Sept. 14, 1926. 1,599,693

J. S. ULATOWSKI

TOY AEROPLANE

Filed June 20, 1925

Fig. 1.

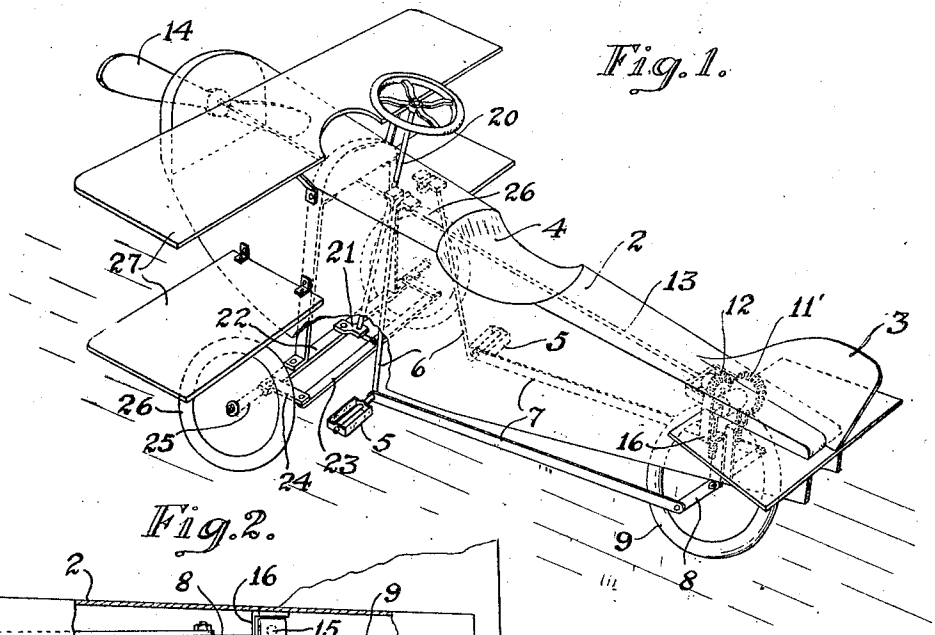


Fig. 2.

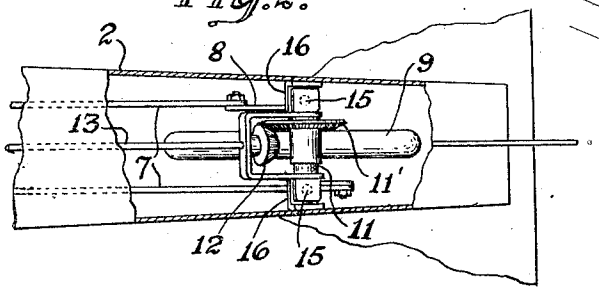


Fig. 3.

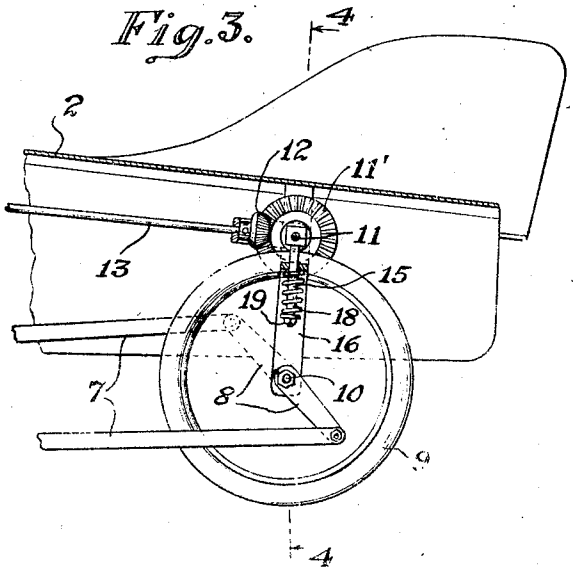
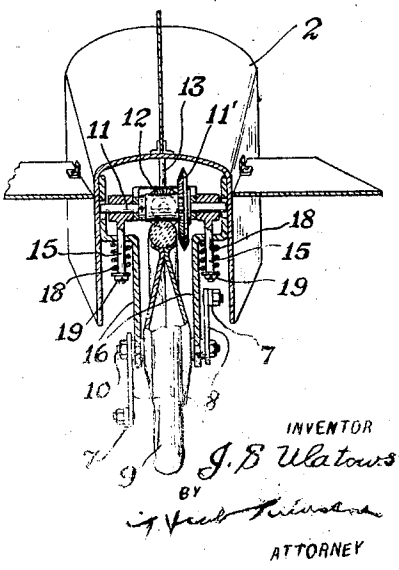


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOSEPH S. ULATOWSKI, OF HARTFORD, CONNECTICUT.

