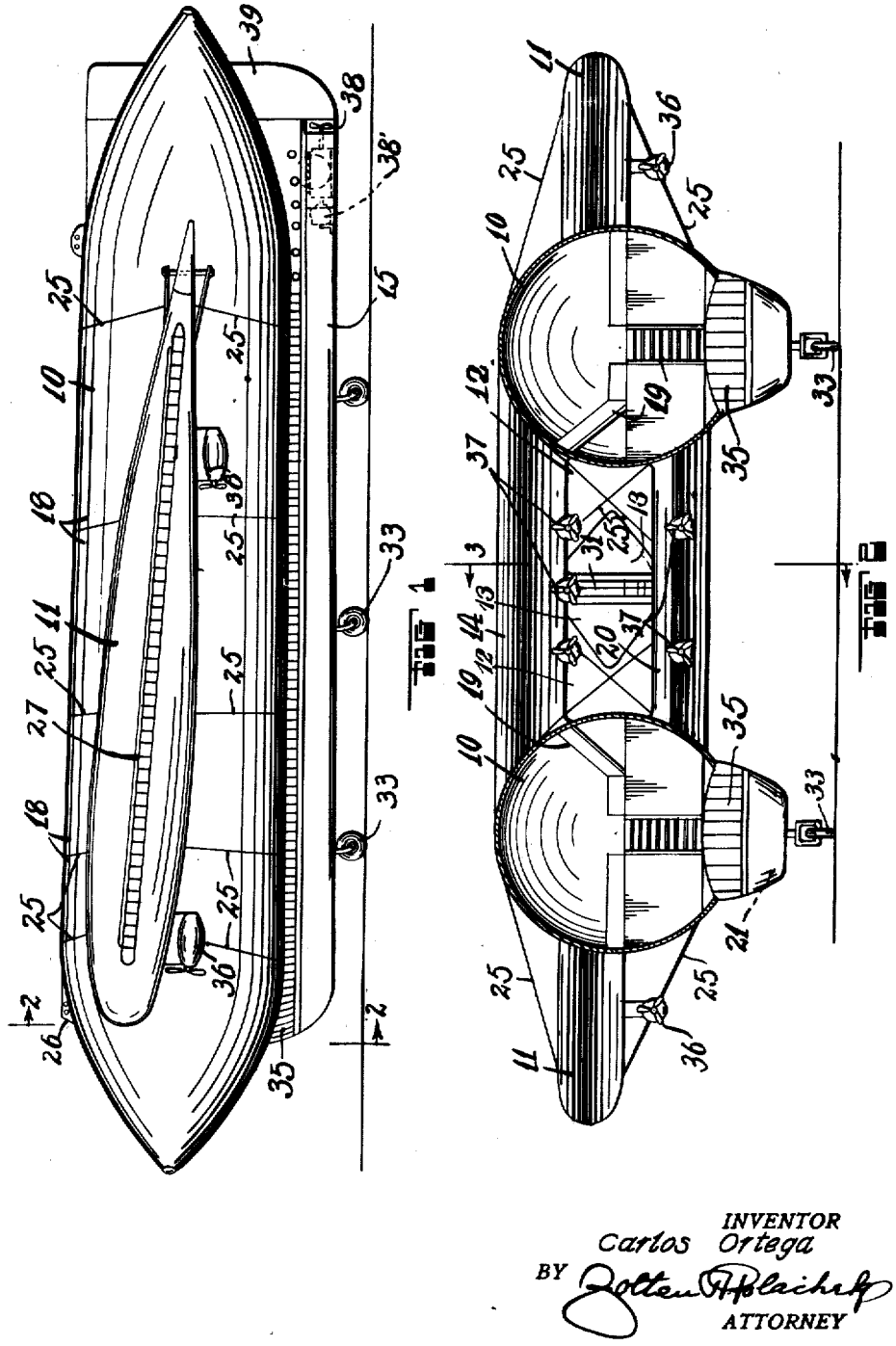
Nov. 24, 1931. C. ORTEGA 1,833,033

AEROSHIP

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