

Dec. 8, 1931.

C. BARRERA

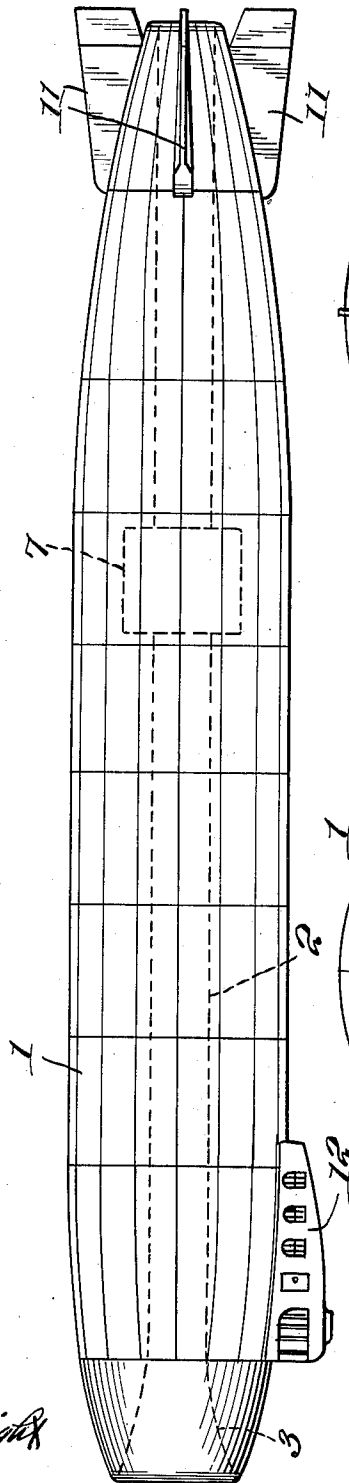
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DIRIGIBLE

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3 Sheets-Sheet 1

Fig. 1.



J. L. Wright
WITNESS:

Fig. 3.

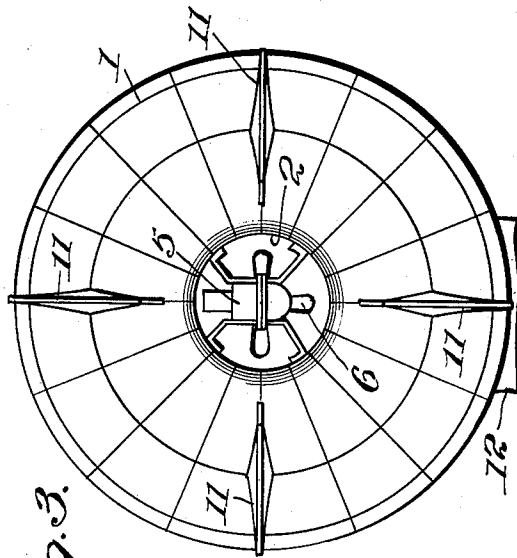
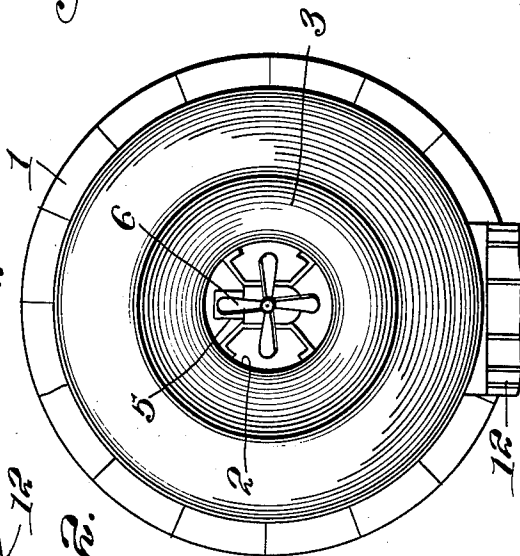


Fig. 2.



