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W. E. BERRY ET AL

1,744,719

MAIL BAG FOR AIRCRAFT

Filed June 5, 1928

Fig. 1

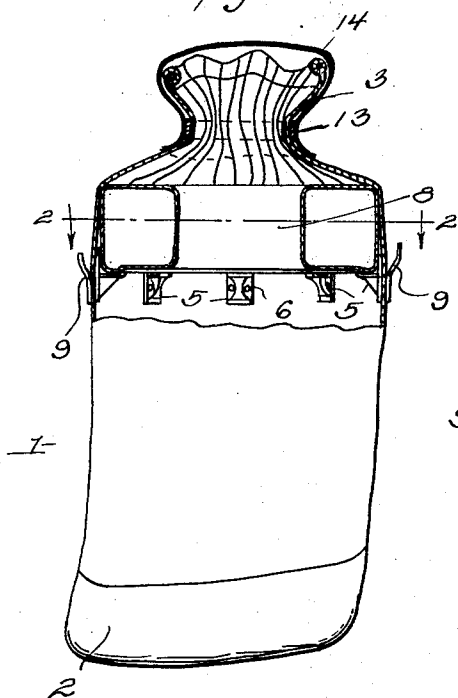


Fig. 2

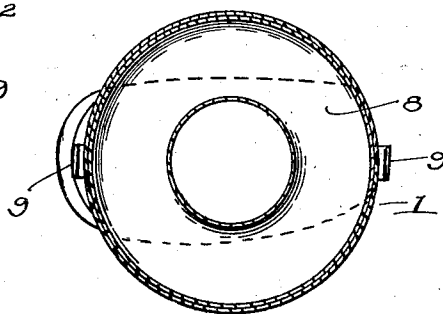


Fig. 3

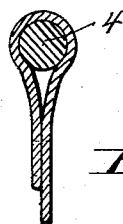
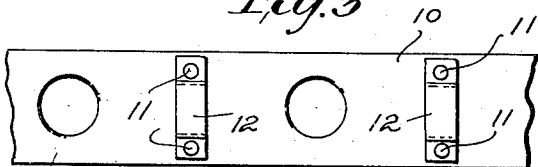


Fig. 4

Fig. 5

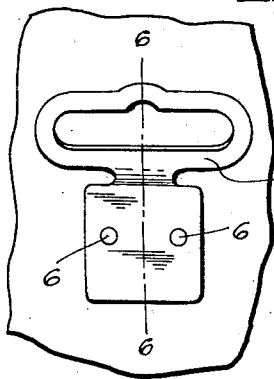
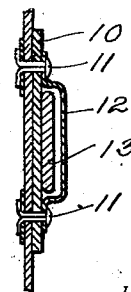
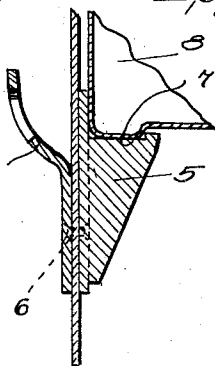


Fig. 6



BY

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MAIL BAG FOR AIRCRAFT

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The present invention provides broadly a shipping container which is particularly adapted for use in the transportation of different commodities by means of aircraft, and the primary object of the invention resides in the provision of a small, yet light-weight container or receptacle wherein provision is made for securely retaining its contents and to protect such contents in the event of accident or mishap to the transporting aircraft.

In its more specific aspects the invention is directed to an improved mail bag designed particularly for the transportation of mail by airplanes or the like, and wherein the mail bag is provided with a buoyant float or vessel of such capacity as to effect the buoyant support of the mail bag in a body of water in the event of, for example, disaster occurring to the aircraft during movement over a body of water and consequent dropping or deposition of the mail bag in such water. The purpose of the floating member is, of course, to permit the mail bag to support itself on the surface of the water and to facilitate the recovery thereof and its contents.

Another object of the invention resides in a container or mail bag adapted for effecting aircraft shipments of various commodities, wherein provision is made for attaching a parachute to the container or bag so that the latter may be discharged safely from the moving aircraft to expedite the delivery of such commodities or mail matter and without necessitating, as heretofore, the landing of the aircraft.

For a further understanding of the invention, as regards its details of design, construction and operation and other objects and advantages, reference is to be had to the following description, and the appended claims and accompanying drawings, wherein:

Figure 1 is a view partly in side elevation and partly in vertical section of a commodity shipping container for aircraft, constructed in accordance with the principles of the present invention.

Figure 2 is a horizontal sectional view taken through the container on the line 2—2 of Figure 1,

Figure 3 is a view in side elevation of the closure strap of the container,

Figure 4 is an enlarged vertical sectional view taken through the upper or entrance portion of the container,

Figure 5 is a view in side elevation of one of the handle brackets, and

Figure 6 is a vertical sectional view on the line 6—6 of Figure 5.

Referring more particularly to the drawings, the numeral 1 designates my improved shipping bag or container in its entirety. In this instance, the container comprises a bag like body constructed preferably from relatively heavy canvas or other similar materials commonly utilized in ordinary mail bag formation. The bottom of the bag may be reinforced by a leather base 2 while the upper end or mouth of the bag, which is designated by the numeral 3, may likewise be reinforced around its edges by an insert of rope, leather or the like, as indicated by the numeral 4.

Within the bag there is provided a plurality of metallic brackets 5, which have their vertical legs riveted or otherwise secured as at 6 to the fabric body of the bag. These brackets include horizontally extending recessed ledges 7, which operate to support a hollow air-tight ring or buoyant member 8, which is removable from the bag through the mouth 3 thereof. Also arranged exteriorly of the bag and suitably secured to the body thereof are handle brackets 9, which permit the bag as a whole to be moved with manual convenience.

Adjacent to the mouth 3 the bag is provided exteriorly with a strap 10, secured by means of rivets or the like 11 to the body of the bag. The strap 10 is provided with spaced guides 12, which receive a belt 13. When the belt is drawn up and tightened, the mouth of the bag will be closed so as to confine the contents thereof. Preferably, there is stretched over the open mouth of the bag a rubberized or other waterproofed flexible cover 14, which is held in place frictionally by the inherent resiliency of the material forming the cover 14, as shown in Figure 1.

In view of the foregoing it will be seen that

in the event the bag or container 1 falls or is otherwise disposed through any cause into a body of water the same will be buoyantly supported on the surface of such water by the buoyant capabilities of the float or ring 9. Further, through the provision of the cover 14 the interior of the bag will be effectively sealed against the ingress of water, so that the contents of the bag, particularly if mail or the like is being carried, will not be damaged by contact with water. It will also be observed that by means of the metallic brackets, a parachute or the like may be attached to the container so that the latter may be discharged from an aircraft during flight. This feature materially expedites the delivery of mail at a number of different points, inasmuch as it avoids the necessity of effecting a landing to discharge the shipments.

What is claimed is:

1. A mail bag for airplane service, comprising a flexible bag-like body normally opened at one end, a plurality of spaced supports secured to the inner walls of said body, and a removable buoyant member arranged within said body and positioned upon said supports.

2. A shipping container for aircraft, comprising a flexible bag-like body normally open at one end, a plurality of spaced supports arranged circularly and secured to the inner walls of said body, a circularly shaped hollow member removably arranged within said body and positioned upon said supports, and means for sealing the open end of said bag-like body.

In testimony whereof we affix our signatures.

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