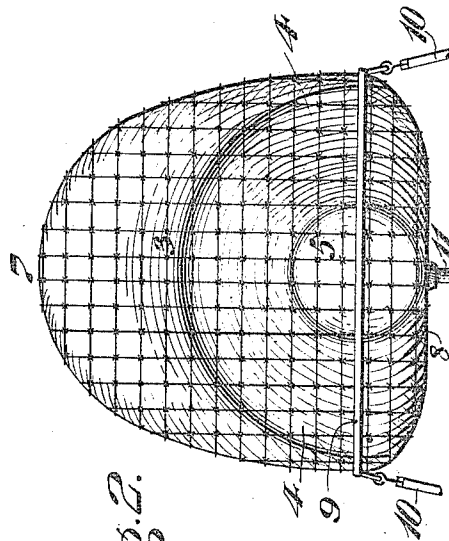
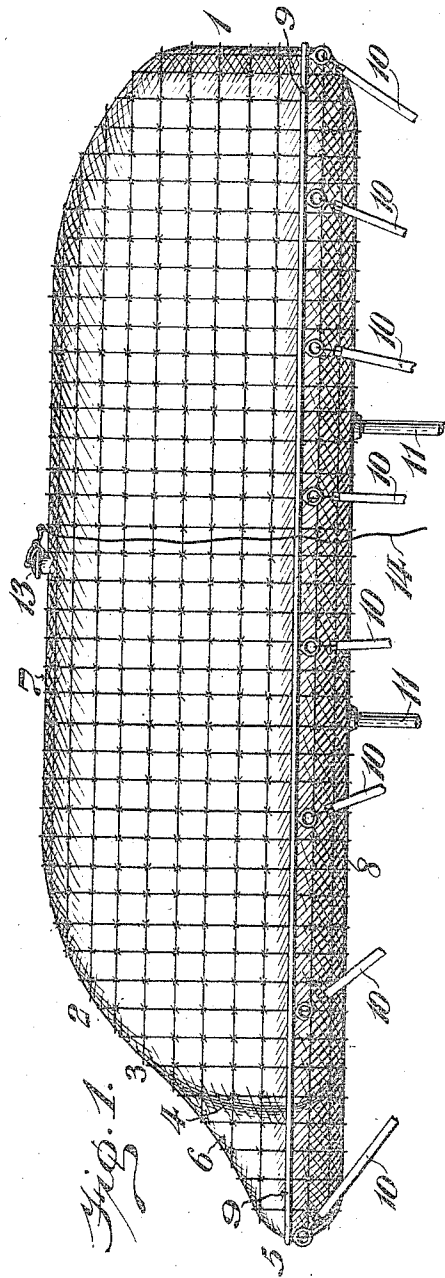


C. A. KUENZEL.
AIRSHIP.

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1,038,602.

Patented Sept. 17, 1912.



WITNESSES

H. P. Dieterich
L. Rouville.

BY

Charles A. Kuenzel. INVENTOR
Gieseler & Tinsley
ATTORNEYS

UNITED STATES PATENT OFFICE.

CHARLES A. KUENZEL, OF BUENA VISTA, COLORADO.

AIRSHIP.

1,038,602.

Specification of Letters Patent.

Patented Sept. 17, 1912.

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To all whom it may concern:

Be it known that I, CHARLES A. KUENZEL, a citizen of the United States, residing in Buena Vista, county of Chaffee, State of Colorado, have invented a new and useful Airship, of which the following is a specification.

My invention consists of the novel construction of the gas bag of a dirigible air ship, as will be hereinafter described, the novel features of the same being pointed out in the claim.

For the purpose of explaining my invention, the accompanying drawing illustrates a satisfactory reduction of the same to practice, but the important instrumentalities thereof may be varied, and so it is to be understood that the invention is not limited to the specific arrangement and organization shown and described.

Figure 1 represents a side elevation of a gas bag for an air ship embodying my invention. Fig. 2 represents a front end view thereof.

Similar numerals of reference indicate corresponding parts in the figures.

Referring to the drawings—1 designates the gas bag, the same being considerably longer than wide and has its front wall 2 somewhat rounded and tapering or sloping forwardly and downwardly to the point 3, and then continued to the bottom on the lines 4. Projecting forwardly from said wall at the lines 3 and 3 is the nose 5, which occupies a position at the center of the lower portion of said wall and is in communication with the interior of the latter, so as to be inflated by gas from the same, said nose forming with another somewhat rounded and sloping projecting inflatable portion at the front of the bag below said nose and continuous thereof, a rounded cone which thus constitutes the front terminal of the bag.

The upper wall 6 of the nose slopes down-

wardly from the point 3 to the extreme front of the nose and forms an unbroken-curved continuity with the wall 2 of the front of the bag 1, it now being seen that the shape of the bag is such that when propelled it will cleave the air with slight resistance and ascend with great facility, the top 7 of the bag being round in cross section, and this facilitates the ascent of the bag.

The bottom 8 of the bag is flat in cross section and comparatively broader than the top and so presents to the atmosphere a surface that will retain the descent of the bag, thus adding to the safety of the ship.

Surrounding the bag in its longest axis and the nose and firmly secured thereto in any suitable manner is the band 9 which serves to strengthen and stay the same, and from the same depend the ropes, chains or cords 10, which support the cage, basket, motor room, pilot house, apartment or other receptacle usual in such cases, and is not necessarily shown in the present case.

The bottom of the bag has connected with it the tubes 11 for supplying the bag with gas, the reservoir or generator of which may be located in the receptacle beneath. The bag is provided with the relief valve 13, the operating cord 14 of which will be in reach of the aviator or attendant.

Having thus described my invention what I claim as new and desire to secure by Letters Patent, is:—

In a dirigible air ship, a gas bag made of greater length than width and having a tapering nose in front sloping from the top to near the bottom and terminating in a rounded cone, a rounded top and a flat and broad bottom.

CHARLES A. KUENZEL.

Witnesses:

WM. W. FAY,
B. F. LONG.