TOY AEROPLANE.

Application filed June 20, 1925. Serial No. 38,434.

This invention relates to toys in the form of a foot propelled aeroplane and among the objects of the invention are the provision of an article of the character set forth which is simple in construction, effective in action, and which can be made to simulate an aeroplane. The device possesses other features of novelty and advantage which with the foregoing will be set forth at length in the following description, wherein I will set forth in detail that form of embodiment of the invention, which I have selected for illustration, in the drawing accompanying and forming part of the present specification. I am not restricted to this exact disclosure. I may depart therefrom in a number of respects within the scope of the invention defined by the claim following such description.

Referring to the drawing:

Fig. 1 is a perspective view of a toy aeroplane involving the invention.

Fig. 2 is a top plan view of the rear part of the structure showing the body broken away.

Fig. 3 is a side elevation of the rear part of the structure.

Fig. 4 is a section on the line 4—4 of Fig. 3.

Like characters refer to like parts throughout the several views.

The body 2 is made of suitable material such as sheet metal. On the upper side of the body is an aileron as 3. The body on the upper side thereof, near the center, has a depression, as 4, which is adaptable to be occupied by a youngster controlling the appliance, whose feet are on the treadles, as 5, attached to the cranks 6, to which are connected rods 7 extending rearwardly and connecting at their ends to crank arms 8, associated with the rear wheel 9.

The crank arms 8, are, as stated, connected with the shaft 10 of the rear ground wheel 9. The tire of said wheel 9 engages at its upper end the shaft 11, which carries rigidly a bevel gear 11′, which meshes with the pinion 12 rigid with the rear end of the shaft 13, the forward end of which is rigidly connected with the fan 14 on the front of the structure, as shown in Fig. 1. It will be clear that an occupant of the depression 4, having his feet on the treadles 5, turns the treadles and thus reciprocates the rods 7 causing revolutions of the cranks 8 and the consequent rotation of the ground wheel 9 to turn through the described connections the fan 14. The shaft 11 is furnished with depending studs 15 extending through perforations at the upper sides of the arms 16 which are connected at their lower ends with the shaft 10, the studs 15 being encircled by the coiled push springs 18, which act at their lower ends against nuts 19, threaded on the studs 15, and at their upper ends bear against the lateral extensions of the arms 16, as illustrated clearly in Fig. 4.

Extended through the upper portion of the body 2 is a spindle, as 20, stepped at its lower end with bearing 21, rigid with the frame 22 and having associated mechanism for turning the vehicle and operatively connected with the strut 23, which is jointed to arms 24 extending rearwardly from the front axle 25, which is equipped with ground wheels 26, as shown in Fig. 1. It should be noted that the stub axles 25 are pivoted at their ends to the frame 22.

The body 2 is furnished with suitable aeroplanes as 27.

The action of the appliance is as follows: The occupant of the depression or seat 4 having his feet upon the treadles 5 will revolve the treadles and reciprocate thus the links 7 to revolve the cranks 8, and thus through the described connections rotate the wheel 9 causing the vehicle to travel along the ground. Owing to the rotation of the wheel 9 the connections with the propeller 14 will rotate the propeller giving the vehicle a rapid motion on the ground and apparently sailing.

What I claim is:

In a wheeled toy, the combination of a body provided with wheels on the under side, planes on the forward end of the body, a shaft mounted longitudinally on the body, a propeller on the forward end of the shaft and situated between the planes, a shaft mounted transversely on the body at the rear end thereof and operatively connected to the first named shaft and having driving engagement with one of the wheels under the body, bearings supporting the last named shaft, studs mounted on the bearings, and a coiled spring surrounding each of the studs for yieldingly retaining the last named shaft in said driving engagement with the wheel.

In testimony whereof I affix my signature.

JOSEPH S. ULATOWSKI.