SKYCRUISE SWITZERLAND

DOCUMENT 6

SKYSHIP 600 SPECIFICATIONS

DETAILED TECHNICAL SPECIFICATION OF THE SKYSHIP 600

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6. SKYSHIP 600 Outline Specification

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SKYSHIP SERIES 600B SPEC SHEET

(TC / II "SKYSHIP SERIES 600B SPEC SHEET")

Dimensions:	Length:	200 feet ..... 59.1 meters
	Height:	67 feet ..... 20.3 meters
	Width:	63 feet ..... 19.2 meters
Volume:	ca. 254'000 cubic feet	7'000 - 7'200 cubic meters
Lifting Gas:	Helium (non-flammable)	
Empty Weight:	5'000 kg	in a standard gondola configuration as outlined within this specification: incorporating all equipment required for commercial passenger transport, 8 fast removable luxury seats, toilet incl. water required, banner attachment points, no galley, no Night Sign, no APU.
Lift Capability:	Weight ..... 2'000 kg	Altitude: … 2'000 – 3'000 feet
	Weight ..... 1'000 kg	Altitude: … 5'000 – 6'000 feet
	Lift Capability diminished:	> 6'000 feet
Maximum Passenger Capacity: …	Up to thirteen plus the Captain and Co-Pilot	
Performance:	Cruising Speed:	35 kts
	Maximum Speed:	50 kts
	Cruising Altitude:	1'000 – 3'000 feet
	Ballonets Maximum Altitude:	10'000 feet
	Maximum Range:	400 NM
	Maximum Range with additional tank:	800 NM
Engine:	Two Porsche 930 engines 255 hp, each turbo chgd	
Fuel:	Typ:	AvGas 100LL
	.....	(under certain conditions MoGas)
	Max usable Fuel Capacity	176.5 gal / 666 litres
	.....	(ca. 490 kg)
	.....	(with add. cabin-tank > 1200 litres)

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Gondola:.....Length:.....38.8 feet.....11.83 m
Width.....8.4 feet.....2.56 m
Headroom:.....6.3 feet.....1.92 m
(Restroom available)

Envelope Fabric:.....Tedlar Laminate

Television Broadcast Capacity:.....Ability to carry state of art gyrostabilized camera system (FAA approved either side mount or floor mount)

Operating Personnel:.....15-person crew (approximate),
including Pilots, Mechanics, Riggers, Electricians, Computer Technicians and Ground Crew

Typical Ground Support Equipment:

Mast Truck:.....Equipped with retractable mooring mast and retractable hydraulic stabilizers

Mobile Mast.....on trailer

Mechanics Service Unit:.....Equipped with mechanics workstation and tool bench

Fuel Trailer or Vehicle:.....Certified to carry fuel on public roads

Certification:.....- first type-certificate in the UK
- Australia
- FAA
- France
- Germany
- Japan
- Switzerland

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1 ENVELOPE

1.1 Ballonets: One forward and one aft of the gondola. Also used for trimming inflight.

1.2 Valves: The envelope is fitted with six 20" valves; two on the envelope equator, and two per ballonet. These valves are of mainly glass-fiber construction and are individually adjustable for pressure setting. They incorporate a fast rise characteristic providing fully automatic operation under normal operating conditions. A manual opening and closing facility is provided for each valve operable from the flight deck.

1.3 Load Curtain: Four parabolic arch fabric load curtains are provided with multiple Kevlar 29 gondola suspension cables and peripheral bolt rope. Gondola suspension is via 14 Kevlar 29 suspension cables and biased shear collar for horizontal restraint.

1.4 Envelope Materials: TCOM fabric L11A

(AZUR-Envelope replaced by TCOM-envelope).

Additional Information (not part of TC):

VOLUME SPECIFICATION FOR 600B

The Skyship 600B Series, which is manufactured with the laminate TCOM envelope, has a volume figure of 7,060 cubic meters or more and an envelope weight of 1070 kg, unpainted.

The standard Skyship 600 Series with the polyester envelope has a volume figure of 6,666 cubic meters and an envelope weight of approximately 1400 kgs, unpainted.

