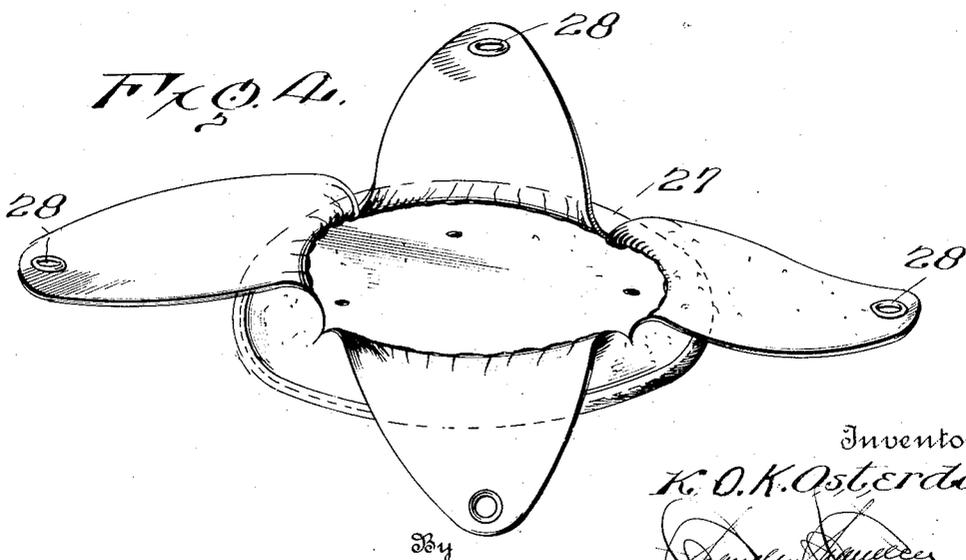
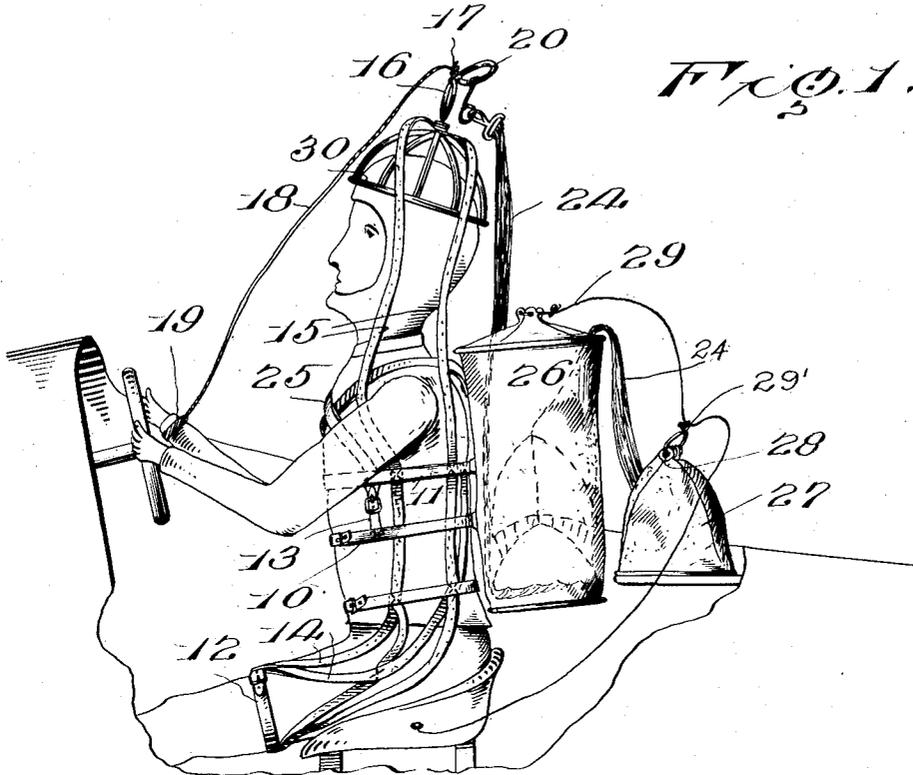


K. O. K. OSTERDAY, DEC'D.
P. OSTERDAY, ADMINISTRATOR.
LIFE SAVING DEVICE FOR AEROPLANES.
APPLICATION FILED OCT. 16, 1918.

1,332,143.

Patented Feb. 24, 1920.
3 SHEETS—SHEET 1.



