



Casualties

Lieut. DONALD ALEXANDER FOWLER, R.A.F., who was accidentally killed on June 26 at the age of 24, while flying at Winchester, was the son of the late Lieut.-Col. B. W. FOWLER, R.A.M.C., and of Mrs. Fowler, 15, St. Minver Road, Bedford.

Capt. RICHARD LITTON LYSYER-SMYTHE, R.A.F., Flt.-Comdr. Damascus, formerly lieut. 3rd Gordon Highlanders, who was drowned on June 19, at the age of 22, while bathing at Jaffa, was the youngest son of Col. and Mrs. Lyster-Smythe, of Barbavilla, Westmeath.

Married

Lieut.-Col. WILMOT BOYS ADAMS, late R.A.F., was married on July 2 at St. Paul's, Knightsbridge, to Enid, second daughter of J. Carnegie ARBUTHNOT, of Balnamoon, Brechin, and 34, Roland Gardens, S.W.

REGINALD ARTHUR CARTLEDGE (late H.A.C. and R.A.F.), elder son of Arthur Cartledge, 9, Chislehurst Road, Richmond, Surrey, was married on July 2 at Barnes Parish Church, to LAURA WINIFRED MAY, eldest daughter of the late THOMAS PRITCHARD, C.E., and Mrs. Pritchard, of 56, Treen Avenue, Barnes.

Capt. ARNOLD JOHN DICK, late R.A.F., eldest son of the late Mr. Walter David Dick and Mrs. Dick, of Hillhead, Glasgow, was married on July 1, at St. Mary Abbott's, Kensington, to Miss MARGERY ELIZABETH WISEMAN, third daughter of Elizabeth, Lady Wiseman and the late Capt. Sir William Wiseman, R.N.

Capt. GRAHAM DONALD, D.F.C. (late Flt.-Comdr., R.N.), elder son of the late Capt. D. P. Donald, of Johnstone, Renfrewshire, Scotland, was married on June 30 at St. Bartholomew's the Great, E.C., to CLAIRA SYLVIA, third daughter of Lieut.-Col. J. H. STACY, T.D., R.A.M.C.T., of Great Yarmouth (late of Norwich).

Lieut. JAMES T. PAINE, R.A.F., was married on June 3 at St. Alban's, Westcliffe-on-Sea, to MABEL E. NORTON, youngest daughter of Mrs. Norton and the late Fredk. Norton, of 20, Gordon Road, Lowestoft.

To be Married

Sir ARTHUR WHITTEN BROWN, the Atlantic aviator, is to be married to Miss KENNEDY on July 30.

The engagement is announced between Capt. ROLAND NORTHOVER, of the 4th Lancs. Fusiliers, late R.A.F., and DOROTHY, only daughter of Mr. and Mrs. CHARLES PARSONS, of 110, Park Street, Grosvenor Square, W.

Items

The CROWN PRINCE OF ROUMANIA, who was accompanied by Sir Henry and Lady Mainwaring, visited the Handley Page aeroplane works at Cricklewood on July 1, and was shown over the establishment by Mr. Handley Page. The Crown Prince and Lady Mainwaring afterwards had a trip in a two-engine Handley Page Rolls-Royce aeroplane, this being the first time the Crown Prince had been in the air. The pilot, Lieut.-Col. Douglas, M.C., D.F.C., took the machine to a great height, and gave his passengers a very fine view of London.

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AVIATION IN PARLIAMENT

British Cellulose Company (Committee's Report)

MR. RAFFER, on July 1, asked the Prime Minister if he will state when the Report of Lord Sumner's Committee regarding the British Cellulose and Chemical Manufacturing Co. will be forthcoming?

MR. BONAR LAW: It is hoped that the Report will be ready before the end of the month.

R.A.F. Scapa Seaplane Station

Capt. BROWN, on July 1, asked the Under-Secretary of State to the Air Ministry whether it is necessary to maintain the Scapa seaplane station, where four men are retained without anything to do?

Maj.-Genl. Seely: Scapa seaplane base is being retained temporarily until Smoogroo is ready, and will be given up shortly. The station is in charge of a care and maintenance party who are responsible for equipment and stores.

Hours (Numbering)

Col. WEDGWOOD asked the Under-Secretary of State to the Air Ministry whether the system of numbering the hours continuously up to 24, which was adopted in the Army last year, has also been adopted in the Royal Air Force; and, if so, from what date and under what Regulation?

