

W. C. PERRY.
AIR SHIP.
APPLICATION FILED APR. 18, 1909.

937,956.

Patented Oct. 26, 1909.

3 SHEETS—SHEET 1.

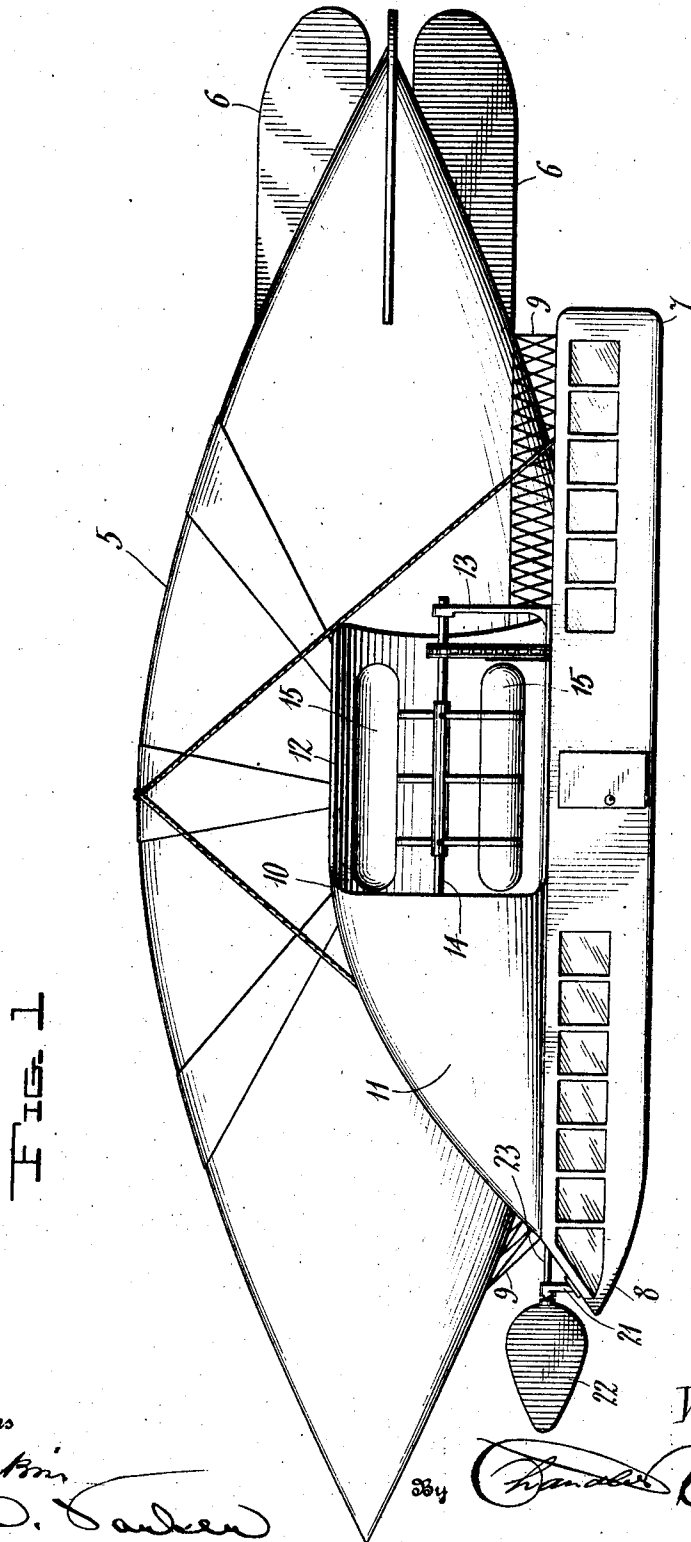


Fig. 1

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By *Charles Canale*

