

# THE ROYAL AIR FORCE

London Gazette, February 21, 1928

**General Duties Branch**

The following Pilot Officers are promoted to rank of Flying Officer, January 30:—R. K. Hamblin, B. C. Yarde, H. H. Martin, H. A. Purvis. Wing Commander J. E. A. Baldwin, D.S.O., O.B.E., is restored to full pay from half-pay, January 16.

The following are transferred to the Reserve, Class A:—Flying Officer L. M. Timmins, January 19; Pilot Officer K. S. Munday, February 20. Pilot Officer on probation P. C. Miller relinquishes his short-service commission on account of ill-health, February 22.

**Accountant Branch**

Pilot Officer on probation D. A. K. Yiend is confirmed in rank and promoted to rank of Flying Officer, December 4, 1927.

**Medical Branch**

Flight Lieut. H. Penman, M.B., is granted a permanent commn. in this rank, February 22.

**Memorandum**

The permission granted to Lieut. H. H. Wood to retain rank is withdrawn on his enlistment in the Territorial Army (April 26, 1920.)

**RESERVE OF AIR FORCE OFFICERS**

**General Duties Branch**

W. D. Brookes (Pilot Officer, Australian Citizen Air Force) is granted a commn. in Class A as Pilot Officer on probation, February 21; E. M. S. Spence is granted a commn. in Class A.A. as a Pilot Officer on probation, February 6. The following Pilot Officers are promoted to rank of Flying Officers:—W. A. E. Featherstone, February 9; H. J. Phillips, February 16.

Pilot Officer on probation P. S. Clarke is transferred from Class A.A. to Class C, November 26, 1927.

**AUXILIARY AIR FORCE**

**General Duties Branch**

No. 601 County of London (Bombing) Squadron.—The following Pilot Officers to be Flying Officers:—J. J. Parkes, January 13; N. H. Jones, January 21.

**Erratum**

(See FLIGHT, February 6, 1928, page 107.)—For "No. 603 City of Glasgow (Bombing) Sqdn." in the Gazette of February 7, read "No. 603 City of Edinburgh (Bombing) Sqdn."

## IN PARLIAMENT

**Cape Town Flying Routes**

VISCOUNT SANDON, on February 22, asked the Secretary of State for Air how much time would be saved by taking the route across France, the Mediterranean, the Sahara, the Cameroons, and thence to Cape Town, rather than by the East Coast; whether landing grounds could be as suitably and cheaply created; and to what extent as to these points and as to commercial and revenue-producing possibilities the two routes would vary?

Sir S. Hoare: On the assumption that a comparison between the route which is outlined in his question and the normal flying route to Cape Town is desired, the answer is as follows: The saving in distance would amount, it is estimated, to about 850 miles, representing approximately eight and a half hours' flying time. On the other hand, more than three-fourths of the western route would lie over foreign territory, of much of which no detailed survey has been made. The establishment and maintenance of landing grounds and the equipment of them with adequate supplies of petrol and oil would be very expensive, while in regard to commercial and revenue-producing possibilities, the suggested route appears to compare very unfavourably with the normal flying route.

**Airship Regulations**

Mr. ROSE asked the Secretary of State for Air if his Department has any code of regulations governing lighter-than-air airship construction for civil passenger-carrying purposes embodying specific conditions as to passenger and crew accommodation, sanitation, medical service, life-saving apparatus, etc.; and, if so, will he publish them?

Sir S. Hoare: One of the objects which the construction of the two new experimental airships will, I hope, achieve, is to indicate the regulations which will be necessary for passenger-carrying airships. Until practical experience has been gained by experimental flights it would be premature to lay down general regulations, and in the meantime it is sufficient to deal with any individual applications which may be received for certificates of airworthiness for airships and the safety requirements which should be fulfilled on their merits.

**Wright Brothers' Aeroplane**

SIR S. HOARE, in reply to Commander Bellairs, said that Mr. Orville Wright has very generously lent to the Science Museum, for a period of five years, the actual aeroplane in which he and his brother accomplished their first flights on December 17, 1903. The machine will be exhibited in the Aeronautical Collection of the Museum.

**Civil Aviation Conference, Washington**

COMMANDER BELLAIRS asked the Secretary of State for Air whether he has any information as to the suggestion of the President of the United States being acted on by holding an international civil aviation conference and exhibition in Washington, D.C., in 1928, on the occasion of the twenty-fifth anniversary of the first airplane flight; and whether arrangements are in hand in case of such an exhibition being held?

