

# THE ROYAL AIR FORCE

London Gazette, February 19, 1929.

**General Duties Branch**

Sec. Lieut. K. A. K. MacEwen, S.R., Argyll and Sutherland Highlanders, is granted a permanent commn. as a Pilot Officer with effect from and with seniority of Jan. 25; L. V. G. Barrow is granted a short-service commn. as a Pilot Officer on probation, with effect from and with seniority of Feb. 5; Pilot Officer on probation L. S. Snaith is confirmed in rank (Dec. 30, 1928).

The follg. Pilot Officers are promoted to the rank of Flying Officer:—D. I. Stewart, A. T. C. Hazledipe, C. P. Barker (Jan. 1); G. R. Jackson, A. R. Combe, L. M. Woolveridge (Jan. 18).

Flight-Lieut. J. L. K. Pearce, O.B.E., is placed on Retd. List at his own request, and is granted permission to retain rank of Squadron Leader (Feb. 14); Flight-Lieut. A. E. Dark is placed on Retd. List (Feb. 17); Flying Officer H. Buxton is placed on Retd. List at his own request (Feb. 20).

The follg. are transferred to Reserve:—Class A.—Flying Officer G. W. R. Russell (Feb. 18); Flying Officer H. C. Lee (Feb. 20). Class B.—Flight-Lieut. R. F. Durrant, A.F.C. (Feb. 17).

Pilot Officer on probation A. H. Westwood relinquishes his short-service commn. on account of ill-health (Feb. 20).

**RESERVE OF AIR FORCE OFFICERS**

*General Duties Branch*

The follg. Pilot Officers are promoted to rank of Flying Officer:—D. H. F. Barnett, M. G. Candy, P. Drummond (Feb. 15); E. Batchelor (Feb. 16).

The follg. Flying Officers are transferred from Class C to Class A:—F. A. Pumphrey, D.C.M. (Feb. 4); J. C. Overall (Dec. 26, 1928). Pilot Officer on probation E. M. Badley relinquishes his commn. on account of ill-health (Jan. 9). Pilot Officer L. V. G. Barrow relinquishes his commn. in the Special Reserve on appt. to a short-serv. commn. (Feb. 5).

## ROYAL AIR FORCE INTELLIGENCE

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

*General Duties Branch*

*Flight Lieutenants:* W. F. Dickson, D.S.O., A.F.C., to No. 2 (Indian Wing) Station, 12.2.29. V. E. Groom, D.F.C., to No. 3 (Indian Wing), 12.2.29. E. J. Kingston-McCloughry, D.S.O., D.F.C., to H.Q., India 12.2.29.

*Flying Officer* G. J. Davies to No. 1 School of Tech. Training (Apprentices), Halton, 8.1.29.

*Pilot Officers:* M. V. de Satge, to R.A.F. Depot, Uxbridge, on appointment to a Short Service Commn., 1.2.29. M. V. de Satge, to No. 27 Sqdn., India, 12.2.29. A. M. Cowell and A. Haywood, to R.A.F. Depot, Uxbridge, 12.2.29. E. J. Brighton, to Night Flying Flight, Biggin Hill, 12.2.29. A. D. Jaffe,

to No. 9 Sqdn., Manston, 12.2.29. D. B. McGill and R. V. Redpath, to No. 7 Sqdn., Worthy Down, 12.2.29.

*Stores Branch*

*Flying Officers:* G. C. Wilson, to No. 100 Sqdn., Bicester, 29.1.29. H.M.S. Daves, to No. 605 Sqdn., Castle Bromwich, 4.2.29. M. S. Shapcott and W. G. S. Wood, to Aircraft Depot, India, 12.2.29.

*Medical Branch*

*Flight Lieutenant (Dental):* W. Wormington, to R.A.F. Depot, Uxbridge, on appointment to a Temp. Commn., 1.2.29; to R.A.F. Combined Hospital Aden, 9.2.29.

### AIR MINISTRY NOTICE TO GROUND ENGINEERS

**Flexible Stranded Cables in Flying Controls**

1. It has been found that cables of four strand construction, e.g., 4 x 19, wear rapidly in aircraft flying control systems, especially at those points where the cables are protected by Bowden sheathing, the cause of this being the relative movement of cable and sheathing.

2. Existing cables of 4 x 19 construction are to be examined immediately, and for this purpose any protective sheathing is to be moved so that the whole of the cable can be seen. If there are any signs of wear the cable is to be replaced forthwith in accordance with para. 3 of this Notice. Any 4 x 19 cable not required to be so replaced is to be frequently examined, and any Bowden sheathing is to be moved on each of these occasions to enable the covered portions of the cable to be examined.

