Aug. 26, 1930. L. BLÉRIOT 1,774,414

AEROPLANE

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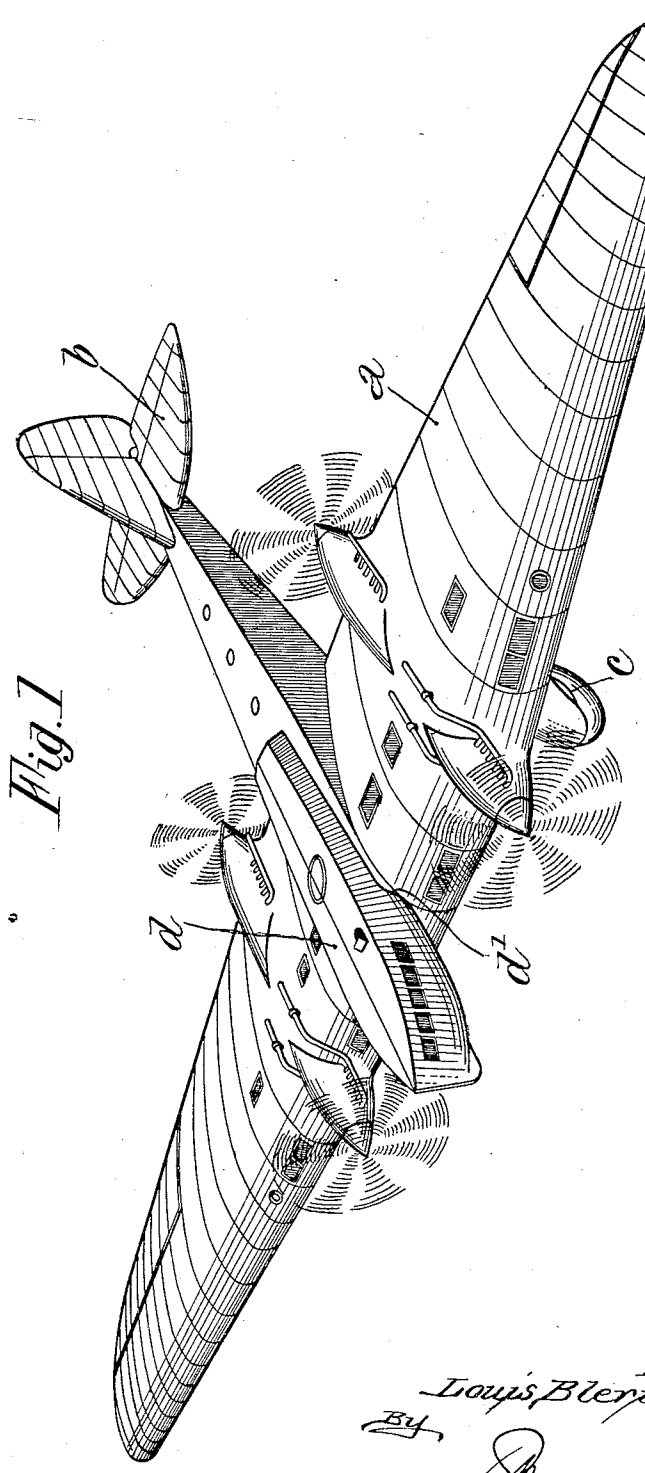


