

The engines have already been described in *FLIGHT* (January 25, 1934), and there is therefore no need to go into detail here. In this machine they drive Fairey metal airscrews and are fitted with Eclipse direct acting electric starters fed from a 20 ampere electric battery (Cable electric inertia starters can be fitted if required). This seems small, but we are told that 70 engine starts have been obtained from this battery without recharging. Fuel is fed from the tanks to each engine by dual Amal pumps, a type which is now being manufactured by D.H.'s themselves. The fuel cocks will be operated on subsequent machines from the pilot's cockpit, as will be the altitude controls to the carburetters, by Simmonds-Corsey controls. The revolution counters are of the Record electrical type operating neat vertical dials either side of the dashboard. The two Claudel-Hobson carburetters of

each engine take fresh air through a Vokes flame trap during slow running, and the throttle control is operated by an endless cable over pulleys from normal levers close to the pilot's left hand. The Bendix wheel brakes, acting in Dunlop wheels with low-pressure tyres, are differentially connected to the rudder bar and controlled by a hand lever in the same way as other "D.H." aircraft.

In the pilot's cockpit the control column is of the spectacle type. The seat can readily be raised for landing. The dashboard, which is very neat though carrying instruments for four engines, swivels forward allowing ready access to the wiring behind it. The trail trim wheel comes readily to the pilot's left hand and the fin trim to his right. A Smith's electric fuel gauge is placed behind, and to the left hand of, the pilot.



FLYING PERSONALITIES OF INDIA

IN these days when flights from Great Britain to India are of almost weekly occurrence, we believe that many of our readers, especially club members and private owners, will like to have a list of the people whom they are likely to meet when they have arrived East of Karachi. We accordingly publish below a list of the flying clubs of India with the names of the officials, and in most cases the telegraphic address, some of which suggest a pretty wit—*e.g.*, Bomfly, Katfly, and Cawflight. The East has always been famous for its great variety of winged insects, but we feel sure that no unpleasant consequences will follow a close acquaintance with Madfly.

To add to the interest of the list we also give the directors of the two newly-formed operating companies, Indian Trans-Continental Airways and Indian National Airways. The Tata Air Lines are a branch of the activities of the great steel concern, Tata Sons, Ltd. The director in charge of their flying interests is Mr. Jehangir R. D. Tata, a member of the Bombay Flying Club, and the detailed management of the service is in the hands of Mr. N. Vintcent. Among the directors of Indian National Airways the name of the ever-youthful pioneer of flying, Mr. F. P. Raynham, will be noticed. It will be remembered that in our issue of November 30, 1933, we published a photograph of the Hon. Rai Bahadur Lala Ram Saran Das, C.I.E., the Government representative on the board of Indian Trans-Continental Airways.

The Director of Civil Aviation in India is Mr. F. Tymms, M.C., and the Deputy Director is Capt. A. T. Eadon. The list is as follows:—

Indian Trans-Continental Airways.—Directors: Mr. P. R. Pinhorn (Chairman), Mr. R. E. Grant Govan, Sir H. Mehta, Hon. Rai Bahadur Lala Ram Saran Das, Choudhri Zafrullah Khan, Rai Bahadur Badridas Goenka, T. C. Sutherland (Managing Director), Wing Com. Measures (Manager, Imperial Airways No. 3 Operating Division), Mr. Rowan (Divisional Engineer), Mr. Tutt (Stores Inspector), Mr. Webb (Asst. to Managing Director).

Indian National Airways.—Directors: Sir Phiroze Sethna, Mr. F. P. Raynham, Sir H. M. Mehta, Hon. Mr. B. K. Basu, Mr. R. E. Grant Govan (Managing Director).

Aero Club of India and Burma.—Patron-in-Chief, His Excellency the Viceroy; Patroness, Her Excellency the

Countess of Willingdon; Chairman, Mr. P. R. Pinhorn; Vice-Chairman, Mr. R. W. Targett; Secretary, Wing Com. A. R. C. Cooper; Telegrams, Aeroclub, Simla/Delhi.

