WHAT IS CLAIMED IS:

1. An airship containing a lighter-than-air gas, the airship comprising:

an exoskeleton defined by a plurality of spokes of varying length and a plurality of hubs, each spoke coupled, at opposing ends, to one of the hubs, and each hub coupled to at least six spokes, wherein the spokes are connected to the hubs to form isosceles triangles between adjacent spokes; and

a skin coupled to the exoskeleton and defining an exterior of the airship.

2. The airship of claim 1, wherein:

the airship has an elliptical shape;

the exoskeleton has a plurality of regions including a front region, a rear region, and one or more central regions between the front region and the rear region; and

a diameter of the front and rear regions is, in each case, less than a diameter of the one or more central regions.

3. The airship of claim 2, wherein each isosceles triangle includes two spokes of the same length extending lengthwise substantially along a length of the airship and one spoke of a different length running lengthwise along a circumference of the airship.

4. The airship of claim 3, wherein the isosceles triangles form rings along the circumference of the airship, the length of the spokes in each ring decreasing in successive rings as the rings become further from a center of the airship and closer to ends of the airship.

5. The airship of claim 4, wherein the length of the spokes in each ring decreases in successive rings by approximately 2 inches as the rings become further from the center and closer to ends of the airship.

6. The airship of claim 4, wherein:

rings in the one or more central regions comprise a greater number of isosceles triangles formed by spokes than rings in either the front or rear regions.

~~7. The airship of claim 6, wherein:~~

~~rings in the one or more central regions include 48 isosceles triangles;~~

~~rings in the front region include 12 isosceles triangles;~~

~~rings in the rear region include 12 isosceles triangles; and~~

~~the exoskeleton has a first intermediate region between the front region and the one or more central regions and a second intermediate region between the rear region and the central region, each such intermediate region including 24 isosceles triangles.~~

7~~8~~. The airship of claim 3, wherein each spoke running lengthwise along a circumference of the airship is connected, via a connection to a hub on opposing ends, to a spoke of the same length running along the circumference of the airship.

8~~9~~. The airship of claim 1, wherein:

the spokes are defined by tubular walls, each spoke having an identical diameter and wall thickness; and

the hubs each include six cylindrically shaped inserts extending outwardly from a center portion, each insert seated within the tubular wall of a corresponding spoke to couple said hub to said spoke.

9~~10~~. The airship of claim 8~~9~~, wherein:

each hub comprises six separate multi-pronged sockets extending from the center portion of the hub;

each insert comprises a protrusion at a first end adjacent to the center portion of the hub; and

each protrusion is seated within, and hingedly connected to, one of the multi-pronged sockets to hingedly connect the insert to the hub.

10~~11~~. The airship of claim 9~~10~~, wherein each multi-pronged socket includes three prongs and each protrusion includes two prongs.

1112. The airship of claim 1, wherein the spokes are carbon fiber and defined by tubular walls having a wall thickness of substantially 0.125 inches.

1213. The airship of claim 1, wherein the skin is defined by curvilinear panels coupled to the hubs using a plurality of connector protrusions.

1314. The airship of claim 1213, wherein:

each curvilinear panel includes a plurality of connector protrusions;

each hub includes a center opening; and

one or more of said plurality of connector protrusions is seated within one or more of the center openings to couple one of the curvilinear panels to the exoskeleton.

1415. The airship of claim 1213, wherein:

each curvilinear panel includes a plurality of molded protrusions having a semi-cylindrical shape;

one or more of said plurality of molded protrusions engages one or more of the spokes to couple one of the curvilinear panels to the exoskeleton.

1516. The airship of claim 1213, wherein at least one of the curvilinear panels includes a thin film solar collection cell embedded therein.

1617. The airship of claim 1, wherein the skin is bonded aramid fiber coated with polytetrafluoroethylene (PTFE).

1718. The airship of claim 1, further comprising a nose cone coupled to the exoskeleton to define a front end of the airship.

1819. The airship of claim 1718, wherein:

the nose cone contains a pilot cabin from which the airship can be controlled; and

the nose cone can be selectively decoupled from the airship.

1920. The airship of claim 1819, wherein the nose cone is configured to selectively decouple from the airship via explosive bolts that decouple said nose cone from the exoskeleton.

2021. The airship of claim 1, wherein:

the exoskeleton of the airship forms an elliptical shape;

the airship includes a pointed front end coupled to the exoskeleton; and

the airship includes a pointed rear end coupled to the exoskeleton.

~~22. The airship of claim 1, further comprising:~~

~~a plurality of cameras positioned to view an exterior environment of the airship from different positions, the cameras configured to generate image data; and~~

~~a display screen configured to generate a virtual model of the surrounding environment based on the image data.~~

2123. The airship of claim 1213, further comprising a cargo storage area located within the exoskeleton.

2224. The airship of claim 2123, wherein at least one curvilinear panel is configured to act as a door, selectively opening to provide a pathway between the cargo storage area and an exterior environment and closing to seal the pathway.

