because visual perspective on models is almost non-existent. This "model effect" is particularly noticeable in the photographs of the Gotha 242 and Henschel 129. One of the main points of recognition of any aeroplane is its "sit" in the air, and with model photography the true "sit" is hardly ever obtained.

The first part of the book is devoted to some useful general notes on aircraft recognition; the second part contains large silhouettes, each accompanied by three photographs, of 18 German aeroplanes, and smaller silhouettes of a further six. The last section of the book gives a series of comparisons and two pages of blacked-in illustrations of 50 typical flying views of the aeroplanes included in part two.

On the whole, the book is a reasonably accurate basis on which beginners may build their recognition of German aeroplanes.—H.B.C.

Power Units

AERO ENGINES FOR STUDENTS. By R. A. Beaumont, A.F.R.Ae.S. 4 in. by 7 in. 168 pp. Illustrated. Published June, 1943, by George Allen and Unwin Ltd. Price 5s. net.

THIS BOOK should be read by all who are in any way connected with design and construction of aero-motors. Bearing in mind the diversity of makes, types and powers and the consequent wide field to be covered, any reader should be grateful to the author for having extracted so much essential and useful information and having presented it in such a concise and easily digested form.

The reader is assumed by the author to be acquainted with the basic principles of the internal-combustion engine, a fairly safe assumption in these days.

A table at the end of the book summarises the leading particulars of six British aero-motors, which make an interesting comparison between air-cooled in-line, air-cooled radial and liquid-cooled types. The inclusion of further makes and types would be an advantage in future issues.—H.T.

First Steps in Navigation

AIRCRAFT NAVIGATION. Part I: Theory. By H. Stewart, A.I.N.A., Extra Master, R.S.A. Medallist, and A. Nichols, A.I.N.A., Extra Master. *Part II: Practice.* By S. A. Walling, Senior Master, R.N. (Ret.), and J. C. Hill, B.A. (Cantab.). 5½ in. by 7½ in. 146 pp. Illustrated. Published May 28, 1943, by Cambridge University Press. Price 5s. net.

THERE are several unique features about this concise introduction to the various subjects now included under the title "air navigation." One is the lay-out of the subject matter into two parts, theory and practice, the former being written by two able lecturers at the School of Navigation, University College, Southampton, and the latter by Messrs. Walling and Hill, who have already contributed much to the mathematical aspects of the subject in other books which they have written.

Four eminent textbook writers have thus combined to produce an authoritative book on elementary air navigation and, in the foreword, Captain G. W. Wakeford, F.R.A.S., A.I.N.A., Extra Master, Director of the Southampton University College School of Navigation, assures us that during the preparation of the book, various parts were tried on some hundreds of officers and instructors who were studying air navigation, thereby passing a qualified and representative jury of its future public.

Except for the fact that it has brought these four authors into collaboration, the division of the subject into theory and practice serves no really useful purpose. For example, in Part I there is a chapter on Magnetism and Compass; in Part II there is a chapter on The Magnetic Compass. The two could have been more usefully combined so as to present a practical picture of the subject throughout. A student is all too apt to despise anything which he believes to be pure theory. The psychological effect of labelling one part of the subject "theory" and the other "practice" is well-nigh disastrous.

This fact was recognised by the R.A.F. when the teaching of "Principles of Flight" took the place of "Theory of Flight"—despite the fact that in subject matter the two are identical.

Another unique feature is that, accompanying the book and in a separate envelope are a plotting chart and a circular slide rule. The student will find these valuable for working the large number of practical exercises contained in the book. Indeed, he will find the whole book valuable as a preliminary study of a subject which is becoming wider and more complex every day. Moreover, he can rest assured that what the authors give him is what he will need whether he is aiming at Service or civil examinations. There are too many misleading navigation-in-a-nutshell pocket books on the market. This is not one of them.—NAVIGATOR.

"Inquire Within"

AN ENCYCLOPÆDIC DICTIONARY OF SCIENCE AND WAR. By Surgeon Rear-Admiral C. M. Beadnell, R.N. (Ret.), C.B., K.H.P. 5½ in. by 9 in. 290 pp. Published June 3, 1943, by C. A. Watts and Co. Ltd. Price 25s. net.

THIS volume is as various as an ironmonger's shop. It defines, and sometimes describes at great length, every conceivable fact, principle, apparatus, and material which may be connected, however remotely, with either science or war. One is offered brigadier and brimstone, holmium and holy water sprinkler, dutch courage and duxite, as impartially as the ironmonger sells scythes and curtain-hooks, aluminium kettles and mole traps, or pipe grips and circular saws.

On the other hand, items of superior interest and importance are given detailed treatment. Explosives, war gases, guns, ballistics, aircraft and the chemical elements are treated at some length, and comprehensive data are incorporated into both the text and separate tables. Physiological subjects have received generous attention, with regard both to function and to factual data.

Errors of commission inevitably abound, and some items are dealt with in too elementary a fashion; errors of omission are less obvious, but the overriding fault lies in numerous cross-references which lead nowhere. One turns to "penthrite," for instance, and is referred to the heat of combustion of explosives; but under that heading penthrite does not figure in either text or table.

The volume is useful for rapid reference work, and also for the collected list of standard works.—E.R.R.

Star Gazing by Gadget

THE POCKET PLANISPHERE. By Francis Chichester. Published Apl. 29, 1943, by George Allen and Unwin Ltd. Price 2s. 6d. net.

THIS is a useful companion to Mr. Chichester's series of books "The Observer's Books on Astro-Navigation"—especially to Part III of that series—and is a baby brother to Mr. Chichester's "The Observer's Planisphere of Air Navigation Stars." It is, in fact, what its title implies—a pocket planisphere. Its convenient size (5 in. by 5½ in. by ½ in.) makes it a handy little pocket book—or should one say instrument? It contains two star discs, one for latitude 50 degrees N. and the other for latitude 35 degrees S. Set the date on the disc against the time on the scale around the outside of the disc, cover the disc with the mask and there, in the oval of the mask, are the heavens, named and numbered. A handy little thing for pupil or instructor, air navigator or tank navigator, roof-top wardens or lovers' lane wanderers.—NAVIGATOR.

Fault Finding

MAGNETIC CRACK DETECTION. By G. B. Young. 5½ in. by 7½ in. 60 pp. Illustrated. Published Sept., 1942, by Chas. Griffin and Co. Ltd. Price 2s. 6d. net.

FAILURES of material used in aircraft construction are fortunately rare nowadays. Apart from scientific progress in metallurgy, methods of fault detection have improved since the days of oil dipping, etching or polishing and examination under a magnifying glass.

This handbook deals with a system developed since 1919 which has proved its utility in locating both surface and hidden flaws in ferrous metals. The application of magnetism to the problem is fully explained and the different types of apparatus used are specified with their varying characteristics.

"Magnetic Crack-Detection" meets the need for a reference work on the subject.—C.F.A.



The music lesson

This piece of Chelsea porcelain, based on a work by Boucher, shows exquisite English workmanship; to glance at its playful nonsense is to escape some of the urgent austerity of the moment.

