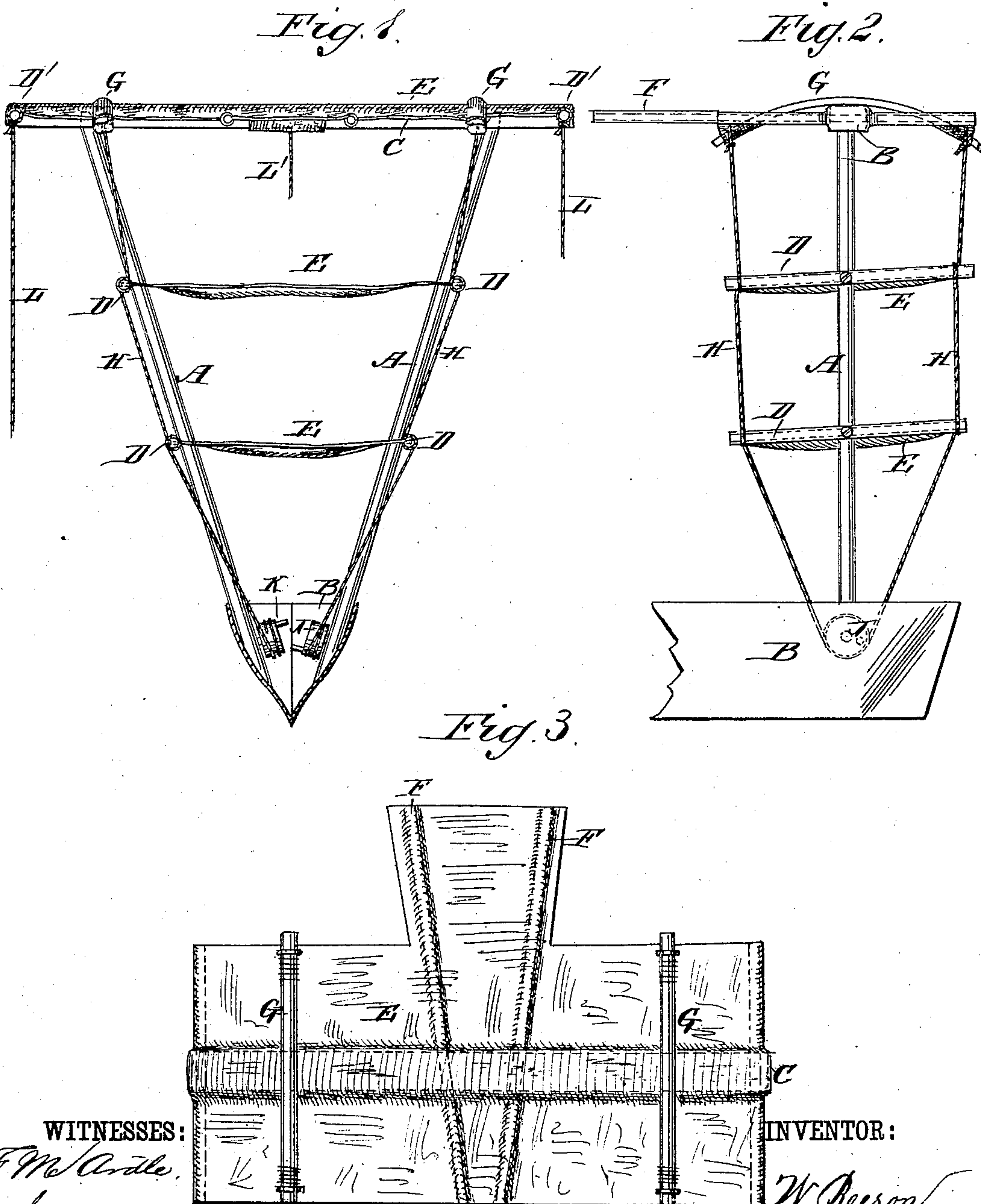


(Model.)

W. BEESON.
FLYING SHIP.

No. 245,768.

