THE ROYAL ACADEMY BANQUET

Sir Samuel Hoare Responds for the Air Force

RESPONDING to the toast of the Air Force, at the Royal Academy Banquet, on April 30, Sir Samuel Hoare said it was the fourth occasion upon which he had had the honour to reply to that toast. The fact that once again they had invited him to speak provided, on the one hand, an example of Departmental longevity that was rare in modern political life, and, on the other hand, a degree of patience on the side of the Academy that must be almost unique in the history of public gatherings.

He was glad to say that the Royal Air Force was today twice as strong, in the number of Squadrons, as it was when he first replied to the toast. Its training was more intense, and its equipment more powerful, while it was still little more than half the size of the greatest air force in Europe.

During the last few months, proceeded Sir Samuel, he had had an opportunity of visiting by air some further Air Force stations beyond the seas. On the N.W. Frontier of India he found the Air Force operating in wild and mountainous country, where a few years ago flying would have been regarded as impossible, and playing a most important part both in frontier defence and in the maintenance of law and order amongst the tribes. The frontier, he added, had seldom been quieter than it was today, especially in Waziristan. While this was mainly due to a wise policy of road building and economic development, he claimed that the Air Force had rendered the greatest assistance in bringing this about.

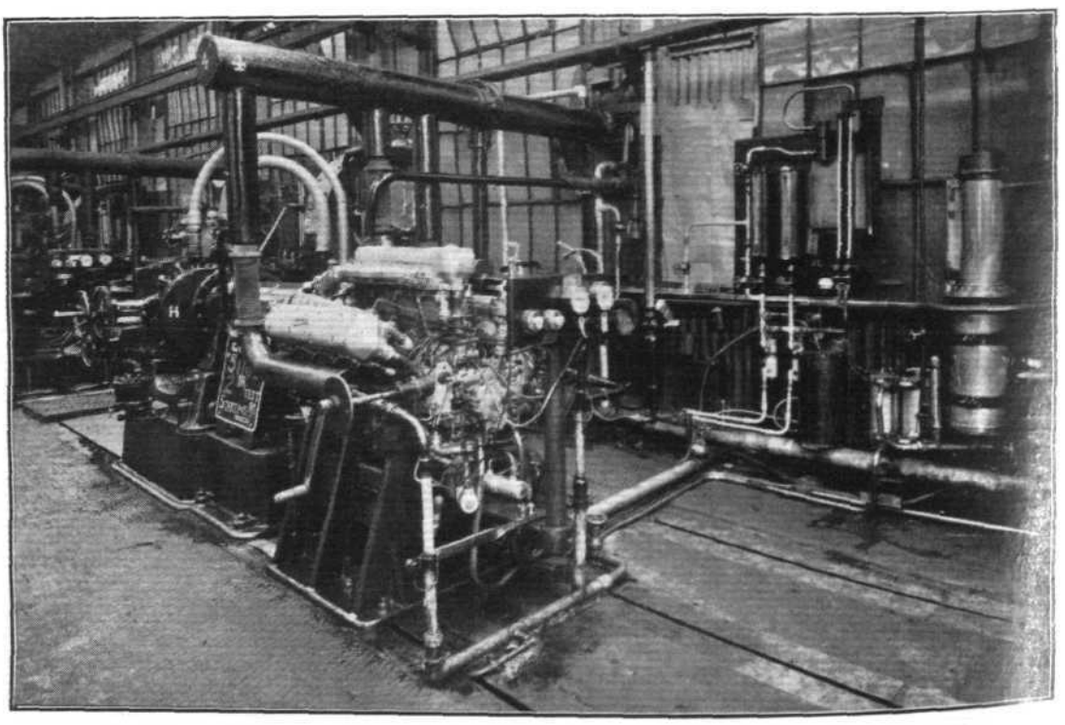
Another direction in which he could point to progress was the fact that the nation was gradually becoming more air minded, the ordinary citizen taking an increasing interest in flying. Sir Samuel said he thought this was largely due to the light aeroplane clubs, and gave as an example of their activities the fact that during his recent flight he met at Bushire on the Persian Gulf two members of the Lancashire Club, Messrs. Stack and Leete, who were on their way to India in two "Moths." He also mentioned that at Lingeh he was met by a gentleman in a fez who addressed him in excellent English, and when he inquired how he spoke English so well this gentleman told him that he also was a member of the Lancashire Club, and was travelling the Gulf in Manchester piece goods.

"Whilst I was in India," concluded Sir Samuel, "I did what I could to stimulate interest in aviation. I took, for instance, scores of people, men, women and even children of five or six years old, for flights in our machine. Upon one occasion I took for a flight the greater part of the Viceroy's Council. A prominent official, who shall be nameless, said to me when the machine was on the point of leaving the ground: 'Could not you arrange for a crash? A crash would create a unique chance for promotion in the higher ranks of the Civil Service.' There was no crash. The distinguished administrators returned neither crippled nor air-sick. The crash with all its attractions would have broken the record of a machine that punctually covered 10,000 miles without the need of a single repair or spare part. Could this record have been possible, had there not been a definite advance in British aviation during the last four years? Could the success of the Air Force on the Frontier have been conceivable without the steady progress of training and experience?

"Whether overseas or at home the officers and men of the Air Force are proud to be included in this toast, and I cannot help thinking that their splendid and adventurous career will always make a special appeal to the men of imagination who year after year meet together at the Academy Banquet."

Royal Air Force Display

THE eighth Royal Air Force Display will take place on Saturday, July 2, at Hendon Aerodrome. The programme of this annual display, which is an integral and important part of the training of the Royal Air Force, has been arranged to demonstrate the efficiency and airmanship of service squadrons in a series of air evolutions that will hold the sustained interest of spectators. New features are being introduced which will enable the public to appreciate the developments that are constantly taking place in the air arm, while events that have proved popular in past years are retained or are being revived. The flying parade of new types of war and civil aircraft should again emphasise the advance in British design. Full details of the programme will be issued at a later date. As a result of the purchase of Hendon Aerodrome by the Air Ministry last year, arrangements have been made to improve accommodation and traffic facilities at the aerodrome. In addition to road improvements a grand stand, with a seating capacity of 3,000, is in course of erection in the ten-shilling enclosure. Special attention has also been devoted to the catering problem, and it is hoped that the new arrangements will ensure adequate service for the enormous attendance at the Display. The proceeds will be devoted, as in the past, to Royal Air Force Charities, and it is hoped that previous record "gates" will be beaten for their benefit.



"Lion" Taming at Acton: Our picture shows one of the several Heenan & Froude dynamometers installed at the Napier factory. In addition to the 100 hour tests given to new types of engines, every Napier produced undergoes a 2-hour test on the dynamometer, is then completely stripped and examined, and then given a final half-hour test before delivery