

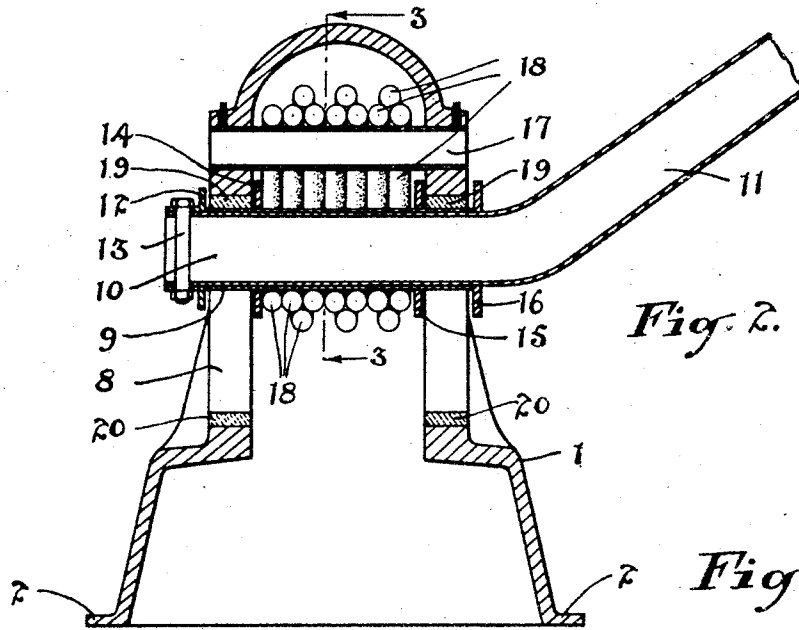
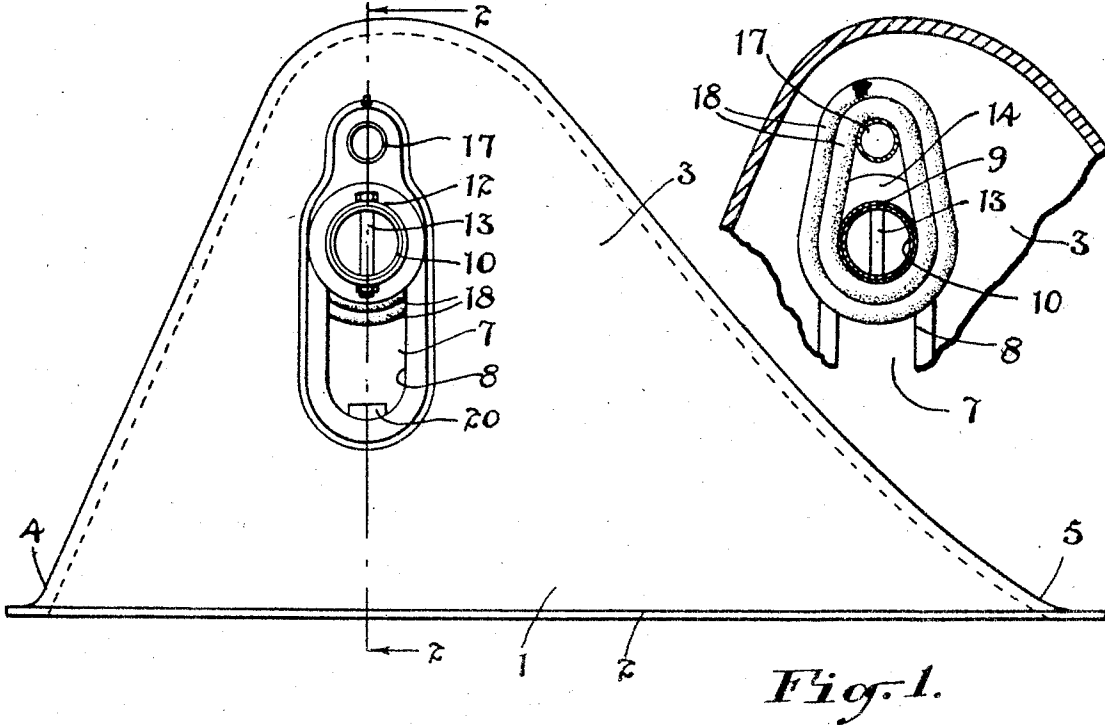
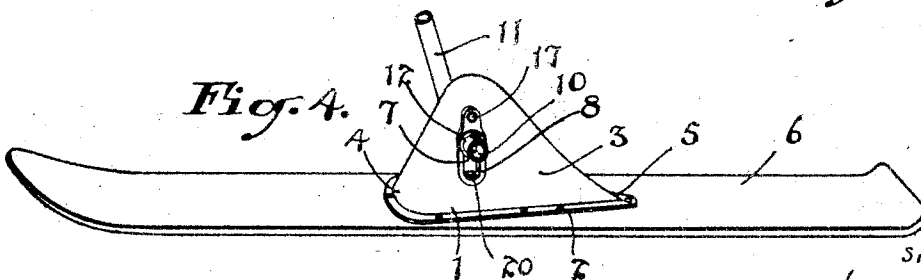
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SKI PEDESTAL FOR AEROPLANES

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UNITED STATES PATENT OFFICE

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SKI PEDESTAL FOR AEROPLANES

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The principal objects of the invention are to provide an extremely resilient support for the under carriage of an aeroplane which will effectively relieve the undercarriage and fuselage from the sudden shocks of landing.