Fig. 1

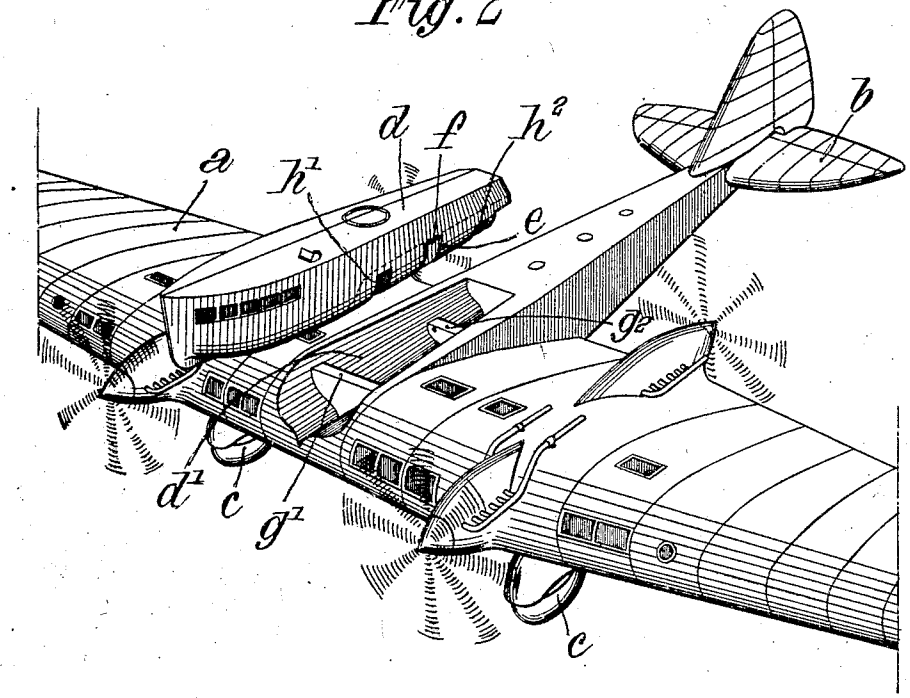
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Fig. 2



