

been permanently engaged as part of the crew. The electric kitchen did its work very well indeed.

The airship was floating, and was held down by weights. It was absolutely steady. There was nothing to suggest that we were in an aircraft and actually in the air. We might have been in some well appointed restaurant. Though the walls are of buff-coloured fabric, the banisters of the staircase and the pillars which support the gallery, all look astonishingly solid. The wood, very light in reality, is stained a dark mahogany, and the ornamental metal (duralumin) of the banisters is of a very pleasing design.

The design of passenger quarters is of far less importance in an airship than are questions of safety and utility. It will be easy to alter the designs in any future ships, and in both R 100 and in R 101 these quarters are as experimental as anything else about the ships—in fact far more experimental than are many of the features. For one thing, the structures of the ships have been designed by experts, while the quarters have not been designed by professional domestic architects. But none the less, it is this feature which will most interest any passengers who are so fortunate as to make trips in either of these airships. They ought not to expect too much, and I think that in both ships they will have good cause to be satisfied with what has been provided. I think that R 100 is preferable to this extent, that it has more balcony accommodation, and when there is fine scenery below everyone will want to be on a balcony. R 101 is preferable in the ample size of its spacious saloon, as well as in having a separate dining room (with the kitchen on a lower floor) and a separate smoking room. When the view outside is dull or gloomy, I think that R 101 will be preferable. Some passengers may find that in the saloon of R 100 there is too much smell of cooking before and after meals.

The sleeping cabins on both ships are much the same. They are arranged like the cabins on a ship, two-berth and four-berth. But as they have only fabric walls, passengers should look upon them as tents rather than as cabins. The great drawback is that the walls are not sound-proof, and that can also be said of tents—but one can be very comfortable indeed in a tent.

