

FIG. 2

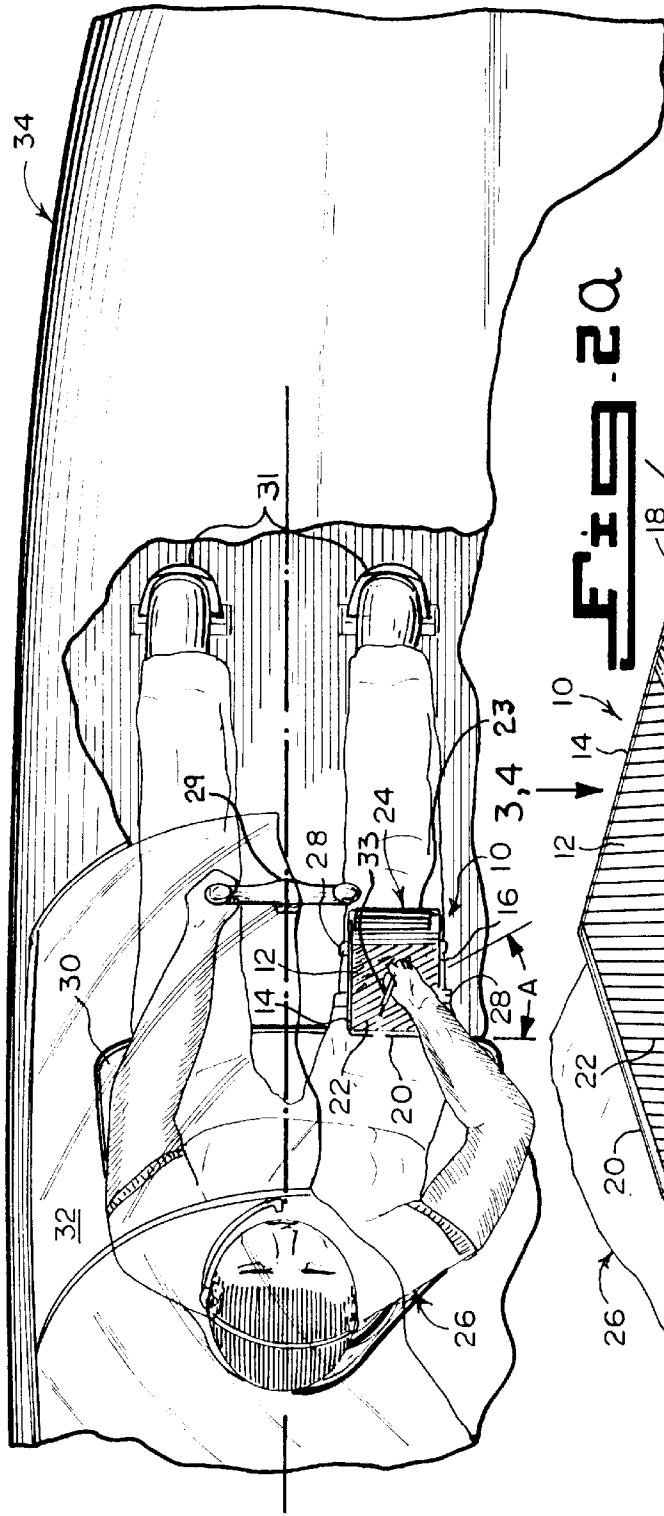


FIG. 2A

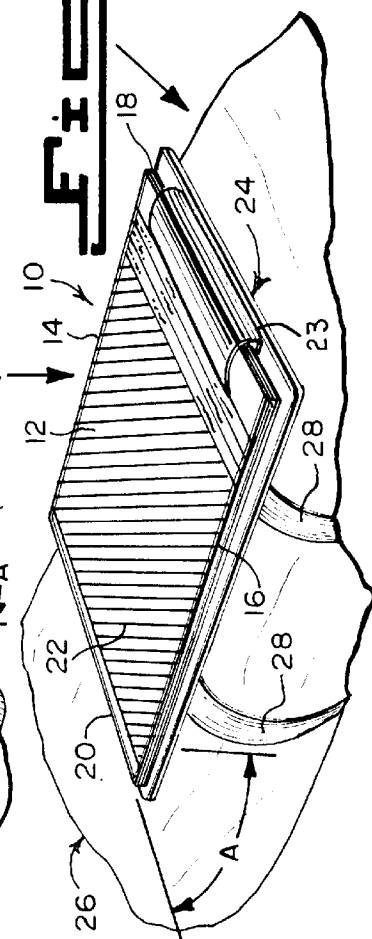


