Nov. 9, 1926. 1,606,036

C. MULLA

AIRSHIP

Filed April 6, 1926

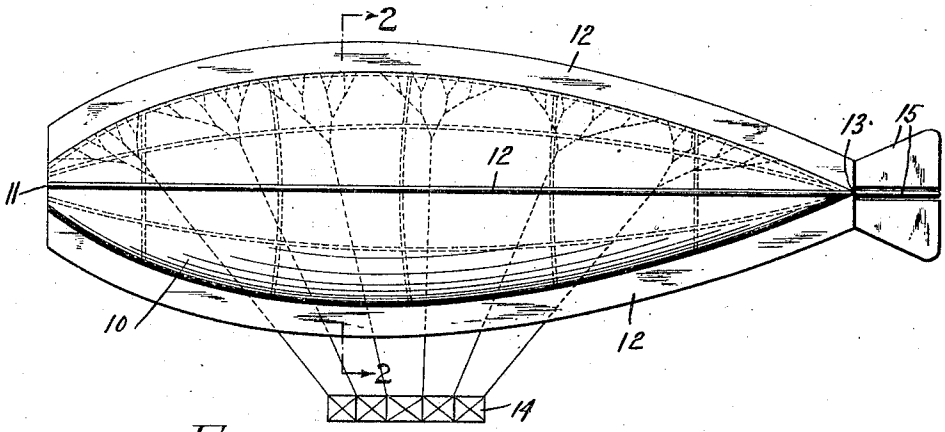



Fig. 1.

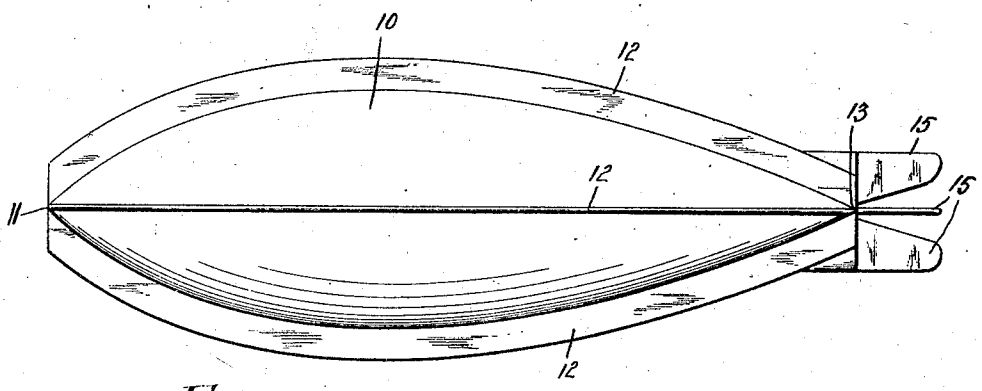



Fig. 3.

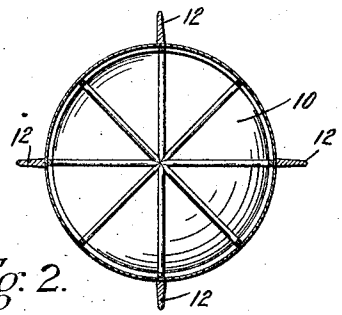



Fig. 2.

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Patented Nov. 9, 1926. 1,606,036

# UNITED STATES PATENT OFFICE.

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## AIRSHIP.

Application filed April 6, 1926. Serial No. 100,073.

The present invention relates to improvements in aeronautics, and more particularly to improvements in aircraft of the type known as rigid, dirigible balloons.

The main object of the invention is to provide an airship of the type mentioned having a hull so constructed that sudden careening is effectively prevented, and which, by reason of its shape, effectively overcomes head resistance, thereby permitting the attainment of considerable speed with comparatively little power employed.

With these and other objects in view, which will more fully appear as the nature of the invention is better understood, the same consists in the combination, arrangement and construction of parts hereinafter described, pointed out in the appended claims and illustrated in the accompanying drawings, it being understood that many changes may be made in the size and proportion of the several parts and details of construction within the scope of the appended claim, without departing from the spirit or sacrificing any of the advantages of the invention.

One of the many possible embodiments of the invention is illustrated in the accompanying drawings, in which:—

Figure 1 is a side elevation of an airship constructed in accordance with the present invention; Fig. 2 is a section taken on line 2—2 of Fig. 1; and Fig. 3 is a top plan view of the improved airship.

Generally speaking, the airship comprises a rigid hull, which is longitudinally of spindle form, as usual in constructions of this type. In transverse cross section the hull is circular, except at its nose where it is wedge-shaped. Throughout the length of the hull extend longitudinal fins, for steadying and trimming the vessel.

Referring now to the drawings, the numeral 10 indicates the hull of the vessel, the same being longitudinally of spindle form, as clearly appears from Figs. 1 and 3 of the drawings, and circular in transverse cross-section, as shown in Fig. 2, except at its nose, where it is wedge-shaped, as indicated at 11. The wedge extends vertically, (see Fig. 1). From the hull radiate fins 12, which extend from the nose or bow 11 to the stern 13 thereof, that is to say throughout the entire length of the hull. The fins are equidistantly disposed on the hull, they being divided into two sets, one set being located in a vertical plane and the other set in a horizontal plane.

From the hull depends a transport car 14, which may be divided into cabins for passengers, quarters for the crew and storing places. The front section of this car may be used as a pilot house, from which the rudders 15, stabilizing planes, etc. of the air ship may be controlled.

For propelling the vessel, there may be provided a plurality of propellers, not shown, the same being, preferably, driven by independent motors. These propellers and motors may be disposed at any suitable location.

Inasmuch as the vessel is of spindle form and wedge-shaped at its bow, it effectively overcomes head resistance, it cutting the air in a more advantageous manner than those spindle-formed hulls which are of circular transverse cross-section throughout their length.

Due to the provision of the longitudinal fins, the vessel is very stable, the said fins presenting resistance surfaces which prevent sudden careening, thereby steadying and trimming the vessel and also preventing making to leeward, and enabling the vessel to point or sail closer to the wind.

What I claim is:—

An airship of the rigid dirigible balloon type including a hull of spindle form substantially throughout its length, the nose of said hull being wedge-shaped, the wedge extending in a vertical plane, and two pairs of fins radiating from said hull and extending from the bow to the stern thereof, the free edge of each fin following closely the contour of said hull, the ends of said fins at the bow being spaced and the ends of said fins at the stern touching one another, one pair of said fins being disposed in a vertical plane and the other pair in a horizontal plane.

Signed at New York, in the county of New York, and State of New York, this 2nd day of April, A. D. 1926.

CALOGERO MULLÁ.