April 20, 1926. 1,581,980

F. PEARSON

TOY AIRPLANE

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Fig. 1.

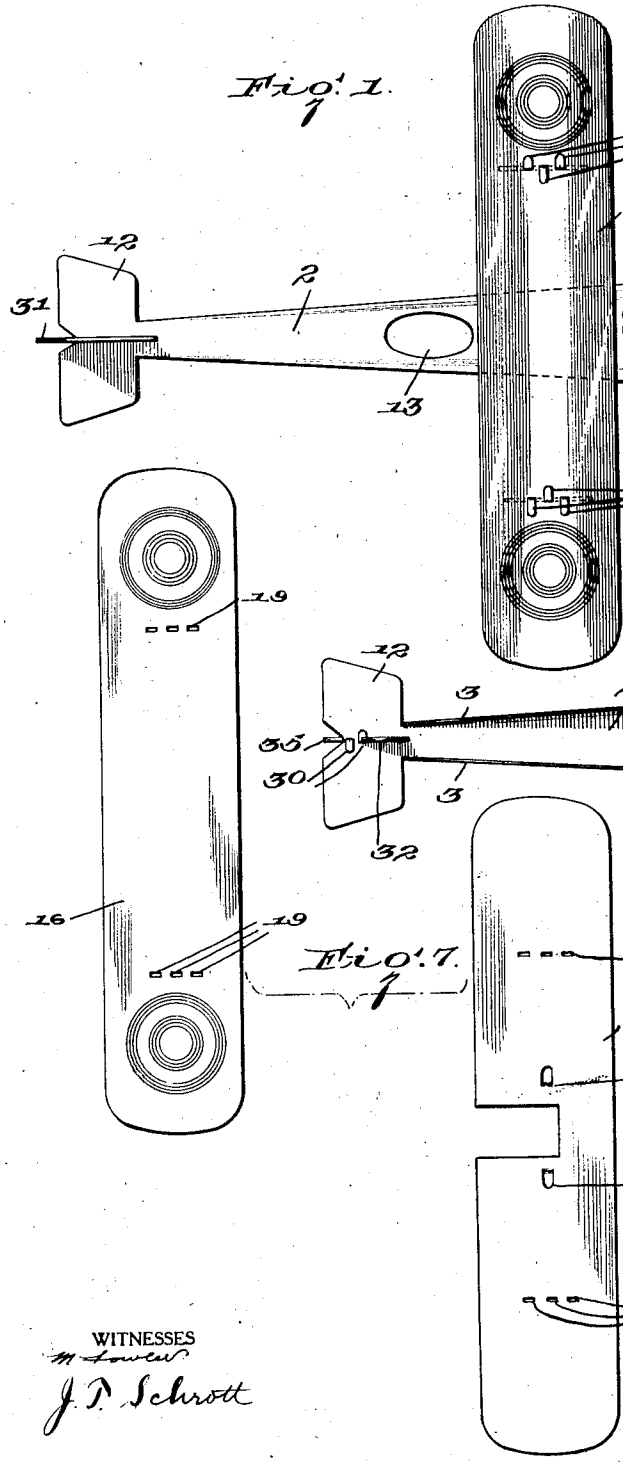


Fig. 2.

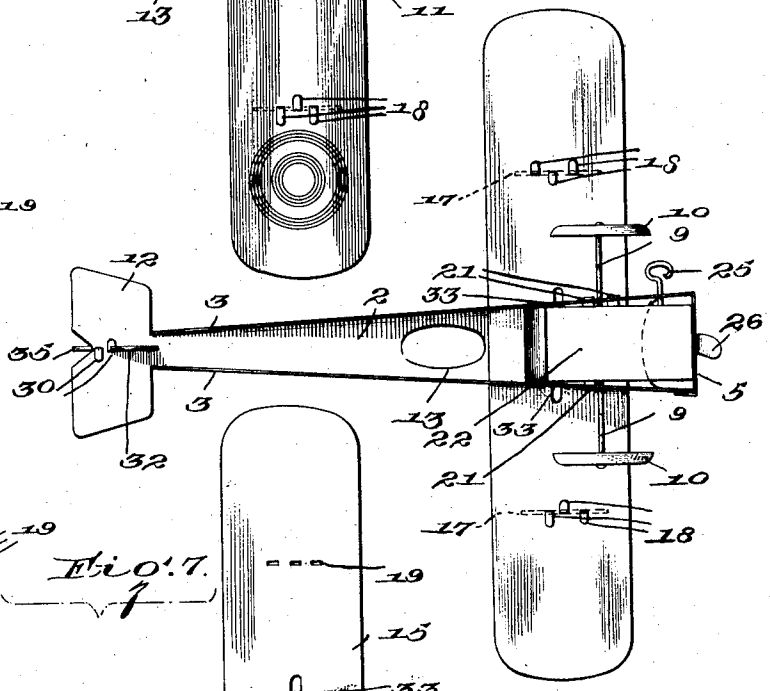


Fig. 7.

WITNESSES

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Fig. 3.