FIG. 3

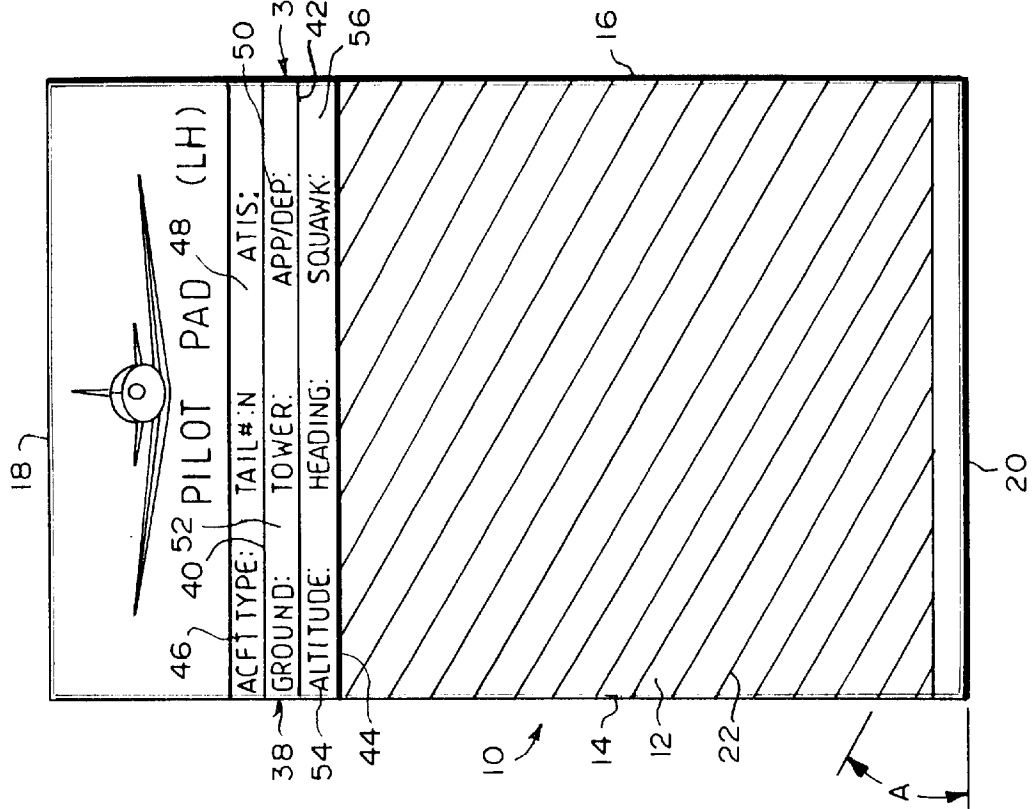
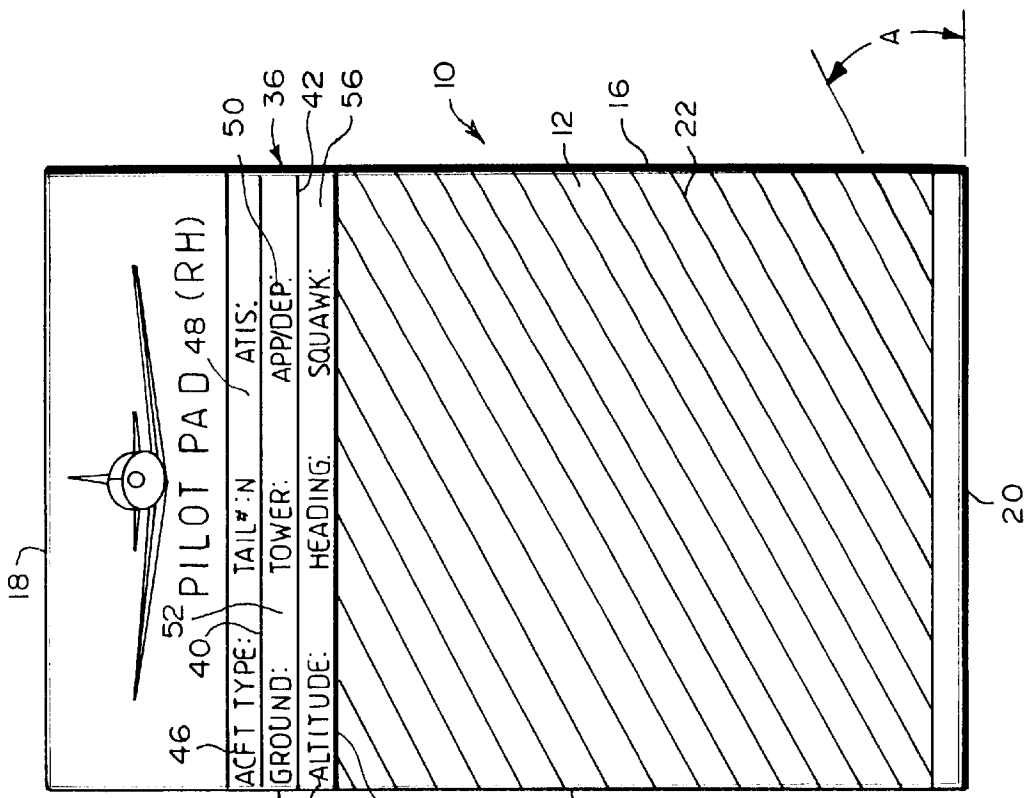


