

Sept. 26, 1933.

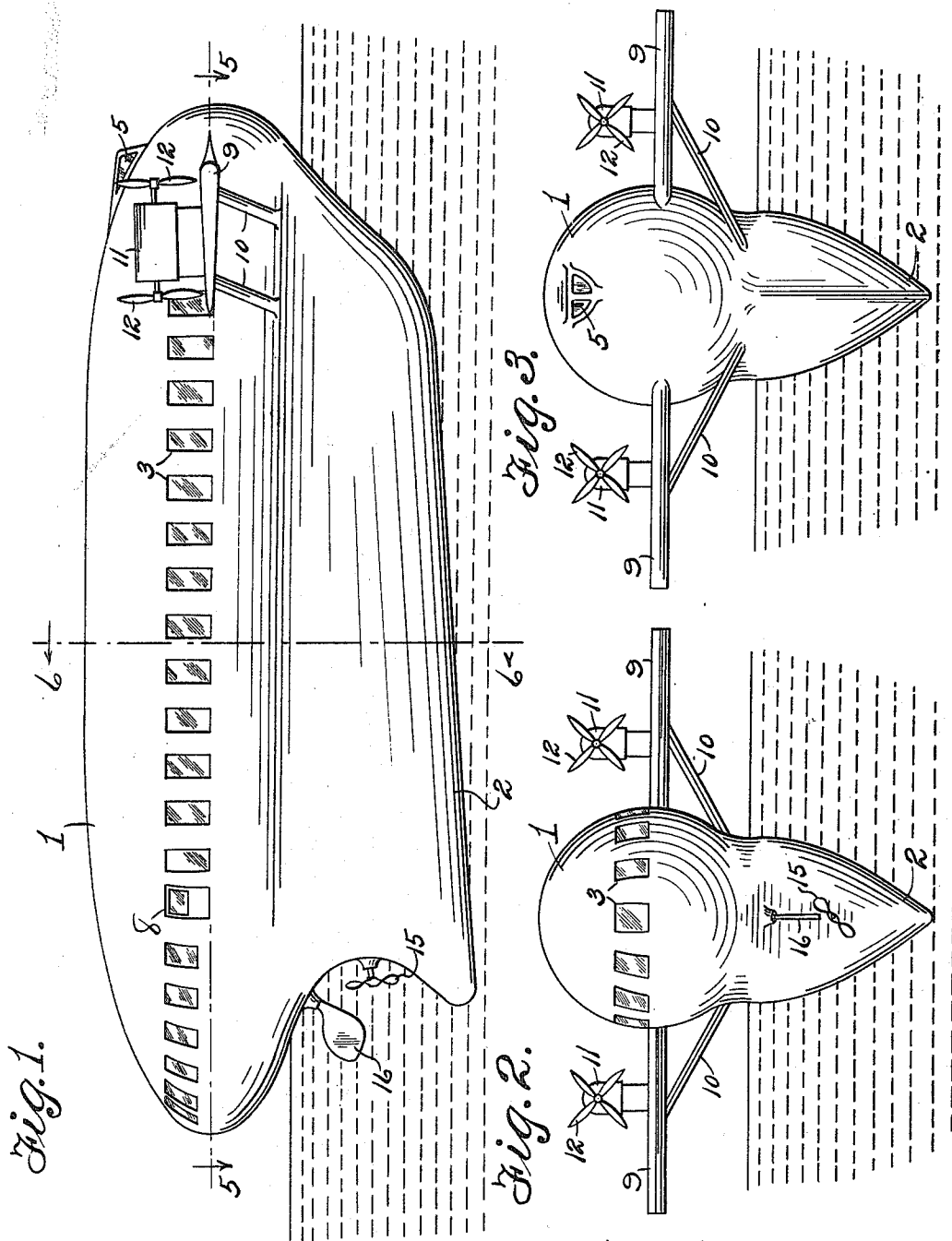
C. E. BAND

1,928,552

COMBINED BOAT AND AEROPLANE

Filed Sept. 7, 1932

4 Sheets-Sheet 1



Charles E. Band
INVENTOR

BY Victor J. Evans & Co.
