

putting them, as he had not yet had time to go into the question thoroughly.

Mr. Hodgson asked permission to show some slides, but the Chairman reduced the number to one. This showed an idea of Mr. Hodgson's for a windmill machine, and it had been outlined in a paper read in 1915, before the Institute of Automobile Engineers. The design called for three of these windmills, and he wished the audience to realise that in England also, the idea of the windmill had been entertained quite a long time ago, and only lack of funds prevented him from building the machine.

Major Low thought that in the "Autogiro" no new theories were involved, and he thought the ordinary blade element theory would tell them all they wanted to know. The matter was somewhat further complicated by the horizontal travel of the machine, but there did not seem to be any fundamental changes in theory called for. He did not quite agree with Prof. Baird that the "Autogiro" would necessarily be less efficient than the normal type of machine.

Major H. E. Wimperis expressed the hope that the lecturer would include, in an appendix to his paper, most of the data which the various speakers had asked for. He himself had one question which he would like to ask. For instance, if a pilot wanted to commit suicide in an ordinary machine he would, presumably, take it up to a great altitude, put it into a long dive and then flatten out suddenly, thus breaking his wings and accomplishing his purpose. Now, what would be the position of a would-be suicide in the "Autogiro." Would he be able to do the same in that machine? He paid a

tribute to Capt. Courtney for his pluck in flying the machine, and concluded by referring to the likeness of the "Autogiro" to the St. George's Cross. In this connection he called attention to a saying of another famous Spanish gentleman that "Behind the Cross stands the Devil."

Sir Sefton Brancker said that as regards Major Wimperis' pilot with suicidal tendencies, he regretted that in the "Autogiro" a pilot could not hurt himself. There was one drawback to the "Autogiro" that he foresaw, and that was that in a few years time we should have no skilled pilots, because it was so very easy to fly the "Autogiro." He would ask Senor de la Cierva to give an estimate of a commercial machine carrying a certain definite paying load to Paris. What would be the amount of petrol consumed on the journey from London to Paris. Much had been made of the low speed feature of the "Autogiro," but while this was important it must not be attained at the sacrifice of other features. What they had to do was to avoid forced landings either by absolutely reliable engines or by a multiplicity of engines. If forced landings could be avoided, the question of very low landing speed was not quite so important. Fortunately, the "Autogiro" promised, so far as he could see, to do all the other things required, and still retain a very low landing speed. He thanked Senor de la Cierva for his very valuable contribution to the science of aeronautics, and the audience responded with loud applause, unequalled we think in the history of the Royal Aeronautical Society. A detailed report, containing the lecturer's replies will be published in the Society's Journal.

THE ROYAL AIR FORCE

London Gazette, October, 20, 1925.

General Duties Branch

Flight Cadet F. Priestman, having successfully passed through the R.A.F. Cadet College, Cranwell, is granted a perm. comm. as a Pilot Officer on probation, with effect from Sept. 30, and with seniority of July 30. Flying Officer J. D. I. Hardman, D.F.C., is granted a perm. comm. in rank stated (Sept. 30). R. A. Seaton is granted a short-service comm. as a Flying Officer, with effect from and with seniority of Sept. 1. (Substituted for *Gazette* Sept. 18.) The following Pilot Officers are promoted to rank of Flying Officer:—F. W. L. C. Beaumont (June 19); G. A. Simons (Sept. 3); R. W. E. Bryant, J. Summers, W. A. Tattersall (Sept. 14); C. R. Troup (Oct. 14). Flying Officer I. A. Bertram (Lieut., R.N., rtd.), is granted the honorary rank of Flight Lieut. (Oct. 2); Flight Lieut. R. E. Nicoll is transferred to Reserve, Class C, (Oct. 15); Flight-Lieut. J. A. Barron is placed on retired list at his own request (Oct. 21).

Stores Branch

The follg. Flying Officers are granted permanent comms. in rank stated (Oct. 21):—F. W. van Blommestein, E. A. Slater, R. M. Thomas. Flying Officer R. D. Lambert is restored to full pay from half-pay (Sept. 22).

Accountant Branch

Flying Officer H. C. Roberts is granted acting rank of Flight-Lieut. from June 7, 1924, to Sept. 22, 1924, inclusive.

Medical Branch

R. J. K. Chattey is granted a short service comm. as a Flying Officer for three years on the active list, with effect from and with seny. of Sept. 28.

Reserve of Air Force Officers

The follg. are granted comms. in Class A.A., General Duties Branch, as Pilot Officers on probation:—J. Hill, C. W. Lofthouse, R. G. Shaw (Oct. 5); C. W. Carter (Oct. 6); H. S. Fulton, O. M. Sheil-Small (Oct. 7). The follg. are confirmed in rank:—Flying Officers R. H. Mayo, O.B.E. (Sept. 25); J. C. McCormick (Oct. 2). Pilot Officer H. Jones (Sept. 11). Flying Officer S. H. Swanton is transferred from Class A to Class B (Sept. 11); Pilot Officer C. L. Atkinson is transferred from Class A to Class B (Aug. 4); Flying Officer E. M. Milling is transferred from Class A to Class C (Oct. 11); Flying Officer E. N. Hewitt is transferred from Class B to Class C (Oct. 15); Flying Officer R. A. Seaton resigns his comm. (Sept. 1). (Substituted for *Gazette* Sept. 18) The commission of Pilot Officer on probation E. Busby is terminated on cessation of duty (Sept. 20).

