

### America's Dead

No less a loss than our own is that sustained by America in the disaster. Like us, she has lost some of the very best of her airship officers and men, and to her we offer our heartfelt sympathy.

**Comdr. Louis H. Maxfield, U.S.N.**, who was in charge of the U.S. Rigid Air Detachment in training at Howden, and who was to be the Commanding Officer of the ill-fated airship on the flight to America, was born in 1883 at St. Paul, Minnesota. He entered the Naval Aviation service in 1914, and was promoted to Temporary Commander in 1918. During the War he was in command of the U.S. Naval Station at Painbœuf, France, and served with distinction. During a flight in the French airship "Capitaine Caussin" he dived overboard from a great height and rescued an enlisted man who had fallen overboard. Comdr. Maxfield was decorated by the Italian Red Cross with a silver medal for distinguished work during the Messina earthquake, with the French Naval

Life-saving Medal (Silver), was an Officer of the Legion of Honour, and was decorated by the U.S. Government with the Navy Cross and the Victory Medal.

**Lieut.-Comdr. Emery W. Coil, U.S.N.**, was Comdr. Maxfield's second in command, and was to have been the Executive Officer of "R.38" on her flight to America. Born at Westboro', Mass., in 1888, he entered the Naval Air Service in 1918, and was promoted to Lieut.-Comdr. in 1919. He was commanding officer of the U.S. Navy non-rigid "C.5" on her flight from Rockaway, N.Y., to St. John's, Newfoundland. He was the possessor of the Nicaraguan Campaign Medal, the Mexican Service Medal and the Victory Medal.

**Lieut.-Comdr. Valentine N. Bieg, U.S.N.**, who was to have been Engineer Officer of "R.38," was born in 1889 at Alexandria, Virginia. He entered the Naval Aviation Service in 1918 as Lieutenant, and was promoted to Lieutenant-Commander in March 1920. He served with distinction during the War, and possessed the Victory Medal with Star.

### "R.38" ITEMS

Considerable surprise has been expressed that so few of the crew escaped by parachute, and the question has been raised whether they were wearing their harnesses. It should be remembered, however, that when the ship broke the two portions may have taken up such an angle that it was impossible for the majority of the crew to reach their parachute stations.

As the airship fell into the water it sent out a flame of blazing petrol, which spread over a considerable stretch of water and formed what might almost be described as a barrage of fire, greatly interfering with any attempts at rescue of the unfortunate members of the crew. One extremely plucky attempt deserves to be mentioned. Charles Harrison Brown, of the U.S. Air Service, who was on holiday at Hull, put off to the wreckage in a tug. He jumped into the water, and, diving under the surface to avoid the flames, swam to the aft cockpit and around the fins, and found one body, which he got into a small boat.

Owing to pressure of work at the American Embassy, Lieut. C. A. Tinkler, who was to have been the fiftieth passenger, failed to catch the train on which he was to have travelled to Howden. He was to have made the journey to America on board in order to write the official log of the journey. Instead he has been kept busy writing the account of the disaster for the American authorities for issue to the American press.

Two telegraph indicators have been found in the wreckage, both with their pointers set at "stand by."

The Log of the "R.38" has been recovered. The last entry is stated to have been made at 4 p.m.

The body of one of the American Chief Machinist's mates, A. L. Loftin, U.S.N., was near the telegraph indicators, still with a telephone receiver strapped to his head.

The body of Commodore Maitland when reached was entangled in wires. It was stated that he was found with his hand on a control cord, and, in the words of an American officer, "had died like a hero." His body was carried ashore by two American officers. The body of Mr. C. I. R. Campbell, the designer of "R.38," has also been recovered.

### Memorial Service at Westminster Abbey

On August 30 the Air Ministry announced:— In order to commemorate the memory of the gallant American and British officers and men who were lost in the "R.38," arrangements have been made for a Memorial Service to be held at Westminster Abbey on September 7, at 12.30 p.m. It is hoped that it will be possible to throw open a portion of the Abbey to the general public.

We understand that, as this date has only recently been decided upon, detailed arrangements are not yet complete. The service will, however, be attended by representatives of H.M. the King, Chief of the R.A.F., of the Air Council and of the British Navy, Army and Air Force and of the American Forces.

We learn that the intention of the Air Council and the American authorities is that the bodies of the American officers and men will be transported from Hull accompanied by a Royal Air Force escort, and embarked with all due honours at Plymouth on the man-of-war which has been placed at the disposal of the American Government by the Prime Minister to convey the bodies to America. In the case of the bodies of the British personnel, burial will take place in accordance with the wishes of the relatives.

### New Hanriot Coming Along

THE French Hanriot works are completing a new machine in which metal construction has been extensively used. The machine is said to be intended for colonial use, and can be used to carry six passengers. If used for military operations the machine will carry the equivalent weight in bombs. As an air ambulance the machine can be adapted to carry, in addition to the pilot, two stretcher cases and an attendant.

### The Coupe Michelin.

FRENCH pilots have been working hard in connection with the Michelin Cup during the last week or so. The contest is for a circuit of France (3,000 kiloms.—1,860 miles), and was last won (in 1914) by Eugene Gilbert on a Morane-Saulnier monoplane. This year Bossoutrot competed on a Farman, Bajac on a Spad and Poiree (of Monaco fame) on a Caudron. Bossoutrot had to give up, and the race rested between Bajac and Poiree. Just as we are going to press it is learned that the competition was won by Poiree on the Caudron, whose time for the trip was 37½ hours.

### Three French Firms Amalgamate

ACCORDING to reports from Paris, three of the largest French aircraft firms have joined forces, the new firm to be known as Nieuport-Astra. The three firms are Nieuport, Astra, and Compagnie Générale Transaérienne. There will be few changes in staff in the new firm. M. Delage, who has for a good many years been chief designer and engineer to the

Nieuport firm, will remain in this capacity as regards the aeroplane, seaplane, and boat-building departments. The airship department will be under the technical direction of M. Henry Kapferer. M. G. Gradis is chairman of the new company, with M. Thomas as general manager and M. L. Bazaine as commercial manager. The Nieuport machines will in future be known as Nieuport-Delage, much in the same way as the Spads are known as Spad-Herbemont. In this manner there is no possibility of confusing the French Nieuports with the British and other Nieuports which have no longer any connection with the original firm.

### The Too-Confident Passenger

A TALE of a too-confident passenger comes from Holland. Mr. Hinchcliffe, the chief pilot of the K.L.M., was flying a special passenger from Berlin to Amsterdam *en route* for London, on a D.H. 9, when the passenger—who had flown many times before with Mr. Hinchcliffe—asked him to do a few stunts. Mr. Hinchcliffe apparently climbed until the atmosphere gave out, and then came down to more reasonable altitudes in a succession of hair-raising stunts. The passenger had not expected anything like this, or had over-estimated his own internal "stability." At any rate, when they landed at Amsterdam, the flight to London was cancelled, and the passenger came on by boat and train. In conversation in London, later, he declared jokingly that he did not think his internal arrangements would ever settle down. He has, however, already been in the air again.