ATTORNEY

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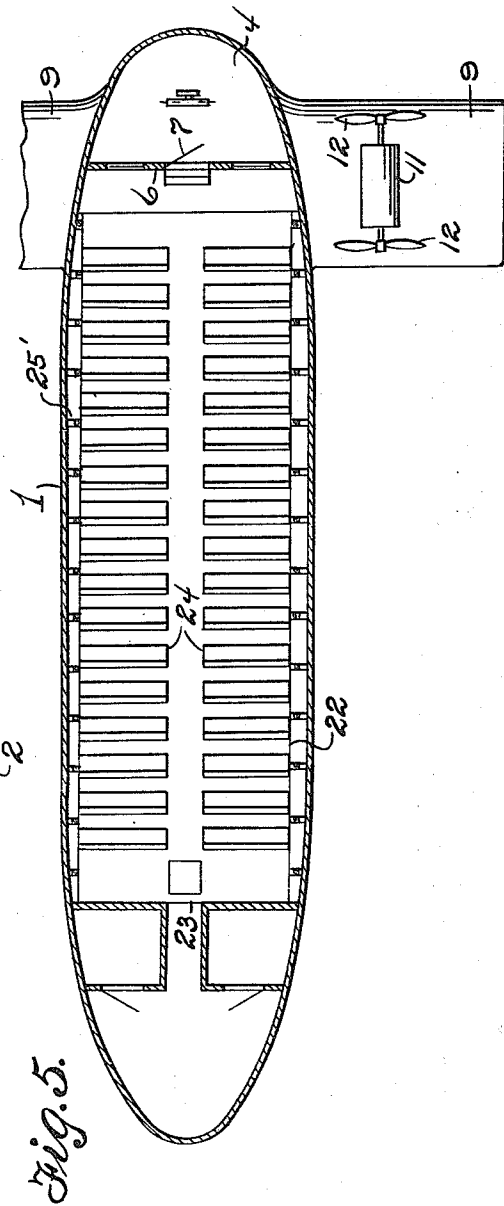
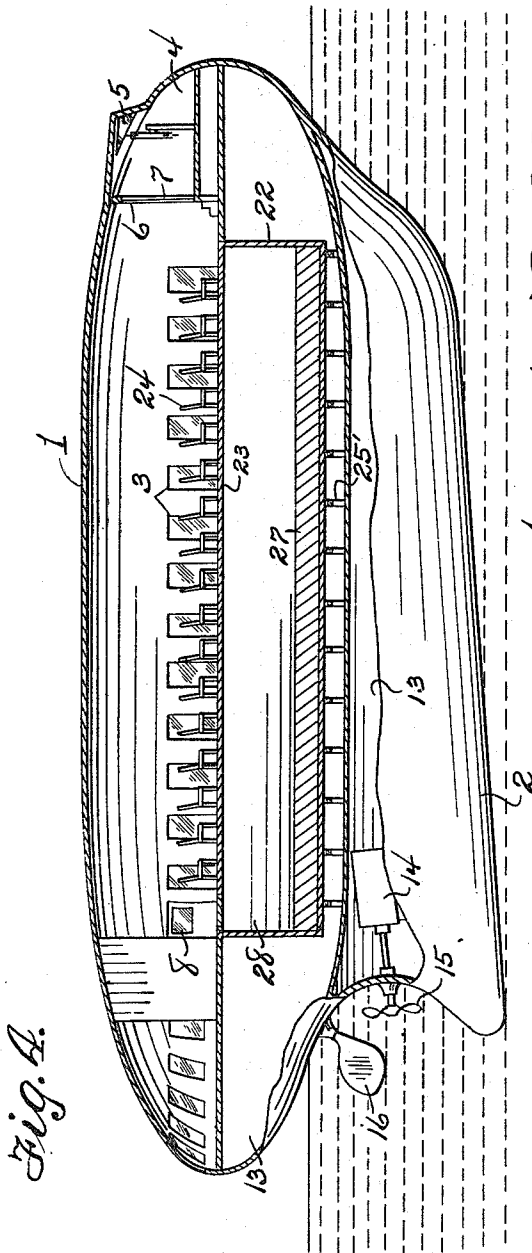
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Fig. 7.

