

force, which was discovered by an air reconnaissance on the day of its arrival, was said to be about 500 men; it was increased on the following day to about 1,000. Further reinforcements are known to have arrived from the west, and the more southerly oases of Farafra and Dakhla had both been occupied by the 27th.

"All this time the oases were kept under constant observation by means of aeroplanes. Very long flights were necessary, and to reduce them as much as possible a system of advanced depôts in the desert was started. The credit for originating this system is due to Lieutenant (now Captain) Van Rynefeld, R.F.C., and to Mr. Jennings Bramley, of the Sudan Civil Service, and was first put into practice on the occasion of the flight to Qara mentioned in my previous despatch.

"On the following day, February 20th, the hostile forces were located by air reconnaissance at Agagia, some fourteen miles south-east of Barrani. Reports by surrendered Bedouin confirmed the accuracy of the information.

"A Yeomanry reconnaissance sent out at daylight on the 26th found that the position occupied by the enemy on the previous

evening had been vacated during the night, but aerial reconnaissance and officers' patrols discovered him in his old position near Agagia. . . . On the morning of the 14th both columns moved towards Sollum; at 9 a.m. aeroplane reconnaissance reported that the enemy was evacuating his camps. The mounted troops under General Peyton then joined General Lukin's column on the high ground, and, as the aeroplane had discovered a hostile force some twenty miles to the west, the armoured cars, under Major the Duke of Westminster, were sent on in pursuit."

In the list of names "Mentioned" are the following:—

Royal Flying Corps.

- Captain F. H. JENKINS, Special Reserve.
- Captain and Brevet Major A. J. ROSS, R.E.
- Captain LORD GEORGE WELLESLEY, Grenadier Guards.
- Second Lieutenant E. H. COLEMAN, R.F.A. (T.F.).
- Second Lieutenant F. W. STENT, Special Reserve.
- Second Lieutenant M. GIROD, Cheshire Regt. Special Reserve).
(Died of wounds).



QUESTIONS IN PARLIAMENT.

R.F.C. Inquiry.

In the House of Commons on June 20th Mr. Billing asked the Under-Secretary of State for War (1) whether, in order to furnish the Air Inquiry with all the necessary material, he will grant a Return of all accidents, fatal or otherwise, which have occurred to officers and men of the Royal Flying Corps since the introduction of the B.E.2c type of machine, specifying in each case the type of aeroplane involved, the nature of the duty on which it was employed, the name of pilot and passenger (if any), and the official explanation of the cause of the accident; and (2) whether, in order to facilitate the inquiry into the allegations and criticisms respecting the administration and command of the Royal Flying Corps, the War Office will facilitate the disclosure of all documents pertinent to the inquiry which may be called for to corroborate testimony?

Mr. Tennant: The War Office is prepared to furnish to the Committee of Inquiry any information of the nature suggested for which the Committee may ask.

Mr. Billing asked the Parliamentary Representative of the Air Board whether, in order that the new Air Board may derive every possible advantage from the evidence given and the conclusions based on such evidence at the inquiry into the administration and command of the Royal Flying Corps, a representative of the Board will be instructed to attend the sittings of the Committee?

Major Baird: Arrangements have been made whereby the Air Board is supplied with a transcript of the shorthand note of the evidence given before the Committee of Inquiry on the administration and command of the Royal Flying Corps.

The Supply of Dope.

ON June 21st Captain Bennett-Goldney asked the Under-Secretary of State for War whether the War Office or the Royal Aircraft Factory made considerable quantities of a dope known as D.94, and sold such dope to private manufacturers of aeroplanes;

whether such dope is poisonous and injurious to the user; whether the War Office or Royal Aircraft Factory issued instructions to manufacturers of aeroplanes practically compelling them to use dopes of Royal Aircraft Factory manufacture; whether any manufacturers of aeroplanes protested against the use of such dopes as causing illness and, in some cases, death of the women using them; whether such dope proved less efficient than the non-poisonous dope obtainable in the open market; and whether the War Office or the Royal Aircraft Factory are still endeavouring to sell dopes to aeroplane manufacturers?

Mr. Tennant: At the end of 1915 competitive tenders were invited from all trade dope manufacturers for the supply of 18,000 gallons of dope to Royal Aircraft Factory formula D.94, and as a result an order was placed for 18,000 gallons. This dope was intended for sale to trade contractors for aeroplanes. D.94 dope contains a smaller percentage of the poisonous ingredient tetrachlorethane than two other of the principal trade dopes. As experience has shown that the dope and varnish used in the past has not proved satisfactory under service conditions, it was decided in October, 1915, to provide for the compulsory use in all new Army aeroplane contracts of dope 94 and varnish V.114, manufactured to Royal Aircraft Factory specification and under Royal Aircraft Factory supervision. Contractors were, however, allowed on existing orders to continue the use of the dopes they were then employing. There is nothing to show that the dope to Royal Aircraft Factory specifications causes illness to a greater degree than other dopes, and its small percentage of tetrachlorethane renders it less liable to do so. The answer to the fifth part of the question is in the negative. Analytical tests are now being carried out by the Aeronautical Inspection Department, and trade contractors are allowed to use any dope which proves satisfactory under these tests.



PERSONALS.

UNDER the above heading will be published weekly particulars of a personal character relating to those who have fallen or have been wounded in the country's service, announcements of marriages and other items concerning members of the Flying Services and others well known in the world of aviation. We shall be pleased to receive for publication properly authenticated particulars suitable for this column.

Casualties.

Second Lieutenant JOHN GIBSON, Devonshire Regiment, attached to the Flying Corps, was accidentally killed while flying on June 19th. He was the only son of the late Mr. George Frederick Gibson, of Newcastle-on-Tyne, and joined the Devon Cyclists, afterwards obtaining a commission in the Motor Transport. Later, he transferred to the Royal Flying Corps.

Wounded.

Second Lieutenant LORD DOUNE, who is reported as wounded, is the eldest son of the Earl of Moray, and is 23. He received his commission in the Scottish Horse Yeomanry in 1914. Last year he joined the Royal Flying Corps, and he has since been acting as a Flying Officer at the Front.

Flight-Commander HENRY MEYRICK CAVE-BROWN-CAVE, who has been slightly injured, is the second son of Sir Thomas Cave-Brown-Cave, C.B., formerly Deputy Accountant-General of the Army, who received a knighthood five years ago. He was Engineer-Lieutenant in the Royal Navy before he took up flying. His elder

brother, Thomas Reginald Cave-Brown-Cave, is a Squadron-Commander in the Royal Naval Air Service.

Items.

Much sympathy will be extended to LADY LLANGATTOCK in the loss of her son, the Hon. HENRY ALLEN ROLLS, heir presumptive to the title, who died on the 26th inst. at Bexhill-on-Sea, aged 44 years. Mr. Rolls was the second son of the first Lord Llangattock, his younger brother being the Hon. Charles Rolls, the famous airman and motoring pioneer, who was killed in a flying accident in July, 1910. There is now no heir to the title.

Lieutenant TENNANT left Bromley Cottage Hospital last week, and has gone to his country house in Kent. After his flying accident he has made a wonderful recovery, though his foot is still in plaster-of-paris, and he will still be visited by a London specialist.

The will of Lieutenant-Colonel DONALD SWAIN LEWIS, D.S.O., R.F.C., aged 30, of Farnborough, who was killed in France while flying, has been proved at £856.