This gives the 600B a lift advantage of approximately 400 kg due to the increase in volume, and 400 kg due to the decrease in weight of the envelope for a total lift increase of 800 kg (1'760 lbs).

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COMPARISON of TCOM vs. AERAZUR ENVELOPE MATERIALS

Parameter	**Aerazur TE54-1**	**TCOM L11**
Base Cloth	Polyester	Polyester
External Film	Polyurethane	TEDLAR
Gas Barrier	Saran	MYLAR
Bonding Elastomer	Polyurethane	TCOM Proprietary

VALUE	**TEST METHOD**	**TE54-1**	**L11**
Weight (oz/yd^2)	FSTM 191A Method 5041	11.4	9
Tensile Strength (lbs./in)	FSTM 191A Method 5102	217.2 205.7	275 275
Tear Strength (lbs.)	FSTM 191A Method 5041	15.1 14.2	70 70

1.5 Ballonet Material: TCOM fabric F42

Ballonet Trunking: TCOM fabric F42

1.6 Normal Envelope Operating Pressures: 1.1" - 2.5" WG (dep. upon operating cond.)

1.7 Helium Filling / Discharge: Two quick release fittings (ARZ 200920) incorporating non-return valves are provided (one at bow, one inside gondola) for filling, topping up and purifying helium.

1.8 Inspection Covers: Three polycarbonate inspection covers (23.5 inch nominal aperture diameter) provide access into the envelope while inflated (one in each ballonet, one into the hull - located in the gondola). Each aperture is strengthened with a Neoprene / aluminum allow reinforcement ring.

1.9 Emergency Rip System: A cutter type rip system (suitable safeguarded) is provided for emergency deflation.

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1.10 Envelope Pressurization System:

Ram Air Supply: A scoop is fitted behind each propulsor to divert ram air into the ballonet duct system.

Electrical Fan Air Supply: For low airspeed or large vector angle operations two electric axial fans (Dynamic Air type M8921N or Electro Mech EM613) are fitted. Each fan is individually controllable and can be switched to an automatic mode whereby the ships pressure is controlled by an adjustable pressure switch. Maximum combined flow rate provided by both electric fans is 1'800 cubic feet per minute, which provides for a 190 ft per minute descent rate.

Automatic flap valves: are fitted to ensure correct function of ballonet air supply system with any combination of available air source.

Emergency Pressure System: In the emergency event only of ballonets becoming full in flight and pressure in the envelope dropping below the safe level, a toggle is provided which when pulled opens twin fabric panels (one in either side of the T-chest) and permits air to be discharged directly into the helium space.

1.11 Nose Cone: The Nose Cone is a two piece glass fiber reinforced molding with provision for the nose probe housing in the center and for nose batten/envelope attachment around its periphery.

1.12 Nose Battens: Fifteen glass fiber reinforced molded nose battens are provided, pin jointed at their leading edge to the nose cone.

1.13 Color Scheme: The hull envelope exterior is semi-gloss white polyurethane (this color is mandatory, being essential to the ultra-violet protection of the envelope). Registration markings are applied as specified by the relevant airworthiness codes.

1.14 Tether Points: Strong points are provided on the hull - two at the bow, two forward of the tail fins and one aft - for inflation and emergency tie down purposes. Breaking load (nominal) is 1'000 kg.

1.15 Rigging Points: Six are provided around the envelope equator.

1.16 Rain Curtain: An envelope fabric rain curtain circumscribes the lower part of the envelope above the gondola.

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2 GONDOLA

2.1 General: The gondola is constructed in accordance with Gondola drawing 1215/03/00.

The flight deck is located at the forward end of the gondola. While the ship is designed for single pilot operation, two pilot stations are provided to either side of the central instrument console. Twin control yokes (light aircraft console-mounted type) are provided and incorporate vector motor actuator and radio transmit buttons. Single lever type controls (i.e. engine) are mounted on the central console plinth. Large transparencies are provided giving excellent visibility.

