



KIT, or the White Man's Burden: A story without words from North

Demons in Australia

IT is some years since the Royal Australian Air Force placed an order for Hawker Demons as general-purpose aircraft. Of late no little consternation has been caused by a series of crashes, actually nine in number, in which one pilot was killed and six other members of crews were injured. As a result a technical committee was appointed to enquire into the matter.

Mr. Thorby, the Minister for Defence in the Federal Cabinet, has now made a public statement on the findings of this committee. It has reported that no fault could be found with the mechanical and general efficiency of the Demons. The accidents appeared to be due almost entirely to inexperienced piloting, or to poor ground maintenance.

The character of the Demon is therefore completely cleared, as everyone in this country confidently expected that it would be.

R.A.F. Staff College

THE following officers have satisfactorily completed the fifteenth course (1937) at the R.A.F. Staff College and are entitled to the graduates' symbol "p.s.a." after their names in the respective Air Force Lists:—

Royal Air Force

Sqn. Ldrs. R. L. Ragg, A.F.C., D. Macfadyen, R. B. Jordan, F. J. Fressanges, W. A. Opie, J. W. Colquhoun, H. I. Cozens, G. R. Beamish, M. D. Ommanney, C. R. Hancock, D.F.C., J. R. Addams, A.F.C., T. G. Pike, L. Dalton-Morris, F. G. Cator, W. T. Holmes, F. S. Hodder, T. N. McEvoy, F. M. V. May, A. C. H. Sharp, R. L. R. Atcherley, C. M. Heard, A. H. Montgomery, M.B.E., I. J. Fitch, J. Norwood, G. F. Macpherson.

Ft. Lts. W. F. Pharezyn, J. E. R. Sowman, W. G. S. Wood, F. C. Read.

Royal Canadian Air Force

Ft. Lts. W. D. Van Vliet and A. L. James.

Royal Australian Air Force

Sqn. Ldr. R. H. Simms, A.F.C., and Ft. Lt. V. E. Hancock.

Royal New Zealand Air Force

Sqn. Ldr. S. Wallingford.

The following officers of the Royal Navy, the Army and the Indian Army have also completed the course:—

Royal Navy

Cdrs. W. O. Scrymgeour-Wedderburn, D.S.C., p.s.c., and C. A. N. Chatwin, p.s.c.

Army

Capt. F. C. W. Fosbery, p.s.c.

Indian Army

Major J. F. R. Forman, p.s.c.

Dhibban Station

THE Air Headquarters of the Iraq Command were to move from Hinaidi to Dhibban on January 8. No. 3 Section of No. 1 Armoured Car Company moved to Dhibban on December 13 last and the R.A.F. Hospital at Hinaidi on December 15.

Dhibban, on the Euphrates, 52 miles from Baghdad, is a fine station with central heating in the buildings and a supply of hot water for the winter, and electric fans in all rooms for the hot weather. Playing fields, tennis courts, two swimming baths, a cinema, and three churches have been constructed. Trees have been planted to give shade. The aerodrome has macadam runways. An embankment has been built to protect the aerodrome from the floods of the Euphrates river.



SERVICE

Royal Air Force and Official Announcements

The Hawker Hurricane

THE first batch of Hawker Hurricane fighters has now been delivered to the Royal Air Force. It is expected that deliveries will now be steady and continuous.

Far East Aircraft Depot

AN Aircraft Depot of the Far East Command was to form at Seletar, Singapore, on January 3.

Air Force List

THE January issue of the *Air Force List* has now been published. It can be purchased (price 4s.) from H.M. Stationery Office at the following addresses: Adastral House, Kingsway, London, W.C.2; 120, George Street, Edinburgh; 2, York Street, Manchester; 1, St. Andrew's Crescent, Cardiff; 15, Donegall Square, Belfast; or through any bookseller.

Perseus Performance

TO date no power figures for a fully supercharged Bristol Perseus sleeve-valve engine have been issued in this country but some data supplied by Fokker on the G.1 twin-engined fighter-attack monoplane as powered with two such units gives an indication of what may be expected from this type of small-diameter single-row radial. The following figures permit a comparison with the results obtained from the current fully supercharged poppet-valve Mercury of similar diameter and capacity. The data is, of course, estimated, as the only power unit so far specified for the G.1 is the small-diameter two-row Hispano 14-AB 02, giving 750 h.p. at 11,500 ft. These figures are of special interest because the Perseus engine, in medium supercharged form, is already in service with the R.A.F. in Vildebeest IV torpedo bombers. The Blackburn Skua dive-bomber fleet fighter is likely to have a fully blown Perseus, and the later editions of the Lysander will mount a medium supercharged version.

	Bristol Mercury VIII.	Bristol Perseus (fully supercharged).
Top speed	at 16,070ft. 288.7 m.p.h.	at 14,780ft. 301 m.p.h.
Cruising speed	at 16,070ft. 223.5 m.p.h.	at 14,760ft. 229.7 m.p.h.
Climb to 3,280ft.	1.6 min.	1.5 min.
Climb to 6,560ft.	3.15 min.	2.95 min.
Climb to 9,840ft.	4.65 min.	4.35 min.
Climb to 13,120ft.	6.1 min.	5.8 min.
Climb to 16,400ft.	7.6 min.	7.2 min.
Climb to 19,680ft.	9.5 min.	8.9 min.
Climb to 22,960ft.	12 min.	11.1 min.
Climb to 26,240ft.	16 min.	14.3 min.
Service ceiling	30,500ft.	31,160ft.
Absolute ceiling	31,500ft.	32,145ft.
Absolute ceiling on one engine	17,710ft.	18,040ft.
Range with full tanks	930 miles.	995 miles.