

## CAPT. F. L. BARNARD, O.B.E., A.F.C.

It is with profound regret that we have to record the death, as the result of a flying accident on Thursday, July 28, of Capt. F. L. Barnard. Capt. Barnard—one of our most experienced and popular pilots—was carrying out a test flight on the Bristol "Badminton" ("Jupiter VI") biplane, which had been entered for the King's Cup Air Race, at Filton aerodrome, when, according to eyewitnesses, the engine suddenly stopped and the machine crashed to the ground just outside the 'drome from a height of about 200 ft. When a number of people who had been watching the flight arrived in the field where the machine had crashed, the latter was found completely wrecked, with the engine embedded in the ground, and the unfortunate pilot lying in the cockpit beyond human aid.

From evidence at the inquest, which was held on July 29, it appears that when Capt. Barnard's engine failed, he put the machine into normal gliding angle and attempted to land. While manœuvring to do so, the machine lost flying speed and stalled from about 80 ft. Capt. Barnard had already made three other test flights on the machine, trying out different airscrews.

Capt. Barnard's loss to the aviation world is a great one indeed, for he was an exceptional pilot, careful, skilful, and

daring—but daring only when flying alone or testing. He served in the Air Force during the war, and was awarded the Air Force Cross. Following the Armistice he was pilot to No. 24 Communication Squadron, when he carried many distinguished personages to and from the Continent. He then became associated with Instone Air Lines, and later, when Imperial Airways was formed, was their chief pilot. His skill as a pilot was such that he was entrusted with many important aerial missions—the most conspicuous of which was the piloting of the Imperial Airways D.H. "Hercules" air liner, carrying Sir Samuel Hoare, Lady Maud Hoare and party from London to Cairo on the inaugural flight of the Egypt-India service. He also, it will be remembered, took part in previous King's Cup races, being the winner in 1922 and 1925, and flying last year the Bristol "Badminton" in its original form.

Capt. Barnard leaves a widow and young son, to whom, in common with his many, many friends, we offer our deepest sympathy.

[We very much regret that owing to a slip in the "make-up" the above was omitted from last week's issue of FLIGHT. Its omission was only noticed when the issue was already in the press, when it was too late to rectify matters.—Ed.]



### AIR DEFENCE EXERCISES—(Concluded from p. 565).

Squadron sent up to intercept were unable to see anything of it.

(b) One flight of No. 39 Squadron crossed the coast over Harwich at 08.30 hrs. and was reported over Colchester at 08.45 hrs. It was intercepted by a flight of No. 111 Squadron over Wickford at 15,000 ft. at 09.18 hrs., it was intercepted by a second flight of the same Squadron over Dagenham at 5,000 ft. at 09.26 hrs. Though it arrived over the target at 09.40 hrs. at 10,000 ft. it was not observed from the camera obscura.

(c) Two flights of No. 39 Squadron crossed the coast at Alderburgh at 13,000 ft. at 12.53 hrs. and was reported over Ipswich at 14,000 ft. at 13.37 hrs., it was intercepted by a flight of No. 19 Squadron over Dunmow at 14,500 ft. at 14.00 hrs. It reported that it was unable to bomb its objective, Chelsea, as the target was covered with clouds.

(d) Two flights of No. 12 Squadron crossed the coast west of Portsmouth at 1400 ft. at 14.50 hrs. and after passing over

Petersfield at 15.11 hrs. was recalled on account of thick clouds.

(e) Three flights of No. 11 Squadron crossed the coast at Bognor at 6,000 ft. at 14.25 hrs. and after passing over Petworth at 10,000 ft. at 14.39 hrs. claim to have reached their objective, Hillingdon House, at 15.00 hrs. flying at 17,000 ft. It was not seen or heard by the target umpire.

