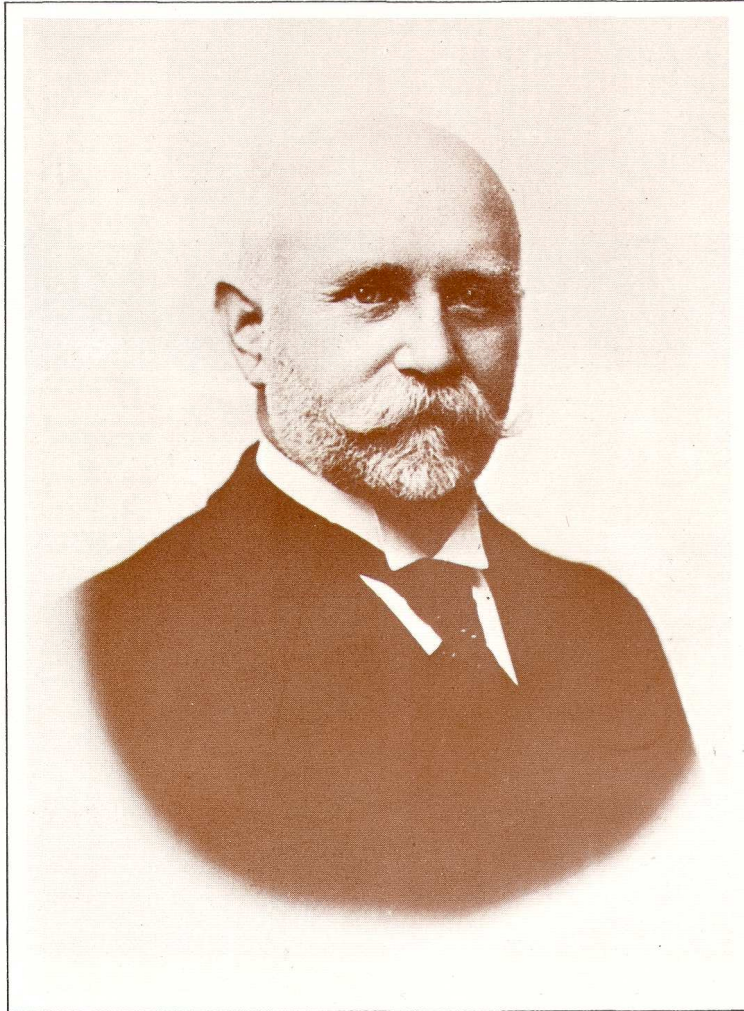


THE ZEPPELIN HISTORY

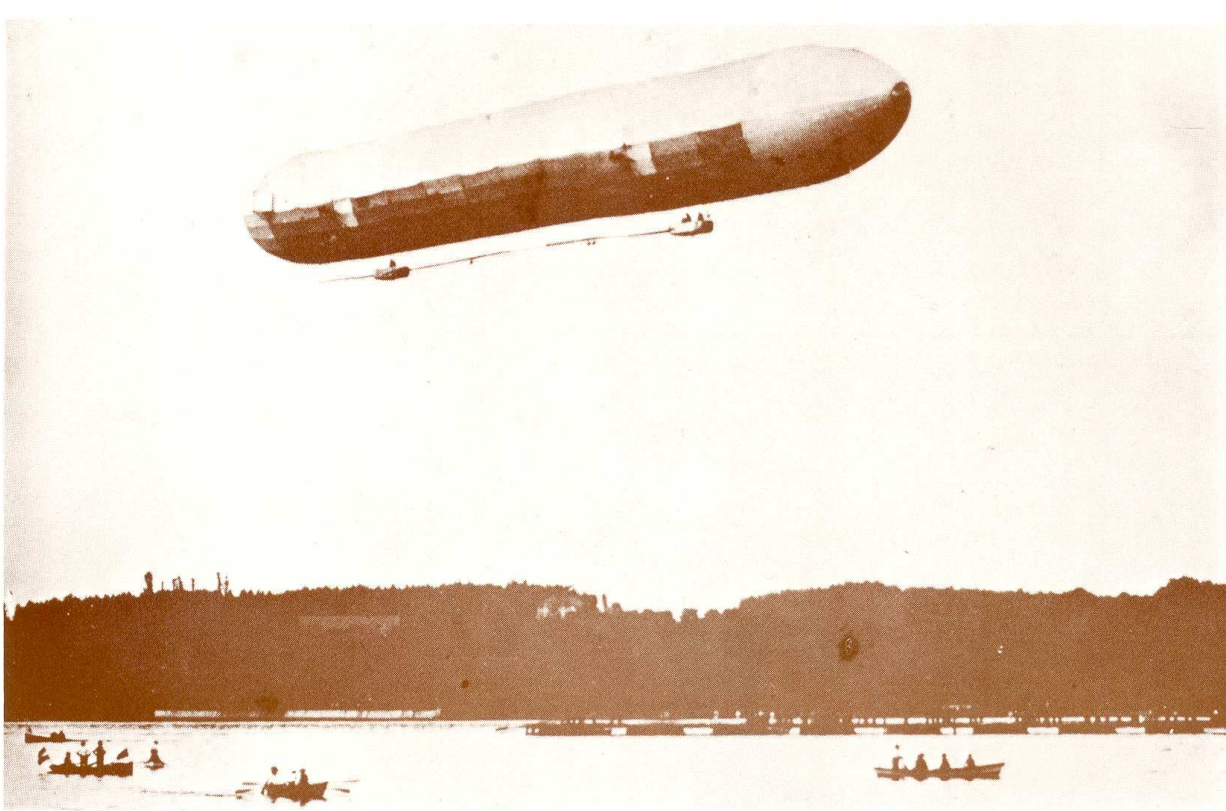


**Lakeview Center for the Arts and Sciences
Peoria, Illinois, January 20 - February 26, 1978**

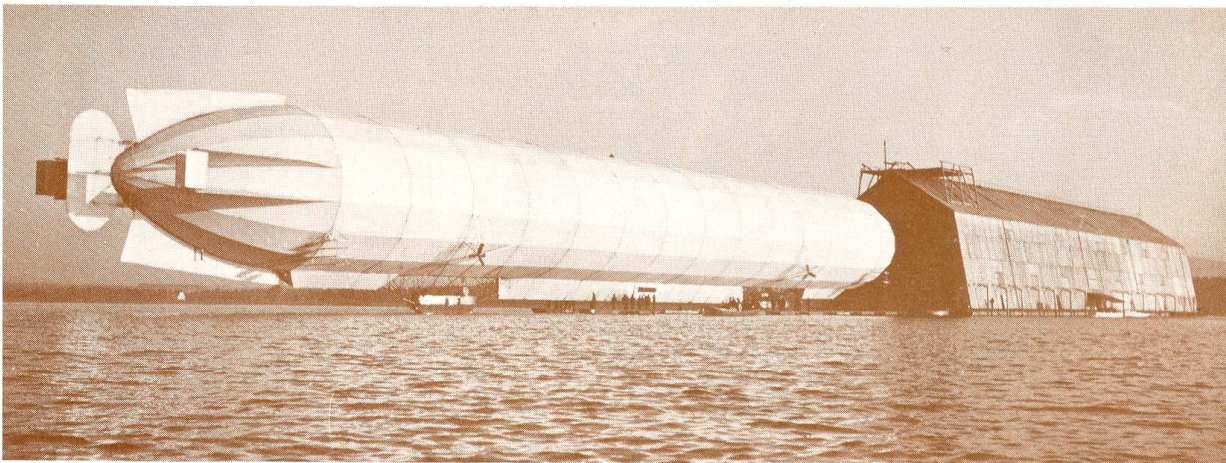


F. Zeppelin

Count Ferdinand von Zeppelin
1838-1917



Ascension of the first Zeppelin airship LZ 1 on July 2, 1900



LZ 4 leaves floating hangar (1908)

In the first patent document (DRP 98580) that Count Ferdinand von Zeppelin was granted on August 31, 1895, for a "steerable air train with several buoyant bodies successively arranged," we already find the idea of building airships of rings and longitudinal girders – airships which receive special gas holders inside and a fabric envelope outside. To some extent, this idea is the essence of the later Zeppelin airships.

