

as a test pilot at Farnborough in the Aerodynamic Flight. He took over and commanded the Squadron in due course. He had a firm and understanding way with some of his old (in both senses) pupils who came, wingless, to fly the C.30's at their war-time job. His manifest qualities as an organiser soon made themselves felt and some twenty obsolete aircraft were kept flying throughout the war years with a maintenance record as good as any in the Service. Many new pilots were trained, fitters and mechanics learned to accept the more devoted attitude that went with rotary wing aircraft, the old Autogiro traditions were kept alive under Service conditions and Alan Marsh earned from everyone, old friends and new, in the Squadron or the Station to which it was attached, as much affection and respect as it is possible to imagine.

With the advent of the practical helicopter and its adoption by the R.A.F., Alan Marsh converted to them and brought the same meticulous standards to their flying while he unobtrusively but profoundly took the measure of the new development. He never made any rash predictions about their commercial possibilities but, as the war ended he realised that a working basis for rotary wing aircraft had at last been reached. So it was that he assumed the natural leadership among pilots and technicians as the industry reverted to peace-time conditions. The Helicopter Association of Great Britain was founded to establish common ground within an art and industry that had been altogether too confined and jealous in its outlook. Alan would have been the first to disclaim any major credit for his personal contribution to the Association's uninterrupted success but now that he has gone there will be many to realise what powers and persuasions he exercised upon its functioning and development.

The Helicopter Association may well be considered Alan's monument. He touched greatness in his firm hold upon warring claims and conflicting policies. We had not quite realised that Alan Marsh was entering upon a further period of growth in personality but, at this sad moment, we may rest assured that we have enjoyed the company and guidance and wise experience of a full and excellent man, unique in the world of rotary wing activities.

T. V. WELSH.

SQD.-LDR. F. J. CABLE, A.F.C.

The good "JEEP" CABLE, as he was affectionately known to a host of friends on both sides of the Atlantic, came to the Autogiro Flying School in the early '30s as the best boy of his time in Cable and Wireless, to learn to fly and initiate an air delivery service for urgent messages. It was a publicity dream that left him high and dry, the proud possessor of an "A" Licence but with nowhere to go and nothing to do in. So he started at the bottom in the Cierva Company, and got his ground engineer's certificates and eventually became a fully-qualified "B" Licence Instructor when the pre-war C.A.G. scheme came into being and included Autogiro flying. When the war started, the Air Ministry chartered two or three of these aircraft for Radar co-operation and Cable went out with them as a civilian engineer. Soon, the Rota Flight of 60 Group was formed and he received his commission in the R.A.F. "Jeep" played a very great part in the life of the Flight and, afterwards, of 529 Squadron. His technical excellence on the ground and in the air was always taken for granted but he will be ever-remembered as a dearly loved genius of friendship and good company.



Photo by courtesy of the
"Daily Graphic."

"Jeep" brought abundant character and other qualities with him when he first came under Alan Marsh's influence but he was essentially the product of Alan's teaching. They became a wonderful team and knew each other's mind to a nicety. Their double loss is the more tragic and deplorable since the experience and wisdom that they shared in common and that has been lost with them is truly irreplaceable. They did not have a large amount of test flying in common in the pre-war period

but Cable knew the background as did few others. He was the first to convert to helicopters when he and Ray Pullin learnt to fly and test the Weir, side-by-side, twin rotor experimental machine in Glasgow. Later in the war, Cable joined Wing Commander Brie in that fruitful liaison with the U.S.A.A.F. and the U.S. Coast Guard Service which brought the Sikorsky R.4 into Service use. It was with Cable that Alan Marsh had his first helicopter experience. This was as it should be and though they had parted company in practical work since the war, great things had been expected of their recent and renewed co-operation.

"Jeep" Cable was a splendid ambassador at Sikorsky's where his inimitable manner and unshakeable, all-round technical ability won him lasting affection and respect. He carried out many of the first experimental deck landings on small ships and, in convoy in the stormy Atlantic of mid-winter, performed the first routine flights at sea. He was a superb pilot whose experience was confined to rotary wing aircraft for he had a health category which precluded fixed-wing conditions as we discovered during the war to our surprise and dismay. Yet this must be recorded for it demonstrates the independence of this flying technique from accepted practice in other kinds; and Cable's accomplishments were comparable to those of any highly-gifted pilot of wider air-borne experience. Indeed, the work he did on engine-off, autorotative landings will remain as the definite standard of flying for the one really tricky aspect of helicopter flying technique. This work was filmed and must remain a valued memorial of one part of a life full of zest and gaiety, touched with native wisdom and more than dear to so many of us whose activities or relaxations were bound up with his.

Of "Jeep" and Alan Marsh, both, it must be remembered that they were pioneers and friends, whose work was often dependent on a fundamental sense of good companionship and mutual understanding. The story of the "Goats" will, we suppose, come to be written down some day but, for those who belonged to that select band or enjoyed their unusual company, it will be evident that there could have been no story at all without the one or the other.

T. V. WELSH.

DR. ALEXANDER KLEMIN.

All over the world there can hardly be a single person connected with aeronautics, and particularly those working in the rotating wing field, who did not experience profound regret at the news of the unexpected death on March 14th, 1950, of DR. ALEXANDER KLEMIN.

Born in London on May 15th, 1888, he received his B.Sc. degree from London University in 1909, leaving for America in 1913 where, after graduating from the Massachusetts Institute of Technology, he worked with the early American aviation pioneers. Early in World War I he served in the Army Air Service at McCook Field as Research Officer and from that time onwards he was intimately associated with developments in every branch of aviation. His particular interest was in rotating wing aircraft, that interest going back to 1928 when it was due to his encouragement that several groups started work in America in this field. His enthusiasm for every aspect of rotating wing development was unbounded and infectious, and there was hardly any project be it autogiro, gyroplane, helicopter or "convertible" with which he was not connected in one way or another.

He will perhaps be remembered best for his educational work in aeronautics and it can be truthfully said that his most lasting memorial is to be found in the aeronautical engineering schools all over America. He was largely responsible for arousing the interest of the Guggenheim family in aviation, which led to the founding of the Daniel Guggenheim School of New York University where he was the first Guggenheim Professor of Aeronautics, a post which he held for the first fifteen years. His work through the Guggenheim Foundation led directly to the opening of the other schools of aeronautics in America, so laying the foundation for the training of that important body of aeronautical engineers and technicians and that general technical "knowhow" which was to prove of such vital importance in World War II. He was a prolific writer of books and technical papers on aviation matters with a happy knack of putting the most abstruse problem in simple understandable terms, and at the time of his death he had just completed three years intensive work on his "Encyclopaedia of Aeronautics."