The main cabin is located in the center of the gondola and is essentially the payload compartment. It is fitted with a double bottom floor comprising Fibrelam-floor-paneling and floor support structure bonded to the external Kevlar shell. The centerline floor panels are removable to provide access to the control circuits and aerials beneath. Subject to customer requirements the gondola floor can be modified to incorporate a utility hatch. (See para 16, Optional Equipment).

Large windows are fitted port and starboard. A box structure is built into the rear of the main cabin; water ballast tanks are housed in the outboard ends of the structure and the battery in the center compartment (a third water ballast tank is housed beneath the engine compartment floor). The engine room is located at the rear of the gondola and houses the two transversely mounted Porsche engines, each in separate fire resistant containment housings. Hinged titanium panels provide access to the top of the engines for light maintenance and tuning. Access to the bottom of the engines and engine removal is carried out via hatches in the underside of the gondola. An engine lift beam (with two strong points for lifting tackle) is built into the ceiling of the gondola. The rear of the engine room houses the main bladder-type fuel tank.

2.2 Principal Dimensions:

Tolerance + 1%

Length (overall but less flanges)	11.83 m	38.8 ft
Width (maximum but less flanges)	2.56 m	8.4 ft
Main Cabin Headroom	1.92 m	6.3 ft
Main Cabin Length	6.89 m	22.6 ft

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2.3Structure:

Main shell: Kevlar 49/epoxy XD927 two piece wet lay-up molding, scarph jointed down centerline. Main cabin frame moldings (one port, one starboard) are of same material.

Bulkheads and floors: profiled from Ciba-Geigy Fibrelam panel (Grades 5, 6 & 8 uni- directional glass fiber 0/90 skins on Nomex honeycomb core).

Ceiling panels: profiled from two layers of fiberdux, (916G-120 - 50% glass fiber woven pre preg) ASI/L/46 (B).

Fireproof bulkheads (engine compartment): profiled from panel specification No. ASI/L/7 - titanium skins, Nomex honeycomb core impregnated with phenolic foam, core/skin adhesive Redux 319A (high operating temperature performance) thickness 1 inch nominal.

Propulsor support-outriggers (port and starboard): T45 steel welded tubular space frame structure with 4 point attachment to strong points on gondola; corrosion resistant finish.

Gondola suspension brackets (14): Aluminum alloy channel section bonded and riveted to Kevlar shell.

2.4Transparencies:

Flight Deck: 4 mm acrylic incorporating clear view panels.

Main Cabin: 4 mm acrylic

Transparencies are flush mounted being bolted into integral recessed flanges in the Kevlar shell.

2.5Access Provision: The main access door is located at the forward port end of the main cabin. Facilities are provided for emergency evacuation by three removable windows situated in the starboard rear and forward, and port forward main cabin transparencies. An engine room access door is located on the port side at the rear of the gondola.

2.6Color Scheme: The gondola is sprayed white acrylic and a styling (horizontal reference) line is painted on the propulsor duct.

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2.7 Interior Arrangement: The main cabin floor is equipped with 4 seat rails running longitudinally, each pair of rails being set at 6" inch centers, seating capacity as approved by CAA for type certification is for eight passengers, provided by Flying Service, luxury seat units, which are fully CAA/FAA approved including compliance with FAR part 25, appendix F, pg. 11 (at amendment No. 25-39) for each seat cushion (squab and back support). Alternative approved seat layouts are referenced in para 16 (Optional Equipment). The 12 and 13 passenger seat layout for the Skyship600 series is also CAA and FAA approved for commercial passenger transport.

2.8 Interior Furnishing: The standard furnishing for civil fit incorporates an electrically flushing toilet and water closet enclosed within a Fibrelam compartment.

3 PROPULSION SYSTEM

3.1 General: The twin Porsche engines are mounted transversely within the gondola, each driving a variable pitch ducted propeller via transmission shafts and a right angle bevel drive reduction gearbox. Each ducted propulsor is arranged to pivot about the axis of the shaft centerline to provide a vertical thrust capability.

3.2 Propeller:

Diameter:	54 inch
Typ:	Hoffman 5 bladed variable pitch fan HO-V 155 A-R/137 CL with mechanical pitch change mechanism. Blades are glass-epoxy-sheathed wood with aluminum alloy leading edge.