Patent document 98580 can thus be thought of as the birth certificate of a concept which not only retained its validity for a period of 50 years, but was also to serve as a stimulation and guide to the technical development of world aviation.

Count Zeppelin, who made his first lighter-than-air experience in 1863 when he took part in a balloon ascension near St. Paul, Minnesota as an observer of the Civil War, achieved his first great success when on July 2, 1900, the Zeppelin airship LZ 1 was detached from its floating hangar near Manzell and rose into the evening sky over Lake Constance. Successes and setbacks alternated during the years to come. Although Count Zeppelin did not live to see the great, triumphal successes of the airships, these successes reached their crowning point in the dirigibles "Graf Zeppelin" and "Hindenburg," which have gone down in aviation history.

On July 1, 1908, the fourth Zeppelin airship traveled successfully over wide areas of Switzerland. Then, on August 4, it lifted off for its fateful 24-hour flight which ended near Stuttgart in a catastrophe. Here, following an emergency landing, a thunderstorm tore the ship from its anchorage; it drifted off, caught fire, and was merely a smoking wreck after only a short time. The count's work seemed to be destroyed at almost the moment of the tangible success the systematic accomplishment of this flight would have meant. But precisely this misfortune led to

AERO CLUB OF COLUMBUS

MEMBER FEDERATION OF AMERICAN AERO CLUBS

**AUGUST
29, 1908**

**INTERNATIONAL BALOONING CHAMPIONSHIP
FOR BOARD OF TRADE TROPHY
COLUMBUS DRIVING PARK**

Columbus, Ohio, Aug. 8, 1908.

Eingeg. 20 AUG. 1908.

Erledigt. *15. Aug. 1908. Dr. ...*
Rud.

The Hon. Count Zeppelin,
Friedrichshafen,
Germany,

Honored Sir:-

In the name of this organization and the citizens of this community, we take this opportunity of expressing to you our deep regret and heartfelt sympathy in the time of your great misfortune.

We can realize what a great loss to you and the world in general the destruction of your great work has been and we note with satisfaction and great pleasure how quick your country was to appreciate your value.

And now allow us to add our heartiest congratulations on the very wonderful flight you made. This we consider the greatest of all aeronautic achievements yet attained.

Success be with you and may you have all the good fortune in the world and do even greater deeds than the wonderful ones you have already done in the past.

Very Cordially Yours,

*Aero Club of Columbus,
per
Herman Hoster*

new heights. After the news of this tragic accident had spread throughout Germany and among many Germans abroad, spontaneous freewill collections were taken up which produced a sum of over 6 million marks within a short time. On September 8, 1908, Count Ferdinand von Zeppelin founded the "Luftschiffbau Zeppelin" ("Zeppelin Airship Building Company") from these contributions of the German people, with the task of carrying on the development of airships which he had begun.



LZ 6 over Berlin, Germany (1909)

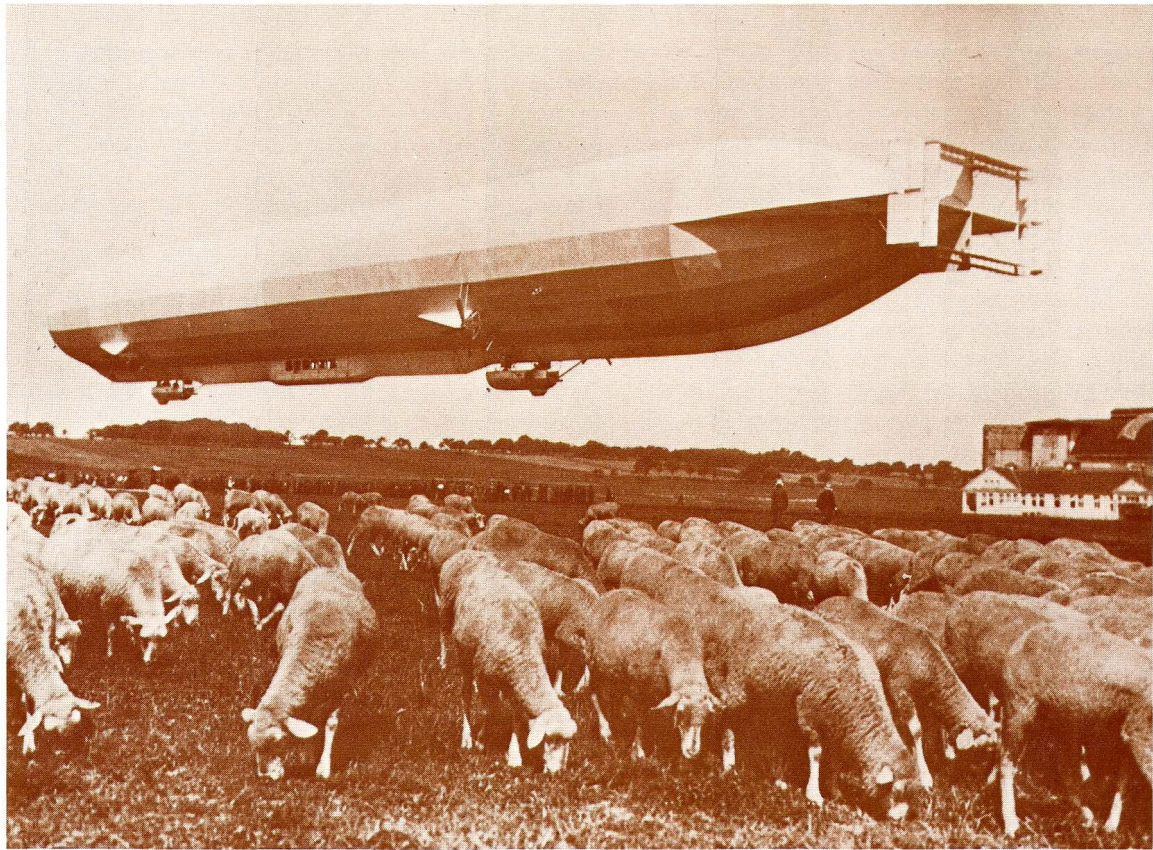
Before Zeppelin's undertaking could grow, it was necessary to find a new place of operation. The shed on Lake Constance was abandoned and new shipyard facilities were set up on the mainland. The first commercial airship which rose from these grounds left the new shipyard in 1910. Further traffic bases were set up in Baden-Oos and Frankfurt/Main. With each new construction, the airship was improved until finally a level was reached which induced the army and navy to order the first ships.

At the commencement of World War I, the existing civilian airships were put into service at the front and new ships were developed further for this purpose. New shipyards were set up in Potsdam and Staaken. Altogether, more than 100 dirigibles were built during World War I.