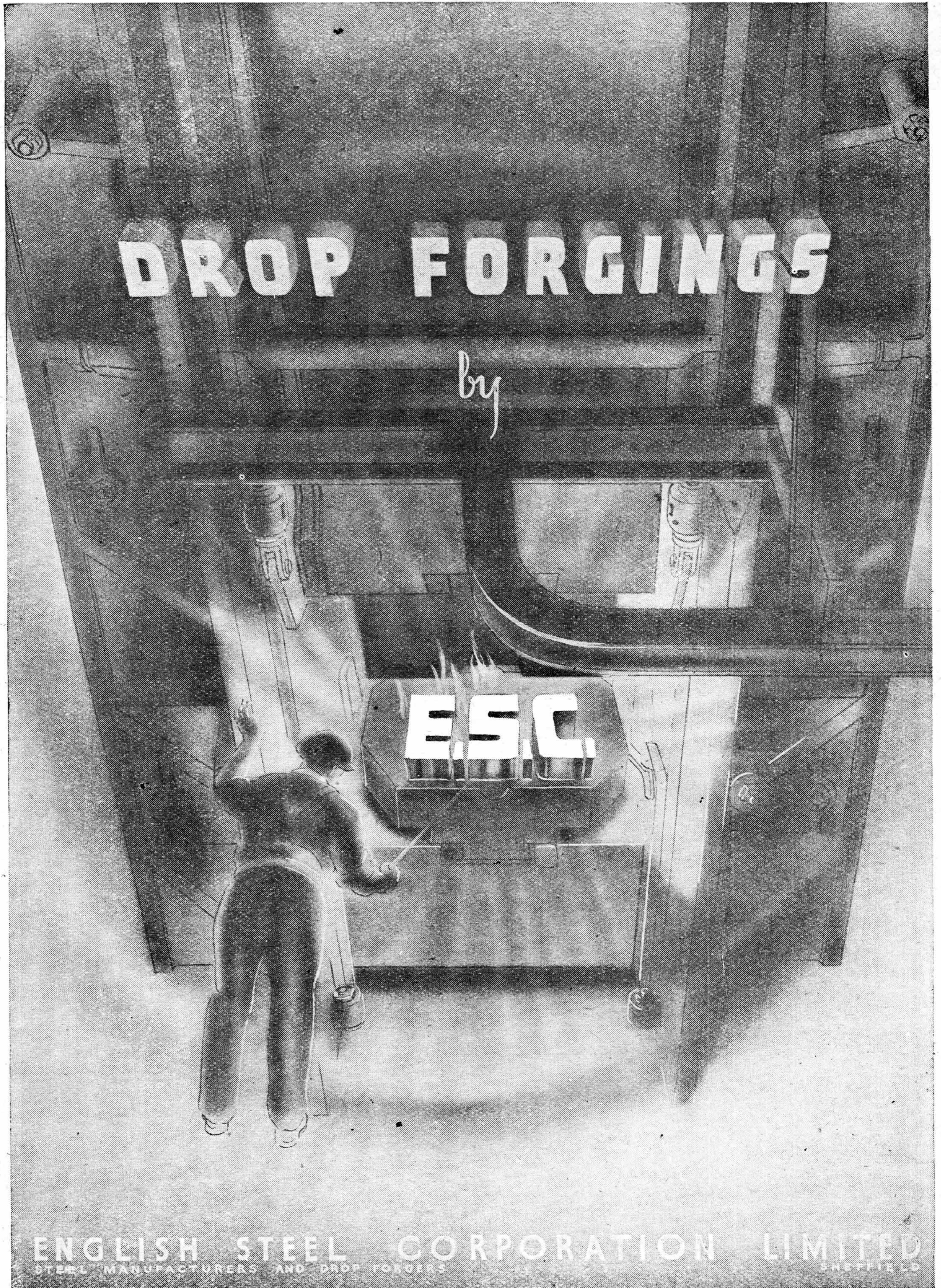
What progress, we wonder, would be made by a pupil who contributed only puffs of air in tempo with the skill of her swain?

Would she, perhaps, have reckoned on an increased activity among those labouring within earshot?

And which of the pair, if either, would have to answer to the Performing Rights Society of those days, and would the presence of the adulatory audience influence the royalties?

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New Appointment

MR. O. H. CORBLE has been appointed Assistant General Manager (Ancillary Services) of the London and North Eastern Railway, with responsibility for the Company's business in connection with shipping and road and air transport. He has been a Director of Railway Air Services Ltd. since its formation in 1933.

Back Copies of THE AEROPLANE

THE FOLLOWING have copies of THE AEROPLANE for disposal—

Mr D Eddy, 35, Greenway Avenue, Rowbarton, Taunton, Somerset: Jan. 2, 1942, to Dec. 25, 1942 (52 copies).

Mr. K. H. Jellicoe The Sanctuary, 113, King Edward Avenue, Worthing: Jan 3, 1941, to the present, except Sept 18 and 25, 1942

Mr. P. V. Kelly, 9, Glebelands Avenue, Ilford, Essex: 1941, May 23, June 20, July 4, Oct. 31; 1942, Jan. 16 to July 17, inclusive, July 31, Aug. 14, Sept. 18; 1943, Feb 5 to July 9, inclusive, July 30, at 6d. each.

Mr. John Plant, Broxbourne House, Broxbourne, Herts: Jan. 17, 1941, to July 30, 1943, inclusive, except for Sept. 5, 1941, and May 8, 1942.

New Patents

APPLICATIONS ACCEPTED

- 554,935—H. Kremer.—Beams, girders and like constructional units for aircraft.—Jan. 22, 1942.
 554,860—Lord Manufacturing Co.—Resilient mountings for vibrating elements.—Oct. 5, 1940.
 554,855—Boulton Paul Aircraft, Ltd., and J. D. North.—Aeroplane wings.—June 18, 1937.
 Opposition period expires Oct. 5, 1943.
 Printed specifications available Aug. 19, 1943.
 555,042.—Aviation Developments Ltd. and R. A. W. Spooner.—Remote control release mechanism.—Jan. 28, 1942.
 555,011.—Associated Electric Labs. Inc.—Electrical control systems.—Jan. 31, 1941.
 555,018.—Fairey Aviation Co. Ltd. and W. J. Dare.—Conversion of rectilinear into rotary motion, or vice versa, particularly in the operation of control mechanism for aircraft.—Apr. 15, 1942.
 Opposition period expires Oct. 11, 1943.
 Printed specifications available Aug. 26, 1943.

Company Notices

NEW COMPANIES

Britain-South Africa Airways, Ltd.—Private co. Reg. Aug. 4. Cap. £100 in 100 shares of £1 each. To carry on the business of an air transport company in any part of the World, but particularly between the United Kingdom and Africa; to manufacture, repair, and deal in aircraft and accessories, etc. Subscribers: S. Disborough and Wm. A. Hadley. Sols.: Slaughter and May, 18, Austin Friars, E.C.2.

Cellon Developments, Ltd.—Private co. Reg. July 28. Cap. £10,000 in 10,000 shares of £1 each. To carry on development and experimental work and the business of manfrs. of and dealers in paints, varnishes, preservative coverings for buildings, ships, locomotives, automobiles, aircraft



LEARNING FROM OTHERS.—Lord Knollys, Chairman of British Overseas Airways Corporation (second from left), watching a demonstration of a piece of testing apparatus during a recent tour he made of Trans-Canada Air Lines. On his right is Mr. J. T. Bain (Superintendent, Engineering and Maintenance, T.C.A.); on his left, Mr. Vernon Crudge (Regional Director, West Atlantic Region, B.O.A.C.). Mr. C. T. Larson, Vice-President of Trans-Canada Air Lines is on the right.

vehicles, woodwork and ironwork, etc., waterproofing materials, etc. Directors: A. J. A. W. Barr, Mang. Dir. of Cellon, Ltd.; H. Lazell, Dir. of Cellon, Ltd.; W. J. Shilcock, Dir. of Cellon, Ltd.; and James D. Ferguson, C.A. Sols.: Brash, Wheeler and Co., 4, St. Bride Street, E.C.4. Reg. Office: 86-88, Queen Victoria Street, E.C.4

The following is a list of the sources of the photographs in this issue of THE AEROPLANE:—

- Associated Press: p. 202 top.
 Bippa: pp. 201 bottom, 202 bottom, 206, 215 (Mustang), 223.
 Central Press: p. 214 top left.
 Keystone: p. 209 bottom.
 L.N.A.: p. 205 bottom.
 P.N.A.: pp. 203, 214 bottom, 218, 219, 220, 221, 222.
 Topical Press: p. 214 (Lysander).
 All not included above are either THE AEROPLANE photographs or come from private sources or are captured from the enemy.

PERSONAL NOTICES

BIRTHS

Armin.—On Aug. 5, at Rotunda Hospital, Dublin, to Margaret (née Conway), wife of Flt. Lt. Richard Armin, M.B., of Devoizes—a daughter.

Bain.—On Aug. 2, at Fort House Nursing Home, Dundee, to Anne (née Dewar), wife of Sqdn. Ldr. J. T. Bain—a daughter.

Barton.—On Aug. 7, at Kenwood Nursing Home, Muswell Hill, N.10, to Peggy, wife of the late Sqdn. Ldr. A. R. H. Barton, D.F.C. and Bar—a son.

Berman.—On Aug. 10, at Bentinck St., W.1, to Sheila (née Koski), wife of Flt. Lt. Monty Berman, R.A.F.V.R.—a daughter.

Bowman.—On Aug. 7, at 50, Durrington Rd., Boscombe East, to Constance (née Davis), wife of Sqdn. Ldr. E. Bowman, R.A.F.—a son.

Campbell.—On Aug. 9, to Margaret (née Dilworth), wife of Sqdn. Ldr. P. K. Campbell, R.A.F.—a son.

Emerson.—On Aug. 5, at the Middlesex Hospital, to Gwyneth (née Acland), wife of Flt. Lt. R. S. Emerson, of Argentina—a son.

