

June 27, 1933.

L. BLÉRIOT

1,916,092

AÉROPLANE

Filed Oct. 3, 1930

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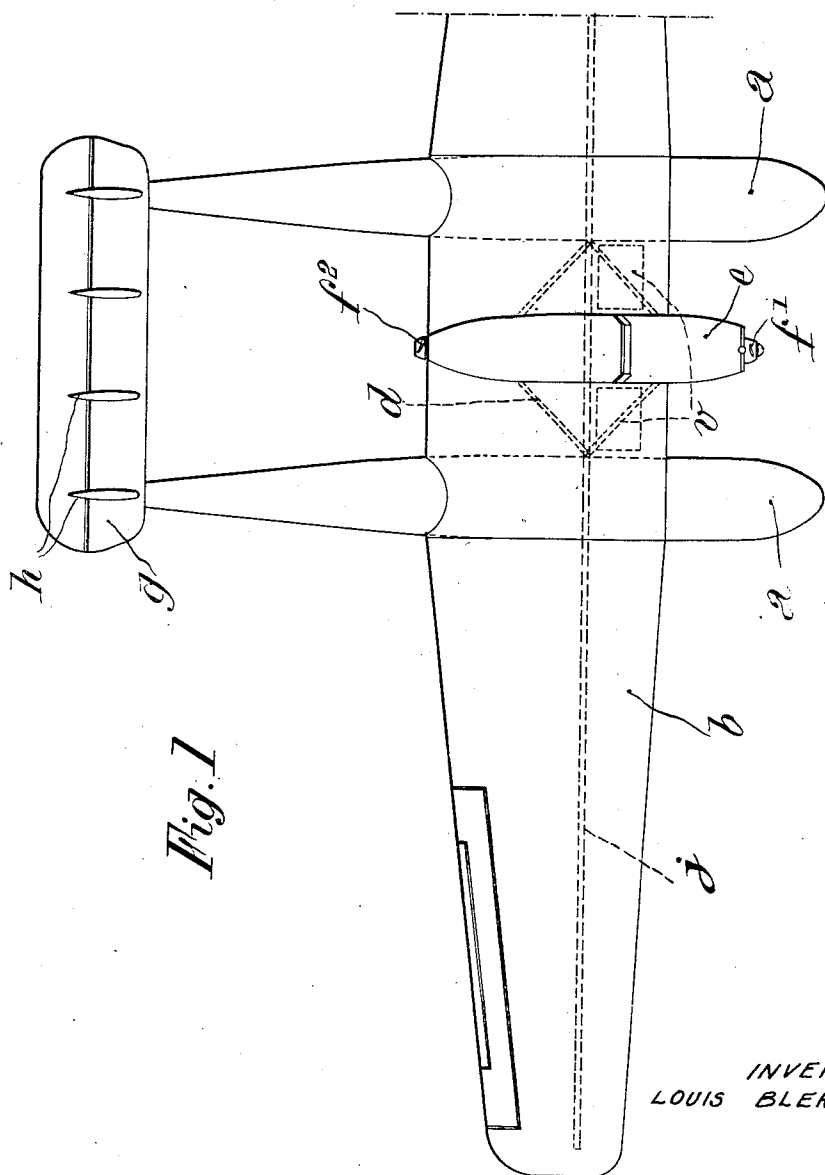