(f) One flight of No. 99 Squadron crossed the coast at Harwich at 10,600 ft. at 14.40 hrs. It was reported over Great Waltham at 12,000 ft. at 15.19 hrs., over Margaret Rodding at 15.27 hrs. and arrived over its target, Hillingdon House, at 16.16 hrs. It was intercepted and attacked as it was arriving at its objective by eight machines of No. 41 Squadron at a height of 2,500 ft. at 16.15 hrs. It is also believed to have been intercepted on its journey there by No. 29 Squadron.

4. As already announced, the exercises terminated at 17.00 hrs. today.



### Up-to-Date

THE Emir Ghazi, Heir Apparent of the King of Iraq, who had been staying in Alexandria for three days, left Cairo by air for Baghdad on August 3.

### Golf

THE R.A.F. Officers' G.A. visited Beaconsfield on August 6 and were beaten in a match of singles and four-somes by seven matches to five on the day's play, after winning the singles by five matches to three.

### Our Auxiliary Air Force Goes to Camp

ON August 6 the two London A.A. Force squadrons, No. 600 (City of London) Bombing Squadron and No. 601 (County of London) Bombing Squadron, flew to Lympne from Hendon for their annual camp, which will last till August 22. The flight was made in Avro-Lynx training machines and D.H.9a day-bombers. Very bad visibility marked a stage of the flight near Crowborough, and several machines were forced to land. Pilot Officer L. A. Hackett deliberately stalled his Avro on to a tree, thereby accomplishing a "pancake" landing, which smashed his machine but did not harm himself. When landing at Lympne one of the D.H.9a's crashed after avoiding a collision with another machine. No. 603 (City of Edinburgh) Squadron is in camp at Leuchars, the R.A.F. station. No. 605 (County of Warwick) Squadron is in camp at Manston until August 13. No. 602 (City of Glasgow) Squadron completed its camp at Leuchars on July 30.

### Good Performances

THE "Hercules" air liner, in which Sir Samuel Hoare was a passenger to India recently, completed 200 hours' flying, during which time the Bristol "Jupiters" gave no trouble of any kind. The starboard engine was taken down and found to be in perfect condition, so the other two engines are continuing in the machine for a further period. Considering that the temperature at Basra in Iraq, where the Imperial

Airways machines are flying, is as high as 127° in the shade, this performance speaks well for the "Jupiters." A "Jupiter" Series IV., built at the Alfa Romeo works, Italy, successfully completed 100 hours non-stop running under official test.

### Fatal Air Crash near Casablanca

AN air liner on the Toulouse-Casablanca line, run by the French Latecoère Company, was forced to descend through bad weather recently, between Alicante and Casablanca, and in doing so, it crashed into some trees with terrific force, killing the pilot and all his passengers.

### Royal Air Force Flying Accidents

THE Air Ministry regrets to announce that as the result of an accident at Holbeach ranges, Lincoln, to a Gamecock machine of No. 32 (Fighter) Squadron, Kenley, Surrey, on July 20, Pilot Officer Richard Griffith Pace, the pilot and sole occupant of the aircraft, was killed.

As the result of an accident at El Tabbin, on the River Nile, to a D.H.9.A machine of No. 47 (Bombing) Squadron, Helwan, Egypt, on July 22, 355883 A.C.1 Harold Kauntze Bacon (previously reported missing) was killed. Flying Officer Francis Stanhope Homersham, D.C.M., M.M., the pilot of the aircraft, was uninjured.

As the result of an accident at Northolt Aerodrome to a Woodcock machine of No. 17 (Fighter) Squadron, Upavon, on July 25, Flying Officer Ian Andrew Anderson, the pilot and sole occupant of the aircraft, was killed.

### The Royal Air Force Memorial Fund

THE usual meeting of the Grants Sub-Committee of the Fund was held at Iddesleigh House, on July 28.

Mr. W. S. Field was in the chair, and the other members of the Committee present were Mrs. L. M. K. Pratt-Barlow, O.B.E., Sqdn.-Ldr. Douglas Iron, O.B.E. The committee considered in all 16 cases, and made grants to the amount of £492 8s. 4d. The next meeting was fixed for to-day, August 11, at 2.30 p.m.