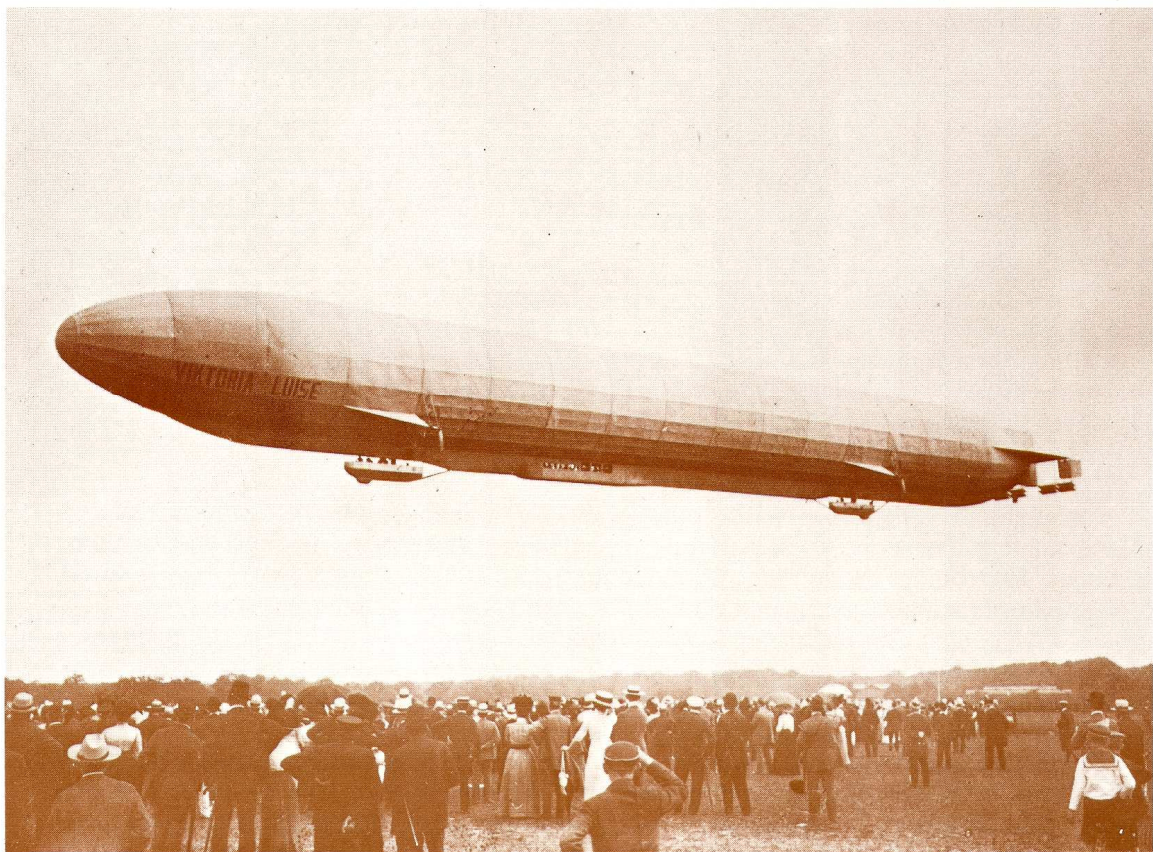
At the beginning of 1916, airships were already being built with a content of 1271,300 cu. ft. (36,000 cbm.) and a load capacity of 37,500 lb. (17,000 kg.). Lifting heights and travel speeds could be increased constantly by new developments. LZ 104's performance was special – traveling 4,200 miles (6,800 km.) during an expedition to Africa, an achievement unmatched by any aircraft for many years to follow. By the summer of 1918, airships had been developed to such an extent that the load capacity amounted to 97,000 lb. (44,000 kg.) in the 2,190,000 cu. ft. (62,000 cbm.) class. With seven Maybach engines, each with 256 HP (260 PS), the ships made notable achievements.

Count Zeppelin did not live to see the end of the war. Unexpectedly, on March 8, 1917, death tore him from his plans for future use of his ships as world means of transport.

The enterprise had a long, arduous path behind it since the memorable September 8, 1908, date; there were still some setbacks ahead, and a variety of difficulties still had to be overcome. The numerous, versatile, and solvable technical tasks which came up during the building of airships led necessarily to the founding of independent firms for processing in certain areas. This had to occur especially where technical problems were concerned which were also important to other branches of industry. By assigning such special tasks to independent firms, the 'Zeppelin Luftschiffbau specialists' workload was eased, and they could dedicate themselves to their main task. Thus, over the years, numerous subsidiaries were founded. The first of these companies was the Deutsche Luftschiffahrt AG (Delag) ("German Aeronautics Company"), Frankfurt/Main. This was the first air traffic operator in the world. It was founded with the



LZ 10 "Schwaben" over Friedrichshafen airfield (1911)



LZ 11 "Victoria Luise" (1913)

purpose of maintaining air traffic between large German cities and providing sight-seeing flights over beautiful countryside. At the time, representatives of numerous larger cities were prepared to back such a traffic operation financially. But attempts to set up a profitable airship traffic were completely unsuccessful because there were not enough executives with sufficient experience available and the airships still showed technical deficiencies. On the basis of the experience gained, however, the ships were constantly being improved and the achievements could be raised considerably.

Since, during the early years, the airship industry had no suitable engines at its disposal, the Maybach-Motorenbau GmbH (Maybach Motors, Ltd.) firm, Friedrichshafen, was founded. Its main task was to develop a special engine for dirigibles. Count Zeppelin had always stressed that the future of airships depended on the development of suitable motors. The tragedy near Stuttgart in 1908 was, for example, due to engine failure. The airship engine had to be lightweight and at the same time show a good constant output, be safe from carburetor fire, and have at its disposal a reliable crankshaft and connecting rod lubrication in slanted position. At the same time, these were entirely new demands for the motor industry.

An enterprise devoted only to the development and construction of airship motors would have had insufficient basis for existence, and thus it was necessary to turn to other areas as well. Among other things, the production of airplane engines was taken up, taking on extraordinary volume during World War I, since the Maybach airplane engines showed excellent performance. When the war ended, the production of engines for airplanes and airships was forbidden in Germany for a time, so the company took up the construction of gasoline engines for motor vehicles and the building of passenger cars, whereby the goal was again top quality.

When the building of aircraft engines was again permitted in Germany, Maybach-Motorenbau developed and built a 414 HP (420 PS) airship motor which was also installed in the ZR III airship "Los Angeles" (LZ 126), the first Zeppelin airship to cross the Atlantic.

Acquiring suitable reducing gears and high-quality cogwheels was of special importance for airship building. Since these were not to be obtained in the required quality, Zeppelin founded its own cogwheel factory, which still exists today, the internationally well-known Zahnradfabrik Friedrichshafen AG. The design and workmanship of ZF gears set the tone. At first deliveries were made to the airplane industry, as well as to airship building.

At the close of World War I, the Zahnradfabrik Friedrichshafen was also in a position to meet requirements of the automobile industry for high-quality gears. It followed the goal of persuading the automobile firms to put normed gears from the Zahnradfabrik Friedrichshafen into their cars, which resulted in a considerable financial saving with regard to the gears. ZF broke the trail in this area. Through the excellent quality of its work, it could become the leading cogwheel and gear factory on the European continent.

