

THE ROYAL AIR FORCE

London Gazette, October 7, 1924

General Duties Branch

Flying Off. W. F. Dry is granted permanent commn. in rank stated (Oct. 8); Pilot Off. H. P. Morris is promoted to rank of Flying Off. (Aug. 13); Pilot Off. C. L. Moores is removed from the R.A.F., His Majesty having no further use for his services (September 30).

Stores Branch

Flying Off. E. A. Burrige is granted a permanent commn. in rank stated (Oct. 8). The follg. Flying Offs. are granted permanent commns, for accountant duties in rank stated (Oct. 8):—R. T. Carter, C. W. Price.

Medical Branch

D. Magrath, M.B., is granted a short service commn. as Flying Off., with effect from, and with seny. of, Sept. 24. The follg. Flight Lts. are transf'd. to Reserve, Cl. D.2.:—R. G. J. McCullagh (Oct. 4); C. Y. Roberts (Sept. 21).

Reserve of Air Force Officers

The follg. are granted commissions on probation in the General Duties Branch, in the ranks stated (Oct. 7):—

CLASS A.—Flying Officers:—R. H. Mayo, O.B.E., P. Smallwood. *Pilot Officer:*—F. G. Sinclair.

CLASS B.—Flying Officers.—W. Allan. Flying Officer C. T. Robinson is confirmed in rank (Feb. 1).

The follg. are transferred from Class A to Class C:—*Flying Officers:*—E. N. Fenton (April 26); C. E. Jessell (Oct. 3); J. Baird, A. J. Bott, M.C., A. Mackenzie (Oct. 7). *Pilot Officers:*—C. L. Atkinson, G. C. H. Dorman, C. A. McIntosh, C. Wilson (Oct. 7).

Memoranda

W. J. Root is granted temporary commn. as Flying Officer for duty with Electrical Services Works Co. under Directorate of Works and Buildings (Sept. 30). The permission granted to Lieut. E. R. Ortner to retain his rank is withdrawn on his enlistment in the Army (Aug. 18).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Flight Lieutenants.—H. V. German, to Reception Depot, West Drayton, on transfer to Home Estab.; 28.10.24. G. E. Gibbs, to No. 14 Sqdn., Palestine; 29.8.24. C. T. Anderson, D.F.C., to No. 2 Flying Training Sch., Digby, on transfer to Home Estab.; 19.9.24. Y. M. Yool, to No. 11 Sqdn., Netheravon, on transfer to Home Estab.; 10.10.24.

Flying Officers.—C. Walker, to Boys' Wing, Cranwell, on transfer to Home Estab.; 17.10.24; A. Neeson, to R.A.F., Depot on transfer to Home Estab.; 12.10.24. L. A. C. Stafford, to Inland Area Aircraft Depot, Henlow; 2.10.24. T. McM. Shields and A. F. McC. Riggs, to R.A.F., Depot; 1.10.24.

Stores Branch

Squadron Leader.—P. J. Wiseman (Accountant), to Command Accounts Office, Palestine; 23.9.24.

Medical Branch

Flying Officers.—C. J. MacQuillan, M.B., B.A., and F. P. Schofield, M.B., to R.A.F., Depot; 6.10.24.

Chaplains' Branch

Rev'd. G. L. Robinson, D.S.O., to No. 4 Flying Training Sch., Egypt 30.9.24.

Speeding-Up South American Mails

It is reported that surveys have recently been completed and final preparations are now being made for a scheme whereby urgent letters carried between London and Buenos Ayres will be considerably accelerated during their 7,000-mile journey, mainly through the agency of aircraft. After a first stage of 105 miles an hour in a Napier D.H. air express along the Imperial airway from London to Paris, the mails will go by night express train to Toulouse. Here they will be transferred to powerful, multi-engined mail planes and flown 560 miles to Algeria. From Algeria other planes will carry them 1,500 miles to Dakar, in the French West African colony of Senegal. At Dakar they will be put aboard a fast mail steamer, and borne 1,800 miles across the South Atlantic to Pernambuco, in South America. Awaiting them at Pernambuco will be a big, swift-flying boat, which will carry them over a final stage of 2,300 miles to Buenos Ayres. This combined land-sea-air mail will, it is reckoned, reduce by practically one-half the time taken by ordinary methods of despatch.

Commercial Airship Design

COMMANDER F. L. M. BOOTHBY, C.B.E., is reading a paper under above title before the Institution of Aeronautical Engineers on Friday, October 17. The meeting will take place at the Engineers' Club, Coventry Street, and will commence at 8.30 p.m. Sir Charles Bright will be in the chair. In view of the special interest taken in airship work at the present time, the lecture should be attended by all who can possibly manage to be present, and we believe tickets may be obtained upon application to the offices of the Institution, 60, Chancery Lane, London, W.C.2. Commander Boothby's work in connection with airships is well known, and he is one of the most enthusiastic airship experts of the present day. His paper will, we understand, contain detailed references to such very important subjects as the use of exhaust gases for protection against fire, the substitution of heavy-oil engines for petrol engines, and economy in fuel by using hydrogen in conjunction with heavy oil in the ordinary engine. The paper should be of particular value to those who have not made a special study of the problems with which the airship designer is confronted.

Paris—Tunis and Back.

Two French military airmen, Lieutenant Charles and his mechanic, returned to Le Bourget on October 18, after having made a remarkable flight of 5,000 miles from Paris to Tunis, via Rabat and Algiers and back. They started from Paris on September 30, but did not reach Tunis until October 7 owing to bad weather conditions. They began their return flight last Thursday, and expected to reach Paris on Saturday night, but were delayed owing to the shortness of flying time occasioned by the early nightfall at this time of the year. The machine used had been in constant use in army flying squadrons since 1917, and made the journey without the slightest preparation.



THE RICKENBACKER TROPHY: The above handsome figure, which is in bronze, 31 ins. high, and was designed by Miss Josephine Kern, is the trophy presented by Capt. E. V. Rickenbacker (the American Ace) for the light aeroplane contest held at the close of the International Aviation Meet at Dayton, October 6. The contest was a cross-country one, non-stop from city to city. The results of this competition, however, are not yet to hand.