

Personals

Deaths

Lieut. ARTHUR E. RUDGE, R.A.F., 203rd Squadron, who was reported missing after an aerial combat on July 22, 1918, and is now presumed killed on that date, at the age of 19, was the younger son of J. E. and Julia Rudge, of Paris, and 9, Belsize Park, N.W.

Sec. Lieut. JOHN SYERS WALTHER, R.F.C., who was reported missing on September 19, 1917, and is now officially presumed killed on that date, was the second son of Mr. and Mrs. Walthew, Harpenden.

Married

Lieut. HERBERT VICTOR ALBROW, R.A.F., eldest son of Mr. Albrow, Epsom, was married on September 17 at St. Columba's Church of Scotland, London, W., to MARGARET MAXWELL, younger daughter of the late Mr. John SMALL, of Wentworth, Jamaica, and Broughty Ferry.

Flight-Lieut. A. S. ELLERTON, O.B.E., R.A.F., was married on September 13, at the Chapel Royal, Savoy, to MAUREEN GILLILAND, daughter of Mr. T. F. HUSBAND, I.S.O., M.A., and Mrs. Husband, of 69, Belsize Park Gardens, Hampstead.

Capt. OVERTON PRESTON, M.C., R.A.F., second son of the late Martin Inett Preston and Mrs. Preston, The Park, Nottingham, was married on September 8 in London to VICTORIA MARY, third daughter of the Rev. PETER DONALDSON, M.A., B.D., late Pro-Consul at Salonika.

To be Married

The engagement is announced between NORMAN SYDNEY BEALE, M.C., Légion d'Honneur, late Lieut., East Surrey Regt. and R.A.F., eldest son of Mr. and Mrs. S. B. Beale, of Sutton

House, Sutton, and MARGARET ELEANOR ST. HILL (NORA), youngest daughter of Mr. and Mrs. Arthur Brock, of Haredon, North Cheam.

The engagement is announced of Capt. WILLIAM BARHAM FOSTER, late R.A.F., son of Mr. and Mrs. Frank Foster, of Buenos Aires, and ALICE MARGARET, daughter of the late OSWALD FRANCIS STENNING and Mrs. Stenning, and granddaughter of Sir Alexander Stenning, of West Hoathly, Sussex.

The engagement is announced between ALFRED CYRIL SPENCER HAWKINS (late R.F.C.), only son of Mr. and Mrs. Alfred Tolhurst Hawkins, of 42, Portland Place, W., and BERYL SEFTON, younger daughter of Mr. and Mrs. ALFRED SPENCER, of 70, Inverness Terrace, Hyde Park, W.

The engagement is announced between Mr. W. A. LYON, R.A.F., youngest son of the late Dr. Robert Lyon and of Mrs. Lyon, 10, Baskerville Road, Wandsworth Common, and SYLVIA ELLEN, younger daughter of Capt. and Mrs. E. U. STORY, Cherry Garden House, Folkestone.

The engagement is announced between Capt. C. W. MACKAY, R.A.F., younger son of Mr. and Mrs. W. J. Mackey, Highlands, Maidstone, and KATHLEEN, younger daughter of Professor and Mrs. H. BRIGGS, 3, Rodney Street, Liverpool, and Hoylake, Cheshire.

The engagement is announced between Wing-Com. EVELYN HAYLEY SPARLING, R.A.F. (lieut.-com., R.N.), younger son of William Sparling, of 10, Upper Maze Hill, St. Leonards, late Bogawantalawa, Ceylon, and SILVIA MAUD, only daughter of G. THORN-DRURY, K.C., of 42, Roland Gardens, S.W. 7.



THE AUSTRALIAN GOVERNMENT FLIGHT COMPETITION

THE Air Ministry announces:—The flight for a prize of £10,000, which was offered by the Australian Government in March last, was the subject of a conference on September 19 between representatives of the Air Ministry, the Australian Commonwealth, the Royal Aero Club and the competitors.

It has always been recognised in official quarters that a flight between England and Australia would be a performance of very great difficulty in the present state of ground organisation, and that considerable time must necessarily elapse before the project could mature. Since little information was available on the proposed line of route beyond Calcutta, it was decided jointly by the Commonwealth Government, the Air Ministry and the Royal Aero Club that no competitor should be allowed to start until the Air Ministry had been able to obtain reliable data concerning the section of the route between Calcutta and Port Darwin.

Brig.-Gen. A. E. Borton, D.S.O., and Capt. Ross-Smith of the Australian Flying Corps were accordingly despatched without delay to carry out a special survey of this section, and to report on the possibility of the flight being successfully attempted. These two officers have now returned to England, and furnished detailed information regarding their investigations. They reported that beyond Calcutta the route lies over country far from favourable for aeroplane flying. Between Calcutta and the Dutch East Indies the only landing grounds suitable for immediate use are the race-courses at Rangoon and at Singapore. Beyond Singapore,

where the route lies over the Dutch islands, the next place where good landing facilities exist is Bandoong, and thence no landing ground is at present available for the intervening 1,760 miles to Port Darwin.

As the weather after the end of November is most unfavourable, General Borton expressed the view that if the flight is to be made this year only aeroplanes possessing a range of at least 2,000 miles could make the attempt with any hope of success. He explained also that the difficulties would be considerably lessened if competing machines were fitted with floats at Calcutta and continued the journey as seaplanes, as there are several suitable harbours and inlets on the route to Australia.

With regard to the portion of the route between London and Delhi the same difficulties do not present themselves, as the organisation created by the Air Ministry for service flights is meantime available. Owing to the weather conditions after the beginning of November, however, it may be necessary for competitors to fly via Malta and the north coast of Africa to Cairo. From Cairo to India the difficulties to be faced are greater and vast stretches of uncivilised country have to be traversed. Although more than one flight has been made over this portion of the route, it cannot be said to be in regular operation.

The Air Ministry have placed all available information at the disposal of competitors, and are arranging for the granting of such facilities as have been created and exist, and to keep competitors posted with any progress or developments.

Paris to Cairo and Back

COM. VUILLEMIN, who started on August 11 to fly from Paris to Cairo and back, landed safely at 7 p.m. on September 9 at the Villacoublay aerodrome.

The outward journey was effected without incident in 30 hours of actual flying. For the return Com. Vuillemin, after the first stage, Cairo-Constantinople, left the Turkish capital at 3 a.m. on September 8, and the same evening, after a halt at Naples, reached Istres, near Marseilles. The distance each way, is about 2,700 miles.

A Height Record Prize

CARRYING out a wish expressed by the late Leon Morane, his brother, M. Robert Morane, has presented to the Aero Club of France a challenge cup and a sum of 10,000 francs. The Leon Morane Challenge Cup will be given to the French aviator, who on a French built machine, holds the world's altitude record, and when the record is not held by a Frenchman the cup will remain in the custody of the Aero Club of France. Regulations for the cash prizes will be drawn up later.