

- Travaux du Cercle d'Études Aérotechniques. Fascicule III. Contribution a la Théorie de l'Hélice Propulsive. M. Roy.
 Schwingungserscheinungen des Segelflugzeugs Rheinland. F. N. Scheubel.
 Schiffbau und Schifffahrt, July, 1929.
 Raketen Fahrt. Von Max Valier.
 Continuous Flow Round Streamline Bodies with Potential of Velocity. Van der Vliet.
 Flugzeug-Kompasse. Zurn, Hackenkroll and Co.

CENTRAL AERO-HYDRODYNAMICAL INSTITUTE OF U.S.S.R. TRANSACTIONS.

- No. 20. The Theory of the Induced Drag of Aerofoils. B. N. Juriëff.
 No. 21. An Experimental Investigation of the Flow of Air in a Flat Broadening Channel. A. N. Vedernikoff.
 No. 22. Gyroscopic Effect of Windmills and Auxiliary Windmill Calculations. G. Sabinin.
 No. 24. Detonation Tests of a Napier Lion V Airplane Engine. I. Lissenko.
 No. 30. The Central Aero-Hydrodynamical Institute. G. A. Ozeroff.
 No. 33. Aerodynamical Investigations. B. N. Juriëff and N. P. Lessnikowa.

CORRECTION

In Mr. North's remarks in the discussion of Colonel Richmond's paper "R.101," in the August JOURNAL, Mr. North was quoted as saying that he did not think that measurement to within an accuracy of 0.030 inches in 45 feet was possible. This should read "impossible."

OBITUARY

It is with very great regret that the Council have to record the deaths of the following members of the Society during the year:—

George Holt Thomas, 1869—1929. Founder Member

Mr. Holt Thomas was born in 1869, was educated privately and at Queen's College, Oxford. On coming to town he entered Fleet Street and founded *The Bystander* and afterwards *The Empire Illustrated*. Very early in his career he realised the coming of aircraft and immediately after the famous meeting at Rheims he threw his energies whole-heartedly into aviation. His first step was to persuade Louis Paulhan to fly at Brooklands, and afterwards to enter for the *Daily Mail* prize of £10,000 for the first flight from London to Manchester. Paulhan began his historic flight from a field which now forms part of Hendon Aerodrome.

Following the successful issue of the London-Manchester flight, Mr. Holt Thomas formed the Aircraft Manufacturing Company to construct Farman machines, with Pierre Verrier as his test pilot. Many other famous pilots crossed the Channel to demonstrate the birth of the flying age, and Mr. Holt Thomas took part in numerous flights.

Mr. Holt Thomas' foresight and his keen judgment of men were shown when, about the time of the outbreak of war in 1914, he acquired the services of Geoffrey de Havilland, and the Aircraft Manufacturing Company began the construction of the famous series of D.H. machines, of which the D.H. 2, the D.H. 4 and the D.H. 9 and 9a did outstanding work. During the war Mr. Holt Thomas acquired a controlling interest in a firm at Southampton and built hulls for flying boats.

The years following the war saw a slump in aviation which Mr. Holt Thomas had not fully visualised. The Air Travel and Transport, Ltd., which he formed, was not successful, despite the energies of Mr. Holt Thomas and Sir Sefton

Brancker, who had joined him. But out of the slump grew the de Havilland Aircraft Co., Ltd., and after its formation Mr. Holt Thomas retired from any further active part in aviation, though he gave freely from his wide experience to all who approached him for advice.

Mr. Holt Thomas always took a keen interest in the activities of the Royal Aeronautical Society and served on the Finance Committee for some years. By his death aviation has lost a man who was a genius in his way, a man who saw, as few others have seen, what the future holds for aircraft.

Richard Elwood Bissell

A victim of the Cleveland Clinic disaster which took a toll of over one hundred lives, Richard Elwood Bissell, chief engineer of Thompson Products, Inc., Cleveland, died suddenly May 15th, 1929, at the age of 37 years.

Richard Elwood Bissell was born at Milford, Michigan, September 4th, 1892, and graduated with a degree of Bachelor of Science in 1913. The following year he received a Master of Science degree from the University of Michigan. In 1927 an honorary degree in metallurgical engineering was conferred upon him by Michigan State College in recognition of contributions he had made to automobile progress. He went with Thompson Products, Inc., ten years ago as head of the metallurgical department, and was made chief engineer last October.

Richard Elwood Bissell was a member of the Society of Automotive Engineers, and an Associate of the Society.

Lieut.-Colonel Sir Alan Burgoyne

Sir Alan Burgoyne joined the Society in 1917, and was a Member of Council from 1918-1920.

Sir Alan Burgoyne, who was born on September 30th, 1880, was a man of wide interests and took a particular interest in the Navy and the Air Force. For some years he was Hon. Treasurer of the Navy League and founded and edited the *Naval League Annual*. From 1916-1918 he was Hon. Secretary of the Parliamentary Air Committee, and Treasurer 1919-20.

H. G. Locell

Mr. H. G. Locell was a Founder Member of the Society, and one of its most enthusiastic supporters.

Captain King Paton

Captain King Paton was elected an Associate Fellow of the Society in 1919, and during the ten years he was a member he took the keenest possible interest in the Society.

Pilot Officer Walter Patrick Dillon Bennett

Pilot Officer W. P. D. Bennett, who became a Student Member of the Society in February, 1929, died as the result of an accident near Boreham Wood, Hertfordshire, to a D.H.60. Pilot Officer Bennett was on the Reserve of Air Force Officers and at the time of the accident he was the sole occupant of the machine.

Wing-Commander John Dunville

Wing Comdr. John Dunville, C.B.E., R.A.F., who was a Founder Member of the Society, died on June 10th, 1929. Wing Comdr. Dunville will always be remembered by a very wide circle of friends for his enthusiastic and practical support of aviation during its pioneering days. He made his first flight in a balloon in 1906 with the late the Hon. Charles Rolls, and from then onwards was a