



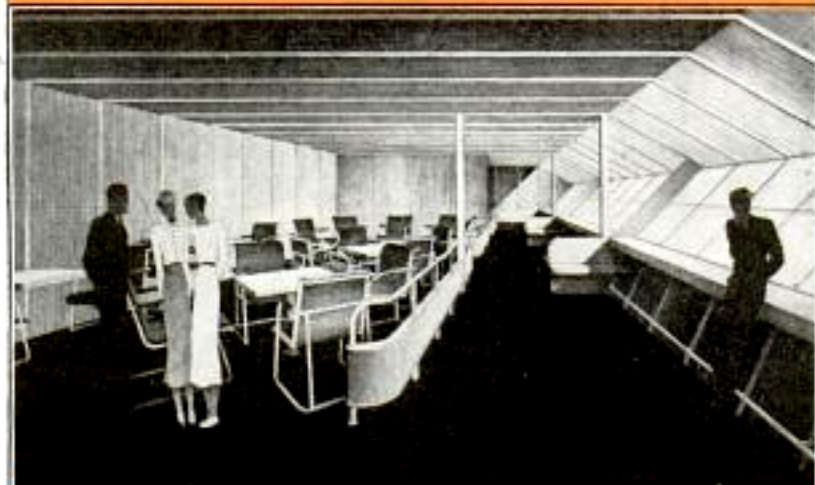
LZ-129

The

Promenade Deck of the New German Dirigible, and Dining Room Designed by Prof. F. A. Breuhaus, Berlin Architect; Note the Slanting Windows Which Give Passengers a View of the Panorama Below