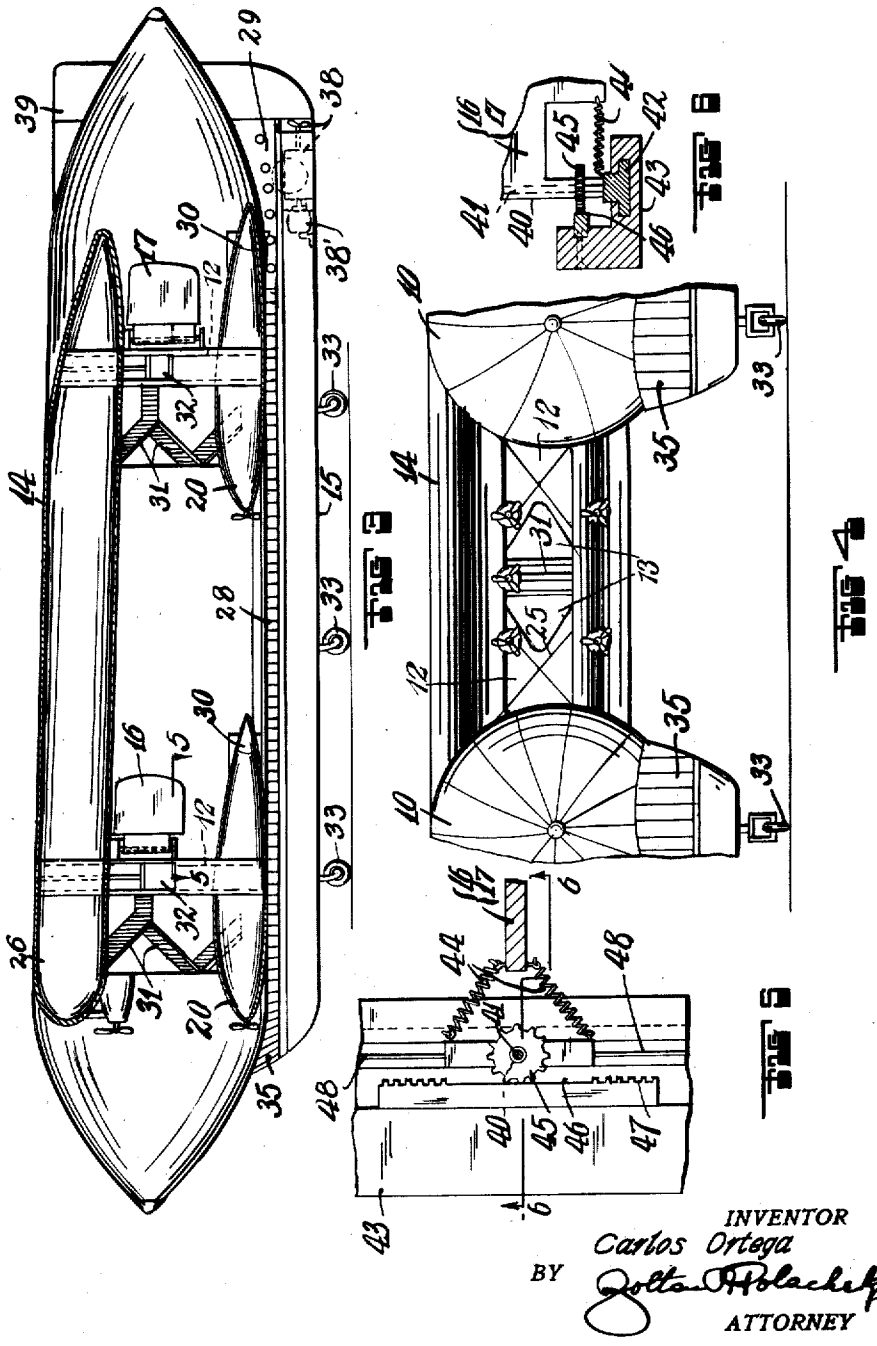


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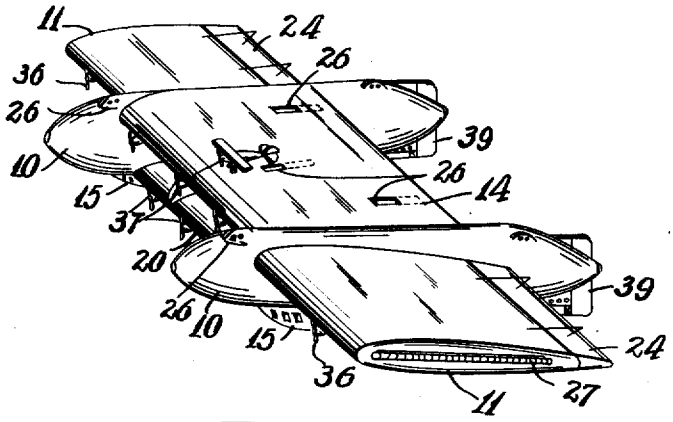


