

June 2, 1931.

A. L. SCHULTZ

1,808,686

MODEL AEROPLANE

Filed Aug. 7, 1928

2 Sheets-Sheet 1

Fig. 1.

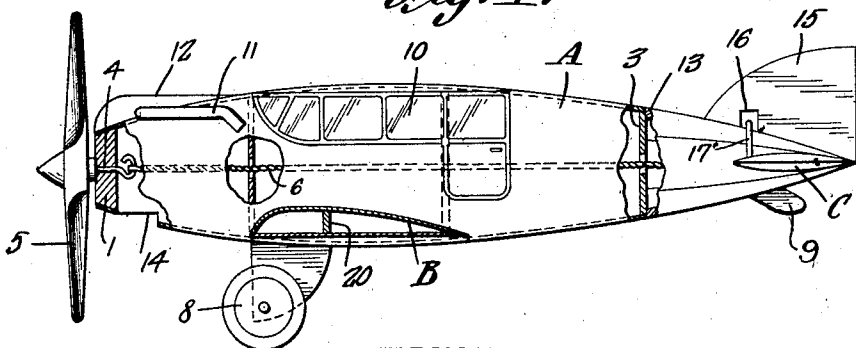


Fig. 2.

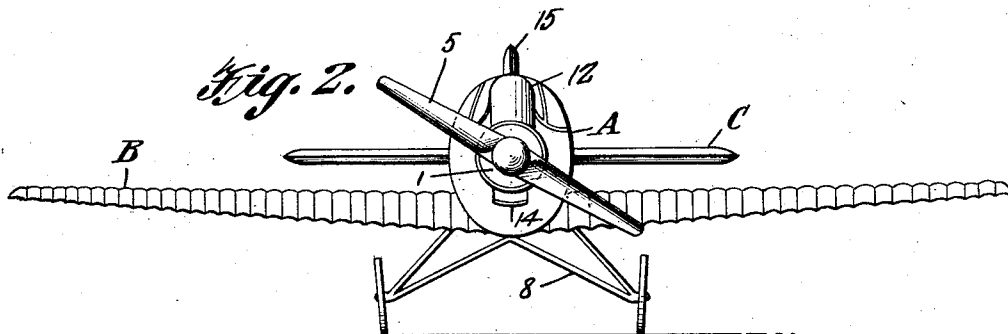
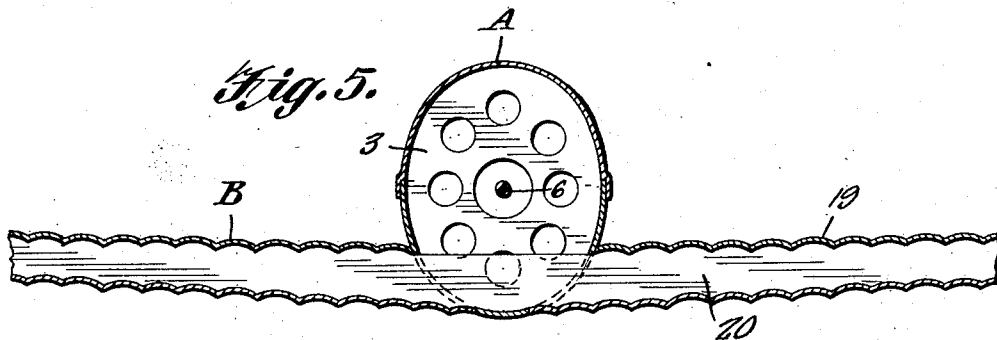


Fig. 5.



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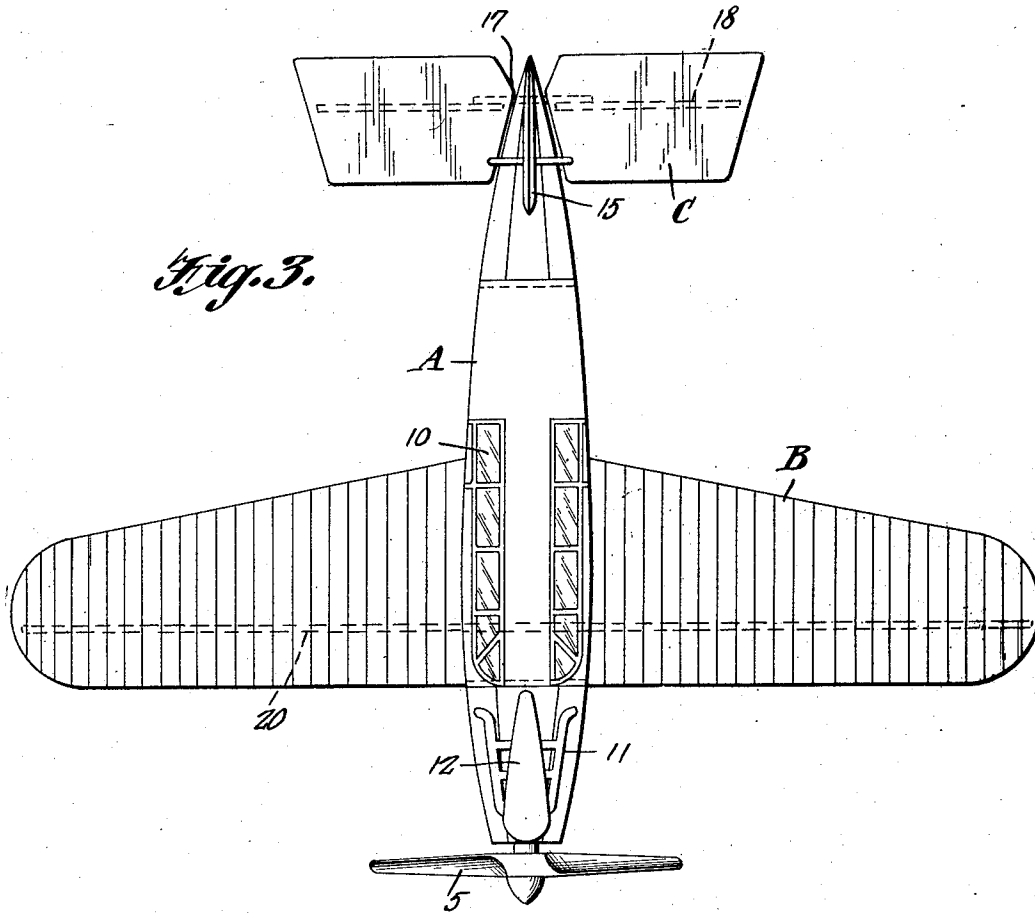
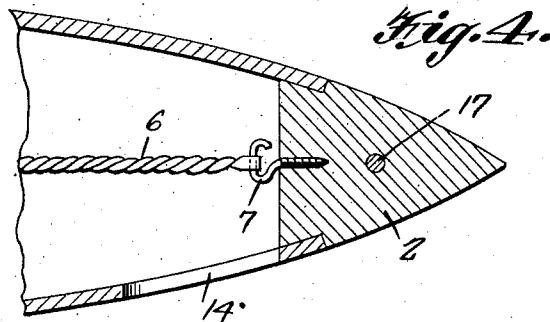
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WITNESS:

UNITED STATES PATENT OFFICE

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MODEL AEROPLANE

Application filed August 7, 1928. Serial No. 298,075.

This invention relates to a method of constructing a flying model aeroplane and to the construction of the plane, the general object of the invention being to make the major portions of the plane of paper or the like and in such a manner that a large number of the planes can be easily and quickly produced and put on the market at a minimum cost.

10 This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

15 In describing the invention in detail reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

20 Figure 1 is an elevation, with parts in section, of the device.

Figure 2 is a front view thereof.

Figure 3 is a top plan view.

25 Figure 4 is a sectional view through the tail part of the plane.

Figure 5 is a transverse sectional view through the plane.

30 In these views, the letter A indicates the fuselage, B indicates the wing and C the horizontal rudders of the plane. Each of these parts is preferably formed of paper, though it may be formed of other material, and each part is formed of a number of sections, with the sections of each part suitably connected together, as by glue or the like.

35 As shown in Figure 5, the body is composed of the upper and lower sections, with the edges of the upper section overlapping the edges of the lower section, and Figure 1 shows the wing as composed of upper and lower sections, with the front and rear edges of the sections fastened together. The rudder may be formed in the same manner.

40 I prefer to use two plies of light wrapping paper cemented together and while still damp, pressed in suitable molds which are heated to aid in the drying and shaping of a section. After the two sections of the body or fuselage are formed, a front end piece 1

and a rear end piece 2 and intermediate pieces 3 are placed between the two sections and the sections glued or otherwise fastened together and to these pieces. A shaft 4 is passed through a hole in the front piece 1 15 and the propeller 5 is fastened to the outer end of this shaft. A twisted rubber band 6 has one end looped over the hook formed at the inner end of the shaft 4 and over a hook 7 which is carried by the inner face of the rear piece 2, so that the untwisting of this strip or band will impart a rotary movement to the shaft and the propeller.

65 The landing gear 8 and the tail skid 9 are suitably fastened to the fuselage and windows and doors, such as shown at 10, as well as the exhaust pipes 11, may be painted or otherwise placed on the body. The motor cowling 12 may be formed on the top part of the front end of the body or this can be formed 70 separately and glued or otherwise fastened to the body.

Ribs 13 may also be placed on the body to strengthen the same, these ribs and the pieces 1, 2 and 3 being preferably formed of wood. 75 Openings 14 are formed in the body, so that access can be had to the interior thereof in order to permit the member 6 to be put in plane or renewed when necessary.

80 The vertical rudder or fin 15 is suitably fastened to the top part of the rear of the body and has an opening 16 therein through which passes a curved member 17' which has its ends fastened to the inner ends of the rudders C which are pivoted to the piece 2 by 85 a shaft 17 which passes through the piece 2 and is preferably connected with the wooden spar 18 which is arranged in each rudder. Thus by putting a block or the like under the member 17', the rudder can be tilted on its 90 pivot.

95 The wing B is preferably corrugated, as shown at 19, to strengthen the same, and a wooden spar 20 may also be used to strengthen this wing. The top part of the wing is cut away at the center to receive the lower part of the body, as shown in Figure 5.

100 After the model is assembled, it may be given several coats of shellac, which preferably consists of one part shellac and two

parts alcohol. This greatly strengthens the paper and renders it moisture-proof.

What I claim is:—

1. A toy aeroplane comprising a fuselage, wings secured to the fuselage, propelling means carried by the fuselage, a shaft journaled in the rear end of the fuselage and extending from opposite sides of the latter, elevators secured to the ends of the shaft, a rudder carried by the rear end of the fuselage and having a notch, and an arcuate shaped member connecting the elevators and extending across the fuselage and through the notch and capable of varying the angles of the elevators by the positioning of different sizes of blocks between the arcuate shaped member and the fuselage.

2. A toy aeroplane comprising a fuselage including upper and lower semi-cylindrical paper sections having their edges arranged in overlapping relation and cemented together, reinforcing members closing the ends of the fuselage, propelling means connected to said reinforcing members, a wing extending beyond each side of the fuselage and including upper and lower paper sections cemented together, the upper section being cut away to receive a portion of the lower section of the fuselage, the latter resting on and secured to the lower section of the wing, and guiding and elevating means at the rear end of the fuselage.

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