Gaywood.—On Aug. 9, at Radlett, to Constance, wife of Flg. Off. Stanley Gaywood, R.A.F.V.R.—a son.

George.—On Aug. 2, at Brookfield Nursing Home, Park Lane, Roath Park, Cardiff, to Betty (née Moor), wife of Sqdn. Ldr. W. H. George, D.F.C.—a daughter.

Goodrich.—On Aug. 8, at Benslow, Hitchin, to Rosamond, wife of the Rev. Alec Goodrich, R.A.F.—a daughter.

Harris.—On Aug. 8, at Highfield Nursing Home, Stanmore, to Julia (née Ansell), wife of Flt. Lt. Henry J. Harris, R.A.F.V.R.—a son.

Heppenstall.—On July 21, in Springfield, Ohio, U.S.A., to Nancy (née Foos), wife of Flt. Lt. R. A. Heppenstall, R.A.F.V.R.—a son.

Holford.—On July 31, at 60, Sandleigh Rd., Leigh-on-Sea, Essex, to Joan (née Munro), wife of Wng. Cmdr. D. D. Holford, D.S.O., D.F.C.—a son.

Holyoake-Eden.—On July 31, at Wingrove Hospital, Newcastle, to Sara (née O'Neill), wife of Edward Holyoake-Eden, R.A.F.—a son.

Jeffs.—On Aug. 8, at Stonycress Nursing Home, Hindhead, to Frances Rae (née Holt), wife of Sqdn. Ldr. F. R. Jeffs, A.F.C.—a daughter.

Kennedy.—On Aug. 7, at 149, Oxford Road, Johannesburg, to Molly (née Macpherson), wife of Flt. Lt. Walter Sinclair Kennedy, D.F.C.—a daughter.

Leonard.—On Aug. 4, at Wembley, to Muriel, wife of Plt. Off. R. A. Leonard, R.A.F.V.R.—a son.

Little.—On Aug. 4, at Chalfonts Nursing Home, Gerrards Cross, Bucks, to Phyllis (née May), wife of Flg. Off. J. S. Little—a daughter.

Love.—On Aug. 4, at the Royal County Hospital, Winchester, to Mary (née Boal), wife of Sqdn. Ldr. Douglas C. Love, R.A.F.V.R.—a daughter.

Pattison.—On Aug. 5, at Craigard, Campbelltown, to Peggy, wife of Lt. (A) K. S. Pattison, D.S.C., R.N.—a son.

Rendell.—On Aug. 7, at Radcliffe Maternity Home, Oxford, to Audrey (née Steel), wife of O./C. Cpl. A. J. Rendell, R.A.F. (overseas)—a son.

Riggall.—On Aug. 5, at the Great Meadow, Castletown, I.O.M., to Elizabeth (née Lowndes) and Sqdn. Ldr. R. H. D. Riggall, R.A.F.—a daughter.

Roberts.—On Aug. 4, at Grappenhall Nursing Home, Cheshire, to Pamela (née Abel), wife of Wng. Cmdr. W. G. S. Roberts—a son.

Taylor.—On Aug. 7, at Romsey, Hampshire, to Sydney (née Crosson), wife of Flt. Lt. G. R. Taylor, R.A.F.V.R.—a daughter.

Winslow-Taylor.—On Aug. 9, at Woking Maternity Home, to Joan (née Barr), wife of Flt. Lt. C. Winslow-Taylor, R.A.F.V.R., of 22, Springfield Close, Stanmore—a daughter.

Wood.—On Aug. 4, at the Oakwood Nursing Home, Northampton, to Bridie (née McGaver), wife of Flg. Off. John F. Wood—a daughter.

MARRIAGES

Baker-Foster.—On July 24, at St. Clement's Church, Hastings, Roy Baker, R.A.F.V.R., to Sheila Foster, of Hastings.

Butcher-Hammond.—On Aug. 9, Sgt. N. P. Butcher, R.A.F.V.R., to S./O. Patricia (Paddy) Hammond, W.A.A.F.

Cheesman-Butler.—On Aug. 9, at Nottingham, Sgt. Plt. Emerson A. J. Cheesman, only son of Mr. and Mrs. A. W. Cheesman, of Ealing, to Anne Thora Butler, only daughter of the late Mr. and Mrs. F. H. Butler, of Harrogate and Lynton.

Dorman-Currie.—On Aug. 7, quietly at Downham Market Parish Church, Paul Wilfrid Dorman, Chaplain, R.A.F., to Constance Agnes Currie.

Fairbridge-Carrington.—On June 19, at Brisbane, Australia, Rhodes Whitmore Fairbridge, R.A.A.F., elder son of the late Kingsley Fairbridge, of Pinjarra, W.A., and of Mrs. Fairbridge, now of Adelaide, to Dolores Carrington, W.A.A.F., daughter of Mr. and Mrs. Carrington, of Rangoon, now of Sydney.

Gatrell-Osborne.—On Aug. 4, at Clapham Congregational Church, Edward C. N. Gatrell, R.A.F. (Air Sea Rescue), to Margaret Osborne,

elder daughter of Mr. and Mrs. W. A. Osborne, of Half Moon Lane, London, S.E.24.

Harrison-Marrian.—On July 31, M.S.M. John George Hunter Harrison, R.A.S.C., son of Mr. and the late Mrs. Wm. Harrison, of Burscough Bridge, to L.A.C.W. Blanche Mary Marrian, W.A.A.F., only daughter of Mr. and Mrs. K. C. Marrian, of Lilacs, Bower Road, Hale, Cheshire.

Heybroek-Davis.—On Aug. 4, at St. Mary-le-Strand, London, W.C., Flt. Lt. Ernest Peter Heybroek, R.C.A.F., elder son of Mr. and Mrs. Ernest Heybroek, of Victoria, B.C., Canada, late of Manila, Philippines, to S./O. Joan Covernton Davis, W.A.A.F., elder daughter of Mr. and Mrs. Geoffrey Davis, of Chatfold, Warnham, Sussex.

James-Wilson.—On July 31, at All Saints', Farringdon, Hants, Flt. Lt. Basil A. James, R.A.F.V.R., of Green Lane, Edgware, to Joan Wilson, Woodside, Farringdon.

Rickerby-Sansom.—On Aug. 7, at St. Michael's, Southfields, Sgt. Arthur M. Rickerby, R.A.F.V.R., of Maidstone, to Joan A. Sansom.

Shears-Alpine.—On Aug. 3, at Northiam, Sussex, Flt. Lt. Allen J. Shears, R.A.A.F., only son of Mr. and Mrs. A. H. Shears, of Sydney, Australia, to S./O. Vivien S. Alpine, W.A.A.F., only child of Mr. and Mrs. John Alpine, of St. Mawes, Cornwall.

Spark-Fleet.—On Aug. 5, at Epsom Congregational Church, Flg. Off. Basil Douglas Spark, to Shirley Phyllis Fleet.

Stephens-Bentley.—On Aug. 7, at St. Mary's Church, Berrow, Somerset, Capt. Basil Fletcher Stephens, Gloster Regt., second son of Mr. and Mrs. H. W. Stephens, St. Leonards Court, Upton St., Leonards, Glos, to Elizabeth Ann Bentley, W.A.A.F., younger daughter of Mr. and Mrs. Grendon Bentley, Crossways, Burnham-on-Sea.

Timms-Tomlin.—On Aug. 7, at Parish Church, Rugby, Flg. Off. Anthony S. Timms, R.A.F., of Wallington, Surrey, to Eileen Mary, only daughter of Mrs. Margaret M. Tomlin.

Wheeler-Hill.—On Aug. 5, the Rev. E. H. Wheeler, R.A.F.V.R., to Joan Elizabeth Hill, of Upton Manor, Newark, Notts.

Woods-Mole.—On Aug. 6, quietly at St. Luke's Church, Chelsea, Flt. Lt. Trevor MacAlpine Woods, only son of Mr. and Mrs. Laurance Woods, of "Carlyon," Streatham Hill, to Blanche, daughter of Mr. and Mrs. John Mole, of Gloucester Terrace, London.

Wright-Craig.—On Aug. 3, at Aylesbury, Midshipman (A) Robert Bache Wright, R.N.V.R., son of the late Lt.-Col. B. A. Wright, D.S.O., and of Mrs. Wright, Preswylfa, Mold, to Robinetta Craig, W.A.A.F., daughter of Mr. Robin Craig.

CORRESPONDENCE

Helicopter Phobia

MUCH NONSENSE is being written about helicopters in these days. A lot of people seriously think that the helicopter would be more useful against submarines than is the ordinary aeroplane with depth charges. In the first place, a submarine would spot a helicopter afar off and would get down below long before the helicopter could reach it. Part of the success of aeroplanes against submarines is caused by their terrific speed.

