Feb. 24, 1931. LE ROY ASKAM 1,793,729

PACKAGE CARRIER

Filed July 12, 1929

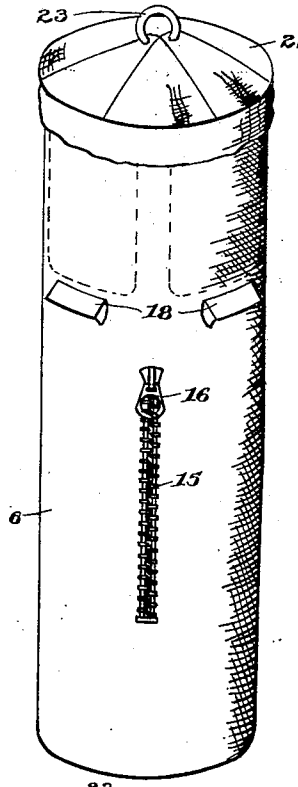


Fig. 1

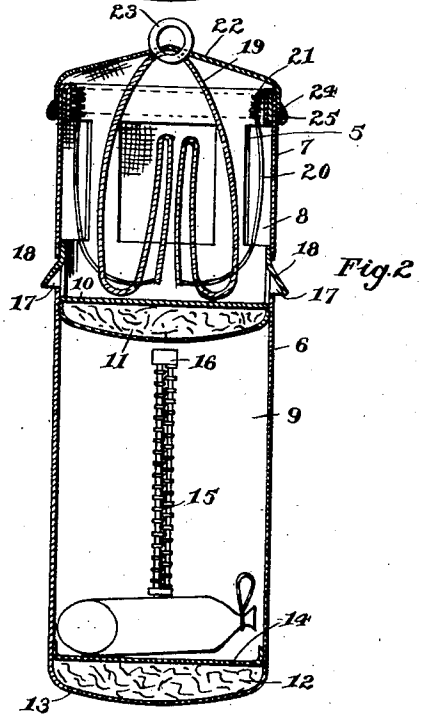


Fig. 2

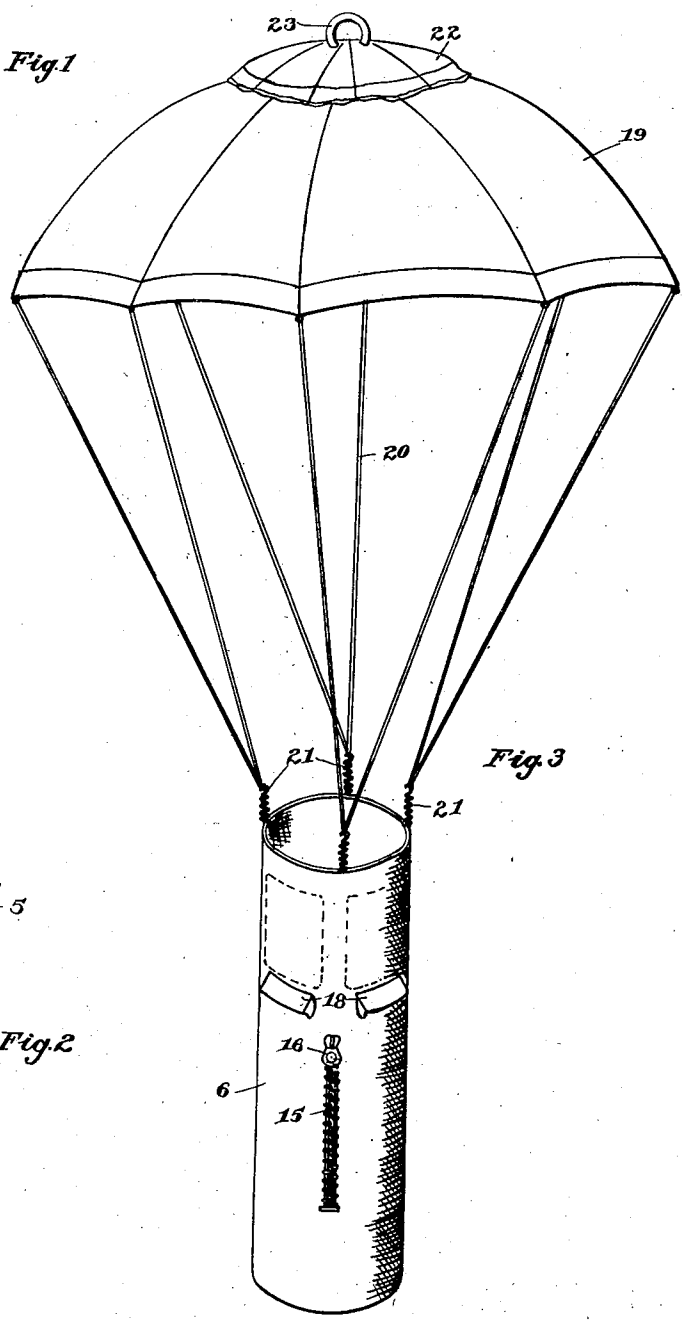


Fig. 3

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UNITED STATES PATENT OFFICE

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PACKAGE CARRIER

Application filed July 12, 1929. Serial No. 377,719.

My invention relates to means for delivering packages, such as mail pouches and the like, from airplanes while traveling through the air.

