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 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. 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. The airship of claim 8, 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. The airship of claim 9, wherein each multi-pronged socket includes three prongs and each protrusion includes two prongs.

11. 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.

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

13. The airship of claim 12, 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.

14. The airship of claim 12, 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.

15. The airship of claim 12, wherein at least one of the curvilinear panels includes a thin film solar collection cell embedded therein.

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

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

18. The airship of claim 17, 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.

19. The airship of claim 18, wherein the nose cone is configured to selectively decouple from the airship via explosive bolts that decouple said nose cone from the exoskeleton.

20. 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.

21. The airship of claim 12, further comprising a cargo storage area located within the exoskeleton.

22. The airship of claim 21, 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.

23. The airship of claim 22, 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.

24. 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 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.

25. The airship and system for landing the airship of claim 24, 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.