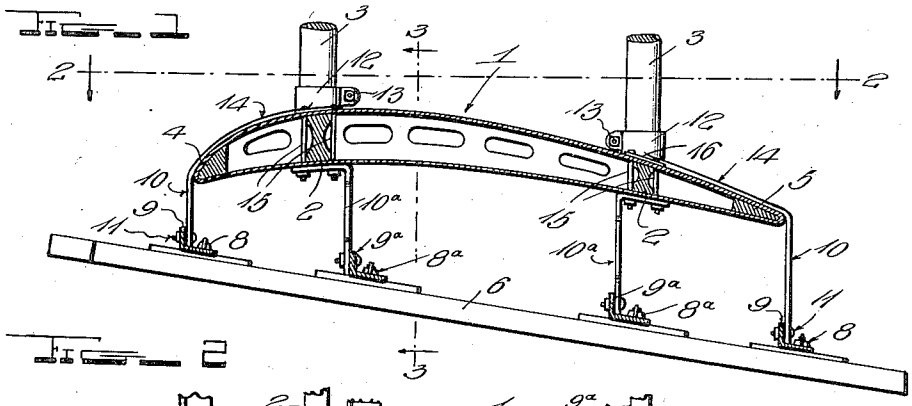
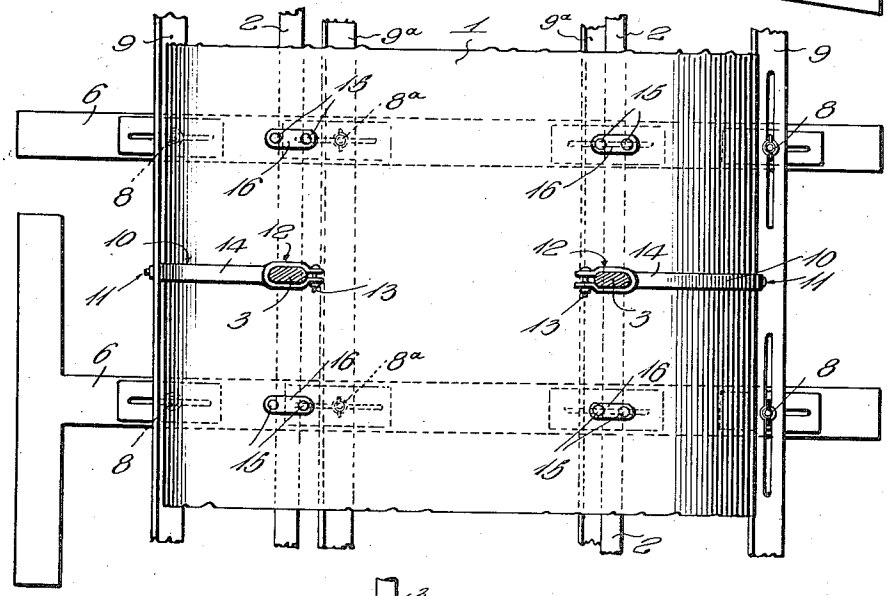
Aug. 19, 1924. 1,505,714

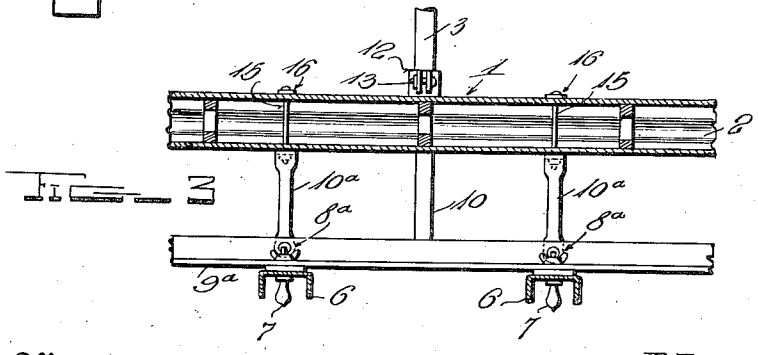
P. LA GRASSA

ADVERTISING SIGN

Filed March 11, 1924







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UNITED STATES PATENT OFFICE.

PETER LA GRASSA, OF NEW YORK, N. Y., ASSIGNOR TO NIGHT AERO ADVERTISING CORPORATION, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

ADVERTISING SIGN.

Application filed March 11, 1924. Serial No. 698,515.

To all whom it may concern:

Be it known that I, PETER LA GRASSA, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Advertising Signs; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in supporting means for advertising signs, of the type adapted to be mounted under a transverse supporting plane of an aircraft, and the principal object is to provide light and simple, yet strong and durable supporting means adapted for direct connection to the rigid struts, which rise from the lower plane of every aircraft embodying upper and lower planes.

With the foregoing in view, the invention resides in the novel subject matter hereinafter described and claimed, the description being supplemented by the accompanying drawing.

Figure 1 is a vertical sectional view through the lower plane of an aircraft, showing the improved sign-supporting means attached to the usual struts and also attached to the main spars.

Figure 2 is a horizontal sectional view as indicated by line 2—2 of Fig. 1.