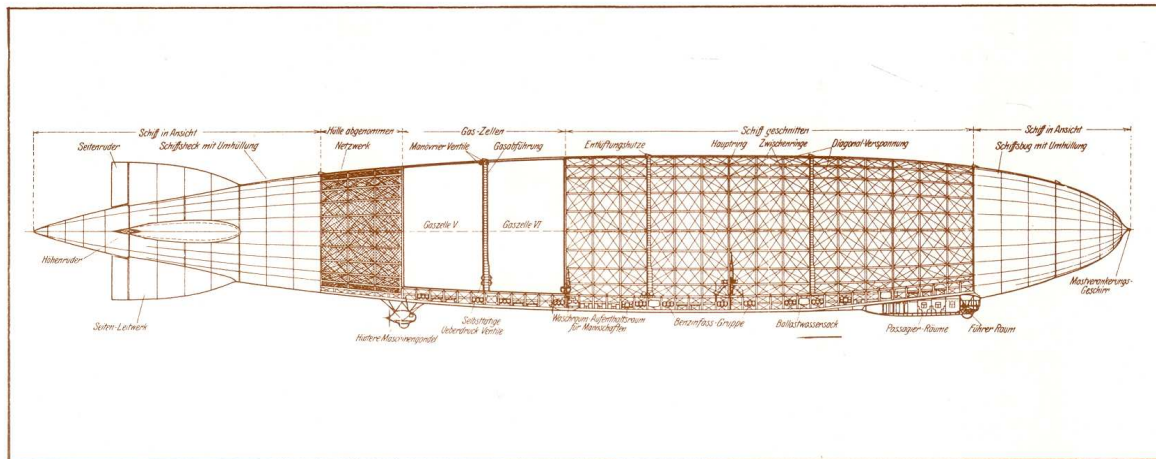
Another subsidiary, founded for the development and production of gas bags, was the Ballonhüllen-Gesellschaft (Balloon Envelope Company) in Berlin-Tempelhof. The task of the Ballonhüllen-Gesellschaft was to develop a fabric for the bags in which no frictional electricity could form.

For the development of airship traffic, the question of hangars was an important problem. Delag's experience had shown that the layout of the hangars had to be given special consideration. The Zeppelin Hallenbau GmbH (Zeppelin Hangar Construction, Ltd.), Berlin, was founded for treating this problem. This corporation built hangars for the army and navy, as well as for Luftschiffbau and for Delag. In order to keep busy, the construction of sheds for trains and industry was also taken up.

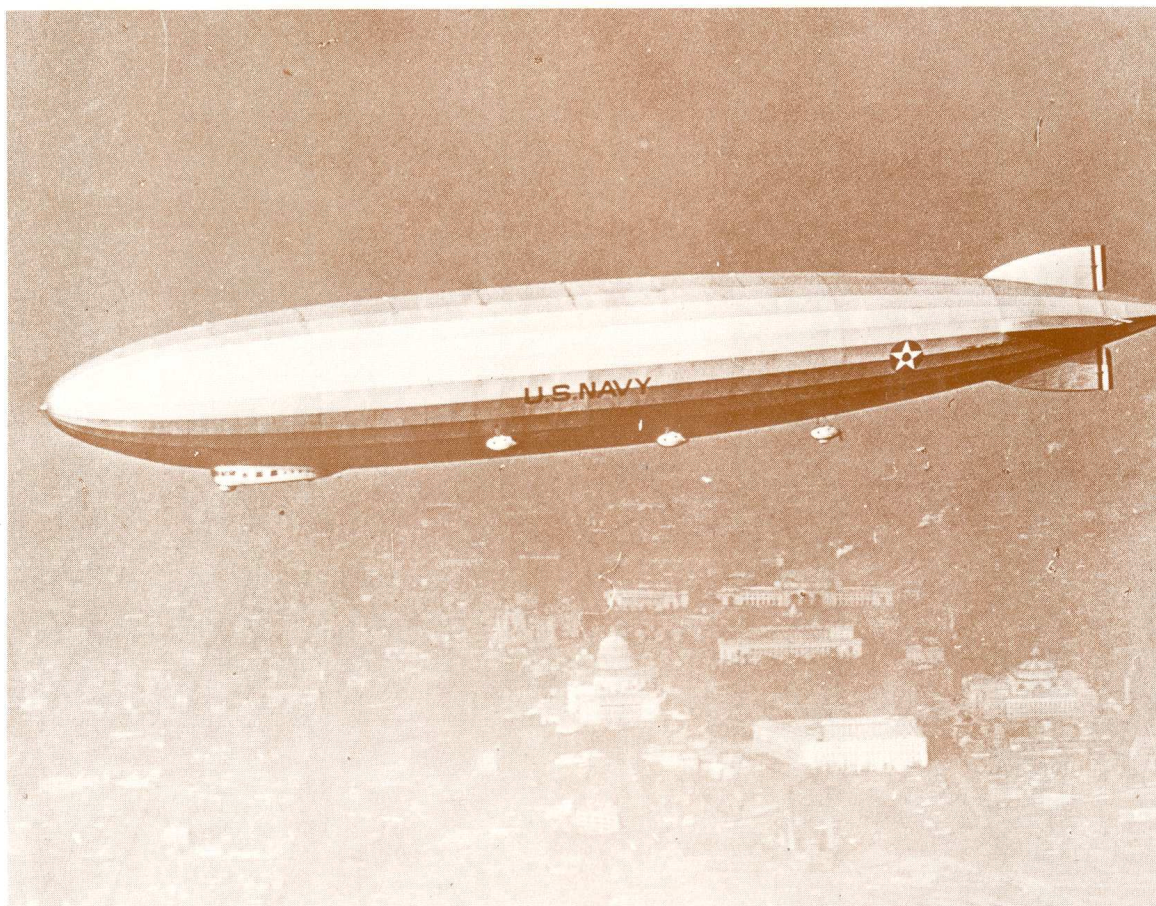
Luftschiffbau Zeppelin's wealth of experience in lightmetal working also proved useful for airplane building. It was due to Count Zeppelin's initiative that lightmetal airplane construction was begun. Even before World War I, Count Zeppelin had commissioned the engineer, Claude Dornier, to develop and construct light-metal airplanes. From this activity grew later the Dornier-Metallbauten GmbH (Dornier Metal Construction Works, Ltd.) firm in Friedrichshafen, which concerned itself exclusively with the construction and building of metal airplanes. The Dornier metal planes set the direction for the entire metal plane industry.

To fulfill the social tasks of Luftschiffbau Zeppelin and its subsidiaries, Zeppelin-Wohlfahrt GmbH (Zeppelin Welfare, Ltd.), Friedrichshafen, was founded. Its main task was to erect apartments for the employees. By setting up its own butcher shop, bakery, and an agricultural division, an attempt was made to influence the cost of living, which was especially high in Friedrichshafen before and during World War I. Even at that time, a large dining hall served meals to the employees at moderate prices. In addition, Zeppelin Welfare had set up an important library.

Following World War I, new tasks were set for Luftschiffbau Zeppelin. Everything had to be done as far as possible to stay in business, in spite of the Treaty of Versailles' building limitations, which reduced the efficacy of the airship drastically. Back in business after Dr. Hugo Eckener had built up Delag again, regular passenger traffic began with the newly built airships, "Bodensee" ("Lake Constance") and "Nordstern" ("Northern Star"). But a new setback came,



Schematic drawing of ZR III (LZ 126)



ZR III "Los Angeles" (LZ 126) over Washington, D.C. (1925)

for the adversaries claimed and took possession of these two ships as reparations. But when the United States also claimed a so-called "reparations ship," it was possible to show the world once again what "Luftschiffbau Zeppelin" had achieved during its 25 years of experience – that the airship had really developed into a passenger vehicle. Furthermore, the US commission, which caused a great deal of controversy, made it possible to save the jobs, hangars, and equipment of Luftschiffbau Zeppelin.

The LZ 126 dirigible with the American designation ZR III was completed in the summer of 1924, made its first flight on August 27, 1924, and lifted off on October 12 of the same year for its memorable trip to America. Not only the aeronautics specialists, but the whole world followed with suspense this voyage of the Zeppelin airship over the Atlantic from Friedrichshafen to Lakehurst. According to the order stipulations, America would take possession of the ship only after its successful ocean crossing. Following a brilliant trip, the dirigible landed in Lakehurst on October 15. The ship and crew received an overwhelming reception. The prestige gained by this achievement was very great for the times, and its importance to the continuation of the undertaking could not be assessed highly enough. The limitations set in the Treaty of Versailles for the building of aircraft by Germany were withdrawn entirely in 1926. As the "Los Angeles," the LZ 126 (ZR III) served the US Navy successfully for many years as experimental ship.

