



# FLIGHT

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Founder and Editor: STANLEY SPOONER.

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## EDITORIAL COMMENT.

### The Safety of Flight Commander Hewlett.

On Friday of last week, just as the first issue of FLIGHT for the New Year had come off the press, the very welcome item of information transpired of the safety of Flight Commander Francis E. T. Hewlett, who had been reported as "missing" in connection with the brilliant exploit of the Royal Naval Air Service on Christmas Day. It appears, as recorded elsewhere in this issue, he had been rescued by a Dutch trawler, and after five days fishing with them was on New Year's Eve enabled to communicate with England.

With the safe return of Mr. Hewlett, every one of the seven officers were therefore accounted for, safe and sound, after their daring exploit.

We are indeed rejoiced that the fears of disaster to Mr. Hewlett generally entertained, and given expression to in our last issue, have been proved groundless, and we tender our sincere congratulations upon the happy issue to this adventure to Mr. and Mrs. Maurice Hewlett and equally to His Majesty's Flying Services in having still on the active list so valuable an officer as Flight Commander Hewlett.

### The Flying Services Fund.

Probably no more masterly action could have been conceived by the Royal Aero Club for closing the year 1914 than its support in such substantial form of the Fund for the benefit of the Flying Services which it was invited to organise and administer by the Admiralty and the Army Council. The momentous decision having been taken, we trust no time will be lost in commencing with a stirring appeal to the public for subscriptions and donations to the Fund.

The brilliant performances of the officers of the Royal Flying Corps as well as of the Royal Naval Air Service during the closing week of the old year, have done much to further impress on the minds of the population of the Empire an appreciation of the valuable services to the cause of the Allies which aircraft, and those entrusted with its organisation, are rendering. With the unflinching courage of our aviators in attacking the enemy on his own ground so fresh in their minds, no better opportunity could be afforded of bringing the Fund sympathetically before the notice of the public, and having regard to the fact that it starts off with the magnificent contributions of £1,000 each from the Club and from the Brothers Michelin, and further substantial amounts, we feel sure that, with generous publicity given to its objects—that of supplementing Government provision for members of the Flying Services permanently incapacitated while carrying out their duties, or for the wives and dependants of those who may unfortunately be killed while in action—it will not be long ere the Fund has reached a five, and we are even sanguine enough to suggest a six, figure total.

While the need for the immediate administration of the Fund may not yet be pressing, the time for its organisation is NOW, and we trust that the Club will permit nothing to stand in the way of it being publicly launched at the earliest possible moment.

### New Year Honours.

Although it is, of course, in the order of things that those connected with the Royal Naval Air Service and the Royal Flying Corps gladly take all necessary risks of duty on active service, and naturally do not seek that they should be specially rewarded for doing that duty, it is none the less gratifying to record that both services have shared in the honours which were announced on New Year's Day. The three officers of the Royal Naval Air Service