

THE ROYAL AIR FORCE

London Gazette, April 26, 1927

General Duties Branch

The follg. are granted temp. commns. as Flying Offrs. on attachment for four years' duty with the R.A.F. (April 19). LIEUTS., R.N.—S. Borrett, H. W. Metcalfe. SUB-LIEUTS., R.N.—C. A. Kingsley-Rowe, L. J. S. Ede, J. C. Richards, P. Bethell.

The follg. Pilot Offrs. are promoted to rank of Flying Offr. :—L. C. Barling (March 12); S. H. White (March 28); E. A. T. Murray, I. A. Anderson, D. J. Harrison, F. F. Barrett (March 30). Pilot Offr. on probation F. S. Smythe relinquishes his short service commn. on account of ill-health (April 27).

ROYAL AIR FORCE INTELLIGENCE

Medical Branch

The follg. relinquish their temp. commns. on ceasing to be employed :— Flying Lt. (Hon. Squadron Leader) H. B. Smith, M.B. (April 6); Flight Lt. A. E. Jenkins (April 4).

Reserve of Air Force Officers

The follg. Flying Offrs. are transferred from Class A to Class C.—W. R. K. Atkinson (Jan. 29); W. B. Kelly (April 16); C. Sutton (April 17); A. E. T. Bruce (April 23).

AUXILIARY AIR FORCE

General Duties Branch

The follg. to be Pilot Offr. :—No. 605 County of Warwick (Bombing) Squadron.—G. V. Perry (April 26).

Stores Branch.

Squadron Leader P. Adams to the Packing Depot, Ascot, 7.4.27. Flying Officer W. Best to R.A.F. Depot, Uxbridge, on transfer to Home Estab. 20.1.27.

Accountant Branch.

Flying Officer F. R. Barton, to No. 1 Sch. of Tech. Training (Apprentices) Halton, 26.4.27. J. J. Caiger to No. 47 Squadron, Egypt, 24.3.27.

Medical Branch.

Group Captain C. E. C. Stanford, D.S.O., M.B., B.Sc., to R.A.F. Depot Uxbridge, 26.3.27. Wing Commander F. N. B. Smartt, M.B., B.A., to R.A.F. Depot, Uxbridge, 26.3.27; to H.Q., Wessex Bombing Area, Andover, 13.5.27. Flying Officer R. Thorpe, to No. 13 Squadron, Andover, 27.4.27.

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

General Duties Branch.

Wing Commanders : T. O'B. Hubbard, M.C., A.F.C., to Station H.Q., Bircham Newton, to command, 2.4.27. J. T. Babington, D.S.O., to R.A.F. Base, Gosport, to command, 27.3.27. B. E. Smythies, D.F.C., to 99 Sqdn., Bircham Newton, to command, 30.4.27. L. T. Leigh-Mallory, D.S.O. to Sch. of Army Co-operation, Old Sarum, to command, 11.4.27. V. Gaskell-Blackburn, D.S.C., A.F.C. to No. 21 Group H.Q., West Drayton, for Technical Staff duties, 2.4.27. W. J. Ryan, C.B.E., to R.A.F. Depot, Uxbridge, 2.4.27.

Squadron Leaders : P. A. Shepherd, to R.A.F. Practice Camp, Weston Zoyland, 1.4.27. A. R. Arnold, D.S.C., D.F.C., to R.A.F. Practice Camp Sutton Bridge, 1.4.27. E. D. Atkinson, D.F.C., A.F.C., to No. 1 Sqdn., Tangmere, 11.4.27. G. E. Livock, D.F.C., to H.Q., Coastal Area, 19.4.27. A. Durston, A.F.C. to R.A.F. Practice Camp North Coates, Fitties, 1.4.27.

No. 41 FIGHTER SQUADRON

LAST year, Flying Officer A. Addams, of No. 41 Fighter Squadron, R.A.F., was killed in a flying accident. In order to honour his memory, his mother presented a cup to the squadron, known as the Addams Cup, for annual competition between the three flights. The first competition of the series was held at Northolt aerodrome on April 26. The judges were Wing Commander Reilly, of the Fighting Area, and Squadron Leader F. Sowrey, D.S.O., M.C., A.F.C., the officer commanding the squadron.

The competition was divided into three parts :—

Formation flying	25 marks.
Aerobatics	25 marks.
Radio-telephony	50 marks.

The flight teams were as follows :—

- (A) Flight (red wheel discs)—
Flight-Lieut. F. K. Damant, D.F.C.
Flying Officer V. C. Taylor.
Flying Officer I. G. E. Dale.
- (B) Flight (yellow wheel discs)—
Flight-Lieut. C. A. Bouchier, D.F.C.
Flying Officer T. A. Hale-Monro.
Pilot Officer T. N. McEvoy.
- (C) Flight (blue wheel discs)—
Flight-Lieut. C. B. S. Spackman, D.F.C.
Flying Officer C. S. Staniland.
Pilot Officer H. T. Andrews.

ADDAMS CUP COMPETITION

The aerobatics and formation flying competitions were held in the morning and the radio-telephony in the afternoon.

