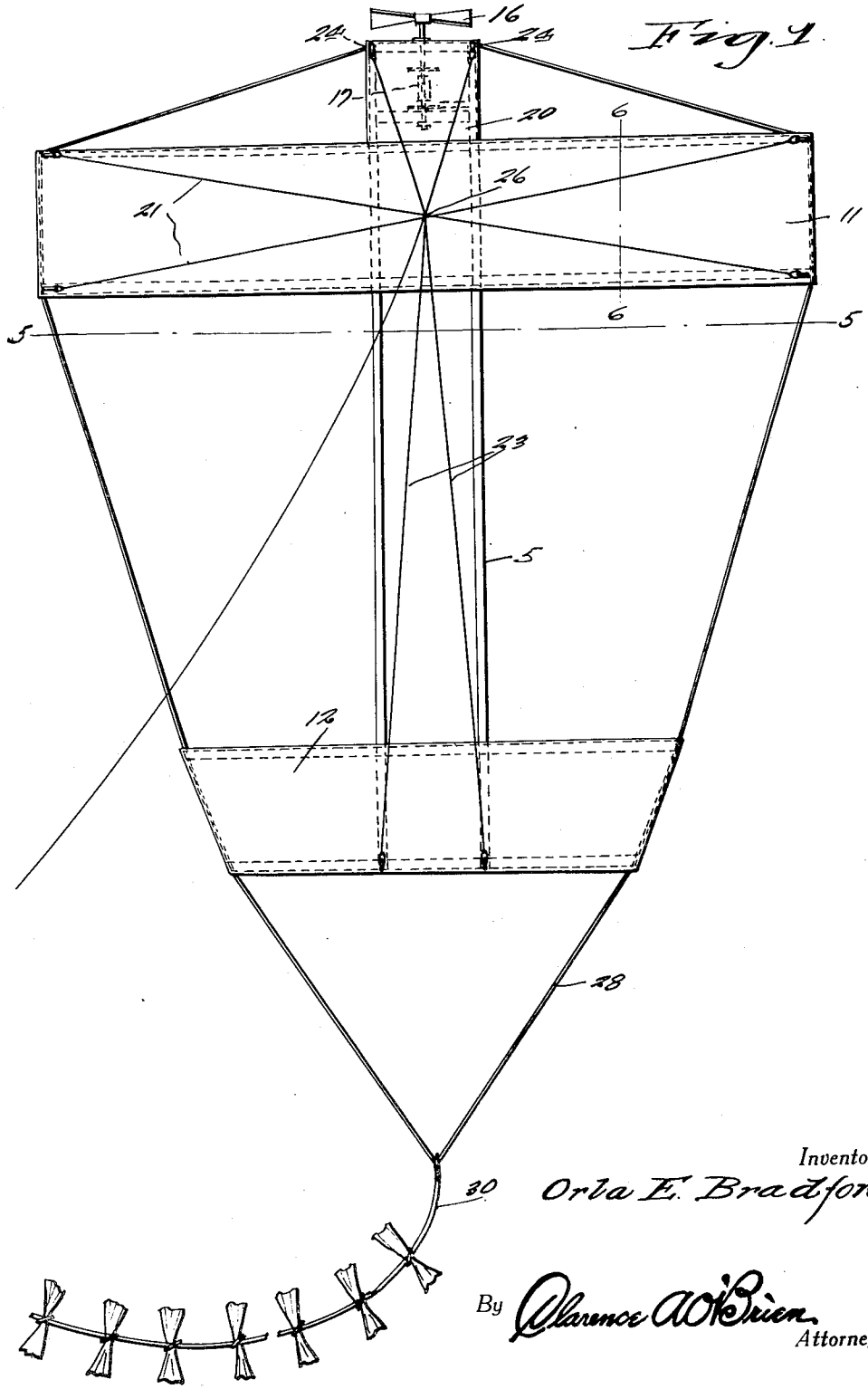
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KITE

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Fig. 1.



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Fig. 2.