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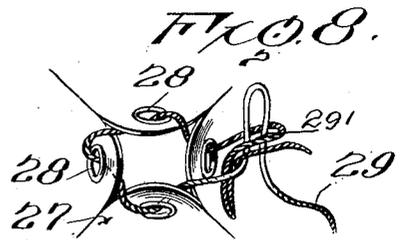
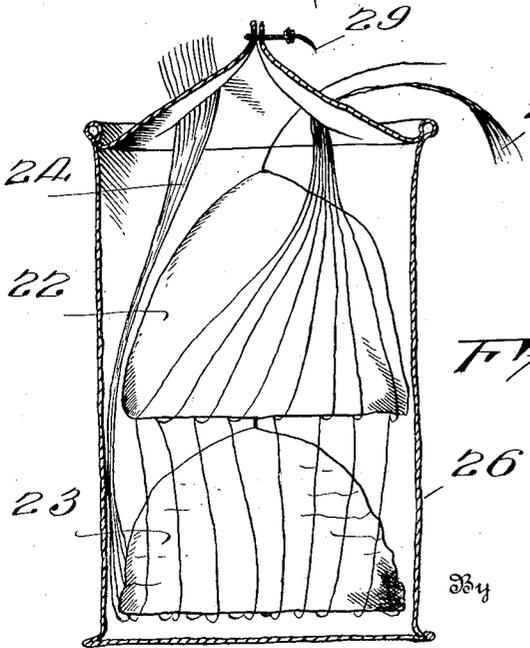
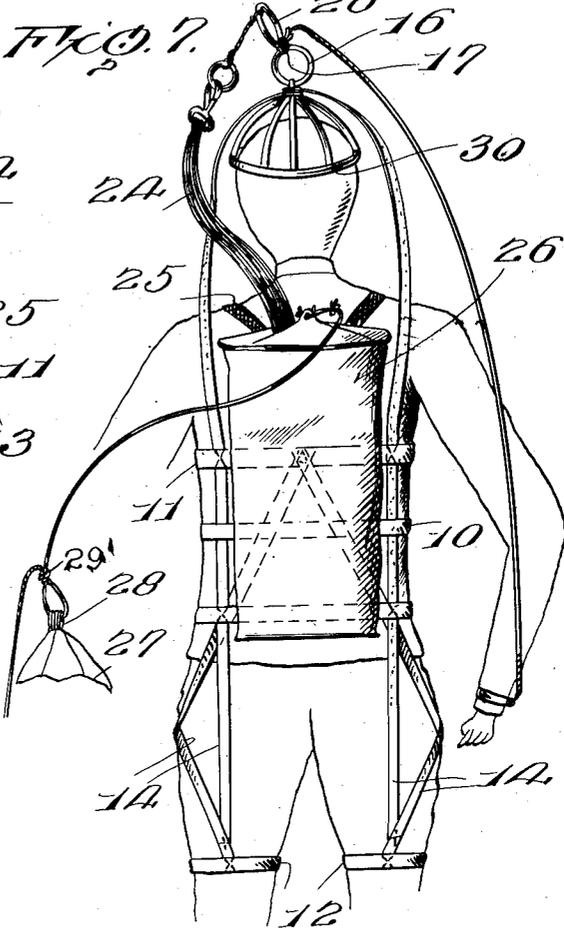
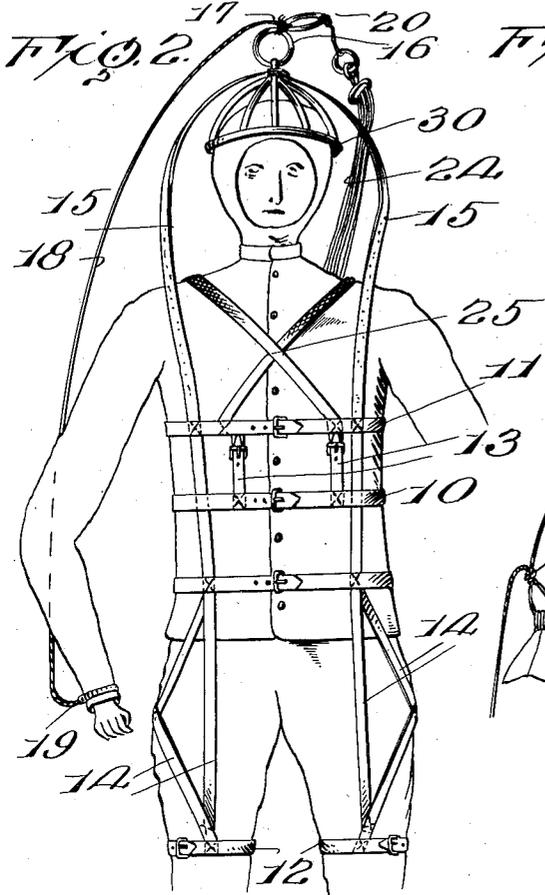


