



The "ADI" in flight over "Flight." This view, and the "worm's-eye" view on the previous page, of the "AD" airship were taken from the roof of "Flight" offices during the ship's visit to London on July 25. (FLIGHT Photos.)

an engineer, two riggers, and the two pilots), successfully carried out this difficult operation under the most trying conditions. Here she remained, riding out a gale on one occasion and many severe rain-storms, with complete success until the high winds at length ceased to blow, and she was again able to take the air.

On her flight over London she carried her normal crew and Sgt. Sanson, her engineer (who was once one of the crew of R.33), and in spite of the length of time she has been out in the open, she had enough lift to have carried another person, for the envelope has stood the mooring-out excel-

lently, although much hot sun has played on it, and its gas-holding properties are still good.

At the moment of writing, a Rolls-Royce "Hawk" of 75 h.p. is to be substituted for the present "Hornet," and for this purpose the car is to be taken off the ship and the envelope bagged down.

After certain further flights, she is then off to Belgium to do some advertising work, thus following in the footsteps of the British airships, Naval Airship No. 3, *Beta*, and "SSZI," which visited that country on rather different missions and under unpleasant conditions between 1914 and 1918.



Flying Boats' Summer Cruise

THE Summer Cruise of No. 204 (Flying Boat) Squadron of the R.A.F. this year was along part of the east and south coasts of Ireland. On July 25, three Supermarine "Southampton," under the command of Sqdn.-Ldr. F. H. Lawrence, left Mountbatten, Plymouth, for Dun Laoghaire, Co. Dublin. The English coastline was followed as far as Pembroke, where they crossed the Irish Sea and continued northwards. At Wicklow, a landing had to be made, owing to a slight defect in the oiling system of one of the Napier "Lions," there was a few minutes' delay before they left again for Dublin, where they arrived shortly afterwards. The planes circled the city and attracted considerable attention before landing in the Bay and "taxying" to their moorings in Dun Laoghaire Harbour, the journey having taken approximately 3½ hrs. with a following wind. During the afternoon, a Vickers "Vespa" of the Free State Air Service flew from Baldonnell aerodrome and circled over the harbour in salute to the visitors. On Saturday, the 26th, one machine flew to Invergordon, Cromarty Firth, and was to return the same day, but weather conditions delayed it until Monday. The other machines engaged in short local flights over the neighbourhood on both Saturday and Sunday. A courtesy visit was paid to the officers of the Squadron by Commandant G. J. Carroll, O.C. Army Air Corps, who invited them to visit his headquarters at Baldonnell, Co. Dublin. The flying-boats left Dun Laoghaire for Queenstown, Co. Cork, on the 28th, and completed the journey southward in about 2½ hrs., they were escorted for a short distance by an Army plane. Local flights were made around Queenstown on the 29th and 30th, and the squadron returned to its base at Plymouth on Thursday, the 31st. This is the first time that any R.A.F. machines have visited the Irish Free State since the signing of the Anglo-Irish Treaty in 1921, and therefore aroused a good deal of interest among the inhabitants of the towns visited.

Air Ministry Test of Russell Parachute

WE publish below the Air Ministry test report on the Russell Lobe parachute, 1929 type, manufactured by the British Russell Parachute Co., Ltd., of Stoke Newington. The report reads as follows:—

1. The parachute body in all drops behaved in a satisfactory manner and the descents in varying weather conditions were very steady.

2. A test was carried out with twists in the rigging lines. A 200-lb. dummy was dropped at 1,000 ft. from an aeroplane with an air speed of 100 m.p.h. The parachute fully developed after falling approximately 500 ft. The rate of descent after development was normal to type.

3. *Rate of Fall.*—200-lb. dummy at 1,000 ft. at 80 m.p.h. : Average of 5 drops, 23.267 ft. per sec. ; average time to open, 2 sec. The rate of fall of this parachute is satisfactory. There is reason to suppose that if a larger number of descents had been timed, the average rate of fall would not have exceeded 21 ft. per second.

4. *Shock of Opening.*—One drop from Westland "Witch." 200-lb. dummy at 1,000 ft. at 100 m.p.h. : shock of opening, 1,410 lb. One drop from Westland "Witch." 400 lb. dummy at 1,000 ft. at 100 m.p.h. : shock of opening, 1,750 lb. Three rigging lines pulled away from the periphery during this test.

5. *Development Tests.*—Two drops from Vickers "Vimy." 200-lb. dummy at 1,000 ft. at 80 m.p.h. : satisfactory. One drop from Vickers "Vimy." 200-lb. dummy at 1,200 ft. at 80 m.p.h. : satisfactory. Two drops from Westland "Witch." 300-lb. dummy at 1,000 ft. at 100 m.p.h. : satisfactory. Five drops from Vickers "Vimy." 200-lb. dummy at 3,000 ft. at 75 m.p.h. : satisfactory. (Pack damaged and small hole in silk body during one drop.) Three drops from Westland "Witch." 200-lb. dummy at 3,000 ft. at 100 m.p.h. : satisfactory. (Belt stitching completely broken during one of these drops.) One drop from Westland "Witch." 300-lb. dummy at 1,000 ft. at 160 m.p.h. : satisfactory. Time to open, 2.5 sec. (Harness stitching broken.) One drop from Westland "Witch." 400-lb. dummy at 1,000 ft. at 100 m.p.h. : satisfactory. (Belt stitching broken.) One drop from Westland "Witch." 400-lb. dummy at 1,000 ft. at 160 m.p.h. : satisfactory. (Belt stitching broken.)

6. *Pack.*—It is considered that the method of fitting the rip cord could be improved. The position of the cones is such that they are not easily accessible for examination.