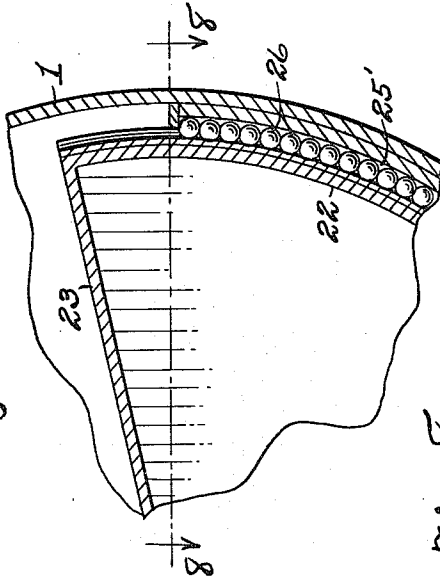


Fig. 8.

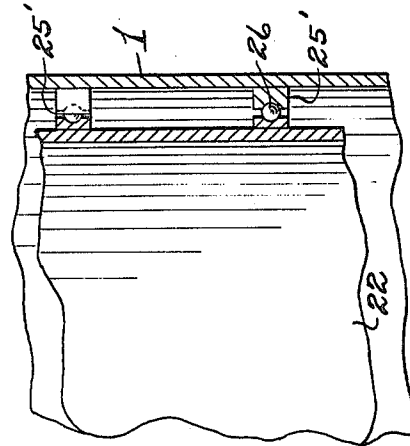
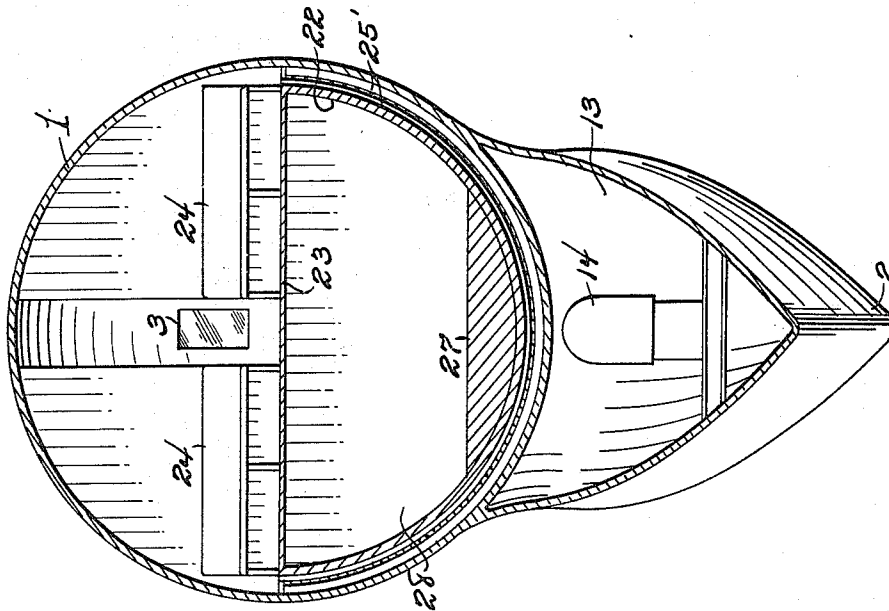


Fig. 6.



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Fig. 9.