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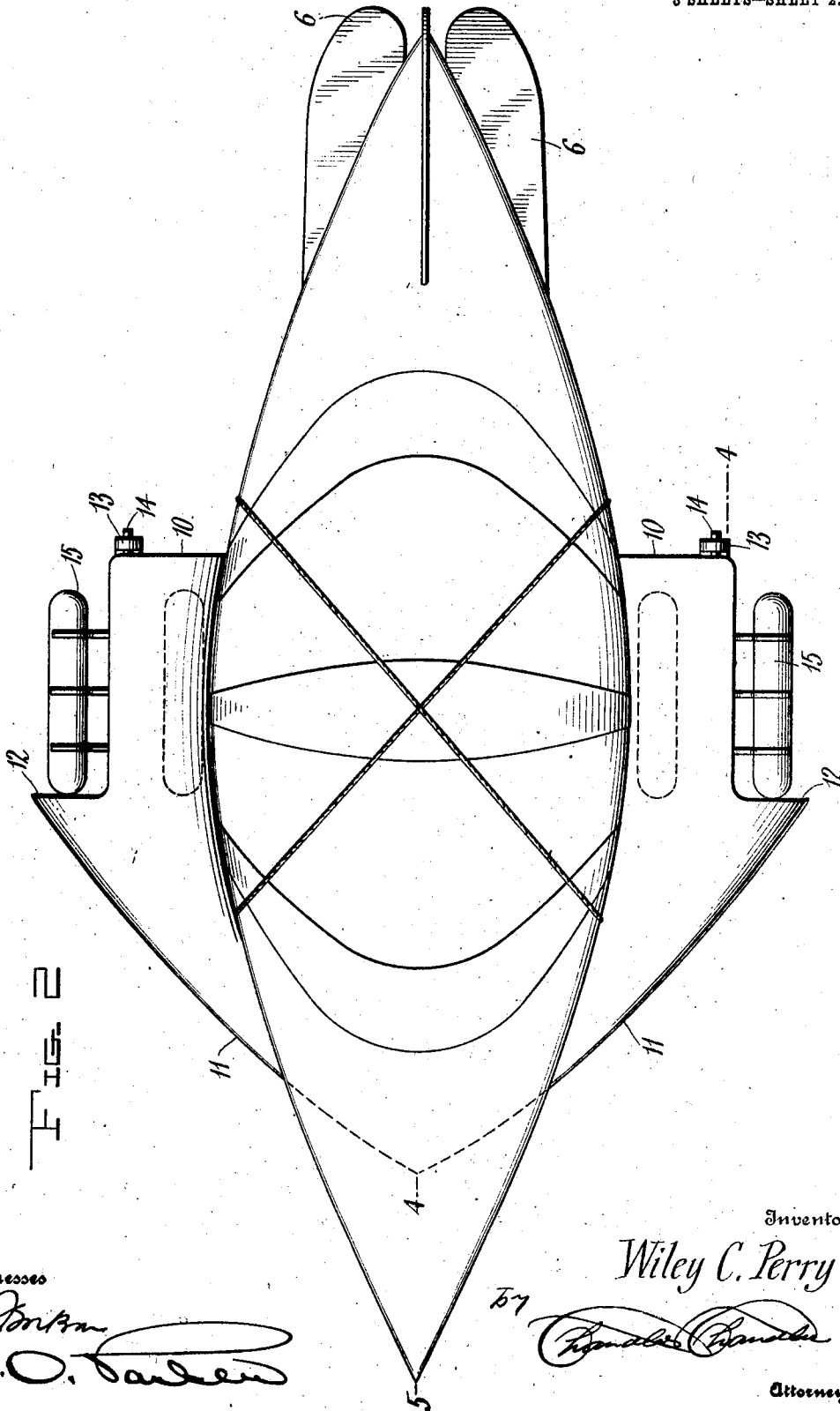
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3 SHEETS—SHEET 2.



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3 SHEETS—SHEET 3.

