May 3, 1932. R. HAYBECK 1,856,848

PICK-UP FOR AIR MAIL EXCHANGE

Original Filed July 3, 1930

Fig. 1.

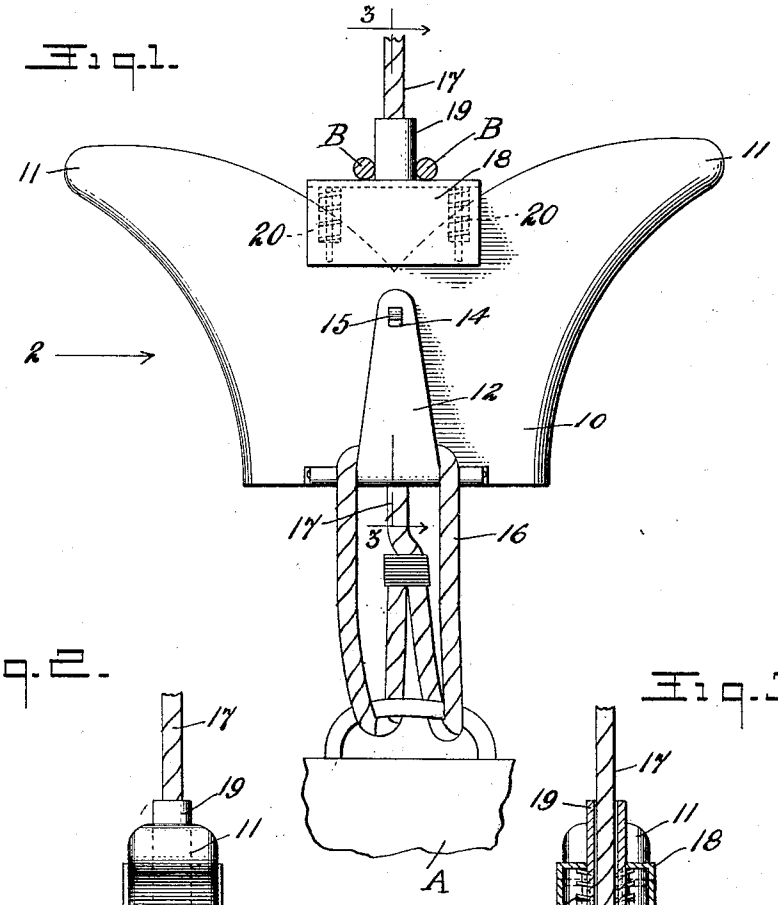


Fig. 2.

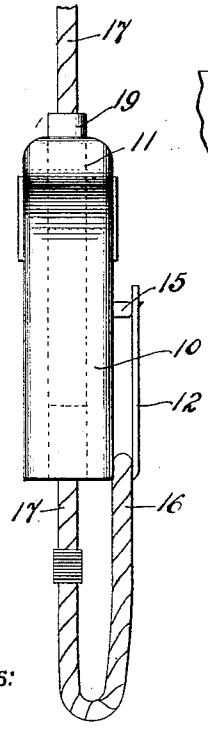
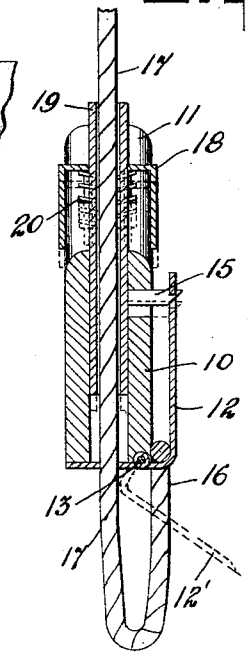


Fig. 3.



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PICK-UP FOR AIR MAIL EXCHANGE

Original application filed July 3, 1930, Serial No. 465,515. Divided and this application filed June 16, 1931. Serial No. 544,755.

This invention relates to pick-ups for airplane exchange organizations, and is a division of application Serial No. 465,515, filed July 3, 1930.

An object of the invention is to provide an improved type of pick-up carried at the end of a cable depending from an airplane or other aircraft, and embodying new and improved means for releasing a burden, and for connecting with and picking up another burden.

A further object of the invention is to provide a pick-up adapted for association with the structure disclosed in the parent application, having improved means for supporting and retaining a burden until such coaction has been attained and thereupon discharge the burden into said coacting structure.

A further object of the invention is to provide improved means for coaction with the structure disclosed in the parent application which shall make connection with and pick-up a burden after releasing the theretofore connected burden.