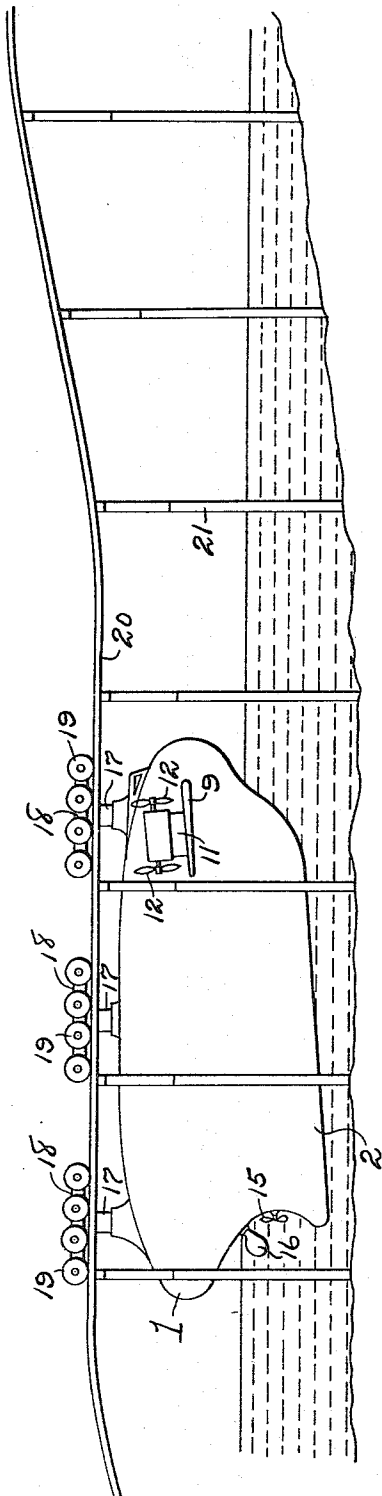


Fig. 10.

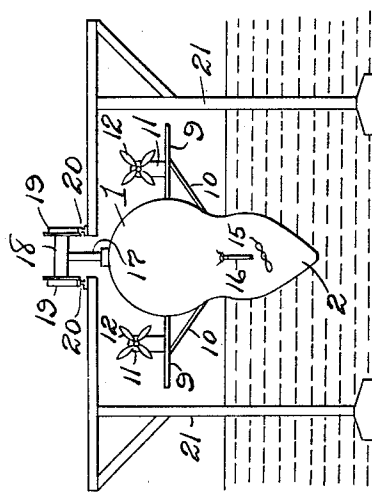
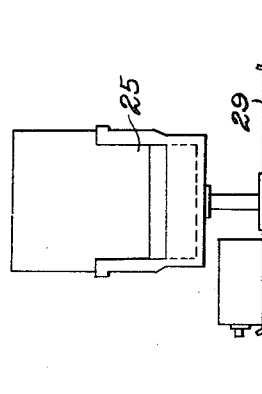


Fig. 11.



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UNITED STATES PATENT OFFICE

1,928,552

COMBINED BOAT AND AEROPLANE

Charles E. Band, Los Angeles, Calif.

Application September 7, 1932. Serial No. 632,063

1 Claim. (Cl. 115—1)

This invention relates to a transportation device for both passengers and freight and has for the primary object the provision of a device of the above stated character capable of travel on land and in water and is so constructed to offer minimum resistance to either water or air while in motion and having seating means for passengers which remains level regardless of the tilting or rolling of the body of the device while in motion either on land or in the water.

With these and other objects in view this invention consists in certain novel features of construction, combination and arrangement of parts to be hereinafter more fully described and claimed.

For a complete understanding of my invention, reference is to be had to the following description and accompanying drawings, in which

Figure 1 is a side elevation illustrating a transportation device constructed in accordance with my invention and showing the same floating in water.

Figure 2 is a rear elevation illustrating the same.

Figure 3 is a front elevation illustrating the device.

Figure 4 is a vertical sectional view illustrating the interior of the device.

Figure 5 is a sectional view taken on the line 5—5 of Figure 1.

Figure 6 is a transverse sectional view taken on the line 6—6 of Figure 1.

Figure 7 is an enlarged fragmentary transverse sectional view illustrating the mounting of the cradle within the body of the device.

Figure 8 is a fragmentary sectional view taken on the line 8—8 of Figure 7.