FIG 3

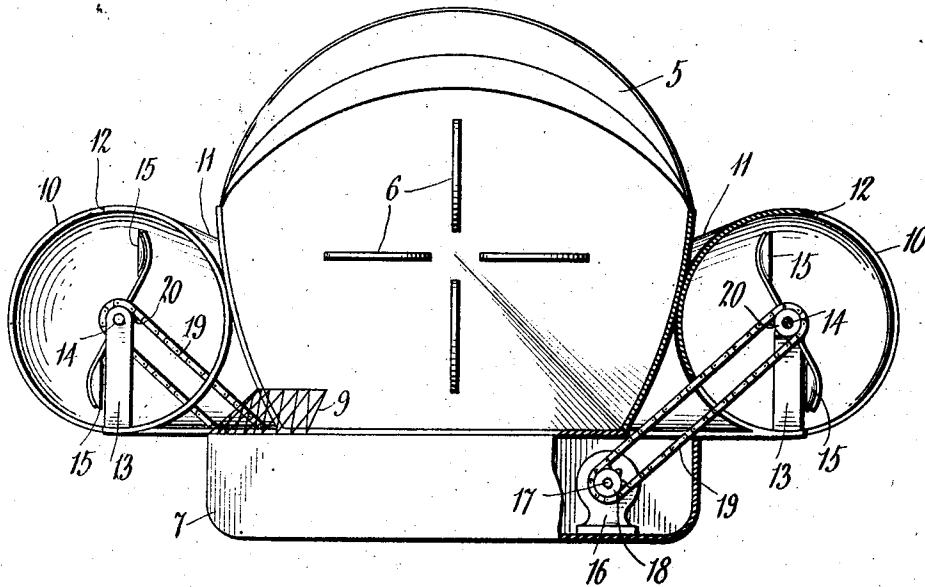
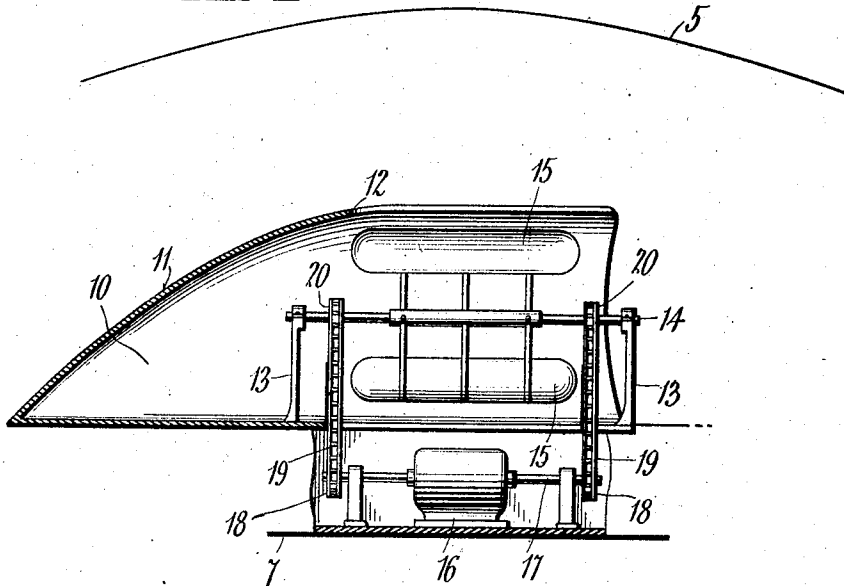


FIG 4



Inventor

Wiley C. Perry

Witnesses

J. O. Sanders
J. O. Sanders

By

Handwritten signature

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UNITED STATES PATENT OFFICE.

WILEY C. PERRY, OF LUTHER, OKLAHOMA.

AIR-SHIP.

937,956.

Specification of Letters Patent.

Patented Oct. 26, 1909.

Application filed April 16, 1909. Serial No. 490,328.

To all whom it may concern:

Be it known that I, WILEY C. PERRY, a citizen of the United States, residing at Luther, in the county of Oklahoma, State of Oklahoma, have invented certain new and
5 of Oklahoma, have invented certain new and
hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to aerial navigators and more particularly to the class of air ships.

15 The primary object of the invention is the provision of the air ship embodying a gas bag or holder, oppositely disposed wind deflectors arranged on both sides of the said gas bag or holder in such a manner relative thereto that the navigable efficiency of the air ship as a whole is considerably increased and means arranged within the said wind
20 deflectors to effect the ascent and propulsion of the said air ship.

25 A further object of the invention is the provision of an air ship in which the gas bag or balloon is mounted between opposed deflector means which latter serve to force the air downward during the ascending of the ship, means so arranged in the deflector means for propelling the ship while in the air, and means for guiding the ship in varying courses when traveling in the air.

35 A further object of the invention is the provision of an air ship of this character which is simple in construction, thoroughly efficient in operation durable and inexpensive in the manufacture.

