



THE ROYAL AIR FORCE

London Gazette, November 13, 1928.

General Duties Branch

The follg. Pilot Officers on probation are confirmed in rank :—L. W. Howard (Oct. 5); K. C. T. Marshall (Oct. 18); N. F. V. Henkel (Oct. 25). The follg. are transferred to the Reserve, Class A (Nov. 10). Flying Officers C. G. C. Sullivan, E. R. H. Coombes, J. H. Caulfield, T. A. Hale-Monro, P. Stainer. Flying Officer V. A. C. Ross is transferred to Reserve, Class C (Nov. 10); Flying Officer A. S. Lewis relinquishes his short service commn. on transfer to the Indian Army (Nov. 9); Lieut.-Comdr. A. G. Elliot, R.N., Flight-Lieut., R.A.F., ceases to be attached to R.A.F. on return to Naval duty (Nov. 9).

Stores Branch

Pilot Officer on probation M. M. McMullan is confirmed in rank and promoted to rank of Flying Officer (Oct. 15).

ROYAL AIR FORCE INTELLIGENCE

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

General Duties Branch

Flight Lieutenants: G. G. Walker, M.C., to No. 2 Armoured Car Coy., Middle East, 25.10.28. V. R. Gibbs, D.S.C., to R.A.F. Staff College, Andover, 22.10.28.

Flying Officers: H. A. S. Byrne, to No. 504 Sqdn., Hucknall, 18.11.28. V. G. A. Hatcher, to R.A.F. Base, Malta, 2.11.28. R. K. Coupland, to

RESERVE OF AIR FORCE OFFICERS

General Duties Branch

J. Paton is granted a commn. in Class B.B. as Pilot Officer on probation (Nov. 13); F. E. S. Groves is granted a commn. in the Special Reserve as Pilot Officer on Probation (Oct. 8); Pilot Officer F. H. Dight is promoted to rank of Flying Officer (Nov. 3); Pilot Officer D. G. Allison is promoted to rank of Flying Officer in Special Reserve (Oct. 23); Flight-Lieut. H. V. Stammers, D.F.C., is transferred from Class A to Class C (March 10). The follg. Flying Officers are transferred from Class B to Class C :—W. W. Sanders (Oct. 6); S. H. H. Swanton (Sept. 11); W. Allan (Oct. 7); H. C. Norman (Sept. 2); A. E. Ansell (Sept. 16).

Flying Officer S. W. Lummis relinquishes his commn. on completion of service (Nov. 11).

Medical Branch

Flight-Lieut. J. W. Harper is transferred from Class Diii to Class Dii (Dec. 14, 1927); Flight-Lieut. D. Le Bas relinquishes his commn. on completion of service, and is permitted to retain his rank (April 1).

R.A.F. Depot, Uxbridge, 12.10.28. G. M. Beattie, to R.A.F. Depot, Middle East, 1.11.28. J. St. C. Arbuthnott, to No. 100 Sqdn., Bicester, 6.11.28.

Pilot Officers: K. C. T. Marshall, to No. 26 Sqdn., Catterick, 4.11.28. A. C. R. Mackenzie and E. C. Ridler, to R.A.F. Depot, Uxbridge, on appointment to Short-Service Comms. (on probation), 9.11.28.

Medical Branch

Flying Officer G. T. O'Brien, to R.A.F. Depot, Uxbridge, 12.11.28.

AIR MINISTRY NOTICE TO AIRMEN

Reporting of Destination on Departure from Civil Aerodromes

It is hereby notified :— The attention of pilots is directed to the necessity of notifying their destination to the aerodrome authorities before departure from a civil aerodrome having a ground control.

Several cases have occurred in connection with flights to and from the Continent where, owing to the fact that a pilot has failed to report his destination to the authorities at the aerodrome of departure, the "all clear" signal has been given for the route concerned before the aircraft has arrived at its destination. It is pointed out that in such circumstances an aircraft may be lost at sea without any possibility of assistance being rendered. (No. 75 of 1928.)

Dual Controls in Passenger Carrying Aircraft : Safety Precautions

1. PILOTS using aircraft fitted with dual controls for the purpose of carrying passengers other than pupils receiving instruction in flying are required to ensure that effective precautions are taken to prevent accidental interference with the controls by the passenger.

2. Suitable protection can be secured by ensuring before the flight that the control lever operated from the passenger's seat is removed, that a suitable cover is provided to prevent interference with the movement of the dual rudder bar, control link and cables and that the ignition and engine controls operated from the passenger's seat are adequately protected or disconnected. (No. 76 of 1928.)

IN PARLIAMENT

Civil Aviation Pilots

SIR S. HOARE, on November 13, in reply to Capt. Garro-Jones, said there were six light aeroplane clubs in operation during the period January to September, 1927, and 11 at the beginning and 13 at the end of the period January to September, 1928. The number of new licences issued to club members during the former period was 56, and during the latter period 171. The number of civil licences issued to persons other than those above during the same periods was 87 and 136 respectively. In all cases licences issued to serving Royal Air Force officers are excluded.

Railway Companies and Freight and Passenger Air Services

CAPTAIN GARRO-JONES asked whether representations had been received from Imperial Airways, Ltd., or the Government nominees upon its board of directors, to the effect that the railway companies were refusing reasonable co-operation with them in the development of their through freight and passenger services; and whether, in view of the intention of the railway companies to inaugurate air services, the Secretary of State for Air intends by any official or unofficial intervention to attempt to improve the relations between these two branches of transport?