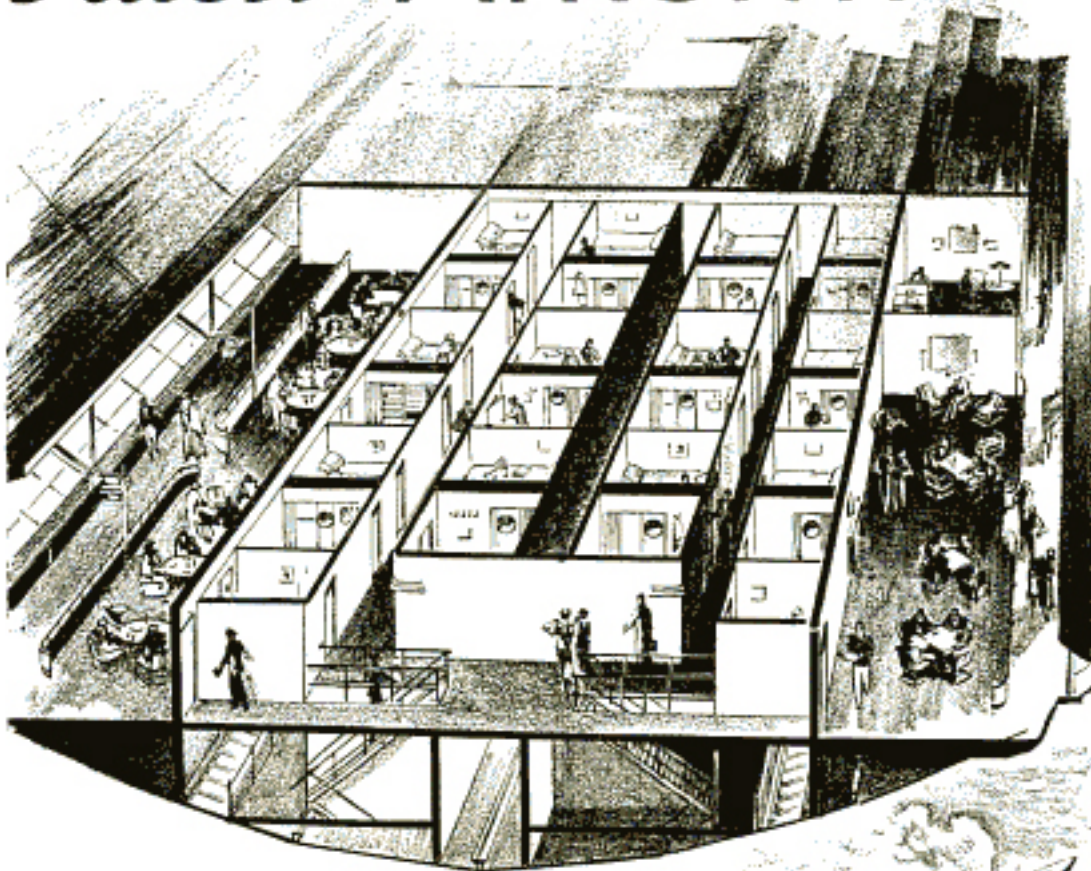


One of the Lounge Rooms of the Dirigible Where Passengers Assemble for Social Gatherings; Note the Light but Sturdy Metal Furniture Designed Especially for the Dirigible



This Is One of the Promenades and Lounging Rooms of the Giant Airship Which Has Accommodations for Fifty Passengers and a Crew of Thirty-Five Persons

Latest AIRSHIP



DR. HUGO ECKENER'S latest venture with rigid airships promises to unfold endless possibilities of traveling safely and swiftly through the air in modern luxury.

The "LZ-129," under construction since February, 1932, is about to make her maiden trip across the Atlantic, with Dr. Eckener as her master.

Here are the main facts about the ship: Length, 812 feet; greatest diameter, 137 feet; gross lifting capacity, 418,000 pounds; pay load twenty-five to thirty tons; fuel load, 130,000 pounds; cruising speed eighty miles per hour, which will carry it across the Atlantic in about two days.

Passenger accommodations are superior to those on any previous aircraft. The designer, Prof. F. A. Breuhaus, created an "architecture of the air" in the interior decoration. He designed chairs, tables and beds as an engineer would design a bridge.

Because so much dead weight was saved

Diagram of Passengers' Quarters, Showing Dining Room, Lounge and Cabins in Center

in the design, it is possible to accommodate fifty passengers and a crew of thirty-five in the ship's twenty-five staterooms, each with hot and cold running water. In addition, the ship will carry considerable express and mail.

There are two groups of parlors, including two promenade decks, giving a total floor space of 5,380 square feet, of which one-half is available for social gatherings.

The passengers will be permitted to smoke, a luxury denied on the "Graf Zeppelin." The social salons and promenades

(Continued to page 138A)



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LZ-129 THE LATEST AIRSHIP

(Continued from page 847)

are in the sides of the ship to enable passengers to have a full view of the panorama. Living quarters are in the interior of the ship. All cabins are windowless, air-conditioned, and lighted for comfort.

There is even enough room for certain deck games. Passengers will eat in comfort in a dining room with thirty-eight chairs and equipped with long tilted windows. The living quarters are in two decks, one above the other, connected by a broad staircase. The galley, with its electric stove and other equipment, is on the lower deck. Here also are the bathrooms, steward's office and crew's quarters.

In order to offset the coldness of metal furniture, the public rooms are decorated in soft pleasing colors. Wall paintings show the history and development of the airship, a bird's-eye panorama of the route traveled, and the constellations in both northern and southern hemispheres.

The engines will develop 4,400 horsepower in all. For the first time an airship will have the advantage of Diesel engines. They are hung on the outside, as on the "Graf," and each operates independent of the rest. The "LZ-129's" immense cruising range, 8,000 miles, enables her to travel around the world with only two refueling stops. The ship is equipped with an apparatus for extracting water vapor from the surrounding atmosphere at a rate of about 150 gallons per hour.

Clark Howell, chairman of the federal aviation commission, recently pointed to the value of dirigibles in commerce.

"Dr. Eckener," he said, "has made thirty-seven voyages across the ocean and circumnavigated the earth without missing a schedule in the 'Graf,' covering more than 625,000 miles without a serious accident.

"If the Germans can do it, we can. The record of the 'Graf Zeppelin' should be an object lesson and we should leave nothing undone to see to it that, whatever may be the shortcomings, either in construction or operation, of lighter-than-air craft, they can and will be surmounted."

Commander Charles E. Rosendahl, a veteran of many airship flights, said: "The loss of 282 airships since 1919 was due almost entirely to naval and military operations. No attempt to cross the ocean by airship has ever come to grief."