ZR-3—A TRIBUTE

IN COMMEMORATION of the Trans-Atlantic flight of the Zeppelin airship, ZR-3, which on October twelve to fifteen, nineteen hundred twenty-four, flew one-fifth the distance around the world in eighty hours, this tribute is presented to Dr. Hugo Eckener and his Zeppelin associates of Friedrichshafen, Germany.

It is appropriate to recall that the father of this new mode of transportation, Count Ferdinand von Zeppelin, served as a volunteer officer in the Union Army of the United States during the Civil War.

After completing a successful career as a Major-General of Cavalry, Count von Zeppelin began his real life's work in eighteen hundred ninety-four at the age of fifty-six years.

Rising again and again above disappointments which would have crushed ordinary men, his indomitable spirit of progress brought him success at the late age of seventy.

In creating this wonderful airship, the ZR-3, which accomplished the remarkable achievement of uniting for the first time the continents of the old world and the new world with a span of only sixty-six hours between coastal ports, the successors to Count von Zeppelin have aided in perpetuating his ideal, which is best expressed in his own words:

"May the rigid airship do its part in bringing men and nations more closely together and facilitate mutual understanding and good will throughout the World."

To this ideal America pledges its faith.

Presented by

DETROIT AVIATION SOCIETY.

Stawley Sturman

President.

Carl W. Futscher

Secretary.

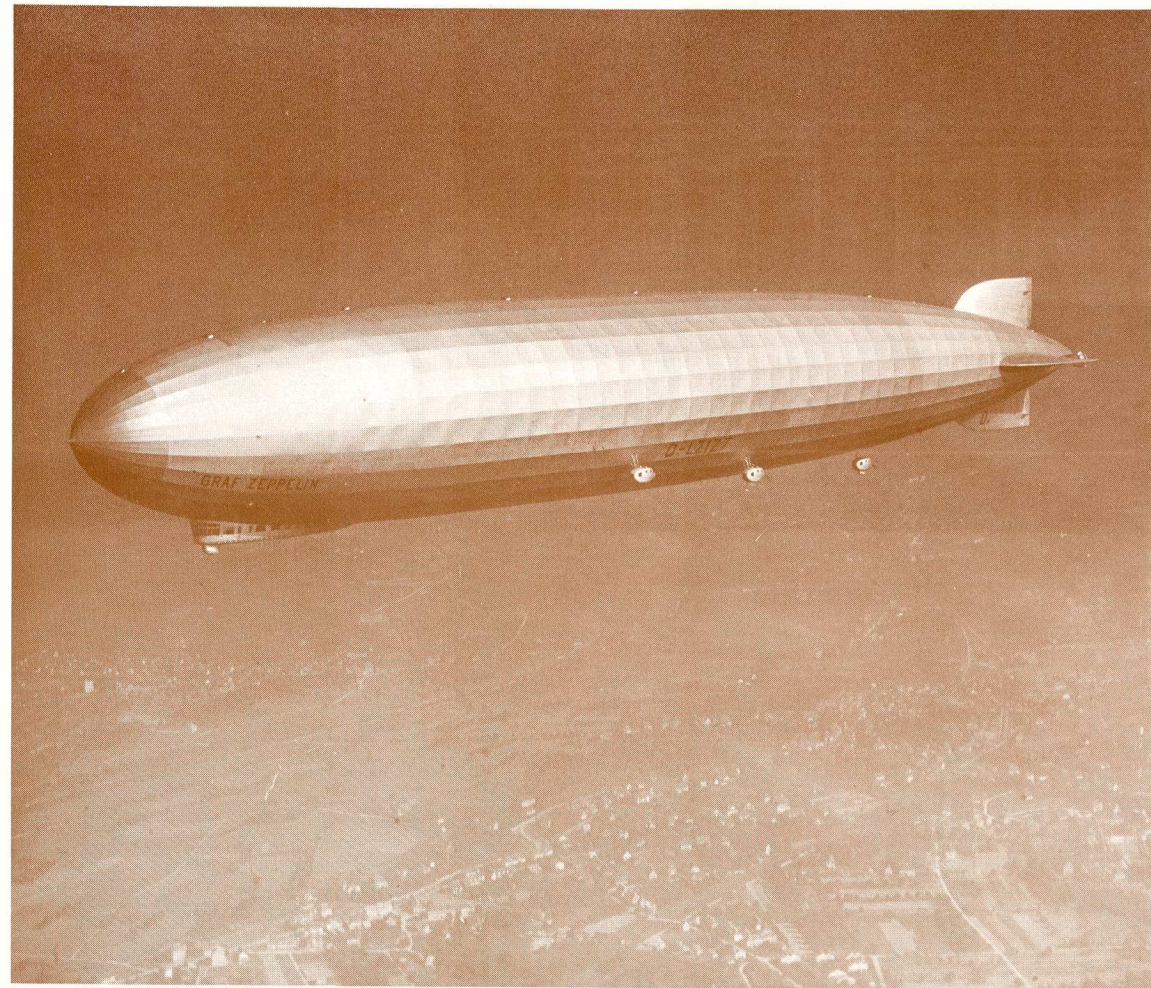
Detroit, Michigan, U. S. A.

October thirty, nineteen hundred twenty-four.



Dr. Hugo Eckener 1868-1954

A new dirigible, LZ 127, which later carried the name "Graf Zeppelin" throughout the world, was soon built as a result of a Zeppelin-Eckener donation by the German people. This ship had made more than 100 ocean crossings without serious incident. The around-the-world voyage in 1929 finally proved that an airship could be a useful means of transport for long overseas distances, considering the conditions then existing. The great success of the "Graf Zeppelin" led to the organization of regular overseas traffic. The Deutsche Zeppelin-Reederei GmbH (German Zeppelin Shipping Firm, Ltd.), Frankfurt, was founded for this purpose, since Delag had been disbanded some time before. At first traffic with two airships was planned. In addition to the "Graf Zeppelin," the "Hindenburg" was put into service. The latter was the biggest dirigible ever built up to that time. It was 804 feet (245 m.) long, and its largest diameter was 135 feet (41.2 m.). Its range amounted to 8,700 miles (14,000 km.) at a speed of 78 miles (125 km.) per hour. Since the beginning of March, 1936, the LZ 129 "Hindenburg" had made a total of 56 voyages, ten of them across the Atlantic to Lakehurst, USA. The average travel time amounted to 66 hours westwards and 55 hours eastwards, the fastest trip on this route being 43.5 hours. The airship's total mileage amounted to about 186,400 miles (300,000 km.). The "Hindenburg" was destroyed by explosion on May 7, 1937, during its landing in Lakehurst.



LZ 127 "Graf Zeppelin" on a trial run (1928)



China on board of LZ 127 "Graf Zeppelin"

clearance

The United States of America

DEPARTMENT OF COMMERCE
BUREAU OF NAVIGATION

CLEARANCE OF VESSEL TO A FOREIGN PORT

[Arts. 137, 151, 159, 160, 161, 162, 163, 168, 169, and 170, Customs Regulations, 1923; Section 4201, Revised Statutes]

District of PHILADELPHIA

Port of PHILADELPHIA

These are to certify all whom it doth concern:

That Hugo Eckener
Master or Commander of the German aircraft GRAF ZEPPELIN
burden Tons, or thereabouts, mounted with no
Guns, navigated with 40 Men, foreign
German built, and bound for

Friedrichshafen, Germany

with passengers and having on board

MERCHANDISE AND STORES,

hath here entered and cleared his said vessel, according to law.