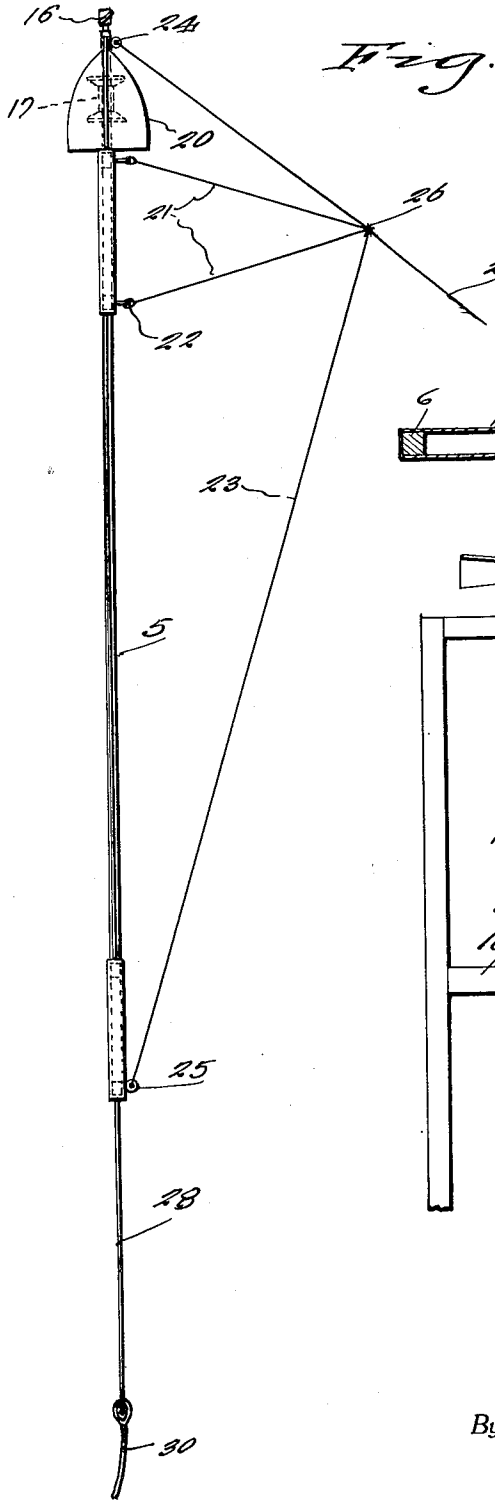
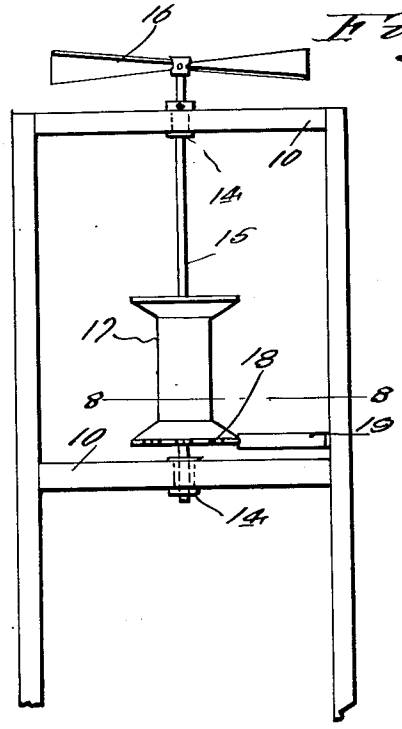


Fig. 6.



Fig. 7.



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Fig. 3.

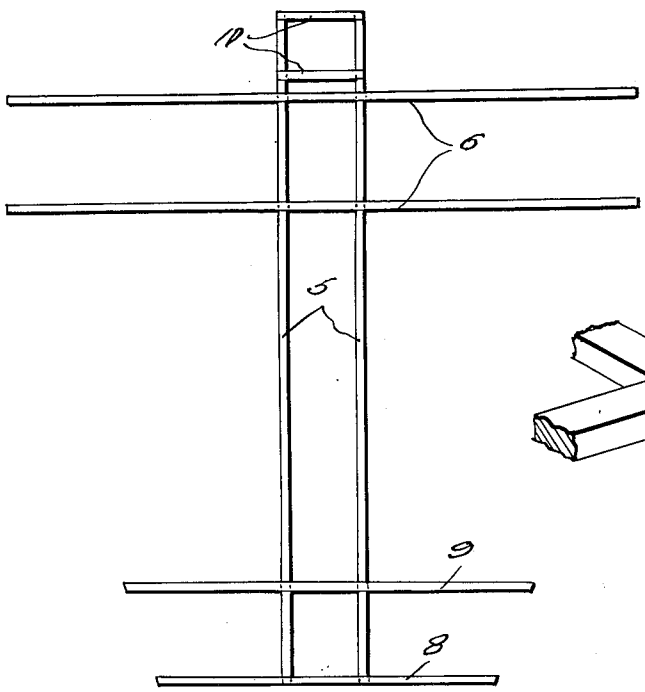


Fig. 4.

