



On the gallery or top deck. The saloon is below. A A : The gallery. B : Double staircase down to saloon. C : Passage to upper balcony. D : Passage to lower balcony. E E E : Entrance to cabins. There are similar cabins on the second deck. F : Passengers at lunch table in saloon. (FLIGHT Photo.)

23 ft. longer but less by 1 ft. in diameter than her sister will probably not attract attention.

A Visit to Howden

On Thursday, November 28, representatives of the press were invited to view R 100 in her shed at Howden. It was a miserably wet day, and everyone was glad when they got inside the huge shed, though as a matter of fact the rain was pouring freely through one section of the roof. Sir Dennis-

toun Burney received and entertained the visitors, and a member of the design staff conducted them round the shed and explained various points of interest.

Inside the shed it is impossible to get a complete view of the silver monster which fills it. Remembering some sensational stories which have appeared in the press, one was rather relieved to see no sign that hacksaws had been at work on the shed to make room for the airship to be moved out.

MAIN DIFFERENCES OF THE TWO AIRSHIPS

R 100

R 101

Estimated lift 156 tons	150 tons
Length 709 ft.	732 ft.
Maximum diameter 133 ft.	132 ft.
Height, including control car 133 ft.	140 ft.
Number of longitudinals 16	15 main and 15 intermediate.
Number of gas bags 15 (No. 15 is connected to No. 14)	16
Number of transverse frames 15	16
Fins and flaps Three of 3,100 sq. ft. Bottom one 2,100 sq. ft. Rudders unbalanced. Elevators balanced.	Four of 2,200 sq. ft. each. All flaps balanced.
Girders Duralumin strip wound into tubes with overlap riveted	Main girders stainless steel with duralumin webs or cross tubes and steel wire bracing.
Transverse frames Frames 2 ft. 6 in. diameter, radially braced by wires with axial girder	Frames 10 ft. 6 in. diameter, stiff and unbraced.
Gasbag wiring Mesh panels	Parachute system.
Power cars Three cars each with two engines, pusher and tractor	Five cars with one engine each.
Engines Six Rolls Royce Condor " A " 660-h.p. petrol engines	Five Beardmore 585-h.p. compression-ignition.
Reversing system The three pusher Condors have gear boxes for reversing the propellers	Designed for variable pitch propellers. At present port forward engine drives astern.
Cover tautening Is pulled in by tapes and wires	Is pushed out by 15 reefing booms.
Living coach Three-deck structure slung between frames 5 and 6	A two-deck structure of two bays slung between frames 6 and 8.