

ship from rising. Then she came down again for several hundred feet, and this increased the angle of pitch by a few degrees, but it never exceeded 20 to 25 degrees. Then she rose again to 4,000, and then sank again, and was once more under control. He could not say exactly how long the whole incident took. It was very hard, he said, to estimate time when one was thinking and acting quickly; but it must all have been over in about four minutes. The motions of the airship were rapid but not violent. No one was thrown about. Lunch had just been laid and the things were spilt on the floor, and a certain amount of crockery was broken. That, except for the damage to the fin, was the worst harm done.

When asked about how this flight struck him, as compared with his flight in R.34, Major Scott said promptly that his chief impression was how easy this last flight was. He certainly hoped to make other Atlantic crossings in airships.

The passengers said that their chief impression was the smoothness of the run to England. One said that he had done a lot of typing on board, as R.100 was quite the steadiest conveyance in which he had ever travelled. They told stories about being taken round the ship, up on the top beside the upper vertical fin, and down through space into the engine cars. The coolness with which the crew walked and climbed about the structure, inside or outside, had struck them very much. They had slept well in the bunks in sleeping bags, and they had not at any time been too cold. In fact, all accounts go to show that for restful travel an airship cannot be surpassed.

While R.100 was being refuelled at the tower a spider attachment supporting some fuel tanks in the fore part of the ship gave way and the tanks fell, tearing the fabric. They were hoisted into position again, and the ship was moved from the tower into her shed.

The members of the relief watch who went to Canada by steamship all returned as part of the crew. Those substituted are returning by steamship under the charge of Sqdn.-Ldr. A. H. Wann. They are:—

Riggers G. G. Cutts, C. Flatters, C. H. Rumsby, F. Williams. Chargehand engineer A. F. Stupple. Engineers R. Ball, D. Lelliott, H. Millward, J. M. Sturgeon.

Lieut.-Comm. Sir C. Dennistoun Burney and Mr. N. S. Norway of the constructing firm, Group-Capt. Stedman, O.B.E. (R.C.A.F.), Chief Aeronautical Engineer, Department of National Defence, Canada, and Wing Commander Hon. L. J. E. Twistleton-Wykeham-Fiennes, R.A.F., Air Attaché, Washington were also on board.



Home once more. The ship's gangway down at Cardington.

The following is the official log of the return flight of R.100 from Canada, which has been written by Wing Commander R. B. B. Colmore, O.B.E., the Director of Airship Development.

August 13.—The ship slipped at 9.30 p.m. local time (1.30 a.m. G.M.T.), from the St. Hubert mooring tower, having on board 9,585 gallons of fuel, 6.3 tons of ballast, 1.5 tons of drinking water, and 56 persons, including 13 passengers, nine of whom are representatives of British and Canadian newspapers.

We have the following letters for delivery: From the Prime Minister of Canada to the Prime Minister. From the Prime Minister of Canada to the Secretary of State for Air. From the Ministry of Defence to the Secretary of State for Air. From the High Commissioners' Office to the Secretary of State for the Dominions. From the Mayor of Montreal to the Lord Mayor of London; and we are also carrying a box of cut flowers for Buckingham Palace, and a case of peaches from the St. Catherine's Flying Club, Ontario, for the Prince of Wales.

The airship made a splendid get-away, and after passing over the City of Montreal, shaped a course down the St. Lawrence. Quebec was passed at 11.45 p.m. local time.

The progress of the ship over the St. Lawrence was entirely uneventful, the speed made good was between 75 and 80 m.p.h., with only three engines running, favourable winds making this possible.

At midnight local time the ship's position was at the south-west end of Green Island, having covered nearly 190 miles in 2½ hours.

August 14.—Father Point was passed at 2.5 a.m.—favourable winds continued, and Belle Isle was abeam. At noon, the weather being fair, clear sky, no cloud. We have covered the first 850 miles of the trip in 13½ hours.

The westerly winds began to drop very rapidly as we got out into the Atlantic, and after a period of light winds, at about 2 p.m. a strong head wind had approached from the north-east, associated with a depression which had approached from the south-west. By altering course so as to move for a time in a south-easterly direction, the maximum adverse effect of this unfavourable wind was avoided, and later in the evening we found ourselves in the belt of favourable winds on the south side of the depression.

August 15.—Heavy rain and low cloud was encountered during the passage through the depression, and we were steaming about 5 hours at 60 m.p.h. air speed, but making good only about 25 m.p.h. About 7 tons of ballast water was collected.

While passing through the heavy rain the ship was soaked and a certain amount of water found its way inboard—owing to this the electrical cooking apparatus was temporarily disabled; outer covers still require improvement.

At about 1 p.m. local time (the wind at the time being from the south) it was decided to lay course to approach the north of Ireland, rather than the south as had been the first intention. We obtained immediate benefit, the wind lying on our starboard quarter, and we shall encounter westerly winds as we near the Irish Coast.

At 7 p.m. local time, altered course towards the coast of Ireland, we expect to cross the Galway Coast between 2 and 3 a.m. G.M.T. (about midnight local time) now making good 70 knots.

During the night we received a report from Cardington that south-westerly winds might be expected, we therefore decided to shape course for the Fastnets and proceed to our base via Lundy Island.

August 16.—At 3 a.m. G.M.T. sighted the Fastnets, Johnston has again made a good landfall. Lundy Island was sighted at 6.45 G.M.T., passed Barry and Cardiff about 7.45, sighted Bristol and Cirencester. Sighted Cardington sheds at 9.47 G.M.T. Dropped main wire at 10.35 G.M.T. Time in air 57 hrs. 5 mins. Fuel remaining, 3,200 gallons.



Lord Thomson congratulating the officers and crew of R 100 at the base of the tower. On the Air Minister's right hand is Wing Comdr. Colmore in mufti, and on his left Maj. Scott, next to whom is Sqdn.-Ldr. Booth.

R 101

R 101 should soon be ready to emerge from her shed. Her gross lift will then be 172 tons. One starting engine, which runs on heavy oil instead of petrol, has been received

from the Beardmore firm, and if it proves a success it may be possible to have no petrol at all, even in the engine cars. It is hoped that it will soon be possible to reverse one or two of the main engines.