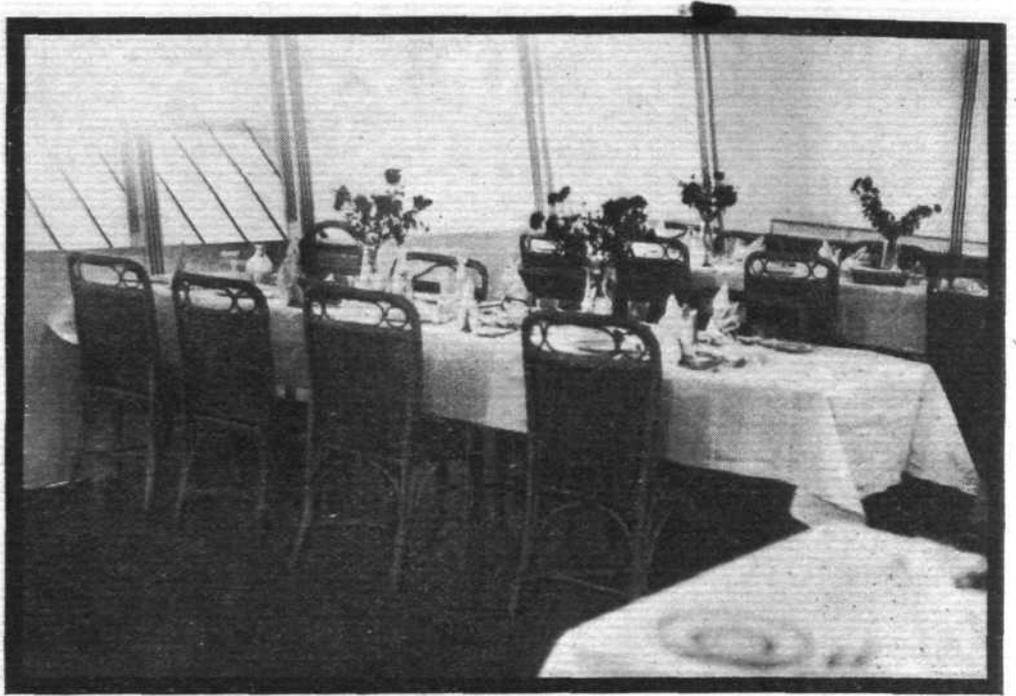


The Governors and Premiers of the Dominions have done likewise. The Royal Aero Club and the Royal Aeronautical Society have received messages from practically every corresponding body in foreign countries. It would be impossible for us to reproduce even a selection from the expressions of world-wide sympathy. We may, however, single out for special mention that from Dr. Hugo Eckener, President of the Zeppelin Corporation, who has intimated his intention of coming over to England specially, in order to be present at the memorial service.

Careers of those who Died

Lord Thomson of Cardington, P.C., C.B.E., D.S.O., was the son of Major-General D. Thomson, and was born on April 13, 1875. He was educated at Cheltenham and Woolwich, and was gazetted to the Royal Engineers in 1894. He saw service in Mashonaland and South Africa and was pro-



The dining-room of R 101.

(FLIGHT Photo.)



The lounge of the R 101. (FLIGHT Photo.)

moted brevet major for his services. He also served in West Africa, and later went as British military representative to the Balkan wars. In 1914 he was on the staff of Sir Douglas Haig in France, but next year became military attaché in Rumania. After the war, he retired and entered politics, joining the Labour Party. In 1923 he became Air Minister in Mr. MacDonald's first Cabinet, and was raised to

the peerage. After the fall of that Ministry, Lord Thomson became chairman of the Royal Aero Club. He resumed his post at the Air Ministry after the last general election. Not much of a party man, his knowledge of foreign affairs was of great service to the Cabinet, but mostly he confined his energies to his own department, which he administered with energy, ability and foresight. He was from the first a great champion of the airship experiment, and took his title from Cardington. Lord Thomson was respected by all, and beloved by all those who knew him.

Air Vice-Marshal Sir Sefton Brancker, K.C.B., A.F.C., was born on March 22, 1877, the eldest son of the late Col. W. G. Brancker. He was educated at Bedford and Woolwich, and was commissioned in the Royal Artillery in 1896. He served in the South African war and was wounded. After that war,

he served in India and it was there that he began to fly. In the early days of the great war he was Deputy Director of Military Aeronautics at the War Office. In 1917 he commanded the R.F.C. in the Middle East, but early in 1918 he joined the Air Council, later the Air Ministry, as Master General of Personnel. After the war he retired as Major-

(Concluded on page 1126)