FIG. 4



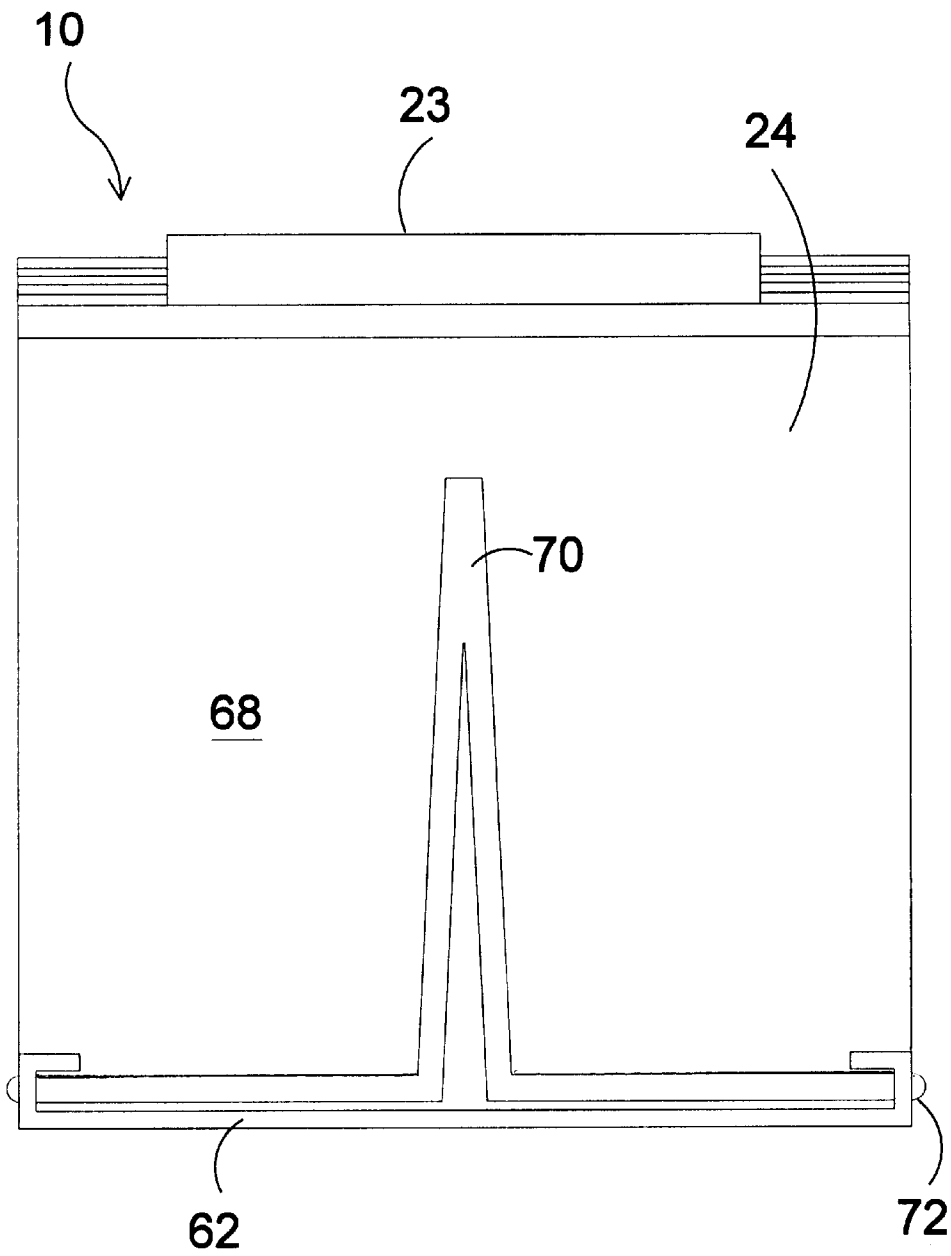


FIG 6

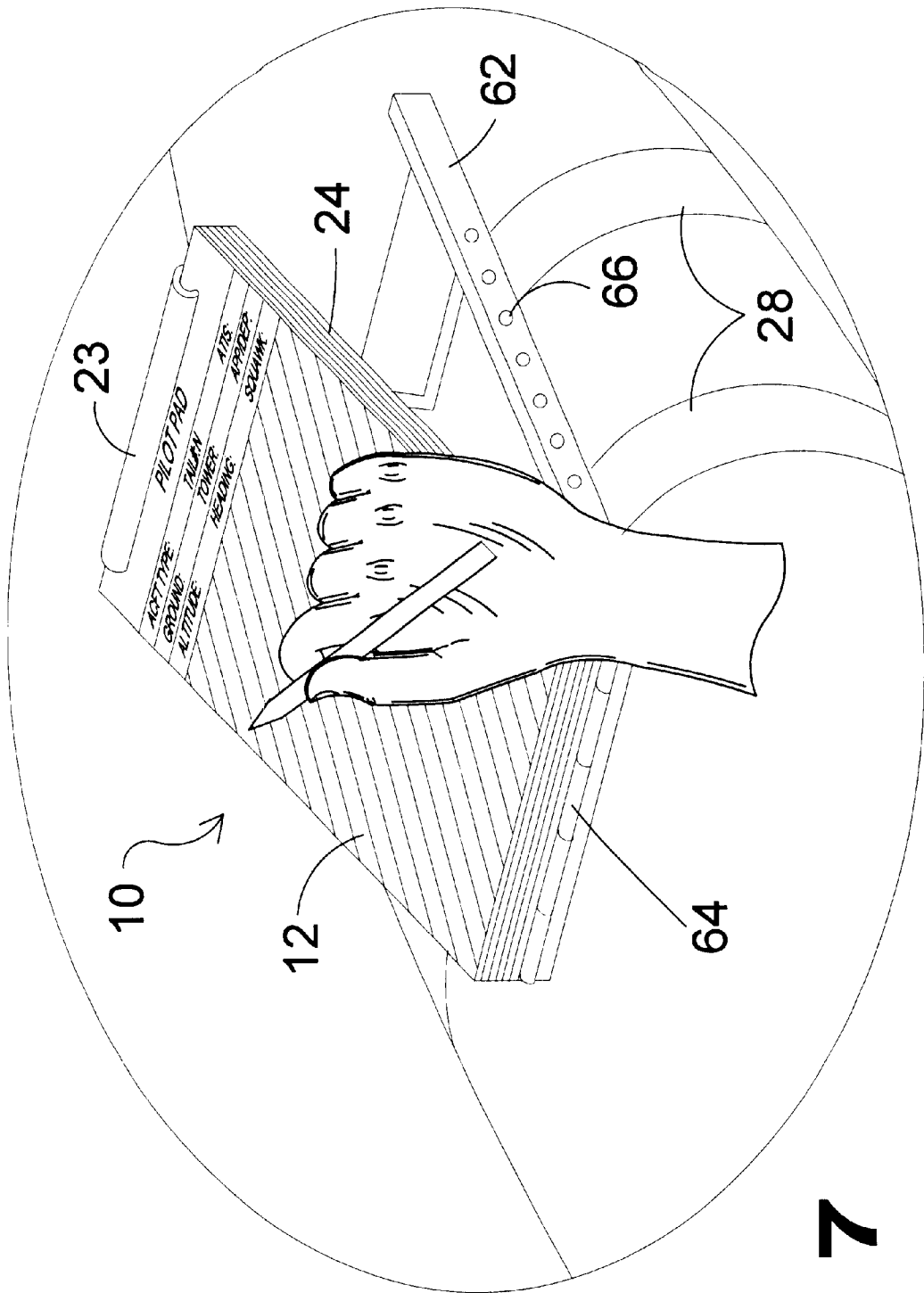


FIG 7

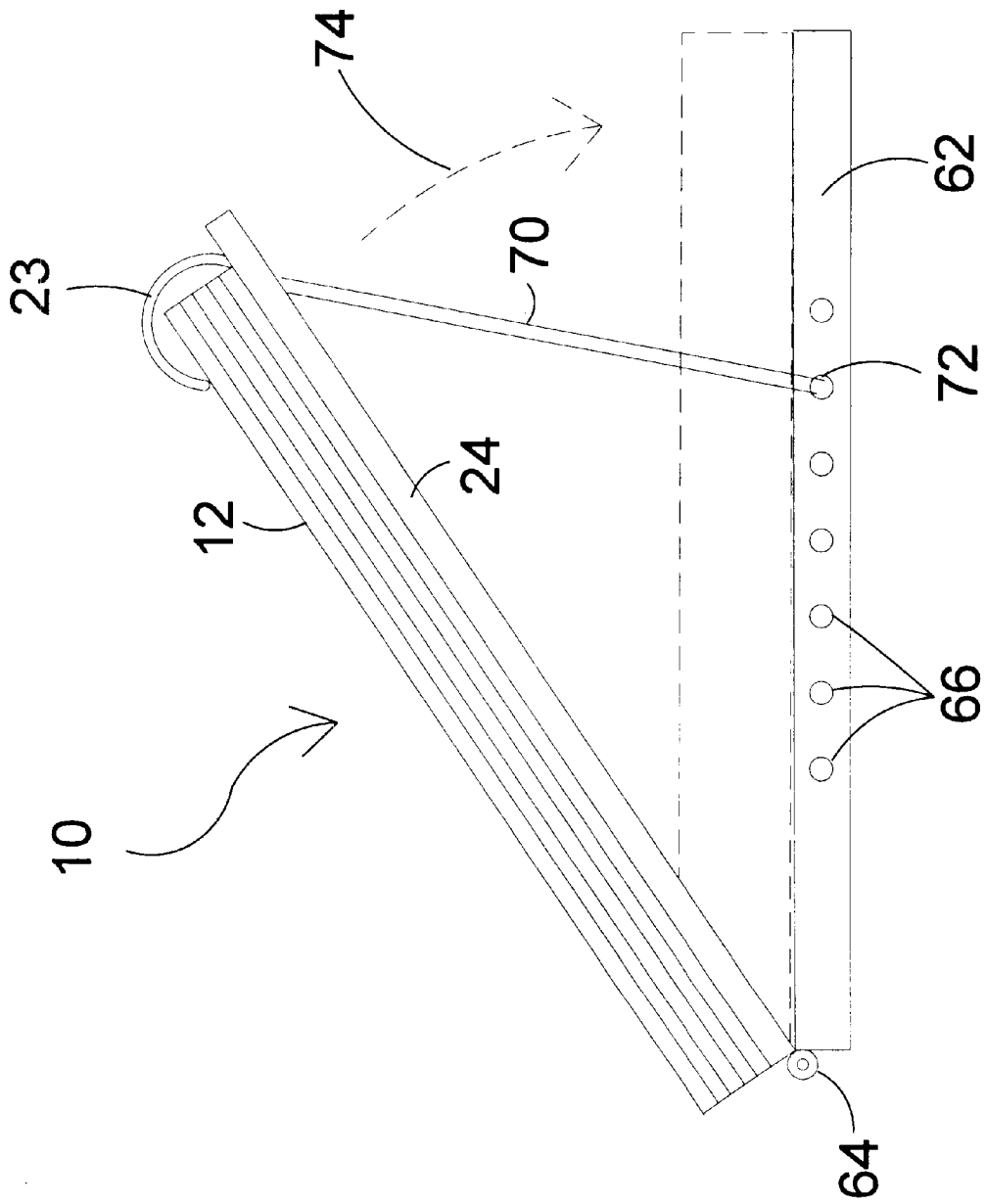


FIG 8

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PILOT PAD

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates generally to writing pads and, more specifically, to a pad of paper retained on a platform unobtrusively held on the leg of a pilot during flight and adapted to compensate for the position of the leg and the angle at which the pilot writes in a seated position thereby allowing the pilot to write legible notes thereon.

2. Description of the Prior Art

Numerous different types of paper pads have been provided in prior art. For example, U.S. Pat. No. 621,583 to Read; U.S. Pat. No. 1,677,930 to Prosser; U.S. Pat. No. 2,647,766 to Cordone and U.S. Pat. No. 3,352,572 to Swenson all are illustrative of such prior art. While these units may be suitable for the particular purpose to which they address, they would not be as suitable for the purposes of the present invention as heretofore described.

U.S. Pat. No. 621,583

Issued: Mar. 21, 1899

Inventor: Jacob L. Read

As an article of manufacture, a sheet of writing paper having a plurality of distinct horizontal parallel lines thereon. A plurality of indistinct parallel diagonal lines are disposed in crossing relation relative to the distinct lines. The indistinct lines being watermarks and becoming distinct when the sheet is supported to permit light to pass there-through.

