

XVith INTERNATIONAL RED CROSS CONFERENCE

London, June 1938

AERIAL RELIEF

(Item 8 b on the Agenda)

LEAGUE OF RED CROSS SOCIETIES
12, rue Newton, Paris xvie

I

METHOD OF COLLABORATION BETWEEN AVIATION ORGANIZATIONS AND THE RED CROSS

Since its creation the Red Cross has made use of every available means of transport, not only for the purpose of carrying out its work of relief in time of war, but also to enable it to meet its obligations in time of peace. When a calamity occurs, it must, on the one hand, bring to the scene of the catastrophe as soon as possible the necessary personnel and relief supplies, and on the other hand arrange for the prompt evacuation of the injured, the sick and the destitute.

Thus the Red Cross has in turn sought the collaboration of technicians in matters of transport by horses, by sea, railway and automobile. Today if it turns to civil aviation it is not for the purpose of influencing its organization, or obtaining pilot's licences for its members (even if this has a certain appeal for them); it is simply because the Red Cross, which needs means of transport for its relief work, seeks to assure for itself that which is the most rapid at the time, the most stable and the most reliable, aviation.

On their side, the civil aviators have begun to study the part they might be able to play in the accomplishment of humanitarian tasks in co-operation with the Red Cross.

The Red Cross, because of its organization, its programme, its material and its personnel, constitutes the body best qualified to intervene in disasters, as it has already done in time of war, as an auxiliary of the public authorities. The National Societies in the different countries, federated in the League of Red Cross Societies, permit of successful collaboration, in the national sphere, with the Aero Clubs grouped in the International Air Federation.

Considering that there exists in each country only one Red Cross Society and one Aero Club, recognised respectively by the two international organizations cited, this similarity of organization greatly facilitates their collaboration both in the national and international spheres. On many occasions, the International Air Federation has offered its co-operation in disaster relief work, and private aviators have had opportunities to render spontaneously very valuable service.

In order to derive the maximum benefit from these interventions and to enable the Red Cross to contribute to them with its experience, a close collaboration must be established between the aviation organizations and the Red Cross Societies, while keeping in mind the following principles :

It is the function of the *Red Cross* to define the help to be given in order to meet the pressing needs of the victims in time of disaster, which are : food, clothing, shelter and medical aid. It is also the Red Cross which will indicate the means of transport necessary to accomplish this work of relief.

On the other hand, the national Aero-Clubs representing private aviation will decide to what extent they can assure transportation and accomplish the tasks enumerated by the Red Cross, which come under the head of aerial relief.

In order to safeguard the technical competence of these two groups, as well as their structure and their statutes, it is essential that the proposed collaboration be established in such a way as to protect their independence.

The plan of collaboration will also take account of the essential difference existing between interventions of a national and an international character. Indeed, it is the function of the international organizations to formulate directives and resolutions in regard to the preparations for relief work, while they are limited, in regard to the operation itself, to a role of providing liaison and a source of information. On the other hand, in case of disaster, even if international aid is requested, the national organizations will

always be the executive body. Collaboration, in the international field, will therefore rather be theoretical, while the national collaboration will have a practical character.

With a view to establishing this collaboration, there has been formed an International Committee for the study of Aerial Relief, which includes representatives of the International Air Federation, the League of Red Cross Societies and the Standing Committee of International Air Ambulance Congresses.

Within the International Study Committee, close collaboration has been established between experts on private aviation and Red Cross experts in disaster relief.

The constitution of the International Study Committee rests on resolutions adopted in this sense by the XXXIVth Conference of the International Air Federation, the XIVth Session of the Board of Governors of the League of Red Cross Societies, and a meeting of the Standing Committee of the International Air Ambulance Congresses.

The objects of the International Study Committee are :

- 1) To draft instructions and recommendations regarding the co-operation to be established between private aviation groups and the Red Cross, so as to provide for effective co-operation of privately owned aeroplanes in air ambulance work and especially disaster relief work.

The principles of this collaboration have been laid down by the International Study Committee in the form of a recommendation adopted at its meeting on February 3 1935. The following is the text :

With a view to organizing, in the national sphere, the utilization of private or commercial aeroplanes as air ambulances, the International Study Committee recommends :

That close co-operation be established through a national liaison body between the national aeronautical body and the national Red Cross Society in each country;

That the national liaison body, after formulating the character of the service which private aeroplanes can render for ambulance purposes, should work out a programme providing, first, for the drafting of regulations and the preparation of lists of the personnel and material available, and especially for the methods by which they shall be utilized;

That the national liaison body should draft financial regulations laying down the costs of flights and governing the question of reimbursement of expenses;

That the national liaison body should consider what facilities can be given to private aeroplane owners who co-operate, and approach the competent authorities to obtain such facilities for them;

That the national liaison body should organize training flights and competitions and should decide what rewards and tokens of appreciation can be given for services rendered.

