

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.

Beaumaris 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

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.