Memoranda

The follg. are granted temp. comms. as Flight-Lieuts. for duty under Director of the Meteorological Office (Oct. 2):—R. P. Batty; R. G. Veryard Sec.-Lieut. C. M. Andrews relinquishes his hon. comm. on enlistment in the Army Supplementary Reserve.

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Group Captain E. F. Briggs, D.S.O., O.B.E., to H.Q., Inland Area, for Tech. Staff Duties, 25.10.25.

Squadron Leaders: H. E. M. Watkins, A.F.C., R.D., to R.A.F. Depot, on transfer to Home Estab., 4.10.25. C. N. Lowe, M.C., D.F.C., to No. 602 City of Glasgow Sq., 14.9.25.

Flight Lieutenants: H. G. Bowen, M.B.E., to No. 601 County of London Sqdn., 14.10.25. C. R. Keary, to No. 603 City of Edinburgh Sqdn., 14.10.25. The Hon. J. H. B. Rodney, M.C., to No. 600 City of London Sqdn., 14.10.25. G. Martyn, to No. 602 City of Glasgow Sqdn., 14.9.25. S. T. B. Cripps, D.F.C., to No. 25 Sqdn., Hawkinge., 13.10.25. R. H. Hammer, M.C., to No. 84 Sqdn., Iraq, 2.10.25. R. St. H. Clarke, A.F.C., to R.A.F. Depot, 2.11.25. R. L. Crofton, M.B.E., to No. 47 Sqdn., Egypt, 4.10.25.

Flying Officers: (Hon. F./Lt.) D. S. Cairnes, to H.Q., Halton, 22.10.25. N. T. Goodwin, to No. 31 Sqdn., India, instead of to Aircraft Depot, as previously notified, 9.9.25. C. C. Harris, to No. 5 Sqdn., India, instead of to Aircraft Depot, as previously notified, 9.9.25. C. S. Whellock, to No. 14 Sqdn., Palestine, 2.10.25. R. N. Hesketh, to Inland Area Aircraft Depot, Henlow, 29.10.25.

Pilot Officers: H. W. Raeburn, to No. 60 Sqdn., India, instead of to Aircraft Depot, as previously notified, 9.9.25. H. B. Barrett, to No. 31 Sqdn., India, instead of to Aircraft Depot, as previously notified, 9.9.25. D. J. Lloyd, to No. 60 Sqdn., India, instead of to Aircraft Depot, as previously

notified, 9.9.25. W. J. R. Early, to No. 3 Sqdn., Upavon, 26.10.25. L. A. Eggesfield and H. Walker, to Aden Flight, 3.10.25. A. C. Evans-Evans, to No. 14 Sqdn., Palestine, 29.8.25. J. H. McC. Reynolds, to Meteorological Flight, Duxford, 13.10.25.

Stores Branch

Flight Lieutenant D. W. Wilson, to Aden Flight, 3.10.25. Flying Officers: G. Scarrott, to No. 603 City of Edinburgh Sqdn., 14.10.25. E. G. Keeping, to remain at Inland Area Aircraft Depot, instead of to No. 1 Stores Depot, as previously notified. F. D. D. Gaussen, to No. 1 Stores Depot, Kidbrooke, 19.10.25. A. J. Adams, to H.Q., Spec. Reserve and Auxiliary Air Force, 26.10.25. E. A. Burrigge, to No. 3 Stores Depot, Milton, 14.10.25.

Accountant Branch

Flight Lieutenant I. L. Wincer, to H.Q., Egypt, 1.10.25. Pilot Officers: F. Rigby, to No. 29 Sqdn., Duxford, 11.10.25. T. P. E. Campbell, to Inland Area Aircraft Depot, Henlow, 11.10.25. J. O. Morrison, to Marine Aircraft Experimental Estab., Felixstowe, 11.10.25. R. J. Wishlade to Elec. and Wireless Sch., Flowerdown, 11.10.25.

Medical Branch

Flight Lieutenant (Hon. S./Ldr.) W. R. Reith, M.D., A.M., to R.A.F. Depot, 19.10.25.

Flying Officer R. J. K. Chattey, to R.A.F. Depot, 22.10.25.

Mussolini and Flying

ACCORDING to the correspondent of the *Daily Mail*, when Sig. Mussolini flew from Gaeta to Rome last week, he received a letter from Sig. Farinacci in the name of all Italian Fascisti, asking him never to fly again, as his life

was no longer his, but all Italy's. Replying, Sig. Mussolini began the letter with "Dear Farinacci." Then followed a sketch of an aeroplane in flight, and underneath in capital letters: "To fly is necessary.

" (Signed) Mussolini, Minister of Air."