

R.101's FINE FLIGHT

OWING to unfavourable weather last Saturday—low clouds and high winds—the proposed flight of R.101 with 20 members of the House of Lords and 80 members of the House of Commons, and other passengers (which would have totalled between 170-180 people) had to be postponed at the last minute. Members turned up at the House ready for their trip, and some disappointment was caused when the Air Ministry announced that the flight

took up the mooring cable at 3.50 p.m., mooring operations being completed at 4.40 p.m. Thirty-two passengers were carried, including a number of Air Ministry and research officials.

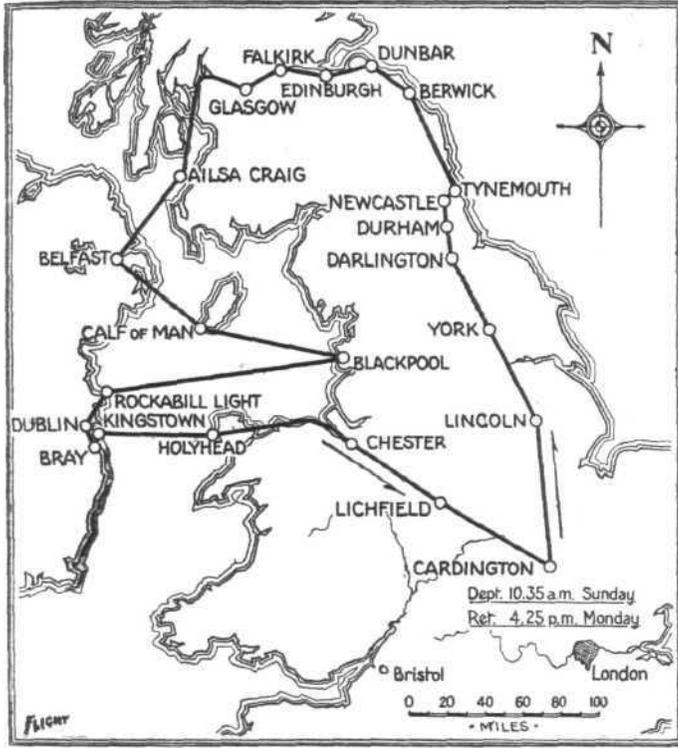
On November 17-18 the R.101 made a magnificent flight of over 30 hours' duration—the longest she has yet made—during which she flew over England, Scotland, Ireland and Wales. The log of the flight was as follows:—*Sunday*, November 17: 10.35 a.m.—Left mooring tower at Cardington; 1 p.m.—Over Scampton, near Lincoln; 4 p.m.—Durham-Newcastle-Tynemouth; 6 p.m.—Berwick-Dunbar-Edinburgh; 8 p.m.—Glasgow-Firth of Clyde; 9.15 p.m.—Ailsa Craig-Belfast. *Monday*, November 18: 1 a.m.—Off Isle of Man; 4 a.m.—Blackpool; 8.15 a.m.—Dublin-Kingstown; 10 a.m.—Holyhead; 11 a.m.—Llandudno-Chester; 1 p.m.—Lichfield; 4.25 p.m.—Cardington. Over Scotland very bumpy weather was encountered. Between the Isle of Man and Blackpool extensive turning trials were carried out. On reaching the English coast on the homeward journey fog was encountered, which became thicker over the Midlands. At Rugby, only the tops of the great 800-ft. wireless masts could be seen above the fog. In spite of the mist at Cardington, the mooring ropes were successfully picked up, and the R.101 was locked home on the mast in 45 minutes.

Later, in a statement to a Press representative, Major Scott said:—

"The R.101 behaved splendidly. She has finished her acceptance tests, and any further trials will now be for our information. We set out to go through certain turning tests—that is, measuring bends at different angles of the rudder. The airship passed these admirably.

We flew at an average speed of about 60 miles an hour. We had fuel on board to last for at least another 36 hours' flight. The fog gave us no trouble at all, except slightly to curtail our trip. We did not want to land in the fog and darkness, so we decided to return sooner than we first thought.

We all had plenty of sleep, and a very good meal at mid-day to-day. The meal consisted of soup, roast chicken and bacon, castle pudding, cheese, and coffee. It is far colder here than it was in the air. We saw the people in Glasgow and Edinburgh quite distinctly, and also leaving Belfast. We seemed to create quite a stir when passing over the towns. We flew at an altitude of between 1,000 and 1,500 feet. Our positions and directions were picked up by wireless from the ground. We ran into a few rainy patches, but there was nothing serious. I went to bed at midnight, when the ship was in charge of Flight-Lieut. Irwin."



Sketch map of the course followed by R.101 during her 30-hour cruise.

was "off." Weather conditions being favourable, the flight will be made next Saturday.

The R.101 went for a short instructional cruise over Bedfordshire and the neighbouring counties, on Thursday afternoon (November 14). She left the mooring tower at Cardington at 1.54 p.m., and, after passing over Bedford,



CONSOLIDATED: The Type PY-1 "Admiral" monoplane flying-boat, fitted with two 450-h.p. Pratt and Whitney "Wasp" engines, constructed by the Consolidated Aircraft Corporation of Buffalo, N.Y. A similar machine, a 22-seater commercial model (type "Commodore"), was recently delivered to the New York and Rio and Buenos Aires Line, Inc., for operation on the air service between New York and Buenos Aires. It formed the first of a batch of 12 ordered, and was named "Buenos Aires," by Mrs. H. Hoover. The commercial models are equipped with 500-h.p. Pratt and Whitney "Hornet" engines.