

Obituary.

AIR COMMODORE E. M. MAITLAND, C.M.G., D.S.O., A.F.C., A.F.R.Aë.S.

Edward Maitland Maitland was born in 1880, the elder of two sons—of whom the younger, Harry, died in hospital during the war—of the late Arthur Maitland, Barrister-at-law, of Shudy Camps Park, Cambridgeshire. He was educated at Haileybury College and Trinity College, Cambridge, after which he came to London to read for the Bar. He, however, volunteered for service in South Africa, and on returning home received a permanent commission in the Essex Regiment. He took up ballooning about 1907 and received most of his early training from the late A. E. Gaudron, with whom and Mr. C. C. Turner he made a "record" balloon voyage from England to Russia in November, 1908, a distance of 1,117 miles being covered. Thereafter Maitland became one of the most ardent balloonists in this country, and, when he could be persuaded to relate his experiences, had a wonderful fund of anecdotes of adventures in balloons. His first parachute descent was made at the Alexandra Palace in 1908. In 1910 he purchased a Howard-Wright biplane, on which he proceeded to teach himself to fly, being one of the competitors at the Doncaster Aviation Meeting of 1910. This machine was subsequently purchased by the War Office, and he was very proud of the fact that it was the first aeroplane acquired by the British military authorities. Early in 1911 he had a bad crash in an aeroplane, in which both his ankles were broken, which necessitated a prolonged stay in hospital. On recovery he was, somewhat to his disappointment at the time, posted to No. 1 (Airship) Company of the Air Battalion at Aldershot, as he was not yet considered fit to fly an aeroplane. He would often refer, in later life, to the curiously fortuitous circumstances of his original connection with airships, of which he was to become the most devoted adherent and ardent exponent. His aeronaut's (balloon) certificate was numbered 13 and dated November 22, 1910, which was followed by his taking the British airship pilot's certificate No. 8 on September 19, 1911; while, although he first started flying aeroplanes much earlier, he did not take his aeroplane brevet until April 4, 1913, going to the Farman School at Etampes for the purpose and receiving French certificate No. 1, 281. On January 1, 1914, when the Army authorities ceased experimenting with airships, Maitland transferred as a Squadron Commander to the Naval Wing of the Royal Flying Corps, being then the senior Army airship officer, and became second-in-command to Commander E. A. D. Masterman, of the Naval Airship Service. Shortly prior to this, on October 18, 1913, he carried out the first parachute descent from an airship, the Beta, in flight. In the early summer of 1914 he went to Bitterfeld in Germany to watch the construction of a Parseval which had been ordered, but was never delivered, for the Navy. He only just succeeded in getting back to this country before war broke out, and almost immediately proceeded to Belgium and was chiefly instrumental in organising the balloon detachment which operated from Firminy; finally taking out the Beta in November, 1914. During this period Maitland became imbued with the importance of the kite-balloon, as used by the Germans and Belgians, and there is in the archives of the Admiralty his despatch which was the cause of the adoption of this weapon by the Royal Naval Air Service. It was therefore inevitable that he should be appointed to command the Kite-Balloon Training Station at Roehampton when this was commissioned in March, 1915. He remained there until the spring of 1916, during which time he carried out much experimental work, regardless of personal danger, including the first voluntary free run in a kite-balloon, to ascertain the effect of cable breakage, and an experimental parachute descent from a height of 10,000 feet. From Roe-

hampton he came to take charge of the Operations Section of the Air Department, Admiralty, but only remained there for a few months as his health would not stand unaccustomed office work. In the autumn of 1916 he was appointed commanding officer to commission Pulham, the first rigid airship station to be completed in this country. He was recalled from there to the Admiralty again in June, 1917, to take up the responsible duties of Captain Superintendent, Lighter than Air, in the Air Department. In November, 1917, he assumed the title of Superintendent of Airships when the Airship Section of the Air Department became the Airship Department, Admiralty, on the transfer of aeroplanes and seaplanes to the Air Board. This position he held until the signing of the Armistice, and for some time thereafter, and it was almost entirely due to the effect of his personality that the Board of Admiralty embarked upon a greatly increased programme of airship construction, which included twelve rigid airships and a large number of the non-rigid type. When airships were transferred to the Air Ministry at the end of 1919 he went to Kingsway in a somewhat indefinite appointment to assist in fitting the various portions of the Airship Department into the appropriate departments of the Air Ministry organisation. At the time of his death he was Commanding Officer of Howden Airship Base.

Though it is not possible to detail his many parachute descents here, it must not be forgotten that during all the period from 1916 onwards he took any and every opportunity of jumping off in a parachute from every type of aircraft—balloon, kite-balloon, airship and aeroplane—for no other reason than to give others a lead and prove to the authorities and the public that the parachute offers a means of saving life in case of accident. In view of this it is peculiarly significant that when found after the accident to R38 he was shown to have devoted his last moments to an endeavour to check the fall of the airship rather than to saving his life by means of a parachute.

It is impossible to write adequately of Maitland's personal charm of appearance, voice and character. Everyone who met him received the impression—which every action of his did nothing but confirm—of absolute honesty of purpose, combined with an unflinching devotion to the cause of airships. He imbued those who served with him with a sense of trust which was absolute, while the personal love which he inspired in all with whom he came in contact was truly wonderful. He had tact to a quite exceptional degree, and his manners recalled the courtly grace of a bygone age. To all those who knew him he will live as an unforgettable memory. He was a firm supporter of this Society, being elected as a Founder Member in April, 1909, and made an Associate Fellow in 1912. He served on the Council from March, 1912, to November, 1913. Many members will remember the delight which he gave to an audience of children, when he related his experiences during the Atlantic flight of R34 at the Society's Annual Juvenile Lecture in January, 1921, whilst his last opportunity of manifesting his interest in the Society was in very appropriately taking the chair on the occasion of Major Orde Lee's paper on "Parachutes" and Mr. Dyer's "Airship Fabrics" lecture on March 3 this year.

**CONSTRUCTOR COMMANDER C. I. R. CAMPBELL, O.B.E., M.I.N.A.,
F.R.Aë.S., R.C.N.C.**

Charles Ivor Rae Campbell was educated between the years 1894 and 1899 at the Royal Naval Engineering College, Devonport, where he obtained the Newman Memorial Prize for highest proficiency in engineering subjects. From there he went in 1899 to the Royal Naval College, Greenwich, where his career was remarkable, in that he followed the engineering course by taking also the course in design for constructors; thus obtaining very exceptional qualifications for his future career. On leaving Greenwich he went to the Admiralty, where