2) To work for the application in each country of the instructions and recommendations formulated by the Committee so as to secure practical co-operation between private aero-clubs and national Red Cross Societies.

3) To act as an information and liaison centre whenever the co-operation established leads to practical operations.

The Secretariat of the International Study Committee is at present undertaken by the Secretariat of the League of Red Cross Societies. Its office includes a president and a representative of each of the three organizations members, that of the League of Red Cross Societies acting as secretary.

The results of the work of the International Study Committee, especially as regards the recommendations in paragraphs 1 and 2 above mentioned, will be communicated to the three bodies which constitute it, each of them always remaining free to make their own the conclusions of the committee or to return them to it accompanied by counter-propositions.

In order to enable the International Study Committee to

act as an information centre when a practical operation is undertaken, the Secretariat of the League of Red Cross Societies, acting as headquarters of the Committee, and after consultation with the Chairman of the Committee, will communicate to all members the appeal issued by the Red Cross calling for international intervention on behalf of disaster sufferers. It will similarly communicate to them any other information regarding Red Cross activity in which the help of private aeroplanes might be useful.

The President of the International Air Federation will decide how far the information communicated to him by the Committee shall be passed on to private aero-clubs. He will make such recommendations as he considers useful regarding the part which might be played by private aeroplanes in each case, and will advise the League Secretariat of the action taken in this respect.

II

AERIAL RELIEF OPERATIONS

The complete list of tasks to be accomplished in which the Red Cross needs means of transport such as aviation for the purpose of carrying on its work of disaster relief is somewhat difficult to establish, the nature of a disaster being precisely unforeseen. However it is possible to give the following examples, as being the most frequent needs :

a) *Transport of the sick.* — There is no question here of daily and regular transport of patients by air to medical centres, the utilisation of large aeroplanes built especially for this purpose, of military machines or those belonging to commercial lines, and even of small touring planes transformed into ambulance planes. It is in case of a catastrophe, when facilities of this nature are not available, that the Red Cross hopes to be able to benefit by the services of private aviators and their touring machines, built in such a way, if possible, that they can carry a patient lying on a

stretcher, or at least under the least painful and least dangerous conditions. In order to be able to secure and keep the confidence of the public, these trips should only be carried out under the safest conditions, following the directions of a doctor, and with experienced pilots.

b) *Transportation of doctors, nurses and relief personnel to the scene of the disaster.* — This work requires great rapidity of execution, to which the aeroplane lends itself especially well. It must not be forgotten however, that following a disaster, such as flood or earthquake, landing is sometimes impossible or at least very difficult. There is a whole series of problems to be solved here. Though it may be perhaps premature to recommend it generally, the relief personnel may remedy the situation in certain cases by using parachutes.

c) *Supplies of food and medicines.* — This provision of supplies for which the aeroplane is particularly suited, may be done either by landing at the place of the disaster or by dropping packages by means of parachutes specially made for the purpose. This second method requires special preparation. It is to be hoped that the Aero Clubs and the Red Cross headquarters possess a stock of parachutes immediately available in case of need. Experience has proved that the most practical and the most easily handled are eight metres square with a maximum weight of 10 kilograms. Packages can also be dropped without parachutes, but in this case, the packing must be done so as to take into account the fragility of the contents and the shock of landing.

d) *Reconnaissance flights.* — These flights, in time of disaster, constitute one of the most important tasks that aviators can accomplish in the field of Red Cross relief work. Nothing gives a clearer and more complete view of the situation than the general view obtained from an aeroplane. The population affected is always inclined to exaggerate the extent of the damage and give false estimates. Experience

and a thorough study will enable decisions to be made in regard to the height at which these flights should be made, and to decide whether the observer should be a Red Cross expert, who may perhaps lack aeronautical experience, or a pilot who may perhaps not be able to estimate the damage and the needs of the sufferers.

e) *Flights to establish communication with populations isolated by ice or as a result of a disaster.* — This communication will be established by dropping short and precise messages to the people indicating the establishment of a code, established in advance, or adapted to the circumstances, and which will enable them to signal to the pilot by means of light coloured strips of cloth laid on the ground, the most urgent needs which must be met.