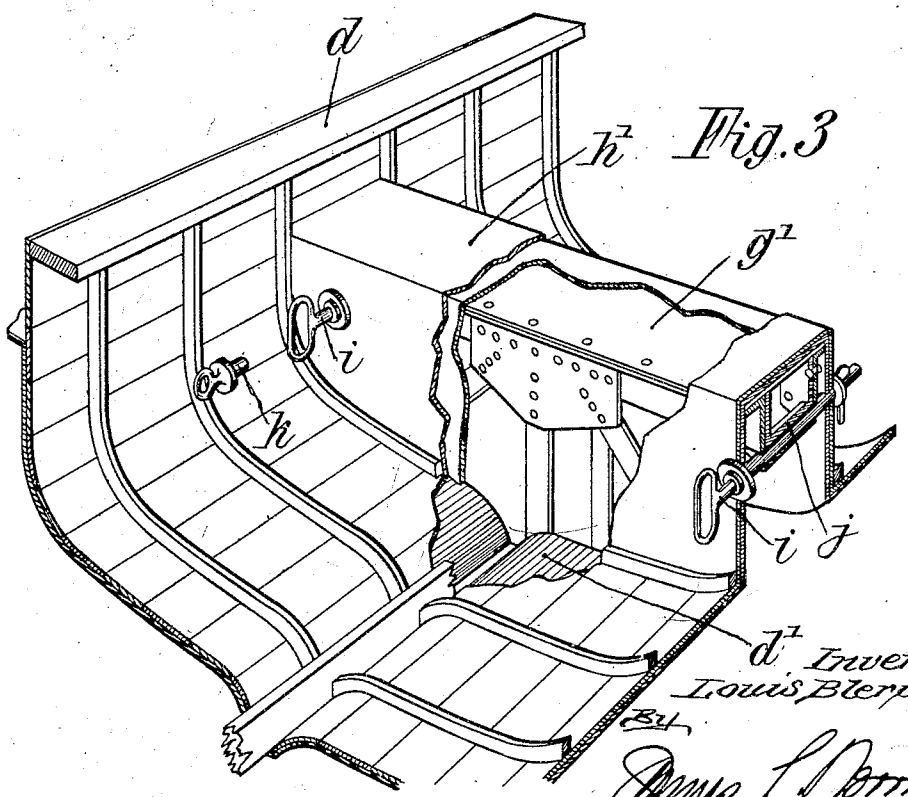


Fig. 3

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Fig. 4

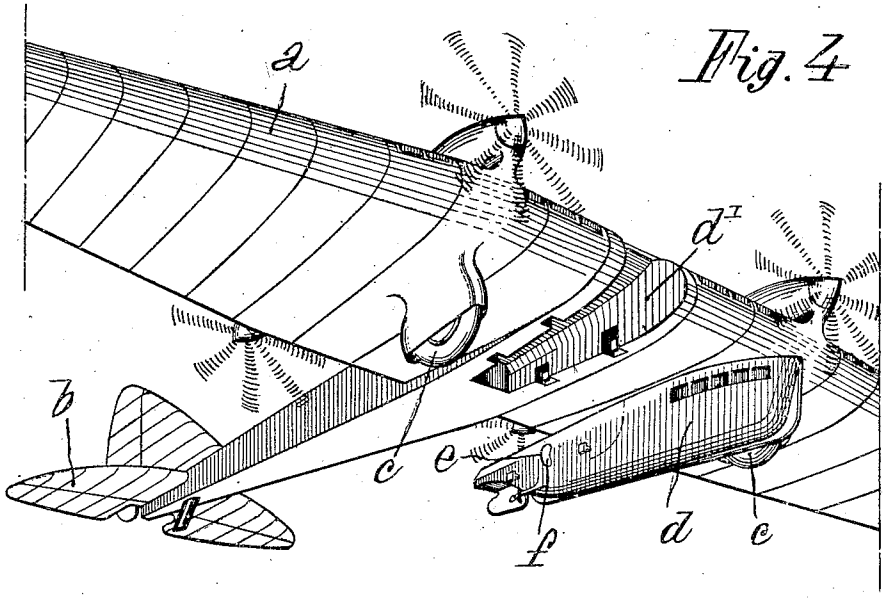


Fig. 5

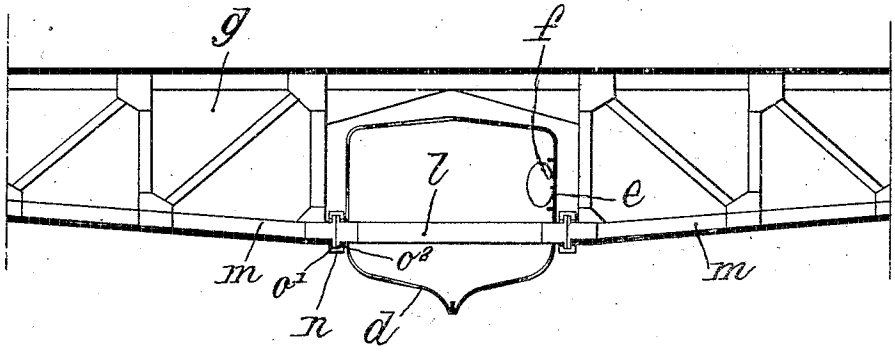


Fig. 6

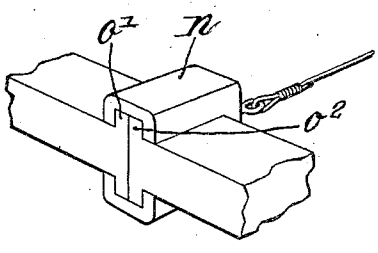
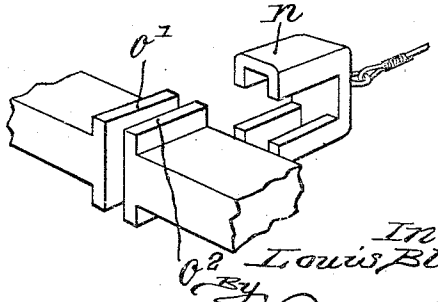


Fig. 7



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UNITED STATES PATENT OFFICE

LOUIS BLÉRIOT, OF PARIS, FRANCE

AEROPLANE

Application filed June 27, 1928, Serial No. 288,627, and in Belgium July 2, 1927.

