

Feb. 26, 1952

H. J. MARSCHAK
CIRCULAR BUILDING

2,587,353

Filed April 25, 1946

3 Sheets-Sheet 1

Fig. 1.

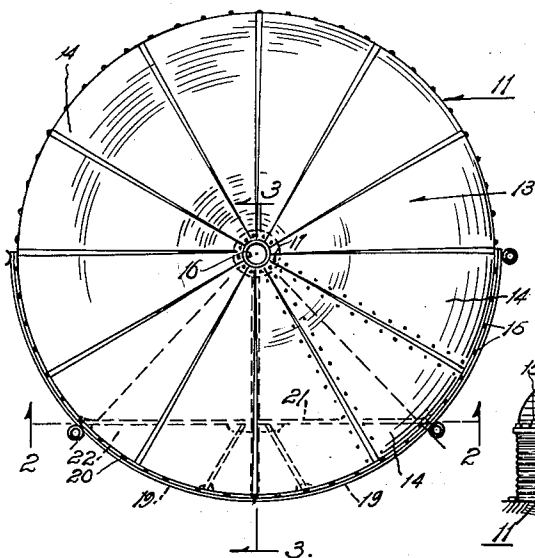


Fig. 2.

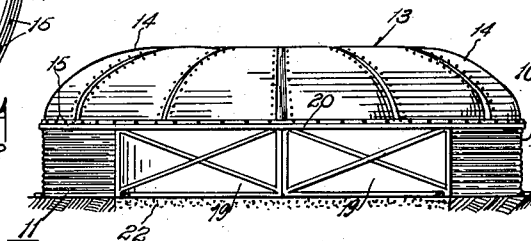


Fig. 3.

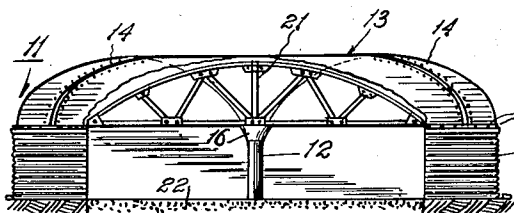


Fig. 4.

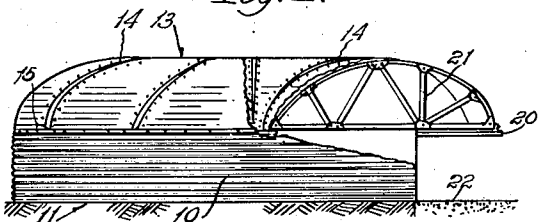


Fig. 7.

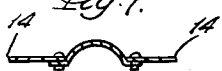


Fig. 8.

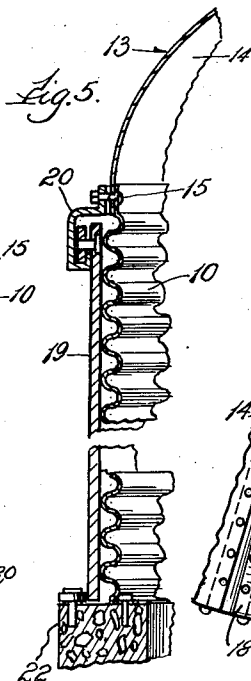
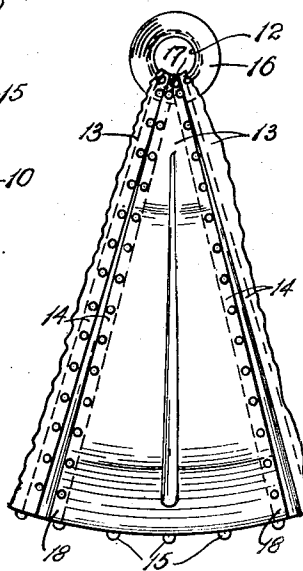


Fig. 6.



Inventor:
Howard J. Marschak.
By *James C. McKnight*
Attorney.

Feb. 26, 1952

H. J. MARSCHAK
CIRCULAR BUILDING

2,587,353

Filed April 25, 1946

3 Sheets-Sheet 2

Fig. 9.

