

OBITUARY.**REGINALD JORDAN ALSTON.**

We very much regret to announce the death of Mr. Reginald Alston, a Student of the Society, which he joined in January, 1913. Mr. Alston, who had previously been employed at Messrs. Vickers, was at the time of his death acting as chief designer to the Sopwith Aviation Company. In this capacity he was responsible for the seaplane in which he was flying as a passenger on 1st November, 1914, in Southampton Water, off Netley, when, owing probably to stalling, the machine nose-dived into the water. The pilot, Mr. Victor Mahl, was rescued, but Mr. Alston's body was only recovered later, being found still strapped in the sunken machine.

His youth—he was only in the early twenties—had not permitted Mr. Alston to develop the qualities of which he gave such early promise, but his loss is a severe blow to the country at the present juncture.

MAJOR ALFRED HERBERT TYLER, R.E.

Major Alfred Herbert Tyler, Royal Engineers, was born at Hampton Court in 1870, the eleventh in a family of twelve children of Sir H. W. Tyler, R.E., M.P., and grandson of General Sir C. W. Pasley, K.C.B., R.E. Educated at Cheltenham College (where he took a Scholarship) and the Royal Military Academy, Woolwich, he was commissioned in the Royal Engineers in 1890, promoted Lieutenant in 1893, Captain in 1901, and Major in 1910. He was employed on two Boundary Commissions and in the Karene Expedition in West Africa, in which he was wounded, and for which he received a medal with clasp. He served through the South African War, for which he received the Queen's medal with four clasps and the King's medal with two clasps. On his return home in 1907 he was employed in the Royal Arsenal till 1912, and then as Assistant to the Chief Engineer, Southern Command, at Salisbury. Among the first to sail for the German War, Major Tyler was employed on Lines of Communication for three months and then appointed to command the 5th Field Company, R.E., in the 2nd Division. He took up his new post on 10th November, and was killed in action leading his men at the charge ahead of the troops on either flank in the fierce fighting before Ypres of the 11th November, at 9.30 p.m.

Major Tyler had a most considerate, gentle nature, and the rare faculty of bringing out the good points in others in intercourse with him which endeared him to everyone, and he leaves a widow and three young boys bereaved of his loving care. He had for several years been a Member of the Aeronautical Society, but could not, on account of his duty, attend the meetings.

MAJOR RALEIGH, R.F.C.

By the death of Major G. H. Raleigh, Essex Regiment and Royal Flying Corps, the Army has lost a most valuable and distinguished officer and the Aeronautical Society a member who, by combining in a high degree a knowledge of military requirements and a personal fondness for practical aeronautical research, seemed to have before him a great future in assisting the progress of military aviation.

George Hebden Raleigh was born in Melbourne on June 20th, 1878, and received his commission in the Essex Regiment in 1899, being promoted to full Lieutenant the following year. With the 1st Battalion of the Essex Regiment he served under Sir John French in the Kimberley Relief Force, and afterwards in the famous march which brought General Cronje to bay at Paardeberg. The battalion was then with the late General Kelly-Kenny's 6th Division, and young

Mr. Raleigh was in the fighting at Poplar Grove and Driefontein. In the assault on the latter position he was dangerously wounded, but apparently made a quick recovery, for he was with his regiment again in the actions at Vet River and Zand River, and later on the march to Pretoria, being present in the fighting at Pretoria, Johannesburg, Diamond Hill and Belfast, which resulted in President Kruger's flight to Europe. His next actions were at Frederickstad, when General Barton's force was relieved, and at Colesburg. Afterwards he served with mounted infantry and came out of the war with the unusual distinction of possessing the Queen's South African medal with six clasps and the King's medal with two clasps.

He received his captaincy in 1908, and was again posted to the 1st Essex in Burma, afterwards serving on the North-West Frontier. About 1911 he came home to do duty with the 3rd Essex—the old Essex Rifles Militia—at Warley, and then began to take a keen interest in flying. He joined the Bristol School at Brooklands when that establishment was at its most brilliant period under the control of Mr. C. P. Pizey, now a Commander in the Greek Navy, and the late Mr. Harry Fleming, and he took his Aero Club Certificate, No. 196, there, the certificate being dated March 12th, 1912.

Later in that year he was appointed to the old Air Battalion, R.E., at Farnborough, and when the Royal Flying Corps was formed he commanded No. 4 Squadron, first at Farnborough and later at Netheravon. While there he did much experimental work of high value, especially in flying and landing at night. Frequently he made long flights far across Salisbury Plain in the dark, on one occasion at least going out round the City of Salisbury on a night when there was no moon, for he found that on a clear starlight night it was possible to distinguish the nature of the ground below, though when on ground level all appeared dark.

In June, 1914, in the King's Birthday Honours, Captain Raleigh was promoted to substantive Major by brevet, having previously held the rank of temporary Major, as a Squadron Commander, R.F.C.

No. 4 Squadron was one of the three which went to France in the middle of August, the 60 or 70 machines all crossing the Channel in the course of a few hours, starting at set intervals with machine-like regularity, one of the finest examples of organisation of the war, and certainly the best piece of combined work done by the Flying Services up to the present. Major Raleigh was responsible for much other good work done by his squadron during the war, and was mentioned in despatches by Sir John French in October.

His death occurred in one of those simple accidents which cost so many good lives in all spheres of activity. He had been out along the Belgian coast from Dunkirk on the morning of January 21st, on one of the fast little Sopwith biplanes, known in the R.F.C. as "tabloids." While returning over the sea close to Dunkirk his engine stopped, and he attempted a very long glide to reach the shore. So far as one can gather from those who were there shortly afterwards, he almost succeeded in reaching the sands, and in a last effort to do so stalled the machine, which, in the natural order of things, made a nose-dive to recover itself, and struck the sand through a foot or two of water before picking up sufficient speed to come under control again and to allow the pilot to get the nose up.

Major Raleigh was still alive when people near by ran to the wreck, but he had both legs broken and had sustained internal injuries from which he died in hospital shortly afterwards.

Despite his highly distinguished career in the Service, and his marked ability as an aviator, Major Raleigh was the most modest of men, and his quiet gentle manner gave no hint of his experiences of war, of which he had seen more than any except a very few men of his age. In him this country has lost a very gallant gentleman and he can ill be spared.

C. G. G.