

on to RAF Cranwell in 1929—the year Richard Byrd succeeded in flying over the North Pole. The RAF gave him ample opportunity to develop his interest in flying. In 1930 he was posted to India and flew out in his own Gypsy Moth. A year later, in the same aircraft, he made the record solo return flight to England in four-and-a-half days—a remarkable achievement in 1931.

His interests turned to the problems of polar flying at the time when Gino Watkins's first British Arctic Air Route Expedition was in Greenland exploring the possibilities of a north polar route from England to Canada, the USA and the Far East. This presented John Grierson with the kind of challenge that he loved. The problems were formidable, but he succeeded at the third attempt in making the first solo flight over the Greenland ice sheet to Ottawa in a Fox Moth seaplane in 1934.

In 1939 he joined Hawker Siddeley where he was the test pilot chiefly concerned with the flight development of Frank Whittle's jet engine in the Gloster E28 aircraft—later to become the Meteor, the world's first jet-engined fighter and forerunner of our present military and civil jet aircraft. In 1946, with two Walrus amphibian planes, he joined a Salvesen whaling factory ship to explore the use of aerial survey in the Antarctic. From 1950 to 1962 he was with the de Havilland Aircraft Company, which enabled him to continue to fly worldwide. With the US Air Force he revisited the Arctic and Antarctic, including both the South Pole and the South Magnetic Pole. He made his home in Guernsey in 1964 where he continued to enjoy flying his own twin-engined plane.

He was the author of a number of books: *Through Russia by air*, *High failure*, *Jet flight*, *Air whaler*, *Sir Hubert Wilkins*, and *Challenge to the poles*. His last, *I remember Lindbergh*, is to be published in autumn 1977.

At the time of his death he was the main speaker at a National Air and Space Museum Symposium in Washington on the 50th anniversary of Charles Lindbergh's first solo flight from New York to Paris. In his memory the National Air and Space Museum has announced the foundation of an annual John Grierson Memorial Lecture—an honour much deserved.

A Fellow and former member of the Council of the Royal Geographical Society, a Friend of the Scott Polar Research Institute, a skilled and courageous airman with an unflinching zest for life, he will be remembered as a pioneer pilot who contributed so much to the development of aviation and air travel.

W. E. Hampton

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Polar Record, Vol 18, No 116, May 1977, p 521, line 4. Stallworthy did indeed find the first trace of the lost German Arctic Expedition led by Dr Krüger, but not the only trace. Canadian field parties subsequently found two other records, at Cape Bourne in 1954, and at the north end of Meighen Island in 1957. Line 21, for Inspector Joyce read Inspector Joy.