

Captain the Right Honourable FREDERICK EDWARD GUEST, *Companion*.  
1875-1937.

The Right Honourable Frederick Edward Guest, P.C., C.B.E., D.S.O., M.P., was born in June, 1875, the third son of the first Baron Wimborne.

He joined the East Surrey Regiment in 1894 and was appointed to the 1st Life Guards, 1897, serving against the Sudanese 1899-1900 and in the South African War 1901-2. During the Great War he was A.D.C. to Sir John French and from France went to German East Africa. In all his campaigns he was mentioned in despatches, and in Africa was awarded the D.S.O.

Elected to Parliament in 1910 in 1921 he was appointed Secretary of State for Air, but was defeated in the General Election of the following year. In 1923 he re-entered Parliament of which he remained a member until his death.

In 1930 he flew in the King's Cup Race and following the death of Sir Sefton Brancker he became Deputy Master of the Guild of Air Pilots and Air Navigators, of which later he became Master. From 1926 to 1931 he commanded No. 600 (City of London) Squadron of the Auxiliary Air Force and on his retirement was made an Honorary Air Commodore.

The Right Hon. Frederick Guest took a keen and lively interest in aviation and was a constant advocate for it both in and out of Parliament. He had that personality, gracious and charming, which drew friends to him in all ranks of life, and his work for aviation has yet to be estimated at its true value. A great sportsman, a thoroughly sound friend, and an entertaining companion, the world of aviation is the poorer for its loss.

JUAN DE LA CIERVA, *Fellow*, 1895-1936.

Juan de la Cierva was killed in an accident to a K.L.M. Douglas machine on December 9th, 1936. It was the irony of fate that the man who had spent so many years designing a type of aircraft which would be safe under all conditions of flight, should himself be killed in a type of aeroplane which he was endeavouring to supersede.

Juan de la Cierva was born at Murcia, in Spain, on September 21st, 1895. An accident in a fixed wing type of aeroplane led him to consider if it were possible to develop an entirely new type of aircraft which would land slowly and not be subject to disaster when the engine failed.

For some years he worked on the problem of the revolving wing and in 1924 photographs and descriptions of his autogiro began to be published in the British press. In 1925 he brought one of his machines to England and Mr. Wimperis, the Director of Scientific Research, with a clarity of vision which has been so abundantly justified, arranged for further development work to be carried out on the new type. On October 19th, 1925, the Cierva autogiro was flown at Farnborough. Under the guidance of Senor de la Cierva's genius the relatively crude machine of the day was slowly but steadily developed until there came, shortly before his death, the final stage, the jumping autogiro.

Three times Senor de la Cierva lectured before the Royal Aeronautical Society on his invention, as it was improved stage by stage. Each time it was to record a new step forward. The story of the development of his outstanding invention is told in the pages of the JOURNAL.

Senor de la Cierva was a man who may rightly be said to be a genius, from his infinite capacity for taking pains. He took no step forward without the greatest care and investigation and allowed no one to test the practical result of his theories until he had first done so himself. He was a man of courage and vision, one who broke brilliantly away from the path of tradition, and one who will have left an indelible impress of his outstanding abilities on aviation progress.

Elected to the Society in 1932, he was awarded its Silver Medal, and posthumously the highest honour the Society could bestow, its Gold Medal, as a recognition of his remarkable achievements.