May 5, 1959 J. A. WESTERFIELD 2,884,730

ARTIFICIAL FISH BAIT

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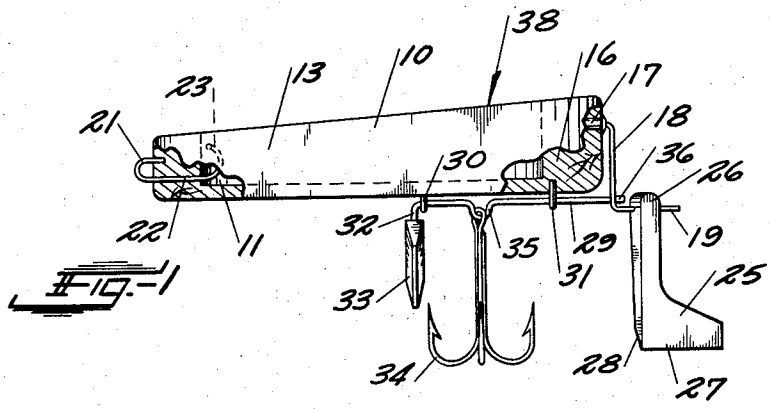


FIG. 1

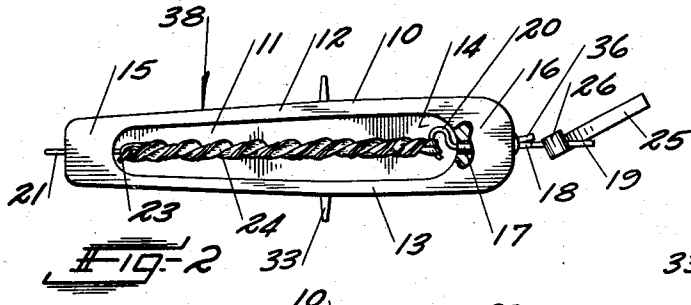


FIG. 2

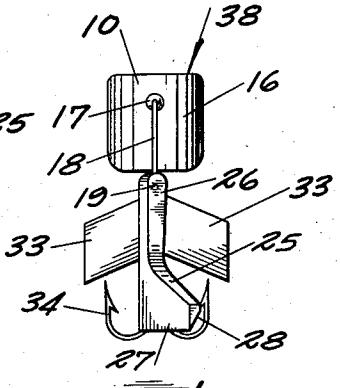


FIG. 3

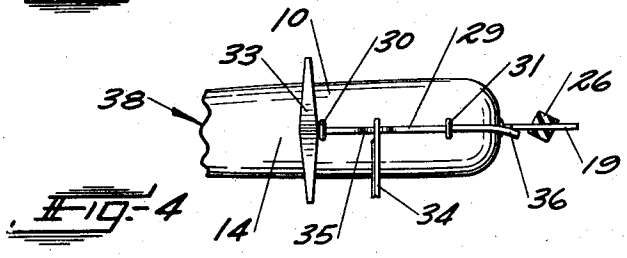


FIG. 4

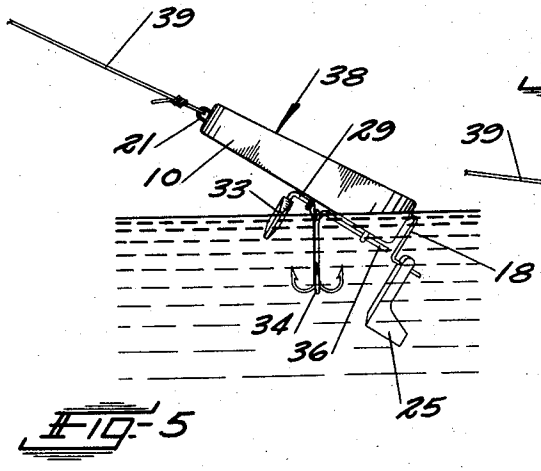


FIG. 5

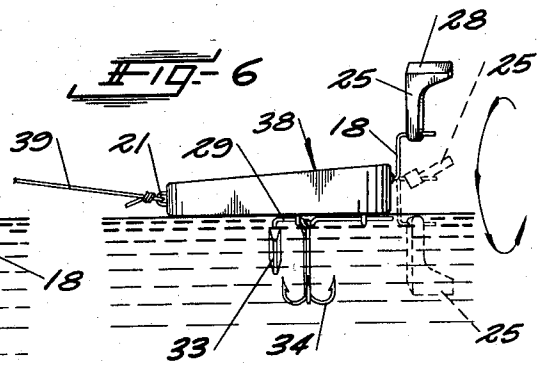


FIG. 6

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ARTIFICIAL FISH BAIT

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9 Claims. (Cl. 43—26.2)

This invention relates to an artificial bait or lure used particularly in bait-casting fishing.