Giant Zeppelin Offers Luxury in Air Travel

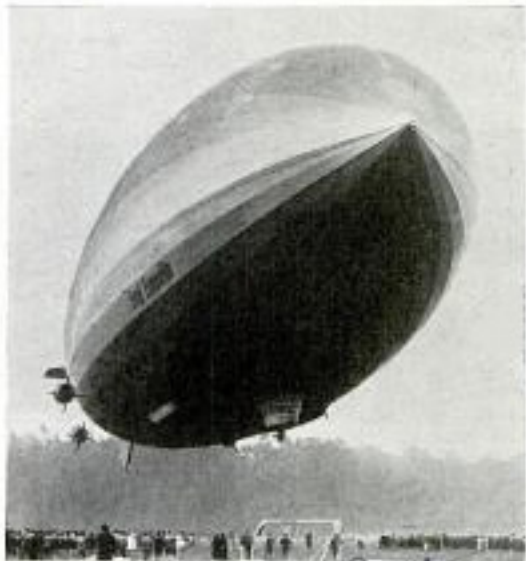
Pronounced airworthy in its first test flights, the 812-foot German dirigible, LZ-129, shortly will be placed in transatlantic service between Germany and the United States. The big zeppelin has a passenger capacity of forty, with all modern conveniences for travel. Finely appointed state-rooms, a dining room and large promenade deck are among its features, introducing new luxury into air travel. The LZ-129.



Above, stateroom in big zeppelin. Left, dining salon and observation deck. Bottom, view of the huge aircraft in its hangar a short time before its first flight

which will be named "The Hindenburg," measures 135 feet from gondola to the top of the great bag and has a gas capacity of 6,609,000 cubic feet. It has a lifting power of 210 tons and a cruising speed of eighty miles per hour. A quantity of freight and mail will be carried in addition to the passengers and crew.

Newest Queen of Zeppelins Goes Aloft for Maiden Flight



Up for its first taste of the air, Germany's newest Graf Zeppelin rides majestically away from the ground crew, her cells filled with hydrogen.

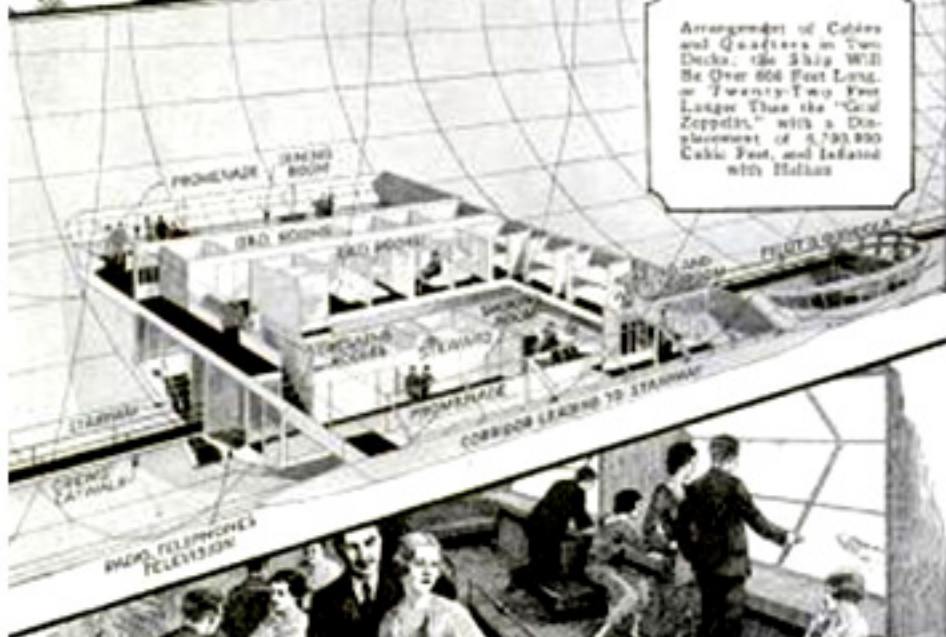
Faith of the Zeppelin builders in their giant dirigibles, despite the tragic loss of the "Hindenburg," was expressed again when the newest of the famous line, the "Graf Zeppelin," was christened recently. The gas bags of the new sky queen were filled with hydrogen on her trial flight, as previous Zeppelins had been. Germany had been unable to obtain a supply of the non-inflammable helium gas from the United States. Helium is more costly and has only ninety-two per cent of the lifting power of hydrogen—the gas itself is twice as heavy as hydrogen—but its use eliminates the risk of explosion and fire that ended the transatlantic career of the "Hindenburg" in 1937.