Apart from that, people think of helicopters as landing vertically and smoothly on a space about half the area of a tennis court. That is all very fine on land and in fine weather, but what hope has the helicopter of staying in one piece if, as it comes down vertically and steadily, the deck of the ship bounces up and smacks it on the bottom?

Also, helicopters are still subject to ordinary aerodynamic laws, and if a helicopter pilot tried to land in the lee of a row of trees he would promptly be caught by the down draught and planked on the floor in a heap.

Nevertheless, I do see three distinct uses for helicopters. One is to pick air-wrecked crews off the Greenland ice-cap. You will remember that the men from one aircraft which was wrecked got to the edge of the glacier and could see the sea and the ship that had come to fetch them, and could not get down to it. In another instance, the crew of a Walrus went up to fetch the men from the ice and crashed in taking off, so that the crew and the man they had picked up were killed. A helicopter could probably do that job all right.

Likewise, in such work as that done by Wingate's force in Burma helicopters would be useful in dropping into jungle clearings and picking up sick and wounded. Even then one must remember that a helicopter is a much more tender thing than an aeroplane. One can pump a wing full of holes without the machine being much the worse, but very few holes in a rotor blade would throw the thing out of balance and possibly wreck the outfit, or at any rate give the blade a chance of breaking off.

The one undeniable use for a helicopter is as the official mount for Air Attachés at the Vatican City. C. G. GREY

Back-seat Driving

IN THE CORRESPONDENCE columns of THE AEROPLANE of Aug. 6, you state that in the Royal Air Force the pilot is always captain of the aeroplane. This rule no longer holds, and any member of the crew may now act as captain, on the authority of the A.O.C. In at least one case a squadron is commanded by an observer.

In an early stage of their training, observers are now given an Air Ministry pamphlet which states that they may be called upon to act as captains of aircraft.

Under the circumstances, when an experienced navigator is put with an inexperienced pilot, the responsibility of captaincy should be placed on the one most capable of bearing it, particularly in Coastal Command.

The best solution is two pilot-navigators fully trained in both arts, and when times permit longer training no doubt this method will be adopted. W. J. D. ALLAN.

[In the majority of instances, the pilot is captain of an R.A.F. aeroplane and the principle is not really disturbed by the special authorisations which specifically give command to another member of the crew. Some crews have strange duties to perform in these days—duties which are not talked about or written about. Where an expert has a particular job to do, using possibly a particular piece of apparatus, there may be good reason for putting him in charge of the party. Provision is now made for this, but the general rule, which we stated, still holds good.—ED.]

The Battle of Modifications

I ENTIRELY agree with your comment in Aug 6 correspondence on the havoc that modifications can play with production. That is why the fitting of the Liberators supplied to the Royal Air Force with .303-in. guns and turret seemed so strange since this aeroplane was, one would suppose, made originally for .5-in. guns, and these were available from the Americans.

The redesigning of a British Lancaster, made in the first place for .303 guns, would be quite another matter. Hence there appears to have been some other good reason, such as simplification of maintenance and supply, at least in so far as the Liberators were concerned, or there was some predilection for .303 rifle calibre armament.

I do not know how ranges at night compare with those

in the daylight. The answer may be there, otherwise one would have thought the chance of having some aircraft armed with at least .5-in. guns (a calibre of, say, about .707-in. might be worth trying out in a prototype) would have been welcomed, if only to gain experience of the type.

Some modifications may be merely an improvement and can wait; others may at times be vitally important. The ability to get such changes in production carried out relatively quickly may save many lives. For instance, as the war progresses British heavy bombers may be able to operate more and more in daylight over defended enemy territory and armament will be more than ever important. General Elles has stated long ago that "the best, however, is only the enemy of the good, if the good is good enough." But what a great deal of the blood, tears, toil and sweat (and air bases) of the Western Desert, and much more, might possibly have been saved if only our tanks and anti-tank guns could have been rearmed sooner with six pounders, and larger guns, instead of their original diminutive two-pounder guns. Why so small a calibre was ever originally standardised remains a mystery. Probably because of an insufficient range of properly tested prototypes and lack of money for same.

One would be interested to hear views on the incidence of collisions in concentrated bomber raids. Pilots have mentioned the danger and aircraft have been reported back with incendiaries on the wings dropped from other bombers higher up. JOHN BALDWIN.

[In the days when the R.A.F. modified Liberators to its own requirements, the flow of Lease-Lend supplies from the United States was on a small scale. Furthermore, the R.A.F. had turrets, which had been amply proved in service, but no turret designed to take the 0.5-in. machine-gun. Hand-operated guns were distrusted and rightly. A good deal of experience has since been acquired and the importance of muzzle horsepower has come to be understood. Changes may or may not be on the way. In these days of high output, changes in production are planned a long way ahead and improvements may have been fully tested long before they go into service. Nevertheless, developments do occur, as the somewhat improvised fitting of 40 mm. cannon in the "tank-busting" Hurricane showed.—ED.]

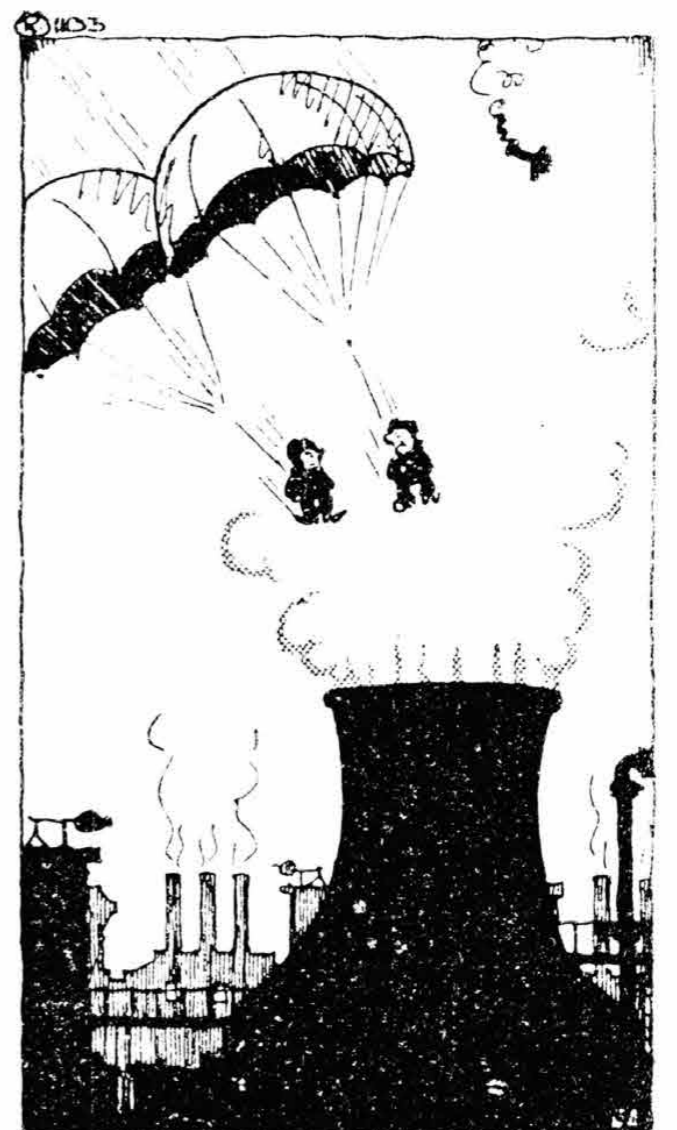
Pobottle Pranks

I WANT to express my personal thanks to your Mr. Pobottle for a particularly brilliant halo which has recently descended upon me. I have been gleefully hailed as the author of a clever piece of advertising in your issue of July 2 by some of the junior (and temporary) members of a Departmental staff with whom this company does business. I wonder whether I ought to tell them that I knew nothing about this particular effusion and return the undeserved halo whence it came.

On second thoughts, I am not sure whether "thanks" is really what I ought to convey to Mr. Pobottle. The head of the said Department (an "established" Civil Servant) muttered something about "cheap gibes" and "stooping to any depths to get a bit of free publicity," and I really wonder whether we shall not find the company's name to be mud and more Hollerith Tabulators "soon removed"—to quote dear Mr. Pobottle.

What I really want to put over to you, sir, is that neither I nor the company by whom I am employed had any hand in the inspiration of Mr. P. Whether or not you would care to publish this disclaimer I must leave to you.