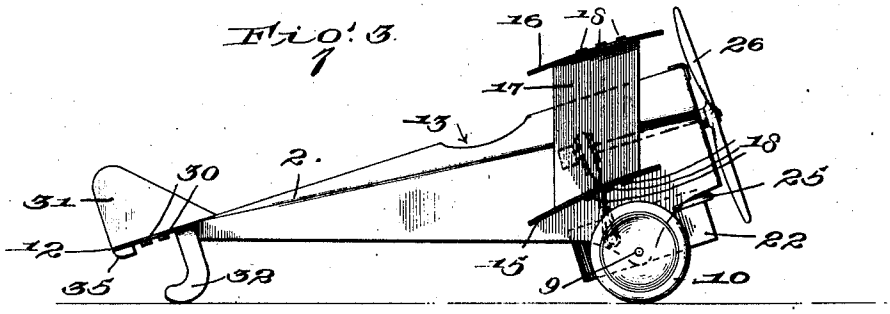


Fig. 4.

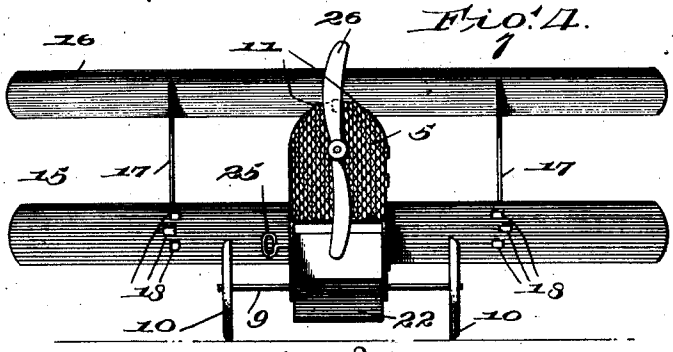


Fig. 8.

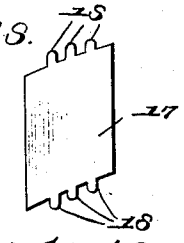


Fig. 6.

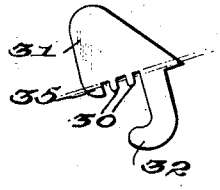


Fig. 5.

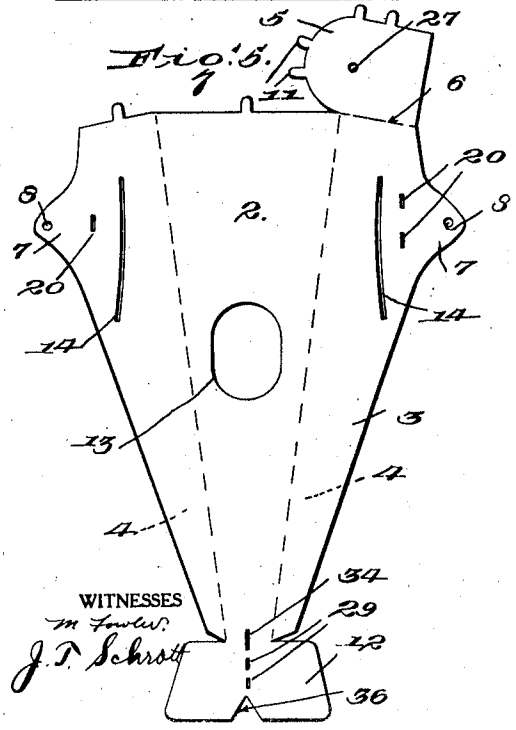
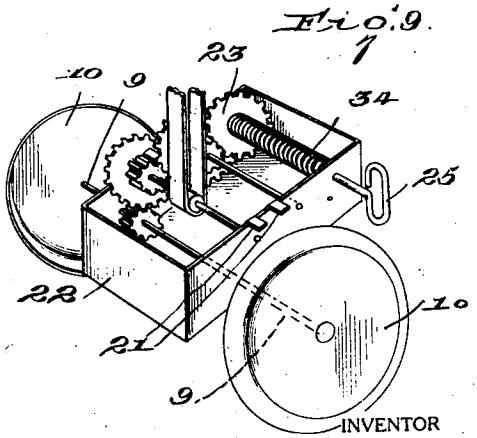


Fig. 9.



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Patented Apr. 20, 1926. 1,581,980

UNITED STATES PATENT OFFICE.

FREDERICK PEARSON, OF FORT OMAHA, NEBRASKA.

TOY AIRPLANE.

Application filed April 10, 1925. Serial No. 22,162.

To all whom it may concern:

Be it known that I, FREDERICK PEARSON, a citizen of the United States, and a resident of Fort Omaha, in the county of Douglas and State of Nebraska, have invented certain new and useful Improvements in Toy Airplanes, of which the following is a specification.

This invention relates to improvements in aerial toys and it consists of the constructions, combinations and arrangements herein described and claimed.

An object of the invention is to provide a toy airplane, designed primarily for the amusement of children although not necessarily confined to such purpose, the airplane being made in such a manner that it is readily assembled by the purchaser, when marketed in the disassembled state, thus increasing the interest which it naturally arouses.