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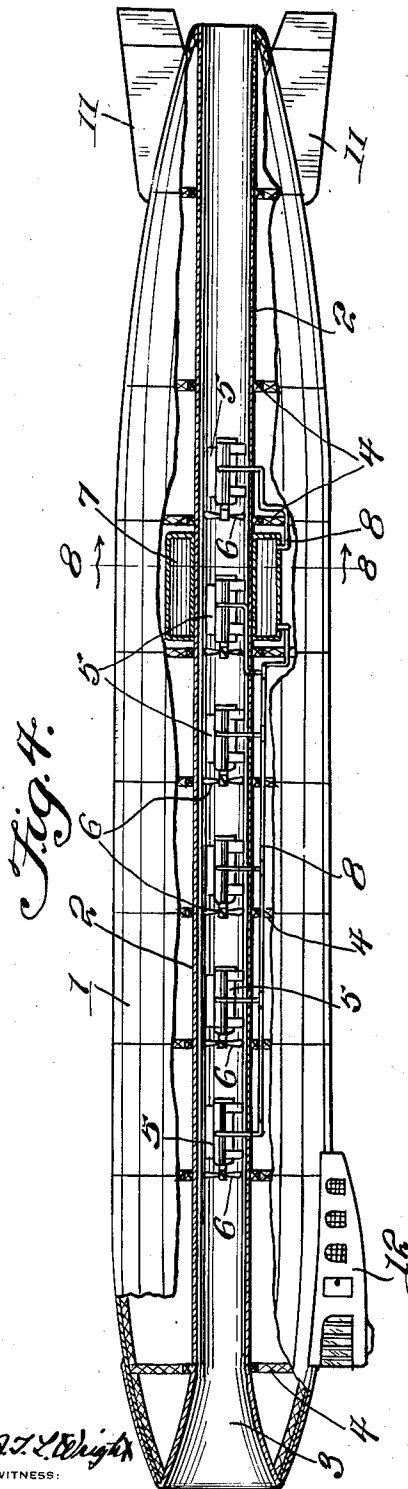
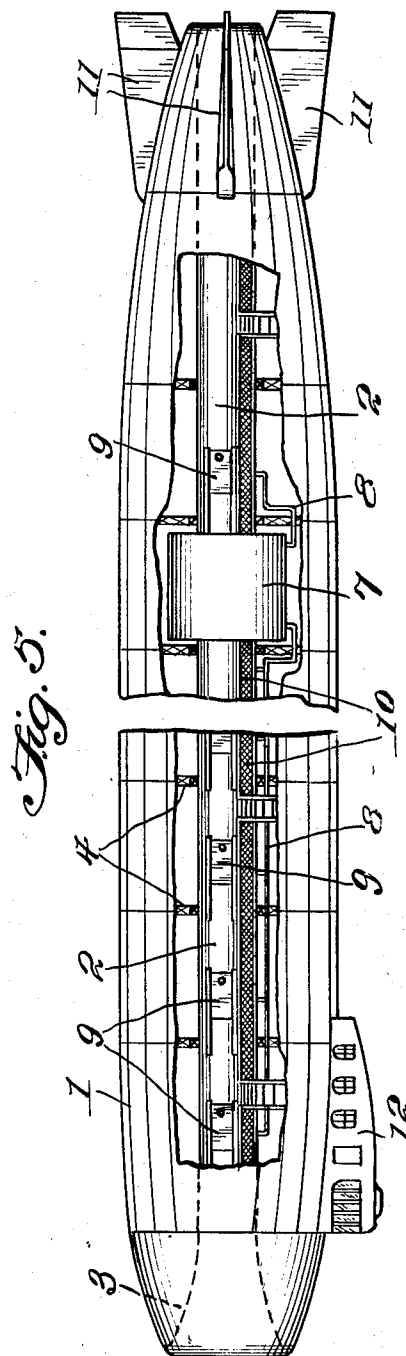
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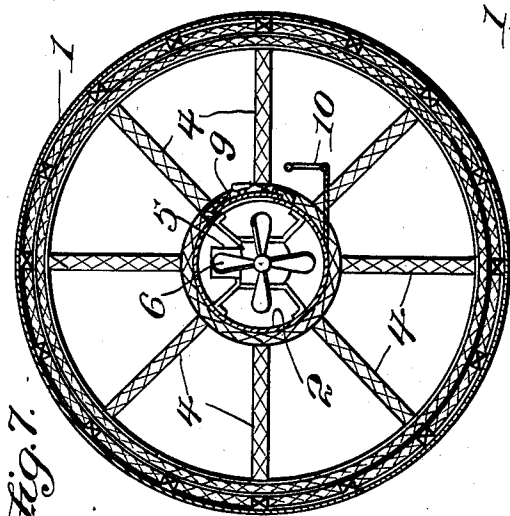


