

THE ROYAL AIR FORCE



London Gazette, September 2, 1930

Group Captain His Royal Highness Edward Albert Christian George Andrew Patrick David, Prince of Wales and Duke of Cornwall, K.G., K.T., K.P., G.C.S.I., G.C.M.G., G.C.I.E., G.C.V.O., G.B.E., M.C., Personal A.D.C. to The King, is promoted to the rank of Air Marshal (Sept. 1).

General Duties Branch

Air Vice-Marshal H. C. T. Dowding, C.B., C.M.G., is appointed a Member of Air Council as Air Member for Supply and Research (Sept. 1) (vice Air Marshal Sir John Frederick Andrews Higgins, K.C.B., K.B.E., D.S.O., A.F.C.). Air Marshal Sir John Frederick Andrews Higgins, K.C.B., K.B.E., D.S.O., A.F.C., relinquishes his appointment as a Member of Air Council on retirement from the Royal Air Force (Sept. 1).

Flying Officer C. R. F. Wintringham (R.A.F.O.) is granted a permanent commn. as Pilot Officer with effect from Aug. 21, 1930, and with seniority of Aug. 21, 1929. The undermentioned are granted permanent commns. in ranks stated (Sept. 1):—**FLIGHT LIEUTENANTS.**—P. S. Blockey, L. Dalton-Morris. **FLYING OFFICERS.**—B. H. Ashton, W. R. Baird, G. M. Buxton, W. G. Campbell, R. J. Carvell, W. G. Cheshire, F. G. H. Ewens, I. J. Fitch, F. S. Hodder, T. F. Moloney, N. C. Pleasance, J. H. Pool, H. J. G. E. Proud, G. H. Shaw, E. G. C. Stokes.

The undermentioned Pilot Officers on probation are confirmed in rank (June 28):—N. Stratton.

Aug. 30:—K. M. Cass, H. R. Clay, L. A. Cubitt, G. G. Dixon, D. W. H. Heath, H. de M. Middleton, R. C. Noble, R. J. Parkhouse, A. C. Richardson, J. B. Tatnall.

Pilot Officer L. E. Jarman is promoted to rank of Flying Officer (Aug. 22). The undermentioned are placed on retired list at their own request (Sept. 1):—Air Marshal Sir J. F. A. Higgins, K.C.B., K.B.E., D.S.O., A.F.C. Squadron-Leader J. Kemper, M.B.E.

Flight Lt. R. A. Seaton is transferred to Reserve, Class A (Sept. 1). Flying Officer J. N. Young is transferred to Reserve, Class A (July 18). (Substituted for *Gazette*, July 25.) The short service commn. of Pilot Officer on probation J. N. Hepworth is terminated on cessation of duty (Sept. 2).

RESERVE OF AIR FORCE OFFICERS

General Duties Branch

A. J. Hewetson is granted a commn. in Class A.A. (ii) as a Pilot Officer on probation (Aug. 21). Flying Officer L. C. Burcher ceases to be employed with the Regular Air Force (Aug. 29). Flying Officer H. L. R. Gough is transferred from Class A to Class C (July 14). Flying Officer C. R. F. Wintringham relinquishes his commn. on appointment to a permanent commn. in the R.A.F. (Aug. 21). Flying Officer B. M. T. S. Leete, A.F.C., relinquishes his commn. on completion of service (Jan. 28).

Medical Branch

Flying Officer F. G. Mogg, M.R.C.S., L.R.C.P., of the Special Reserve, is promoted to rank of Flight Lieutenant (May 1).

ROYAL AIR FORCE INTELLIGENCE

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

General Duties Branch

Air Vice-Marshal: H. C. T. Dowding, C.B., C.M.G., to Air Ministry, on appointment as Air Member for Supply and Research; 1.9.30.

Air Commodores: The Hon. J. D. Boyle, C.B.E., D.S.O., to H.Q., Fighting Area, Uxbridge, to command; 1.9.30. P. F. M. Fellowes, D.S.O., to No. 23 Group H.Q., Grantham, on appointment as Air Officer Commanding; 6.9.30. P. B. Joubert de la Ferté, C.M.G., D.S.O., to R.A.F. Staff College, Andover, on appointment as Commandant; 7.9.30.

Group-Capt.: R. E. C. Peirse, D.S.O., A.F.C., to Half-Pay List; 8.7.30.

Squadron-Leaders: A. P. Maurice, D.F.C., to No. 21 Group H.Q., West Drayton; 7.8.30. S. S. Benson, A.F.C., to No. 5 Flying Training School, Sealand; 29.8.30. M. F. Browne, to Home Aircraft Depot, Henlow; 1.9.30. A. L. Gregory, M.B.E., M.C., to No. 99 Squadron, Upper Heyford; 8.7.30.

