

W. KAUERTZ.
HALL FOR AIRSHIPS.
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1,109,648.

Patented Sept. 1, 1914.

Fig. 1.

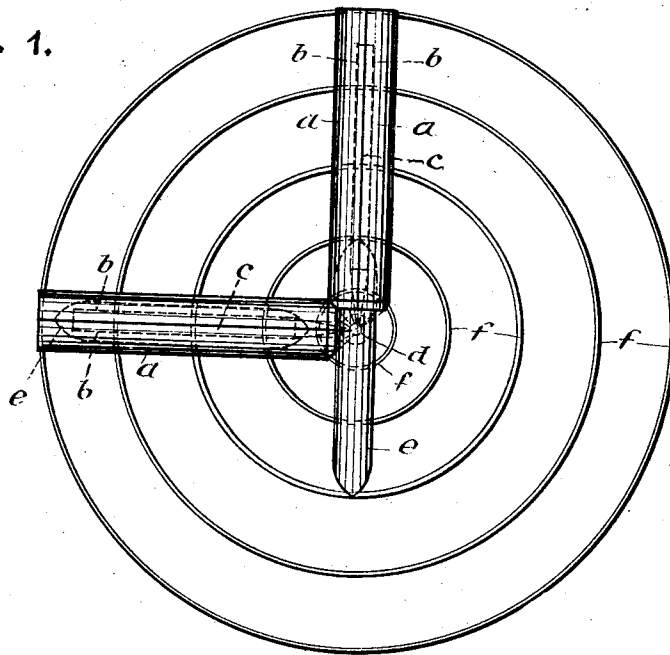
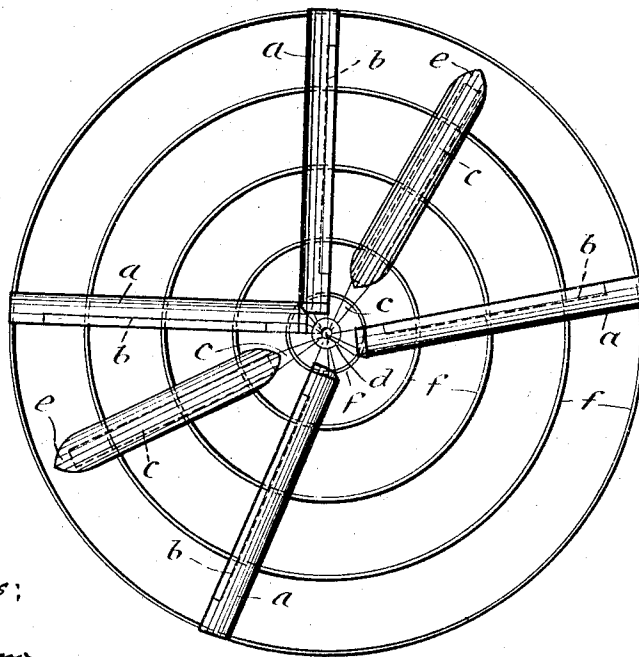


Fig. 2.



Witnesses;

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WILHELM KAUERTZ, OF DUSSELDORF, GERMANY.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILHELM KAUERTZ, a subject of the German Emperor, and resident of Dusseldorf, Germany, have invented certain new and useful Improvements in Halls for Airships, of which the following is a specification.

This invention relates to an improved hall for airships, of the type, which is movably arranged on a pivot at one end, and its novelty consists in making the hall of two longitudinal halves, which are fulcrumed with one end on said pivot, which is common to both halves and around which the two halves can thus be moved for 360° with their other ends toward or away from each other in order to close or to open the hall. The advantage of this arrangement is obvious: The airship must land in radial direction within the circular area described by the hall and within the angle formed by the two open halves, which are adjusted to suit the wind direction, whereupon the latter are closed around the airship from both sides of the same. All the hitherto occurring drawbacks of the landing of airships, by necessitating their entrance into the comparatively small openings of the halls, which so often has resulted in disastrous accidents owing to stormy weather, even with turnable or round halls, are thus effectively avoided.

By the improved arrangement, the landing place itself is effectively protected against noxious wind influences, owing to the airship on the place being protected from both sides by the two open hall halves. Besides, when the wind influences are favorable, that is in calm weather, the hall can be used like an ordinary longitudinal hall, that is the airship can be brought in without requiring an opening of the two halves of the hall.

For a departure of the airship, the proceeding is the same, but vice versa.

In the accompanying drawing, Figures 1 and 2 are plan views of two combined halls in closed and open position respectively, each of said halls being constructed as above described and both moving on the common pivot.

Preferably, the bottoms of the hall halves *a* are at their adjacent parts provided with recesses *b*, clearly shown by dotted lines in Fig 2 for the reception of a separate bottom part *c*, which can also be turned on

the common center *d* of the two hall halves and which serves for making the landed airship fast by the provision of suitable means thereon.

The turning movement of the hall halves and of the separate bottom part is preferably effected by motive power. For this purpose, the bottoms of the hall halves and the movable bottom part may be guided by rollers or the like, on circular rails arranged concentrically within the circular area of the hall, while the outer circular rail may be fitted with a toothed rack for gearing with driving wheels which are operated by motors arranged in the outer ends of the hall halves, all this being not shown, as it is clear without further illustration to any one versed in the art. The circular area may also serve for the reception of two complete halls *e*, of which the single parts are also movably arranged around the center of the area, in the way above described.

As already mentioned, the halls can be used in closed position (Fig. 1) in the ordinary way like stationary longitudinal halls, if favorable weather does not require an opening of the same. The departure of the airship can be effected through either end of the same.

Even with unfavorable wind influences, the halls can be used for departure as well as for landing in closed position, in which case they must be so adjusted that the direction of the wind is within the right angle inclosed by the two halls while the airships must enter and leave the halls through the inner opening (Fig. 1), in which position they are protected against the wind by the two halls.

For the airships departing from or landing at the halls through the outside of the circular area in unfavorable weather, the two halves are opened as above described (Fig. 2).

What I claim is:

1. A hall for airships, comprising two longitudinal halves having their inner ends pivoted to a common fixed point and adapted to move around the latter independently of each other on a circular way.

2. A hall for airships, comprising two longitudinal halves having their inner ends pivoted to a common fixed point and adapted to move around the latter independently of each other on a circular way,

and a common separate movable bottom part for said halves arranged in the same way as the latter around the central point.

3. The combination of a plurality of halls
5 each comprising two longitudinal halves having their inner ends pivoted to a common fixed point and adapted to move around the latter independently of each other on a circular way, each two adjacent
10 halves of said halls adapted to form in

closed or open position of the halls a right angle between them.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

WILHELM KAUERTZ. [L. s.]

Witnesses:

HELEN NUFER,
ALBERT NUFER.