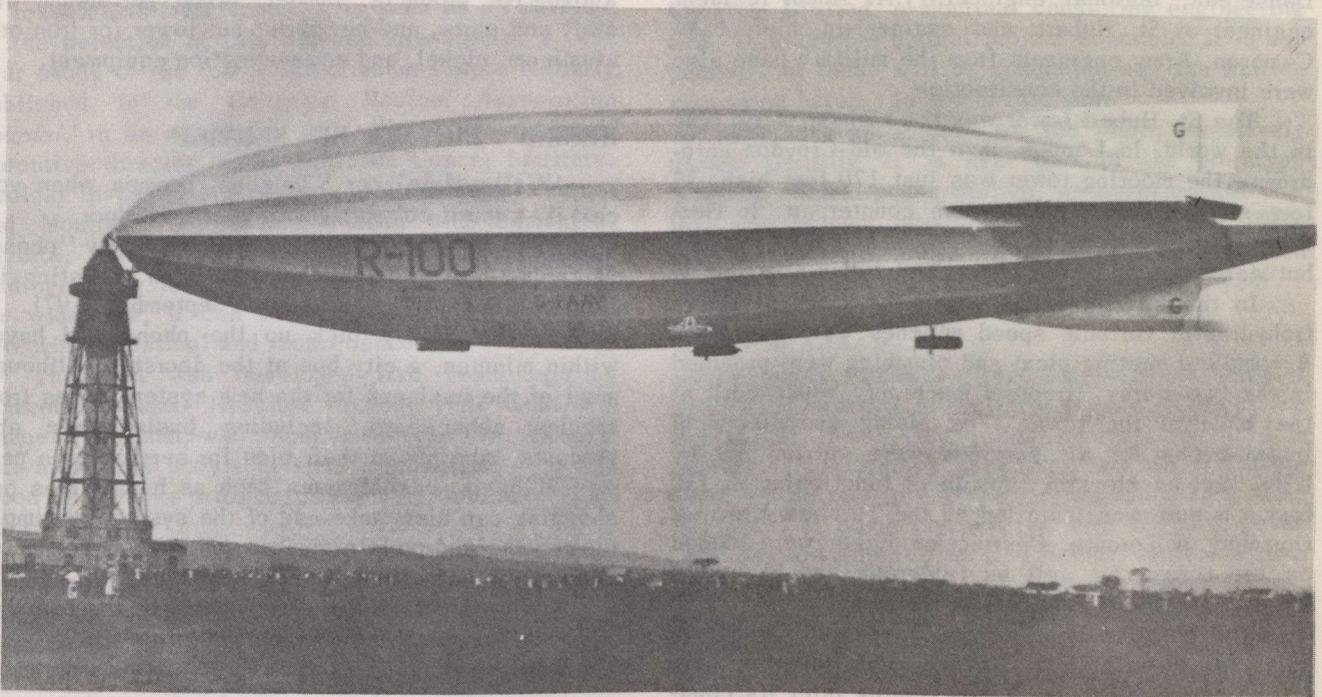


FLASHBACK: ST. HUBERT AIRSHIP MOORING TOWER



Public Archives of Canada photo

In August 1930 the British airship R-100 docked at the mooring tower at St. Hubert, Quebec.

On July 28, 1930, the British dirigible, the *R-100*, left England and arrived in Canada at St. Hubert, Quebec on the morning of August 1. To the delight of thousands of visitors from Canada and the United States the celebrated airship stayed at St. Hubert (then about seven miles south of Montreal) for ten days.

The *R-101*, and its counterpart the *R-100*, were developed by the British to be used commercially in a communications scheme. The airships were filled with a gas lighter than air, usually hydrogen, and self-propelled, in the case of the *R-100*, by six gasoline engines. The *R-100*, which could accommodate 100 passengers, measured 5 million cubic feet.

DPW-BUILT TOWER

Thanks to the Department of Public Works the *R-100* was able to dock in Canada. Public Works engineers constructed the mooring tower at the military airport of St. Hubert in 1928. The steel structure, 205 feet in height, was mounted on an underground concrete base 30 feet deep. Canadian Vickers of Montreal was the contractor for the metal framework, which weighed 645,000 pounds. The rotating upper part of the tower where the airship was moored, weighed 87 tons. The cone of an airship was drawn into a cuplike device at the top of the mast, leaving the airship free to rotate as the wind shifted.

Plans and specifications for the mast were prepared by DPW bridge engineer, F.C. Smith and departmental architect T.D. Rankin. Other specialists



Public Archives of Canada photo

Inauguration of international air mail service between Canada and the United States at St. Hubert Airport, Quebec, 1928.