f) *Search flights, to find people lost in the desert, in the mountains, or in the polar regions.* — Here again, it is a question of reconnaissance flights, of communication and supplies either of food or medicines. The organization of such expeditions requires a special study of each case. The task to be accomplished is often complicated by the fact that the accidents are, most of the time, provoked by atmospheric conditions equally unfavourable to aviation. The same remarks apply to aerial relief in cases of cyclone, earthquake, tidal wave, etc.

g) *Search flights to find vessels wrecked or caught in the ice.* — It is sometimes a case of establishing connection with the coast by means of a cable. This operation is effected in flight by means of two little parachutes fixed to the two ends of the cable, one of which is dropped on the coast and the other on the deck of the vessel from a height of 3 or 400 metres.

h) *Flights for the purpose of disinfecting contaminated ground.* — These flights should also be mentioned, although not entering definitely into the field of activity of the Red

Cross. The fight against epidemics is rather the concern of the Government; a private organization cannot undertake the necessary measures. However, at the request of the Government, the Red Cross may also render great service in this field in collaboration with private aviation. Competent specialists will direct the method of procedure so that this disinfection will present no danger to the population. It is to be expected that it will be much used in the future and aviators have a very interesting problem to solve.

i) *Flights effected for the purpose of stopping inroads of insects by gas.* — The same remarks as above, with this difference, that the gas projected presents less danger to the population than the disinfectants. It is not only a question of combating grasshoppers, but also microbes, which attack the crops and the forests. In certain countries, such as Germany, America and Russia, there are laboratories where special gases are made to combat each one of these pests.

III

AVAILABILITY OF PRIVATE AVIATION IN MATERIAL AND PERSONNEL

In order to draw the maximum of effect from the advantages presented by aviation, an advance organization is necessary. The first condition is rapidity of execution. In case of need it should be possible to have immediate use of an aeroplane and its pilot, which involves arrangements having been made in advance.

The collaboration between a national Red Cross Society and an Aero-Club will have as its first object to establish in what manner and to what extent the Red Cross can have recourse to private aviation for its work of relief.

A call plan will be established by the Red Cross specifying the terms in which every demand should be formulated, in order to avoid misunderstandings, and permit the Aero-Club to decide, with full knowledge of the facts, whether the

flight may be made, taking account of the technical considerations.

The Aero-Club will provide a list of the machines available and the hours when each of its pilots may be called upon.

In case of emergency the Red Cross will warn by telephone the aviation officials solely qualified to decide whether the flight can take place and under what conditions it should be effected. It is by establishing carefully the role of the competent persons and the responsibilities of each group that loss of time will be avoided.

A private aeroplane will only be requested for a particular task, when no other means of transport will be available, or when the work cannot be so well accomplished otherwise.

Every request should emanate from the national Red Cross society, from an organization recognised by the Red Cross, or the national air organization, from an official authority, a doctor, or, as the case may be, a person presenting the necessary guarantees.

The justification of the request will be submitted to the control of the body designated for this purpose by the Red Cross, which will transmit it to the national air organization.

IV

REIMBURSEMENT OF EXPENSES AND INSURANCE

All transport of the sick by aeroplane under the auspices of the Red Cross should, in principle, be done free of charge. However, in the case of solvent persons, the reimbursement of expenses may be claimed.

In such cases, the tariff for paid flights should be fixed in advance and calculated, if possible, so as not only to cover the actual expenses, but to permit of the creation of a small fund in reserve, destined to reduce the expenses incurred by flights made without charge or at reduced rates.

Missions, other than the transport of the sick, and within the field of aerial relief will, in principle, be carried out free of charge. However, the Red Cross should reimburse the private pilot for the expenses of the flight, in the same way as it pays for — although often being given the benefit of special rates — the transportation of relief supplies by railway. The fact of reimbursing a pilot for the expenses of gasoline and insurance, the use of his material and even the loss of his time, cannot be considered as payment for services rendered. It is only just that a pilot, who puts his time, his machine, and often his life, at the service of his fellows, should have his expenses paid, through the contributions of those who often give to the relief work of the Red Cross a very small amount of their superfluity.

The question of insurance for the pilot, the machine, the passenger and the material transported, will also be fixed in advance by agreement between the two organizations.

