## amilton Still Evades Pursuit Of Officers



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## Failure Seems Our

 Lot With Dirigibles building and piloting huge dirigibles successfully isthe Macon's plunge into the Pacific differs from ou
The Mich the lack. arlier airship tragedies principally mayingly similar to them.
A line squall destroyed the Shenandoah. Wind an weather sent the Akron down into the Atlantic. Just what recked the Macon is not yet clear, but the probable cause weather which both airplanes and surface ships combat In mith difficuly.
In addition, of course, there may have been some struc All this, to a public which was originally stirred great enthusiasm by these gleaming silver airships, is ex cedingly disturbing
And as the naval and congressional committees get to be good if they could find out definitely weather the fault in this string of accidents lines with ourselves or is some thing inherent in all big airships. the blame on the dirigibles.
These shipe are big, graceful, marvels of desim and construction-and, apparently, a little too frail It may be that it simply is not possible to put into these light and airy creations sufficient sturdiness to withstand the heavy In other words, it may that we now have enough evidence to justify the conclusion that the dirigible is not and cannot be made practical.

Before we leap to this Atlantic the Gere digging. For on the other side of handle these airships without disaster. The tragedies that mark dirigible history over here are not duplicated in Germany.
Alt with leads us to our second consideration. Is the matters of design and building than the Germans? Is Is there some skill which crews defective?
Is there some skill which the Germans have and which e lack, the possession of which makes the dirigible We should not answer nost thorough kind of investigation is needed hand. The y to show why the Macon went down, but to show why all our airships go down; to show whether the airship ex-


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