now spilt milk, and to shed tears over its fate would be almost as profitless as to hope to pay our national debt by selling scrap duralumin.

F. A. DE V. R.

R.100 in the Commons

On Wednesday, December 2, Lord Scone asked the Under-Secretary of State for Air in the House of Commons to give an estimate of the annual cost of preserving the framework of R.100 on a care and maintenance basis had this course been preferred to selling the framework as scrap.

The Under-Secretary of State for Air (Sir Philip Sassoon) : It is estimated that the cost of material and labour necessary for preserving the framework of R.100 on a care and maintenance basis would have been approximately £1,000 per annum in direct charges. This figure, however, makes no allowance for the occupation of the airship shed and for other overhead charges of the Royal Airship Works.

Lord Scone asked the Under-Secretary of State for Air what use it is proposed to make of the houses, offices, hangars, workshops and hydrogen-producing plant at Cardington ; and what annual outlay their maintenance is likely to involve?

Sir P. Sassoon : Some of the houses will be occupied by the care and maintenance party and the remainder will be let to suitable applicants for housing accommodation. The hydrogen-producing plant will be closed down, the use to be made of the offices, hangars and workshops no longer required for airship purposes or for the care and maintenance party, is still under consideration. The annual cost of maintenance cannot therefore be exactly stated at present ; it will probably be in the neighbourhood of £4,000.

Capt. Sir William Brass : Can the right hon. Member say whether the hydrogen plant will be kept or sold?

Sir P. Sassoon : It is being kept. The cost of maintaining the hydrogen plant in its present condition is included in the figure of £4,000.

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THE AIR LEAGUE DINNER TO MISS SALAMAN

MISS PEGGY SALAMAN, on December 2, was the guest of honour at a dinner given by the Air League of the British Empire at the Dorchester Hotel. Owing to the regrettable absence of His Grace the Duke of Sutherland, who was confined to bed with influenza, Kathleen Countess Drogheda took the chair.

After the Loyal Toasts, LADY DROGHEDA proposed the health of "Our guest." She announced with great regret the indisposition of the Duke of Sutherland and read a letter from him, in which he congratulated both Miss Peggy Salaman and Mr. Store on their magnificent flight. The High Commissioner for South Africa, Lady Drogheda said, also expressed his regret at being unable to be present. Telegrams were read from Mr. Gordon Store himself and also from Miss Winifred Spooner. Lady Drogheda laid great stress on the fact that Miss Salaman's flight was an all-British achievement, and that it was made possible by the spirit of adventure which is a heritage that young English people still possess. She also welcomed the fact that Mr. and Mrs. Store were present to represent their son, and announced that the Air League were sending a wireless message to Mr. Gordon Store expressing their regret at his absence.

LT. COM. J. M. KENWORTHY supported the toast in a somewhat lengthy speech. He announced that the Air League existed for encouraging aviation and that it was therefore fit and proper that the League should pay tribute to the spirit shown by Miss Salaman. She did not, he said, undertake this flight for self-advertisement, but solely for the good of aviation, and, as such, they were greatly indebted to her. He also stressed the fact that their light aircraft was entirely British.

MISS PEGGY SALAMAN herself, in responding, read a very interesting account of her flight, throughout which she used the pronoun "our" when referring to the flight, and at all times declaimed any credit to herself for what had been achieved. She said that she was not the person to whom tribute should be paid, as she was only a minor part of the crew of the *Good Hope*. Mr. Store, she said, was responsible for the navigation, for the chief part of the piloting, for effecting the forced landing and for landing and taking off at the majority of the aerodromes, particularly those where the rarified air made getting away conditions difficult ; he also was responsible for the maintenance and good running of the engine. Her part, she said, was to relieve Mr. Store when the flying was straightforward (in order that he might get some rest) and to look after the general organisation such as customs, log book, sending telegrams and dealing with the ground side generally. Neither of them, she said, had more than 20 hours' sleep during the whole trip, and they helped each other to the best of their ability. Her description of the various stages of the flight was very clear, but was in the main a recapitulation of the information which has already appeared in these pages. She would, she said, like to thank everyone for the wonderful reception accorded the crew of the *Good Hope* everywhere they landed, and by way of conclusion emphasised that no words of hers could express the overwhelming gratitude she felt to Mr. Gordon Store. At the end of her speech Miss Peggy Salaman was presented with a small model of the *Good Hope* from the Duke of Sutherland.

SIR ALAN COBHAM then proposed the toast of "British Aviation." His speech was emphatic in claiming that everything good came from "youth." This flight, he said, showed what youth could do. De Havilland himself had designed his early machine when he was very young, he said, then quoted several other similar examples. Old men, he said, could never be wrong because they never did anything. People had often asked him, he said, what good such stunt flights as these could do. His answer was invariably that they were the forerunners of practical propositions. It was over seven years ago that he himself had made roughly the same flight as Miss Salaman. On that occasion it took him 14 days to get home, and now already we had arrived at the stage when regular air mails were about to run to the Cape. Sir Alan dilated further at length on the value of youth to "ginger up," as he put it, the inventions and ideas of older people. He also pleaded that nowadays we should reckon distance in time and not in so many miles, and in conclusion said he visualised a flying speed of 1,000 miles an hour before very long.

ADMIRAL MARK KERR proposed the health of the Lady Chairman. He eulogised her and recounted much of the good work for which she had been responsible. He aired at length a grievance against those who had deprecated the idea of this dinner at its conception, but he pointed out they had triumphed over their detractors and felt sure that everyone would agree the dinner was a great success. After this Admiral Kerr indulged in a morass of Abyssinian history, at times a little difficult to follow. He referred to a flying machine which King Solomon had presented to the Queen of Sheba and drew parallels which, together with stretching the etymology of the names, connected those of King Solomon and the Queen of Sheba with those of Miss Peggy Salaman and her mother.

LADY DROGHEDA replied in a few words of thanks, and asked those present to drink the health of the Duke of Sutherland, who, in spite of his indisposition, had been able to telephone.

Some 200 members and their friends were present, and after dinner they repaired to the dance floor of the hotel.

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Maj. Savage's Grid Searchlight

MAJOR SAVAGE, of sky-writing fame, has produced a novel type of searchlight which may well alter the whole conditions of night bombing. The light is reflected from 300 mirrors, and can be thrown in various shapes up to a height of at least 15,000 feet. The light is electric and is of 3,000 million candle-power. The origin of the idea was advertising by night, and the words "Buy British" have been projected on to the sky at night. For defence purposes it is expected that a grid pattern will be most useful, as the height and speed of a bomber can be calculated from the time which it takes to pass from one bar of light to another. A single bar of light can first be projected, and the pilot of the bomber is unable to see this until he finds his machine lit up. Then it becomes almost impossible for him to escape, for the rest of the grid can be thrown up all round him. The whole apparatus is mounted on one lorry.