(A) Flight was somewhat handicapped by recent changes in the personnel, but none the less the flight put up a very good show of formation flying. (C) Flight scored heavily by accurate performance of the manoeuvre of reversing direction when in line astern by a half loop and a half roll. But, in fact, there was very little to choose between all the flights. The radio-telephony manoeuvres were also carried out with very high efficiency. A wave-length of 70 is used, and the practical range from air to air is from 5 to 10 miles, but from ground to air much farther. The call signal of the squadron in the air is "Condor," and the ground signal "Buffalo." The flights are distinguished as "Condor red" or "Condor yellow," according to the colour of the wheels of the flight.

(C) Flight won the Addams Cup with 88 marks. (A) Flight was second with 85; and (B) Flight was third with 82.

This shows the remarkably high standard of the drill; and evidently the presentation of the Addams Cup has had a most beneficial effect in rousing keenness in the squadron.

This is particularly gratifying in view of the fact that No. 41 has been selected to give a demonstration of drill by radio-telephony at the R.A.F. Display this year. It will be remembered that this squadron gave a similar demonstration at Croydon last autumn on the occasion of the visit of the Dominion Premiers, and made an excellent show on a gusty and bumpy day. The squadron is the first of the fighter squadrons which specialised in night flying. The equipment consists of the Siskin IIIA, with a supercharged Jaguar engine. The machines are painted with one broad horizontal red line along the fuselage and also along the wings. The machines of the flight commanders are distinguished by red noses and also by streamers of red, yellow and blue.

AIR MINISTRY NOTICES TO AIRMEN

Publication of Information in Notices to Airmen and the Air Pilot Monthly Supplement

1. PRINTED Notices to Airmen are issued by the Air Ministry free of charge to convey urgent and important information to all concerned with air navigation. It is important that every pilot, whether licensed in Class "A" or Class "B," should personally receive a copy of the notices as soon as possible after issue, and for this reason the notices are given a wide distribution. All owners of aircraft are supplied with copies of the notices for their own use and also, in the case of owners employing pilots, for the information of their pilots. The notices are also distributed to officials of all public aerodromes, aviation clubs and associations, and to aircraft and aero-engine manufacturers.

2. In the event, however, of individual pilots failing to receive copies through any of the existing channels, they will be supplied directly from the Air Ministry upon application being made to the Secretary (C.A.3), Air Ministry, Gwydyr House, Whitehall, London, S.W.1.

3. Notices to airmen of exceptional urgency are broadcast by wireless telegraphy to the principal aerodromes, a printed notice in confirmation being issued subsequently, if required.

"Air Pilot" Monthly Supplement

4. The chief purposes of this publication are as follows :—
(i) To correct and keep up to date the "Air Pilot," Great Britain.

(Particulars of this book are given in Notice to Airmen No. 114 of 1924. Copies are obtainable directly from H.M. Stationery Office, or through any bookseller, price 32s. 6d. net.)

(ii) To provide information on the facilities available for civil aviation in such foreign countries as are regularly visited by British aircraft.

5. It should be understood that for information relating to this country the "Air Pilot," the Monthly Supplements, and Notices to Airmen are complementary to one another. Defined broadly, the "Air Pilot" is a compilation of information of a permanent nature, the Notices to Airmen contain new information of an urgent and important character, and the Monthly Supplements contain other new information. For foreign countries the monthly supplements are at present the medium both for disseminating new information and for collating that already issued, whilst notices to airmen are the medium for disseminating urgent and important information.

The supplements, in common with notices to airmen, are issued free of charge. Purchasers of the "Air Pilot" (Great Britain) receive the supplements regularly, without further payment, from H.M. Stationery Office, and a limited distribution among those who have not purchased the "Air Pilot" is carried out by the Air Ministry. It is important that every pilot should make himself acquainted with the contents of the supplements as issued, and individual pilots who do not at present have access to the supplements will be supplied from the Air Ministry with a copy of each supplement upon application to the address above mentioned.
(No. 30 of 1927.)

Croydon Aerodrome : Landing Zones

WITH reference to para. 2 (iv) of Notice to Airmen No. 25 of 1927, pilots landing at and taking-off from Croydon aerodrome by day should conform with the regulations laid down for an aerodrome marked by a white star of five points. That is, the aerodrome is regarded as divided into two equal zones, for landing and departure respectively. For an observer facing in the direction of landing, the zone on the right is the landing zone and that on the left the departure zone. It should be noted, however, that during the reconstruction of the aerodrome a white star will not be displayed.

By night, during the reconstruction of the aerodrome and until further notice, the direction of landing will continue to be indicated by the double L system of landing lights as used hitherto.

No. 34 of 1927.

NOTICE TO GROUND ENGINEERS

Inspection Tabs on Control Cables

1. In the case of all aircraft fitted with inspection tabs in the eyes of the splices of control cables, the following action should be taken :—

2. The inspection tabs must be restrained from movement and consequent chafing of the thimble eye by being definitely secured alongside the turn buckle by the locking wire or other suitable means.

3. Examination of all such tabbed cables and eyes shall be made, special attention being paid to such cables as are normally hidden, and any loose tabs secured as indicated above.

(No. 1 of 1927.)