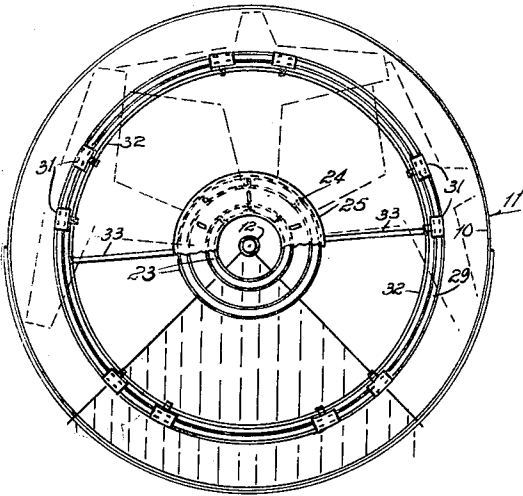


Fig. 10.

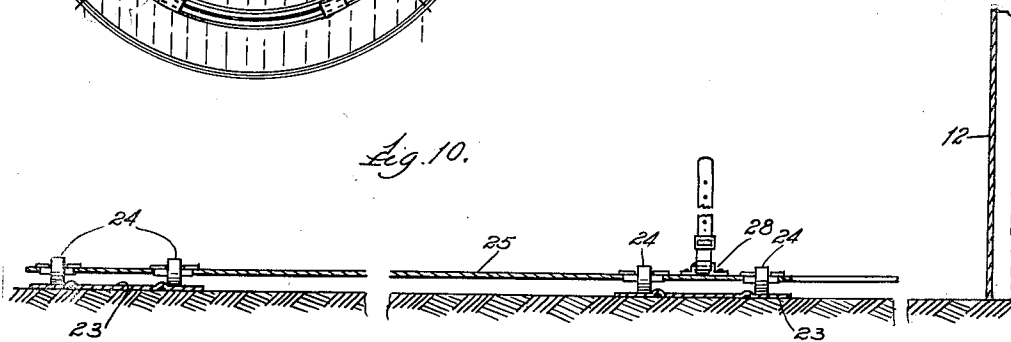


Fig. 12.

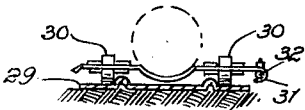


Fig. 11.

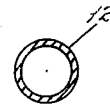
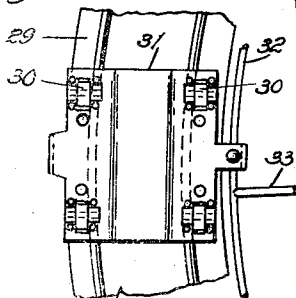


Fig. 13.



Inventor.
Howard J. Marschak
by James R. McKnight
Attorney.

Feb. 26, 1952

H. J. MARSCHAK
CIRCULAR BUILDING

2,587,353

Filed April 25, 1946

3 Sheets-Sheet 3

Fig. 14.

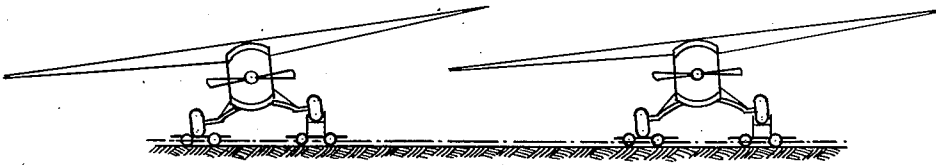


Fig. 15.

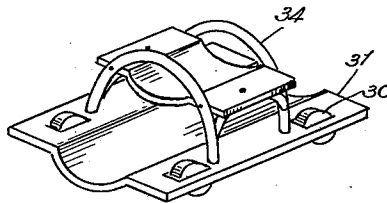


Fig. 16.