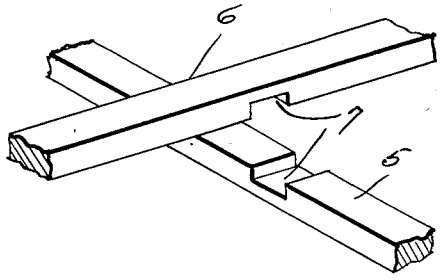
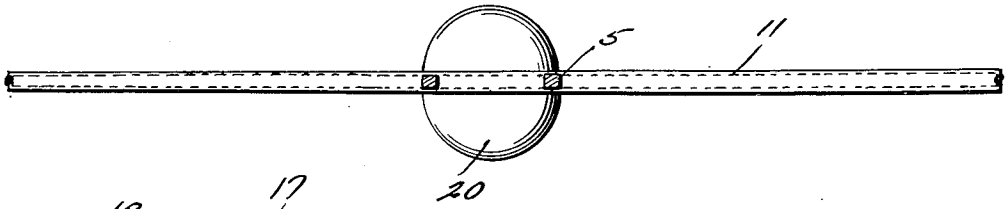


Fig. 5.



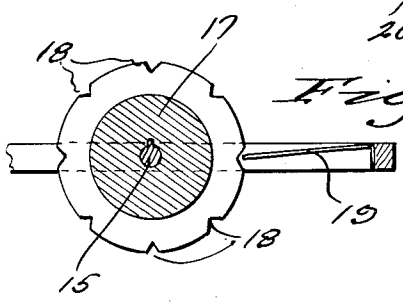


Fig. 6

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Patented Sept. 22, 1931 1,824,324

UNITED STATES PATENT OFFICE

ORLA E. BRADFORD, OF BROOKVILLE, KANSAS

KITE

Application filed February 20, 1930. Serial No. 430,016.

The present invention relates to a kite and has for its prime object to provide a kite simulating in shape the monoplane and having means incorporated therein whereby a noise similar to the noise of a motor is made.

Another very important object of the invention resides in the provision of a kite of this nature which is simple in its construction, inexpensive to manufacture, strong and durable, thoroughly efficient and reliable in its use and otherwise well adapted to the purpose for which it is designed.

With the above and numerous other objects in view as will appear as the description proceeds, the invention resides in certain novel features of construction, and in the combination and arrangement of parts as will be hereinafter more fully described and claimed.

In the drawings:

Figure 1 is a front elevation of a kite embodying the features of my invention,

Figure 2 is a side elevation thereof,

Figure 3 is a plan view of the kite frame,

Figure 4 is a fragmentary detail perspective view showing two cross members separated,

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

Figure 6 is a sectional view taken substantially on the line 6—6 of Figure 1,

Figure 7 is an enlarged view of the upper end of the frame showing the noise making mechanism therein, and

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

Referring to the drawings in detail it will be seen that the frame comprises a pair of spaced parallel coextensive rods 5. A pair of spaced parallel coextensive rods 6 cross the upper portions of the rods 5, the rods 5 and 6 being formed with notches 7 so that the rods 5 and 6 may be disposed in coplanar relationship. These rods are fixed together by any suitable fastening means.

The rods 6 extend outwardly from the sides of the rods 5. Rods 8 and 9 are fastened to the bottom portion of the rods 5 similar to the rods 6 but are shorter in length, the rod 8 being slightly shorter than the rod 9. A pair of spaced cross rods 10 are mounted at the upper ends of the rods 5 above the rods 6. The rods 6 are covered with suitable material as indicated at 11 to form a wing.

The rods 8 and 9 are covered as at 12 to form a tail. Bearings 14 are mounted in the centers of the rods 10 and have journalled therein a shaft 15 which extends above the upper rod 10 and on the upper end of this shaft is a propeller 16.

A spool 17 is mounted on the lower portion of the shaft between the rods 10 and one of its flanges is provided with a plurality of peripheral notches 18. A spring 19 is anchored on one of the rods 5 and extends inwardly to engage with the notches 18 as the spool is rotated thereby setting up noise in simulation to the noise made by an aeroplane engine.