The present invention relates to aeroplanes and, more particularly, to a life-boat mounting for land-planes designed to traverse a body of water.

One of the objects of the invention is to provide a special fuselage design permitting the latter to be detached from the aeroplane and to function as a life-boat.

Another object is to provide forms of assemblies permitting the fuselage or a similar structure forming a normal part of the land plane to be detached from either the upper or lower portions of the plane.

Further objects will appear in the course of the detailed description now, to be given with reference to the accompanying drawings in which:—

Fig. 1 shows a quadri-motor plane fitted with one illustrative embodiment of the invention;

Fig. 2 shows the same plane with the life-boat portion detached;

Fig. 3 is a detail of the detaching mechanism to be used in connection with assemblies of the type represented in Figs. 1 and 2;

Fig. 4 is a perspective of a second constructive embodiment of the invention;

Fig. 5 is a diagrammatic section of a detaching mechanism adapted to be used in assemblies of the type illustrated in Fig. 4;

Figs. 6 and 7 are details of the structure shown in Fig. 5.

Referring to the various figures of the drawing, a is a hollow wing structure; b controls for elevation, direction, etc.; c, a wheeled landing-gear; and d, a detachable fuselage adapted to carrying passengers, freight, sails, oars or a motor and propeller and shaped so as to function in the manner of a life-boat. Life-boat d fits into a recess d^1 and is shaped so as to offer an aero-dynamic resistance corresponding to that of a normal fuselage. Door-frames e may be formed in the walls of fuselage d so as to permit persons or objects in the wing portions of the plane to enter or to be brought into the life-boat. A door f, fitted with proper sealing gaskets may be battened down over frame e to render the bottom of the boat water-tight.

The boat assembly may be attached to or detached from the supporting frame of the plane in any one of a variety of ways. In the form of device shown in Fig. 1, a pair of recesses h^1 and h^2 are provided in the bottom of the boat which fit over a pair of transverse beams g^1 and g^2 forming part of the wing frame structure. Pairs of pins i, i, pass through the walls of recesses h^1, h^2 and through a tube j rigidly connected to frames g^1 or g^2 and are fitted with cotter-pins or the like to prevent accidental disengagement. Once boat has been lifted clear of the plane, it suffices to ram pairs of gasketed plugs k into the orifices left by pins i to render the boat sea-worthy. It will be noted that detachment of the boat does not impair the rigidity of the plane, the frame structure remaining intact.

In the form of device shown in Figs. 4 to 6, means are provided for mounting the boat structure on the underside of the plane and for detaching it therefrom. Here, the lower beam m of transverse wing truss g, is formed with a detachable section l which is built into the boat structure. Sections l and beams m are formed with flanges o^1 and o^2 respectively adapted to be clamped together by a U-shaped element n having arms of U-section adapted to embrace said flanges. It suffices to pull on a cable attached to element n to liberate section l from beam m, m, and launch the boat-shaped fuselage. This form of device may be fitted with a door frame e and hatch f similar to the one described in connection with Fig. 1.

The above described devices are not to be considered as exhausting the possible constructive forms, thus, a plurality of floatable fuselages may be provided instead of one; the floats of a hydroplane may be made detachable in the manner described, etc.

What I claim is:—

1. In combination, an aeroplane structure including means for landing on a solid surface, and a wing supported by beams positioned transversely with respect to the longitudinal axis of said aeroplane structure, a floatable chamber and means operative to lock said chamber to, and to release said chamber from, said beams.

2. In combination, an aeroplane frame having a wing structure supported by a pair of beams positioned transversally with respect to the longitudinal axis of the aeroplane, a floatable chamber adapted to be intercalated between said pair of beams, and means operative to lock said floatable chamber to, and to release said floatable chamber from, said beams.

In testimony whereof I have hereunto set my hand.

LOUIS BLÉRIOT.