V

TRAINING FLIGHTS FOR NURSES

Training nurses for air ambulance work

The League of Red Cross Societies has made a thorough study of this question. While realizing the difficulty of establishing rigid rules, it has worked out regulations concerning the institution of a certificate for air ambulance nurses, which has been approved by the International Study Committee on Aerial Relief and by the International Air Federation and the Board of Governors of the League.

To obtain a certificate for air ambulance service the candidate must :

- 1) Be a State Registered Nurse or possess the diploma (superior) of the Red Cross.
- 2) Have a medical certificate given by the Chief Medical Officer of the Medical Centre for Civil Aviation.

3) Have completed a minimum of five hours of flying with a qualified flying instructor, followed by an uninterrupted flight of a minimum of two hours under varied weather conditions and at different altitudes.

4) Have passed an examination in the following subjects:

History of Air Ambulance Service

General organization of air ambulance services

The influence of altitude on the normal individual

Abnormal symptoms noted during flight

Reasons against transport by aeroplane

Construction and adaptation of aeroplanes for the transport of sick and injured

General regulations concerning air ambulance service.

This certificate, which can take the form of a diploma or of a visa on the nurse's card, should only be given after agreement between the National Aero Club, member of the International Air Federation and the National Red Cross Society, by one or other of these organizations or by both.

The regulations in question require that the nurse must have a State diploma or a superior Red Cross diploma, certifying that she has the necessary professional knowledge and experience to accomplish her work as a nurse. They also require that the nurse shall have acquired sufficient experience of flying to permit her to carry out her duties during the transport by air, that she know the elements of aviation and its medical aspect in order to be able to accomplish intelligently the task entrusted to her.

It is not indispensable for the nurse to have a pilot's licence, but if she has been able to obtain this, as well as a navigator's certificate, she will be capable, when the circumstances require, of rendering great service to the pilot himself. She will have acquired not only the discipline of a nursing school, but also that of an aviation school. She will have acquired the habit of acting with good judgment in

emergencies. If the condition of the patient permits, she can relieve the pilot by taking his orders or helping him to navigate. In case of a forced landing she will be able to help him also with small repairs; in short she will be a valuable assistant to the pilot.

VI

FACILITIES TO BE GRANTED TO PRIVATE AVIATORS

In order to contribute towards the prompt functioning of an air ambulance service assured through the voluntary co-operation of private aviators grouped in national aero clubs, it is important that the two international organizations of the Red Cross and aviation, through their national liaison bodies, endeavour to obtain certain facilities for their aviators, as compensation for the sacrifices they may make.

The facilities may consist of :

1) Governmental prizes awarded for the purchase of private aeroplanes specially constructed with a view to their utilization for aerial relief. This form of governmental subvention has already been applied with much success in some countries. It encourages not only the purchase of similar machines, but also their mass production. It may be recalled that this adaptation is very simple since it consists chiefly of the establishment of a door sufficiently wide to allow of the entrance of a patient lying on a stretcher.

2) Prizes from private sources : If governments have considered it valuable to institute prizes to encourage the construction of ambulance planes, it is no less justifiable to secure private resources for this purpose. There exist already in some countries gifts and legacies especially for the encouragement of aerial relief. These could, in future, be used partly for the construction of the above described machines.

3) Landing facilities : The International Air Federation has already obtained in a number of countries, free landing for touring planes belonging to members of affiliated clubs. It is desirable that these facilities may be granted also, on a

in the field of aerial relief, whether the pilot lands in his own country or a foreign country.

large scale, to all landings of aeroplanes carrying out a duty

4) Reduction or exemption from taxes : After study of the legislation in force in each country, it is recommended that the Aero Club and the national Red Cross Society take steps with the authorities with a view to obtaining a reduction or waiving of the taxes at present levied on private aviation. From the moment when the latter is put at the disposal of the Red Cross to carry out humanitarian work it is fair that it should benefit by the same advantages enjoyed by every other organization recognised as a public utility.

5) Facilities for the purchase of fuel and for obtaining repairs : The possibility of obtaining facilities of this nature obviously depends also on the national legislation and decrees. The International Committee for the Study of Aerial Relief can contribute usefully in this matter by collecting information on the experiments made in certain countries and putting it at the disposal of its members.

VII

EXTENDED CUSTOMS FACILITIES

The crossing of frontiers is a problem that should find its solution in the international field. It therefore falls within the competence of the International Committee for the Study of Aerial Relief, and requires thorough study by it.

