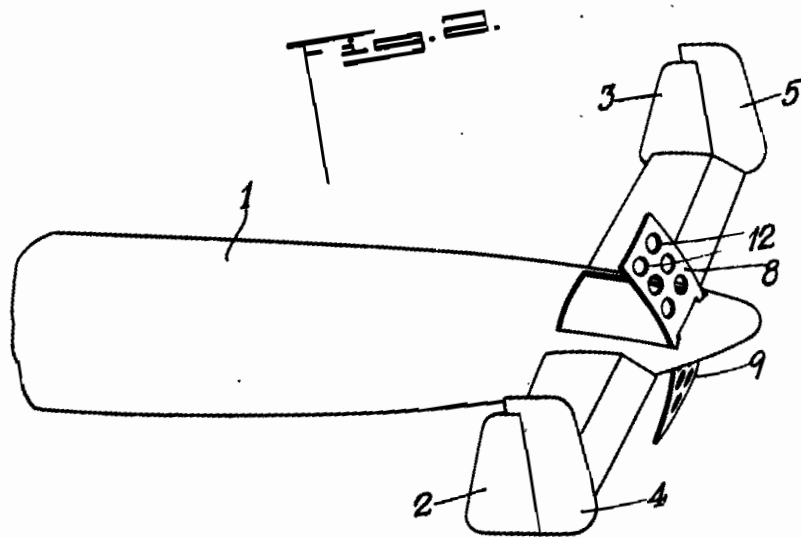
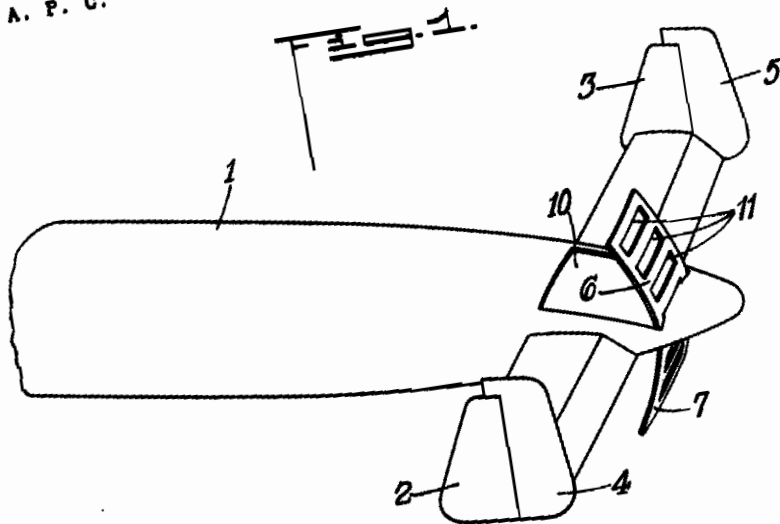


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BRAKE FOR AIRCRAFT
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INVENTOR.
CLAUDE DORNIER.
BY *Karl A. Meyer* ATTORNEY.

ALIEN PROPERTY CUSTODIAN

BRAKE FOR AIRCRAFT

Claude Dornier, Friedrichshafen A. B., Germany;
vested in the Alien Property Custodian

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The present invention relates to air brakes for aircraft, particularly to aeroplanes having a fuselage, an air brake attached thereto and a tail unit which extends laterally from said fuselage and air brake.

It has been proposed to provide the fuselage of aeroplanes with members of high air resistance and locate said members in the rear of the tail unit in order to avoid vibrations. In such cases the fuselage usually must be made longer than is desirable.

According to the present invention the air brake is positioned between the fins and rudders constituting the tail unit. It is preferably made of members of high air resistance which project upward and downward from the fuselage. With this construction vibrations are eliminated and no extraordinarily long fuselage is needed.

Further and other objects of the present invention will be hereinafter set forth in the accompanying specification and shown in the drawings, which, by way of illustration, show what I now consider to be a preferred embodiment of my invention.

In the drawings two embodiments of the present application are shown.

Figure 1 is an isometric showing of the rear part of an aeroplane according to the present invention.

Figure 2 is an isometric showing of the rear part of a modified design of an aeroplane according to the present invention.

Like numerals indicate like parts in all figures of the drawings.

Referring more specifically to Fig. 1 of the drawings, numeral 1 designates the fuselage of the aeroplane; 2 and 3 are lateral tail unit fins and 4 and 5 lateral tail unit rudders. Between the fins and rudders air brake flaps 6 and 7 are provided which protrude from the rear end of the fuselage when in operating position and which can be retracted into openings 10 of the skin of the fuselage to form part of the fuselage surface and cause no air resistance when no braking action is required. The flaps 6 and 7 are provided with slot openings 11 to reduce the air resistance to a desired value.

The embodiment of my invention, shown in Fig. 2, is substantially like that illustrated in Fig. 1. Instead of slots 11 the flaps 8 and 9 constituting the brake elements are each provided with a plurality of openings 12 of round configuration.

While I believe the above described embodiments of my invention to be preferred embodiments, I wish it to be understood that I do not desire to be limited to the exact details of design and construction shown and described, for obvious modifications will occur to a person skilled in the art.

CLAUDE DORNIER.