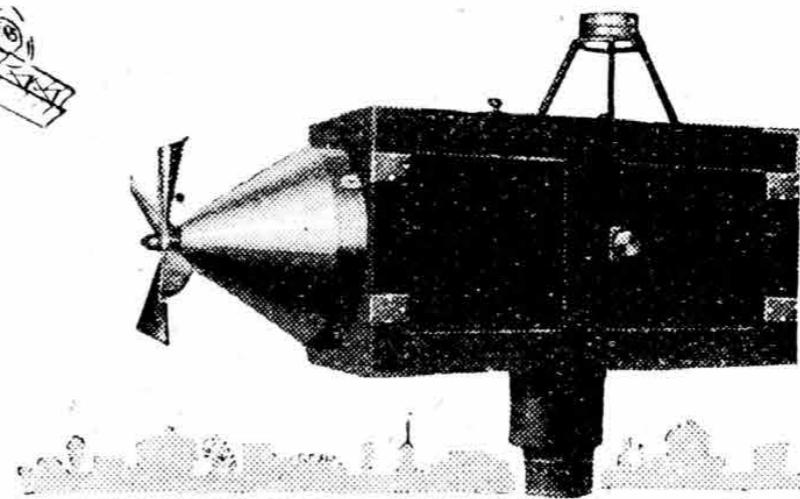
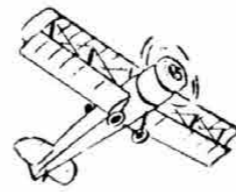
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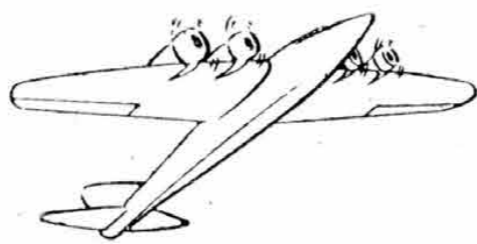
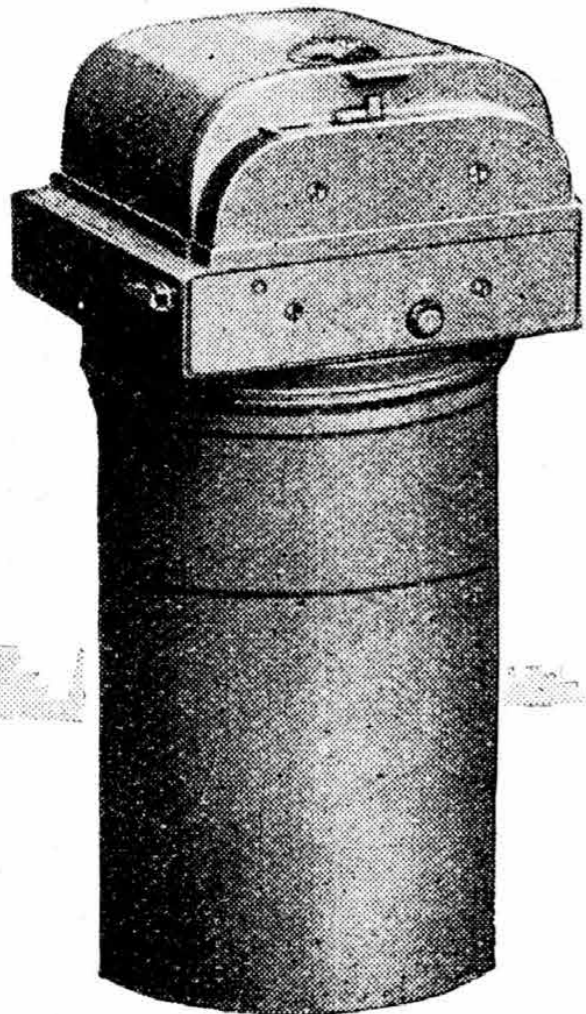
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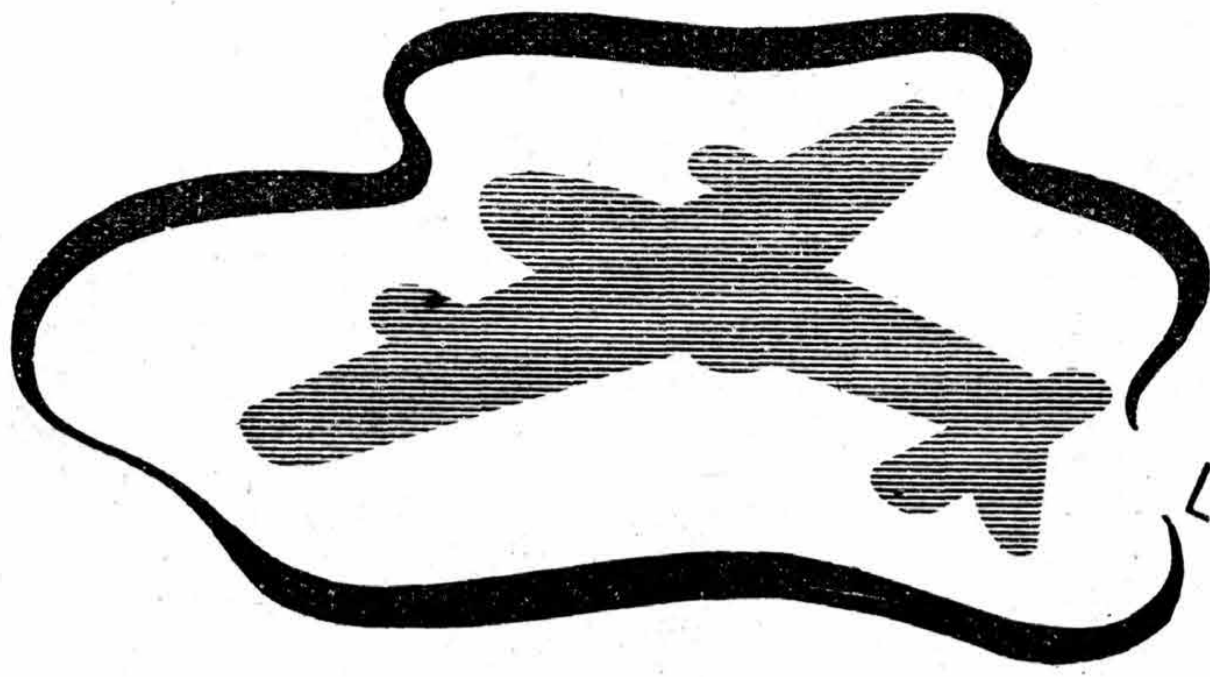
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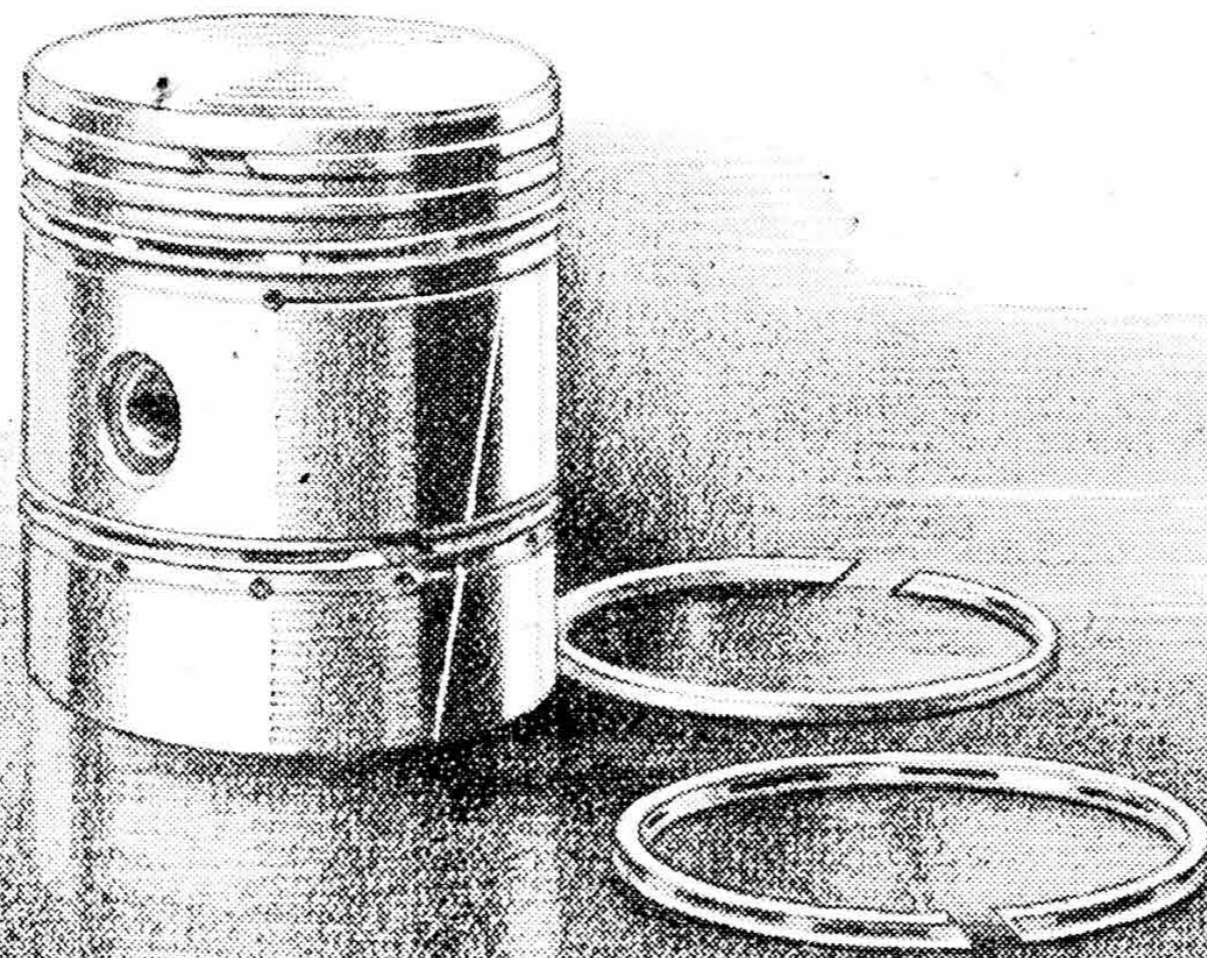
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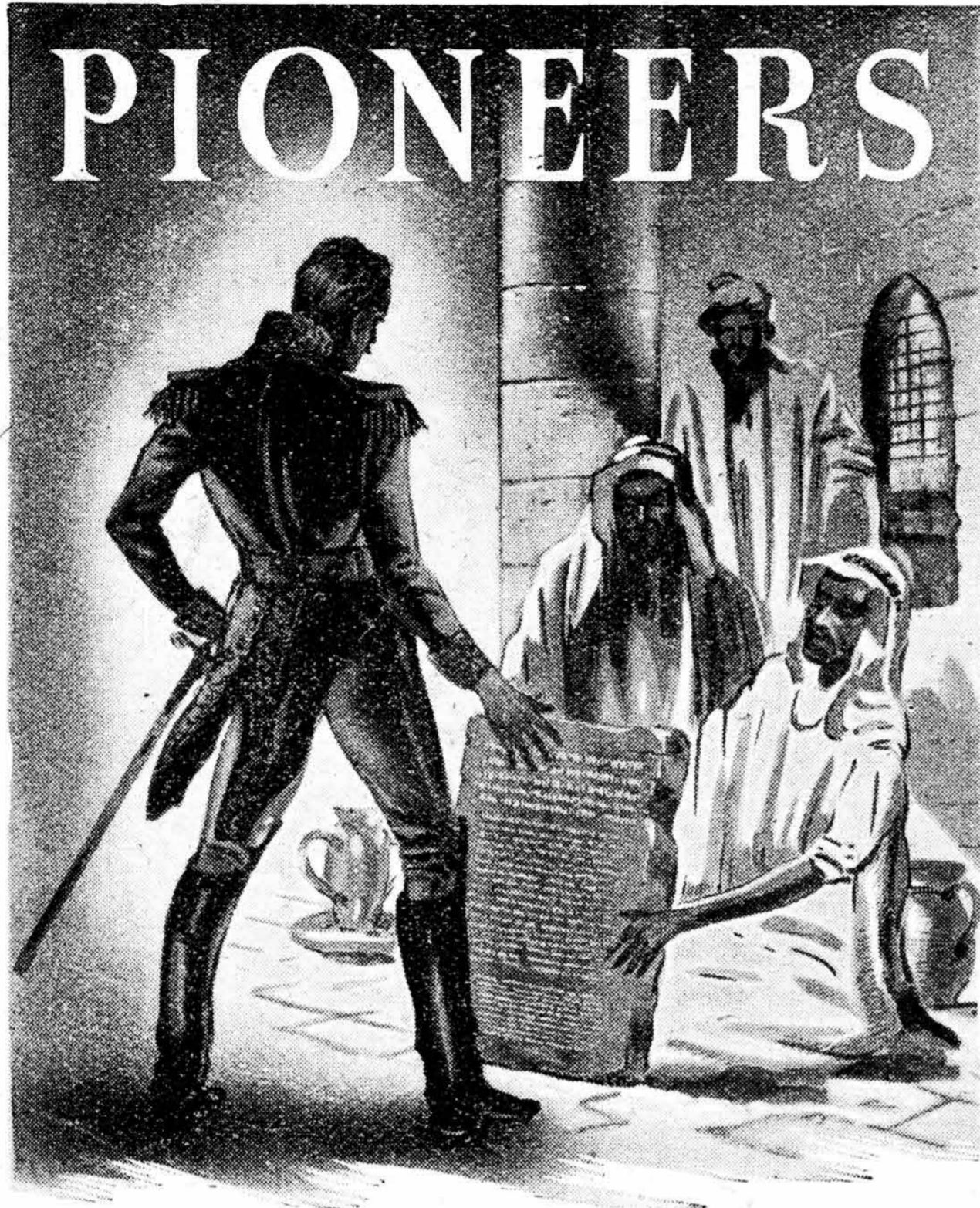
