



Date of Application, 7th May, 1913

Complete Specification Left, 29th Oct., 1913--Accepted, 12th Feb., 1914

PROVISIONAL SPECIFICATION.

Improvements in Floats for Hydro-aeroplanes.

I, OSCAR THEODOR GNOSPPELUS, of Silverholm, Newby Bridge, Ulverston, Lancashire, Civil Engineer, do hereby declare the nature of this invention to be as follows:—

The present invention has reference to floats for hydro-aeroplanes and has for its object the provision of hydroplane members such that the vessel can descend at a sharper angle onto the water, is less subjected on first alighting to the frictional drag occasioned by an extended surface in contact with the water—a drag which is frequently sufficient to upset the vessel,—and has a design which for structural reasons and for aerial considerations is probably advantageous.

The main point of my invention is the provision of what I may call an auxiliary front hydroplane member. This I make concave and V shaped and comparatively short something in shape like the bows of a boat. The member is inclined to the vertical at a considerably smaller angle than the hydroplane members which are more aft and which are not far removed from the horizontal. The auxiliary member moreover gives in section a much more pointed V than the other hydroplane members.

Aft of this auxiliary hydroplane member I place the main front hydroplane member which is of ordinary flat V shaped construction but with this peculiarity, that it is inclined in a rearward direction first at a small negative angle to the horizontal and subsequently, after curving down, at a small positive angle to the horizontal. A step may be placed if desired between the auxiliary and main front hydroplane member as is already common at the junction of hydroplane members.

Such a step is preferably made between the main front hydroplane member and the main aft hydroplane member as at this junction it will probably be desirable to break the continuity of the water flow. This main aft hydroplane member is curved first at a negative and more rearwardly at a positive angle to the horizontal in the same way as the member in front of it.

The principles of my construction will be clear. In the first place the auxiliary member will enable the aviator to strike the water at a larger angle to the horizontal without fear of upsetting, and will throw the vessel into its proper position, and in the second place the fact that the main planes first rise and then drop in a rearward direction will obviate the large drag which otherwise would obtain on alighting owing to the large wetted surface and will I believe add advantages from structural and aerial considerations.

When the vessel is in motion on the surface of the water the auxiliary front hydroplane member will be quite clear of the water.

Dated this 7th day of May, 1913.

NEWTON & SON,
Chartered Patent Agents,
6, Bream's Buildings, Chancery Lane, London, E.C.,
Agents for the Applicant.