FIG 7

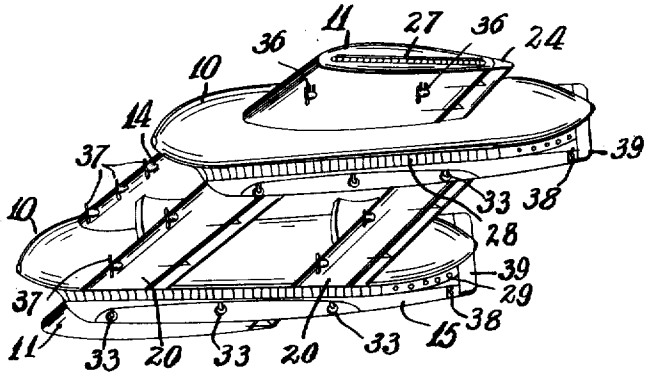


FIG 8

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Patented Nov. 24, 1931 1,833,033

UNITED STATES PATENT OFFICE

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AEROSHIP

Application filed July 30, 1930. Serial No. 471,667.

This invention relates to new and useful improvements in an aeroship.

The invention has for an object the provision of a device of the class mentioned which is of durable construction, dependable in use and efficient in action.

For further comprehension of the invention, and of the objects and advantages thereof, reference will be had to the following description and accompanying drawings, and to the appended claims in which the various novel features of the invention are more particularly set forth.

In the accompanying drawings forming a material part of this disclosure:—

Fig. 1 is a side elevational view of a device constructed according to this arrangement.

Fig. 2 is a transverse vertical sectional view taken on the line 2—2 of Fig. 1.

Fig. 3 is a central longitudinal vertical sectional view taken on the line 3—3 of Fig. 2.

Fig. 4 is a fragmentary front elevational view of Fig. 1.

Fig. 5 is a fragmentary enlarged sectional view taken on the line 5—5 of Fig. 3.

Fig. 6 is a fragmentary sectional view taken on the line 6—6 of Fig. 5.

Fig. 7 is a top perspective view of the aeroship.

Fig. 8 is an underside perspective view of the same.

The aeroship comprises spaced cigar shaped lighter than air compartments 10 parallel to each other and supporting wing shaped cabins 11 at their outer sides, wing shaped cabin 14 and a pair of bridge-like cabins 20 holding said compartments 10 spaced and formed with openings 13 for the passage of a large current of air from the front to the rear, the wing shaped cabin 14 supported between the tops of said compartment 10 and water buoyant pontoons 15 supported at the bottoms of said compartments 10 for canalizing said passage of air, a vertical rudder 16 and a vertical wind brake 17 in the longitudinal plane directly midway between said lighter than air compartments 10 and in the centers of said openings 13, and means for moving the rudder off said midplane and turning them for starting.

Said lighter than air compartments 10 are shown in Fig. 1 to be made from several sections 18 which must be properly divided transversely so that in the event of leakage, damage or the like to anyone of the sections, the others remain unaffected and support the machine in flight. Any known arrangement of this type may be used. One of the sections of each of the lighter than air compartments 10 is provided with stairs and serves to connect the various different cabins. This is shown in Fig. 2 where stairs 19 connect the cabins 14 with the cabins 11 and with bridge-like cabins 20 arranged above the pontoon 15 between the air compartments 10. The bottom of the compartments 10 is divided off as indicated by reference numeral 21 to constitute a tank for the holding of reserve water.

Each of the wing shaped cabins 11 are provided with a plurality of windows 27 and constitutes staterooms. As before mentioned, these cabins are of wing shape, and as shown on the drawing are provided with ailerons 24 at their rear ends. Suitable means should be provided for the operation of the ailerons. Crossed reinforcement wires 25 are shown extended across the openings 13 and around the compartments 10 for adding rigidity to the structure. The top wing shaped cabin 14 must be arranged across the tops of the compartments 10 so that it may be used for a landing for small aeroplanes in flight As shown in Fig. 3, it is divided into various compartments of staterooms. The top of the wing shaped cabin 14 is provided with doors 26.

The small wings 20 are arranged at the bottoms of the partitions 12. It is proposed that the front small cabins 20 be used for the storing of freight and mail. It is provided with a rear aileron 30. Stairs 31 connect from the cabin 14 down across the center of the opening 13 and to the cabins 20. Also an elevator 32 connects between these cabins for use whenever needed. The rear cabin 20 is very similarly arranged as the front one, that is, it is provided with ailerons, with the necessary stairways, and with the elevator. It is proposed that this cabin

be used for the storing of freight, foodstuffs, and to have proper refrigerators.