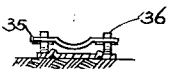
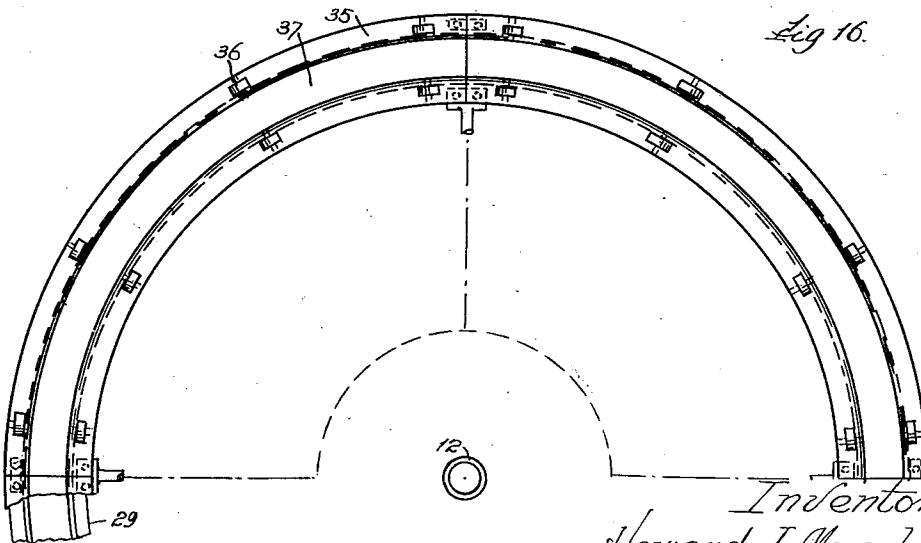


Fig. 17.

Inventor.
Howard J. Marschak.
by James R. McKnight
Attorney.

UNITED STATES PATENT OFFICE

2,587,353

CIRCULAR BUILDING

Howard J. Marschak, Chicago, Ill.

Application April 25, 1946, Serial No. 664,915

2 Claims. (Cl. 214-16.1)

1

My invention relates to a circular building for storage, and other uses.

Among objects of this invention is to provide a circular building for storage, living purposes, or shelter. My building may be used as an airplane hangar and has turnable means therein for the quick entry and removal of airplanes, and is adapted to hold the maximum number of airplanes for the space. My construction is substantial, yet economical of manufacture, is simple to assemble, is efficient in use, and lasting in wear.

My invention also contemplates such other objects, advantages, and capabilities which are inherently possessed by my invention and which will later more fully appear.

While I have shown in the accompanying drawings a preferred form of my invention, yet I wish it understood that the same is susceptible of modification and change without departing from the spirit of my invention.

Referring to the drawings, Fig. 1 is a top plan view of my circular building; Fig. 2 is a front elevational view; Fig. 3 is a front elevational view with part of the roof removed to show the truss; Fig. 4 is a side elevational view with parts broken away to show the connecting brace from center to circumference; Fig. 5 is a detailed sectional view of the door and rail construction; Fig. 6 is a detailed assembly view of one of the roof segments; Fig. 7 is a detailed sectional view of my inverted roof connecting strip; Fig. 8 is a detailed sectional view of a modified strip; Fig. 9 is a detailed floor plan of my circular hangar; Fig. 10 is a detailed enlarged sectional view of my turntable; Fig. 11 is a top plan view of a part of the turntable; Fig. 12 is an end view of my dolly; Fig. 13 is a top plan view of my dolly; Fig. 14 is a diagrammatic view of an airplane in position on my dollies; Fig. 15 is a detailed view of my bracket to tilt the planes; Fig. 16 is a sectional view of my continuous dolly; and Fig. 17 is a detailed sectional view of my continuous dolly.

The embodiment selected to illustrate my invention comprises a plurality of upright sections of corrugated metal, or other suitable material, the bottom edges of which are supported on the ground or other base to form the sidewalls 10 of a circular building 11. Substantially in the center, within the walls, is upright center member 12, preferably in the form of a metal tube or cylinder with its bottom contacting the ground or other base, and having an inverted truncated cone 16 at its upper end, ending at substantially the level of the upper ends of said side walls 10.

A roof 13 is formed of a plurality of segments

2

14 of sheet metal, or other suitable material. The segments 14 are attached adjacent their lower ends by suitable means such as bolts 15 to the upper portions of side walls 10. Each segment is wider at its outer portion and converges inwardly so that its inner end is substantially smaller. Each segment is also arched, extending inwardly and upwardly from its outer contact with side wall 10, and then extending downwardly and inwardly until its inner end contacts cone 16 of center member 12, to which it is attached by suitable bolts 17. The convex roof so formed is somewhat in the shape of a doughnut cutter in appearance.