Hood 20 is mounted on the rods 10 to house the spool 17 and the spring 19. Cross strings 21 are anchored to the corners of the plane by means of eye screws 22 or other suitable means. A longitudinal string 23 is anchored to the upper cross rod 10 by an eye screw 24 or other suitable means and to the center of the cross rod 8 by an eye screw 25 or other suitable means.

The strings 21 and 23 are attached together as at 26 and a cord 27 is anchored thereto for flying the kite in the usual well known manner. Tail support strings 28 are anchored to the lower corners of the plane 11 and extend down through the ends of the rods 8 and 9 and are joined below the tail wing 12 to an elongated tail 30 of conventional construction.

The kite is flown in the usual well known manner and the air will cause the rotation of the propellor 16 thereby causing the rotation of the spool 19 to set up a noise simulating the noise of an aeroplane motor and it will be seen that the kite in appearance would seem in the air to simulate an ordinary monoplane.

It is thought that the construction, utility and advantages of this invention will now be quite apparent to those skilled in this art

without a more detailed description thereof.

The present embodiment of the invention has been disclosed in considerable detail merely for the purposes of exemplification since in actual practice it attains the features of advantage enumerated as desirable in the statement of the invention and the above description.

It will be apparent that changes in the details of construction, and in the combination and arrangement of parts may be resorted to without departing from the spirit or scope of the invention as hereinafter claimed or sacrificing any of its advantages.

Having thus described my invention, what I claim as new is:

1. A monoplane kite of the class described comprising a pair of spaced parallel frame bars, a cross member connecting the upper ends of the bars, another cross member spaced inwardly of the said cross member, a pair of long substantially parallelly spaced cross bars below said other cross members to form a main wing frame, a pair of short substantially parallelly spaced cross bars, the lower of which is fixed on the ends of the frame bars, and coverings across said pairs of cross bars forming a main wing and a tail wing, the pair of long cross bars being of equal length, and the rearmost of the short cross bars being shorter than its companion short cross bar, the bars being secured together at the points of intersection having oppositely formed notches permitting joining of the bars so that they lie in the same plane, and guy strings stretched from each upper end of the frame bars, to the upper corner of the main wing, through the edge of the wing covering, from the lower corner of the main wing to the upper corner of the tail wing, through the edge of the covering thereof, and hung lose from the lower corner of the tail wing, and a tail joining and depending from the ends thereof.

2. A monoplane kite of the class described comprising a pair of spaced parallel frame bars, a cross member connecting the upper ends of the bars, another cross member spaced inwardly of the said cross member, a pair of long substantially parallelly spaced cross bars below said other cross members to form a main wing frame, a pair of short substantially parallelly spaced cross bars, the lower of which is fixed on the ends of the frame bars, and coverings across said pairs of cross bars forming a main wing and a tail wing, the pair of long cross bars being of equal length, and the rearmost of the short cross bars being shorter than its companion short cross bar, the bars being secured together at the points of intersection having oppositely formed notches permitting joining of the bars so that they lie in the same plane, a sounding device carried by said cross members and the upper end portions of the frame bars comprising, a propeller shaft journaled in the centers of the cross members, a propeller on the outer end of the shaft and a spool on the portion of the shaft within said cross members, and a spring mounted on one of the frame bars between said cross members extended inwardly to contact a series of spaced notches on one flange of the spool.

3. A monoplane kite of the class described comprising a pair of spaced parallel frame bars, a cross member connecting the upper ends of the bars, another cross member spaced inwardly of the said cross member, a pair of long substantially parallelly spaced cross bars below said other cross members to form a main wing frame, a pair of short substantially parallelly spaced cross bars, the lower of which is fixed on the ends of the frame bars, and coverings across said pairs of cross bars forming a main wing and a tail wing, the pair of long cross bars being of equal length, and the rearmost of the short cross bars being shorter than its companion short cross bar, the bars being secured together at the points of intersection having oppositely formed notches permitting joining of the bars so that they lie in the same plane, a sounding device carried by said cross members and the upper end portions of the frame bars comprising, a propeller shaft journaled in the centers of the cross members, a propeller on the outer end of the shaft and a spool on the portion of the shaft within said cross members, and a spring mounted on one of the frame bars between said cross members extended inwardly to contact a series of spaced notches on one flange of the spool, and flying gear comprising screw eyes in the ends of the frame bars and in the ends of the main wing cross bars, and a string stretched from each screw eye to a point out from and centrally under the main wing, a flying cord secured at the point meeting of the strings.

In testimony whereof I affix my signature.

ORLA E. BRADFORD.