

under the roof of the great Sydenham building relics and mementoes of the War which give a graphic idea of the great struggle and the progressive improvement in weapons and munitions of war which resulted. Nor can the sentimental side be ignored, and the relics of the battlefields, each with its own moving story of heroism and suffering, will make a telling appeal to the imagination.

The Royal Air Force is well represented in the Museum. There are many personal souvenirs of famous fighting airmen, both British and German. There are parts of the machine which Major McCudden was flying when he came by his death, side by side with relics of Capt. Ball, including a part of the S.E. 5 machine flown by the latter when he

was shot down. The enemy is represented by portions of the machine of Baron von Richthofen, including the engine and rudder. Also there are portions of the "Albatros," flown by an almost equally famous enemy airman, Capt. Voss, when he was brought down in aerial combat by Lieut. Rhys Davis in 1917. These are but a few of the aerial relics of the War, mentioned by the way to indicate that the Museum is not merely a collection of war material gathered together for the simple purposes of exhibition, but of poignant personal interest and appeal to the imagination of the people. The Museum will, we doubt not, be the most popular show-place of the year, especially in view of the impressive inauguration which will take place on Wednesday next.



AIR COMMODORE GROVES KILLED

It is with the greatest regret that we have to record that Air Commodore R. M. Groves, C.B., R.A.F., while piloting a Bristol fighter aeroplane at Almaza, Egypt, met with an accident and received injuries to which he succumbed in hospital later. Flying Officer C. O. Bird, of No. 70 Squadron, who was a passenger on the machine, was killed.

From an account to hand it appears that Air Commodore Groves, who intended to fly to Kantara with Flying Officer Bird as observer, took off without anything unusual occurring, and climbed 100 or 150 ft. when the engine failed. He turned in the endeavour to land in the aerodrome, but the machine became temporarily uncontrollable, and the altitude was insufficient to enable him to recover before the machine nosedived and crashed to earth. Although help was immediately forthcoming there was a difficulty in extricating the airmen. Flying Officer Bird was already dead and the pilot died two hours later.

Three hundred officers and men of the Royal Air Force and a large gathering of civilians attended the military funeral of Air Commodore Groves on May 29. The coffins were covered with the Union Jack, and innumerable wreaths were carried

on trailers drawn by tenders. The principal mourners, in addition to the Air Staff, included representatives of the Sultan and Lord Allenby, and also Sir Paul Harvey, Financial Adviser to the Egyptian Government, while detachments from all the regiments and services in Cairo completed the procession.

Air Commodore Groves, who had been Deputy Chief of the Air Staff for a considerable time, had gone to Egypt to take over the command of the R.A.F. in Egypt and the Middle East during the absence of Air Vice-Marshal Sir William Salmond in Mesopotamia.

He recently completed his 40th year, had had a very distinguished career in the Navy and the Air Force. At the outbreak of war he was one of the leading wireless officers at the Admiralty, which transferred him to the Air Service. He commanded airships and subsequently held several important positions under the Air Board, becoming Deputy Chief of the Air Staff and more recently Acting Chief of the Air Force in the Middle East. He had a great hand in helping to establish the R.A.F. as it is to-day, and his death must be regarded as an irreparable loss.



Sir H. M. Trenchard

The following announcement appeared in a supplement to the *London Gazette* on May 26:—

"Maj.-Gen. (Air Vice-Marshal, R.A.F.) Sir H. M. Trenchard, Bart., K.C.B., D.S.O. (now Air Marshal, R.A.F.), resigns his commission and is granted the hon. rank of Maj.-Gen. in the Army whilst holding the appointment as Col. R. Sc. Fus. (Aug. 1, 1919)."

Somewhat belated, this is merely the formal Army announcement that Sir H. M. Trenchard had changed over from the Army to the R.A.F. permanently.

Seaplanes as Ships

It should be noted that seaplanes entering a port are classed as ships. Seaplanes going from England to France must therefore land at Dunkirk, Calais, Boulogne, Tréport, Dieppe, Havre, Caen, Cherbourg, or Saint-Malo for Customs examination.

France Loses Two Airships

MARCH 21 was a bad day for the French airship service. The new airship AT 18 which was on a long-distance cruise, came into contact with some tall trees near Etienne, during a fog, with the result that the nacelle was destroyed and the envelope had to be hurriedly deflated. Fortunately the crew escaped injury.

On the same day while the AT 9 was being tested at Toulon, preparatory to cruising across the Mediterranean to Algiers, the airship caught fire and was partly destroyed. Here again the crew were lucky to escape.

The Italian Transatlantic Airship

THE B 34, the airship which has been built in Italy with the object of making a trip from Rome to Buenos Ayres, was taken out for a brief trial flight on the morning of May 25, but no details of the results obtained are available. The airship, the envelope of which has a capacity of 50,000 c.m., has an aluminium gallery, in place of the usual nacelle, which is said to be capable of accommodating comfortably 100 passengers.

Air Mail Service in the U.S.

ACCORDING to Col. J. A. Jordon, Chief of Construction and Extension of the U.S. Air Mail Service, Omaha, 300 miles S.W. of Chicago, is to become, within two years, a base depot for 500 air mail 'planes.

Each of the 'planes to be used in the New York—San Francisco mail service and the radiating branches is to be so constructed that within a day it could be transformed into a fighting machine.

"Omaha has been designated for the base because of its topographical conditions and its central location," says Col. Jordon. "In case of trouble a battle 'plane converted at Omaha could reach the coast or border in from 15 to 20 hours."

Col. Jordon, who is on an inspection tour of landing fields, predicts that within a year mail will be transported from coast to coast in 36 hours.

The Ariel Transport Corporation will begin in July a mail express line between New York and Chicago, the system being extended later to Omaha and San Francisco. The machines will be picked from the surplus 3,000 British planes left over from the war. The operating officials will include Lieut.-Com. Bellinger, who commanded the N.C.1 in the Transatlantic flight.

Air "Taxis" in Canada

"SEVENTEEN aerial taxicab companies are being formed in Western Canada, and a number of these have already been licensed by the Air Board," reports the *Daily Mail* correspondent in Montreal. Four commercial flying companies have been formed at Winnipeg, and there are companies at Regina, Moose Jaw, Saskatoon, Edmonton, Hanna (Alberta), Calgary, Lethbridge, Banff, and in Vancouver. Aerodromes are to be built at Virden and Vancouver.

"Passenger flying is the first object of these companies, and mail carrying and distribution for large shops is expected to follow."