

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