

AIRSHIPS



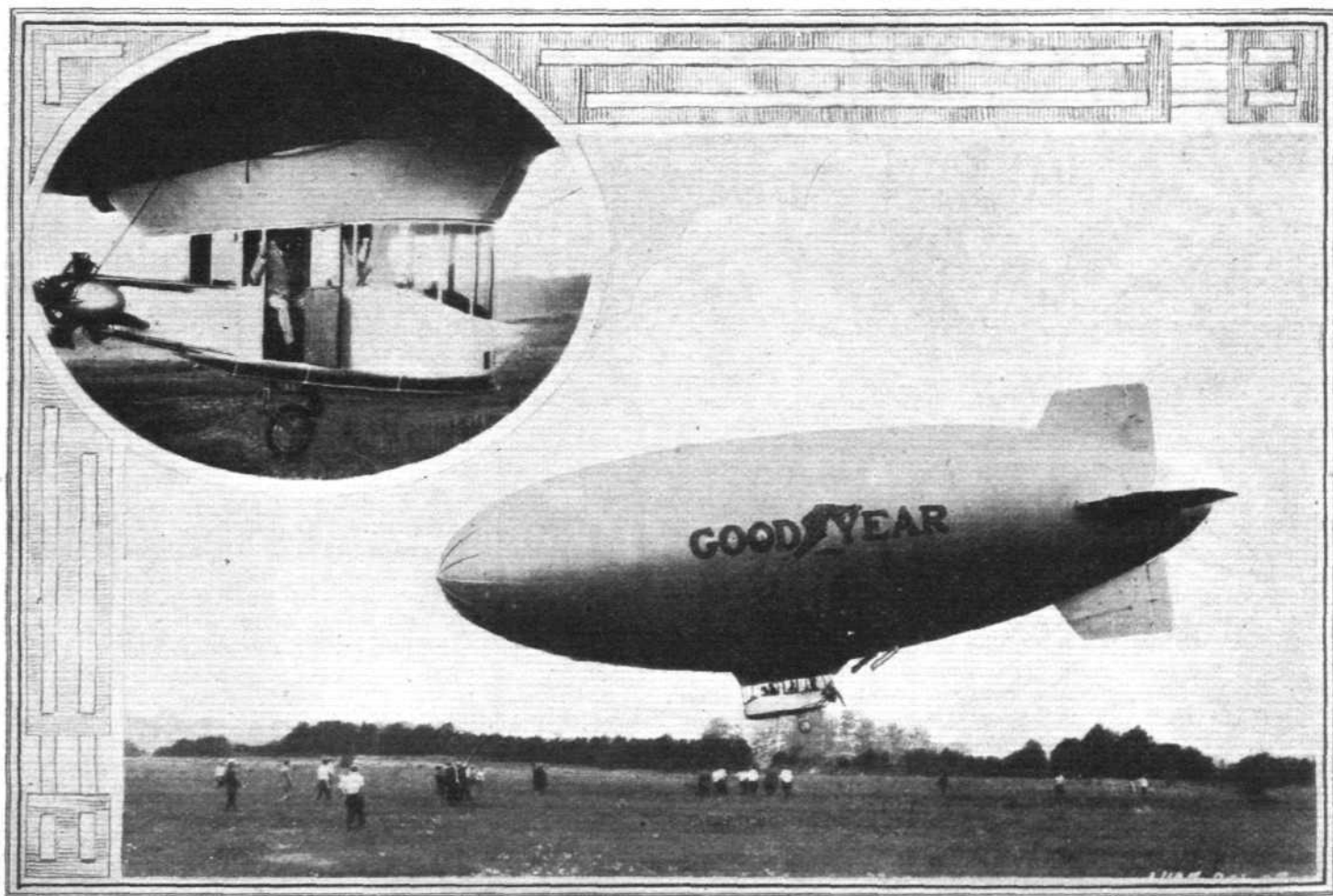
THE GOODYEAR "PURITAN" A Small American Non-Rigid Airship

THREE years ago the Goodyear Tyre and Rubber Co., of Akron, Ohio, constructed an interesting little sporting airship, called the "Pilgrim" (see FLIGHT for May 6, 1926). Just recently, the Goodyear Zeppelin Corp. which is a subsidiary of the Goodyear Tyre and Rubber Co., launched their first airship, the "Puritan," a new and improved version of the "Pilgrim." We are able this week to give some brief particulars and an illustration of this new airship.

The "Puritan" is a marked advance on the "Pilgrim" in that it is somewhat larger and has a wider cruising range, higher speeds and greater lifting capacity. Powered with two radial air cooled-engines, the "Puritan" has a cruising

110 ft. long, 30 ft. diameter, and of 53,000 cub. ft. capacity—are a strong keel within the envelope attaching the car to the envelope, a second rudder on the top fin for additional manoeuvrability, and dual controls. A single swivelling "landing" wheel is also mounted below the car. The engines are equipped with automatic starters, and are geared to revolve the propellers in opposite directions, thus reducing the torque in the car, besides increasing the ship's stability and manoeuvring capacities. Incidentally, it may be added, the ship can fly on one engine.

Dr. Karl Arnstein, formerly chief engineer of the German Zeppelin Co., and now associated with the Goodyear-Zeppelin



THE GOODYEAR "PURITAN": This small non-rigid airship was recently launched by the Goodyear-Zeppelin Corp. of Akron, Ohio. It is 128 ft. long and is fitted with two air-cooled radial engines. Inset is a view of the car, seated in which is P. W. Litchfield, President of the Goodyear companies.

speed of 46 m.p.h., a maximum speed of 55 m.p.h., and a cruising radius, with two passengers and pilot, of 550 miles. With four passengers, the ship has a radius of 350 miles, and it has carried as many as six passengers.

It has a length of 128 ft., a maximum diameter of 37 ft., and has a capacity of 86,000 cub. ft. of helium. The car, which is totally enclosed, is mounted close up, and flush with, the envelope (as in the "Pilgrim"). The two engines, which are air-cooled radials of the latest design, are mounted on outriggers from the rear of the car to eliminate noise and vibration—the "Pilgrim" had a single engine mounted direct on the car.

Amongst the improvements on the "Pilgrim"—which was

Corp., was in charge of the design and development of the "Puritan." This interesting little ship will be used for experimental purposes, cross-country flying, and the training of students in the Goodyear airship school.

It may be noted, in conclusion, that Commander J. C. Hunsaker—formerly chief of the design division of the Bureau of Aeronautics, U.S. Navy, and associated with the design of the "Shenandoah" and certain non-rigid airships—has been elected Vice-President of the Goodyear-Zeppelin Corp. He will be engaged in research and development of commercial relations in connection with airship manufacture by Goodyear-Zeppelin, and will be associated in his work with Dr. Arnstein, who is also a Vice-President of the Corporation.