The segments 14 have side flanges 18 for overlapping the flanges of contiguous segments. These flanges are either U-shaped or inverted U-shaped and act to reinforce the assembled structure.

A pair of doors 19 are slidably mounted on track 20 and being curved, when opened follow the contour of the adjacent side walls 10. A truss 21 attached to adjacent side walls 10, extends above doors 19 to support the segments 14 thereabove.

Adjacent the doors 19, because of the heavy traffic, I have found it desirable to provide a concrete floor 22. This flooring may, of course, be extended to cover the entire ground area or, if the ground is suitable, no flooring at all may be provided. My building may be used for shelter, storage, or even a home.

My circular building, being constructed of sheet metal or the like, can be readily prefabricated and set up. There is a minimum of framework. The over-all diameter is at least twice the extent of any span used in my construction.

When used as an airplane hangar, I surround center member 12 with tracks 23 on which roll wheels 24 of turntable 25 for the rotating of said turntable. The turntable surface is adapted to receive the spaced tail portions 26 of a plurality of airplanes 27. For those airplanes which have tricycle landing gears, with one of the wheels located in the nose, it is necessary to attach to the tails of such planes to my turntable, by providing a strap or rope connected to the tail of the plane and attaching it to the turntable by suitable means such as an eye 28 provided therein.

An outer circular track 29 adjacent walls 10, is positioned on the ground or base. On track 29 run the wheels 30 of dollies 31 on which are removably positioned the wheels of the airplanes.

A circular spacing tube 32 is spacedly attached to dollies 31 so that the airplanes which are car-

3

ried by the dollies will not contact other planes and cause damage.

I may connect the spacing tube 32 with turntable 25 by suitable rods 33 to insure that the turntable will move at the same time as the spacing tube to maintain the proper spaced relation of the airplanes at both their ends.

I may also provide a bracket 34 to be placed on a dolly 31 for increasing the height of the dolly so that the wheel of an airplane placed upon the bracket may be raised above the other wheel of the airplane. This permits the tipping of the airplane for overlapping at the wings, thus utilizing less space for the storage of planes and increasing the storage capacity.

As a slightly different embodiment, I may employ, instead of a plurality of spaced dollies, a continuous circular movable member 35 having wheels 36 for movement on track 29 and having a continuous groove 37 for the reception of the tires of the airplanes.

In use as an airplane hangar, the doors of my building may be opened by sliding them along the adjacent walls. An airplane is moved within the building so that its tail is positioned on the turntable, its wheels are positioned on the dollies or the circular movable member, and the plane is rotated away from the door. When it is desired to remove an airplane from my building, I merely rotate the planes until the one desired is positioned at the door. It can then be removed from the building.

Having thus described my invention, I claim:

1. A circular building comprising side walls having doors, a roof cooperating with said side walls, an inner turntable within said building, an

4

outer track within said building, a plurality of pairs of dollies rotatable on said track, said turntable adapted to receive the tails of the airplanes, and said dollies adapted to receive the wheels of the airplanes for rotation of said planes to and from said doors for entry and exit of the airplanes, and a spacer ring attached to said dollies and spacing them to space the airplanes and prevent undesired contact between the airplanes.

2. A circular building as claimed in claim 1, in which the separate dollies of each pair embody wheel supporting means arranged at different levels with respect to said track whereby airplanes supported by the several pairs of dollies will each be tilted in the same direction to permit the overlapping of the wings of adjacent airplanes.

HOWARD J. MARSCHAK.

REFERENCES CITED

The following references are of record in the file of this patent:

UNITED STATES PATENTS

Number	Name	Date
1,116,244	Conner	Nov. 3, 1914
1,394,489	Funkhouser et al.	Oct. 18, 1921
1,804,997	Manley	May 12, 1931
1,855,534	Williams, Jr.	Apr. 26, 1932
1,861,069	Smith	May 31, 1932
2,176,712	Hanson	Oct. 17, 1939

FOREIGN PATENTS

Number	Country	Date
362,649	Italy	Aug. 31, 1938