3.3 Pitch Change System:

Four propeller settings are provided:

FC.....Forward Coarse
FMP.....Forward Maximum Power
FF.....Forward Fine
R.....Reverse

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On each propeller the pitch can be changed by an electric actuator driving (Artus AR-1051-1) through the pitch change mechanism of the gearbox. The actuator is signaled by the single lever controls from the flight deck. Provision is made for emergency de-clutching of the actuators in the event of malfunction of the system permitting the props to return to Forward Coarse pitch under the influence of a strong spring within the prop hub.

3.4 Gearbox: Westland 90 degree bevel drive type, 19:37 reduction ration and incorporating mechanical pitch change mechanism.

3.5 Transmission Shafts: Inner and Outboard - manufactured by Westland.

3.6 Power Plant: Twin

Typ:	Porsche 930/67/AI/3.
General:	3.3 liter, turbo-charged, single overhead camshaft on each cylinder bank.
Cylinders:	6, horizontally opposed. K Jetronic fuel injection incorporating fully Carburation automatic mixture and cold starting control up to 5,000ft.
Cooling:	Air cooled via belt driven axial fan Integral oil cooler,.designed for good cooling at zero to low intake velocity.
Lubrication:	Dry sump - a separate oil tank is mounted on the propulsor outrigger.
Construction:	Die cast aluminum alloy crankcase and cylinder-heads with Silumin integral cylinder lining.
Fuel:	Mogas 4 Star, BS4040 or equivalent to A/W notice 98 or Avgas 100LL.
Take-off Power:	255 hp at 5200 rpm (5 min only)
Max. Continuous Power....	230 hp at 4600 rpm

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4 VECTORED THRUST SYSTEM/FLYING CONTROLS VECTOR

4.1 General: The ducted fan units are arranged to swivel in the pitch plane. Each duct is rotated by its own electric vector motor via a self-locking spiroid bevel gear. The vector motors are coupled by a cross shaft system ensuring precise synchronization of the two ducts and providing a capability of one vector motor driving both ducts in the event of a single vector motor failure. In the event of total failure of the electrical vector system, an emergency hand cranked system is provided at the rear of the main cabin. In the event of jamming of either duct the jammed unit can be disengaged and the other unit vectored independently. Vector control is carried out by means of thumb switches built into the pilots control yokes (P1's control being given priority over P2). Each switch is of “split” design giving protection against contact welding.

4.2 Vector Motors: Nelco 3403T samarium cobalt permanent magnet motors incorporating radio suppression and manufactured in accordance with Specification No. ASI/L/11.

4.3 Epicyclic Reduction Gear: Each vector motor drives its spiroid bevel gear via Davall/Desoutter epicyclic reduction gear manufactured in accordance with Specification No. ASI/L/17.

4.4 Spiroid Bevel Gear: Gear wheel is a 8.25 inch OD 77 teeth two start, steel spiroid bevel and meshes with a steel 1.6 inch O.D. pinion; center distance 3.00 inch.

4.5 Vector Tube Bearing Assembly: Each vector bearing/vector tube is machined from solid aluminum alloy billet. The bearing tube houses two 7 inch diameter PTFE line bored bearings.

4.6 Flying Controls: Mechanical flying controls.

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5 ELECTRIC SYSTEM

5.1 General: 28 Volts DC nominal, negative earth

5.2 Power Generation: Teledyne type. 100 A at 28 Volts DC nominal max output per engine. A remote mounted, trimmable regulator is provided for each generator.

5.3 Battery: 24 Volts DC nominal, 53 Ah. (at 5 h rate).

5.4 Protection: Circuits are protected with circuit breakers and fuses.

6 FUEL SYSTEM

6.1 Main Fuel Tank: A bladder-type tank of 180 gallon capacity is mounted at the extreme rear of the gondola. Filling is via a 3/4 inch Avery Hardoll on-return quick connect unit mounted for easy access at the bottom of the tank. Two independent outlets are provided (one for each engine), each with its own fuel cock. Twin vents are fitted, each incorporating flame traps.

