

THE ROYAL AIR FORCE MEMORIAL FUND

A MEETING of the Executive Committee of the fund was held at Iddesleigh House, April 27, at which the following members were present:—Lord Hugh Cecil (chairman), Lady Leighton, Dame Helen Gwynne-Vaughan, Mrs. B. H. Barrington-Kennett, Mrs. L. M. K. Pratt-Barlow, Sir Charles McLeod, Bart., Air Marshal Sir John Salmond, Air Vice-Marshal Sir P. W. Game, Air Vice-Marshal F. R. Scarlett, Air Vice-Marshal H. R. M. Brooke-Popham, Air Commodore F. C. Halahan, Air Commodore E. R. Ludlow-Hewitt, Mr. W. S. Field.

The usual list of donations and subscriptions which had been received since the last meeting of the Committee held on February 17 last, together with a list of grants made by the Grants Sub-Committee and the secretary since the same date, were submitted.

The committee were informed that the school for the orphan sons of airmen, maintained by the fund at Vanbrugh Castle, Blackheath, S.E., had closed for the Easter vacation on April 5, and had re-assembled on April 26 with a full complement of 38 boys.

The committee were informed that the annual report for 1926 had been distributed amongst the vice-presidents, members of committees, and all subscribers, and to all units of the Royal Air Force, and to the Press, to the extent of 1,500 copies between the dates March 16 to 19, 1927.

Through the kindness of an officer of the Royal Air Force, the committee had been enabled to offer for sale amongst the Royal Air Force and to others interested, copies of a new book of "R.A.F. Songs and Verses"; applications for which at 2s. a copy, post free, will be received at the offices of the fund by the secretary.

The committee had under consideration the publication of some posters for distribution amongst the units of the Royal Air Force throughout the Empire setting forth the objects and activities of the fund and appealing for subscriptions, and it is hoped this will be ready for issue to the Air Force in about a month's time.

The next meeting of the executive committee will take place on June 15, at the offices of the fund at 3 o'clock.

IN PARLIAMENT

Cairo-to-Cape Flight

COLONEL DAY, on April 27, asked the Secretary of State for Air how many biplanes were taking part in the Cairo-to-Cape flight; who are the makers of these planes; what engines are being used; can he give the names of the principal stopping places en route; and what will be the approximate cost to the State of this flight?

Sir S. Hoare: As regards the first three parts of the question, four service aircraft, manufactured by the Fairey Aviation Co., Ltd., and equipped with Napier Lion engines, are taking part in the flight in question. As regards the fourth part, the principal stopping places are Wadi Halfa, Khartoum, Malakal, Mongalla, Kisumu, Tabora, Abercorn, N'dola, Livingstone, Bulawayo, Pretoria, Bloemfontein and Capetown. As regards the last part, the extra cost involved is estimated at £3,500, as a maximum.

Salvator Parachute

COLONEL DAY asked the Secretary of State for Air whether any further experiments have now taken place with the Salvator parachute; and, if so, whether the reports are satisfactory?

Sir S. Hoare: The Air Ministry is awaiting a reply from the Italian firm interested in the Freri parachute in regard to the carrying out of further experiments; in the meantime certain features of the design are being further investigated.

British Aircraft in Persia

LIEUT.-COMMANDER KENWORTHY asked, on April 28, the Secretary of State for Air whether any difficulty has arisen with the Persian Government regarding the rights of British aircraft to fly over Persian territory on the Cairo-to-Karachi air route; how these difficulties have arisen; whether an agreement was entered into with the Persian Government before the flight was inaugurated; and what steps are being taken to remove the difficulties?

Mr. Locker-Lampson: The answer to the first part of the question is in the affirmative. As regards the second part, the difficulties were due to a recent and sudden reversal of policy by the Persian Government who decided not to allow an international airway along the southern coast of Persia. A written agreement which, had it entered into force, would have secured the opening of this route to international traffic, had in fact been signed by the Persian Minister for Foreign Affairs and His Majesty's Minister at Teheran, on behalf of Imperial Airways, Ltd., in September to October, 1925. Further negotiations with the Persian Government on the subject are now in progress.