Fig. 1

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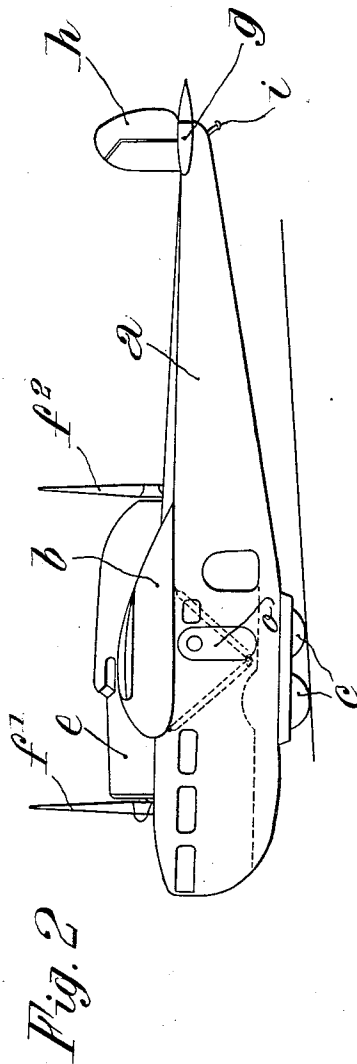
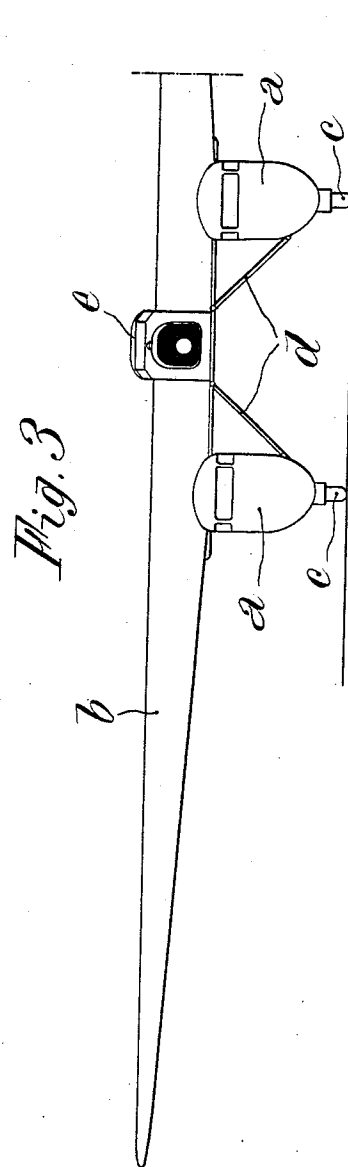
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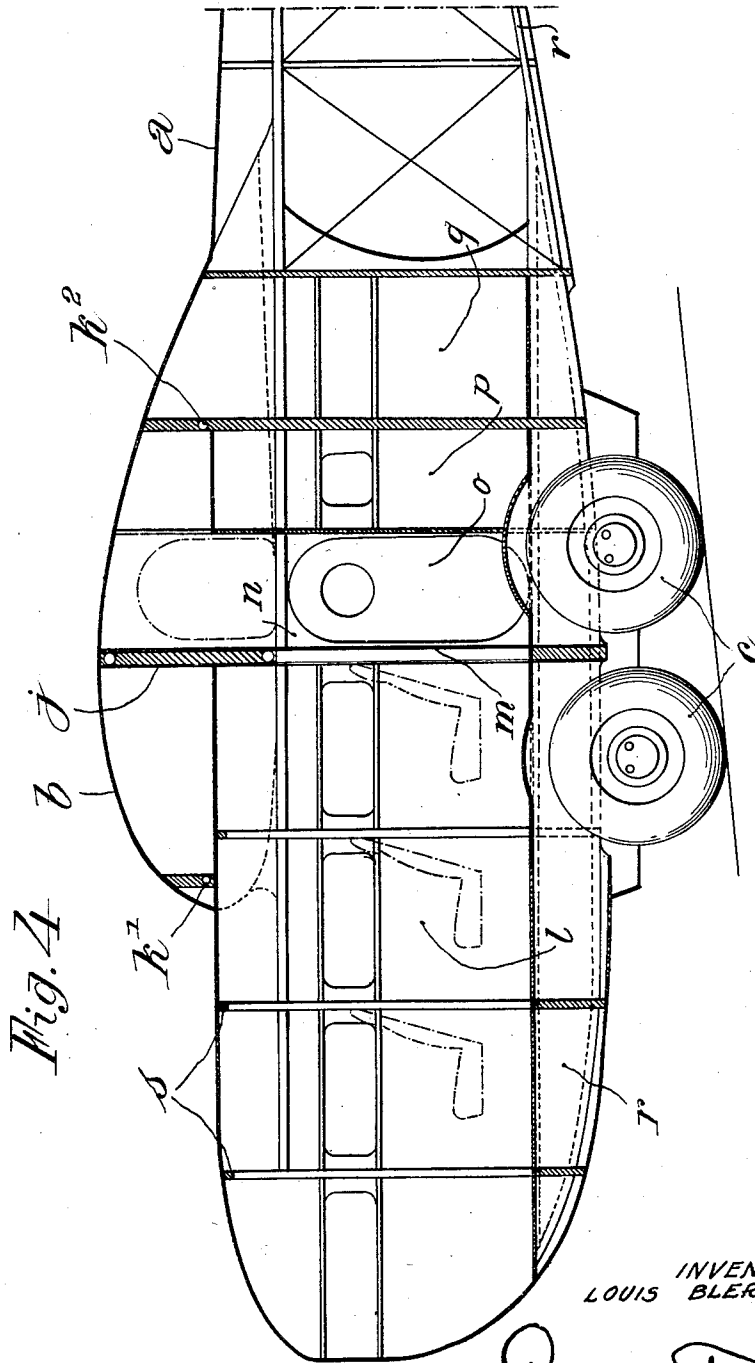
