Feb. 15, 1927. 1,617,976

R. D. WICKERSHAM

KITE

Filed July 2, 1926

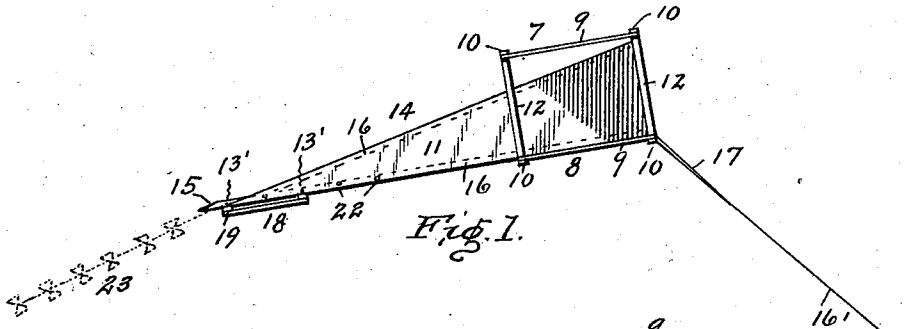


Fig. 1.

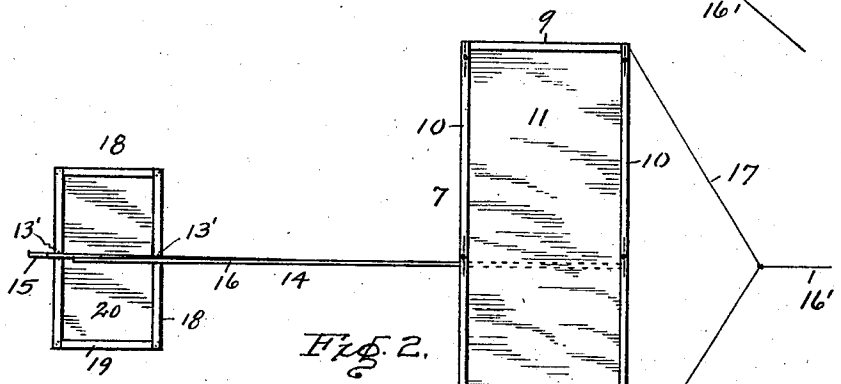


Fig. 2.

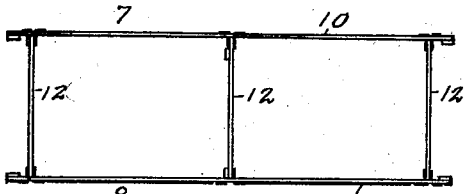


Fig. 3.

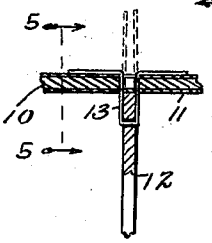


Fig. 4.

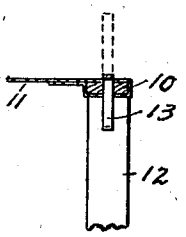


Fig. 5.

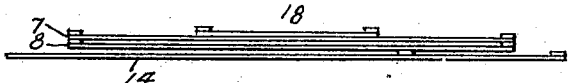


Fig. 6.

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UNITED STATES PATENT OFFICE.

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KITE.

Application filed July 2, 1926. Serial No. 119,996.

The object of this invention is to provide a kite which will be practical for flying, and attractive to boys for that use on account of its resemblance to an aeroplane, and which will have sufficient lifting capacity for practical use in sustaining banners in the air having thereon advertisements and other announcements.

A further object is to provide a kite which is inexpensive to manufacture, and which can easily be put in knockdown form for storage and shipment, and as easily reassembled for use by unskilled persons.

I accomplish the above, and other objects which will hereafter appear by the means illustrated in the accompanying drawing, in which—

Fig. 1, is a view in side elevation of the assembled kite in flying position;

Fig. 2, is a top plan view on a somewhat larger scale;

Fig. 3, is a front elevation of the kite shown in Fig. 2;

Fig. 4, is a section on the line 4—4 of Fig. 2, showing in detail the manner of joining vertical and horizontal frame members;

Fig. 5, is a section of same on the line 5—5 of Fig. 4; and

Fig. 6, is a side elevation of the kite of Figs. 2 and 3 in knockdown form.

Like characters of reference indicate like parts in the several views of the drawing.