Lieut.-Commander Kenworthy: Is it not a fact that the difficulty has arisen owing to our forbidding Persian aeroplanes to fly to Bagdad, or aeroplanes belonging to a Persian company?

Mr. Locker-Lampson: I do not believe that has anything to do with it.

British Aircraft in China.

COLONEL DAY asked the Secretary of State for Air the number of aeroplanes or airships that are at present either attached to or under orders to join the Shanghai Defence Force in China, including the personnel attached to same?

Sir S. Hoare: The strength of the air units in or on their way to China is the equivalent of five squadrons of aeroplanes, with a personnel of 700 of all ranks.

PUBLICATIONS RECEIVED

Aeronautical Research Committee Reports and Memoranda: No. 1054 (M. 48).—The Variation in the Fatigue Strength of Metals When Tested in the Presence of Different Liquids. By G. D. Lehmann. October, 1926. Price 1s. net. No. 1056 (Ae. 239).—Algebraic Formulae for the Performance of an Aircraft at Full Throttle. By R. S. Capon. July, 1926. Price 9d. net. H.M. Stationery Office, Kingsway, London, W.C.2.

American Reports: No. 241.—Electrical Characteristics of Spark Generators for Automotive Ignition. By R. B. Brode, D. W. Randolph, and F. B. Silsbee. No. 243.—A Preliminary Study of Fuel Injection and Compression Ignition as Applied to an Aircraft Engine Cylinder. By A. W. Gardiner. No. 246.—Tables for Calibrating Altimeters and Computing Altitudes Based on the Standard Atmosphere. By W. G. Brombacher. No. 249.—A Comparison of the Take-off and Landing Characteristics of a Number of Service Airplanes. By T. Carroll. No. 250.—Description of the N.A.C.A. Universal Test Engine and Some Test Results. By M. Ware. U.S. National Advisory Committee for Aeronautics, Navy Building, Washington, D.C., U.S.A. Price 10 cents per copy.

Technical Notes: No. 251.—The Effect of Tube Length upon the Recorded Pressures from a Pair of Static Orifices in a Wing Panel. By T. Carroll and R. E. Mixon. November, 1926. No. 253.—Wind Tunnel Standardisation Disk Drag. By M. Knight. December, 1926. No. 254.—Method of Correcting Wind Tunnel Data for Omitted Parts of Airplane Models. By R. H. Smith. January, 1927. No. 255.—Precision of Wing Sections and Consequent Aerodynamic Effects. By F. Rizzo. January, 1927. U.S. National Advisory Committee for Aeronautics, Washington, D.C., U.S.A.

Hütte des Ingenieurs Taschenbuch, IV. Wilhelm Ernst and Son, 90, Wilhelmstrasse, Berlin, W.66. Price 15 Rmk. (leather, 18 Rmk.).

Basic Principles of Air Warfare. By Squadron-Leader, Gale and Polden, Ltd., Wellington Works, Aldershot. Price 7s. 6d. net.

The Broken Trident. By E. F. Spanner, M.I.N.A. Williams and Norgate, Ltd., 14, Henrietta Street, Covent Garden, London, W.C.2. Price 7s. 6d. net.

The Port of Gothenburg Year-Book, 1927. By Sixten Prytz. The Gothenburg Air Ports Co., Ltd., Gothenburg, Sweden.

Air Facts and Problems. By Brig.-Gen. Lord Thomson, C.B.E., D.S.O. John Murray, 50A, Albemarle Street, London, W.1. Price 6s. net.

Notes on Straight Spur Gears, With Special Reference to Gear Tooth Grinding. By A. H. Orcutt. The Gear Grinding Co., Ltd., Anne Road, Handsworth, Birmingham.

AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

APPLIED FOR IN 1925

Published May 5, 1927

30,909. SOC. ANON. POUR L'EXPLOITATION DES BREVETS KUNZER, and M. KUNZER. Apparatus for sending objects from aeroplanes to the ground. (248,708.)

APPLIED FOR IN 1926

Published May 5, 1927

2,034. J. J. FITZGERALD. Heavier-than-air aircraft. (268,903.)
29,407. SPERRY GYROSCOPE CO. Gyro-compasses. (269,042.)

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