



A "low" from the Bermudas has moved eastwards and made a dent in the western side of the "high." Winds in that area are blowing from the S.E. R 100 got into them and her speed increased to 85 m.p.h.

splendidly, and every message said that everything on board was "O.K." With such comparatively slight variations of altitude, the expenditure of ballast was probably kept down to what was barely necessary to balance the expenditure of fuel. But, as the airship passed through a good deal of rain, she had a valuable means of replacing the expended ballast. Before the airship started, Squadron-Leader Booth had a brain-wave. The panels of fabric between the girders are concave in R 100, though not in R 101. The water which collected on the top panel weighed the ship down, and a pipe was carried up to drain it off. Booth conceived the idea of draining it into his ballast tanks, and in a very short time he collected a ton and a half of water.

In a message despatched on Wednesday morning, the airship reported that she expected to "make landfall," or sight land, at 8 a.m. G.M.T. the next day. The favouring wind enabled her to do much better than that. She actually reached the Straits of Belle Isle at 9.30 p.m. (Eastern Standard time) that same night. That equals 2.30 a.m. on Thursday morning by Greenwich mean time. At that hour she had only used about two-thirds of her fuel supply, so that she was now in a very happy position as regards that vital matter. She followed the northern bank of the Gulf of St. Lawrence. The distance from Belle Isle to Montreal is some 900 miles. She had a wind of 22 m.p.h. against her, and she climbed up to 2,200 ft. She had met high cloud in the Belle Isle Strait, but up the Gulf of St. Lawrence the weather became clearer and at times the wind dropped to 10 m.p.h. By noon on Thursday, she was off West Point, Anticosti Island. At large towns like Murray Bay, Quebec, and Three Rivers, she was watched by huge crowds.

When the airship was only 200 miles off Montreal a rent was reported in the fabric of the port fin. Speed was immediately reduced to 12½ knots, and riggers went up to repair the damage. C. Flatters worked on the outside of the fin. Temporary repairs were made after two hours' work, and the airship proceeded slowly on her way. There was now no hope of landing that evening. Seven hours later the airship passed through a thunderstorm. This was at 9.30 p.m. local time, which equals 2.30 a.m. on Friday morning by Greenwich mean time. The airship was shot up violently from

1,500 to 4,000 ft., and then dropped again. Reports have been received of her assuming extreme angles of pitch, but they are not official. The only damage reported was a slight rent in the fabric of the starboard fin. This was not repaired in the air and R 100 flew on to Montreal, avoiding many other thunderstorms. The airship arrived over Montreal during the very early hours of the morning, but cruised round until it was light. The mooring cable was dropped at 4 a.m. (local time, which equals 10 a.m. G.M.T.) and was made fast half an hour later. The total time in the air was about 79 hours and the expenditure of fuel was just under 30 tons. She moored with 5 tons still in her tanks.

OFFICIAL PRESS LOG BY WING-COMMANDER R. B. B. COLMORE, O.B.E., DIRECTOR OF AIRSHIP DEVELOPMENT.

The Air Ministry places the following official account of the flight of R 100 from Cardington to Montreal, which has been written by Wing-Commander R. B. B. Colmore, O.B.E., Director of Airship Development, at the disposal of the Press: R 100 took off from the Cardington mooring tower at 0348 B.S.T. on Tuesday, July 29, and shaped course for Liverpool, flying at about 1,200 ft. We had on board 10,440 galls. of fuel and 5.4 tons of ballast. Total persons on board, 44. Wind was about 30 m.p.h. south-westerly. Speed made good 46 m.p.h. Everybody turned in except those on duty. Chester was passed at 0600, and the ship's course was then set for the Isle of Man, passing over Liverpool *en route*. Mull of Galloway 0900. Sea smooth. We hoped to pick an easterly drift in 2 or 3 hours. Passed the Gloucester-Belfast boat at 0930 G.M.T. Squadron-Leader Booth started exposing the Petri dishes, donning rubber gloves for the purpose of these exposures. Will be continued throughout the flight.

At 1000 to 1015 hours a wonderful view was obtained of the northern Irish coast. Cut short by a bank of intensely white low clouds. Our decision to proceed north of Ireland was taken to get north of a depression passing eastwards just north of Ireland. This we have done, and at 1030 are just passing the centre of the depression. The alternative of shaping a course to pass south of Ireland would not have been possible owing to very strong headwinds. We probably have saved many hours by this decision, illustrating the importance of good weather charts. All on board are now settling down to ship routine. Cards and sleep are the most popular methods of passing the time throughout the day. The weather has been very good. The sea appears moderately smooth, and the winds, although by no means favourable, are of light nature. Everybody has been able to keep warm comfortably without recourse to flying kit, and it has not been necessary to switch on the electric radiators in the passenger accommodation.

At about 1700 hours a whale was sighted on the port beam. Giblett (Meteorological Officer) reports that steamships are evidently making a special effort to give a good reporting service. We have located a further depression from these reports moving north-eastwards from the vicinity of Bermuda.