April 19, 1932. A. E. SCHANG 1,855,030

AIRPLANE SWING

Filed Sept. 2, 1930

Fig. 1

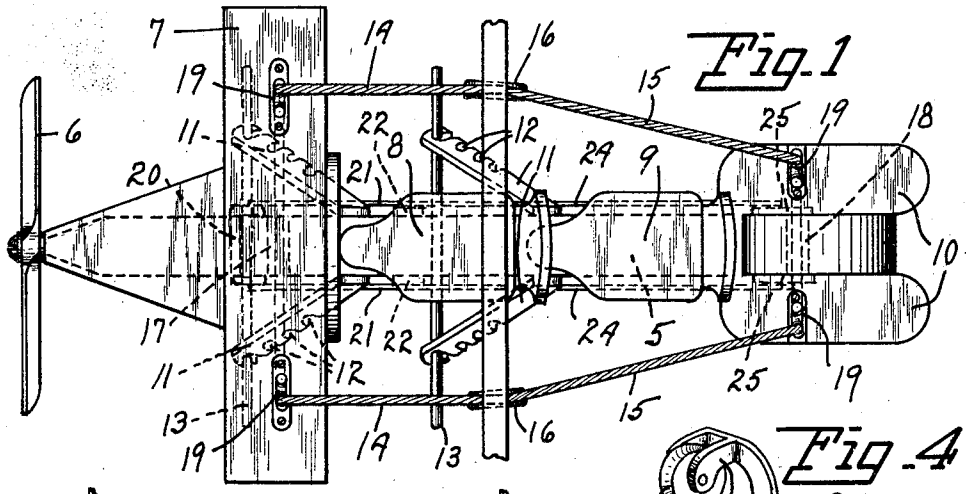


Fig. 4

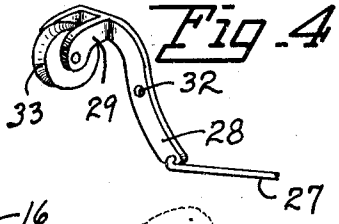
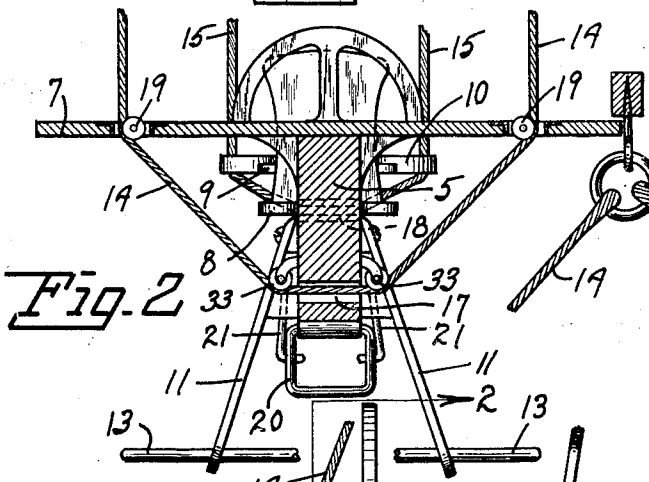


Fig. 2



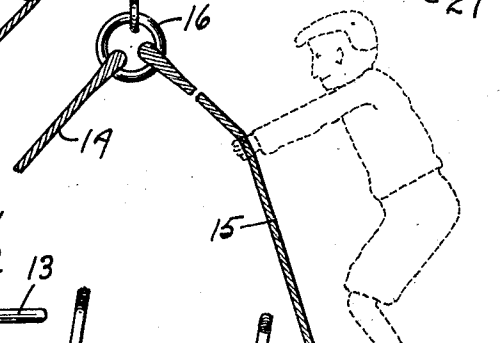
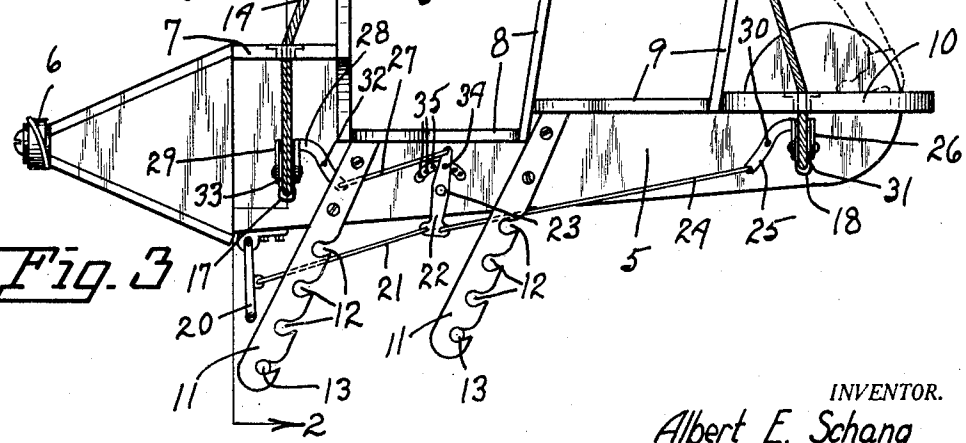


Fig. 3



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Patented Apr. 19, 1932 1,855,030

UNITED STATES PATENT OFFICE

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AIRPLANE SWING

Application filed September 2, 1930. Serial No. 479,364.

