

THE ROYAL AIR FORCE

London Gazette, December 23, 1921.

General Duties Branch

Flight Lieut. G. E. Wilson is placed on half-pay, Scale B; Nov. 28. Pilot Offr. on probation D. J. Hugh-Jones is confirmed in rank; Oct. 28.

Memorandum

Hon. Sec. Lieut. W. J. Gayes relinquishes his hon. commn.; March 25, 1919 (since granted short service commn.).

London Gazette, December 30, 1921.

General Duties Branch

The follg. are granted permanent commns. as Flying Offrs., retaining their present seny.; Nov. 17.—C. F. Horsley, M.C., R. M. C. MacFarlane, M.C., C. E. Maitland, D.F.C. Flight Lieut. H. H. Balfour, M.C., is granted a permanent commn. as a Flying Offr., with effect from April 26, 1920 (*Gazette* May 4, 1920, apptg. him to a short service commn., is cancelled (since promoted).

The follg. Flight Lieuts. resign their permanent commns., and are permitted to retain rank of Major.—O. Stewart, M.C., A.F.C.; Dec. 22. J. R. McCrindle, M.C., O.B.E.; Jan. 1, 1922. Flight Lieut. W. Man, D.F.C., resigns his short service commn.; Dec. 8. Flight Lieut. G. H. Errington relinquishes his short service commn. on acct. of ill-health, and is granted rank of Maj.; Dec. 31. Flying Offr. F. Edwards is placed on the Retd. List, and is granted rank of Capt.; Dec. 31.

Stores Branch

Flight Lieut. H. P. Bridges resigns his permanent commn., and is permitted to retain rank of Capt.; Jan. 1, 1922. Flight Lieut. J. W. Gage is placed on the retired list on account of ill-health; Dec. 31.

The follg. Pilot Offrs. on probation to be Flying Offrs. on probation; Aug. 9.—J. W. Gray, F. O. Hall, B. C. Powell, H. A. Murton.

Medical Service

J. W. Harper, M.D., is granted a short service commn. as Flight Lieut., with effect from, and with seny. of Dec. 14. Capt. J. S. Smith, Army Dental Corps, is granted a temp. commn. as a Flight Lieut. while attached for duty with the R.A.F., with effect from Nov. 1, 1919, and with seny. of Jan. 27, 1919. He will continue to receive emoluments from Army Funds.

Nursing Service

The follg. ladies are confirmed in the appts. as Staff Nurses, to date from June 15.—Miss N. M. M. B. Brown, Miss N. C. M. Kelly.

Memoranda

Sec. Lieut. J. H. Jacques to be Lieut.; June 5, 1919. The follg. relinquish their temp. commns. on ceasing to be empd., and are permitted to retain their ranks.—Lieut. F. O. Rose; Oct. 24, 1919 (substituted for *Gazette*, Nov. 7, 1919). Maj. P. L. Teed; Dec. 20. Lieut. J. H. Jacques relinquishes his temp. commn. on account of ill-health contracted on active service, and is permitted to retain his rank; June 8, 1919 (substituted for *Gazette*, June 20, 1919).

Lieut. A. T. Sheldrake, H.L.I. (T.F.), is granted a temp. commn. as a Sec. Lieut. (A.); Aug. 1, 1918 (since deceased).

Four Cadets are granted hon. commns. as Sec. Lieuts., with effect from the dates of their demobilisation.

Hon. Sec. Lieut. G. H. Atter is deprived of his commn. on conviction by the Civil Power; July 18.