U.S. Pat. No. 1,677,930

Issued: Jul. 24, 1928

Inventor: Henry G. Prosser

A ledger or similar book provided with an auxiliary leaf. The latter having a column for names in accordance with the pages of the book and a separate balance sheet removably secured to the leaf. The latter being provided with a recess in which the sheet is seated, and shoulders at the sides of the recess within which the sides of the sheet are inclosed.

U.S. Pat. No. 2,647,766

Issued: Aug. 14, 1953

Inventor: Marcelin Cordone

A book containing classified matter in tabular form and comprising a plurality of superimposed group of leaves each constituted by superimposed leaves in mutual registration. The groups of leaves having all the same width and being echeloned in a direction away from a common support. At least all but the last one of the superimposed leaves of each group of leaves being cut away along an edge thereof, so as to provide a series of reference-bearing tabs extending in succession substantially from end to end of the edge of that group. The tabs extending in terraced form from said edge, so as to form a thumb index which extends from end to end of the edge of successive groups of leaves throughout the book.

U.S. Pat. No. 3,352,572

Issued: Nov. 14, 1967

Inventor: Julius A. Swenson

A portable writing pad comprising a plurality of assembled superimposed sheets adapted to be written upon

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in succession with each sheet adapted to produce a body of written material skewed to the edges of the pad. Each of the sheets being of rectangular shape having a pair of elongated side edges extending in spaced parallel relation to one another and also having parallel top and bottom edges extending at right angles to the side edges. Each of the writing sheets in the pad having a plurality of writing lines thereon extending in parallel relation to one another between the side edges, the writing lines each defining an angle of between one degree and nine degrees to the top and bottom edges.

SUMMARY OF THE PRESENT INVENTION

The present invention relates generally to writing pads and, more specifically, to a pad of paper retained on a platform unobtrusively held on the leg of a pilot during flight and adapted to compensate for the position of the leg and the angle at which the pilot writes in a seated position thereby allowing the pilot to write legible notes thereon.

A primary object of the present invention is to provide a pilot pad that will overcome the shortcomings of prior art devices.

Another object of the present invention is to provide a pilot pad which is able to provide a writing surface for a pilot which is readily accessible and unobtrusive.

A further object of the present invention is to provide a pilot pad which is able to be adjusted to sit at an angle to the leg of the pilot and thus conform with a comfortable writing position for the pilot.

A yet further object of the present invention is to provide a pilot pad wherein lines printed on each of the sheets of paper forming the pad extend at a diagonal to the sides of the pad whereby the pilot need not contort a writing arm to write legibly within the lines on the pad.

A still further object of the present invention is to provide a pilot pad wherein the diagonal writing guide lines extend at an angle of between twenty five to thirty five degrees from the horizontal for either a right handed or left handed pilot, so that the pilot can comfortably take notes while sitting in a cockpit of an aircraft when flying.

An even further object of the present invention is to provide a pilot pad including an angularly adjustable knee board strapped to the pilots leg for providing a flat rigid surface on which the pilot can write.

A yet object of the present invention is to provide a pilot pad which is able to reduce crew fatigue and minimize wrist strain caused by conventional arm pads used by pilots and thereby free the arms of the pilot to operate the throttle, flaps, trim inputs and other aircraft operations.

Another object of the present invention is to provide a pilot pad for allowing a pilot to readily take notes, such as writing down air traffic control clearances, radio frequencies, etc. while flying.

A still further object of the present invention is to provide a pilot pad which is able to be positioned on a knee of the pilot without disrupting the position of the pilot's legs required to control the plane as the legs of the pilot are brought together so that the knee's are about six inches apart for accessing the aircraft's rudder controls.

An even further object of the present invention is to provide a pilot pad including a heading with a visual flight rules/instrument flight rules form with spaces to put in aircraft type, tail number, ATIS, ground tower, approach/departure frequencies, altitude, heading and a squawk number on each sheet of paper.

An additional object of the present invention is to provide a pilot pad wherein each sheet also includes a visual flight rules/instrument flight rules heading form printed at the top thereof to be filled in by the pilot.

A yet further object of the present invention is to provide a pilot pad that is simple and easy to use.

A still further object of the present invention is to provide a pilot pad that is economical in cost to manufacture.

Additional objects of the present invention will appear as the description proceeds.

A pad for allowing a user to write comfortably and legibly on a leg is disclosed by the present invention. The pad includes a plurality of sheets adapted to be written upon, each sheet having a plurality of spaced diagonal writing guide lines extending across a width thereof. A base section is provided with a clip connected thereto for selectively retaining the sheets on the base. A latching mechanism releasably secures the base section to a leg of a user allowing notes to be written between the lines on a top sheet while seated with an arm in a comfortable writing position. The plurality of lines on each sheet extend upward from a left side to a right side to accommodate a right hand person or extend downward from a left side of to a right side to accommodate a left handed person. The lines are preferably inclined at an angle of between substantially twenty five to substantially thirty five degrees. A heading is printed near a top edge of each sheet, the heading being a visual flight rules/instrument flight rules form. The base section further includes a base and a knee board connected to the base in an angularly adjustable manner, the clip selectively securing the sheets to the knee board.

To the accomplishment of the above and related objects, this invention may be embodied in the form illustrated in the accompanying drawings, attention being called to the fact, however, that the drawings are illustrative only, and that changes may be made in the specific construction illustrated and described within the scope of the appended claims.

