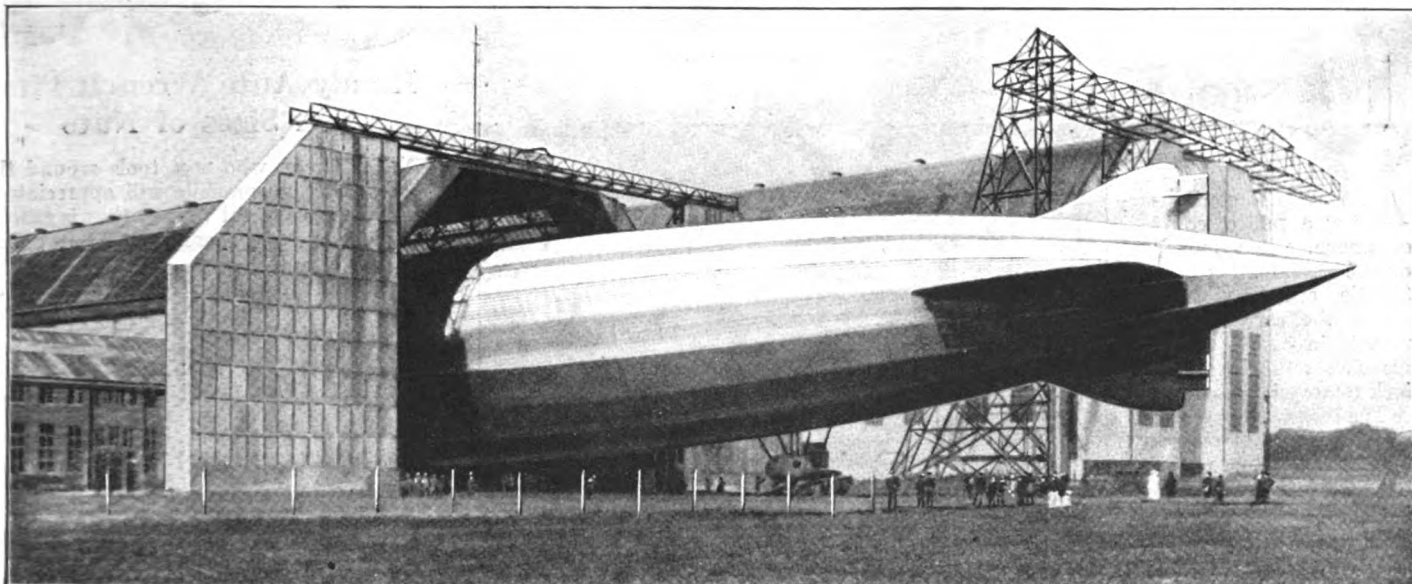
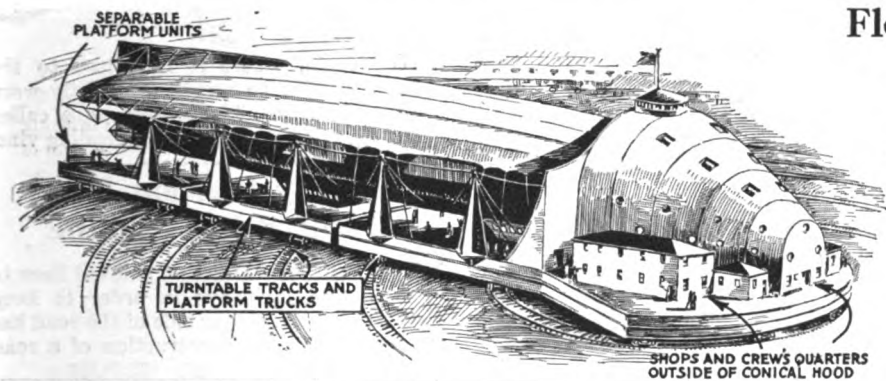