Given under our hands and seals, at the Customhouse of PHILADELPHIA

....., this 15th day of October

one thousand nine hundred twenty eight, and in the 153rd

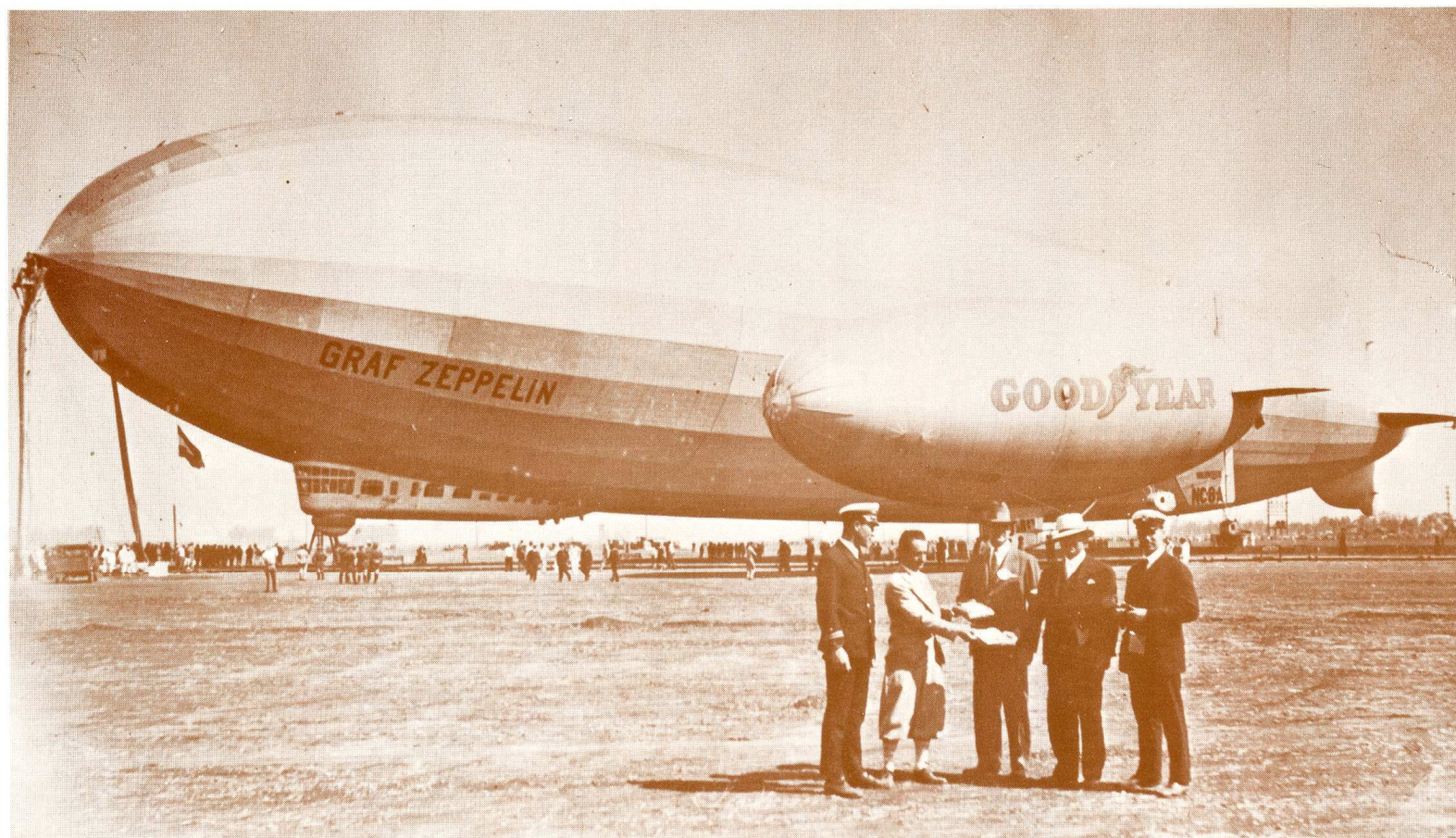
year of the Independence of the United States of America.

E. P. Ryker
Comptroller of Customs.
DEPUTY COMPTROLLER

J. S. McGovern
Acting DEPUTY Collector of Customs.



LZ 127 "Graf Zeppelin" over the City of Friedrichshafen, Germany, today sister city of the City of Peoria, Illinois



LZ 127 "Graf Zeppelin" and a Goodyear blimp at Los Angeles (1929)

Today
 A Song, Then a Fight.
 First Freight by Air.
 Senator Bingham Alert.
 40 to 80, Best Years.
 —By Arthur Brisbane—

3 PAGES OF ZEP PICTURES—Pages 5, 7 and Back Page, This Section

Nation-Wide Straw Vote
 For State totals turn to Page 12.

New York American
 AMERICA FIRST!
 THE AMERICAN PEOPLE

FINAL
 IN TWO SECTIONS—SECTION ONE.

No. 16,527.—DAILY. Copyright 1928 by New York American, Inc. EDITORIAL PHONE: 1717. WEDNESDAY, OCTOBER 17, 1928—32 PAGES. BUSINESS PHONE: COLUMBUS 1000. Published by New York N. Y. Entered as second class matter. *** THREE CENTS. Within 200 Miles Radius 5-cent rate.

WHAT impression did our civilization make on foreigners arriving in the Zeppelin when they landed and were "entertained" at Lakehurst?

We know what would have happened if the Zeppelin had landed from another planet among our cave ancestors 200,000 years ago. The "entertainment" would have been made up largely of lights, which would have been natural among cave-men.

At Lakehurst the programme of entertainment which Dr. Eckener attended, read:
 —Boxing, 150-pound class, four rounds.
 —The Yankee Rhythm Boys.
 —Boxing, 160-pound class, four rounds.
 —The Darling Sisters, singing a patriotic song.

And so it went, a song and a fight, a fight and a song to the end.

It may be necessary even in these days of submarines, poison gas and air flying to make our soldiers and sailors, box to amuse officers. But is it really necessary to force upon intelligent foreigners a realization of the fact that prize fighting plays in our civilization?

Couldn't we, for instance, have two patriotic songs instead of one for each fight?

The Zeppelin brought the first air freight from Europe to America. Future Zeppelins of great carrying capacity may find usefulness and profit as freight carriers. Their air displacement is too great for them ever to be useful for speed.

The future air freight carriers, however, will not, like this Zeppelin, be covered on the outside with cotton that the wind can blow away.

They will be made of metal, a mixture of aluminum and other metals, harder than ordinary steel, lighter than this Zeppelin.

What has been accomplished already in theory. And our navy is building the first all-metal dirigible.

Benjamin Strong, chairman of the Federal Reserve Bank, only fifty-six years old, dies of overwork and constant strain.

Business men ought to realize it takes forty years to understand business thoroughly, and the years from forty to eighty are needed to use knowledge acquired before forty.

In this campaign the Democratic party repudiates officially the old tariff party low tariff ideas. Governor Smith assures voters that he will give to labor and industry tariff protection that it requires.

Much of our labor and industry need more protection than they have now.

For instance, foreigners send in to the United States, so this writer is informed, 1,500,000 tons of manufactured steel annually.

That does not mean competition with big steel companies only, but especially competition with labor, which labor realizes.