6.2 Fuel Lines: 3/8 inch stainless steel tubing and AN connections are used principally in the system.

6.3 Fuel Pumps: Each engine is fed by twin 28 Volt DC electric pumps mounted in parallel.

6.4 Fuel Cock Actuation: Two fuel cocks are fitted - one for each two outlets from the main tank. Both are mechanically actuated from the flight deck.

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7 ENGINE FIRE EXTINGUISHER SYSTEM

A twin bottle Graviner fire extinguisher system located in the engine room is provided. It incorporates firewire-detection and a two shot facility monitored and controlled from the flight deck.

8 BALLAST SYSTEM

8.1 Water Ballast: 450 kg water ballast capacity is provided in three interconnected tanks mounted towards the rear of the gondola. Tanks are integral with the gondola shell and sealed with PRC compound. Dump valves are mounted (one in each of the two main cabin tanks) with a mean discharge rate of 8 lbs/second each. Actuation is by means of individual Teleflex cables from the flight deck.

Filling of the water ballast system is achieved via a quick connect non-return Avery Hardoll 3/4inch coupling mounted in the underside of the gondola or direct through filling caps being accessible from inside the gondola passenger compartment.

8.2 Solid Ballast: Four compartments having internal and external access are provided for the stowage of solid ballast.

Positioning and maximum capacity is:

2 x pilots seat plinth.....capacity 18 x 10 kg shot bags (Total 360 kg)

2 x gondola mid-section.....capacity 22 x 10 kg shot bags (Total 440 kg)

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9 FLIGHT DECK INSTRUMENTS/AVIONIC DISPLAYS

The configuration as mentioned below is fully certified for operation in VFR, VFR by night and IFR operation. All the above equipment provided with suitable transducers / interface equipment and provided with either internal or pillar type illumination.

Flight deck instruments / avionic displays incorporated as basic build are positioned as follows:

9.1 P1 Panel:

Altimeter	King	KEA 129-01
Pictorial Navigation Indicato	King	KI 525A
Airspeed Indicator	Aerosonic	S15 K-AW
Vector Angle Indicator	Stafford Services	ASI/L/28
Envelope Pressure	Revue Thommen	Type 122
ADF Indicator	King	KI 227-01
Vertical Speed Indicator	Aerosonic	30230-0124
Horizon Reference Indicator	AIM	510-27C
Manifold Pressure Gauge	RCA	27-2000-5

9.2 Center Console:

Automatic Direction Finder	King	KR87-05
Navigation Receiver	King	KN53-01
Global Position System / R-Nav	Garmin	GNS 430
VHF Comm Transceiver Panel	King	KX196 (2 of)
Audio Selector Panel & Amplifier	King	KMA 24H
Weather Radar/Radar V.D.U	King	KWX 56

9.3 P2 Panel:

Engine Instrument Cluster (for port & starboard engine):

Oil Temperature	Weston Instruments	S476-3-405
Oil Pressure	Weston Instruments	S476-3-403
Cyl. Head Temp	Weston Instruments	S476-3-406
Fuel Pressure	Weston Instruments	S476-3-404

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PNI Slave Unit.....King.....KA51A-04

VOR/LOC Indicator.....King.....KI203

Altimeter (Standby).....Tallahassee.....13-3106-1m

R.P.M. Indicator (2 off).....Weston Instruments.....ASI/L/729

Turn & bank Indicator.....open.....open

9.4Circuit Breaker Port Panel (Eyebrow):

Ammeter.....AID.....12-1200-6

Voltmeter (digital).....Davtron.....Model 450

9.5Center Panel:

Transponder.....King.....KT 79

9.6Port Indicator Panel:

Outside Air Temperature.....AID.....29-3003

Helium Temperature.....AID.....29-3003

Fuel Contents Gauge.....Stafford Services.....ASI/L/487

Marker Beacon Receiver.....King.....KR 21

9.7Starboard Indicator Panel:

Water Ballast Contents Gauge.....Stafford Services.....ASI/L/526

Mechanical Aircraft Clock.....Wakemann/Adams Av.....16-100-2

9.8General Notes:

Pressure manometers (standby) are located on Port side of indicator pod below C.B. panel:

Forward Ballonet Pressure.....Airflow Dvpts.....FL4

Helium Pressure.....Airflow Dvpts.....FL4

Aft Ballonet Pressure.....Airflow Dvpts.....FL4

Prop Pitch Indicator (2 of) are fitted to the throttle box module:

Prop Pitch Indicator.....Stafford Services.....1214-06-664

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10 AVIONIC SYSTEMS

The configuration as mentioned below is fully certified for operation in VFR, VFR by night and IFR operation.

