AIR RAID CASUALTIES.

At an inquest held at Dartford on July 10th on 2nd Lieut. W. C. Salmon, R.F.C., who met his death on Saturday in the air raid, Lieut. D. G. Nairn, Adjutant, R.F.C., said deceased, who was a qualified pilot, went up on Saturday at 9.30 a.m. He was not very familiar with the machine, but in a short time had become very proficient. He appeared to lose control of the machine, which was in perfect order when he went up. On examination of the machine after the fall it was found that 55 rounds of ammunition were gone from the magazines. Major G. Knight, R.A.M.C., who made a post-mortem examination, said deceased had two lacerated wounds in the head. The skull was fractured from each side. Probably that on the head was a gunshot wound, and the fracture was caused by the fall. Replied to Capt. H. S. Sisson, R.F.C., Major Knight said it was possible for a man being hit by a bullet to lose and regain consciousness, and then lose it again.

Capt. Sisson said he saw the machine about 2,000 ft. up coming down spinning sideways. Thinking it was someone coming down safely he momentarily looked away, and a few seconds later it was down. The machine was found to have the petrol tank punctured from side to side by a bullet, and all the petrol gone. A wire control was also hit by a bullet. He thought if deceased could have retained consciousness he could have landed safely.

The jury's verdict of "Death from fracture of the skull received by the fall to the ground, and from lacerated wounds received in combat with German aeroplanes." In addition to the above, the death of another R.F.C. officer during the fight with the German raiders on July 7th, was recorded in the Streatham Board last Thursday. The officer was 2nd Lieut. J. E. R. Young, whose gallantry in attacking the raiders is described by his Major in a letter to his father, Mr. W. S. Young, of Mitcham Lane. At almost alone he dived into the midst of the 22 enemy machines. Overwhelmed by the concentrated fire of his foes, he and his observer* perished. The Major's letter is as follows:

"I write with the deepest regret and sympathy that I have to write and inform you of your son's death, which took place on Saturday during the enemy aircraft attack on this country. Your son, as you know, had only been in my squadron for a short time, but quite long enough for me to realise what a brave and gallant officer he was, and what a tremendous loss he is to me. He had absolutely the heart of a lion and was a very good pilot. Your son has been up every raid of late, and has always managed to get in contact with the enemy machines. The last night he unfortunately resulted in his death, shows what a very gallant officer we have lost.

"The machine then put its nose right up in the air and fell over, and went spinning down into the sea from 14,000 ft. I unfortunately had to witness the whole ghastly affair. The machine sank so quickly that it was, I regret, impossible to save your son's body. He was so well tangled in the wires, &c. H.M.S. —— rushed to the spot as soon as possible, but only arrived in time to pick up your son's observer, who, I regret to state, is also dead. He was wounded six times, and had a double fracture in the skull."

In forwarding the letter for publication Mr. W. S. Young states that it "will serve to reassure us all that our noble boys who, from their point of view, had the privilege and also the will and the pluck to put up noble efforts for our protection and for the defeat of the vilest enemy in all history."

Many other brave boys have been taken from his district, and adds, his son was "just one of many willing to face certain death in order to help to stamp out the enemies of civilisation."

Octave Lapize KILLED.

Octave Lapize, the French airman, has been killed in an aerial battle of four French aeroplanes against 19 German machines on the Western front. Before the war he had won the principal cycling events in France.

French Seaplane Activity.

Particulars are to hand of the French seaplane patrol service at various centres carried out during the month of May, and in all weathers, by which it appears 2,627 flights, averaging 13 hours per flight, were carried out. On 14 occasions French seaplanes attacked German submarines, whilst in three cases they were successful in locating enemy destroyers. In the night bombardments on enemy bases in Belgium and the Adriatic were also successfully carried out, whilst as the result of three air battles two enemy machines were destroyed.

Dropping in for Tea.

In Reading, on the evening of July 11th, considerable excitement it is reported was aroused when an aeroplane was seen to descend suddenly near Caversham Bridge. The pilot was in imminent danger of falling into the Thames, but by a smart movement he headed his plane towards the promenade and managed to steer his way into the Old Town Gardens. Just before landing the pilot jumped out and got away with nothing worse than a bad shaking.

From Japan.

Great progress is being made at the Nippon Flying School at Haneda (near Tokyo), which now builds its own machines. One of these, a Grahame-White type biplane, was the subject of a recent test by one of the school instructors. A flight on this same machine was also made over the suburbs of Tokyo, where the pilot dropped packages of advertisements. Eleven Japanese pupils were ready for their certificates by June last, and a further ten or so were to start work with the arrival of the new machine. In addition to school work, passenger flights (at about £10 a trip) have been inaugurated by the school. The instructors also give series of lectures on aviation, with the object of educating the general Japanese public in this important branch of science.