Flight-Lieuts.: C. E. V. Porter, to R.A.F. Depot, Uxbridge; 31.7.30. J. W. Baker, M.C., D.F.C., to No. 54 Sqn., Hornchurch; 25.8.30. A. W. Franklyn, M.C., to R.A.F. Depot, Uxbridge; 22.8.30. M. C. Dick, A.F.C., to No. 3 Flying Training School, Grantham; 1.9.30. J. S. Blomfield, to No. 3 Flying Training School, Grantham; 1.9.30. O. W. de Putron, to No. 9 Sqn., Manston; 11.8.30. M. Ballard, to R.A.F. Depot, Uxbridge; 25.7.30. C. K. Chandler, M.B.E., to H.Q., Coastal Area; 4.9.30. G. C. A. Armstrong, to No. 17 Sqn., Upavon; 1.9.30. L. W. Jarvis, to Armament and Gunnery School, Eastchurch; 28.8.30. E. J. L. Hope, A.F.C., to Marine Aircraft Experimental Estab., Felixstowe; 1.9.30. H. A. Hamersley, M.C., to Marine Aircraft Experimental Estab., Felixstowe; 1.9.30. A. T. S. Leguen de Lacroix, to No. 10 Group H.Q., Lee-on-Solent; 1.9.30. R. Melbourne, to Aeroplane and Armament Experimental Estab., Martlesham Heath; 28.8.30. J. C. C. Slater, to No. 2 Flying Training School, Digby; 1.9.30. L. Dalton-Morris, to Marine Aircraft Experimental Estab., Felixstowe; 1.9.30. T. H. French, D.F.C., to No. 502 (Ulster) Sqn., Aldergrove; 5.9.30. A. D. Davies to No. 4 Sqn., S. Farnborough; 11.9.30.

Flying Officers: G. P. Chamberlain, to Elec. and Wireless Sch., Cranwell; 2.8.30. J. V. Yonge, to Station Flight, Duxford; 1.9.30. C. H. R. Little, to Armament and Gunnery School, Eastchurch; 1.9.30. J. J. Owen, to No. 3 Flying Training Sch., Grantham; 1.9.30. H. D. Spreckley, to Armament and Gunnery Sch., Eastchurch; 26.7.30. W. C. Cooper, to Elec. and Wireless Sch., Cranwell; 1.9.30. T. J. Arbuthnot, to Elec. and Wireless Sch., Cranwell; 1.9.30. B. D. Nicholas, to Elec. and Wireless Sch., Cranwell; 1.9.30. H. J. G. E. Proud, to Aeroplane and Armament

Experimental Estab., Martlesham Heath; 1.9.30. R. D. Williams, to Marine Aircraft Experimental Estab., Felixstowe; 1.9.30. A. J. P. Groom, to R.A.F., Depot, Uxbridge; 1.9.30. J. C. Harcombe, to Armament and Gunnery Sch., Eastchurch; 21.8.30. F. M. V. May, to No. 1 Flying Training Sch., Netheravon; 1.9.30. I. J. Fitch, to No. 4 Sqn., S. Farnborough; 4.9.30. G. M. Beattie, to R.A.F. Depot, Uxbridge; 11.8.30. C. M. Heard, to Armament and Gunnery Sch., Eastchurch; 2.9.30. T. M. Abraham, to Armament and Gunnery Sch., Eastchurch; 2.9.30.

Pilot Officers: C. R. F. Wintringham, to No. 2 Flying Training Sch., Digby; 21.8.30, on appointment to a permanent commn. E. H. Coleman, to Coast Defence Co-operation Flight, Eastchurch; 29.8.30. The following Pilot Officers are posted to the Units shown, on appointment to permanent commns. from R.A.F. College, with effect from 26.7.30:—T. U. C. Shirley and W. R. Wills-Sandford, to No. 4 Sqn., S. Farnborough. R. B. Dashper and C. E. Littler, to No. 13 Sqn., Netheravon. A. G. Cleland and J. Whitehead, to No. 16 Sqn., Old Sarum. J. A. Chance, to No. 26 Sqn., Catterick. D. B. D. Field and J. S. Newcombe, to No. 12 Sqn., Andover. D. R. S. Bader and G. D. Stephenson to No. 23 Sqn., Kenley. D. V. Angell, to No. 29 Sqn., North Weald. C. E. J. Baines, to No. 32 Sqn., Kenley. M. B. Edwards and H. B. Wrigley, to No. 33 Sqn., Eastchurch. D. G. Vaughan-Fowler, to No. 41 Sqn., Northolt. P. B. Coote, to No. 43 Sqn., Tangmere. J. W. C. More, to No. 54 Sqn., Hornchurch. J. P. Massey and W. P. G. Pretty, to No. 100 Sqn., Bicester. N. C. Walker, to No. 207 Sqn., Bircham Newton.