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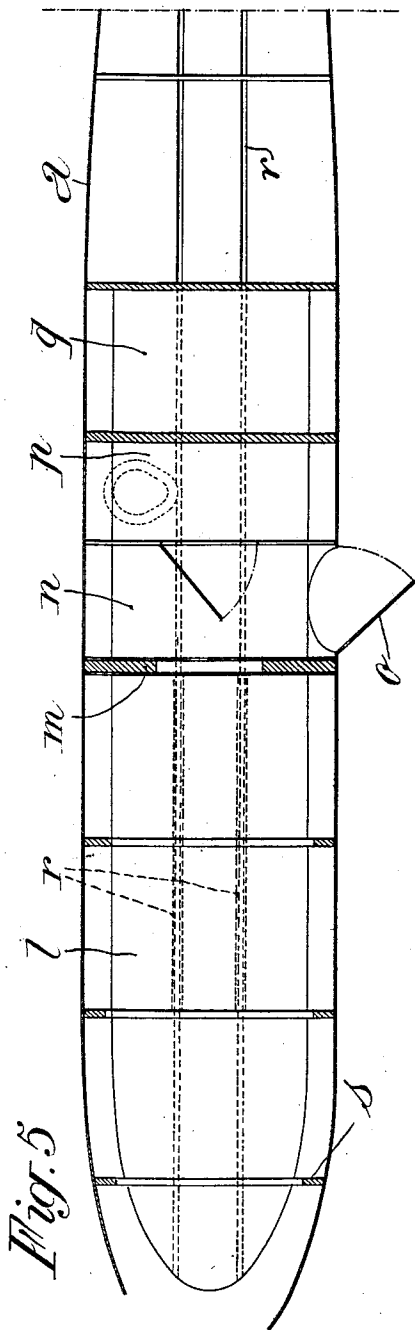
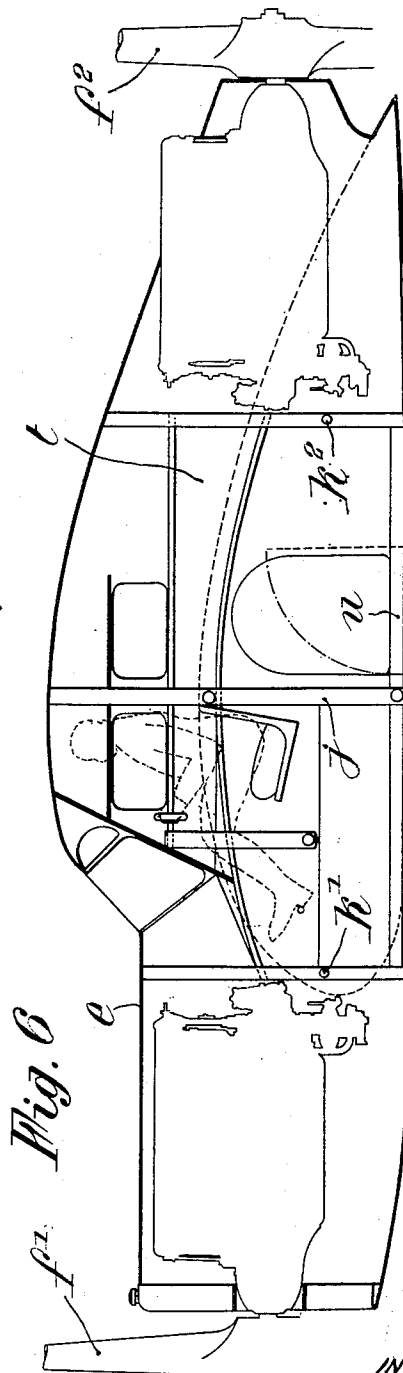
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Filed Oct. 3, 1930