The following avionic systems are installed as standard equipment:

Global Position System / R Nav.*……	Garmin.....	GNS 430
VHF Com.....	Garmin.....	GNS 430
UHF Nav.....	Garmin.....	GNS 430
VHF Communication	King.....	KY 196
R-NAV.....	King.....	KN 53
ADF.....	King.....	KR 87
Marker.....	King.....	KR 21
ATC Transponder.....	King.....	KT 79
Weather Radar.....	King.....	KWX 56
Intercommunication / Audio.....	King.....	KMA 24H
Direct Reading Compass.....	Smiths.....	WL-1001-KCA1
Remote Reading Compass.....	King.....	KCS 55A
Emergency Locator / Transmitter **…	Artex.....	ELT-G406-4

* = not for N605SK.....** = not for N601SK

11 UNDERCARRIAGE

A long stroke, twin wheel castoring unit is fitted, directly beneath the airships center of gravity. It incorporates a Dowty liquid spring unit incorporating damping.

Maximum deflection:.....18 inches.

12 TAIL SURFACES

The four tail fins are of all-composite construction and of essentially identical design, thereby rationalizing fabrication and repair. Each fin is of wire braced multi-spar, fail-safe construction. The ribs and spars are profiled from uni-directional glass fiber skinned Nomex honeycomb-cored material. The fins are clad with 2-ply uni-directional glass on the leading edges, remainder of covering in Ceconite. Fins are aerofoil section 8% chord Span and chord tapered to tip to give single curvature skins. Control surface hinge lines are swept back to make hinge line approximately normal to local airflow. Control surface hinge line is set back to 25% chord. Spring tabs are fitted to the rudders and elevators.

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13 EXTERNAL LIGHTING

13.1 All lights are in accordance with BCAR-Q.

13.2 Navigation Lights:

Bow light (one).....fitted to the nose cone

Stern light (one).....fitted to the envelope-tail

Port / starboard light (one each).....fitted to the horizontal tailfins

13.3 Anti-Collision Beacons:

Upper:.....on top fin

Lower:.....below gondola.

13.4 Landing Lights: Remotely steerable (electrically controlled from flight deck); mounted under flight deck plus a fixed standby light mounted to the landing gear support struts.

13.5 Ground maneuvering light: To aide positioning of the ship during its final landing stages a ground maneuvering light is mounted under the gondola nose.

14 INTERNAL LIGHTING

14.1 Passenger compartment illumination:

10 Light units mounted in port and starboard ceiling coving, including both a normal and emergency lighting system.

14.2 Flight Deck Illumination:

- “Inflolite” panels giving Illumination to overhead panels and instruments
- Pillar lights and back lighting of instruments for the main instrument panels
- Two Map lights located at the extremes of the overhead panels
- General illumination by dome lights above P1/P2)
- Emergency support from two hand lanterns mounted port and starboard of aft flight deck bulkheads.

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15 DE-ICING EQUIPMENT

The ship is not equipped for flying in icing conditions. However, an electrically heated pitot tube is provided. The engine is equipped with an automatic alternate-air system.

16 SAFETY EQUIPMENT

Safety equipment is provided in accordance with BCAR, including:

- Lap type seat belts on all passenger seats
- 1 Harness type seat belts with inertial reel on each pilot seat
- 1 First Aid Kit
- 2 Hand Fire Extinguishers
- 1 Axe

17 HANDLING LINES

The ship is provided with all necessary handling lines including:

- 2 Bow Yaw Lines
- 1 Nose Pendant (stainless steel)
- 2 Stern Quarter Lines

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18 OPTIONAL EQUIPMENT

18.1 Additional Seat Layouts: Several passenger seat configurations are available as alternative to the type standard and are approved by CAA / FAA as customer optional modifications. These provide for a range of seating capacities, the maximum number being thirteen, using single and double seat units in a club layout.