40 With these and other objects in view the invention consists in the construction, combination and arrangement of parts as will be hereinafter more fully described in detail, illustrated in the accompanying drawings which disclose the preferred form of
45 embodiment of the invention to enable those skilled in the art to practice the invention, and as brought out in the claims hereunto appended. It being understood of course, that changes, variations and modifications may be made such as come properly within
50 the scope of the claims hereunto appended without departing from the spirit of the invention or sacrificing any of its advantages.

In the drawings:—Figure 1 is a side elevation of the invention. Fig. 2 is a top plan view. Fig. 3 is a transverse sectional view.

Fig. 4 is a sectional view on the line 4—4 of Fig. 2.

Similar reference characters indicate corresponding parts throughout the several
60 views in the drawings.

In the drawings the numeral 5 designates a gas bag or holder of the air ship and the same is preferably of approximately cigar-shape, as illustrated though it may be of any
65 other shape found desirable without involving departure from the scope of the invention; mounted at the rear tapering end of the said gas bag or holder 5, are radially disposed fins 6, the same being arranged in
70 vertical and horizontal planes and in alining pairs, the same serving as keels so as to steady the ship while in its flight.

From the gas bag or holder 5, is suspended a car 7, the same being formed with a
75 tapered pointed front end or bow 8, so as to effect the least possible resistance to the ship when navigating during its ascent and forward sailing thereof. The said car is divided into a plurality of compartments, sev-
80 eral of which serve to accommodate and house passengers during the flight of the ship and the remaining compartment which latter is located centrally of the car is utilized for the engine room or the operator's
85 quarters. The said car 7, is suspended from the gas bag or holder by cable connections 9, although it may be connected in a suspended manner by other suitable means as will be found expedient.

At opposite sides of the gas bag or holder 5, and contiguous therewith are wind deflector shells 10, the same being mounted upon the top of the car 7, and extend from the forward end thereof rearwardly longi-
95 tudinally over one half of the length of the same. The said shells 10, are of a forwardly tapering formation so as to provide exposed curved surfaces 11, which will serve to deflect the air upon the ascending of the air
100 ship and also during course of forward travel thereof will afford the least possible resistance to the said ship and thus increasing the navigable efficiency thereof in its flight.

105 The outer side walls of the deflector shells 10, at the rear extremities thereof are cut away as at 12, and rising in spaced relation to each other within the said shells are spaced vertical bearings 13, in which are
110 journaled longitudinally disposed rotatable shafts 14, the same supporting radially dis-

posed curved propeller blades 15, which latter impart travel and the necessary speed to the air ship.

Within the car 7, are mounted motors 16, the same being of any well known type and the driving shafts 17 of which have connected thereto sprocket wheels 18, over which are trained sprocket chains 19, the latter also trained over sprocket wheels 20, fixed to the longitudinal shafts 14, so that through the medium of these motors rotary movement can be imparted to the latter shafts for actuating the propeller blades for giving flight to the air ship.

15 Mounted in a bearing standard 21, at the forward end of the car 7, is a rudder blade 22, the latter adapted to be operated by a shaft 23, which extends in to the car to enable the manipulation thereof by the operator.

What is claimed is:—

1. An air ship comprising a gas bag, a car suspended by the latter, forwardly tapering shells at opposite sides of the gas bag and at the forward end of the car, each of said shells having an open side wall and propeller blades arranged within the shells.

2. An air ship comprising a gas bag, a car suspended by the latter, forwardly tapering 30 shells at opposite sides of the gas bag and

at the forward end of the car, each of said shells having an open side wall, propeller blades arranged within the shells, and motor means actuating said propeller blades.

3. An air ship comprising a gas bag, a car 35 suspended by the latter, forwardly tapering shells at opposite sides of the gas bag and at the forward end of the car, each of said shells having an open side wall, propeller blades arranged within the shells, motor 40 means actuating said propeller blades, and rudder means disposed at the forward end of said car.

4. An air ship comprising a gas bag, a car 45 suspended by the latter, forwardly tapering shells at opposite sides of the gas bag and at the forward end of the car, each of said shells having an open side wall, propeller blades arranged within the shells, motor 50 means actuating said propeller blades, rudder means disposed at the forward end of said car, and radially disposed fins on the rear end of the gas bag.

In testimony whereof, I affix my signature, in presence of two witnesses.

WILEY C. PERRY.

Witnesses:

J. T. ARMSTRONG,
JOHN BEDNAR.