Fig. 7.

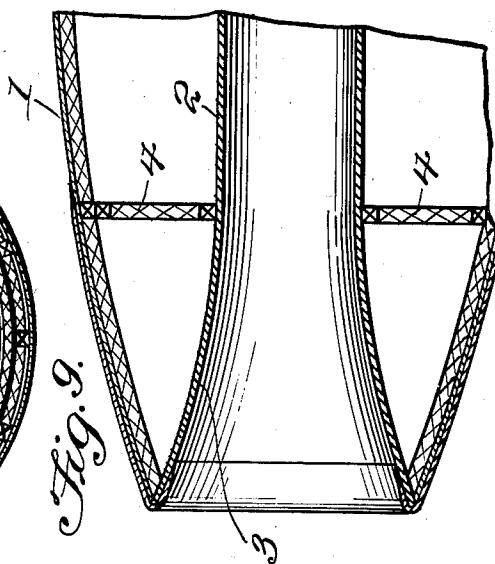


Fig. 9.

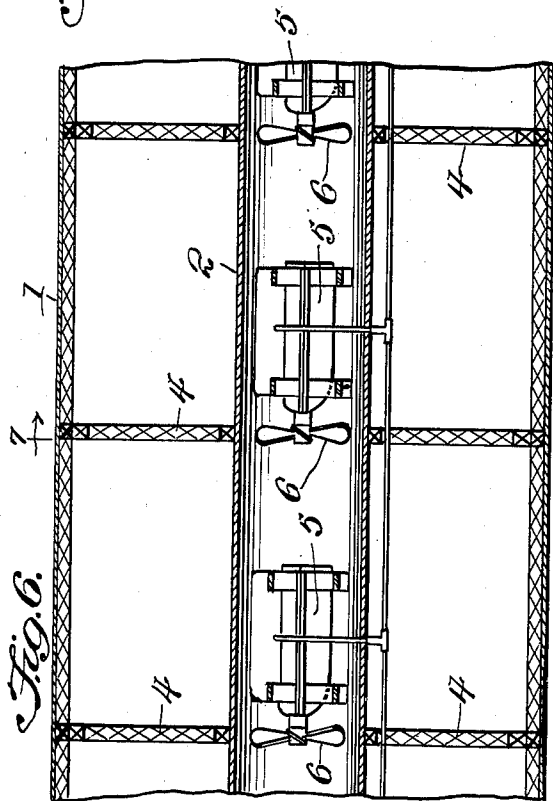


Fig. 6.

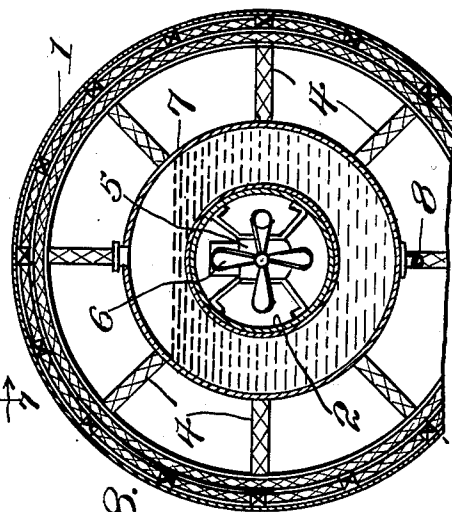


Fig. 8.