18.2 Gondola Floor Hatchway: As a provision for installing specialist camera equipment, or for MK 2 night sign pod, the gondola floor center section can be modified to incorporate a hatchway.

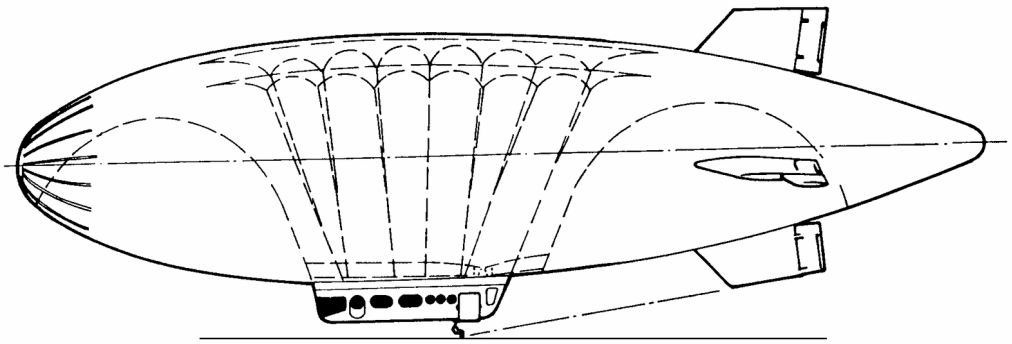
18.3 Auxiliary Power Unit: The MK2 auxiliary power unit is self contained and is completely enclosed in removable cowlings, forming a dismountable nacelle. When installed, the unit is under slung beneath the rear end of the gondola, below the main engine bay area. Another method for providing of Auxiliary Power is by two 28 Volt DC / 300 A Generators mounted on the outriggers (driven by the engine drive-shaft).

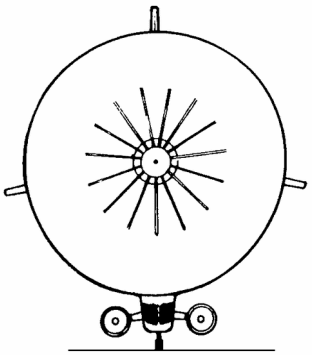
18.4 Envelope Banners: To provide for variation in advertising schemes without deteriorating the envelope surface an advertising banner can be attached to either side of the envelope. This modification introduces attachment patches and a plain banner which is decorated to meet individual customer requirements.

18.5 Decal Branding: open

18.6 Illuminated Night Sign: This modification introduces on either side of the envelope an illuminated multi color sign using the auxiliary power unit (18.3 above) as its source of electrical power and requiring the floor hatchway (18.2 above) for housing its associated electronics pod.

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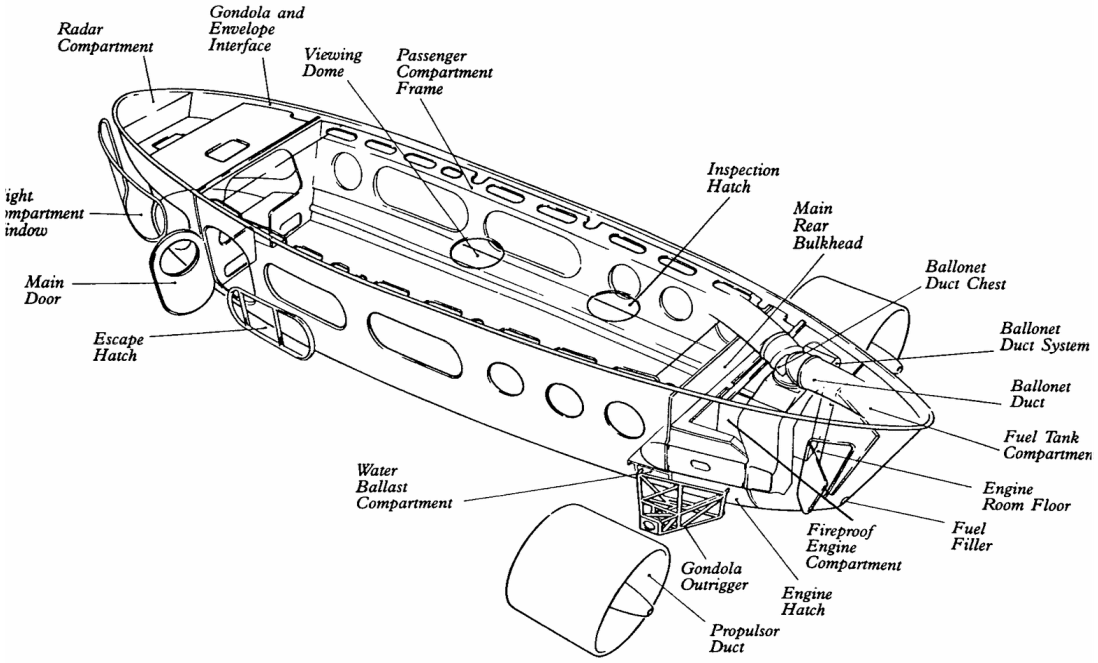