Q Inquiries as to makers of articles described in **Popular Mechanics**, will be answered by our Bureau of Information upon receipt of return postage.

Super-Zepp to Have All Luxuries of a Liner



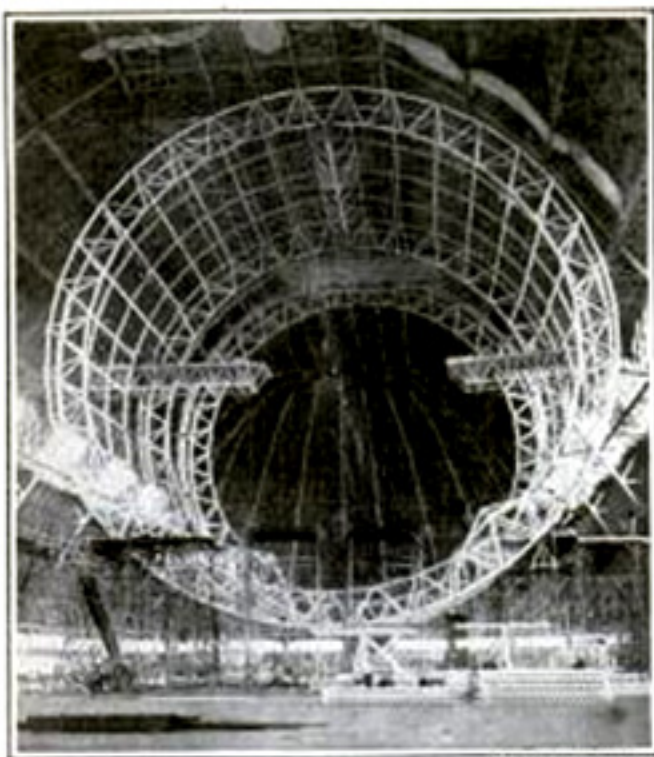
Dining Room of the Huge Zeppelin New Being Built in Germany to Carry Fifty Passengers



Arrangement of Cabins and Quarters in Two Decks; the Ship Will Be Over 600 Feet Long, or Twenty-Two Feet Longer Than the "Graf Zeppelin," with a Displacement of 5,700,000 Cubic Feet, and Loaded with Italian

Promenade Deck and Lounge; the Dirigible Will Be Driven by Eight Engines, Two Motor Rooms Installed in Each of Four Gondolas, Which Will Be Connected by Transverse Passageways





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Like a Giant Spiderweb, the Metal Skeleton of the Dirigible "Akron's" Sister Ship, "ZRS-5," Is Taking Shape in the Construction Hangar

SKELETON OF GIANT DIRIGIBLE RAPIDLY TAKING SHAPE

Framework of the giant "ZRS-5" sister ship of the "Akron," is rapidly being placed in position at the builder's dock in Akron. The third of the main rings recently was raised, giving the inside of the hangar the appearance of a huge metallic spiderweb. The second of the navy's super-zeps is to be approximately the twin of the first, according to the original specifications, with only such minor changes as may be suggested by the actual testing of the "Akron" in flight. Such tests have been held regularly since the launching of the first air cruiser. The main rings of the "ZRS-5" are 133 feet in diameter.

ber of amendments to new patents in the work of the patent exam months compared with nine

ANOTHER VON HOFFMANN MAN SUCCEEDS-



A. Schoepe (another Von Hoffmann graduate) supervised all motor installation of the "Akron."

He will also execute this responsible work on the new dirigible now under construction by the Goodyear Zeppelin Corp. Mr. Schoepe writes: "I want to thank you

for the thorough training I received at your College."

—A. Schoepe.

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