The primary object of the invention is to provide an artificial bait which, when cast into a body of water being fished by the user, will flutter and wobble to create the effects of crippled fish and insects and the like.

A further primary object of the invention is to create the above action in the water without the possibility of the bait becoming entangled in the fish line attached thereto.

The invention provides an extremely simple and most effective structure for the purposes above indicated, yet very durable and having a small number of parts which may be easily replaced at a very low cost if the need arises.

These and many other objects and advantages of the invention will become more apparent to those versed in the art in the following description of one form of the invention as illustrated in the accompanying drawing, in which

Fig. 1 is a view in side elevation and partial section of a structure embodying the invention;

Fig. 2 is a view in top plan and partial section of the invention;

Fig. 3 is a view in front end elevation;

Fig. 4 is a fragmentary view in bottom plan and partial section of the forward end of the invention;

Fig. 5 is an operational view in side elevation showing the invention engaging a body of water while attached to a fish line; and

Fig. 6 is an operational view in side elevation showing the invention a step further from that shown in Fig. 5 in action to create the effects desired as above indicated.

The invention is shown herein as comprising a body **10** generally rectangular in shape having a well **11** entering from the top side thereof, opposing side walls **12** and **13**, a floor **14**, and rear and front end walls **15** and **16**. A bearing **17** extends through an upper central zone of the front wall **16** and rotatably carries therethrough a crankshaft **18** extending outwardly therefrom on the outer side of the body **10** and thence forwardly by an end portion **19**. The opposing end of the shaft **18**, that is within the well **11**, is formed into a hook **20**.

A line engaging eye **21** is disposed on the outer face of the rear wall **15** and extends therethrough by a length **22** to form a second hook **23** in a fixed manner within the well **11**. As shown in Fig. 2, this second hook **23** is disposed at the well end opposite from that of the rotatable hook **20**. A plurality of rubber bands **24** extend the length of the well **11** and engage the opposing hooks **20** and **23** so that upon turning of the crankshaft **18**, these rubber bands **24** are twisted into a wound condition.

An L-shaped fin **25** by its major leg end **26** engages the crankshaft end **19** to extend outwardly therefrom by its short leg **27**. As shown in Figs. 1 and 3, the under surface **28** of the short leg **27** is beveled, that is,

extends upwardly and outwardly from one lower edge to merge into the opposing side. The engagement of the major leg end **26** with the crankshaft end **19** is such that the fin short leg **27** is disposed at an acute angle with the end **19** rather than in axial alignment therewith. This disposition of the leg **27** with the end **19** is best shown in Figs. 2 and 3, where the end **19** of the crankshaft **18** extends through the major leg end **26** in a diagonal manner As shown in Fig. 6, it is preferred that the fin **25** be fixedly secured to the crankshaft end **19**, that is, carried by the end **19** of the crankshaft **18** in a manner preventing rotation of the fin **25** relative to the end **19**. This securing of the fin **25** to the end **19** may be performed by any well known means, such as by a press fit with an adhesive added if desired.

An L-shaped centrally disposed latch shaft **29** is slidably carried within eye members **30** and **31** at an approximately central, transverse zone under the forward end of the body **10**. This shaft **29** carries by its rearwardly disposed short leg **32** a downwardly extending inverted V-shaped release fin **33**, this release fin being approximately diamond shaped in longitudinal section.

A hook member **34** hangs downwardly from an abutment **35** on the shaft **29**, said abutment being located at a zone centrally disposed between the eye members **30** and **31**. The latch shaft **29** is free to slide longitudinally of the body **10** through the eye members **30** and **31** a predetermined distance in both forward and rearward travel, so that the outer forward end **36** of the shaft **29** may come into the path of the crankshaft **18** in its forward travel and be pulled out of the path of that crankshaft in its rearward travel. This predetermined amount of travel of the shaft **29** is confined between the eye member **30** and the abutment **35**, that is, in the rearward movement of the latch shaft **29**, the abutment **35** strikes the eye member **30** to stop that movement while in the forward movement of the shaft **29**, the short leg **32** of the shaft **29** will stop movement when abutting that eye member **30**, this forward movement allowing the outer end **36** of the shaft **29** to come into the path of the crankshaft **18**.