My invention relates to airplane swings and certain objects of the invention are to provide a swing designed to represent an airplane and having forward and rear ropes passed through holes in the body of the swing with shive supports therefor disposed in co-operative relation with seats, a rear platform and depending foot rests whereby the swing may be rocked sideways by its occupants in addition to its regular forward and backward movements. Further objects are to provide a novel lever arrangement whereby the weight of the device may be shifted from direct bearing of the ropes on the swing body to a bearing on the shives, and also to provide locking means for the lever system and adjustable means for the foot rests.

With the above and other objects in view which will appear as the description proceeds, the invention consists of the novel construction, adaptation, combination and arrangement of parts hereinafter described and claimed. These objects are accomplished by devices illustrated in the accompanying drawings wherein;—

Figure 1 is a top plan view of an airplane swing embodying the features of the invention;

Fig. 2 is a view in transverse vertical section taken on a broken line 2, 2 of Fig. 3;

Fig. 3 is a view in side elevation of the swing; and

Fig. 4 is a detail view in perspective showing one of the shift roller devices.

Referring to the drawings throughout which like reference numerals indicate like parts, the numeral 5 designates the body of the swing that is shaped to represent the gondola or body of an airplane. Said body is provided with a toy propeller 6, seats 8 and 9, and a rear platform 10.

Foot rests are provided for occupants of the seats 8 and 9 comprising a pair of oppositely disposed side supports 11 secured below each seat to the sides of the swing body 5 and extending downwardly and outwardly from the body. Said side supports are all provided on their rear edges with a series of notches 12 that are adapted to receive a rod 13 for each pair of supports extending transversely of the plane body. Said rods may be adjustably shifted up or down in the notches to serve as foot rests for children of different ages or sizes as will be understood.

The swing body 5 is supported by a forward rope 14 and a rear rope 15. The two ends of both ropes may be fastened in spaced apart relation to rings 16 or the like which may be secured to any desired overhead stationary object. The loop of the forward rope passes through a hole 17 in the forward portion of the swing body while the loop of the rear rope passes through a hole 18 in the rear or tail portion of the body. Ordinarily the frictional engagement of said ropes with the body and within the holes serves to retain the swing body normally in a level position and prevent its tipping from side to side. Shives, such as shown at 19, may be provided for the wing 7 and rear platform 10 in order to prevent wear of the ropes at these points.

In order to provide means for eliminating the friction between the ropes 14 and 15 within the holes 17 and 18 respectively so that the swing body 5 may be rocked from side to side, a rectangular foot lever 20 is pivoted to the under forward side of the body. From each side member of said lever a rod 21 extends to the lower end of a control lever 22 pivoted at 23 on each side of the swing body below the seat 8. From the lower end of said control levers another rod 24 extends rearward to the arms 25 of a bracket shive support or bearing 26 on each side and from the tops of said levers a rod 27 extends forward to the arms 28 of corresponding bracket shive supports or bearings 29 on either side.

The arms 25 of the bracket supports 26 are pivoted at 30 to either side of the tail portion of the body 5 in such manner that their shives 31 may engage the rear rope 15, while the arms 28 of the bracket support 29 are pivoted at 32 to the swing body sides whereby their shives 33 may engage the forward rope 14. In order to provide means whereby the control levers 22 may be locked in any desired position, a pin 34 may be passed through a hole in said levers and into any one of a series of holes 35 in the sides of

the swing body as clearly shown in Fig. 3 of the drawings.

This lever rod arrangement provides means whereby the weight of the device may be lifted or transferred to the shives 31 and 33. By pressing forward on the foot lever 20 the lever 22 will cause the bracket shive supports 26 and 29 to pivotally move whereby their shives 31 and 33 are simultaneously forced downward against the ropes 15 and 14 respectively to take up the support of the swing body as will be understood. By holding said levers in this position with the feet or by locking same with the pins 34 the swing may be readily rocked from side to side in an amusing way to simulate the movements of an airplane.

The cooperative relation of the rear platform 10 together with the disposition of the foot rest rods 13 below the swing body and with respect to the points of support of the body by the shives provides means whereby a child standing on the rear platform 10, as shown in dotted lines in Fig. 3, or seated in one of the seats 8 or 9 may readily cause the swing body to rock from side to side in addition to its regular forward and backward swing movement.

Having thus described my invention, it being understood that minor changes in its construction and arrangement may be resorted to without departing from the scope and spirit of the invention, what I claim and desire to secure by Letters Patent of the United States is:—

1. An airplane swing having in combination a swing body shaped in the form of an airplane, seats upon the mid portion of the body, a platform upon the rear end portion of the body, foot rests disposed below the body adjacent the seats, adjusting means for raising and lowering the foot rests, a forward rope passed loosely through a hole in the forward end portion of the body, a rear rope passed loosely through a hole in the rear end portion of the body, the ends of said ropes connected to a single overhead support, shives pivotally mounted upon said body adjacent each of said holes, and means for moving said shives into and out of supporting engagement with ropes.

2. An airplane swing having in combination a swing body shaped in the form of an airplane, seats upon the mid portion of the body, a platform upon the rear end portion of the body, foot rests disposed below the body adjacent the seats, adjusting means for raising and lowering the foot rests, a forward rope passed loosely through a hole in the forward end portion of the body, a rear rope passed loosely through a hole in the rear end portion of the body, the ends of said ropes secured to a single overhead support, shives pivotally mounted upon said body adjacent each of said holes, lever means for moving said shives into and out of supporting engagement with the ropes, and locking means for the lever means.

In testimony whereof I affix my signature.

ALBERT E. SCHANG.