



When R 100 reached the Canadian shore she came into the southern half of a " low " with its centre over Labrador. Winds were therefore against her from Belle Isle to Montreal.

We hope to make use of this depression to-morrow. When we meet it we shall manoeuvre to pass just north of this depression. No complaints from anybody about anything. Food has been really excellent.

*Second day, July 30*

At midnight July 29-30 (11 p.m. ship time), the clocks having been put back one hour, our position was 53.5 N. 21 W. or approximately 1,000 miles of our journey having been completed in the first 20 hours for just over 2,200 galls. of petrol, which is a good start.

At about 0530 G.M.T. the liner *Ausonia* was passed. She left Southampton on Friday last. Further ship reports have been received, and we are going to edge north to get on the north side of the depression located and mentioned yesterday. Our ground speed is increasing, and by noon it has reached 85 m.p.h. After breakfast the two forward engines which had run without interruption from the start were stopped and examined, the forward and aft engines in the after car being started up to replace them.

Some sparking plugs and a rocker bush were changed, otherwise the engines were in perfect condition. During most of the day the ship was flying in low cloud or fog, and this was turned to advantage by the collection of the water condensed on the outer cover through funnel-shaped trunks connected by a down pipe to the ship's water system. In this way it has been possible this morning to collect over 2 tons of water. In spite of low cloud and fog we have never been more than a few miles out in our dead reckoning position. It is 5 p.m. ship's time, 8 p.m. G.M.T. The clocks having been put back 3 hours (from 8 p.m. to 5). We decided to increase air speed to 60 knots as there is just a possibility of making Montreal to-morrow morning.

Later. Head winds increasing, no chance of landing Montreal to-morrow morning. Belle Isle sighted at 9 p.m. ship's time. Head winds for remainder of journey now almost certain, and we will continue at 60 knots, reserve of fuel being now ample. The sweepstake on the ship's day run was won by Eldridge with 1,095 nautical miles.

At midnight (8 p.m. ship's time) our position was 52.15 N. 54 W., roughly 3,286 miles travelled, 1,700 gallons of petrol remaining. Earlier reports are confirmed, and we must expect head winds for the remainder of the journey.

*Third day, July 31.* Passing West Point, Anticosti, at 8 a.m. ship's time. Passed over liner *Duchess of Bedford* and many surface craft. We have noticed that the wind is less inshore, and have decided to hug the left-hand coast line for the remainder of the way up to Quebec. We are not 2 miles from shore, and our ground speed has increased by 6 m.p.h. Flying at 800 feet.

Passed Father Point at 11.54 a.m. local time. At 12.20 p.m. local time the damaged fabric port fin was reported by special signal. Two hours later temporary repairs completed. Over Quebec at 5.50 p.m. local time. Proceeding Montreal at 45 knots air speed at 9.30 p.m. local time. Passed through thunderstorm, violently disturbed air currents. Ship's height varied rapidly between 1,500 and 4,000 ft.

Slight damage to starboard fin, otherwise ship O.K. Avoided many thunderstorms. Dropped main wire at 4 a.m. local time August 1. A good landing made. Time in air about 79 hours, of which 8 have been due to damaged fin. Crew have made a really good job of the repair. Petrol on board at end of flight, 5 tons.



**R 101 Being Lengthened**

R 101 has been separated into two parts in her shed at Cardington. The pin joints which join the frames were loosened to the rear of the living quarters, and the two halves were floated apart to the extreme ends of the shed. The new transverse frame will be assembled in the shed and raised into position, complete with gasbag, etc., between the two ends. This will increase the gas capacity of the airship by 500,000 cub. ft., and will add some ten tons to her gross lift.

**Air Items from Italy**

RAPID communication between Italy and Central Europe has again been established by the reopening of the Trento-Innsbruck-Munich-Venice-Milan air route. New schedules on the Rome-Milan air route enable a return journey being made with ample time to transact business, etc. In order to popularise air travel, reductions in fares have been made on certain Italian air routes. For instance, the fare between Rome and Venice, on the "Transadriatica"

route has been reduced from 375 to 300 lire, corresponding to the normal first-class railway fare. On long-distance services, fares include full hotel expenses—passengers arriving at Athens *en route* for Rodi are entitled to meals and night accommodation at the hotel.

A new aero engine was exhibited at the recent Rome Light Plane exhibition; this was a two-stroke engine, developing 65-69 h.p., by "C. A. Maggi-Berardi." A new "Caut 38" fleet-spotter or reconnaissance seaplane recently completed its flying tests with satisfactory results.

It is stated that out of 682,000 lire taken at the recent big air display in Rome (the Italian equivalent to our R.A.F. Display), 469,592 lire have been forwarded to the Institute of Aviators' Orphans.—C. R.

**Italy-Australia Flight Abandoned**

SIG. SAVINO, the Italian pilot, who recently attempted a flight from Rome to Australia in a "Moth" seaplane, has decided to abandon the flight, but will attempt to fly back to Rome from Karachi in five days.