BRIEF DESCRIPTION OF THE DRAWING FIGURES

Various other objects, features and attendant advantages of the present invention will become more fully appreciated as the same becomes better understood when considered in conjunction with the accompanying drawings, in which like reference characters designate the same or similar parts throughout the several views, and wherein;

FIG. 1 is a perspective view of a pilot's leg including the pilot pad of the present invention strapped thereto;

FIG. 2 is a top view taken in the direction of arrow 2 in FIG. 1 showing the pilot pad of the present invention strapped to the leg of the pilot;

FIG. 2a is an enlarged perspective view of the pilot pad of the present invention strapped to the leg of the pilot taken in the direction of arrow 2a in FIG. 1;

FIG. 3 is an enlarged plan view of the pilot pad of the present invention including diagonal lines thereon adapted to the writing style of a left handed pilot, taken in the direction of arrow 3 in FIG. 2a;

FIG. 4 is an enlarged plan view of the pilot pad of the present invention including diagonal lines thereon adapted to the writing style of a right handed pilot, taken in the direction of arrow 3 in FIG. 2a;

FIG. 5 is a side perspective view of the pilot pad of the present invention;

FIG. 6 is a back side view of the pilot pad of the present invention;

FIG. 7 is a perspective view of the pilot pad of the present invention strapped to a leg of a pilot and showing the pilot writing thereon; and

FIG. 8 is a side view of the pilot pad of the present invention showing the pivotal movement of the angularly adjustable knee board.

DESCRIPTION OF THE REFERENCED NUMERALS

Turning now descriptively to the drawings, in which similar reference characters denote similar elements throughout the several views, the Figures illustrate the pilot pad of the present invention. With regard to the reference numerals used, the following numbering is used throughout the various drawing figures.

- 10 pilot pad of the present invention
- 12 sheet of paper on pilot pad
- 14 side edge of sheet of paper
- 16 side edge of sheet of paper
- 18 top edge of sheet of paper
- 20 bottom edge of sheet of paper
- 22 diagonal writing guide line on sheet of paper
- 23 clip
- 24 pilot knee board
- 26 pilot
- 28 strap of pilot knee board
- 29 steering wheel
- 30 seat in aircraft
- 31 rudder controls
- 32 cockpit of aircraft
- 33 pen/writing utensil
- 34 aircraft
- 36 heading on sheet of paper
- 38 visual flight rules/instrument flight rules for heading
- 40 first horizontal parallel line of heading
- 42 second horizontal parallel line of heading
- 44 third horizontal parallel line of heading
- 46 first indicia of first horizontal parallel line of heading
- 48 space of first horizontal parallel line of heading
- 50 second indicia of second horizontal parallel line of heading
- 52 space of second horizontal parallel line of heading
- 54 third indicia of third horizontal parallel line of heading
- 56 space of third horizontal parallel line of heading
- 58 buckle on end of strap
- 60 recesses on end of strap
- 62 base
- 64 hinge connecting base and knee board
- 66 recesses in base
- 68 back side of knee board
- 70 V-shaped stand
- 74 arrow indicating pivotal movement of knee board

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

Turning now descriptively to the drawings, in which similar reference characters denote similar elements throughout the several views, FIGS. 1 through 8 illustrate a pilot pad 10 of the present invention.

The pilot pad **10** of the present invention is shown in FIG. **1** releasably secured to a leg of a pilot **26**. As can be seen from this figure, the pilot pad **10** includes a plurality of sheets of paper **12** forming a pad and adapted to be written upon. Each sheet **12** has a pair of side edges **14** and **16** extending in spaced parallel relation to one another, a top edge **18** extending between and perpendicular to the pair of side edges **14** and **16** and a bottom edge **20** extending between and perpendicular to the pair of side edges **14** and **16** at an end of the side edges **14** and **16** opposite the top edge **18**. Each sheet **12** in the pilot pad **10** includes a plurality of diagonal writing guide lines **22**, preferably inclined at an angle of between substantially twenty five to substantially thirty five degrees to the top and bottom edges **18** and **20**. The angle at which the diagonal writing lines **22** extend is indicated by the letter A. The pilot pad **10** includes a clip **23** for releasably securing the sheets of paper **12** to a knee board **24**. Straps **28** extend from the knee board **24** for releasably securing the pilot pad **10** to a knee of a pilot **26**. The pilot **26** can comfortably take notes on the top sheet **12**, while sitting in a seat **30** in a cockpit **32** of an aircraft **34** when flying.

A top view of the pilot **26** writing on the pilot pad **10** is shown in FIG. **2**. As can be seen from this view, the pilot pad **10** is releasably secured to the leg of the pilot **26** by the straps **28**. The width of the pilot pad **10** is substantially equal to the width of the thigh of the pilot **26** and thus, the pilot pad **10** neither obstructs the ability of the pilot **26** to operate the steering wheel **29** nor causes the pilot to adjust the feet in order to contact the rudder controls **31**. The pilot **26** is shown writing on the pilot pad **10** with a pen **33**. The pilot **26** need not adjust the body in any manner in order to comfortably write between the lines **22** as the angle at which the lines **22** extend correspond with the natural manner in which a person writes when seated in the position of the pilot **26**. The pilot **26** is able to steer with one hand while writing with the other and need not worry about the position of the pilot pad **10** or hold the pilot pad **10** in place.

An enlarged view of the pilot pad **10** attached to a leg is shown in FIG. **2a**. As can be seen from this figure, the straps **28** are holding the pilot pad **10** to the thigh of the pilot **26**. The sheets of paper **12** are held to the knee board **24** by the clip **23**. Positioned on each sheet of paper **12** are the plurality of diagonally extending lines **22**. The diagonally extending lines **22** extend in parallel spaced relation to each other from the first side edge **14** to the second side edge **16** of the sheet of paper **12**. The diagonal nature of the lines allows for writing on the sheets of paper without the pilot having to adjust an arm or the pilot pad **10** when the pilot pad **10** is attached to the leg of the pilot and the pilot is in a seated position. The pilot is thus able to write legibly within the lines without making any adjustments from the seated position. The ability of the pilot to write and fly at the same time is thus not hampered.