3. In future the cable used in flying control systems must be of the 7 x 19 type to current B.E.S.A. specification, and no Certificate of Airworthiness will be issued or renewed unless cables of this type have been fitted.

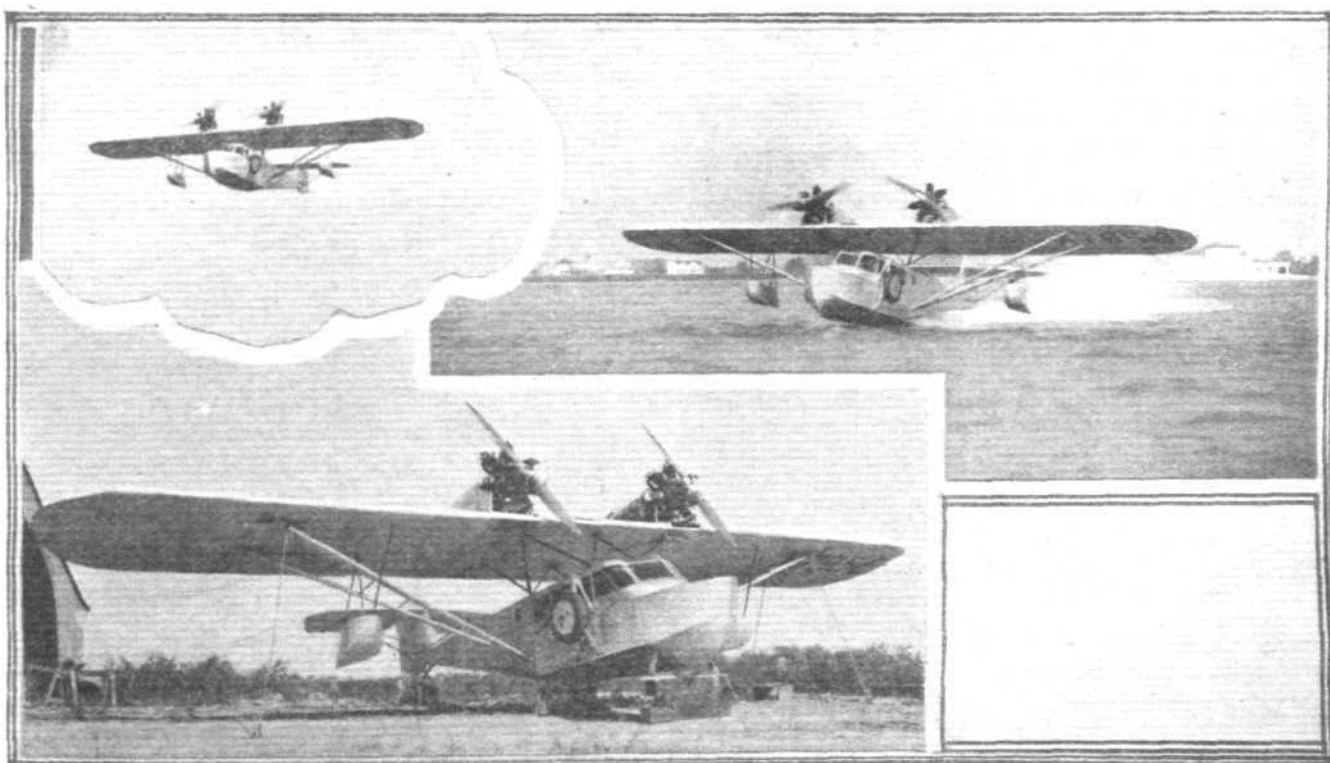
4. Cables of the type mentioned in para. 3 above that are protected at points by Bowden sheathing should also be examined immediately by moving the sheathing so that the whole of the covered portion can be seen, and this operation must be repeated on each occasion that an aircraft is inspected for renewal of Certificate of Airworthiness.

No. 6 of 1929.



**The Royal Air Force Memorial Fund**

The usual meeting of the Grants Sub-Committee of the Fund was held at Iddesleigh House, on February 14. Lieut.-Commander H. E. Perrin was in the chair, and the other members of the committee present were Mrs. L. M. K. Pratt-Barlow, O.B.E., and Sqdn.-Ldr. Douglas Iron, O.B.E. The committee considered in all 15 cases, and made grants to the amount of £222 5s.



**THE TOWEL AMPHIBIAN:** Three views of a new American amphibian flying-boat constructed by the Towel Marine Aircraft Engineering Co., of Detroit. It has a metal hull and accommodates four passengers. The wing span is 52 ft.; the overall length 33 ft., and the weight, empty, 2,750 lbs., and fully laden, 4,420 lbs. Powered with two 150 h.p. "Comet" (Aircraft Engine Co.) engines, it has a speed range of 45-115 m.p.h.