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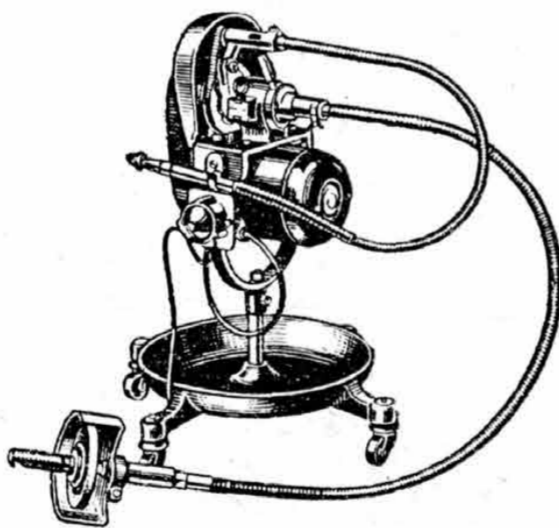
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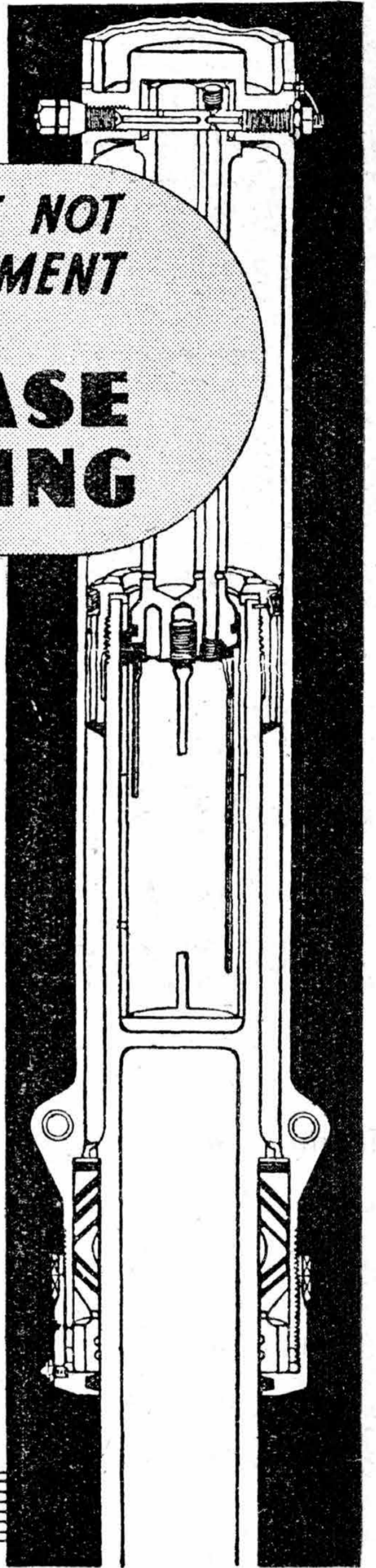
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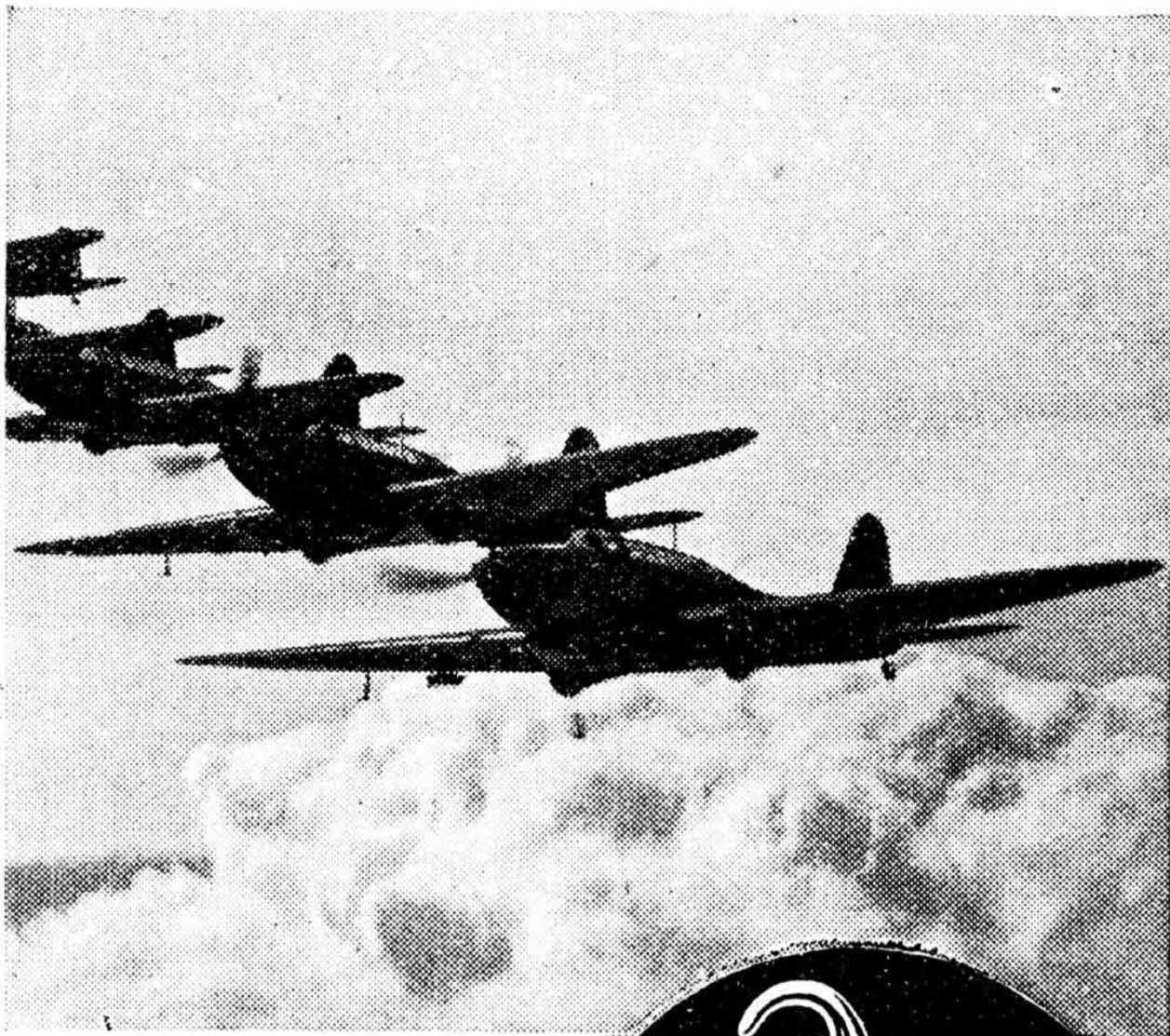
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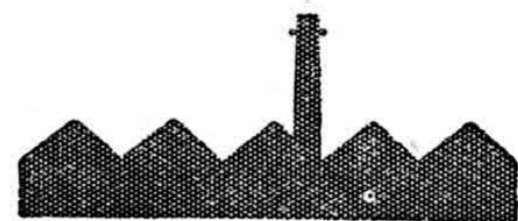
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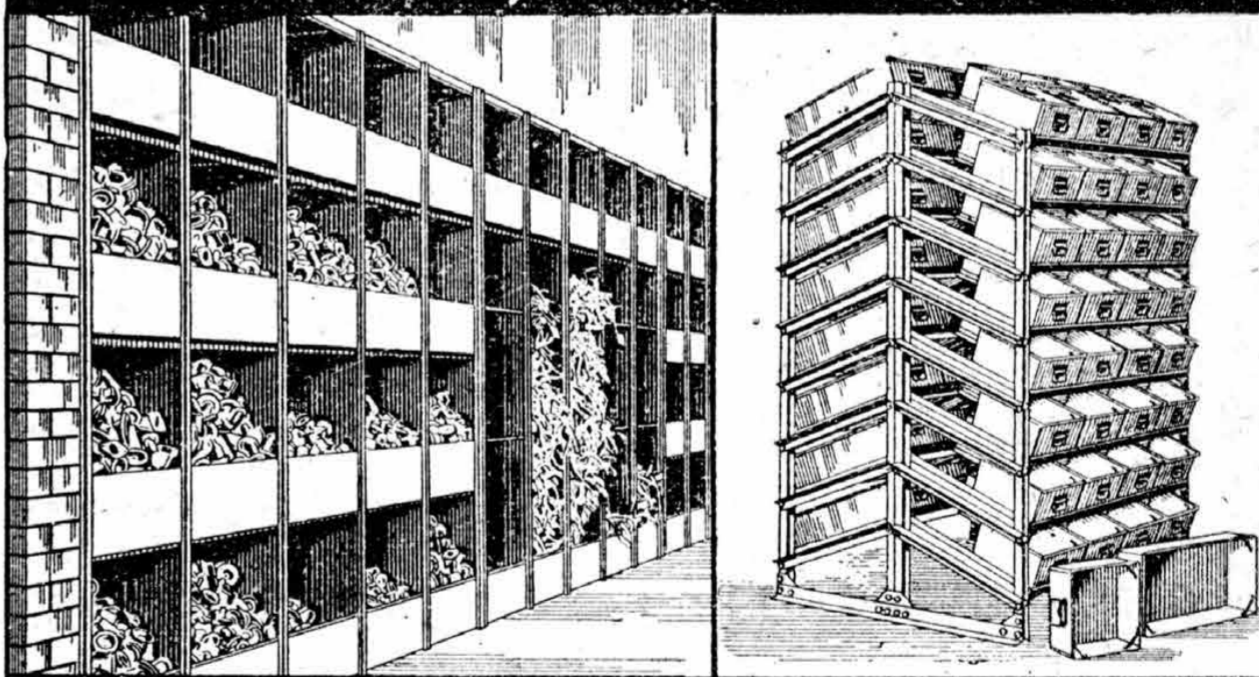
