

Home (1919) Department.

Miscellaneous

Codman SERIES.

G.O. No. 1118

DATED 21-7-19

INDEXED

(1)

[Despatch Abstract.]

Aerial Patents

Recording letter from E.F. Calthrop's Aerial Patents,
Limited giving information about mail dropping by aeroplanes.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

C.No. 4967/Hen
P.S. 4-1,500-8-2-19.

PRIVATE SECRETARY'S OFFICE, MADRAS.



Memo. No. 166

Transferred to the Secretary to Government,

Financie

Lodged No 116 C.S. 23-5-19
ENCLOSURES: 1

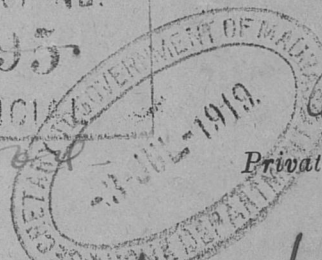
Department, for favour of disposal. in Continuation of the
Office memo. N. 34-P, dated 22nd June 1919.

(By order of His Excellency the Governor.)

CURRENT NO.

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Ootacamund 28-6-19



Private Secretary.

The 26th June 1919.

Ind no 234 SAT Howe (prod) 110
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COR 30-6-19
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ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY

ERC/PL

THE GUARDIAN ANGEL PARACHUTES



TELEGRAPHIC & CABLE ADDRESS,
"SAVEMALIVO, AVE, LONDON."

TELEPHONES: (2 LINES) LONDON WALL, 3266 - 3267.

CODES { IMPERIAL COMBINATION | BROOMHALLS,
WESTERN UNION | A.I. & A.B.C.



E. R. CALTHROP'S AERIAL PATENTS, LIMITED.



Eldon Street House,
Eldon Street, 3
London, E.C.2.

26th May, 1919.

His Excellency Lord Willingdon, K.G.C.S.I., K.G.C.B.E., etc.,
Governor of Madras,
Madras,
India.

Your Excellency,

I have to thank you for the arrival this morning of your acknowledgment of my letter of the 21st March last, which enclosed a copy of the "Guardian Angel" Parachute Book.

With reference to the suggestion made in my letter as to the use of parachutes for dropping mail bags, and of life-saving equipment for the use of pilots flying Post Office machines, I beg to inform your Excellency that the idea of dropping mail by means of parachutes has been fully developed and carried out by us on behalf of the "Daily Mail" and "Evening News", where parachutes of 16 ft. diameter, epicycloidal section, of sufficient strength for the greatly enhanced duty imposed upon them, have been most successfully used.

The loads of papers were in each case 200 lbs. and they were dropped at a landing speed of 30 ft. per second, which we ascertained would not in any manner damage the papers, while the enhanced speed made the shooting upon a mark within a very restricted area extremely accurate. In many cases the load dropped from a height of 500 ft. was landed absolutely on the target itself. It was proved that a landing area of 100 yards square was sufficient to prevent any possibility of accident to onlookers standing outside of it. The epicycloidal section of body was introduced for the first time for a double purpose, firstly to distribute air pressure more evenly over the area of the body,

and secondly, for the quick exit of the contained air (under pressure) to cause the parachute to fall "dead" immediately on landing its load, and thus to avoid dragging. This innovation proved most successful in achieving the desired results. These mail parachutes have to do three times the work of a man - dropping parachutes, and all the parts had to be designed accordingly.

Another very special development resulting from the conditions required in these trials was the dropping of packages in the sea in the close vicinity of motor boats ready to receive them. This was rendered necessary and desirable as the "Daily Mail" tours included Brighton, Eastbourne, Hastings, Bournemouth, Portsmouth, Southend, Margate, Broadstairs, Ramsgate, Deal, Folkestone and Yarmouth, in all of which places suitable areas for dropping these loads could not be procured or did not exist, and they could not be dropped on the beach as in each place the foreshore was crowded with visitors, who were awaiting, congregated in great numbers, and excited in anticipation of the unusual spectacle. The packages were absolutely watertight, and although dropped in the sea at 30 ft. per second, were not entirely submerged at the moment of impact and floated high on the surface of the water. In each case they were dropped quite close to the motor boat, at once landed, and the papers were sold on the shore.

