

far above the average ability. Following the war he became a test pilot at the Royal Aircraft Establishment at Farnborough, and in 1925 carried out the brilliantly successful experiment of flying from the airship R.33 and hooking on to it again. Two years previously he had given, at the R.A.F. Pageant, one of the most brilliant displays of aerobatics and fighting manœuvres ever seen at the pageant.

In 1926 he became the test pilot for William Beardmore and Co. and there worked on the monospar system of construction with Mr. H. J. Stieger and afterwards was largely concerned in developing this method of construction.

More recently he was concerned with the radiaura device, which holds out great possibilities for increasing the safety of flying.

De Haga Haig became an Associate Fellow of the Society in 1923. A most brilliant pilot, a mechanical genius, he was one of the best liked personalities in aviation and his early death leaves a gap hard to fill.

MISS GLADYS COTTRELL, *Companion*, d. July, 1936.

Miss Gladys Cottrell joined the Society in 1929 as a Companion, and though not technically trained, showed a very keen interest in aviation and in the training of women engineers.

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