A further and important object is to provide a resilient support which will not be detrimentally affected by change of temperature and still further to provide a light but remarkably sturdy and simple form of structure for connecting the ski runners to the undercarriage struts which will effectively hold the skis in proper alignment.

The principal feature of the invention consists in the novel construction and arrangement of a pedestal in the form of a light hollow casing whereby the ski runner is rigidly reinforced for a considerable portion of its length and provides a long bearing support for the ski on the strut and also houses a strong and reliable elastic suspension for the end of the strut.

In the drawings, Figure 1 is a side elevation of my improved pedestal.

Figure 2 is a vertical cross section through the pedestal taken on the line 2—2 of Figure 1.

Figure 3 is a vertical section through the line 3—3 of Figure 2.

Figure 4 is a small perspective view of a ski runner with the pedestal mounted thereon.

In the construction herein illustrated the pedestal 1 is in the form of a hollow casing the base of which is a flange 2 of an elongated oval shape having straight convergent sides 3. The metal of the casing rises in an abrupt angle at the larger rounded end 4 and tapers inwardly to the top and slopes at a longer angle from the smaller end 5 of the base and thus forms a light but extremely strong pedestal structure. The flange is adapted to be bolted securely to the ski runner 6.

In the side walls of the casing there are formed a pair of vertical flanged orifices 7, the edge walls 8 of which are of greater thickness than the body of the casing and have parallel sides which form the guides for a cylindrical metal sleeve 9 extending across the

casing and which encircles the end 10 of the tubular strut 11 of the under carriage of the aeroplane.

A flanged ring 12 is secured on the outer end of the strut by a bolt 13 passing through the end of the strut.

Flange rings 14 and 15 encircle the sleeve 9 on the inward sides of the guides 8. A flange 16 is arranged at the inner end of the sleeve 9 on the outer side of the casing.

A tube 17 is supported at the ends in the upper ends of the flanges of the vertical guide portion of the casing and extends across said casing centrally of the width of the guide openings.

A plurality of endless elastic rubber bands 18 are suspended on the tube 17 and extend downwardly and support the sleeve 9 and strut end 10. These bands may be substituted by a single length of elastic cord having the ends secured together. The number and strength of the elastic support members 18 will be such as to normally support the weight of the aeroplane with the strut held snugly against the bumper blocks 19 arranged at the top of the guide slots. Bumper blocks 20 are arranged at the bottom of the guide slots.

When the aeroplane is landing the skis strike the snow and the impact is relieved by the stretching of the elastic supports which allow the struts to slide in the vertical guides in the pedestal. It will be readily appreciated that the resilience of the elastic supports will absorb the shock and thus relieve the undercarriage and the body of the plane from the effect of the impact.

The vertical guides in the casing being spaced apart a substantial distance hold the skis to true alignment and the skis will tilt freely on the struts as said struts have a rotatable bearing in the sleeves 9.

The structure shown and described enables the skis being attached to the ordinary struts as the pedestals will slip over the strut ends on the removal of the wheels and vice versa the skis may be instantly removed and replaced with wheels.

The elongated oval shape of the casing with its projecting flange enables the very se-

secure attachment of the runners and said runners are very effectively reinforced, further the rounded and tapering shape of the pedestal offers the minimum of wind resistance.

the undercarriage of the aeroplane, and elastic suspension means supported within said casing and supporting the aeroplane carriage.

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What I claim as my invention is:—

1. A ski pedestal for aeroplanes comprising a metal casing having a flanged base to secure to the ski runner, and elastic means mounted in pedestal for supporting the aeroplane.
2. A ski pedestal for aeroplanes comprising a metal casing having a flanged base to secure to the ski runner and, vertical guides, and elastic means mounted in said pedestal for supporting the aeroplane.
3. A ski pedestal for aeroplanes comprising a metal casing having a flanged base to secure to the ski runner, and a pair of vertical slots in the side walls forming guides for the aeroplane struts.
4. In a ski pedestal the combination with the aeroplane struts, of a metal casing adapted to be secured to a ski runner, and having a pair of vertical slots forming guides to receive and engage the strut end, and an elastic suspension supported within the casing and suspending the strut end.
5. In a ski pedestal the combination with the aeroplane struts, of a metal casing adapted to be secured to a ski runner, and having a pair of vertical slots forming guides to receive and engage the strut end, a support extending across the casing centrally above said guide slots, and elastic loops extending over said support and under said strut.
6. In a ski pedestal the combination with the aeroplane struts, of a metal casing adapted to be secured to a ski runner, and having a pair of vertical slots forming guides to receive and engage the strut end, a sleeve rotatively encircling the strut end and slidably engaging the side walls of the guide slots, flanges encircling said sleeve either side of said slots, a rigid support extending across said casing above said slots, and loops of elastic material suspended on said cross member and extending under said sleeve and suspending the strut.
7. In a ski pedestal the combination with the aeroplane struts, of a metal casing adapted to be secured to a ski runner, and having a pair of vertical slots forming guides to receive and engage the strut end, a rigid cross member arranged above said slots in said pedestal, a plurality of loops of elastic material supported by said cross member and supporting said strut, and resilient bumpers at either end of said slots.
8. A ski pedestal for aeroplanes comprising a metal casing having a flanged base of substantially oval shape, said casing rising from said base in tapering form and having vertical guide slots arranged oppositely in the sides adapted to receive extensions from

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