2325. The airship of claim 2224, further comprising a plurality of unmanned aerial vehicles (UAVs) configured to transport a payload, said payload being at least one of the following: a package or parcel, a person, telecommunications equipment, or remote monitoring equipment.

~~26. The airship of claim 25, wherein the UAVs are powered by compressed or liquid hydrogen.~~

~~27. The airship of claim 25, wherein the UAVs are configured to communicate with a beacon, the beacon designating a destination, to deliver or from which to retrieve cargo at the destination.~~

~~28. The airship of claim 25, wherein one or more of the UAVs include a camera, said one or more UAVs configured to capture a photographic image of a package delivery.~~

~~29. The airship of claim 25, wherein one or more of the UAVs include a barcode scanner, said one or more UAVs configured to scan a barcode on the payload with said barcode scanner.~~

~~30. The airship of claim 1, further comprising communications equipment configured to retransmit a plurality of signals, said signals being at least one of the following: a cellular signal; or a satellite signal.~~

~~31. The airship of claim 30, wherein:~~

~~the airship is further configured to remain in a relatively stationary position within transmission range of an area; and~~

~~the communications equipment is configured to retransmit the signals to communications devices in the area.~~

~~32. The airship of claim 30, wherein the communications equipment includes an operational platform configured to perform intelligence, surveillance, and reconnaissance (ISR) duties.~~

24~~33~~. An airship and system for landing the airship comprising:

an airship containing lighter-than-air gas, the airship comprising:

an exoskeleton defined by a plurality of spokes of varying length and a plurality of hubs, each spoke coupled, at opposing ends, to one of the hubs, and each hub coupled to ~~six~~ spokes, wherein the spokes are connected to the hubs to form isosceles triangles between adjacent spokes;

a skin coupled to the exoskeleton and defining an exterior of the airship; and

at least two tie-down cables, each tie-down cable having a first end physically connected to said exoskeleton; and

a cradle configured to hold the airship, the cradle having at least two anchor points,

wherein each tie-down cable includes a second end, opposite the first end, the second ends configured to attach the tie-down cables to the anchor points to secure the airship to said cradle.

2534. The airship and system for landing the airship of claim 2433, wherein:

the airship is further configured with at least two guide-wire cables, each such guide-wire cable being connected at one end to a tie-down cable and at the other end to a pilot locator;

the pilot locator is one of the following: a projectile that is attracted electromagnetically to an anchor point, an autonomous drone that is drawn to a homing beacon at an anchor point, or a remotely controlled drone; and

the guide-wire directs the second end of each tie-down cable to an anchor point.

~~35. The airship and system for landing the airship of claim 33, wherein the cradle has wheels and is situated on a track that permits the airship, once secured to said cradle, to be moved.~~

~~36. The airship and system for landing the airship of claim 33, wherein the cradle is positioned on a turntable structure, the turntable structure configured to rotate to point the airship in a direction of on-coming wind during landing or takeoff of the airship.~~

~~37. The airship and system for landing the airship of claim 36, wherein:~~

~~rotation of the turntable structure is automated to account for the direction of on-coming wind; and~~

~~each tie-down cable is configured to be pulled through its respective anchor point by a winch.~~

~~38. The airship and system for landing the airship of claim 33, further comprising a gangway configured to extend from or to the airship to load or unload cargo when the airship is secured to the cradle.~~

~~39. The airship and system for landing the airship of claim 38, wherein when the airship is secured to the cradle, the gangway and cradle preclude the airship from ascending.~~

~~40. A method of delivering cargo using an airship comprising:~~

~~providing the airship, the airship containing a lighter-than-air gas, the airship comprising:~~

an exoskeleton defined by a plurality of spokes of varying length and a plurality of hubs, each spoke coupled, at opposing ends, to one of the plurality of hubs, and each hub coupled to six spokes, wherein the spokes are connected to the hubs to form isosceles triangles between adjacent spokes;

a skin coupled to the exoskeleton and defining an exterior of the airship, the skin being defined by a plurality of curvilinear panels; and

a cargo storage area located within the exoskeleton;

identifying at least one delivery destination; and

delivering cargo to the at least one destination.

41. The method of claim 40, wherein:

the airship further comprises at least two tie-down cables, each tie-down cable having a first end physically connected to the exoskeleton; and

the method further comprises:

providing a cradle, the cradle comprising at least two anchor points configured to connect to the tie-down cables to secure the airship;

causing the airship to descend into the cradle by releasing or re-compressing lifting gas;

securing a second end of the at least two tie-down cables to anchor points, the second ends being opposite respective first ends;

removing cargo from the storage area; and

loading cargo into the storage area.

42. The method of claim 41, further comprising:

providing a turntable platform configured to hold both the cradle and the airship; and

prior to causing the airship to descend into the cradle, rotating the turntable platform so that the cradle is oriented to point in a direction of on-coming wind.