Other objects and advantages appear in the following specification reference being had to the accompanying drawings, in which:

Figure 1 is a plan view of the toy airplane assembled.

Figure 2 is an inverted plan view.

Figure 3 is a side elevation.

Figure 4 is a front elevation.

Figure 5 is a plan view of the fuselage blank.

Figure 6 is a detail view of the combined rudder and tail skid.

Figure 7 is a plan view of the two wings or planes.

Figure 8 is a detail view of one of the wing struts.

Figure 9 is a perspective view of the clockwork motor.

In order to carry out that purpose of the invention which aims at simplicity in a toy of the kind contemplated, the various parts are stamped out of tin or other suitable metal, painted in desired colors of attractive hues, packaged and marketed in readiness for assembly by the purchaser. It might be stated that the airplane is not necessarily sold thus, because it is an optional course to assemble it in the first place and market the toy complete.

Figures 5 to 9 illustrate the various parts in detail. The fuselage 1 comprises the top 2 and sides 3 the latter being bendable over in the zone of the lines 4. The radiator 5 consists of part of one side 3 and when bent on the line 6 completes the appearance of the body. Landing gear is represented by lugs 7 on the longitudinal edges of the sides, these having holes 8 to receive the axle 9 of the wheels 10.

The radiator and fuselage parts have lugs 11 (Fig. 5) which are bendable over the respective parts concerned to hold them in the folded-together position. Elevators 12 are integral with the fuselage as shown. The top 2 has a cockpit hole 13 which completes the resemblance to an actual airplane fuselage.

Slots 14 in the sides 3 receive the lower one of a pair of wings 15 and 16. The upper wing is supported in the desired position above the fuselage (Figs. 3 and 4) by struts 17. These have a plurality of lugs 18 on the parallel upper and lower edges (Fig. 8), being received in slots 19 (Fig. 7) in the wings and bent over, whereupon the parts are held. The lower wing is held from sliding in the slots 14 by tongues 33 (Fig. 7) which are bent either up or down to form stops.

Small slots 20 slightly below the slots 14 in the sides 3 receive lugs or tongues 21 (Fig. 9) of the motor frame 22. The axle 9 has bearing in the motor frame. The motor is composed of a familiar clockwork including gears 23, springs 34, etc. The spring is wound by a key 25 which, when released, causes rotation of the wheels 10, carrying the air plane swiftly over the ground.

The impact of the air in the forward motion of the airplane imparts rotation to a propeller 26. The propeller is suitably journalled in an opening 27 (Fig. 5) in the radiator 5. It is considered a simple and obvious expedient to drive the propeller by the spring motor. A connecting belt would be used as suggested by dotted lines 28 (Fig. 3). In such case the airplane can be carried through the air if sufficient motor speed can be got.

Openings 29 (Fig. 5) receive the lugs or tongues 30 of a combined rudder and tail skid 31 and 32. The tail skid is intended to drag upon the ground at times, thereby holding the airplane in position as in readiness to take off. The rudder 31 is fixed. The skid 32 is of hook formation being insertable through an opening 34 which is appropriately larger than the rest. A projection 35 from the rudder occupies a V-notch 36 be-

tween the elevators to stabilize the rudder and skid.

Shapes of various parts of the airplane are variable to suit various ideas as to design. It is not essential, that metal be employed in the construction because wood, or possibly other materials may be employed. The various parts which are described as clamped together by means of lugs or tongues may as well be secured by solder.

The motor 22 may be dispensed with if a simple and cheap toy is desired. As indicated before the driving of the propeller when the motor is used, is optional. Any suitable kind of spring-type motor can be employed. The wheels 10 are made of appropriate material, and when it is desired to produce a toy hydroplane, pontoons may be substituted.

I claim:

1. An airplane comprising an appropriately bendable blank representing a fuselage which integrally includes a top, sides, a radiator and elevators, a lower wing fitted upon the fuselage, upper wing struts affixed between the wings supporting the latter in spaced relationship to the fuselage, a propeller attached to the radiator, and a combined rudder and tail skid attached between the elevators respectively above and below.

2. An airplane comprising a stamped blank being bendable to represent the top, sides, radiator and elevators of a fuselage, a pair of alining slots in the sides, a lower wing insertable in said slots, means to hold the wing when in place, an upper wing, struts by which the upper wing is held in spaced relationship above the fuselage, a combined rudder and tail skid mounted upon the elevators, a motor frame carrying gearing, a wheeled shaft driven by the gearing, and lugs on the fuselage sides through which the shaft extends, said frame being attached to said sides.

3. The combination in a toy airplane of a fuselage blank, integral elevators having openings of which one is larger than the others, a blank stamped to produce a combined rudder and tail skid the skid being insertable through the large opening leaving the rudder on top, lugs insertable in the smaller openings and being bendable under to hold the blank in place, a notch in the rear edge of the elevators, and a projection from said blank occupying said notch to stabilize the rudder and skid.

FREDERICK PEARSON.