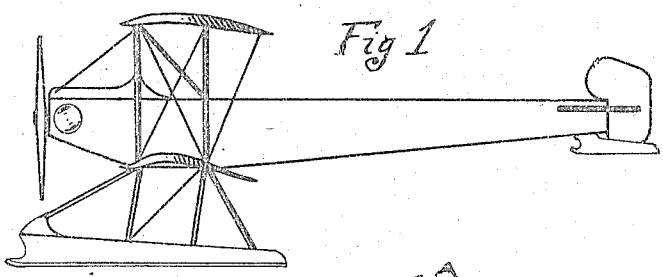
O. URSINUS.

FLOAT FOR HYDROAEROPLANES.

APPLICATION FILED MAR 5 1914.

1,133,342. Patented Mar. 30, 1915

Fig 1



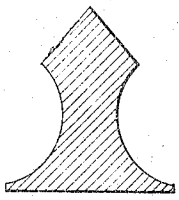


Fig. 5.

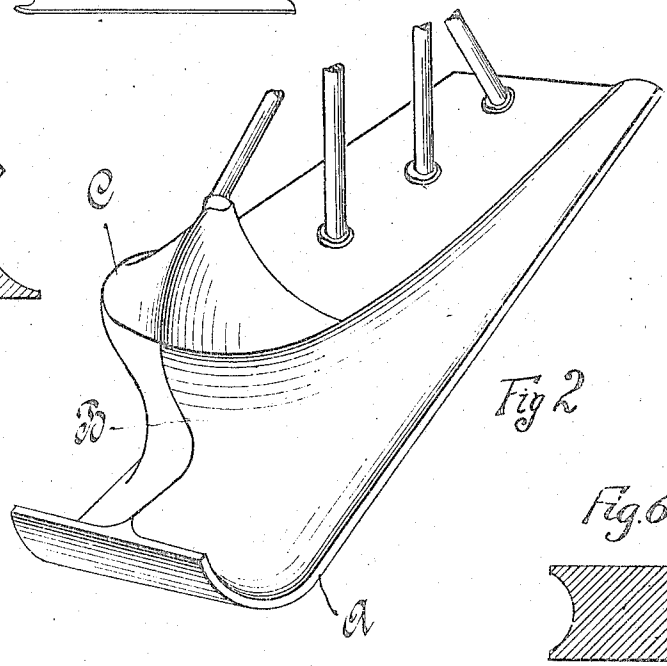


Fig 2

Fig. 6.

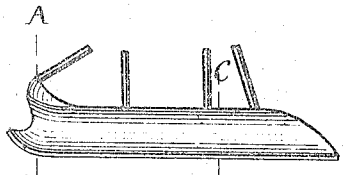


Fig 3



Fig 4

WITNESSES

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OSKAR URSINUS, OF FRANKFORT-ON-THE-MAIN, GERMANY.

FLOAT FOR HYDROAEROPLANES.

1,133,342. Specification of Letters Patent. Patented Mar. 30, 1915.

Application filed March 5, 1914. Serial No. 822,613.

To all whom it may concern:

Be it known that I, OSKAR URSINUS, subject of the German Empire, residing at Frankfort-on-the-Main, Hesse-Nassau, Prussia, Germany, have invented new and useful Improvements in Floats for Hydroaeroplanes, of which the following is a specification.

My invention relates to floats for hydroaeroplanes.

It is known that floating bodies for hydroaeroplanes having a curved bottom and a sharp-edged bow are not fitted for use as floats as they rise with difficulty from the water. Floats having a smooth bottom and a broad slightly rounded front-edge have been found to give satisfaction. These floats, however, have the tendency to become immersed in the water, turning the machine over. In order to avoid this dangerous immersion in the water the front part of the float was turned upward but this caused an increase of the resistance to air. Furthermore the float was forced to follow the movements of the waves to a certain degree so that the flying machines suffered considerable longitudinal movements and could not reach the speed necessary to support the machine in the air. Furthermore, the tops of the waves cut by the front-edge of the floats not only burden the floats but also overflow the parts behind the floats and exert a bad influence upon the sensitive parts of the motor and the apparatus. It may be mentioned also that the outlook for the aviator is veiled by the spray. I have found that these inconveniences can be avoided by providing floats consisting of a wedge-shaped body standing back and suitably arranged between two planes the lower of which is curved upward at its front end and the upper of which runs out to a point and is preferably somewhat inclined toward the back.

Figure 1 is a side elevational view of a hydroaeroplane; Fig. 2 is a perspective view of one of the floats; Fig. 3 is a side elevational view of a slightly modified form of float; Fig. 4 is a plan view of the float shown in Fig. 3. Fig. 5 is a cross-sectional view taken on the line A—B of Figs. 3 and 4. Fig. 6 is a cross-sectional view taken on the line C—D of Figs. 3 and 4.

Referring to the drawing, and more especially to Fig. 2 the float is shown as comprising a lower plane A having its front end curved upwardly and an upper plane C, the front end of which is pointed. The upper plane preferably inclines toward the back of the float as shown in Fig. 2, but it may, if desired, be substantially parallel with the lower plane, as shown in Fig. 3. Between the planes is positioned the body portion B of the float which is wedge shaped, as shown, the edge of the wedge being in a vertical plane and facing the front of the float, whereby the sides of the body portion diverge from the front of the float to the rear thereof. The sides of the wedge shaped body portion are channeled and the body portion is provided with an outwardly curved portion at the front.

The effectiveness of the float is due to the fact that when immersed in water the water rushes through the channels formed in the sides of the body portion and by engaging the under surface of the upper plane and the upper surface of the lower plane any tendency of the float to rock will be prevented. Furthermore, by forming the body portion as a wedge, the sides of which diverge toward the rear of the float, the resistance to the air, when the apparatus is flying, is reduced to a minimum.

What I claim is:

1. A hydroaeroplane float comprising upper and lower planes and a wedge shaped body portion positioned between said planes, the front end of said lower plane being curved upwardly, the sides of said body portion diverging from the front of the float toward the rear thereof.

2. A hydroaeroplane float comprising upper and lower planes and a wedge shaped body portion positioned between said planes, the front end of said lower plane being curved upwardly, the sides of said body portion diverging from the front of the float toward the rear thereof, the sides of said body portion being channeled.

3. A hydroaeroplane float comprising a

lower plane having its front end curved upwardly, an upper plane having its front end pointed and a wedge shaped body portion positioned between said planes and having sides diverging from the front of the float to the rear thereof, said sides being channeled.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

OSKAR URSINUS.

Witnesses:

FRIEDRICH CARL WENTZEL,

HERMANN FRANZ RAST.