

In the correspondence from F./O. F. Whittle, which appeared in the March Journal, Figs. 1 and 3, on pages 261-262, should be transposed.

On page 1057, line 3, for "with which they come" read "with which it comes."

Page 1064, line 15, for "r.p.m. are well above the normal" read "r.p.m. are well below the normal."

Page 1070, below Table 6a (line 9) for "232°abs." read "323°abs."

In the paper by W. G. Bird:—

Page 980, line 44, "equation (vii)" should read "equation (vi)."

Page 986, line 32, "equation (xv)" should read "equation (xiv)."

Page 989, line 51, "feet" should read "metres."

Page 995, line 44, "1.00056" should read "1.0056."

Page 997, lines 9, 20 and 21,

" K' for helium = $K(1 - .54 r_{G\pi_{T+t}/P})$,"

" K' for hydrogen = $K'(1 + .58 r_{G\pi_{T+t}/P})$,"

" K for helium = $K'(1 + .54 r_{G\pi_{T+t}/P})$."

Page 1002, line 18, for "then" read "these."

Page 1002, line 42, the expression for "Gross lift of airship" is " $[(\text{constant}) \times (\text{pressure of air in mb.}) \times (\text{percentage humidity factor}) / (\text{temperature of air in } ^\circ\text{A.}) \times 10^6] \times \Sigma (\text{gas volume in millions of cubic feet}) \times (\text{percentage fulness}) \times (\text{percentage dry purity})$ tons."

Page 1004, line 18, for "water" read "mercury."

Page 1012, line 16, for "equation (xxxiii) (b)" read "equation (xxxiv)."

Page 1020, line 29, "5.256" should read "4.256."

Page 1024, line 20, " $p = 2TR$ " should read " $\rho = 2T/R$."

Page 1031, line 6, " $y = r \sin a \cos \theta$ " should be " $y = r \sin a \sin \theta$."

Page 1037, lines 25, 26, 37, 39, 42, 44, and page 1038, lines 4, 5 and 9, " $(T - t/T)$ " should read " $(T + t/T)$."

Obituaries

The Council have to record with deep regret the deaths of many of its members during the year, and to express their deep sympathy with their relatives.

WILLIAM GEORGE STEVEN, *Student*.

William George Steven, a student of the Society, was a L.A.C. at Halton and joined the Society in July, 1930. Born on the 29th September, 1911, he had shown himself to be a most capable mechanic, and had obtained very high marks in the Halton examination. He was one of the crew of the flying boat disaster at Batten Bay, Plymouth, on February 3rd, 1931.

BEAUMARIS WOODWARD.

Beaumaris Woodward was for many years Honorary Solicitor to the Society. Mr. Woodward was elected a member of the Society at the Council meeting held on February 20th, 1911, and almost immediately it was recognised that in its new member the Society had someone of great energy and foresight. In October, 1911, Mr. Woodward was elected Honorary Solicitor to the Society and began immediately to draft up the Articles of Association for Aerial Science, Ltd. It was due to Mr. Woodward's far-sighted policy at that time that the Society was placed on a firm basis, and the Council feel that every member owes to him a deep debt of gratitude for work undertaken at a time when there appeared no real incentive for it to be undertaken. For nearly twenty years the advice of Mr. Woodward on all legal matters was very freely placed at the disposal of the Council, and during those years Mr. Woodward gave up much valuable time to straightening out, voluntarily, legal matters that came up for consideration.

Some two years ago Mr. Woodward was stricken with an illness which prevented him from taking an active part in the meetings of the Council, but up to the day of his death he took a keen interest in the Society's activities, and on many occasions expressed his deep regret that he was unable to attend the Society's functions. The Society, indeed, was his hobby and one which he rode with an enthusiasm tempered by a solid sense of values which commanded a respect for any views he put forward.

Beumaris Woodward was born at Plumpton Rectory, Sussex, July 11th, 1855, the son of the Rev. William Woodward, whose ancestors had held the living in unbroken succession from the year 1600. After leaving Felstead he was articled to his brother-in-law to be trained as a solicitor, and on completing his articles spent some time in Canada and New York. In 1890 he began practice as a solicitor in the City of London.

Although in his 60th year at the outbreak of War he at once joined the Old Boys' Corps. The heavy physical work involved proved too much for him and he resumed his work as a solicitor, taking up a position in an office so that younger men could be released. In September, 1928, his health failed, and from that time until his death on June 14th, 1931, he was a complete invalid. Mr. Woodward leaves a widow and one daughter.

CHARLES RUMNEY SAMSON, *Associate Fellow*,
1883—1931.

Air Commodore Charles Rumney Samson, C.M.G., D.S.O., A.F.C., *Associate Fellow*, died suddenly on February 5th, 1931.

He was born at Cheetham, Lancashire, and entered the Royal Navy in 1898, serving in the Somaliland Operations of 1903-4 and the Operations in the Persian Gulf in 1909-10. In 1911, when Mr. (now Sir Francis) Frank McClean offered to provide facilities to naval officers who wished to fly, Samson was one of the four officers chosen by the Admiralty to take a course at Eastchurch.

From the beginning Samson showed the keenness in the air he had shown at sea. He took the Royal Aero Club's certificate in April, 1911, and in the October of that year was successful in persuading the Admiralty to form a flying school at Eastchurch. Shortly afterwards he made a flight from the deck of H.M.S. *Africa*, the first of its kind in Europe. In those early days Samson had the vision that aircraft would be the dominating weapon of war of the future.

In 1911-12 he was a member of the Technical Sub-Committee which prepared a scheme for the formation of the Royal Flying Corps, and early in 1912 he took over the new Naval Flying School at Eastchurch, where he carried out some of the earliest experiments with bomb dropping and wireless. He was in command of the Naval Air Unit which flew to Ostend on August 10th, 1914, and under his command the flight carried out reconnaissance flights and made the first night-flying of the War. The story of the Eastchurch Squadron and its adventures, before it was withdrawn from Dunkirk in 1915, is told in Samson's book, "Flight and Fights." For his work with the squadron he was promoted to Commander by the Admiralty, received the D.S.O., the *Croix de Guerre* and was made a Chevalier of the Legion of Honour.

In March, 1915, Samson was placed in command of No. 3 wing and took part in the Dardanelles adventure. Following the end of the Gallipoli campaign, he took command of the converted Isle of Man packet boat, H.M. Aircraft Carrier *Ben-my-chree*, from April, 1916-June, 1917. The ship was destroyed by Turkish gunfire in the harbour of Castellorizo, and Samson was appointed to the command of the *Raven II*, and scoured the Indian Ocean with seaplanes in search of submarines. For his work he was awarded a bar to his D.S.O.

In November, 1917, Samson took over the command of the Naval Air Station at Great Yarmouth, and in October, 1918, that of the group at Felixstowe, and in January, 1919, he received the Air Force Cross for his experimental work in