Every ton of manufactured steel made in America represents \$30 in labor cost. Bringing in 1,500,000 tons of foreign steel means that \$45,000,000 worth of work that might have been done by Americans has been done abroad.

There must be reciprocity, some opportunity for foreigners to deal with us, otherwise international commerce would stop.

But the tariff should be high enough at least to offset the difference between foreign and American labor costs.

Since the country must have airships, be thankful that the post office, under Postmaster-General and President Coolidge, congratulates intelligently on the air mail.

Captain Sumner Sewall, traffic superintendent of the British Colonial Airways, says this country more than any other, has developed flying at night, due almost entirely to the post office department.

Night flying is the most important flying for defense in air attacks on cities.

CITY SALUTES ECKENER!

Millions 'Hoch!' and 'Hurrah!' Pilot

SEWER GRAFT JURY OUT FOR HOURS; HARD FIGHT HINTED

Members Come Back to Court Three Times Asking for More Information and Documents

Conspiracy to Raise Prices Held Only Question in Verdict Facing Connolly and Seely

The fate of Maurice E. Connolly, former borough head of Queens, and Frederick Seely, his one-time engineer of sewer design, is in the hands of the jury.

The case reached the jury at noon and at midnight, twelve hours later, no sign was given to either jury.

On the other hand, there was reason to suspect that many points were being raised by members of the jury in the course of their deliberations. Three times during the afternoon the jury asked the court for all, twice requesting documents which were part of the evidence and on the other occasion asking Justice Tompkins what constituted conspiracy.

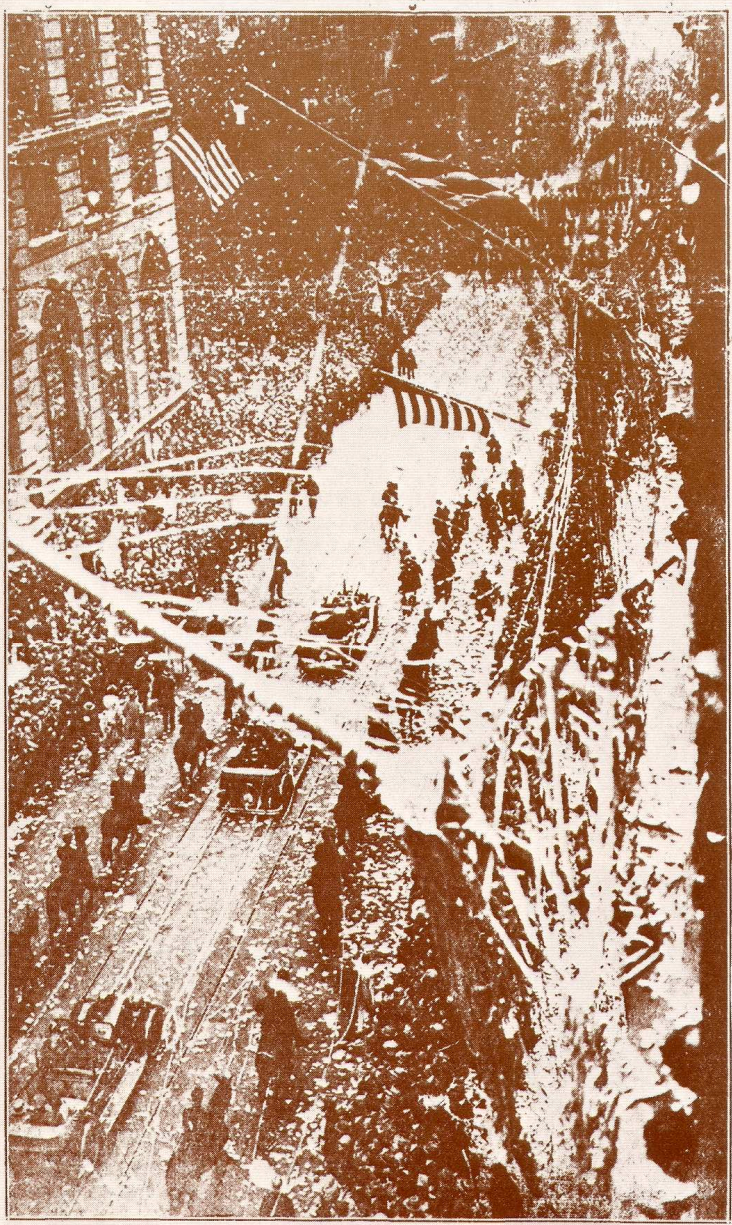
Indications to those about the courtroom were that the jury was having occasion time to go outside to reach an agreement. There were indications, too, that the jury's action presaged a divided verdict—a typical "hung jury."

Justice Tompkins was called to the bench the first time at six o'clock. At that time the foreman asked for certain exhibits which had been introduced at the trial. They wanted for their personal copies of the City Record, in which sewer lettings are advertised, and some of the engineering summary charts which had been prepared by Connolly's engineers.

They also asked for a copy of a bill which Connolly had introduced into the State legislature in 1911. The bill which passed the Senate and was killed in the lower House would have granted the borough presidents the authority to subpoena contractors and ascertain from them what prices they were being charged for materials used in the various contracts. This bill had been put into the evidence of this case by the State.

Continued on Page 6, Column 2.

The Great "White Way"



GRAF ZEPPELIN'S CREW RECEIVES OVATION FROM LOWER BROADWAY

PAPER BLIZZARD RAGES AS COMMODORE RIDES LIKE 'LINDY' UP B'WAY

McKee Bestows Medal on Airman; Crew and Passengers Participate in Welcome, but Refuse to Share Glory.

By DAMON RUNYON.
 Copyright, 1928, by Damon Runyon, Inc.

"Hup! Hup!"—the gruff voices of the sergeants again.
 "Scuff! scuff!"—the tramp of marching feet again.

And through the granite canyons of lower New York span spirals of wringing tape and shredded paper yesterday afternoon as the big town paid tribute to a man-size man and a man-size job.

"Hooray!" bawled some of the citizens lining the sidewalks and hanging precariously from the windows of the skyscrapers.
 "Hoch!" came a booming note from other throats that caused some of the occupants of the autos in the passing parade of the officers and crew of the Graf Zeppelin to turn their heads inquiringly and to smile broadly.

He Rides Like Lindbergh
 On the top edge of the rear seat of a touring car, in the manner made the fashion by Lindbergh, the Lone Eagle, rode Dr. Hugo Eckener, the burly German with the blue eyes and the little chin whiskers, whose hand thwarted the trickeries of the sky and brought the first commercial air liner in history to port.

The same Eckener it was who steered the Los Angeles, then the ZR-3, of German manufacture, through the air lanes to Lakehurst. A smiling big man, he is, and he turned the warmth of his smile upon the thousands of big town people who were showing him that peace hath its triumphs as well as war, just as the books allege.

Passengers Follow
 In the other automobiles were some of the passengers who made the flight in the Graf Zeppelin, now hung alongside Dr. Eckener's first ship, the Los Angeles, in the harbor at Lakehurst, but it was the Doctor-Commodore who appealed most strongly to the public imagination. The crowds lined him out at once and cheered him again and again, until the stout master-navigator of the skies murmured:

"America is most good to me!"

It wasn't a tremendous parade that moved through the streets of New York. A police escort, detachments of soldiers and sailors, and a couple of bands. That was all. But no similar procession that had ever marched through the aisles of

CHRYSLER TO ERECT 68-STORY BUILDING

Walter P. Chrysler, auto magnate will build the tallest building in the world in Lexington Avenue, between Forty-second and Forty-third streets. The project will have no connection with the auto company which bears his name, Chrysler said.