Figure 3 is a vertical sectional view as indicated by line 3—3 of Fig. 1.

In the drawings above briefly described, the numeral 1 designates what may be considered as the lower plane of a biplane, said plane having the usual main spars 2 from which the struts 3 rise to the plane above, said struts being shown in inwardly spaced relation with the front and rear tip-rails 4 and 5 of the plane.

To be supported under the plane 1, is a sign consisting of a plurality of letters 6, in the present disclosure, these letters being preferably of inverted channel shape as shown in Fig. 3, so that electric lights 7 may be placed within the channels to illuminate the sign at night. The letters 6 are shown detachably and adjustably connected by bolts 8 with front and rear bars 9 which extend under the tip-rails 4 and 5 and are preferably of the angle shape shown, in transverse section. Metal hangers 10 are shown secured at their lower ends to the bars 9, by bolts or the like 11, the upper ends of these hangers being adapted for connection with the struts 3, for which purpose I have shown them provided with contractible collars 12 having clamping bolts 13. When the struts 3 are in inwardly spaced relation with the front and rear edges of the plane 1, the upper portions of the hangers 10 extend in substantially horizontal directions as indicated at 14, to extend over the portions of the plane between said struts and edges. As these portions are usually rather rigid, the portions 14 of the hangers may well contact directly therewith, as shown in Fig. 1.

As the letters 6 are of very light construction, it is advisable to provide some means to support the intermediate portions thereof. For this purpose, I have shown them secured adjustably and removably by bolts 8^a to additional bars 9^a parallel with the bars 9, said bars 9^a being supported by hangers 10^a whose upper ends are secured to the struts 2 in any desired manner, for instance by bending the ends of the hangers laterally as shown and passing attaching bolts 15 therethrough at opposite sides of the spars, suitable plates or the like 16 being extended across the top of the plane 1, over the spars, to engage said bolts.

By providing the construction shown and described or a substantial equivalent thereof, the sign will be effectively supported, without any danger whatever of injuring any parts of the aircraft.

As excellent results may be obtained from the details disclosed, they are preferably followed, but within the scope of the invention as claimed, numerous minor changes may be made.

I claim:

1. The combination with an aircraft having a transverse supporting plane, and struts rising therefrom, of means for supporting a sign under said plane, including hangers secured to said struts.

2. The combination with an aircraft having a transverse supporting plane, and struts rising therefrom in inwardly spaced relation with the front and rear edges thereof; of means for supporting a sign under said plane, including hangers secured to said struts, extending therefrom over the upper side of the plane to the front and rear edges

of the latter and then extending downwardly across said edges.

3. The combination with an aircraft having a transverse supporting plane, and struts rising therefrom, of means for supporting a sign under said plane, including supporting collars clamped around said struts.

4. The combination with an aircraft having a transverse supporting plane, and struts rising therefrom, of means for supporting a sign under said plane, including supporting collars clamped around said struts, and hangers extending from said collars over the upper side of the plane to the edges of the latter, and extending downwardly across said edges.

5. An attachment for an aircraft having a plane and struts rising therefrom in inwardly spaced relation with its edges, said attachment comprising a sign for disposition under the plane, and sign-supporting means including hangers adapted for connection to the lower ends of the struts, said hangers extending substantially horizontally from their attaching means to extend over portions of the plane and then extending downwardly to pass across the edges of the plane.

6. An attachment for an aircraft having struts rising from a plane, said attachment comprising a sign for disposition under the plane, and sign-supporting means having sustaining collars adapted to be clamped around the struts.

7. An attachment for an aircraft having struts rising from a plane, said attachment comprising a sign for disposition under the plane, and sign-supporting means having sustaining collars adapted to be clamped around the struts, and hangers connected to said collars and extending substantially horizontally therefrom to extend over portions of the plane, said hangers having portions extending downwardly from their substantially horizontal portions to extend across the edges of the plane.

8. The combination with an aircraft having a supporting plane; of a sign under said plane, and supporting means for said sign including a hanger having extended bearing on the upper side of said plane and extending across a main frame member thereof, said hanger having a portion extending across an edge of the plane.

9. The combination with an aircraft having a skeleton framework, and a supporting plane; of a sign under said plane, and supporting means for said sign including hangers extending across the front and rear edges of said plane and extending inwardly over the front and rear portions of said plane, and means securing the upper ends of said hangers to rigid parts of said skeleton framework.

10. An attachment for an aircraft having a supporting plane, comprising a sign for disposition under the plane, and supporting means for said sign including hangers adapted to extend vertically across the front and rear edges of the plane, said hangers having inturned upper ends to rest on the front and rear edge portions of the plane, said inturned portions being adapted for securing to frame parts of the craft.

11. An attachment for an aircraft having a supporting plane, comprising a sign for disposition under the plane, and supporting means for said sign including a hanger having a vertical portion to extend across an edge of the plane, and a substantially horizontal portion adapted to extend over and have extended contact with the upper side of the plane.

In testimony whereof I have hereunto affixed my signature.

PETER LA GRASSA.