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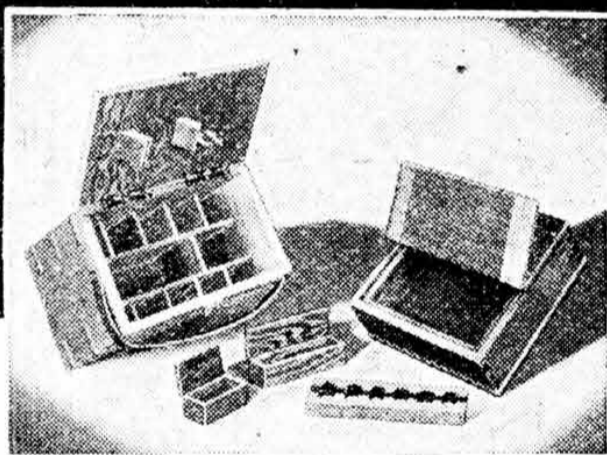
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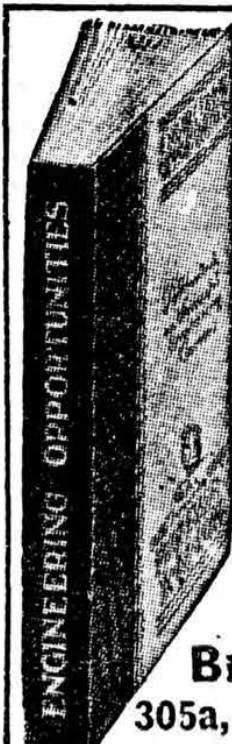
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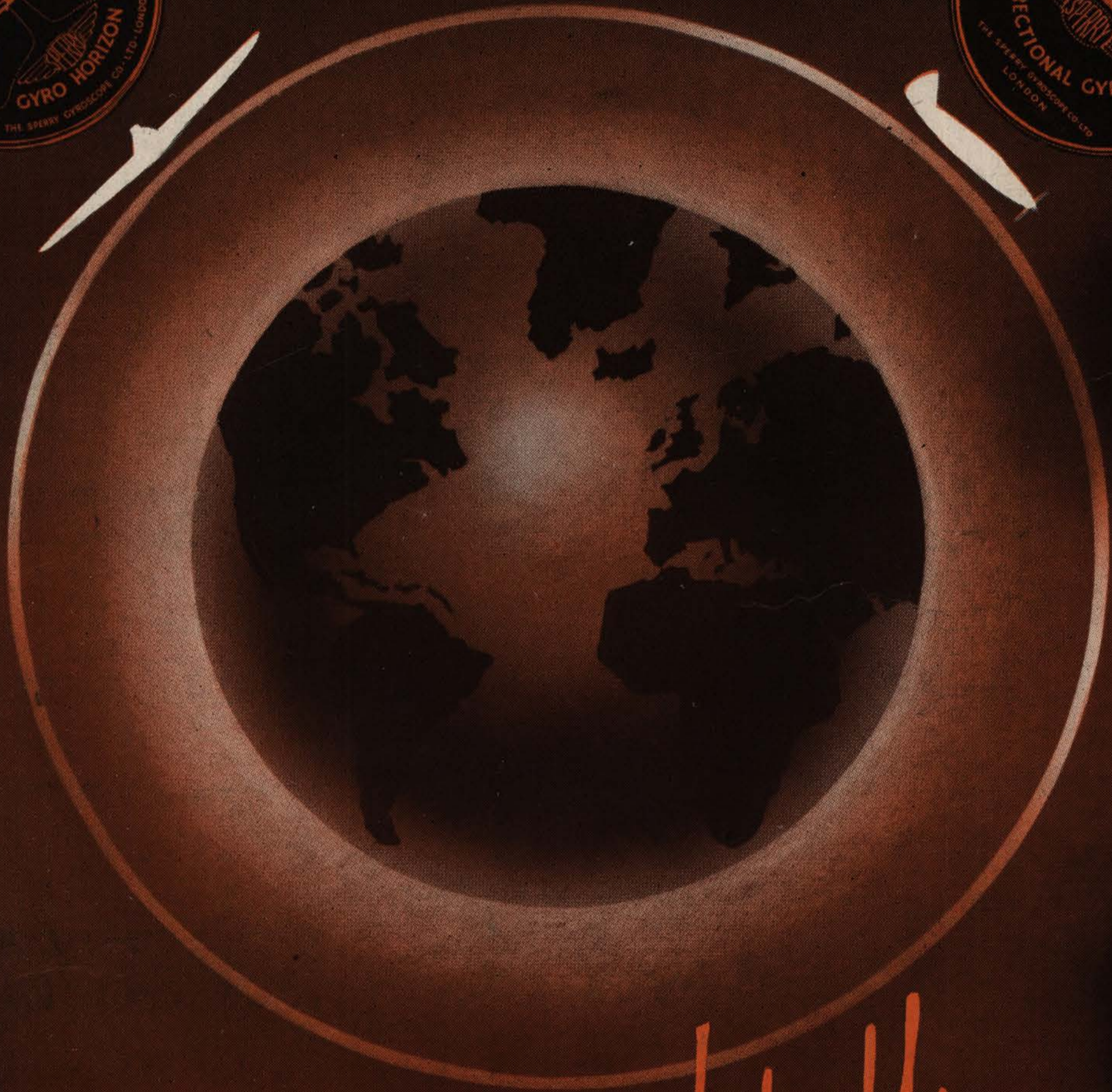
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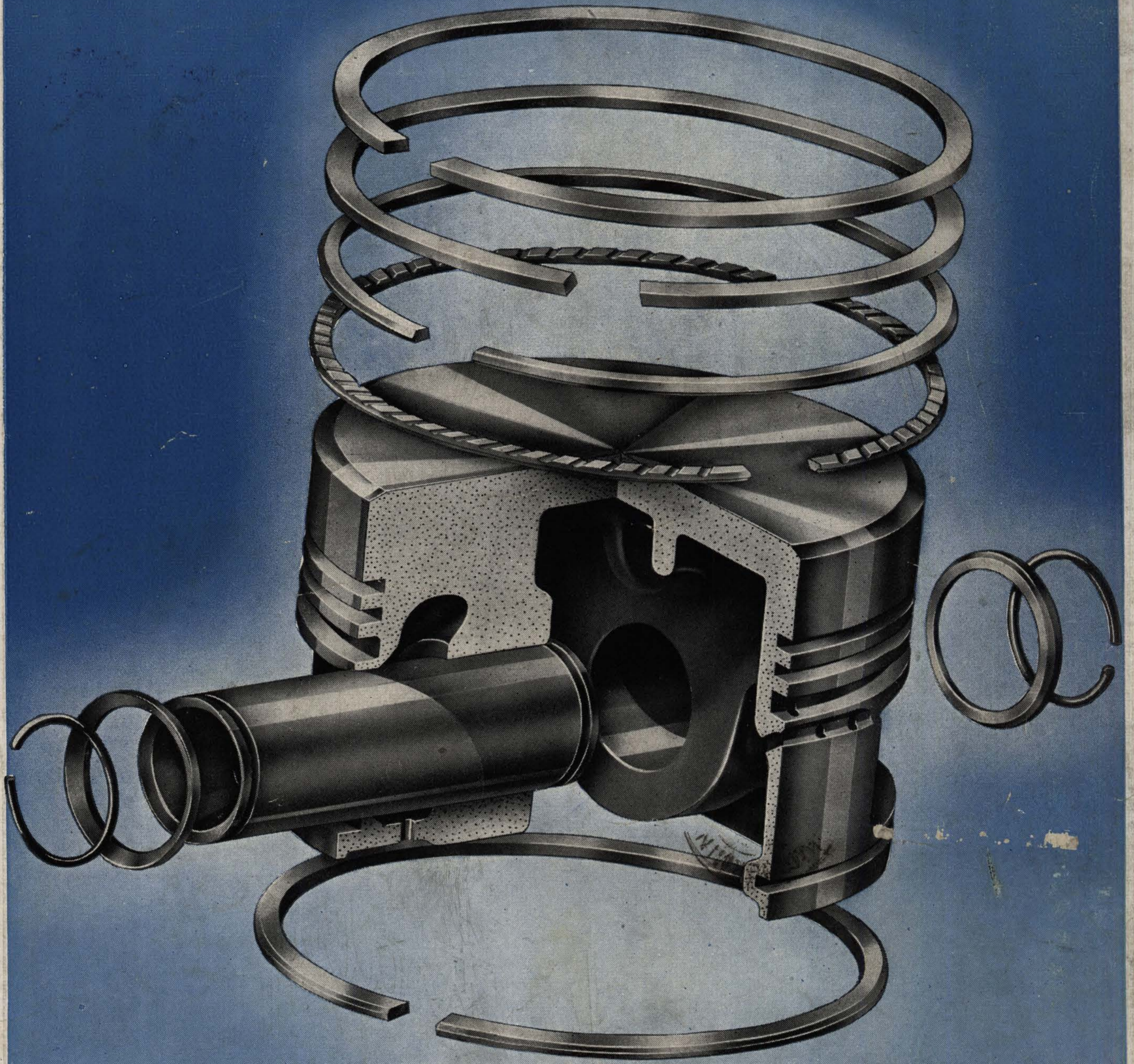
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FEATURES OF THE "BRISTOL" HERCULES SLEEVE-VALVE ENGINE



PISTON ASSEMBLY

1. LIGHT ALLOY FORGING FOR STRENGTH AND HIGH HEAT CONDUCTIVITY.
2. GIRDER TYPE, MACHINED ALL-OVER, CORRECT SECTIONS FOR SMOOTH HEAT GRADIENTS.
3. SPECIAL HEAT FORMED GAS RINGS WITH A DEEP RADIAL SECTION.
4. SPECIAL OIL SCRAPER RINGS, ONE PLAIN AND ONE SCALLOPED, PAIRED IN ONE GROOVE.
5. FULLY FLOATING CASE-HARDENED LAPPED GUDGEON PIN.

"British workmanship at its best."

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THE BRISTOL AEROPLANE COMPANY, LIMITED.