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the R.A.F. are notified:—**Squadron Leaders.**—R. B. Ward, A.F.C., from No. 29 Group Headquarters (Coastal Area) to School of Naval Co-operation and Aerial Navigation (Coastal Area). 30.1.22. G. J. Watney, O.B.E., from Egyptian Group Headquarters (Middle East Area) to R.A.F. Depôt (Inland Area). 7.11.21. J. C. Quinell, D.F.C., from No. 3 Flying Training School (Inland Area) to School of Naval Co-operation and Aerial Navigation (Coastal Area). 30.1.22.
Flight Lieutenants.—T. Q. Studd, D.F.C., from School of Army Co-operation (Inland Area) to School of Naval Co-operation and Aerial Navigation (Coastal Area). 30.1.22. G. H. Hooper, M.C., D.F.C., from No. 207 Squadron (Inland Area) to School of Naval Co-operation and Aerial Navigation (Coastal Area). 30.1.22. V. R. Scriven, A.F.C., from H.M.S. "Pegasus" (Mediterranean Group) to No. 267 Squadron (Mediterranean Group). 1.12.21. G. W. Biles, D.F.C., from Central Flying School (Inland Area) to School of Naval Co-operation and Aerial Navigation (Coastal Area). 30.1.22. C. H. Young, M.B., from R.A.F. Depôt (Inland Area) to No. 3 Flying Training School (Inland Area). 30.12.21. J. H. Porter, M.C., M.B., from No. 1 Flying Training School (Inland Area) to R.A.F. Depôt (Inland Area). 15.1.22. G. H. H. Maxwell, M.B., from School of Technical Training (Men) (Inland Area) to Inland Area Aircraft Depôt (Inland Area). 6.1.22. A. E. Barr-Sim, M.B., from R.A.F. Depôt (Inland Area) to School of Technical Training (Men) (Inland Area). 4.1.22. C. W. T. Baldwin, from Inland Area Aircraft Depôt (Inland Area) to R.A.F. Depôt (Inland Area). 6.1.22. H. McWilliams Daniel, M.B., from No. 31 Squadron (India) to Aircraft Park (India). 28.11.21.

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THE LONDON-CONTINENTAL SERVICES

FLIGHTS BETWEEN DECEMBER 18 AND DECEMBER 31, INCLUSIVE

Route†	No. of flights*	No. of passengers	No. of flights carrying		No. of journeys completed†	Average flying time	Fastest time made by	Type and (in brackets) Number of each type flying
			Mails	Goods				
Croydon-Paris ...	36	110	12	25	30	h. m. 2 30	D.H. 4 G-EAWH (1h. 59m.)	B. (2), D.H. 4 (1), D.H. 18 (2), G. (4), H.P. (2), Sp. (5), V. (1).
Paris-Croydon ...	38	76	9	29	28	3 27	D.H. 18 G-EAWW (2h. 19m.)	B. (3), D.H. 4 (1), D.H. 18 (2), G. (5), H.P. (3), Sp. (5), V. (1).
Totals for 2 weeks ...	74	186	21	54	58			

* Not including "private" flights.

† Including certain journeys when stops were made *en route*.

‡ Including certain diverted journeys.

Av. = Avro. B. = Breguet. Br. = Bristol. Bt. = B.A.T. D.H.4 = De Havilland 4, D.H.9 (etc.).
 F = Fokker. Fa. = Farman F.50. G. = Goliath Farman. H.P. = Handley Page. M. = Martinsyde. N. = Nieuport.
 P. = Potez. R. = Rumpler. Sa. = Salmson. Se. = S.E. 5. Sp. = Spad. V. = Vickers Vimy. W. = Westland.

Egyptian Disturbances and Aeroplanes

A VERY effective measure to cope with the disorders in Egypt was, under martial law, announced last week in Suez, as follows:—"If aeroplanes perceive an assembly they will drop smoke bombs; if the assembly does not disperse they will drop shells and open fire with their machine-guns."

Washington Conference and Aircraft

So far nothing has been settled at Washington regarding aircraft limitations, but on December 30 a report was forthcoming from the Committee of Experts to which has been delegated the study of the possible control of aeroplanes in war. The findings, it is stated, of the experts would be discouraging if from the outset there had not been a feeling that little could be expected in this direction from a conference of limited membership. They suggest that the question can best be considered at a gathering of wider scope, and confess their inability to make practical proposals either as to the number of aeroplanes which a nation may have for

military use or their form of build. It is, however, understood that the Sub-Committee on aviation will recommend in their report that there be no limitation to the construction of aircraft, but that there shall be a clear definition as to their use in war-time.

British Money for Helicopters

On dit that the Air Ministry is asking the sanction of the Treasury for the offer of a £50,000 prize for a design of helicopter which will reach an altitude of 2,000 ft., remain stationary there for half an hour, be able to descend with engine stopped, and have a horizontal speed at 2,000 ft. of at least 60 m.p.h., carrying the pilot and one hour's fuel. If there is any truth in the rumour, the machine is presumably intended for military purposes, as its value to commercial aviation is negligible. In any case, the technical science relating to helicopterism is so vague at the present day that the taxpayer's money would probably be quite safe for a number of years.