G. CAPRONI.

FLYING MACHINE.

APPLICATION FILED SEPT. 4, 1919.

1,400,262. Patented Dec. 13, 1921.

Fig. 2

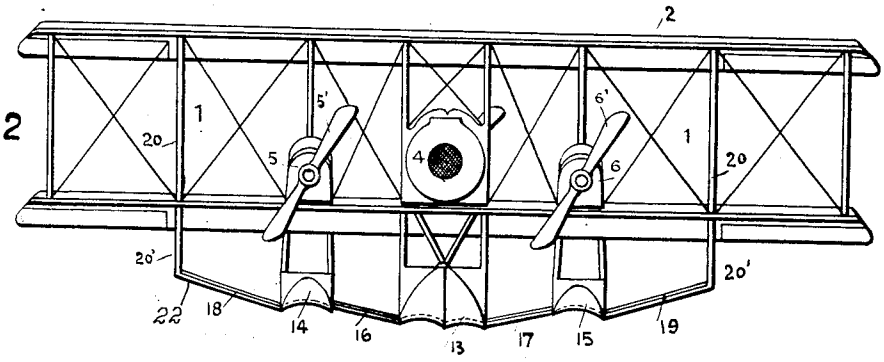


Fig. 1

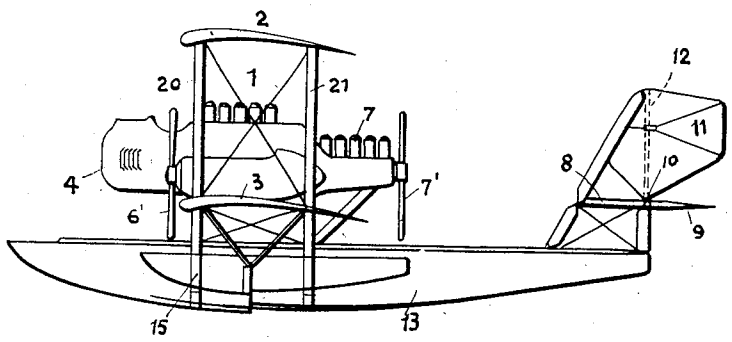
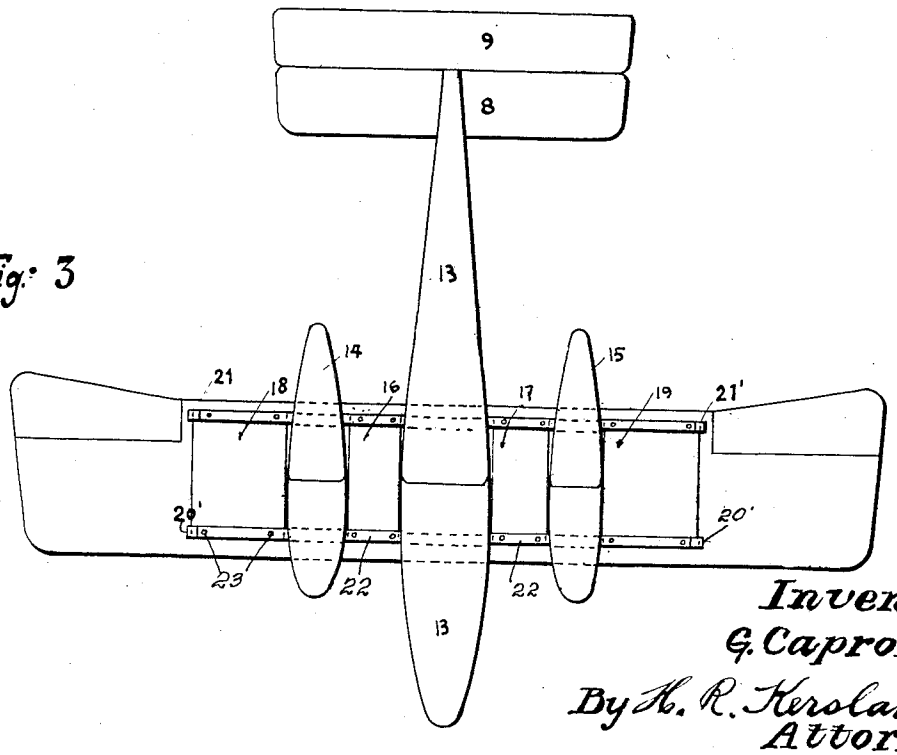


Fig. 3



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GIANNI CAPRONI, OF MILAN, VIA DURINI, ITALY.

FLYING-MACHINE.

1,400,262. Specification of Letters Patent. Patented Dec. 13, 1921.

Application filed September 4, 1919. Serial No. 321,670.

To all whom it may concern:

Be it known that GIANNI CAPRONI, engineer, subject of the King of Italy, residing at Milan, Via Durini N. 24, Italy, has invented certain new and useful Improvements in Flying-Machines, of which the following is a specification.

The object of the invention is to provide a flying machine with means apt to facilitate equilibrium in water and to render rapid and easy starting the flight from water.

With this and other objects in view, the improved flying machine consists of a combination of parts as will be fully described with reference to the annexed drawing in which:

Figure 1 is a side elevational view of an improved flying machine of the biplane type, the lateral wings being removed to clearly indicate the construction of parts.

Fig. 2 is a front view thereof.

Fig. 3 is a bottom plan view of the same.

Throughout the drawing —1— is the front cell structure consisting of planes 2—3, —4— is the car, —5—6—7— are the engines with helices —5′—6′—7′—; —8— is a tail plane, —9— is the horizontal rudder, pivotally arranged on axle —10—, —11— are the vertical rudders pivotally arranged on vertical axles —12—.

The floating system of the machine comprises a middle float —13— and two side floats —14—15—.

According to the present invention, said floats are provided with lateral wings or supporting surfaces —16—17—18—19—, arranged between the middle float and the side floats and between the side floats and depending parts of the machine frame.

In the construction represented in the drawing said second set of supporting surfaces are arranged between the side floats and the projecting sections —20′— of the uprights —21—, said uprights forming part of the front-cell structure.

The supporting surfaces are preferably constructed of resistant and light material; they are supported between the floats and uprights by means of stirrups 22 being secured thereto by bolts 23 and the supporting surfaces or main portions of the lateral wings are arranged stationary with respect to the floats and preferably inclined in order to give rise to a vertical water pressure, when the aeroplane progresses in water, said pressure being directed upward.

Having now particularly described the nature of my invention and in what manner the same should be performed, I claim:

In an aeroplane of the biplane type, a front cell having prolonged uprights, three floats mounted underneath the lower plane, the middle float extending longitudinally beneath the aeroplane, the side floats being smaller in size and arranged at a level above that of the middle float, inclined wings arranged between the middle float and the side floats, and inclined wings arranged between the outer side of the said side floats and one end of the prolonged uprights of the cell.

In testimony whereof I affix my signature in the presence of two witnesses.

GIANNI CAPRONI.

Witnesses:
ILO C. FANUK,
ROY L. MCLAUGHLIN.