

A total of 586 passengers of various nationalities were rescued from Kabul. During this period the R.A.F. machines flew 28,160 miles in the actual rescue work, over the most difficult country during one of the severest winters on record, and over country which afforded very few opportunities of a successful forced landing.

"I submit," says the report, "that the history of these evacuations constitutes a record with which the Royal Air Force can be justifiably satisfied."

The account of these air operations deserves all the publicity which the "Royal Air Force Quarterly" can give it.

"A Naval Miscellany," by Captain T. Dorling, R.N., deals very ably with the relationship of the Navy and the Air, and the attitude of the Navy towards the Fleet Air Arm, and is followed by a personal record of "Some Experiences in the High Speed Flight, 1929," by Squadron-Leader A. N. Orlebar.

The purely technical side of aeronautical progress is not neglected, and there is a promise that in future numbers it will be extended. Mr. F. Sigrist with "Some Notes on the Construction of Metal Military Aircraft," and Mr. A. H. R. Goldie on "Wing Structure," both have written articles which should be read by all interested in aeronautical progress.

It is impossible to mention every article in the Quarterly, and the reviewer, indeed, has indicated only a small part of the good fare which has been provided. Air Notes, R.A.F. Sport and Pictures, Aviation in the Dominions, Civil Aviation developments and the like are covered at length. And, finally, the Quarterly has not neglected the less serious side. One cannot refrain from mentioning, in particular, the article "With Reference to Official Language."

The "R.A.F. Quarterly" has begun well and is assured of a deservedly wide circulation.

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## CORRESPONDENCE

The Secretary, Royal Aeronautical Society.

13th January, 1930.

SIR,—The first paragraph in Major Carter's letter on the flexibility of airscrew blades, published in the Journal for January, 1930, is, to say the least, surprising.

Passing over Major Carter's view of a "discovery," I will deal with the point at issue by stating facts.

At the beginning of 1922 Major Carter was seriously concerned because the calculated critical speed of torsional resonance of a certain engine (on the data then assumed) was higher than the actual observed speed. He asked me if I could suggest any explanation of this.

As a result I put forward a considered memorandum in which I pointed out the *possibility* of the effect of the flexibility of the airscrew blades lowering the critical speed. As I had no data concerning the relative extent of this flexibility, I could not accurately predict its effect, although I suggested that it might be in the neighbourhood of the values given in Major Carter's letter. I also put forward definite suggestions for certain experiments to be carried out to decide the point.

The remainder of Major Carter's letter in the Journal amply confirms my suggestion of 1922, particularly his sentence "in special cases the effects of fitting different types of airscrews may not be ignored. The Tornado is a case in point."

Yours faithfully,  
J. MORRIS.