WITNESS *J. L. Elright*

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UNITED STATES PATENT OFFICE

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DIRIGIBLE

Application filed November 10, 1930. Serial No. 494,738.

This invention relates to improvements in dirigibles, the general object of the invention being to provide the dirigible with a tubular member which passes through the longitudinal center thereof with its ends open, so that air can pass through the tubular member, with engines located in the tubular member for forcing the air therethrough. Thus the dirigible is greatly strengthened by the tubular member and danger of the body breaking apart is eliminated, and as there are no exterior parts connected with the body except the cabin, the resistance offered by the wind to the passage of the dirigible is reduced to a minimum so that the speed of the ship is greatly increased and the ship can be driven with the minimum amount of power.

Another object of the invention is to provide means for facilitating the inspection of the engines and the parts connected therewith by providing doors in the tubular member, with a walk for enabling attendants to reach the doors and inspect the engines by opening the doors.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

In describing the invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is an elevation of the invention.

Figure 2 is a view of the front end thereof.

Figure 3 is a view of the rear end thereof.

Figure 4 is an elevation with parts in section.

Figure 5 is a similar view, but showing the tubular member and the tank in elevation.

Figure 6 is a fragmentary horizontal sectional view.

Figure 7 is a section on line 7—7 of Figure 6.

Figure 8 is a section on line 8—8 of Figure 4.

Figure 9 is a sectional view through the front end of the ship.

In these views, the numeral 1 indicates the body of the ship which is formed in the usual or any desired manner and the numeral 2 indicates a tubular member extending through the longitudinal center of the body, with its ends opening out through the ends of the body. The front end of the tubular member is of flaring formation, as shown at 3, so that a large amount of air can enter the tubular member through this flaring portion. Struts 4 are placed between the tubular member and the outer shell.

A plurality of engines 5 is placed in the tubular member and a propeller 6 is fastened to the shaft of each engine and is arranged at the front end of the engine. An annular fuel tank 7 surrounds a part of the tubular member and pipes 8 connect the tank with the carbureters of the engines.

Sliding doors 9 are arranged to cover openings in the tubular member, each opening being located adjacent an engine so that by opening the doors, the engines and the parts attached thereto can be inspected or repaired. A walk 10 extends along the door carrying side of the tubular member to enable attendants to reach the doors.

The rear end of the ship is formed with the usual fins 11 and, of course, this end of the ship carries the rudders which are not shown.

The gas bags are placed in the shell in the usual or any desired manner.

The cabin is shown at 12.

From the foregoing it will be seen that the tubular member forms a central bore through which air is forced by the motor driven propellers and the momentum of the ship, this tubular member acting to greatly strengthen the ship and preventing it from breaking apart.

It is thought from the foregoing description that the advantages and novel features of the invention will be readily apparent.

It is to be understood that changes may be made in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claims.

What I claim is:—

1. A dirigible of the class described having

a tubular member arranged at the longitudinal center thereof, with its ends opening out through the ends of the dirigible, motor driven propellers in the tubular member, the front end of the tubular member flaring outwardly, an annular fuel tank surrounding a part of the tubular member and pipes leading from the tank to the motors.

2. A dirigible of the class described having a tubular member arranged at the longitudinal center thereof, with its ends opening out through the ends of the dirigible, motor driven propellers in the tubular member, the front end of the tubular member flaring outwardly, openings in one side of the tubular member opposite the motors, doors for closing the openings and a walk along the door carrying side of the tubular member.

In testimony whereof I affix my signature.

CARLOS BARRERA.