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## UNITED STATES PATENT OFFICE

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## AEROPLANE

Application filed October 3, 1930, Serial No. 486,254, and in Belgium October 8, 1929.

The present invention relates to aeroplanes and, more particularly, to those of the type designed for transport service.

One of the objects of the invention is to provide a better balanced arrangement of the motor and of the freight and passenger fuselages than those now in use.

Another object is to provide an improved assembly of the aeroplane wing and the passenger fuselages depending therefrom eliminating all beams traversing the latter.

Still another object is to provide an improved landing gear and control assembly.

Further objects will appear in the course of the detailed description now to be given with reference to the accompanying drawings, in which:

Fig. 1 is a plan of one illustrative embodiment of the invention;

Fig. 2 shows the same plane in side elevation;

Fig. 3 is a front elevation showing the special motor and passenger fuselage assembly;

Fig. 4 represents, in longitudinal section, one of the fuselages;

Fig. 5 is a horizontal section through one of the fuselages; and

Fig. 6 illustrates, diagrammatically, the motor assembly as seen in a vertical axial section through the plane.

Referring to the various figures of the drawings, there is shown a pair of fuselages *a, a* positioned in parallel, symmetrical relation on opposite sides of the center line of the aeroplane, a wing *b* whose structure is described in greater detail further on, pairs of wheels *c, c*, fitting into properly formed recesses in fuselages *a, a*, studs *d* contributing to maintain the fuselages in fixed relation to the wing, a motor unit *e* composed of a pair of motors mounted in alignment and in tractive and propulsive relation, a pair of propellers *f<sup>1</sup>, f<sup>2</sup>* rotating in front of, and behind wing *b*, a stabilizer *g* extending between fuselages *a, a*, a plurality of rudders *h*, and skids *i* adapted to prevent contact of the rear ends of the fuselages with the ground.

Elements *g* and *h* may be actuated from a

piloting compartment positioned between the motors by any conventional system of control.

Fuselages *a, a* may be built into wing *b* or may be supported in spaced relation thereto. Preferably, however, the following wing-fuselage assembly should be used: wing *b* is provided with a single strut *j* running the whole length thereof and positioned at its thickest portion so as to permit utilization of a maximum of height for the half coming together at the plane's center-line; fuselages *a, a* are then built into the wing so that the forward portions thereof *l*, designed to be used as passenger cabins or compartments, lie entirely in front of strut *j*, thereby eliminating all cross-beams, from the cabin structure, and the cabins are completed by dropping a pair of walls *m* from strut *j* to the floor to limit a doorway communicating via a corridor *n* (1) with doors *o* hingedly mounted in the exterior wall of each fuselage and (2) with a toilet *p*. Baggage may be stored in a compartment *q* positioned rearwardly of *p*.

Each fuselage frame is composed of a pair of parallel ventral, longitudinal ribs *r* supporting vertical frames *s* for forming the forward part of the fuselage, and beams *r'* supported on elements *r* for forming the rearward portion. Two pairs of wheels *c* may be resiliently supported in the space between ribs *r* and the forward pair should be mounted so that the plane tilts slightly backward when at rest.

Motor unit *e* is, preferably, built into the wing and occupies the plane's center line. The pilot's post should be situated in front of strut *j* between the motors. A compartment *t* situated just behind the pilot's post may serve as the navigator's cabin and is provided with a trap door *u*.

In order to spare the pilot the trouble of entering through trap *u* and in order to permit, further, communication between the fuselages and the motor unit, a corridor may be provided inside the wing just behind strut *j* passing from the upper part of corridor *n* to compartment *t*.

The fuel tanks may be placed inside the

wing, and in the space inside the latter located in front of strut *j* and extending between the motor unit and the fuselages.

- From the foregoing it will be seen that
- 5 (1) the passenger and crew compartments are entirely isolated from one another, (2) the vibration and odors coming from the motors are at a distance from the passengers, (3) the motors are accessible during flight, (4)
  - 10 the load may be easily centered since the fuselages may be made short and when only a few passengers are to be transported, they may be placed in the cabin of one fuselage, and their baggage and other freight in the baggage
  - 15 compartment of the other, and (5) altitude control is facilitated since the various masses are concentrated about the transverse axis of the plane.

What I claim is:—

In an aeroplane, a hollow wing including a strut extending in the direction of the length thereof, a motor supported on said wing and positioned along the longitudinal axis of the plane, a pair of fuselages positioned in symmetrical relation to said axis, each fuselage being built into the wing and including a wall depending from said strut and dividing each fuselage into a forward and rearward compartment, seats positioned in advance of said wall, and a walled passage extending through the wing from one of said fuselages to a point near said motor.

In testimony whereof I affix my signature.

LOUIS BLÉRIOT.

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