In operation, the crankshaft **18** carrying the fin **25** is turned in a clockwise direction to twist and wind the rubber bands **24**, thereby allowing the crackshaft **18** and the fin **25** to be set in a wound condition. Latch shaft **29** carrying the release fin **33** and the hook number **34** is then pushed forwardly until the outer end **36** of the shaft **29** comes into the path of the crankshaft **18** to latch the crankshaft and the fin **25** in its wound condition. This forward movement of the latch shaft **29** is controlled as above described and as shown in Fig. 1.

Of course, the bait generally indicated by the numeral **38** would be attached to a fishing line **39** which in turn engages a fishing pole and reel (not shown) so that the bait may be cast into the body of water being fished. As shown in Figs. 5 and 6, the fishing line **39** is fixed to the rear eye member **21** by means of a snap member or tied thereto as is shown. The bait **38** in its wound or set condition is then cast into a body of water, Fig. 5, whereupon the release fin **33** in striking the water causes the latch shaft outer end **36** to be pulled out of the path of the crankshaft **18**, thereby allowing the crankshaft **18** with its fin **25** to rotate in a counter-clockwise direction until the rubber bands **24** are completely unwound. As shown in Fig. 6, this rotation of the crankshaft **18** and the fin **25** splashing in and out of the water gives the effect of a struggling fish or insect on the water. In addition, the rotation of these members tends to drive the bait **38** in a direction away from the user so that any possibility of entanglement thereof with the fishing line **39** is eliminated.

The body **10** may be made out of any suitable buoyant

material such as plastic or wood as indicated herein. The fins **25** and **33** may also be made out of any suitable material such as plastic, wood, metal, or even rubber as indicated herein.

It can be seen that the direction of travel of the bait in the water may be changed and its overall performance varied by changing the shape of the fin **25** or mounting it on the crankshaft **18** at a different angle. Therefore while I have described my invention in the particular form as now best known to me, it is apparent that structural changes may be employed without departing from the spirit of the invention, and I therefore do not desire to be limited to that precise form beyond the limitations which may be imposed by the following claims.

I claim:

1. An artificial fish bait comprising a body; a finned crankshaft rotatably carried by one end of said body; a latch shaft slidably carried longitudinally along said body to extend within the path of said crankshaft; a hook member extending from said latch shaft; a crankshaft release fin carried by said latch shaft; and crankshaft driving means carried by said body.

2. An artificial fish bait comprising a body being peripherally flanged at the sides and ends defining an upwardly opening well; a crankshaft adjacent an inner end portion rotatably carried through one body end and entering said well; a fin carried on the outer end portion of said crankshaft; latch shaft slide members; a latch shaft slidably carried by said members longitudinally under said body to within the path of said crankshaft outer end; a hook member hanging from said latch shaft; a release fin carried by said latch shaft; and means carried within said well enabling the crankshaft to be rotated to a drive condition.

3. The structure of claim 2 in which said driving means comprises a plurality of rubber bands extending from said crankshaft to the well opposite end.

4. The structure of claim 2 in which said crankshaft fin is substantially L-shaped and is provided with a lower beveled edge; said fin being carried diagonally to the axis of said shaft.

5. The structure of claim 2 in which an abutment is carried by said latch shaft controlling rearward travel of said shaft when contacting one of said slide members; and a second abutting member is carried by said shaft controlling forward travel thereof when contacting said slide member.

6. An artificial fish bait comprising a body having a floor with upstanding side, front and rear walls; a crankshaft rotatably carried through said front wall and having an end portion extending outwardly therefrom; a fin carried by said end portion; driving means extending from said crankshaft and fixed to said rear wall; a latch shaft slidably carried fore and aft under said body and extending adjacent an outer end portion thereof in its fore position in the path of said crankshaft end portion; a hook member carried by said latch shaft; and means carried by said latch shaft adapted to withdraw said outer end portion from the path of said crankshaft.

7. The structure of claim 6 in which there are means limiting the fore and aft travel of said latch shaft.

8. The structure of claim 6 in which said withdrawing means comprises a second fin carried by said latch shaft at a zone rearwardly from said first fin.

9. The structure of claim 6 in which said fin is substantially L-shaped and is directed outwardly on a vertical angle from the axis of said end portion.

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