SIR S. HOARE: I have been aware that negotiations have been (and, I understand, still are) taking place between Imperial Airways and the railway companies, but I have not as yet received any official representations of the kind referred to by the hon. and gallant Member. The question is primarily one for arrangement between Imperial Airways and the railways, but I should be happy to render any assistance in my power, if and when it appears that such action is likely to serve a useful purpose.

Low Flying

MR. DAY, on November 14, asked the Secretary of State for Air the number of complaints that have been received by his Department from residents in thickly-populated districts complaining of the low flying of aeroplanes, which are a danger to the public; and what action he has taken?

SIR S. HOARE: Complaints of the kind referred to are received from time to time, but the total number is not great. Each complaint is dealt with by a senior officer at the Air Ministry, carefully investigated and, if considered desirable, brought to my personal notice. Suitable action is taken wherever the circumstances appear to demand it and the pilot can be identified. For example, a Royal Air Force pilot may be dealt with disciplinary or even brought before a court-martial; and a civil pilot's licence may be suspended if he can give no reasonable explanation of his low flying and he is also liable to have proceedings taken against him by the police under the Air Navigation Order where by flying at a low altitude or in proximity to persons or dwellings he causes unnecessary danger to persons or property. The Air Ministry is fully alive to the importance of this question, and I am most desirous that the development of aviation in this country shall be attended by a minimum of inconvenience to the general public. I have accordingly had special warnings on the subject issued to both Service and civil pilots.

Strength of R.A.F.

SIR S. HOARE, in reply to Mr. Beckett, said on November 1, 1912, when flying was in its infancy, four airships and some 56 other aircraft were on charge. On November 1, 1928, the strength of the Royal Air Force was approximately 780 first-line aircraft, and in addition two airships were under construction but not yet in commission.

London-Prague Service

SIR S. HOARE, on November 15, in reply to Sir H. Brittain, said he hoped that the London-Prague service would be inaugurated in the Spring of next year but the final details had not yet been settled. It was proposed to operate a daily service (Sundays excepted) in each direction for about seven to eight months during each year.

R.A.E.S. AND INST.A.E.E.

Official Notice

ON December 17, 1903, 25 years ago, Mr. Orville Wright made the first flight in the history of the world in a power-driven heavier-than-air machine. On the same day two flights were made by Mr. Wilbur Wright. To quote their own words: "The first flight lasted only 12 seconds, a flight very modest compared with that of birds, but it was, nevertheless, the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in free flight, had sailed forward on a level course without reduction of speed, and had finally landed without being wrecked. The second and third flights were a little longer, and the fourth lasted 59 seconds, covering a distance of 852 ft. over the ground against a 20-mile wind."

The Science Museum at South Kensington has been entrusted with the care of the original Wright machine in which these historic first flights were made. The Council of the Royal Aeronautical Society desire not only to honour the names of Wilbur and Orville Wright, but to mark their appreciation of the trust shown by their honorary life member, Mr. Orville Wright, by holding a dinner on Monday, December 17, in the Science Museum. The tables for the dinner will be arranged around the Wright machine. Col. Sir Henry Lyons, Director of the Science Museum, has kindly given his permission for the function, and is aiding the Society in every possible way.

The chair will be taken by the president, Colonel the Master of Sempill, A.F.C., who will also present on this occasion the various prizes and awards made by the council during the past year. A short address on the early work of the Wright brothers will be given by Mr. Griffith Brewer, a member of council.

Members are specially asked to make early application for tickets, as there is no possibility of arranging for an overflow, and it is desirable to provide places for members before including members' friends. The names are required for the printed list and to facilitate seating arrangements. No tickets will be forwarded, or places reserved, unless a remittance is enclosed. Tickets £1 10s. each, inclusive of wines.

J. LAURENCE PRITCHARD, *Secretary.*

PERSONALS

Married

AUBREY WILLIAM GRAHAM MARTIN, R.A.F., only son of Brig.-Gen. H. Martin, C.B., of Torquay, was married on November 14, in London, to MARY WALKER, of The Lake Vyrnwy Hotel, Oswestry, widow of Comdr. B. C. Walker, R.N.

To be Married

The marriage arranged between ARTHUR W. B. McDONALD, R.A.F., elder son of Dr. W. M. McDonald, O.B.E., and Mrs. McDonald, of St. John's, Antigua, and MARY JULIA, eldest daughter of Dr. and Mrs. RONALD GRAY, of Whincroft, Hindhead, will take place at St. Luke's Church, Grayshott, Hindhead, on December 15.

The engagement is announced between JOHN H. THOMPSON, late King's African Rifles and R.A.F., and Lady Hulton, widow of Sir Edward Hulton.

The engagement is announced between HENRY RICHARD DANVERS WAGHORN, R.A.F., elder son of the late Mr. John Danvers Waghorn and of Mrs. J. D. Waghorn, Aston Clinton, Buckinghamshire, and MARY HELEN DYMCK (DOLLIE), only daughter of the late Mr. ROBERT WATSON and of Mrs. Robert Watson, The Bourne Ridge, Farnham, Surrey.