43. The method of claim 40, wherein:

the airship includes a display screen and a control unit configured to control the airship;

the control unit controls the airship based, at least in part, on algorithms, the algorithms accounting for operating conditions, including one or more of the following:

a compression, release, or recompression of lifting gas;

an amount of thrust and orientation of engines of the airship; and

a relative position of the airship to a destination;

the method further includes using the display screen, by the pilot, to deliver commands to the control system to land the airship at the destination;

the control system employs the algorithms to:

effect release valves and compression systems to release or recompress lift gas at a rate calculated for safe descent of the airship;

effect engine positioning systems to adjust a direction of each engine to an orientation calculated for safe descent of the airship;

effect the engines to adjust the thrust of each engine to a speed calculated for safe descent of the airship; and

communicate with the turntable platform to rotate the turntable platform so the cradle points in a direction of on-coming wind.

44. A method of delivering goods using an airship comprising:

providing the airship, the airship containing a lighter-than-air gas, the airship comprising:

an exoskeleton defined by a plurality of spokes of varying length and a plurality of hubs, each spoke coupled, at opposing ends, to one of the plurality of hubs, and each hub

coupled to six spokes, wherein the spokes are connected to the hubs to form isosceles triangles between adjacent spokes;

a skin coupled to the exoskeleton and defining an exterior of the airship, the skin being defined by a plurality of curvilinear panels;

a cargo storage area located within the exoskeleton; and

a plurality of unmanned aerial vehicles (UAVs) configured to transport cargo;

identifying at least one delivery destination; and

delivering, by the UAVs, cargo to the at least one destination.

45. The method of claim 44, wherein the UAVs deliver cargo to the at least one destination using a global positioning system and destination coordinates.

46. The method of claim 44, wherein:

the airship includes a display screen and a control unit for controlling the UAVs; and

delivering cargo by the UAVs includes controlling the UAVs using the display screen and control unit.

47. The method of claim 44, further comprising, after delivering cargo at the at least one destination with the UAVs, flying back to the airship, by the UAVs, and docking within the cargo storage area.

48. The method of claim 44, further comprising, after delivering cargo at the at least one destination with the UAVs, flying to a first additional location;

retrieving a package from the first additional location; and

delivering the package to a second additional location.

49. The method of claim 44, further comprising:

opening at least one of the curvilinear panels; and

directing one of the UAVs through an open curvilinear panel to enter or exit the airship.

50. A method of delivering goods using an airship comprising:

providing the airship, the airship containing a lighter-than-air gas, the airship comprising:

an exoskeleton defined by a plurality of spokes of varying length and a plurality of hubs, each spoke coupled, at opposing ends, to one of the plurality of hubs, and each hub coupled to six spokes of the plurality of spokes, wherein the spokes are connected to the hubs to form isosceles triangles between adjacent spokes;

a skin coupled to the exoskeleton and defining an exterior of the airship, the skin being defined by a plurality of curvilinear panels;

a cargo storage area located within the exoskeleton; and

a plurality of unmanned aerial vehicles (UAVs) configured to transport cargo;

identifying at least one retrieval destination; and

retrieving, by the UAVs, cargo at the at least one retrieval destination.

51. The method of claim 50, further comprising:

directing the at least one UAV, by a beacon, to the at least one retrieval destination.

52. The method of claim 51, wherein the beacon is configured to pulse a signal identifiable by the UAV for directing the UAV.

53. A method of retransmitting wireless signals using an airship comprising:

providing the airship, the airship containing a lighter-than-air gas, the airship comprising:

an exoskeleton defined by a plurality of spokes of varying length and a plurality of hubs, each spoke coupled, at opposing ends, to one of the plurality of hubs, and each hub coupled to six spokes, wherein the spokes are connected to the hubs to form isosceles triangles between adjacent spokes;

a skin coupled to the exoskeleton and defining an exterior of the airship, the skin being defined by a plurality of curvilinear panels; and

communications equipment configured to retransmit the wireless signals;

positioning the airship within wireless transmission range of an area with poor wireless signal coverage; and

retransmitting the wireless signals, with the communications equipment, to the area.

54. The method of claim 53, further comprising:

providing one or more of the following within the area by retransmitting the wireless signals: high-speed Internet; telephone services; televisual services; and global positioning systems services.

55. The method of claim 53, further comprising:

setting a travel route for the airship;

identifying at least one area with poor wireless signal coverage within the travel route; and

retransmitting the wireless signals when the airship is within wireless transmission range of the at least one area with poor wireless signal coverage within the travel route.

56. The method of claim 53, further comprising:

as the airship leaves wireless transmission range of one of the areas with poor wireless signal coverage, identifying a second airship approaching wireless transmission range of said area with poor wireless signal coverage; and

after the second airship is within wireless transmission range of said area with poor wireless signal coverage, retransmitting the wireless signal with the second airship.

57. The method of claim 53, further comprising:

providing a plurality of unmanned aerial vehicles (UAVs) configured to transport cargo and to retransmit the wireless signals; and

retransmitting, by the UAVs, the wireless signals within the area with poor wireless signal coverage.