Skyship 600

Principal Dimensions		
Gross envelope volume	6666m³	235,400ft³
Ballonet volume	26% of gross envelope volume	
Length (overall)	59.0m	193.6ft
Diameter	15.2m	49.9ft
Height (overall)	20.3m	66.6ft
Tailspan	19.2m	63.0ft
L/D ratio	3.88	—
Gondola Dimensions		
Length (overall)	11.67m	38.3ft
Width (overall)	2.56m	8.4ft
Main cabin headroom	1.92m	6.3ft
Main cabin length	6.89m	22.6ft

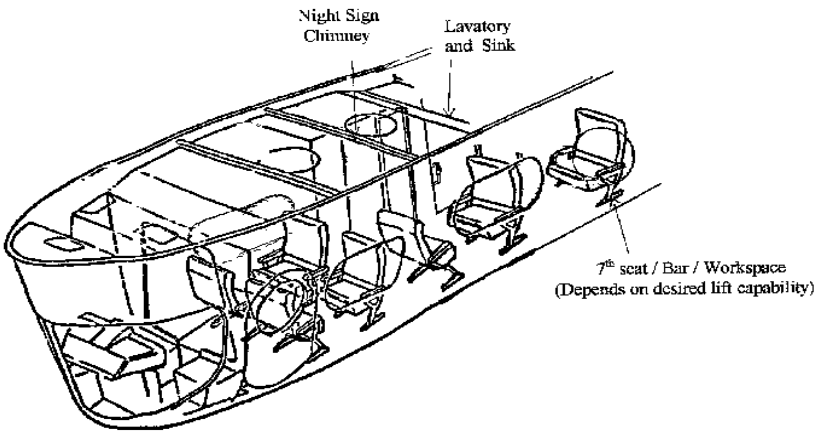
Skyship 600 Gondola

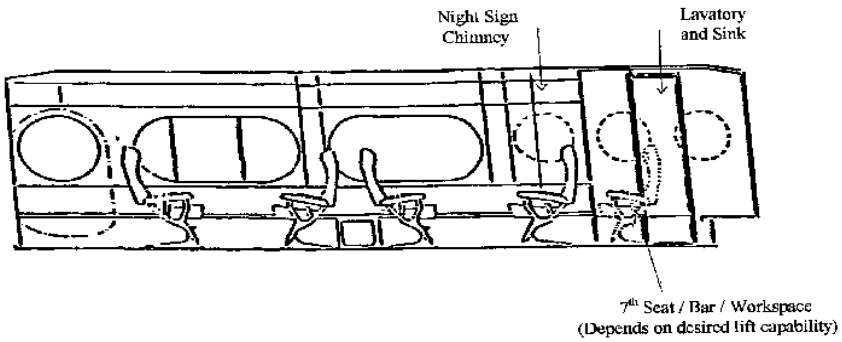


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Skyship 600 Gondola Interior

6 / 7 Passenger Seat Configuration





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