Figure 9 is a side elevation illustrating a track construction on which the device may travel over land and from the latter into and out of the water.

Figure 10 is an end elevation illustrating the same.

Figure 11 is a detail view illustrating one of the chairs carried by the cradle and a luggage rack associated therewith.

Referring in detail to the drawings, the numeral 1 indicates a body of substantially dirigible or cigar shape, the lower wall of which is formed integrally with a keel 2 tapering upwardly and forwardly from its rear end towards its forward end. The body and keel are constructed of durable and rigid material, preferably of a metal of light weight. The sides and rear end of the body have formed therein relatively spaced

windows 3 for the purpose of providing vision for the passengers within the body. The forward end of the body has constructed therein a pilot house 4 equipped with windows 5 to give clear vision to the pilot. The pilot house is separated from the remaining portion of the body by a partition 6 having a doorway closed by a door 7. Entrance is obtainable to the interior of the body by a doorway located in one side and adjacent the rear ends of the body and closed by a door 8.

Elevating wings 9 are secured to the sides of the body adjacent the forward end for the purpose of aiding in elevating the forward end of the device while traveling through the water thereby effectively reducing water resistance, the wings being reinforced by struts 10 and support engines 11 of any suitable type for operating propellers 12 to cause forward motion of the body either in the water or while traveling over land. The keel 2 stabilizes the body when in water and is of hollow formation, forming a compartment 13 in which an auxiliary engine 14 is located and drives a propeller 15 at the rear end of the keel. The propeller 15 is employed for causing a backward or reverse motion of the body. A rudder 16 is located at the rear end of the body for steering the device while traveling in the water.

Posts 17 are carried by the top wall of the body and support trucks 18 having flanged wheels 19 for engagement with a track 20 supported in a plane above the surface of the ground and also the surfaces of the water as shown in Figure 9 so that the device may readily move into and out of the water and travel over land. The tracks 20 are supported by a framework 21.

Located within the major portion of the body is a cradle 22 of substantially semi-cylindrical shape, providing a flat upper wall 23 on which are mounted benches 24 or seats 25 having an aisle therebetween and which extends longitudinally of the body. The cradle 22 is supported in the body by semi-circular tracks 26 provided with anti-friction bearings 26 between the tracks and the curved wall of the cradle. A counter balanced weight 27 is carried by the cradle for maintaining the wall 23 level at all times regardless of the tilting or rolling of the body. This arrangement provides extreme comfort for the passengers seated on the benches or within the seats and to a great extent obviates seasickness. Between the weight 27 and the wall 23 a freight compartment 28 is formed, allowing the device to accommodate a large amount of freight for transportation.

The lower portions of the seats 25 may have formed therein compartments in which life saving appliances may be stored and luggage racks 29 are arranged below the seats so that the luggage of the passengers may be conveniently stored and held in place and in close proximity to the passengers.

Due to the particular shape of the body the passengers and freight will be afforded maximum protection while traveling either in the water or over land. Besides this construction reduces water and air resistance to a minimum. A device of this character besides providing efficient water transportation it also permits the freight and passengers to be conveyed with safety from the water over land to terminals located most convenient for the taking on and discharging of passengers in traffic which will be most economical and convenient to the passengers as well as to the handling of freight.

While I have shown and described the preferred embodiment of my invention, it will be understood that minor changes in construction, combination and arrangement of parts may be made without departing from the spirit and scope of my invention, as claimed.

Having described the invention, I claim:

A device of the character set forth comprising a body having an intermediate tubular portion and tapering end portions, a keel for said body, spaced semi-circular shaped tracks mounted in the tubular portion, a semi-cylindrical shaped cradle mounted for movement on the tracks and having the straight wall thereof disposed uppermost in the body to form a flooring to support seats, ballast within the cradle and providing a space between the walls of the cradle and itself to receive articles for storage.

CHARLES E. BAND. 95

25	100
30	105
35	110
40	115
45	120
50	125
55	130
60	135
65	140
70	145
75	150