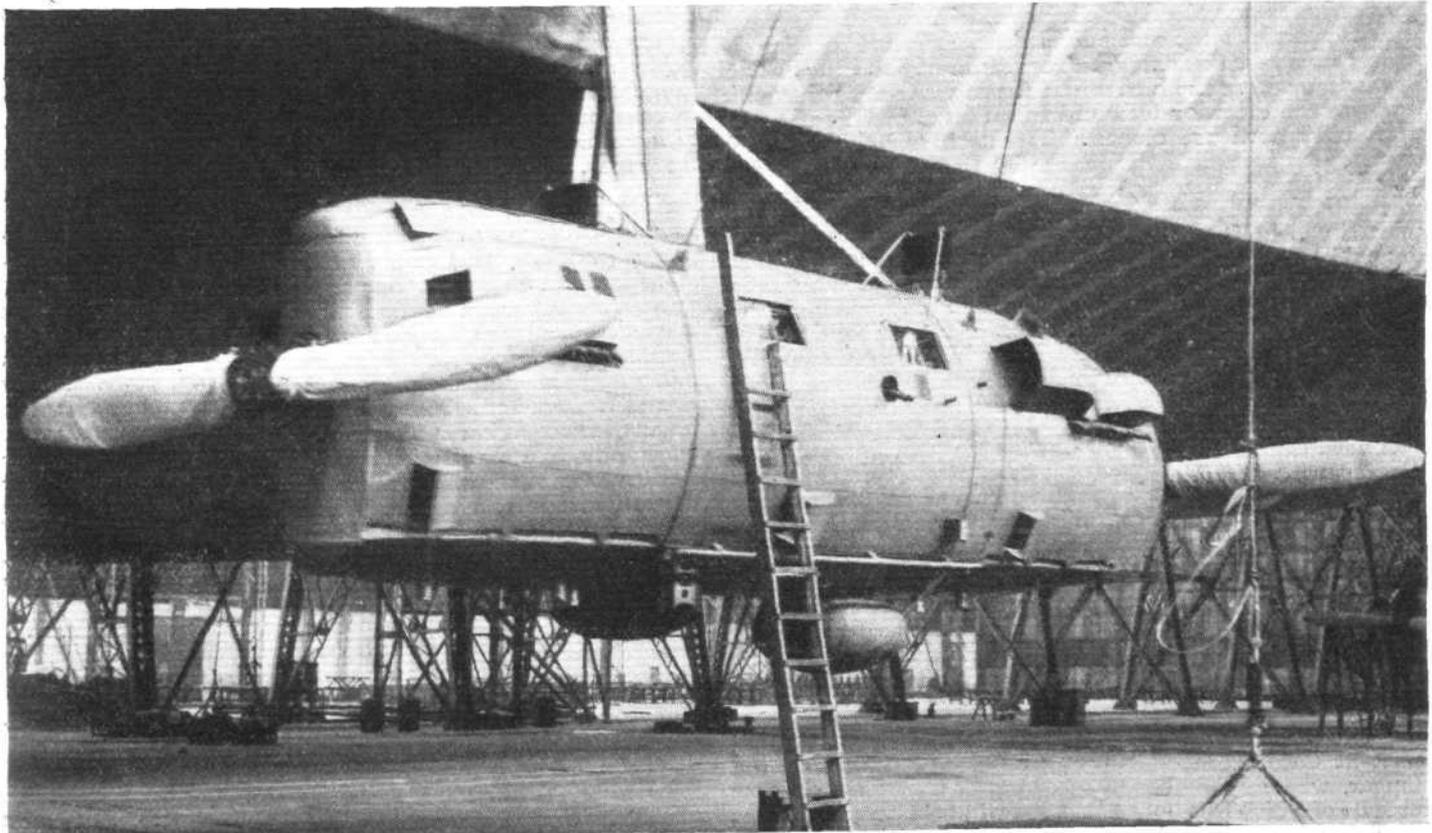
Sir Dennistoun Burney's Speech

When lunch was over, Major C. C. Turner, the doyen of the journalists present, expressed the thanks of all to Sir Dennistoun Burney for the interesting time which they had had.

Sir Dennistoun replied, and in his reply he seemed some-

what downhearted. He told us, to begin with, that the ship was lifting 30 tons of fuel and ballast, and that there were nearly 100 people on board. Yet she had to be held down to the floor by weights. He went on to express his thanks to all who had taken part in the building of R 100, and said that the completion of a piece of work like that always had its sad side. He recalled that someone had dubbed R 100 "the Cupid airship" because some 20 of the workers had married local girls while the work was going on, and he drew a sad picture of these 20 homes, only recently set up, now to be dismantled because there was no more work at Howden. He hinted at the need for more airship research, evidently having in his mind the scheme for an elliptical airship which he has advocated in his book. But he stated definitely that the firm of Vickers would not spend any more money on airship development on terms similar to the contract just completed. R 100 had cost, he said, £440,000 to build, of which the Air Ministry had paid the contract price of £300,000. The capital cost (presumably referring to the cost of the shed, etc.) had amounted to £105,000, towards which the Government had contributed £50,000. In fact, the firm of Vickers, of which the Airship Guarantee Co., Ltd., is a subsidiary company, had contributed £190,000 towards airship development, and they could do no more. He suggested that the Air Ministry should adopt a five years' programme of airship development, the cost of which he estimated at £3,000,000. In support of this suggestion he summarised the arguments in his recent book on the need which the British Empire has for speedy communications, and alluded with approval to the Empire campaign recently undertaken by Lord Beaverbrook.

Afterwards I strolled into one of the balconies with Sir Dennis, and asked him whether smoking would be allowed on board R 100. He would not commit himself, and doubtless his attitude was correct, as Sqdn.-Ldr. Booth had already taken over the airship on behalf of the Air Ministry. But he said that he did not see why people should not smoke on the balcony where we were standing. If smoking on board is deemed unsafe, then R 100 will definitely be less popular than R 101. At the same time, I must say that I personally should feel much happier about going for a trip in R 100 (supposing that I ever have the chance to do so) if smoking is strictly forbidden, although such a prohibition would make me very uncomfortable. We must hope for the speedy production of heavy-oil engines with a weight-power ratio of not more than $3\frac{1}{2}$ to 1. The Germans, I



The port wing engine car. The big strut with fairing serves as a streamlined protected ladder by which engineers descend from the hull to the engine car.