

ballooning enthusiast. Two years after his first ascent he made a record for duration for a British balloon in the Gordon Bennett Race, remaining in the air 36 hours 56 minutes, and twice he won the challenge cup offered by the late Lord Northcliffe for the British balloon covering the longest distance in the year.

An early member of the Royal Aero Club, Mr. Dunville, as he was then, became keenly interested in the development of the aeroplane and was very actively engaged on the committee of the Club organising meetings. On the outbreak of war his wide ballooning experience was made use of in the Royal Naval Air Service, for training officers for balloon and airship work. He was made an Hon. Wing Commander, R.A.F., in 1926.

### *Squadron-Leader Lord Edward Grosvenor*

By the death of Squadron Leader Lord Edward Grosvenor, at the early age of 37, aviation has lost one of its most engaging personalities. It is a commentary in itself on the youthfulness of aviation that a man so young as Lord Edward Grosvenor can be regarded as one of the pioneers of the air. There is a framed photograph in the Secretary's room at the Society's office, the legend underneath reading, "No. 1 (Airship) Squadron, Royal Flying Corps, Military Wing, Army Manœuvres, 1913." Two of the centre figures in the group are Major E. M. Maitland and Lord Edward Grosvenor.

Lord Edward Grosvenor joined the Royal Horse Guards in 1912 and in that year bought a Blériot monoplane on which he learnt to fly. He served throughout the war in France and Italy and was awarded the M.C. At the time of his death Lord Edward Grosvenor was Squadron Leader of No. 601 (County of London) (Bomber) Squadron, Auxiliary Air Force. Lord Edward Grosvenor was an Associate Fellow of the Society.

### *Dr. T. Blackwood Murray*

Dr. T. Blackwood Murray, who died on June 11th, 1929, was elected a Fellow of the Society in 1919. He was a brilliantly qualified engineer, a former President of the Institution of Engineers and Shipbuilders in Scotland. Dr. Murray carried out a considerable amount of research work on aero engine design and lubrication.

### *C. S. Payne*

Mr. C. Spencer Payne, B.Sc., M.C., died in St. Thomas' Hospital after a short but severe illness. Mr. Payne joined the Society in 1912 and always took a keen interest in aviation. As long ago, as time is reckoned in aviation, as 1907 Mr. Payne gave a series of lectures on aeronautics at Sheffield University. He was a member of many other scientific bodies and on the outbreak of war in 1914 he was engaged on the design of airships.

### *M. A. S. Riach*

By the death of M. A. S. Riach, at the early age of 37, the Society lost one of its most brilliant Fellows. Mr. Riach was handicapped for many years by illness, and unable to leave such a mark on aviation which he otherwise undoubtedly would have done.

Mr. Riach was the eldest son of Colonel M. S. Riach, and was educated at Wellington College and the Armstrong Engineering College, Newcastle-on-Tyne. From his earliest days he took a great interest in aeronautics. After a short course at the London Polytechnic he was apprenticed to the late Mr. Holt Thomas and prior to and during the War he was concerned with the design of propellers with Mr. Grahame White. Afterwards, at the Air Ministry, he was concerned with Mr. Louis Brennan in the design of the latter's helicopter. Mr. Riach

published many papers on airscrews and a book on the subject in 1916. Mr. Riach was one of the youngest Fellows of the Society, to which grade he was elected in 1917.

### *Katharine Wright Haskell*

“ WRIGHT HASKELL. On Sunday, March 3, 1929, from pneumonia, at Kansas City, Katharine Wright Haskell, wife of Harry Haskell, only daughter of the late Bishop Milton Wright and sister of Wilbur and Orville Wright. Funeral at Dayton, Ohio, to-day (Wednesday).”

The above notice appeared in the *Times* on the 6th March and seems to have passed unnoticed. It is sad to think that human memory is so short that twenty years can obliterate the memory of some of our best friends. Yet, twenty years ago, Katharine Wright accompanied her brothers, Wilbur and Orville Wright, through France, Italy, Germany and England, in the first demonstration in Europe of actual flying. During that time she met King Edward, King Alphonso, and the leading Presidents and people on this side of the Atlantic, and her charm made her fast friends with many people in this country. She did not forget her friendship for England; for, on the 6th June, 1916, Lord Northcliffe, in speaking before the Royal Aeronautical Society before America had come to our assistance in the Great War, quoted a letter he had received from Katharine Wright, in which she said: “ We here make no pretence at being neutral—we are heart and soul for England and her Allies in this great struggle.” Members of the Society will remember that it was after this that Lord Northcliffe went to America, and by his eloquence and earnestness played such a valuable part in securing the wholehearted co-operation of America in the European struggle for freedom.

We have, therefore, not merely to remember Katharine Wright for the encouragement and help which she gave to her brothers at a time when sympathy and comfort were most required in the attainment of flight; but we, as a nation, have to remember her with grateful feelings for the part which she contributed in securing the co-operation of an ally of overwhelming power, at the time when our very existence was in peril.

G. B.