The water buoyant pontoon 15 is arranged to land upon the water. It is provided at its bottom with wheels 33 for landing on land. The vertical rudder 16 is used for steering the front of the machine and this accomplishes complete steering. The wind brake 17 is used for retarding the speed of the machine of particular advantage during landing.

Front observation chambers 35 are shown upon the front of the pontoons 15. The cabins 28 above the pontoons 15 are divided and furnished as dining rooms, ballrooms, social halls, and the rear sections where the port holes are located is equipped as the kitchen of the aeroship. Motors and propellers 36 are shown suspended from the side cabins 11. Other motors and propellers 37 are shown arranged along various parts of the machine. Two motors and propellers 38 are shown arranged to the rear of the machine and at the bottom so as to extend into the water when the machine floats and accomplish water propulsion. Motors 38 also rotate generator 38′ to generate electricity for the aeroship. A rear rudder 39 is also provided on the machine for steering it during flight.

The means for moving the rudder and wind brake off of said midplane and turning them for steering, comprises a tube 40 attached upon said element, a vertical rod 41 extending through the tube 40 and at the bottom and top connected with slides 42, these slides engaging in tracks 43 arranged along top and bottom sides of the opening 13. Right and left springs 44 act between the slides 42 and the rudder or wind brake for normally holding it in the longitudinal plane. Geare 45 are attached upon the tubes 40 and normally in the mid positions of the rudder and wind brake are disposed in a toothless portion 46 of a rack 47 having teeth at both ends. Cables 48 connect with the ends of the slide 42.

For moving the rudder as desired, out from the center line and simultaneously turning it from steering, it is merely necessary to draw the cables 48 on one or the other sides of the slides 40. This causes the slides to move one way or the other for moving the rudder out from the central longitudinal plane. After this motion, the gears 45 engage the rack teeth 47 and accomplish turning for aiding to the steering.

The wind brake 17 may be controlled by the pilot or crew from any suitable position, and by spreading the said wind brake 17, the forward motion of the aeroship is checked.

It is to be understood that my aeroship may be converted into destructive air-craft in a short period of time and may be equipped with suitable destructive supplies during war time. In peace time the aeroship is equipped to carry passengers and is adaptable for landing small aeroplanes while the aeroship is in flight. The aeroplanes may take on local passengers and may alight readily from the top of the landing platform.

It is also to be understood that this aeroship is capable of landing on land or water and is able to travel smoothly, gracefully at a great speed and is capable of landing at reduced speed by applying a wind brake during landing.

While I have shown and described the preferred embodiment of my invention, it is to be understood that I do not limit myself to the precise construction herein disclosed and the right is reserved to all changes and modifications coming within the scope of the invention as defined in the appended claims.

Having thus described my invention, what I claim as new, and desire to secure by United States Letters Patent is:—

1. An aeroship, comprising spaced cigar shaped lighter than air compartments parallel to each other and supporting wing shaped cabins on their outer sides, upper and lower cabins holding said compartments spaced, front and rear partitions formed with openings for the passage of a large current of air from the front to the rear and transverse across said cabins and between said compartments, the upper cabin being of wing shape and its depth being about three quarters of the length of the said compartments, and water buoyant pontoons supported under the bottoms of said compartments, a vertical rudder and a vertical wind brake in the longitudinal plane directly midway between said lighter than air compartments and respectively connected on the front and the rear transverse partitions and in the centers of said openings in the partitions, and means for moving the rudder and wind brake off said midplane and turning them for steering.

2. An aeroship, comprising spaced cigar shaped lighter than air compartments parallel to each other and supporting wing shaped cabins on their outer sides, upper and lower cabins holding said compartments spaced, front and rear partitions formed with openings for the passage of a large current of air from the front to the rear and transverse across said cabins and between said compartments, the upper cabin being of wing shape and its depth being about three quarters of the length of the said compartments, and water buoyant pontoons supported under the bottoms of said compartments, a vertical rudder and a vertical wind brake in the longitudinal plane directly midway between said lighter than air compartments and respectively connected on the front and the rear transverse partitions and in the centers of said openings in the parti-

tions, and means for moving the rudder and wind brake off said midplane and turning them for steering, said lighter than air compartments being made from individual sections connected together.

3. An aeroship, comprising spaced cigar shaped lighter than air compartments parallel to each other and supporting wing shaped cabins on their outer sides, upper and lower cabins holding said compartments spaced, front and rear partitions formed with openings for the passage of a large current of air from the front to the rear and transverse across said cabins and between said compartments, the upper cabin being of wing shape and its depth being about three quarters of the length of the said compartments, and water buoyant pontoons supported under the bottoms of said compartments, a vertical rudder and a vertical wind brake in the longitudinal plane directly midway between said lighter than air compartments and respectively connected on the front and the rear transverse partitions and in the centers of said openings in the partitions, and means for moving the rudder and wind brake off said midplane and turning them for steering, stairways being also provided for connecting the various cabins.

