



Laying the 48 coffins in the grave at Cardington. (Graphic Photo Union.)

valued by the whole British nation. First and foremost, France has won our deep gratitude for the way in which the President, the Air Minister, and all sections of her people did every single thing which was in their power to help and succour the survivors, rescue the bodies of the dead, guard the wreckage, assist in the all-important enquiry, and pay tributes to the dead such as have seldom been paid to foreigners who have lost their lives on French soil. King George has expressed the feelings of the British people by conferring on the French Air Minister, M. Laurent Eynac, the honour of Knight Grand Cross of the Most Excellent Order of the British Empire. Whether the French Air Minister will use a British title in his native land we do not know, but to us British he is henceforth Sir Laurent Eynac, G.B.E.

The sympathy of the United States immediately took a very practical form. Hitherto the export of helium from the United States has been prohibited by law. A monopoly of this non-inflammable gas might well be of first-class importance in a war. Admiral Moffett, chief of the U.S. Naval Air Service, who is largely responsible for the building of the Goodyear airship "Akron," and Mr. Britten, Chairman of the Naval Affairs Committee, immediately urged Congress to authorise the export of helium so that British and German airship experimenters should be saved from the fear of fire. It will be remembered that when the "Shenandoah" broke up in a line squall there was no fire, and the majority of those on board survived.

German sympathy was expressed by Dr. Eckener and Captain von Schiller of the "Graf Zeppelin" coming over to attend the funeral of the victims. Dr. Eckener has stated that he was up in the "Graf Zeppelin" on the night when R 101 was destroyed, and he found the weather conditions particularly difficult. He has offered to place a detailed account of the conditions that night before the British commission of enquiry. He has also stated that he will place Zeppelin experience at the disposal of British airship authorities in

other ways. It is evident that Dr. Eckener feels that airship progress is an international interest, and that German airship interests would undoubtedly be prejudiced if Great Britain were to abandon airship work as a result of this catastrophe. His offers of help are generous, and, whatever our future policy may be, we are grateful to him.

The Prime Minister sent the following telegram to Dr. Eckener:—

"Before you leave this country I wish to thank you, and through you the German nation, most warmly for the deep sympathy which you have extended to us in our grief at the disaster to R 101. The presence of yourself and Captain von Schiller, of the Zeppelin Company, at the ceremonies in London and at Bedford last Saturday was clear proof of the bond which unites airmen of all countries.—RAMSAY MACDONALD."

FLIGHT has received the following letter from the editor of *Flugsportliche Rundschau* of Berlin-Johannisthal:—

"Shocked by the news of the terrible disaster which has befallen the airship R 101 and her crew and wiped out the élite of English aviation, we desire to express our heartfelt sympathy.

"Almost exactly 17 years ago Johannisthal witnessed a similar disaster to a Zeppelin airship, in which, too, many valuable air experts met a sudden death.

"Thus, it seems fitting that precisely our paper, which was founded in Johannisthal in 1911 and which recently had the honour of making known to the German daily Press England's sincere appreciation with regard to the Wasserkuppe, should convey to you and to the English people our deepest sympathy."

The editor of *Flug* of Vienna wrote:—

"Shaken by the grave disaster of 'R 101,' the Editor and the editorial Staff of our journal beg to accept our deepest regret in consideration of the terrible loss of such valuable personalities of the British Aviation."



R 100

On Wednesday last a rumour was going round to the effect that the Air Ministry had ordered all work to be stopped on R 100. In reply to enquiries the Ministry issued the following statement:—"The present intention of the Air Ministry is to avoid new commitments and the inception of any work which might prove to be unproductive, at the same time avoiding, as far as is economically possible, the discharge of personnel who would subsequently have to be re-engaged." This may be taken to imply that work at present in hand on R 100, such as repairs to the installation of the fuel tank which fell after the return of the airship from Canada, will be completed, though new work will not be started. We understand from other sources that Lord Amulree, who started work as Air Minister on Wednesday, is taking active steps to set up the court of enquiry, and that it is possible that the names of the members may be known by the end of this week.

Aid for Dependants of R 101 Victims

It is understood that the Air Ministry has under consideration a scheme for making provision for the dependants of the R 101 disaster. The scheme is to be submitted to the Treasury for approval.

In the meantime steps have already been taken to meet the immediate needs of the dependants. Most of those on board the R 101 were civilians employed by the Air Ministry, and special grants will be necessary.

The chairman and treasurer of the Shaftesbury Homes and Arethusa Training Ship has written to the Press, saying, in November there will be a few vacancies for girls in the Shaftesbury Home at Esher Place. "These," he wrote, "with some vacancies for boys on Arethusa Training Ship, we will gladly reserve for any children of R 101 heroes, of suitable age, for whom a home and training may be desired."