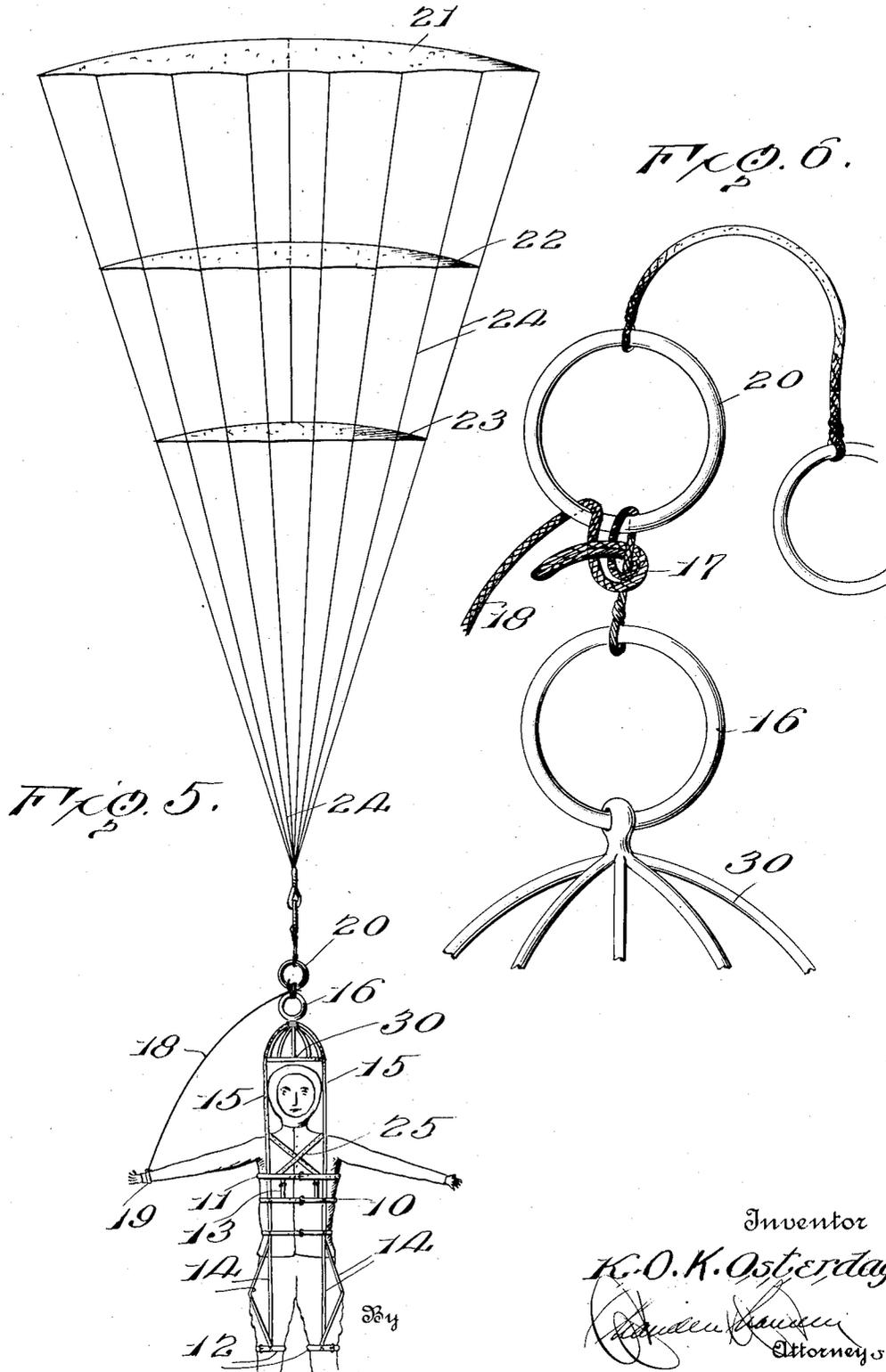
FIG. 3.

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UNITED STATES PATENT OFFICE.

KARL O. K. OSTERDAY, OF CINCINNATI, OHIO; PEARL OSTERDAY ADMINISTRATOR OF SAID KARL O. K. OSTERDAY, DECEASED.

LIFE-SAVING DEVICE FOR AEROPLANES.

1,332,143.

Specification of Letters Patent. Patented Feb. 24, 1920.

Application filed October 16, 1918. Serial No. 258,336.

To all whom it may concern:

Be it known that I, KARL O. K. OSTERDAY, a citizen of the United States, residing at Cincinnati, in the county of Hamilton, State of Ohio, have invented certain new and useful Improvements in Life-Saving Devices for Aeroplanes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to new and useful improvements in life saving devices and particularly to devices for permitting aviators to release themselves from falling machines.

One object of the present invention is to provide a novel and improved parachute device by means of which the aviator can release himself from his wrecked machine, while in the air, and make a safe landing.

