

flying aircraft from lighters towed behind destroyers. A Wing Commander on the formation of the R.A.F., he was promoted a Group Captain in August, 1919, and Air Commodore in January, 1921. Immediately following the War he was Chief Staff Officer at Headquarters, Coastal Area, and in 1921 took over the command of the R.A.F. in the Mediterranean. In 1926 he commanded the service flight of Vickers Victorias which flew from Heliopolis to Aden and back, and in 1927 the service flight of Fairey III F.'s from Cairo to Cape Town and back. In the August of that year he was placed on the half-pay list, and in November, 1929, on the retired list.

With the retirement of Air Commodore Samson the Royal Air Force lost one of its most adventurous spirits. In the flying game from the very beginning he became a leader. No enterprise was so hazardous, no adventure so uncertain in its end, but Samson was in it as its leader. He was essentially a great leader in the older sense, but he was too impatient when it came to the organisation and administration which is necessary in the higher ranks of the fighting forces. But for that impatience Air Commodore C. R. Samson would have had open to him the highest rank in the Royal Air Force, for in many ways he was a genius and far-sighted, and had an energy, a will to conquer difficulties—as shown by his many improvisations before and during the War—which would have been of the utmost value.

To Charles Rumney Samson the Royal Air Force owes much, and not the least that he embodied that spirit of adventure without which the Royal Air Force cannot exist.

EDMOND F. B. BOURNE, *Companion*.

Edmond F. B. Bourne, who died at Parkstone, Dorset, on June 19th, 1931, at the age of 66, had been a Companion of the Society since 1918.

PROFESSOR ARCHIBALD BARR, *Fellow*.

Professor Barr, who was elected a Fellow of the Society in 1919, died on August 5th, 1931, in his 76th year. He was the Emeritus Professor of Civil Engineering and Mechanics at Glasgow University and took a lively interest in aviation. He was the first President of the Scottish Branch of the Royal Aeronautical Society.

WILLIAM LLOYD SHIERS, *Associate Member*.

William Lloyd Shiers died on August 4th, 1931, at Johannesburg, as the result of an accident, at the early age of 27. He was a very keen member, a member of the Johannesburg Light Plane Club, and kept in close touch with the Society, constantly doing all he could to draw the attention of potential members in South Africa to the Society.

MAJOR J. C. B. FIRTH, *Companion*.

Major Firth, who died at Blyth, Nottinghamshire, at the early age of 37, was keenly interested in aviation, and by his death aeronautics and the Society lost one of their most enthusiastic supporters.

LEIGHTON ANGUS, *Companion*.

Leighton Angus was born in New South Wales, Australia, in 1905, and came to England in 1911 to the Priory, Malvern, and afterwards to Malvern College. Afterwards he took a course in aeronautics at the London University and devoted the whole of his time and energy to the study of aeroplane design and construction. He decided to build a small experimental aeroplane to demonstrate a method of construction he had developed. The machine was built at Hamble, Southampton, and he was afterwards killed at Hanworth, on March 21st, while making an experimental flight.

Leighton Angus was one of those rare enthusiastic spirits whose death is a real loss to aviation.