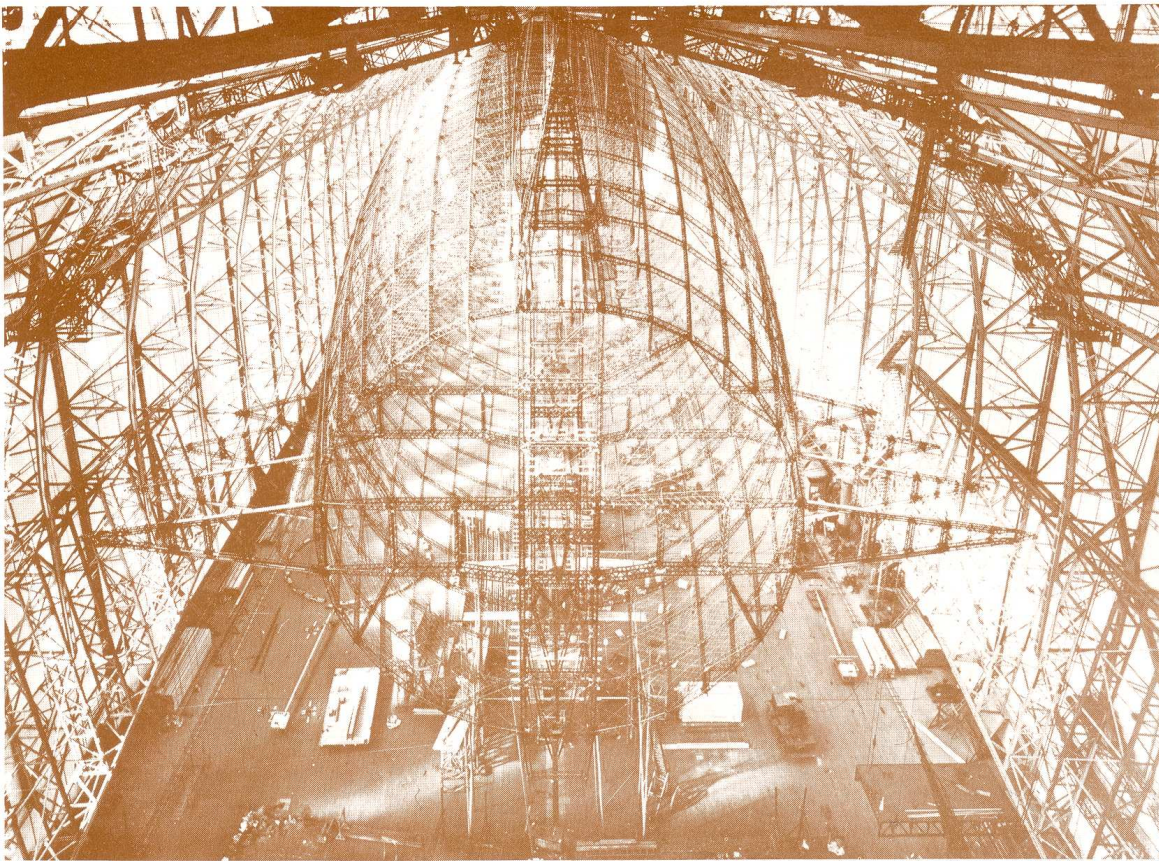
CHRYSLER GRANTORY SALES—But for the fact that the Chrysler Motor Vehicle Corporation is now in the hands of a receiver, the company would have been a success.

The Weather

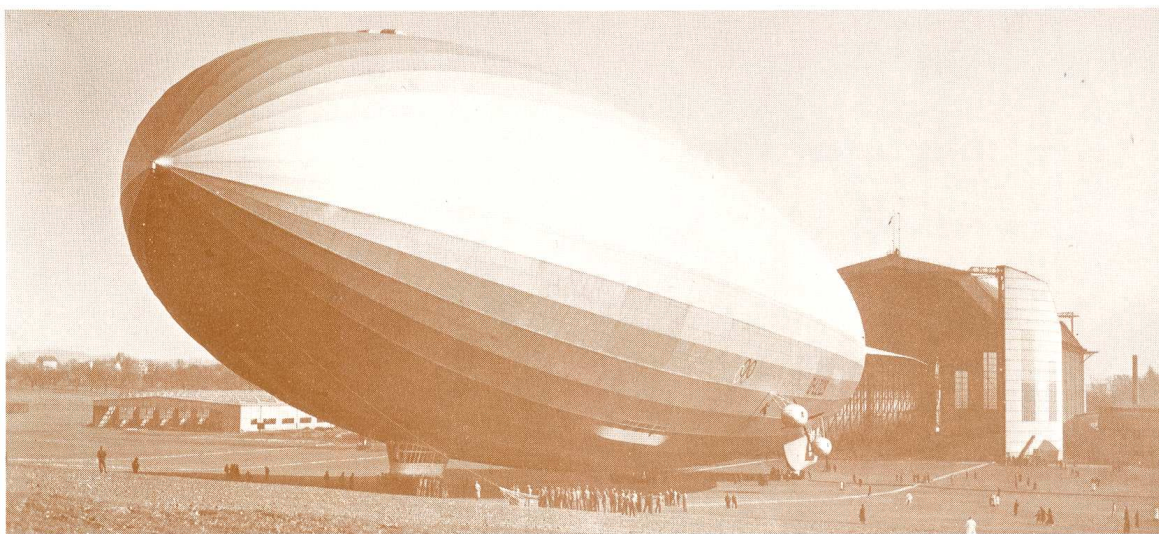
WEDNESDAY, OCTOBER 17, 1928.
 NEW YORK AND VICINITY—Moderate to clear and pleasant; light breeze from north; temperature 60 to 70.

TEMPERATURES IN NEW YORK
 Maximum 70
 Minimum 50

Number of shares sold on Stock Exchange yesterday, a 108,000 amount of bond sales, \$10,000,000. Federal Reserve Bank's credit balance, \$110,000,000. Exchange rate, \$1.70. Federal Reserve Bank's credit balance, \$110,000,000. Exchange rate, \$1.70. Federal Reserve Bank's credit balance, \$110,000,000. Exchange rate, \$1.70.



LZ 129 "Hindenburg" in construction (1935)



LZ 129 "Hindenburg" before first trial run (1936)



Passengers embarking LZ 129 "Hindenburg" at Lakehurst, N.J. (1936)

76TH CONGRESS
1ST SESSION

H. R. 1969

IN THE HOUSE OF REPRESENTATIVES

JANUARY 9, 1939

Mr. O'TOOLE introduced the following bill; which was referred to the Committee on Military Affairs

A BILL

To amend the Act authorizing the conservation, production, exploitation, and sale of helium gas.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That notwithstanding any provision of chapter 895 of the laws
4 of 1937, known as Public Law Numbered 411, to the con-
5 trary, the sale of helium gas to the German Reich shall be
6 prohibited.

7 This Act shall take effect upon its enactment.

Nonetheless, difficulties cropped up: the United States, which had to be relied on for the procurement of helium, blocked its export at this time for political reasons. Thus it was not possible to put the LZ 130, completed in the meantime, into passenger service. This dirigible had to be changed back to hydrogen and was used exclusively for test trips. On the basis of an order from the German Minister of Air Transport, the LZ 127 and LZ 130 were blown up in the spring of 1940. Work was halted on the new helium airship, LZ 131, which was to have been a longer type of LZ 129 with a content of 7,875,200 cu. ft. (223,000 cbm.). Thus, all work in the area of developing and building Zeppelin dirigibles in Germany was ended.

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Luftschiffban Zeppelin GmbH,
Friedrichshafen, Germany

TEXT, DESIGN:
Hans G. Knäusel
Zeppelin-Metallwerke GmbH,
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