A top side view of the pilot pad **10** designed for use by a left handed person is shown in FIG. **3** and a top side view of the pilot pad **10** designed for use by a right handed person is shown in FIG. **4**. The diagonal lines on the pilot pad **10** shown in FIG. **3** extend downward from the left side edge **14** of the sheet of paper **12** to the right side edge **16** along a diagonal towards the bottom edge **20**. These diagonal lines conform with the angle at which a left handed person would write on a sheet of paper positioned on their thigh when seated. The diagonal lines on the pilot pad **10** shown in FIG. **4** extend upward from the left side edge **14** of the sheet of paper **12** to the right side edge **16** along a diagonal towards the top edge **18**. These diagonal lines conform with an angle

at which a right handed person would write on a sheet of paper positioned on their thigh when seated. Each sheet **12** is of a rectangular shape with the left and right side edges **14** and **16**, respectively, being of a greater length than the top and bottom edges **18**, **20**. The diagonal writing guide lines **22** can be substantially increased in length to allow for more writing placed thereupon by the pilot **26** by at least one of increasing the angle at which the lines extend and increasing the width of the pilot pad **10**. Each sheet **12** is typically, but not limited to preferably a size of substantially five and three quarter ($5\frac{3}{4}$) inches in width by seven and three quarter ($7\frac{3}{4}$) inches in length. This size pilot pad **10** is able to fit comfortably on the leg of a pilot without being burdensome.

As seen in FIGS. **3** and **4**, each sheet **12** includes a heading **36** printed near the top edge **18**, which provides space for the pilot **26** to insert certain information concerning the particular flight. The heading **36** is in the form of a visual flight rules/instrument flight rules form **38**. The heading **36** consists of three parallel lines labeled with the numerals **40**, **42** and **44**, respectively, extending horizontally between the left and right side edges **14** and **16** of the sheet **12**.

The first horizontal parallel line **40** of the heading **36** contains a first set of indicia **46** to indicate aircraft type, tail number and ATIS. Spaces **48** are provided next to each piece of the first set of indicia **46**. The pilot **26** will place the appropriate information within these spaces **48**. The second horizontal parallel line **42** of the heading **36** includes a second set of indicia **50** to indicate ground, tower and approach/departure frequencies. Spaces **52** are provided next to each piece of the second set of indicia **50**. The pilot **26** will place the appropriate information in these spaces **52**. The third horizontal parallel line **44** of the heading **36** consists of a third set of indicia **54** to indicate altitude, heading and squawk number. Spaces **56** are provided next to each piece of the third set of indicia **54**. The pilot **26** will place the appropriate information in these spaces **56**.

A perspective view of the pilot pad **10** is illustrated in FIG. **5**. Here the pilot pad **10** is shown detached from a leg of a pilot **26**. A perspective view of the pilot pad **10** with the knee board **24** in an angled position and releasably secured to a leg of a pilot is shown in FIG. **7**. The pilot pad **10** includes the plurality of sheets of paper **12** secured to the knee board **24** by the clip **23**. The knee board **24** is pivotally connected to a base **62** by a hinge **64** thereby allowing the knee board **24** and the paper **12** held thereon to be pivoted to extend at an angle from the base **62**. Extending from the base **62** are the straps **28** for releasably securing the pilot pad **10** to a leg of the pilot. The straps **28** have an adjustable latching mechanism for releasably securing the pilot pad **10** to the leg of a pilot. The adjustable latching mechanism shown in the figure includes a buckle **58** which secures with one of a plurality of recesses **60** on an opposing side of the strap **28**. The size of the strap and how securely the strap **28** is releasably secured to the leg of the pilot is adjusted by securing the buckle **58** in a desired recess **60**. To loosen the strap **28**, the buckle **58** is secured in a recess **60** closer to the free end of the strap **28** and to tighten the strap **28**, the buckle **58** is secured in a recess **60** closer to the end of the strap **28** connected to the base **62**. Alternatively, any adjustable locking mechanism such as snaps, buttons, etc. may be used as long as they achieve the purpose of releasably securing the pilot pad **10** to the leg of a pilot in an adjustable manner.

A back view of the pilot pad **10** with the knee board **24** in an angled position is illustrated in FIG. **6**. From this view the back side **68** of the knee board **24** is shown. Pivotaly connected to the back side **68** of the knee board **24** is a V-shaped member **70**. The V-shaped member **70** includes

horizontal members 72 extending from a side thereof opposite the connection to the back side 68. The horizontal members 72 engage the recesses 66 on either side of the base 62 to retain the knee board 24 at a desired angle. In order to change the angle of the knee board 24, a user applies a pressure to both legs of the V-shaped member 70 causing the horizontal legs 72 to move towards each other. As the legs of the V-shaped member 70 move towards each other, the horizontal members 72 are released from within the recesses 66. The angle of the knee board 24 can then be adjusted to a desired angle. The legs of the V-shaped member are then released allowing the horizontal members 72 to enter another pair of recesses 66.

A side view of the pilot pad 10 with the knee board 24 in an angled position is shown in FIG. 8. The knee board 24 in a horizontal position is shown in dashed lines. The pivotal movement of the knee board 24 is indicated by the double sided arrow labeled with the numeral 74. The knee board 24 is able to pivot about the hinge 66 connecting the knee board 24 to the base 62. The recesses 66 in the base are positioned in aligned pairs on either side of the base for receiving the horizontal members 72 extending from the V-shaped member 70. By changing the pair of recesses 66 which receives the horizontal members 72, the angle of the knee board 24 with respect to the base 62 is also changed. The knee board 24 extends parallel to the base 62 when the horizontal members 72 are not engaged with any pair of recesses 66 and the V-shaped member lies against the back side 68 of the knee board 24.

