

would be lowered one at a time to the floor, and broken up so far as axe and saw and blow-lamp could accomplish it. He thought that a steam roller would have to be used to flatten out the main girders before they could be carted away.

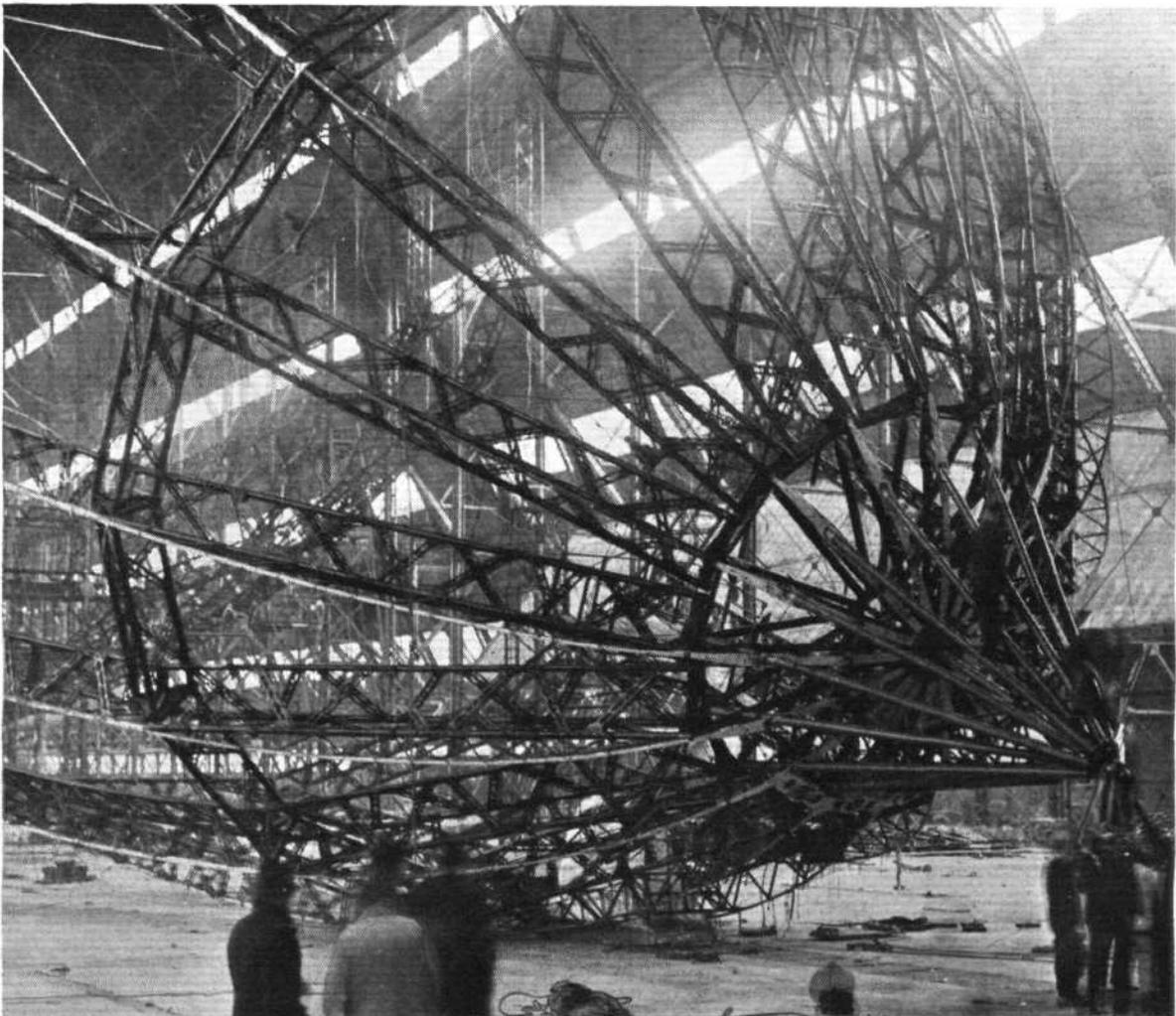
On one side of the shed the beds, kitchen equipment, tables, etc., were all neatly stacked. The beds have only three legs apiece, the framework itself having supported the fourth corner. They are light and strong, and yachtsmen may find them a good investment. I was rather taken by a little ladder, used, I suppose, for climbing into the upper bunks, which would be an acquisition to, say, a library. Some sections of the framework may be disposed of intact, and there have been inquiries for sections of certain dimensions. One can imagine that some sections might serve as useful bridging material for surveyors or explorers, perhaps in Africa, who need lightness combined with strength. Two of the fins were already on the floor, and for a while I watched a workman with a heavy axe cutting the lighter webbing away from the girders. But I found the sight too brutal, and speedily turned away. Talk about breaking a butterfly on the wheel!

One bay, I think it is No. 11, aft of the centre, is to be kept for experiment. On each side of it were large discs of fabric connected by radial strips of fabric to the transverse rings. Sqd. Ldr. Nixon explained to me that these discs were an experiment to prevent sections of the gas bag from wrapping round the wires, as they sometimes were inclined to do. Various experiments were in progress when the work was stopped. Outside the shed was a large frame covered with a panel of fabric. Underneath the fabric ran a number of wires, to which the fabric was attached at various points by pieces of cord. The cords were secured to the fabric by various methods. This represented some experimental alternatives to the original method of securing the cover to the framework, which had been criticised a good deal, and which had, as a matter of fact, led to a good deal of rain getting inside the cover.

This panel had been out in all weathers for several months, and none of the points at which the cords were attached to it had leaked at all. I remarked that this showed how much more experiment was desirable, and the reply was: "That is just where R.100 would have come in so useful."

I returned to the shed, in time to see the nose section of the ship lowered to the ground. The transverse ring had been disconnected from the longitudinals. The supporting ropes, which passed over pulleys in the roof and were secured to weights on the floor, were loosened, and the whole section came to the ground with a grinding noise which re-echoed fearsomely through the vast shed. The hatch by which crew and passengers used to embark and disembark was still covered with fabric, and it hung limply down like the mouth of a dead creature until the nose section rolled forward on the floor, and forced the hatch to shut. I have been in dissecting rooms more than once, but I dislike them. So I was glad to leave the shed and the horrid work that is going on inside it.

Cardington is to be reduced to a "care and maintenance" basis; but those in charge will care for the place and will maintain the sheds, the mast, and hydrogen plant, etc., in good condition. I believe that the mooring tower will be used for experiments with kite balloons. So, if the results of the present work on airships that is going on in Germany and the United States should have the effect of deciding us to resume airship work when our national pocket is a little less empty, the Royal Airship Works will be ready to use. We shall not have an airship, and we shall not have a crew in training. The price of the scrap duralumin will have been spent—swallowed up in the vast maw of our national expenditure. So if, for example, the Admiralty clamours for airship cruisers as a great measure of efficiency and economy (as it seems almost certain that they would be), we shall have to start building and training afresh, possibly under foreign guidance, and certainly at vast expense. However, R.100 is



The nose of R 100 lowered to the floor to be broken up. The structure is slung from the roof of the shed, and is being lowered section by section. (FLIGHT Photo.)