Stores Branch

Flight Lieuts.: N. Dainty, to Marine Aircraft Experimental Estab., Felixstowe; 15.9.30. F. J. W. Humphreys, to H.Q., Coastal Area; 21.8.30.

Flying Officers: W. A. G. Goldsworthy, to Station H.Q., Hawkinge; 25.8.30. F. R. Lines, to No. 2 Stores (Ammunition) Depot, Altrincham; 10.9.30. A. H. E. Frost, to No. 2 Stores (Ammunition) Depot, Altrincham; 1.9.30. V. G. Pool, to No. 2 Stores (Ammunition) Depot, Altrincham; 1.9.30. J. R. R. Harvey, M.M., to No. 1 Armoured Car Co., Iraq; 24.8.30.

Medical Branch

Flight Lieut.: R. H. Stanbridge, to Central Medical Estab.; 15.9.30. **Flying Officer:** M. T. O'Reilly, to Medical Training Depot, Halton, on appointment to a short service commn.; 18.8.30.

Dental Branch

Flying Officer: F. B. Sumerling, to H.Q., R.A.F., Halton; 3.9.30.

Accountant Branch

Flight Lieut.: V. G. A. Bennett, to No. 23 Group H.Q., Grantham; 17.9.30.

AIR MINISTRY NOTICES

AIR MINISTRY NOTICE TO AIRCRAFT OWNERS AND GROUND ENGINEERS

Fireproofing of Smoking Compartments

1. The attention of aircraft owners and ground engineers is drawn to the fact that the requirements of para. 6 Design Leaflet G.1 of Air Publication 1208 will be brought into effect in respect of all applications for Certificates of Airworthiness (*i.e.*, applications for Type Certificates, applications for subsequent Certificates and applications for renewals of Certificates) as from the date of issue of this Notice.

2. The requirements of para. 6 Design Leaflet G.1 of Air Publication 1208 are as follows:—

"Smoking compartments."—In every compartment in which smoking is permitted, the furnishings, hangings, lagging and insulation shall, unless made of non-inflammable materials, be fireproofed in an approved manner." (No. 27 of 1930.)

* For further information regarding smoking in aircraft see Statutory Rules and Orders, 1923, No. 1508 (as amended by 1925, No. 1260, etc.), Article 9 (iii).

Napier "Lion" Engine: Tightening of Nuts on Master Connecting Rods

1. The attention of aircraft owners and ground engineers is directed to the special care necessary when tightening the nuts on master connecting rod studs of Napier "Lion" engines.

2. These nuts must be sufficiently tight to hold the bearing cap securely under running conditions, but not so tight as to cause stretching of the studs.

To ensure this correct tension the engine makers employ a spring loaded spanner set to give a maximum loading of 840 in./lb. (120 lb. at 7-in. radius).

3. It is very desirable to use a spanner such as that referred to in paragraph 2, but when this is not available, a box spanner and a tommy bar, the latter to be 7½ in. in length, can be used. The nuts must be tightened by applying a steady pressure to the spanner.

4. If any correction is necessary in order to obtain alignment between the split pin hole in the stud and the castellation of the nut, this must be effected by removing the nut and facing off the bottom face, care being taken that a true surface is obtained between this face of the nut and the bearing cap.

5. Studs for the "Lion" master connecting rod are now made from steel to B.E.S.A. Specification S/65. When any replacements are necessary, studs of this material, which are identifiable by a saw cut across the end, should be used.

6. Attention is drawn, in connection with the above, to Notices to Ground Engineers Nos. 3 of the year 1927, and 2 of the year 1929.

7. Cancellation.—Notice to Aircraft Owners and Ground Engineers No. 14 of the year 1930 is hereby cancelled. (No. 28 of 1930.)

Slackness in the Operating Mechanism of Flying Controls

1. The attention of aircraft owners, ground engineers and all concerned is drawn to the fact that slackness in the operating mechanism of flying controls may, under certain circumstances, give rise to flutter either of the wing-aileron system or of the tail unit.

2. Frequent examination of control systems should be made, and immediate steps taken to remedy slackness when found. (No. 30 of 1930.)