The kite comprises two rectangular planes, 7 and 8, each formed with marginal frames, preferably of thin, tough wood, in which 9 are the ends and 10 the sides, clincher nailed at their intersections. The frames are filled with a paper or fabric material 11, preferably wrapped around the frame members and secured thereto by pasting or sewing in any usual and approved manner.

The planes 7 and 8, are held in parallelism by posts 12, here shown as six in number, there being a pair at or near each end of the planes and a pair midway of the end pairs. The ends of the posts are fastened where they contact with the respective planes, in a secure but detachable manner, here shown as by wire staples 13. These are formed by passing a wire of suitable length through a hole near the end of post 12 then bending the projecting ends toward each other into contact with the post, then passing the two legs of the staple thus formed, through a hole in the frame of the plane to which the post-end is to be joined, and, finally, bending the two legs in opposite directions into contact with the frame of the plane, in the manner shown in Figs. 4 and 5.

The kite-body 14 is preferably triangular in shape, as shown in Fig. 1. This comprises a wooden strip 15, which is permanently nailed or stapled to the two middle posts 12, with the strip resting upon the frame of the lower plane; also, a wooden strip 16, the front end of which is fastened to the front post 12 near its upper end, and extending thence diagonally to the rear has its other end fastened to the strip 15. The triangular body-frame thus formed is filled with paper or fabric 11, similar in material and manner of application, as described for the planes 7 and 8. It is noted that the middle posts 12 are made a permanent part of the body 14 and that the body is detachable with said posts from the planes.

A kite string 16′, held at its lower end in the usual manner by the person who is flying the kite, is attached to a "band" string 17, and the ends of string 17 are fastened to the front frame member of the lower plane, at or near the attachment of the posts therewith.

In order to keep the planes, thus held by the string, at the right angle to the wind to cause the kite to ascend and remain in the air I provide a tail-plane 18, which comprises a rectangular frame 19 of thin wood covered with paper or cloth 20. This tail-plane is fastened to the lower strip 15, of the kite-body, by wire staples 13′ similar in construction and application to the staples 13 already described, except that the staples 13′ pass through holes in the strip 15, instead of posts, and thence through holes in the frame 19.

The weight of the tail-plane and the force of the air against it depress that end of the kite-body to which it is attached, thereby tilting the front planes. Obviously, the further the tail-plane is from the front planes the greater its action will be to depress that end of the body and to secure a degree of regulation I provide a series of holes 22 in the strip 15 for the attachment of the tail-plane at different distances from the front planes.

Should the maximum rearward adjust-

ment of the tail-plane still be insufficient, a kite-tail 23, of usual construction, may be fastened to the rear end of body 14.

Attention is directed to the preferred arrangement of the two front planes, with their smooth sides toward each other; also, to the assembly of the tail-plane with its smooth side down.

The kite, assembled for flying, may be knocked down and stacked in the small compass shown in Fig. 6, by bending the staple legs straight, as shown by dotted lines in Figs. 4 and 5, and withdrawing them from the respective frames. This separates the body and its planes leaving them free to be stacked.

I claim:

1. The combination, in a kite, of a pair of parallel planes each comprising a marginal frame and a filling of paper, a plurality of posts between the planes having their ends removably secured to the marginal frames of the two planes, staples passed through the posts and contacting a post between each pair of legs, said legs passing thence through the frame and bent against the opposite side of the frame from the posts to prevent accidental removal, a pair of said posts being midway of the lengths of the planes, a body member secured to the last-mentioned middle posts and extending rearwardly of the pair of planes, a tail plane secured under and to the tail plane, and a string attached to one of the front planes.

2. The combination, in a kite, of a pair of parallel planes each comprising a marginal frame and a filling of paper, a plurality of posts between the planes having their ends secured to the marginal frames of the two planes, fasteners at said ends comprising wire staples the legs of which are bendable for attachment and for separation of the posts and frames, a pair of said posts being midway of the lengths of the planes, a body member secured to the last-mentioned middle posts and extending rearwardly of the pair of planes said body member comprising a marginal frame and a filling of paper, a tail-plane removably secured to and under the body-member by staples and adjustable in its distance from the pair of planes by changing the points of attachment of the staples to the body-frame and a string attached to one of the front planes.

In testimony whereof I affix my signature.

ROY D. WICKERSHAM.