The object of the invention is to provide a receptacle for containing such packages, having attached means whereby the speed of descent can be checked and regulated so that the carrier will land lightly upon the ground without injuring it or the packages contained therein; to further provide a carrier of the class specified which can be closed up to occupy comparatively little space while contained in a flying machine and will automatically open as it is thrown overboard and starts to descend. The invention further contemplates the use in connection therewith of a parachute structure adapted to be normally contained within the carrier and automatically released and opened as it leaves the airplane.

With these and other objects in view, the invention resides and consists in the construction and novel combination and arrangement of parts hereinafter more fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended, it being understood that various changes in the form, proportion, size, and minor details of construction within the scope of the claims may be resorted to without departure from the spirit, or sacrificing any of the advantages of the invention.

Similar characters of reference denote like or corresponding parts throughout the several figures of the accompanying drawing forming a part of this specification and upon which

Fig. 1 shows an elevational perspective view of the closed carrier as it would appear when loaded with parcels preparatory to being transported in an airplane, not shown;

Fig. 2 is a central vertical longitudinal section of the carrier shown in Fig. 1; and

Fig. 3 shows perspective view of the carrier with its parachute opened as in descending from an airplane to the ground.

The carrier as will be seen is of an elongated bag-like structure designed to be made in part of a metal frame which is covered by heavy canvas, leather or other suitable material and is preferably of cylindrical form and divided into an upper and lower compartment, one serving for packages to be delivered, and the other for the reception of a parachute and its connected gear to which the carrier proper is attached.

Referring in detail to the characters of reference marked upon the drawing, 5 represents the frame as contained in the upper part of the carrier 6. This frame is preferably made of sheet metal and covered with canvas 7 which, as applied, forms an upper tubular compartment 8 that is partitioned from the lower receptacle 9 by means of a floor section 10. The upper part of this floor is padded as at 11 to better protect carrier and packages contained therein, when striking the ground. The lower receptacle is also provided with a padded bottom which is formed by providing suitable wadding 12 intermediate of the inner and outer sections 13 and 14 between which said wadding is packed. An opening 15 is provided in the side wall of the lower receptacle and adapted to be opened and closed by any suitable means, as for instance, a zipper 16 as shown in the drawing. By means of this opening access may be had to the receptacle to place mail pouches or other transportable packages therein, or to remove them therefrom, it being understood, of course, that such packages would lay upon the bottom, thereby providing the heavier load in the bottom end of the carrier.

The carrier is further provided with openings 17 through the annular side walls of its metal frame which are provided with outwardly and downwardly projected shields 18 that are positioned to take in a flow of air as the carrier descends and directing the same up through the upper compartment and under the parachute 19 in a manner to insure the opening of the parachute after being removed and further to afford increased resistance of the downward travel of the parachute and carrier.

The parachute 19 would obviously be made of light fabric adapted to be folded together and packed in the upper compartment and

also quickly removable. The upper end portion of a suitable number of ropes 20 are attached to the annular lower edge portion of the parachute 19 while the other end of the ropes 20 are brought together in pairs and connected to one end of a spring 21 whose other ends are secured to the upper annular edge portion of the carrier.

A cover member 22 is secured to the top of the parachute through the medium of a ring 23; this cover while made of fabric includes an annular seamed portion 24 in which an elastic 25 may be placed to insure the engagement of the cover with the receptacle when the parachute is stuffed in the upper compartment, as shown in Fig. 2. In this figure the cover is shown covering the top end of upper compartment and its edge drawn down over the outer peripheral surface in a way to inclose the compartment and parachute inclosed therein. The ring also serves as a temporary supporting means when the carrier is thrown over from an airplane, in which case, one end of a short line may be attached to the ring in any suitable way and the other end held by the operator so that as the carrier descends the length of the rope, the cover would be pulled off, the parachute drawn out to its full length, whereupon it would immediately open. At this point the rope could be released either at the hand of the operator or from the ring as by means of a suitable form of catch, not shown.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

1. A package carrier of the class described, comprising an elongated bag-like carrier having a separate compartment in its two end portions, one compartment having a metal frame and openings therethrough, downwardly and outwardly projected shields surrounding said openings, a cover for the compartment, a parachute attached to the cover, ropes connected to the parachute, and springs intermediate said ropes and carrier.

2. A package carrier of the class described, comprising an elongated bag-like carrier having a separate compartment in its two end portions, one compartment having openings therethrough, downwardly and outwardly projected shields surrounding said openings, a cover for the compartment, a parachute attached to the cover, ropes connected to the parachute, springs intermediate said ropes and carrier, a closable opening in the lower compartment, and cushion means formed in the ends of one of said compartments.

3. A package carrier of the class described, comprising an elongated bag-like carrier having a compartment whose top end is open to receive a folded parachute, a cover for said open end of the compartment, a parachute attached beneath the cover, and ropes one end of which are connected to the parachute and the other to the carrier.

4. A package carrier of the class described, comprising an elongated bag-like carrier having a compartment whose top end is open to receive a folded parachute, a cover for said open end, means for securing the cover over the end of the receptacle, a parachute attached beneath the cover, and ropes one end of which are connected to the parachute and the other to the carrier.

Signed at Milford, in the county of New Haven and State of Connecticut, this 9 day of July, A. D. 1929.

LE ROY ASKAM.