

THE ROYAL AIR FORCE

London Gazette, September 17.

General Duties Branch

The follg. are granted permanent commissions as Pilot Officers, with effect from September 7, and with seniority of September 7, 1928:—F. J. St. G. Braithwaite, H. P. Fraser, R. Harston, G. J. C. Paul.

R. C. Noble is granted a short-service commission as a Pilot Officer on probation, with effect from September 9 and with seniority of August 30.

The follg. are granted temporary commissions as Flying Officers on attachment for duty with the R.A.F. (September 8):—

Lieuts., R. N.—T. G. Carey, K. Williamson.
Sub-Lieuts., R.N.—A. G. Tillard, C. D'O. Umfreville, D. A. H. Hornell.
Mate, R.N.—H. H. Gardner.
Lieut., R.M.—G. K. Martyn.

The follg. Pilot Officers on probation are confirmed in rank:—
J. A. Easton (August 7); J. E. Beynon, C. C. C. Manson, C. Ray (September 14).

ROYAL AIR FORCE INTELLIGENCE

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

General Duties Branch

Wing Commander J. K. Wells, A.F.C., to No. 15 Sqn., Martlesham Heath. To command, 2.9.29.

Squadron-Leaders: C. E. H. James, M.C., to H.Q., Inland Area, Stanmore, 2.9.29. G. W. Bentley, D.F.C., to R.A.F. Depot, Uxbridge, 23.9.29. E. F. Turner, A.F.C., to H.Q., Coastal Area, 9.9.29.

Flight Lieutenants: N. W. F. Mason, to No. 504 Sqn., Nottingham, 16.9.29. J. H. Butler, to No. 3 Flying Training Schl., Grantham, 9.9.29. A. King-Lewis, to Armament and Gunnery Schl., Eastchurch, 4.9.29.

Flying Officers: W. J. Coadwell, D.S.M., to Electrical and Wireless Schl., Cranwell, 13.9.29. J. H. Edwards Jones, to No. 1 Flying Training Schl., Netheravon, 10.9.29. R. S. Darbishire, to R.A.F. Depot, Uxbridge, 1.9.29. T. L. Harrison, to No. 504 Sqn., Nottingham, 10.9.29.

Pilot Officers: C. W. Black, to No. 2 Flying Training School, Digby, 9.9.29. F. J. St. G. Braithwaite, H. P. Fraser, R. Harston, G. J. C. Paul, all to No. 1 Flying Training Schl., Netheravon. On appointment to Permanent Comms. with effect from 7.9.29.

The follg. Pilot Officers are promoted to the rank of Flying Officer:—E. R. White (July 9); O. I. Gilson (September 16).

Sqdn.-Ldr. H. E. M. Watkins, A.F.C., R.D., is placed on the retired list, and is granted permission to retain the rank of Wing Commander (September 15).

The follg. are transferred to the Reserve:—

CLASS A.—Flight-Lieut. J. J. Nolan, Flying Officer W. F. Rimmer, Flying Officer C. W. Switzer (September 15); Flying Officer F. T. Stacey (September 18).

CLASS C.—Flying Officer J. A. C. Florence, Flying Officer L. R. Mizen, Flying Officer R. J. Stevens (September 15).

Flying Officer G. B. Collet relinquishes his short service commission on account of ill-health (September 15).

The short service commissions of the follg. Pilot Officers on probation are terminated on cessation of duty:—F. R. Bevan, G. R. O'C. Lempiere (September 13); K. R. Garle (September 17).

Flying Officer P. N. R. Hallward (Lieut., The Border Regt.) relinquishes his temporary commission on return to Army duty (September 12).

R. C. Noble, to R.A.F. Depot, Uxbridge. On appointment to a short service comm., on probation, 9.9.29.

The undermentioned Pilot Officers are posted to No. 1 Flying Training Schl., Netheravon, with effect from 8.9.29:—R. B. Abraham, M. J. Adam, J. C. Atkins, A. C. Bailey, J. L. C. Banks, D. Barclay, D. Carr, R. J. Cowen, N. Kirkham, A. N. Luxmoore, J. E. C. McClure, R. M. Noblston, A. W. B. Page, M. E. Pickford, W. J. Scott, W. B. J. Sharp, G. E. B. Stoney, G. R. Stroud, L. Watson, R. L. West, A. M. Wood, E. Poole.

Accountant Branch

Squadron-Leader P. A. Simmons, to H.Q., Fighting Area, Uxbridge, 3.9.29.

Medical Branch

Flight Lieutenants E. J. Jenkins, to Palestine General Hospital, 27.8.29. J. E. Foran, M.B., to R.A.F. Depot, Uxbridge, 22.8.29. G. P. O'Connell, M.B., to No. 28 Sqn., India, 16.8.29, instead of to H.Q., R.A.F., India, as previously notified.

Erratum

With reference to General Duties Branch of R.A.F. Intelligence, dated 13.8.29, No. 1018:—

For Flying Officer N. B. Morris read Flying Officer N. B. Norris.

THE MODEL AIRCRAFT CLUB

A VERY successful meeting was held by the Model Aircraft Club on Sunday afternoon at Epsom. The middle of the race course formed an ideal flying ground and, though the wind was somewhat high at times some excellent flights were made.

A large and enthusiastic crowd had gathered by 2 p.m., and there must have been over 300 people with some 120 cars present. The keenness of the members was an example that could well be copied by many people connected with full scale aircraft industry and their efforts gained much applause from the spectators who were equally keen.