Bengal Flying Club.—Hon. Secretaries, Mr. F. S. R. Surita and Mr. M. N. Kanjilal; Chief Instructor, Mr. W. Dougall; Ground Engineer, Mr. W. G. Tomlin; Asst. Ground Engineer, Mr. R. Sebright; Telegrams, Benfly Dum Dum.

Bombay Flying Club.—Assistant Secretary, Mr. B. R. Desai; Assistant Instructor, Mr. R. P. Dhargalkar; Telegrams, Bomfly, Bombay.

Delhi Flying Club.—Vice-Chairman, Mr. K. H. Rugginz; Assistant Secretary, Mr. Sidh Gopal Sarup; Chief Instructor, Capt. A. I. Riley, A.F.C.; Assistant Instructor, Mr. Bhagat B. Lal; Ground Engineer, Mr. C. A. Goodey; Telegrams, Delflight Delhi.

Jodhpur Flying Club.—Hon. Secretary, Mr. J. W. Gordon, O.B.E.; Chief Instructor, Mr. G. H. Godwin; Ground Engineer, Mr. R. D. Samuels; Telegrams, Jodflight, Jodhpur.

Karachi Aero Club.—Hon. Secretary, Mr. H. P. A. Suther; Chief Instructor, Major W. Jones; Ground Engineer, Mr. D. M. Langford.

Kathiawar Flying Club.—Hon. Secretary, Mr. M. D. Mehta; Chief Instructor, Mr. T. H. Dastur; Ground Engineer, Mr. E. P. Hessey; Telegrams, Katfly, Ahmedabad.

Madras Flying Club.—Hon. Secretary, Mr. G. H. Hodgson; Chief Instructor, Mr. L. H. Mason; Asst. Instructor, Mr. H. L. Tyndale-Biscoe; Ground Engineer, Mr. M. W. Hullcoop; Telegrams, Madfly, St. Thomas Mount.

Northern India Flying Club.—Hon. Secretary, Lala Rup Chand; Chief Instructor, Flt. Lt. H. W. Raeburn; Ground Engineer, Mr. P. D. Wright; Telegrams, Sunfly, Lahore.

United Provinces Flying Club.—General Hon. Secretary and Chief Instructor, Capt. B. S. Leete, A.F.C.; Ground Engineer, Mr. J. L. Castel.

Cawnpore Branch.—Hon. Secretary, Mr. T. I. Smith; Telegrams, Cawflight, Cawnpore.

Lucknow Branch.—Hon. Secretary, Mr. D. G. O'Connell, 4th Hussars; Telegrams, Lucflight, Lucknow.



THE ROYAL AERO CLUB

OFFICIAL NOTICES

ANNUAL GENERAL MEETING

THE Annual General Meeting of the Members of the Royal Aero Club of the United Kingdom will be held at 119, Piccadilly, London, W.1, on Wednesday, March 28, 1934, at 6 p.m.

Notices of motion for the Annual General Meeting must be received by the Secretary not less than 21 days before the meeting and must be signed by at least five members.

Election Committee.—In accordance with the rules, the Club shall be governed by a Committee of 18 members. Members shall be elected to serve for two years, half the Committee retiring annually. The retiring Members of the Committee are:—Capt. H. S. Broad; W. Lindsay Everard, M.P.; Col. F. Lindsay Lloyd, C.M.G., C.B.E.; Lt. Col. M. O'Gorman, C.B.; Maj. H. A. Petre, D.S.O.,

M.C.; Maj. A. Goodfellow; Maj. C. J. W. Darwin, D.S.O.

Retiring Members are eligible for re-election. Col. F. Lindsay Lloyd does not offer himself for re-election.

Nominations of Candidates.—Nominations of Candidates for election to the Committee must be received by the Secretary not less than 14 days before the Annual General Meeting, with an intimation in writing that the Members nominated are willing to serve. Nominations of Candidates shall be signed by at least two Members proposing them.

HAROLD E. PERRIN,

Secretary.

Offices: THE ROYAL AERO CLUB,

119, PICCADILLY, LONDON, W.1.

H. E. PERRIN, Secretary.