Another object is to provide a novel and improved device of this character wherein the aviator can release himself from the parachute when within a desired and safe distance from the ground, so that he will be unencumbered upon landing.

Another object is to provide a novel and improved means for carrying the parachute whereby it can be easily and quickly released when the aviator wishes to jump from his machine.

Other objects and advantages will be apparent from the following description when taken in connection with the accompanying drawings:

In the drawings:

Figure 1 is a side elevation of the device in the position it assumes when not in operation, the device being properly connected to the aviator.

Fig. 2 is a front elevation of the same.

Fig. 3 is an enlarged vertical sectional view through the container for the lower pair of parachute canopies.

Fig. 4 is a view showing the container for the uppermost canopy in open position to permit the canopy to escape therefrom and fill with air.

Fig. 5 is an elevation of the device in operation, showing the aviator suspended therefrom.

Fig. 6 is an enlarged elevation of the

releasable connection between the aviator's harness and the lower ends of the strings of the parachute.

Fig. 7 is a rear elevation of the harness of the aviator.

Fig. 8 is a detail view.

Referring particularly to the accompanying drawings, 10 represents a belt which is buckled around the waist of the aviator. Above this belt, and engaged around the body of the aviator beneath his arms, is a second belt 11. Secured around each leg, midway between the hip and knee, is a small belt 12. Straps 13 connect the belts 10 and 11, in the front, which straps 14 are connected together and to the center of the back of the belt 11, extend downwardly across the belt 10 and are connected to the fronts of the leg bands or belts 12. The straps 13 extend from the lower belt 11 to and are connected to the straps 14. Straps 15 are connected to the upper belt 10 and extend upwardly to a point above the aviator's head where there is disposed a ring 16. Connected to this ring, by means of a slip-knot 17, is a cord 18, the other end of said cord being connected to a band 19 disposed around the aviator's wrist. Engaged with this upper ring 16 is the before-mentioned slip-knot, the remaining end of the cord being secured to the ring 16 which is connected to the upper end of the helmet 30. Three parachute canopies 21, 22, and 23, are disposed in superimposed relation, as clearly shown in Fig. 5, said canopies being of different diameters, as shown, and connected by the cords 24, the cords from the lowermost canopy being connected to the upper ring 20.

Secured to the aviator's back, by the harness 25, is a canvas receptacle 26 in which the two lower canopies 22 and 23 are normally disposed, while the aviator controls the machine in ordinary flight. The uppermost canopy is arranged to be contained in a smaller canvas receptacle 27 mounted on the aeroplane and having its mouth provided with a number of eyelets 28 whereby the said mouth can be puckered into closed position and held by the cord 29 which is passed through said eyelets and formed into a readily releasable knot 29'. The other end of the cord 29 is disposed within easy reach of the aviator so that he can

quickly pull the same to release the knot 29' to open the receptacle and permit the canopy to be drawn therefrom.

5 Connected to the upper ends of the straps 15 is a wire helmet 30 which the aviator places on his head to hold the straps in properly spread position over the aviator's head and prevents the straps coming in contact with his face or head.

10 In the operation of the invention, when the aeroplane is wrecked and is falling out of control of the aviator, the aviator pulls the cord 29 so as to open the receptacle 27 and jumps from the machine. The canopy 15 21 will be dragged out of the receptacle 27 by the cords 24, connected to the canopy 21 and the canopy 22, so that it will immediately be filled with air, which will result in the other canopies being drawn from 20 the larger receptacle by the cords 24 and also filled with air. The aviator will thus be suspended in the air and will float to earth. When he is within the desired distance from the ground he pulls the 25 cord 18 which releases the canopies from the harness, thus permitting him to drop to the ground, and thus be unencumbered with the parachute.

What is claimed is:

30 1. A life saving device for an aviator in-

cluding harness strapped to the aviator, a large receptacle mounted on the aviator's back, a smaller receptacle mounted on the aeroplane, a series of parachute canopies connected to the harness of the aviator, certain 35 of the canopies being normally disposed in the larger receptacle, the remaining canopy being normally disposed in the smaller receptacle, means for releasing the last-named canopy from the smaller receptacle, and con- 40 nections between the canopies whereby when the last-named canopy is released it will fill with air and draw the other canopies from the larger receptacle.

2. A life saving device for an aviator in- 45 cluding harness on the aviator, parachute canopies connected together and to the harness, a receptacle on the aviator for carrying certain of the canopies, a smaller 50 receptacle on the aeroplane for holding the other canopy, means for releasing the canopies when the aviator leaves the aeroplane, and means for detaching the parachute when the aviator is near the ground.

In testimony whereof, I affix my signa- 55 ture, in the presence of two witnesses.

KARL O. K. OSTERDAY.

Witnesses:

MARIE H. SCHERL,
ALMA ALEXANDER.