There must have been between two and three dozen machines of all types, monoplanes, biplanes, fuselage and spar machines and two power driven machines, one compressed air and one petrol. The compressed air machine made several long flights after a runway had been prepared for it to leave the ground, by enlisting the help of many small boys to tear up the worst of the grass tufts.

The petrol-driven machine had bad luck. It has a four-bladed airscrew and at the beginning of the meeting one of the blades got broken when taxiing. An attempt was made to get it in the air by removing the opposite blade but the loss of flywheel effect prevented the little single cylinder motor from functioning satisfactorily and we were unable to see it flying.

Several extremely long flights were made by the rubber-driven machines, particularly the smaller ones; the gusty wind seemed against the larger machines and much excitement was caused when they sometimes got blown backwards and turned and dived at the crowd. To one not well up in the sport it was particularly astonishing to see what an enormous amount of knocking about such models will stand. On some occasions the machines would dive full speed into the ground—a real full speed too!—but the owner would just pick them up (if an enthusiastic small boy had not already done so) straighten out the airscrew boss, replace the wing, and have another shot.

Another point which seemed as if its study might conceivably benefit our full scale designers was the prevalence of tail flutter, and in the case of machines with an exaggerated aspect ratio, wing flutter. The stability of the larger machines was very marked—as they almost always made perfect three-point landings.

The club is to be congratulated on their fine effort. To gather such a large and enthusiastic crowd for their first meeting is no small achievement, and as one is told that the membership list is still growing the future seems well assured; which is to be desired as there is no doubt that their activities will foster air-mindedness in the younger generation and so ultimately benefit the whole industry.

THE R.A.F. SWIMMING CHAMPIONSHIPS

THE R.A.F. Swimming Championships were held at the St. George's Baths on Friday, September 13. Although held at the awkward hour of 7.45 p.m. there were, nevertheless, a fair number of spectators present, and the partisans of various depots voiced their partisanship in no uncertain manner.

Event 1 (which was swum in the morning)—440 yards. 1st, AC. Reeves; 2nd, Sgt. McGinn. Time, 7 mins. 5 secs. Record, 6 mins. 42 secs.

Event 2—100 yards *Back-Stroke*. 1st, Pilot Officer Bearne; 2nd, AC. Greenwood. Time, 1 min. 23 4/5 secs. New record.

Event 3—An Invitation Relay Race. 1st, Penguin Swimming Club; 2nd, Croydon Swimming Club. Time (two lengths), 2 mins. 17 1/5 secs.

Event 4—220 yards. 1st, L./AC. Henderson; 2nd, AC./A. Godwin. Time, 2 mins. 57 1/5 secs. New record.

Event 5—Heats for the Inter-Unit Relay Race.

Event 6—100 yards *Breast Stroke*. 1st, AC./A. Bradshaw; 2nd, L./AC. Nicholls. Time, 1 min. 24 4/5 secs. Record, 1 min. 24 2/5 secs.

Event 7—*Diving*. 1st, AC./A. Feak, 78 pts.; 2nd, AC. Richards, 75 pts.

Event 8—*Plunging*. 1st, Flight-Lieut. Smylie, 60 ft. 5 1/2 ins.; 2nd, Wing Comdr. Mounsey, 58 ft. 7 1/2 ins. New record.

Event 9—100 yards. 1st, AC. Robertson; 2nd, AC. Brown. Time, 60 1/5 secs. New record.

Event 10—*Inter-Unit Relay Race*. 1st, Henlow; 2nd, Digby; 3rd, Manston. Distance (for the first time), 240 yards. Time, 2 mins. 35 1/5 secs.

Event 11—An exhibition of swimming by the Misses E. Fredrick E. Hazell and M. Svendsen, of the Hammersmith Ladies' Swimming Club. A very original and clever exhibition.

Event 12—*Final Inter-Unit Water Polo Championship*. After an extra 3 mins. each way the game had to be left to a draw, to be replayed later.

Final score: Digby 4 goals and Manston 4 goals.

R.A.E.S. AND INST.AE.E.

THE following lectures have been arranged for the first half of the Sixty-fifth Session of the Royal Aeronautical Society:—

Oct. 10. Mr. C. R. Fairey, M.B.E., F.R.Ae.S. "The Range of Aircraft."

" 24. Capt. N. Macmillan, M.C., A.F.C., A.F.R.Ae.S., A.M.I.Ae.E. "The Art of Flying Land and Sea Machines."

Nov. 7. Dr. A. E. Dunstan. "Recent Developments of Fuels and Dopes for Aircraft Engines."

" 21. Mr. L. W. Johnson. "The Inspection of Materials."

" 28. Squadron Leader H. M. Probyn, D.S.O. "Flying and Maintenance from the Owner's Point of View."

Dec. 5. Senr. J. de la Cierva. "Recent Work on the Autogiro."

" 12. Dr. W. Rosenhain, D.Sc., F.R.S. "The Development of Materials for Aircraft Purposes."

The lectures in all cases will be delivered in the Lecture Hall of the Royal Society of Arts, 18, John Street, Adelphi, W.C.2. They will begin at 6.30 p.m. with the exception of the lecture on November 21, which will begin at 7.45 p.m. and be a joint meeting with the Institution of Automobile Engineers.

J. LAURENCE PRITCHARD, Secretary.

Royal Air Force Memorial Fund

THE usual meeting of the Grant Sub-Committee was held on September 5. Mr. W. S. Field was in the Chair, and the other member of the committee present was—Squadron Leader A. H. Wann.

The committee considered in all 13 cases, and made grants to the amount of £58 17s.

The next meeting was fixed for September 19, at 2.30 p.m.