

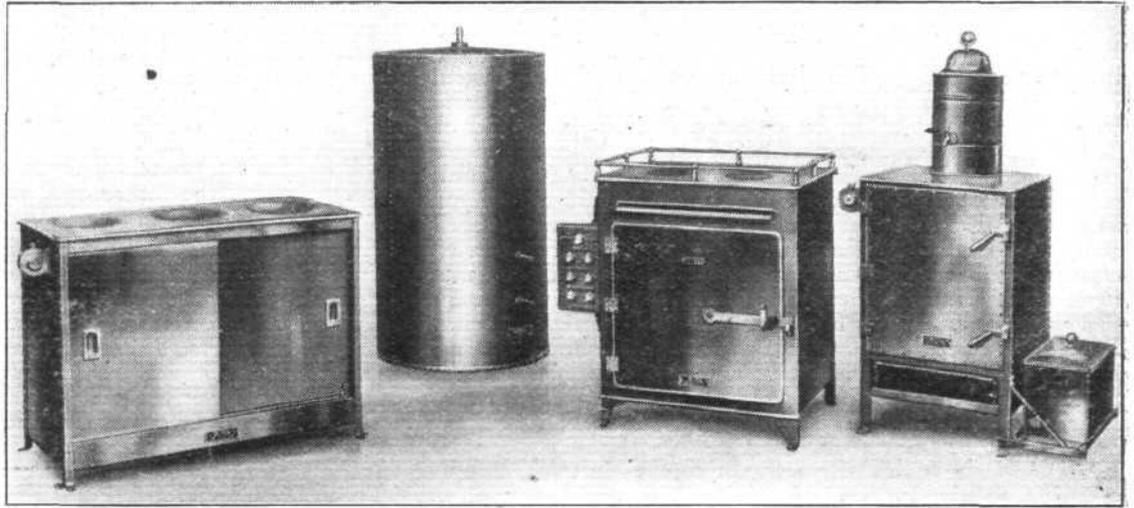
ELECTRIC COOKING EQUIPMENT FOR R.101

WHEN the new British rigid airships commence their long journeys to distant parts, the passengers will, of course, have to be fed, and the provision of suitable meals — other than "tinned" fare—means cooking on board, as on ocean-going liners. The Automatic Telephone Manufacturing Co., Ltd., Strowger Works, Liverpool, makers of the well-known Xcel electric domestic appliances, have just completed the manufacture of a special light-weight electric cooking and water-heating installation for the new British Government airship R101, now under construction at Cardingto, and the following brief particulars may be of interest.

The problem set by the Air Ministry, by whom the equipment was ordered, was no light one. Cooking accommodation for 100 persons was specified, the complete installation being restricted as to maximum permissible weight and electric power available for this specific duty. Furthermore, due to the proximity of large volumes of inflammable hydrogen, all elements had to be rated for low-current density, ensuring "black" heat at full load and an absence of risk of ignition of any escaping gas. To this end also, all switch controls had to be of special design, in flame-proof enclosures, following the usual procedure for safeguarding electrical apparatus in collieries.

The equipment—into the construction of which duralumin, the light-weight alloy, largely enters—comprises five separate items. The cooking range has four boiling plates and an oven, 24 in. by 24 in. by 18 in. The two back boiling plates are each 8½ in. diameter and of 1,500 watts loading, while the front plates are each 7 in. diameter and loaded to 1,000 watts. All are totally enclosed and constructed on the latest "Xcel" high-efficiency principle, whilst the hob-plate is surrounded by a guard rail to ensure the stability of utensils placed upon it.

The oven has two heating elements, each of 1,250 watts, and the entire range is wired for three-heat control through the medium of a totally enclosed control switchbox, the supply being, at 220 volts, 100 cycles alternating current. There are three sliding-rack shelves in the oven.



The Electrical Cooking Equipment for R. 101, comprising (left to right) hot cupboard, hot-water tank, oven, vegetable steamer and tea urn.

A vegetable steamer with a capacity 18 in. by 22 in. by 24 in. is equipped with elements giving a total loading of 1,500 watts, and is furnished with single heat control. It is fitted with removable wire tray baskets. A ball-valve tank is attached to the right-hand side of the steamer for maintaining a continuous supply of water to compensate for the evaporation loss.

A hot-cupboard measuring 3 ft. 6 in. by 1 ft. 10 in. by 2 ft. 8 in. is heated by elements totalling 2,000 watts, and is equipped for single-heat control. It has sliding doors, perforated metal shelves, and the top is recessed to function as a carving table and to facilitate the retention of plates, etc., placed upon it.

To ensure a supply of hot water for dish-washing, etc., a 40-gallon cylindrical hot-water storage tank is provided. It is equipped with three immersion heaters, one of 1,000 watts and two of 750 watts loading, making a total of 2.5 kw.

Smaller demands for tea, etc., are met by a 3-gall. Xcel urn, equipped with two 750-watt units, protected against burn-out in the absence of water by a thermal cut-out connected in series with their common junction.

Having regard to the importance of weight limitations, it is interesting to record that the total weight of the completed equipment worked out within 10 lbs. of the limit set by the Air Ministry. The whole of the above equipment was designed and manufactured by the Automatic Telephone Manufacturing Co., Ltd., at their Victor Works, Liverpool, to the requirements of the Air Ministry.



London Chamber of Commerce and Aviation

A CIVIL Aviation Section of the London Chamber of Commerce was formed on July 3 at a meeting which was representative of all aviation interests. Lord Herbert Scott, who is President of the Chamber, presided at the outset, and amongst the interested personalities present were Lady Bailey, Sir Samuel Instone, Col. The Master of Sempill, Mr. A. S. Butler and Sir Harry Brittain. During the proceedings Sir Harry Brittain was elected Chairman of the Section for the first year, and Mr. A. S. Butler and Col. The Master of Sempill, Vice-Chairman, whilst Sir Charles Wakefield was one of a large number who were appointed members of the Standing Committee. We shall give further details in the near future of this progressive formation which should do so much in the interests of aviation.

Hull Municipal Airport

HULL'S Municipal Aerodrome, a 206-acre site, four miles from the centre of the city, will be officially opened by H.R.H. Prince George on October 10. The aerodrome has been leased to National Flying Services, Ltd., who will be ready to operate by the opening date. Two miles further east on the river front Hull has acquired a seaplane base, with accommodation for land and sea machines.

An air pageant is to be staged for the official opening in October, and the main item on the programme will be a display by a squadron of R.A.F. fighters. Many airmen have been invited and several of the aircraft firms have promised to send demonstration machines. The co-operation of the various flying clubs is being sought, and there will be a light aeroplane race for which three trophies and a special cup for club entries are to be offered. There is also to be a landing-on-time competition as part of the Civil rally and two cups will be put up. The prizes will be presented by Prince George during the afternoon. The full band of the R.A.F. has been engaged, and Hull hopes to start off its career as an air port in convincing style. Messrs. Blackburns, whose works are at Brough, just outside Hull, are rendering excellent help and are providing accommodation for visiting machines. The Air Minister has accepted the City's invitation to be present. Further information about the pageant, etc., will be given by the Hon. Secretary, Mr. M. Goulden, *Evening News*, Hull.

Municipal Aerodromes

THE Bristol City Council have decided to proceed with a scheme for their municipal aerodrome at Whitchurch, close to the city. It is estimated to cost £13,200. The Carlisle City Council have also decided to purchase 260 acres of land close to the city for use as an aerodrome.