Patented Aug. 16, 1881.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM BEESON, OF DILLON CITY, MONTANA TERRITORY.

FLYING SHIP.

SPECIFICATION forming part of Letters Patent No. 245,768, dated August 16, 1881.

Application filed June 25, 1881. (Model.)

To all whom it may concern:

Be it known that I, WILLIAM BEESON, of Dillon City, in the county of Beaver Head, Montana Territory, have invented an Improved Flying Ship, of which the following is a specification.

The object of my invention is to provide a new flying ship or machine for soaring in the air by aid of the wind and gravitation.

10 The invention consists in a boat or so-called "basket" or "car" provided with two uprights gradually separating from each other toward the top, and provided with transverse bars, to which sails are attached and stretched from 15 one upright to the other, the ends of these transverse bars being connected by ropes wound around a drum provided with a crank, by means of which the inclination of the sails can be varied at will.

20 In the accompanying drawings, Figure 1 is a cross-sectional elevation of my improved flying ship. Fig. 2 is a longitudinal elevation of the front end of the same. Fig. 3 is a plan view of the upper sail.

25 Similar letters of reference indicate corresponding parts.

Two uprights, A A, which gradually separate from each other as their height increases, are pivoted to the inner sides of boat or basket B, and are united at the upper ends by a 30 connecting-bar, C, which thus forms a complete triangular frame with the uprights A A. A series of transverse rods, D, parallel with the length of the ship or basket B, are pivoted to the uprights A, and a transverse bar or rod, D', is attached to each outer end of the bar C. Sails E are attached to the bars D, and extend from one upright A to the other. The uppermost sail, which is the largest, is 35 stiffened by means of two rods, F, which also form an enlargement of this uppermost sail. This sail is also provided with transverse stiffening-bars G above each upright A, and from each end of this stiffening-bar G a rope, H, passes down to the end of the next transverse bar D, and is fastened thereto, passes to the 40 next bar D, and is finally wound around a drum, J, mounted on the pivot of the corresponding upright A, and provided with a crank, K. Both ropes H are wound around the drum 45 J in such a manner that when one is coiled on the drum the other is uncoiled.

The sails are to be made very large, so as to offer very much resistance to the wind.

The ship may be provided with several sets 55 of sails.

Guy-ropes L are attached to the uppermost sail E, and serve to hold the masts or uprights A at the desired inclination. According to the 60 wind, or to the speed desired, or the direction in which the ship is flying, the inclination of the sails E must be varied, and this is accomplished by means of the drum J, which is turned in one direction or the other, whereby the sails will be inclined to the front or rear. 65

To start this ship it is carried up by a balloon, and is dropped at the proper time, or it is raised in the same manner as a kite is raised, all the sails being set almost vertically. The 70 air-ship is held by a long rope held to the ground, and when the ship is up high enough this rope is cut in the same manner as one would cut a kite-string.

Having thus described my invention, I claim as new and desire to secure by Letters Patent— 75

1. A flying ship made, substantially as herein shown and described, with two uprights, A, carrying sails stretched from one upright to the other, as set forth.

2. In a flying ship, the combination, with 80 the boat or basket B, of the pivoted uprights A, the sails E, and the guy-ropes L, substantially as herein shown and described, and for the purpose set forth.

3. In a flying ship, the combination with the 85 boat or basket B, of the pivoted uprights A, the transverse bars D, and the sails E, substantially as herein shown and described, and for the purpose set forth.

4. In a flying ship, the combination, with 90 the boat or basket B, of the pivoted uprights A, the pivoted transverse bars D, the sails E, the ropes H, and the drums J, having cranks K, substantially as herein shown and described, and for the purposes set forth. 95

5. In a flying ship, the combination, with the boat or basket B, of the pivoted uprights A, the connecting-bar C, the transverse bars D, pivoted to the uprights A, the sails E, the ropes H, the drum J, and the stiffening-bars 100 G of the upper sail, substantially as herein shown and described, and for the purposes set forth.

WILLIAM BEESON.

Witnesses:

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