Sir S. Hoare: I have heard unofficially that the United States authorities are considering the holding of a civil aviation conference and exhibition at Washington this year, but I have received no detailed particulars as yet, and am awaiting fuller information.

**Officers Wanted as Royal Air Force Pilots**

The Air Ministry announces: Nearly 350 officers will be required by the Royal Air Force for flying duties during the present year under the short service commission scheme, the average rate of appointment being approximately 40 each month. Applications are accordingly invited from suitable candidates who must be between the ages of 18 and 25, well-educated and of good eyesight and physique. Short service commissions are granted for five years' service on the active list and four in the reserve. Accepted candidates enter as pilot officers on probation with pay of about £273 a year, increased on promotion to flying officer after 18 months' service to about £343. Officers also receive free quarters, etc., or where these are not available, cash allowances in lieu amounting at present to about £141 a year. A gratuity of £375 is issued on termination of five years on the active list. Pilot Officers undergo training at a Flying Training School for about a year and are then posted to a service squadron for duty. Only a small number of short service officers are eventually granted permanent commissions, but facilities are available to assist the others to obtain civil employment at the end of their period of duty.

**Reserve of Air Force Officers—Openings for Pilots**

The Air Ministry announces:—A number of openings present themselves now to young men to be trained as pilots in the Air Force Reserve. At least 60 candidates will be accepted by the Air Ministry, if so many of the right type are forthcoming.

Applicants must be of good education and physique, but need not have had any previous flying experience. They must be over 18 and under 25 years of age. Those judged from their applications to be suitable are interviewed by a Selection Committee, and those selected, after passing an examination by a medical board, are nominated to commissions in the Reserve as Pilot Officers on probation. The probationary period is 12 months, after which, subject to satisfactory reports, officers are confirmed in rank. Promotion to Flying Officer normally takes place after 18 months' service.

Commissions are granted in the first place for 5 years, but at the end of this period extension may be allowed at the discretion of the Air Council, for further periods each of not more than 5 years.

Flying training is carried out at Civil Flying Schools at Edgware and Bristol, and consists of a course not exceeding 3 months (preferably taken continuously) during the first 6 months of service; 6 hours' solo flying (within a maximum period of 10 days' training) during the second 6 months; and 12 hours' solo flying (within a maximum period of 20 days' training) in each subsequent period of 12 months' service.

When undergoing training an officer receives, generally speaking, the same pay and allowances as an officer of the same rank on the active list. The present rates of pay are 15s. a day for pilot officers, and 18s. 10d. a day for flying officers. Allowances amount to about 7s. 9d. a day for officers of these ranks. In addition, an annual retaining fee of £30 is payable, subject to compliance with the regulations.

Application forms and further details can be obtained by applying to the Secretary (S.7.c.), Air Ministry, Adastral House, Kingsway, London, W.C.2.

**PUBLICATIONS RECEIVED**

Pocket Calendar for 1928. British Helicopter and Helio-plane Co., 111, Humber Road, Blackheath, London, S.E.3.

R.A.F. Training Manual. Part II. Applied Flying. Air Publication 928. H.M. Stationery Office, Kingsway, London, W.C. 2. Price 1s. 6d. net.

**NEW COMPANY REGISTERED**

CINQUE PORTS FLYING CLUB, LTD.—Capital £2,000, in £1 shares. Objects: To promote, assist and encourage aerial navigation in all its forms and the study of aeronautics, etc. First directors: Maj. C. F. Krabbe, F. W. Butler, A. Dallas Brett, E. D. W. Reid, Capt. L. A. R. Braddell, G. E. Took, T. A. M. S. Lewis. Solicitors, Dallas, Brett and Son, Hythe, Kent.

**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 1926**

Published February 23, 1928

- 18,768. CRANKLESS ENGINES, LTD., and A. G. M. MITCHELL. Air-cooling of crankless i.c. engines. (284,063.)
- 18,826. ARMSTRONG SIDDELEY MOTORS, LTD., and J. C. BRIGGS. I.c. engines. (284,359.)

**APPLIED FOR IN 1927**

Published February 23, 1928

- 6,737. A. G. CALABI. Parachutes and stowing-devices for use therewith. (284,489.)
- 9,943. F. C. KUSSE and F. C. KUSSE, jun. Aircraft structures. (284,502.)
- 16,591. F. NANKE. Ornithopters. (284,534.)
- 26,061. H. JUNKERS. Speed governors for i.c. engines. (284,567.)

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