Conventions and special arrangements between Governments and the customs authorities would be necessary to allow pilots carrying out a flight for relief purposes to cross frontiers without stopping. These formalities entail

long procedure. In the meanwhile they must use the system of cards, which is moreover not very complicated. On the other hand, when a great disaster, such as an earthquake or a flood, strikes several neighbouring countries at the same time, these may, by special regulations authorise the crossing of frontiers without formalities during the whole course of the relief work. Similar needs will thus have created a bond between countries separated, in normal times, by political barriers.

VIII

TRAINING COMPETITIONS AND PRIZES

All the tasks which may be entrusted to private pilots and which are mentioned in section II, will need special training, and their planes will need to be adapted for the purpose. The national air organization and the national liaison body should encourage pilots by organising special training flights and by facilitating their participation in Red Cross demonstrations and in military manœuvres.

Some aspects of air ambulance work lend themselves specially to the organization of competitions in the form of reconnaissance flights, liaison flights, flights in the course of which messages must be dropped, and the preparation of a report on observations made.

Pilots who perform specially meritorious work in aerial relief, or accomplish an act of courage will be rewarded with the award of a diploma, a medal or other mark of distinction according to regulations established in advance by the *national* liaison body.

Along these lines, the International Committee for the Study of Aerial Relief has already participated in the organization of conferences, demonstrations and international competitions. It has also considered the creation of a prize for training competitions and medals for merit of an *international* character.

IX

**FIRST INTERNATIONAL TECHNICAL CONFERENCE
ON AERIAL RELIEF WITH DEMONSTRATIONS
AND TESTS**

The International Committee for the Study of Aerial Relief was happy to join in the initiative taken by the President of the Hungarian Red Cross, H. E. Dr. Elemer de Simon, in convoking at Budapest from June 11 to 14, 1937, the first International Technical Conference on Aerial Relief with demonstrations and competitions.

The conference was attended by about a hundred delegates representing 14 international organizations as well as national Red Cross Societies and the Aero Clubs of 28 countries.

The object of the demonstrations and tests was the transport by air of patients, medical personnel and material; the dropping of packages by means of parachutes and the placing of a cable to rescue a wrecked ship.

In his capacity as President of the technical commission, General Schickele, Medical Officer, resumed as follows the experience gained on this occasion :

"The technical Commission on demonstrations and tests is very satisfied with the results obtained in the various demonstrations and competitions that it has examined.

The machines which were entered presented characteristics which made it difficult to compare them with each other.

From the point of view of ambulance arrangement, in the class of permanent air ambulances, the Italian CAPRONI gave an almost perfect realization of the problem presented. The solution that it represents is at the same time logical, rational, practical, elegant. I might say almost artistic, all the details having been so happily studied and dealt with, in the endeavour to approach perfection. This machine is perfectly fitted for all relief missions and it should be able to render the greatest service wherever it is used.

I must say, however, that its capacity, its power, its very complete equipment in ambulance material make it an instrument so luxurious that its cost and the cost of operation reserve it almost exclusively for the special needs of government service where such considerations do not enter. It would be very expensive, and no doubt difficult to use it, commercially speaking, especially for missions on which only two or three patients are carried.

Such as it is, it realizes none the less a remarkable effort which may often be imitated, sometimes equalled, but very rarely surpassed.

The FOKKER VII, Hungarian ambulance, is closely related to its brother, the CAPRONI. Like it, it derives from the large carrier, and if its equipment is less luxurious, its capacity and power less, it has a carefully studied installation and responds to the aim sought. Its arrangement for placing and fixing a stretcher of normal type is particularly ingenious and is worthy of adoption.

These two aeroplanes demonstrate brilliantly with what facility heavy transport machines, whether for war or passenger service on commercial lines, may be transformed into excellent ambulance planes, either permanent or temporary.

The British air ambulance MONOSPAR is far from being without interest. Intended for a single patient, lying down and accompanied by a convoyer, containing a small, but sufficient amount of medical material, in which nothing essential has been forgotten, it represents an economical and commercial solution of the permanent air ambulance problem. On this account it commends itself to users needing to arrange for the transport by air of a patient lying down, at a reasonable cost.

Only France presented three machines in the class of transformable air ambulances. These are three CAUDRON-PELICAN of the same type and with the same equipment, save for a few slight differences in each. The basis is a touring plane with four seats. Two of these, placed one behind the other, can provide a stretcher for a

patient by the transformation of the chairs according to a method devised by Dr. Crochet.

A convoyer can be accommodated on board and is provided with a small but sufficient equipment for care during flight, packed in a case.