This method of water dropping has excited keen interest on the part of the Italian Military Mission now in London, and a special demonstration was arranged for the benefit of Sir Armando Mola, K.C.M.G. Adetto Militare, his successor General Perelli, and a number of Italian Flying Officers. They were entirely satisfied with the results. The system has appealed to them as a means of distributing mail packages expeditiously in Italian territory, particularly over the Dalmatian Islands, where at present the delay in the delivery of postal mails is very serious. Each of these Islands has a small harbour and motor boat, so that the dropping of the mails in the sea, in watertight packages, just outside these harbours by means of parachutes from aeroplanes is

THE GUARDIAN AIR MAIL PATENTS LIMITED



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likely to expedite the postal service in many cases by a week or more. Any small sheet of inland water can be used for this purpose without fear of hitting any persons in the vicinity, and as the water can be seen at night from an aeroplane, the dropping of postal mails at night would be much facilitated.

I had the opportunity of meeting some of the technical heads of the British Air Ministry at Northolt, when official trials were made of the later patterns of our parachutes, and suggested to them that more than an hour could be saved in the delivery of mails carried by aeroplane between Paris and London by dropping them by parachute in the Thames, either outside the Air Ministry or at Westminster. The suggestion was one which apparently much interested them.

Major T. Orde Lees, A.F.C., late Secretary to the Parachute Committee of the Air Ministry, who was demobilised last month, has now entered the service of my Company, and last Friday left as chief of a Mission which we are sending to the United States and Canada to make demonstrations of all our types of parachutes. In his official position Major Orde Lees has had all the opportunities of judging the respective qualifications of all the parachutes of whatever type and class that have been submitted for trial to the Air Ministry, and in joining us he informed us that he did so on the grounds that our patented system of positive opening and static and kinetic control of the rigging and all other parts of the parachute had convinced him that they rendered our types of parachutes infinitely superior and safer than any other parachutes which it had been his business to test and report upon.

Drastic official trials are at present being made by the Air Ministry with our and many other parachutes. There has been no failure whatever registered against any of our parachutes, all of which have functioned exactly as they were designed to do, while in regard to parachutes submitted by other inventors, there have been many instances of failure, including failures to open,

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entanglement of rigging, and bursting of bodies, which would have produced fatal results if they had been dropped with live loads instead of the equivalent weights.

I venture to give this further information with regard to mail dropping, as no doubt your Excellency will be consulted in connection with any proposals for the distribution of mails by aeroplane within the Madras Presidency, and it is not at the present moment available from official sources.

I have the honour to be

Your Excellency's most obedient Servant,



even have
production of righting, and bursting of bodies, which would have
produced fatal results if they had been dropped with live loads
the effect of the equivalent weights.

I venture to give this further information with regard to
mail dropping, and doubt your Excellency will be consulted in
connection with any proposals for the distribution of mails by
aeroplane within the Indian Presidency, and it is not at the
present moment available from official sources.

I have the honor to be,
Your Excellency's most obedient servant,

Home (mis) Dept.

E.R. Caethrop's Aerial Patents Ltd.

[No 4961] From E.R. Caethrop's Aerial Patents Ltd.

Letter of 26. May 1919

U.S.

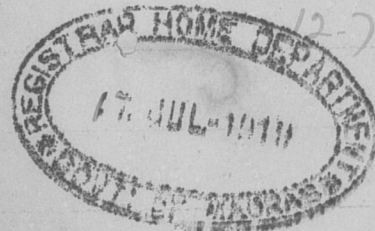
The office memo No. 34 P of 22. 4. 19
referred to in the P.S.G's end is
not traceable in this dept and
presumably ~~has been~~ ^{was} sent to
the Financial Dept. to whom the
present communication ~~was~~ ^{has been} sent.
The case may be sent to the
Finl. Dept. no. with a request
that P.S.G's memo of 22. 4. 19 may
be kindly put up.

Fail cl 2488A

12-7-19

SMP
11.7.19

Home (mis) no. 4961-1 P.S.G.



verified from current
Registers

Deal with as an
office paper, docket No. 110

Fail no 2488A-1

Noted in CR

Ind no
2/21

Fail sept

The paper, ^{ref. to} at A of Home (mis)
note Supra was not received
in this ~~connection~~ ^{substant} Dept. P.S.G.
may be requested to state to
which dept it was sent.

The papers required are
please below.

Home lilo. 11.7.19

US.

Home (Mis) Dept.

No action is necessary on the present communication. As the paper may be useful for future reference, it may be Recorded. No 1118 of 21.7.19.

SNP

18.7.19

Recd

18.7.19

1118

When signed

18

READ AGAIN G.O. No.
19 .

DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT

STATEMENT WITH LITTO.

PAPERS NOT FILED UP, BRING MEANT FOR DESPATCH
IN ORIGINAL.

N.B.—

A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.