4. An aeroship, comprising spaced cigar shaped lighter than air compartments parallel to each other and supporting wing shaped cabins on their outer sides, upper and lower cabins holding said compartments spaced, front and rear partitions formed with openings for the passage of a large current of air from the front to the rear and transverse across said cabins and between said compartments, the upper cabin being of wing shape and its depth being about three quarters of the length of the said compartments, and water buoyant pontoons supported under the bottoms of said compartments, a vertical rudder and a vertical wind brake in the longitudinal plane directly midway between said lighter than air compartments and respectively connected on the said upper wing shaped cabin and in the centers of said openings, and means for moving the rudder and wind brake off said midplane and turning them for steering, said wing shaped cabins being also provided with ailerons to aid in climbing or descending.

5. An aeroship, comprising spaced cigar shaped lighter than air compartments parallel to each other and supporting wing shaped cabins on their outer sides, upper and lower cabins holding said compartments spaced, front and rear partitions formed with openings for the passage of a large current of air from the front to the rear and transverse across said cabins and between said compartments, the upper cabin being of wing shape and its depth being about three quarters of the length of the said compartments, and water buoyant pontoons supported under the bottoms of said compartments, a vertical rudder and a vertical wind brake in the longitudinal plane directly midway between said lighter than air compartments and respectively connected on the said upper wing shaped cabin and in the centers of said openings, and means for moving the rudder and wind brake off said midplane and turning them for steering, small wing shaped cabins being arranged above the water compartments and directly beneath said upper wing shaped cabin for the storing of freight, mail, foodstuff and the like.

6. An aeroship, comprising spaced cigar shaped lighter than air compartments parallel to each other and supporting wing shaped cabins on their outer sides, upper and lower cabins holding said compartments spaced, front and rear partitions formed with openings for the passage of a large current of air from the front to the rear and transverse across said cabins and between said compartments, the upper cabin being of wing shape and its depth being about three quarters of the length of the said compartments, and water buoyant pontoons supported under the bottoms of said compartments, a vertical rudder and a vertical wind brake in the longitudinal plane directly midway between said lighter than air compartments and respectively connected on the said upper wing shaped cabin and in the centers of said openings, and means for moving the rudder and wind brake off said midplane and turning them for steering, said water buoyant pontoon being divided and equipped to present observation rooms, social halls, dining rooms, ballrooms, kitchen, gymnasium and the like.

7. An aeroship, comprising spaced cigar shaped lighter than air compartments parallel to each other and supporting wing shaped cabins on their outer sides, upper and lower cabins holding said compartments spaced, front and rear partitions formed with openings for the passage of a large current of air from in front to the rear and transverse across said cabins and between said compartments, the upper cabin being of wing shape and its depth being about three quarters of the length of said compartments, and a water buoyant compartment supported under the bottoms of said compartments, a vertical rudder and a vertical wind brake in the longitudinal plane directly midway between said lighter than air compartments and respectively connected on the said upper wing shaped cabin, and in the centers of said openings in the partitions, a pair of lower bridge-like cabins connecting the said air compartments.

8. An aeroship, comprising spaced cigar shaped lighter than air compartments parallel to each other and supporting wing shaped cabins on their outer sides, upper

and lower cabins holding said compartments spaced, front and rear partitions formed with openings for the passage of a large current of air from the front to the rear and transverse across said cabins and between said compartments, the upper cabin being of wing shape and its depth being about three quarters of the length of the said compartments, and a water buoyant compartment supported under the bottoms of said compartments, a vertical rudder and a vertical wind brake in the longitudinal plane directly midway between said lighter than air compartments and respectively connected on the said upper wing shaped cabin and in the centers of said openings, and means for moving the rudder and wind brake off said midplane and turning them for steering, comprising tubes fixed on the rudder and wind brake, vertical rods engaging through the tubes, slides on the ends of said vertical rods and engaging on stationary tracks, means for normally holding the rudder and wind brake in a longitudinal central vertical plane constituting the neutral position, gears on said tubes, and stationary racks with a blank central portion so as normally not to engage said gears but upon lateral movements of said slides to engage the gears to accomplish turning of the rudder.

In testimony whereof I have affixed my signature.

CARLOS ORTEGA.