

THE LOSS OF H.M. AIRSHIP R 101

(Concluded from page 1114)

General and became a director of the Aircraft Manufacturing Co., Ltd. In those days he was a trenchant critic of the civil policy of the Air Ministry. When Sir Frederick Sykes quitted the post of Controller of Civil Aviation, Sir Sefton succeeded him, with the title of Director, and threw himself into his task with the greatest zeal and energy. His work was great and successful, and the very live movement of light aeroplane clubs will be one of the chief memorials to his work.

Wing Commander R. B. B. Colmore, O.B.E., was born at Portsmouth in 1887 and entered the Royal Navy in 1907. He retired in 1911, but on the outbreak of war was mobilised as lieutenant commander. He served with the armoured car division at Antwerp, and was afterwards with the armoured cars in Gallipoli and the Senussi campaign. In 1916 he transferred to the R.N.A.S., airship section, and later commanded the airship base at Mullion. Here he won distinction by evolving a scheme for dealing with the submarine menace by a combined use of airships, seaplanes, and surface craft, which was so successful that he was appointed a first-class staff officer at Plymouth, and was later on the staff of the C-in-C. Grand Fleet at Dundee, with a view to the adoption of his system all round the British coasts. The war ended before it was fully put into operation. On formation of the R.A.F., he became Lieutenant-Colonel, and after the war he was granted a permanent commission as Squadron Leader in the Royal Air Force. He was employed at the Air Ministry until 1924, when the new airship programme was inaugurated, and then became Deputy Director of Airship Development. Last January he was appointed Director, and promoted to Wing Commander.

Major G. H. Scott, C.B.E., A.F.C., Assistant Director of Airship Development (Flying) was born in 1888 at Catford, Kent, and was educated at Richmond College, Yorks, and the R.N. Engineering College, Keyham. On the outbreak of war he joined the R.N.A.S. and flew in various airships. He commanded the Anglesey station in 1916. After the war he commanded R 34 on her crossing of the Atlantic to New York and back in 1919. He was demobilised with the rank of Major, but in 1920 he joined the staff of the Royal Airship Works and devised the present system of mooring an airship, as well as designing the head of the mooring tower. Quite recently he was in command of the flight of R 100 to Montreal and back.

Lieut.-Col. V. C. Richmond, O.B.E., B.Sc., Assistant Director of Airship Development (Technical) was born in 1893 at Dalston, London, and was educated at the Royal College of Science. In 1915 he joined the R.N.A.S. and was employed chiefly on making envelopes for non-rigids. After the Armistice he went to Germany on the Inter-Allied Commission for the surrender of airships and seaplanes. Since then he has been employed at the Air Ministry and the Royal Airship Works on research and design, and was responsible for the design of R 101.

Squadron Leader E. L. Johnston, A.F.C., O.B.E., was born in Sunderland in 1891. He was a qualified master mariner, and served in the R.N.R. and the airship section R.N.A.S. He navigated the "Hercules" flight of Sir Samuel Hoare to India and the recent flight of R 100 to Canada.

Flight-Lieut. H. C. Irwin, A.F.C., was born in Dundrum in 1894. He joined the airship section R.N.A.S. in 1915 and commanded R 33 on her experimental flights.

Lieut.-Commander N. G. Atherstone, A.F.C., R.N. (Rtd.), was born in 1894 at Petersburg, Russia, and was educated at Winchester and Charterhouse. He served with the fleet until 1917 when he transferred to airships. He returned to the Navy in 1919 but retired next year. He joined the Royal Airship Works in 1927.

Flying Officer M. H. Steff, R.A.F., was born in 1896 at Luton. He joined the Navy and was present at the battle of Jutland. He then became a kite balloon officer and was afterwards transferred to airship work at Cardington. He was on duty on R 100 on the flight to Canada.

Mr. M. A. Giblett, M.Sc., Meteorological Officer, was born in 1894 at Englefield Green, Surrey, and was educated at the Universities of Reading and London. In the war he served with the R.E. as a meteorological officer, and in 1919 joined the Air Ministry. In 1925 he founded the airships section of the meteorological office. He was also on R 100 on her Canadian flight.

PUBLICATIONS RECEIVED

Houghtons Professional Bulletin. August, 1930. Ensign Ltd., 88-89, High Holborn, London, W.C.1.

Report on the Royal Air Force Promotion Examinations "B," "C," "E" and "F," held on February 4, 5, 6 and 7, 1930. Air Publication 1396. H.M. Stationery Office, Kingsway, London, W.C.2. Price 2s. net.

L'Annee Aeronautique 1929-1930. By L. Hirschauer and Ch. Dollfus. Dunod, 92, Rue Bonaparte, Paris.

Air Navigation Statutory Rules and Orders: No. 1508 (1923), as amended by No. 1260 (1925), No. 263 (1927), Nos. 36, 588, 591, 900 (1928), Nos. 984, 1001 (1929), and 334 (1930). H.M. Stationery Office, Kingsway, London, W.C.2. Price 1s. 2d. net.

The Journal of "The Royal Aeronautical Society," with which is incorporated "The Institution of Aeronautical Engineers." No. 237, Vol. XXXIV. Sept., 1930. Royal Aeronautical Society, 7, Albemarle Street, London, W.1. Price 3s. 6d.

Wind and Water. By Manfred Curry. Country Life, Ltd., 20, Tavistock Street, London, W.C.2. Price 25s. net.

The Air Pilot Monthly Supplement. No. 11. July, 1930. H.M. Stationery Office, Kingsway, London, W.C.2. Price 6d. net.

The Gauge. Vol. 8, No. 12. August, 1930. J. J. Habershon and Sons, Ltd., Holmes Mills, Rotherham.

Parachuting. By Charles Dixon. London: Sampson Low, Marston and Co., Ltd. Price 12s. 6d. net.

Handbuch für den Flugzeugbau. By Fritz Hohm. W. E. Harich Nachf. G.m.b.H., Allenstein, Berlin. Price RM.30.

Alloy and Tool Steels. John Brown and Co., Ltd., Atlas Works, Sheffield.

AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motors. The numbers in brackets are those under which the Specification will be printed and abridged, etc.)

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