The invention, therefore, comprises a block, or the like, having a hasp hinged thereto, with a latch for retaining the hasp in closed position, said latch being adapted and proportioned to receive and maintain a cable loop, and a member yieldably mounted relative to said block controlling the latch, together with the block serving to engage the loop of a burden after the theretofore connected burden has been released.

The invention is directed to other objects, and possesses other features of novelty and advantage, some of which, together with the foregoing, will be hereinafter more fully set forth.

In the drawings:

Figure 1 is a view of the pick-up in side elevation,

Figure 2 is a view of the pick-up in edge elevation, as indicated by arrow 2 at Figure 1, and

Figure 3 is a sectional view, taken on line 3—3 of Figure 1.

Like characters of reference indicate corresponding parts throughout the several views.

The improved pick-up, which forms the subject matter of this divisional application, comprises a block 10, having outwardly and upwardly curved horns 11. To the normally underside of the block, a hasp 12 is hinged, as at 13. The exact position of hinging is immaterial to the present invention, and the line of hinging may be varied as found desirable.

The hasp 12 is provided with an opening 14 engaged by a latch 15. When in full lines as shown in the drawings, the hasp is retained in closed position by the latch 15 and the loop 16 of the cable retained by said hasp is maintained against separation from the block.

The cable 16 is provided with a part 17 which extends through the block 10 and forms a continuation of the loop 16. The block is also provided with a member 18 which is slidably mounted relative to the block and is connected with the latch 15. As shown in the drawings, the connection between the member 18 and the latch 15 is through the medium of the tube 19, but any other type of connection between the member 18 and the latch 15 is within the scope of this invention. The pipe 19 extends partially or entirely through the block and forms a passageway for the cable 17. The member 18 is provided with one or more springs 20, so acting upon said member 18 that the latch 15 is normally held in latching position.

In operation, a burden, indicated at A in Figure 1, and which may represent a mail bag, or the like, is suspended by the loops 16 and the hasp 12 closed and latched. This is then depended from an aircraft by the cable 17, such amount of cable being paid out as will permit the burden to approximately touch the ground. In this position, the aircraft is moved so as to coact with the structure shown in the said parent application to draw the burden and the pick-up within such structure. The pressure of the rails of the structure in the position shown at B in Figure 1, will serve to depress the member 18 and latch 15, and the burden suspended

from the loop 16 will cause the hasp to swing to the position shown at 12′ in Figure 2, releasing the loop and thereby dropping the burden.

The pick-up is moved by the movement of the aircraft longitudinally through the receiving structure referred to, and the burden to be picked up is formed with a cable loop in such position that the pick-up will engage it also at the position shown at B in Figure 1, and will thereby form connection with such burden. The pick-up and its suspended burden will then be hoisted to the aircraft which may thereupon continue upon its way without pause.

Of course, the pick-up for aircraft, herein illustrated, may be modified in various ways without departing from the invention herein set forth and hereinafter claimed.

The invention is hereby claimed as follows:

1. A pick-up for air mail exchange comprising a block having outstanding horns, a latch hinged to the block and providing means for engaging a cable loop, a tube slidable in the block, a detent carried by the tube and engaging the latch, and a plate slidable relative to the block effecting the movement of the tube.

2. A pick-up for air mail exchange comprising a block having an opening throughout, a tubular member inserted through the opening, a cable inserted through the tube and provided with a loop, a latch hinged to the block and providing means for engaging the loop, a detent carried by the tube engaging the latch, and spring pressed means for holding the detent in latching engagement with the latch.

3. A pick-up for air mail exchange comprising a block having outwardly and upwardly extending horns, a hasp hinged to the bottom of the pick-up, a latch for engaging and maintaining the hasp against displacement, a spring pressed member carried by the block interposed between the horns, and a tube associated with said member adapted to direct and position a loop upon and against said member.

4. A pick-up for air mail exchange comprising a block having its opposite sides outwardly curved to form outwardly and upwardly directed horns, the upper parts of which are inwardly and downwardly curved to form a depression, a member yieldably mounted within said depression, a hasp hinged to the block, a latch controlled by said yielding member normally holding said hasp in closed position, and a tube extending through said block and member and serving to guide a cable loop into position upon said member.

5. A pick-up for air mail exchange comprising a block having upwardly and outwardly curved horns, a member slidably mounted between the horns, springs tending to hold said member yieldingly, a cable passing through said block and provided with a loop, an arm engaging said loop, a latch engaging said arm and a connection between the yielding member and the latch.

In testimony whereof I have signed my name to this specification.

ROBERT HAYBECK.