It is strange that this system did not attract other competitors and bring out other solutions which it would have been interesting to compare with each other.

Nevertheless it is a formula of the future for, in times of peace and for countries where evacuation by air will not be of frequent occurrence, the transformable plane constitutes the most economical and advantageous solution. The aero clubs, private individuals interested in air ambulances such as doctors, male and female nurses, commercial lines, will not fail when the clientele makes greater demands, to own aeroplanes capable of transporting a patient lying down.

It is to be hoped that future tests will bring to this phase a larger contribution to the solution of transforming the aeroplane into an air ambulance.

The dropping of medical supplies from aeroplanes in flight by means of parachutes provided results of surprising accuracy.

Evidently the very favourable atmospheric conditions under which the tests took place must be noted and taken into account.

It must be admitted that similar results might not have resulted in bad weather, which is often prevalent when relief has to be taken by air to isolated people who cannot be reached in any other way. Would not this bad weather often be a reason for preventing the aeroplane from landing and would justify the use of parachutes? Great deviations must be expected and there would be risk of not hitting the mark.

There was a regular fusillade from aeroplanes. The bombers that did not have parachute difficulties since their projectiles fell freely, took time to perfect their method of shooting. It will be the same in regard to shooting by parachute. It also presents a problem justifying a special

technique. Further study seems very necessary in order to determine the best conditions with a view to assuring precision in dropping medical and relief material. Perhaps one can profit from the results obtained by military parachutists, so much in favour in certain countries, and the technique of which will certainly be perfected with experience. It will be consoling to think that this time again, as in the case of the air ambulance, the progress made for the purposes of war may serve the works of peace.

It is a pity that Dr. Crochet could not carry out his project of dropping by parachute with delayed opening, a complete wireless outfit, sending and receiving, ready at once to be put into operation over a range of 100 kilometers. This is a very modern and very interesting method of enabling isolated people to maintain permanent contact with the rest of the world and to give all necessary information about their position, their condition and their special relief needs. This will be an experiment to be made in the future for it enters fully into the programme of aerial relief which can then be carried on with full and complete knowledge of the situation.

The connection between an isolated point in space and terra firma, by means of a cable thrown from an aeroplane was crowned with complete success. It is a little paradoxical that the two contestants who had more especially studied a rational arrangement of throwing should have been disqualified. Did chance play a rôle in this competition? One might think so.

Aviation technicians considered the operations risky, even dangerous. It was to be feared that the cable, towed by the machine, might get entangled with the rear parts and endanger the stability of the machine to the point of causing a crash.

In truth, the fine weather which lasted during the test is perhaps the cause of the success obtained.

Once again, bad weather must be considered, which prevails nearly always when there is rescue work to be done. Keep in mind deviations, also that low flying will be

impossible especially at sea when high waves will threaten the planes; think of the movements of a rope, plaything of a violent wind, liable to beat on the ground or the waves or get rolled around the stabilizers.

Wisdom demands that the happy results obtained be not considered definite, and that the question be closely studied in the light of fresh experience. The problem cannot be considered as solved and the regulations of the competition need to be revised for future tests. It is not sufficient to throw a rope; it must be kept in place until it is caught. The wind, the waves, act upon it; the use of a special arrangement for holding it is needed, which was not foreseen.

In the opening session of the First International Technical Conference on Aerial Relief, the President, H.R.H. the Archduke Josef-Franz, pointed out to the delegates the opportunity for serious work. His appeal was heard. An important work has been accomplished; it has been marked by excellent results which promise well for the future. Under the great and noble sign of the International Red Cross, the wings have demonstrated the possibility of rendering real and effective aid in circumstances where other means were impossible. A new step forward has been taken along the road of fraternity and human solidarity and we have the right to rejoice at this and congratulate all those who have contributed to its success."

It is hoped that the happy example given by the Hungarian Red Cross may be followed in the national and international fields.

The International Committee for the Study of Aerial Relief is greatly encouraged in its task by the mandate which was entrusted to it in the following terms by the First International Technical Conference on Aerial Relief:

"The Conference thanks the International Committee for the Study of Aerial Relief, composed of representatives of the League of Red Cross Societies, the International Air Federation and the League of Red Cross Societies, the

International Air Federation and the Standing Committee of International Air Ambulance Congresses for its efforts and urges it to persevere in them;

It expresses the hope that, under its auspices, similar international meetings may take place in the future, so that aerial relief may advance more and more along the path of practical realization for the greater benefit of mankind."

* * *