New U. S. Zeppelin to Cross Atlantic



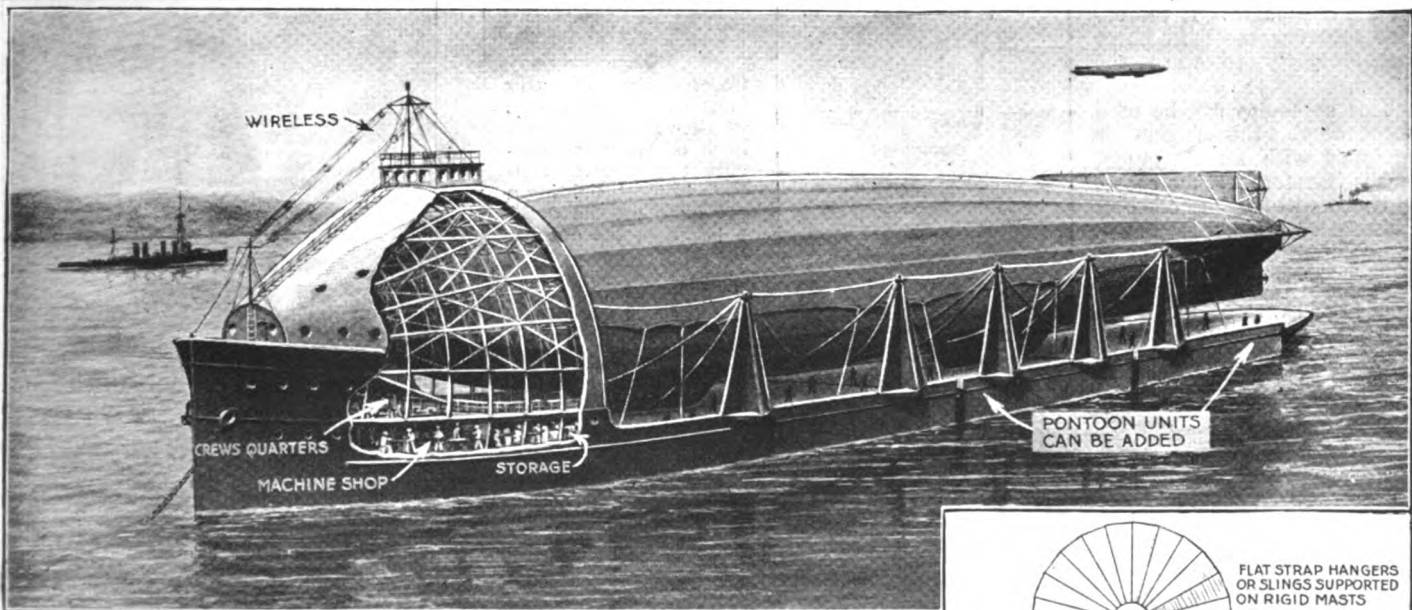
THIS recent photograph shows the giant Zeppelin ZR-III, nearing completion at Friedrichshafen on the Lake of Constance, Germany, for early delivery to Uncle Sam in accordance with the reparations agreement. On its trip to the United States it will be manned by a German

crew. Aeronautical experts are awaiting eagerly the opportunity to compare its performance with that of the great airship ZR-I, now nearing completion at Lakehurst, N. J. Note the immense size of the ZR-III, as compared with the spectators on the ground underneath



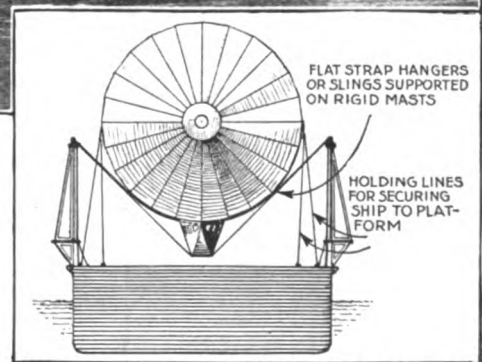
Floating Hangar for Airships

ONE of the most ingenious of recent proposals for mooring airships is the invention, by John Mason of Cape May City, N. J., of a floating hangar and landing field adapted for use on either land or water. Its chief advantage lies in the fact that it swings head to the wind, thus reducing wind interference in landing a dirigible safely. The illustration at the left shows the land hangar and how it swings about on turntable tracks. It is divided into three sections with separable platform units. The main or head section has a conical hood in which the nose of the airship is anchored



ADAPTED for water use, the landing hangar rests on pontoons. The head section, with its conical hood, ends in a pointed bow like that of a ship. Anchored at the bow, the entire structure naturally swings head into the wind. The diagram at the right shows how the airship is moored. On each side of the platform deck formed by the pontoon

sections is a series of masts. Between opposite masts flat, flexible slings are suspended, passing under the hull of the airship in the form of a cradle. The airship is held fast in this cradle by cables extending vertically from the sides of the hull to mooring rings on the platform deck. A wireless station is mounted at the top of the conical hood



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