Maj.-Genl. Seely: The system in question was adopted throughout the Royal Air Force from midnight October 19-20, 1918, under Air Ministry Weekly Order No. 1,232, dated October 10, 1918.

Flying Exhibitions

MR. JOYNSON-HICKS asked the Under-Secretary of State to the Air Ministry whether any, and, if so, what arrangements are being made for flying exhibitions by members of the Royal Air Force in connection with Peace or other celebrations?

Maj.-Genl. Seely: No special exhibitions by Royal Air Force machines are being arranged for. All available machines are already demonstrating on behalf of the "Victory Loan." I think that this is the most useful way of celebrating Peace at the present time.

Week-end Leave

MR. CAMPBELL asked the Under-Secretary of State to the Air Ministry whether the officer commanding No. 10 Group, Royal Air Force, has issued an order suspending week-end leave, contrary to the practice hitherto; and if the Air Ministry intend the Order to stand?

Maj.-Genl. Seely: Week-end leave has not been stopped. The pre-war practice of granting week-end leave from Saturday midday to Sunday night has been reintroduced. At the same time it has been found possible to restore the practice prevailing before the war of observing general holidays and the giving of extended leave so far as the exigencies of the service permit.

Lady Shorthand writers (Ripon)

MR. RENDALL asked the Under-Secretary of State to the Air Ministry if he is aware that two lady shorthand writers were engaged at the Royal Air Force, Ripon depot, in January last, and that, after training in exceedingly technical work, they were informed, about five or six weeks after being engaged, that unless they joined the Women's Royal Air Force they would be discharged; whether, after consideration, they informed their officer, Sec. Lieut. Barton, that they would join the Women's Royal Air Force, but heard

nothing more until the last Friday or Saturday in March, when, without any previous warning, they received a week's notice to go; whether thereupon two other ladies were engaged, one of whom had no previous knowledge of office work and both of them required considerable training to make them efficient; what reasons caused this change; and will he insist on an impartial inquiry into the chief section leader's conduct, he being responsible indirectly for the dismissals?

Maj.-Genl. Seely: I have not yet been able to trace the incident referred to, but further inquiries are being made both by the Air Ministry and the War Office, as the depot at Ripon is administered by that Department. The result of the inquiries will be communicated to my hon. friend as soon as possible.

Air Navigation Regulations

MR. JOYNSON-HICKS asked the Under-Secretary of State to the Air Ministry whether any number of hours' solo flying is necessary before civilian pilots are licensed; and whether inquiries are being made regarding all crashes which occur in civilian flying?

Maj.-Genl. Seely: (1) Tests required for civilian pilots are specified in the directions issued under Air Navigation Regulations, 1919. All pilots who have been licensed have had a large number of solo flying hours to their credit. (2) All possible inquiries are made. The question is being considered by a Committee dealing with points arising on the subject of the Air Navigation Regulations.

R 34 Airship

Lieut.-Comdr. KENWORTHY, on July 2, asked the First Lord of the Admiralty if he will state the cost for construction of the R 34 type of airship, the cost of the housing-shed and extensions, the personnel required at the shed for handling, berthing, cleaning the airship, etc., the estimated total monthly cost of the airship when in commission, including pay of persons employed in ship and shed; how many of these airships are under construction; and whether work is being continued on them?

Dr. Macnamara: The cost of constructing an airship of R 34 type is approximately £350,000. The cost of the housing-shed at East Fortune, together with extensions and wind screens, is approximately £166,000. Fourteen officers and 400 men are required at the station for handling, berthing, cleaning airships, etc. The estimated total monthly cost of the airship when in commission depends on the distance flown. Taking as basis 8,000 nautical miles per month at a speed of 40 knots, it amounts to about £2,600 at current rates for cost of petrol, oil and gas. This figure includes the wages of crew and also one-fourth the total pay of the personnel required for handling, etc., as this latter is adequate for maintaining four airships in commission. No further airships of this class are under construction, but six of improved types have been ordered and are in varying stages of construction. Work upon them is being continued.

Lieut.-Comdr. Kenworthy: Will Peace make any difference to the programme?

Dr. Macnamara: Speaking off-hand, I should say no.

Aeroplanes (Automatic Control)

Capt. WEDGWOOD BENN asked the Under-Secretary of State to the Air Ministry whether he can amplify the statement recently made by Mr. Baker,