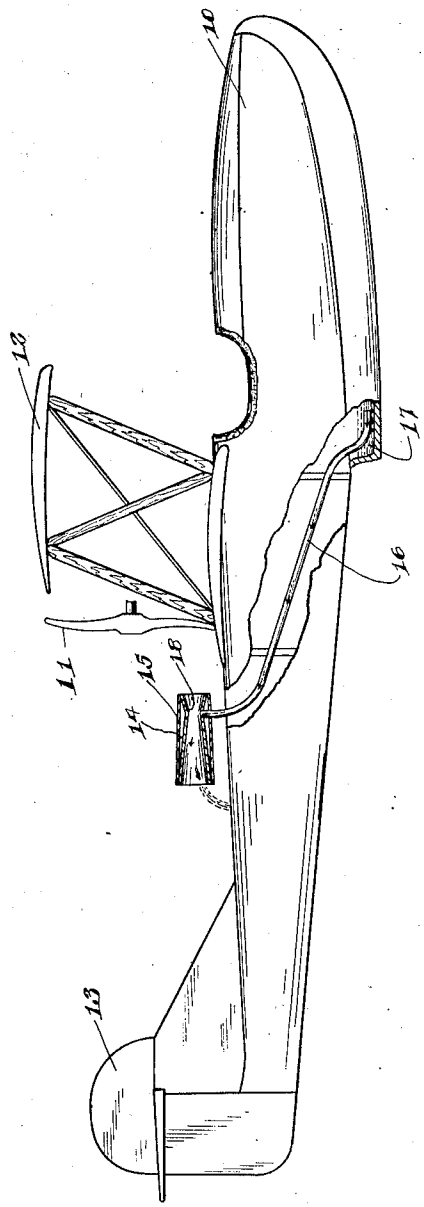
Sept. 22, 1925. 1,554,244

A. V. VERVILLE

BAILER FOR FLYING BOATS

Filed Nov. 8, 1923



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UNITED STATES PATENT OFFICE.

ALFRED V. VERVILLE, OF DAYTON, OHIO.

BAILER FOR FLYING BOATS.

Application filed November 8, 1923. Serial No. 673,504.

To all whom it may concern:

Be it known that I, ALFRED V. VERVILLE, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Bailers for Flying Boats, of which the following is a specification.

This invention relates to a bailer for a hydroplane or a hydroaeroplane of a type which will be available for use at any time whenever the occasion arises and without the need of any care of operation by the pilot.

One object of this invention is to provide an automatic bailer for a flying boat for removing the water from the low portion of the hull by the use of a Venturi tube through which the air rushes to create a vacuum at the restricted portion of the tube through which the water is sucked.

Further objects will be more fully set forth in the attached specification and claims, and in the drawing, which shows a side elevation of a flying boat showing part of the hull broken away so as to disclose the automatic bailer in section.

Referring more particularly to the drawing by reference numerals, a hull 10 of a hydroaeroplane is provided with the customary motor, not shown, a propeller 11, wings 12, and steering surfaces 13. Mounted upon the rear portion of the hull so as to have its front end exposed to the air rush, is a Venturi-shaped tube 14 through which the air is allowed to rush. Surounding this tube 14 is a cylindrical enclosure 15 and connected to the chamber formed by these two tubes 14 and 15 is a tube or pipe 16 leading downwardly to a low part of the hull designated 17, in which the water, if any is present, will collect. The lower end of the tube 16 is open so that the water may be sucked up through the tube by the vacuum created at the restricted portion of the venturi, there being an opening 18 at this restricted portion so as to allow the water conducted up through the tube 16 to be discharged rearwardly through the Venturi tube as it is drawn into and mixes with the air rush through the same. The bailer venturi may be mounted preferably upon the upper side portion of the fuselage at a point to the rear of the propeller end of the cockpit so that the propeller blast may assist in the normal air rush through the Venturi tube and so that the bailed water may be exhausted at a point near the rear of the hydroaeroplane.

It will be understood that I have devised a novel means for automatically maintaining a boat hull free from water which may leak into the same. This bailer has proved to be exceedingly simple and requires absolutely no care or attention.

I claim:

1. In a flying boat, in combination, a hull and a bailer for removing water from the hull comprising a rearwardly expanding tube exposed to the air rush and connected at a point adjacent its restricted portion by a hollow tube to a low part of the hull.

2. In a flying boat, in combination, a float portion, and an automatic water bailer for removing water from the float comprising a rearwardly expanding tube exposed at its front portion to the air rush and connected at its restricted portion by a hollow tube to a low part of the float so as to utilize the air rush through the tube as the flying boat travels at high speed to create a suction within said hollow tube.

3. In a flying boat, in combination, a hull, and a bailer for removing water from the hull, mounted upon the upper rear portion of the hull and comprising a tube of general Venturi shape exposed to the air rush at its front end and communicating at its restricted portion with a hollow tube, said hollow tube extending to a low portion of the hull.

4. In a motor-driven water vehicle, in combination, a float portion, and an automatic bailer for exhausting the water from the inside of the hull comprising a wind tube having an open front end directed toward the front of the vehicle, a suction tube connecting said first-named tube to a low part of the float portion, the air rush through said first-named tube exerting a suction in said suction tube.

In testimony whereof I affix my signature.

ALFRED V. VERVILLE.