

THE ROYAL AIR FORCE MEMORIAL FUND.

THE usual meeting of the Grants Sub-Committee of the above Fund was held at Iddesleigh House, on December 21.

Lieut.-Commander H. E. Perrin was in the chair, and the other members of the Committee present were:—

Mrs. L. M. K. Pratt-Barlow, O.B.E., and Squadron Leader E. B. Beauman.

The Committee considered in all 18 cases, and made grants to the amount of £78 10s.

The next meeting was fixed for today, January 7.



Air A.D.C. to The King

THE Air Ministry announces the appointment of Group Captain Peregrine Forbes Morant Fellowes, D.S.O., as Air Aide-de-Camp to the King (vice the late Group Captain Cecil Francis Kilner, D.S.O.)

London-Cape Town Survey Flight

WRITING from Khartoum, Alan J. Cobham, who is making steady progress in the London-Cape Town survey flight in a D.H.50J (Siddley "Jaguar"), sends us the following notes: "The practical side of aviation from Cairo to Khartoum is ideal and even in summer time a service could be maintained, for one can fly any time 365 days of the year day and night. . . . The Wadi Halfa-Aswan air link by seaplane, following the Nile all the way, could easily be done in two hours, and the fastest boat downstream takes 24 hours, and 36 hours upstream. . . . Landed Luxor to make film—also landed at Aswan and took fine film of Dam from air and ground also. . . . The idea is to make a propaganda film for British aviation, so must have topical stuff. . . . Up to present we have not found it necessary to fly early morning only, due to heat. True, we are in winter weather now, but the D.H.50 and 'Jaguar' combination works well for performance. . . . Both are standing up well. Machine up to present simply jumps off the ground with full load. . . . Staying at Khartoum over Xmas and then going on into the Sud to Malakal and Mongalla. Up to present have found ample supplies of B.P. spirit, which is doing very well now we have the 80-20 mixture. Also found ample supplies of Castrol everywhere, and oil temperature is keeping well down.—Alan J. Cobham." The 400-mile leg across the Sud swamp from Malakal to Mongalla was safely accomplished on January 2. During the stop at Malakal a special War Dance was given by the Shilluk warriors in honour of the airmen.

An Amateur Airship Club

COMMANDER F. L. BOOTHBY is once again endeavouring to form an amateur airship club, on the lines of the light aeroplane clubs. As we have remarked on previous occasions regarding this idea, such a club would offer great possibilities, not only from the sporting point of view, but as a national question. Small, safe and easily controlled airships of the "Blimp" type are no longer in the experimental stage, and have already proved themselves to be efficient and practicable. Such a club would serve, in a way, to fill the gap in British airship activity, pending the completion of the two Imperial airships (probably, 1928), resulting in the decision not to proceed with the reconditioning of R.36—R.33 having now nearly concluded its mission in life (No. 2).

R.A.F. Flying Accident

THE Air Ministry regrets to announce that as the result of the flying accident which occurred near Nefisha, Egypt, on December 23 last, No. 328867 A.C.1 Arthur Thomas Groom, the passenger of the aircraft, died of injuries on December 24, 1925.

A "Lion" at the School Boys' Exhibition

A NAPIER "Lion" aero engine is being exhibited at the School Boys' Exhibition at the Horticultural Hall. This engine, situated beneath the motherly wings of the Baby "Moth" aeroplane, is shown in action and various parts have been cut away so that the different movements of the engine can be seen working. This same engine was exhibited by the Air Ministry at Wembley, and it is interesting to record that during the six months of the British Empire Exhibition the engine ran from 9 a.m. until 10 p.m. continually every day without any attention. Looks as if that 100-hour Air Ministry type test will have to be modified!

Institution of Aeronautical Engineers

WE would remind our readers that Mr. C. Howarth is reading a paper on "Some Aspects of Full-Scale Experiments" before the Institute of Aeronautical Engineers on January 12.

SIDE-WINDS

It will be a matter of general interest to know that Mr. Brook Flowers, late of Messrs. Imperial Airways, Ltd., and formerly of Messrs. Handley Page, Ltd., who for many years has been engaged in commercial aviation, has now joined the Lep Transport and Depository, Ltd., which firm, as is generally known, are taking a very active interest in the development of commercial aviation.

WE understand that the Beardmore W.B.XXVI biplane (Rolls-Royce "Eagle IX") supplied to Latvia, and illustrated in last week's issue of FLIGHT, was doped with Titanine T.2.S.



PUBLICATIONS RECEIVED.

War Office: Graphical Methods of Plotting from Air Photographs, 1925. By Lt.-Col. L. N. F. I. King, O.B.E. H.M. Stationery Office, Kingsway, London, W.C.2. Price 3s. net.

Illustrated Calendar, 1926. Wm. Beardmore & Co., Ltd. Glasgow.

Deruluft—1 Million Luftkilometer. Deutsch-Russische Luftverkehrs-Gesellschaft, Sommerstrasse 4, Berlin, N.W.7.

Report on the Health of the Royal Air Force for the Year 1924. Air Publication 1184. H.M. Stationery Office, Kingsway, London, W.C.2. Price 4s. net.

Journal of the American Society of Naval Engineers, November, 1925. American Society of Naval Engineers, Navy Department, Washington, D.C., U.S.A.

Canadian Patent Office Record, November 24, 1925, Vol. LIII, No. 47. Patent and Copyright Office, Ottawa, Canada. Price 25 cents.

Illustrated Calendar, 1926. "Fairey Aircraft." The Fairey Aviation Co., Ltd., Hayes, Middlesex.

Morris Electric Runway. Herbert Morris, Ltd., Loughborough.

Rules of the Royal Aeronautical Society, December 30, 1925. The Royal Aeronautical Society, 7, Albemarle Street, London, W. 1.

The Olympian: Christmas Number, 1925. The Blackburn Aeroplane and Motor Co., Ltd., Olympia, Leeds.

Illustrated Calendar, 1926. The Blackburn Aeroplane and Motor Co., Ltd., Olympia, Leeds.

Aeronautical Information: General Questions and Statistics. By Prof. N. A. Rynin, Moscow, 1925. (In Russian.) Price, 2 roubles 25 kop.

Illustrated Calendar, 1926. The Bristol Aeroplane Co., Ltd., Filton, Bristol.



AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

APPLIED FOR IN 1924

Published January 7, 1926

- 19,411. L. RENAULT. Distribution of load on aeroplanes. (223,198.)
- 21,283. S. A. REED. Air propellers. (244,158.)
- 28,456. A. KOHRBACH. Steering-mechanism for flying-machines. (226,516.)

APPLIED FOR IN 1925

Published January 7, 1926

- 16,681. H. M. TAYLOR. Earth anchors. (238,197.)
- 17,035. R. ALKAN and G. LESOURD. Ring for suspending a mass to a device for dropping articles from aircraft. (236,575.)
- 21,707. J. E. BROYLES. Airships. (240,146.)

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