The operation of the pilot pad 10 will now be described with reference to the figures. In operation, the pilot pad 10 is set up by entering of the aircraft type, tail number and ATIS in the spaces 48 adjacent the appropriate indicia 46 on the first horizontal line 40 on the top sheet 12. On the second horizontal parallel line 42, the ground, tower and approach/ departure frequencies are entered in the spaces 52 adjacent the appropriate indicia 50 by the pilot. The altitude, heading and squawk number are then written in the spaces 56 adjacent the appropriate indicia 54 on the third horizontal parallel line 46 by the pilot. The information entered by the pilot relates to the flight about to be taken. The pilot will then secure the sheets 12 onto the knee board 24 beneath the clip 23. The pilot pad 10 is then secured onto the appropriate leg of the pilot using the adjustable latching mechanism. If the pilot writes with the left hand, the pilot pad 10 is secured to the left thigh and if the pilot writes with the right hand, the pilot pad 10 is secured to the right thigh. The pilot pad 10 is now in position and ready for when the pilot begins the flight.

During the flight, the pilot will take notes on the diagonal writing guide lines 22, while sitting in the seat 30 in the cockpit 32 of the aircraft 34, when flying in comfort and safety. The lines are spaced and extend at a twenty five to thirty five degree angle along the width of the sheet. The angle of the lines allows the pilot to write notes with a normal comfortable hand position without writing outside the lines. Thus the notes written by the pilot are legible. Upon completion of the flight, the notes taken by the pilot can be removed from beneath the clip 23 and placed in the pilots log book. Upon preparing for subsequent flights the pilot will fill in the information as directed above on a clean sheet of the pilot pad 10 and follow the steps discussed above.

From the above description it can be seen that the pilot pad of the present invention is able to overcome the shortcomings of prior art devices by providing a pilot pad which is able to provide a writing surface for a pilot which is

readily accessible, unobtrusive and can be adjusted to sit at an angle to the leg of the pilot thus conforming with a comfortable writing position for the pilot. The pilot pad includes a heading with a visual flight rules/instrument flight rules form with spaces to put in aircraft type, tail number, ATIS, ground tower, approach/departure frequencies, altitude, heading and a squawk number on each sheet of paper and lines printed on each of the sheets of paper which extend at a diagonal to the sides of the pad whereby the pilot need not contort a writing arm to write legibly within the lines on the pad, the lines preferably extending at an angle of between twenty five to thirty five degrees from the horizontal for either a right handed or left handed pilot so that the pilot can comfortably take notes while sitting in a cockpit of an aircraft when flying. The pilot pad includes an angularly adjustable knee board strapped to the pilot's leg for providing a flat rigid surface on which the pilot can write. The pilot pad is also able to reduce crew fatigue and minimize wrist strain caused by conventional arm pads used by pilots and thereby free the arms of the pilot to operate the throttle, flaps, trim inputs and other aircraft operations and is able to be positioned on a knee of the pilot without disrupting the position of the pilot's legs required to control the plane as the legs of the pilot are brought together so that the knee's are about six inches apart for accessing the aircraft's rudder controls. Furthermore, the pilot pad of the present invention is simple and easy to use and economical in cost to manufacture.

It will be understood that each of the elements described above, or two or more together may also find a useful application in other types of methods differing from the type described above.

While certain novel features of this invention have been shown and described are pointed out in the annexed claims, it is not intended to be limited to the details above, since it will be understood that various omissions, modifications, substitutions and changes in the forms and details of the device illustrated and in its operation can be made by those skilled in the art without departing in any way from the spirit of the present invention.

Without further analysis, the foregoing will so fully reveal the gist of the present invention that other can, by applying current knowledge, readily adapt it for various application without omitting features that, from the standpoint of prior art, fairly constitute essential characteristics of the generic or specific aspects of this invention.

What is claimed is new and desired to be protected by Letters Patent is set forth in the appended claims:

1. A pilot pad comprising:
 - a) a plurality of sheets adapted to be written upon, each of said plurality of sheets having a plurality of spaced diagonal writing guide lines extending across a width of said respective sheet;
 - b) a base section including a base and a knee board connected to said base in an angularly adjustable manner;
 - c) a clip connected to said base section for selectively securing said plurality of sheets to said knee board, said base section further including a V-shaped member pivotally connected to a side of said knee board opposite said plurality of sheet for retaining said knee board at an angle to said base; and
 - d) a latching mechanism for securing said base section to a leg of a user whereby the user is able to write notes between said plurality of lines on a top one of said plurality of sheets while seated with an arm in a comfortable writing position.

2. The pilot pad as recited in claim 1, wherein each of said plurality of sheets is rectangular in shape with said plurality of lines on each sheet extending upward from a left side of said sheet to a right side to accommodate a writing style of a person writing with a right hand.

3. The pilot pad as recited in claim 1, wherein said plurality of lines on each sheet extending downward from a left side of said sheet to a right side to accommodate a writing style of a person writing with a left hand.

4. The pilot pad as recited in claim 1, wherein each of said plurality of sheets has a size of substantially five and three quarter inches in width by substantially seven and three quarter inches in length.

5. The pilot pad as recited in claim 1, wherein said plurality of lines on each of said plurality of sheets is inclined at an angle of between substantially twenty five to substantially thirty five degrees to the top and bottom edges.

6. The pilot pad as recited in claim 1, wherein each of said plurality of sheets further includes a heading printed near a top edge thereof.

7. The pilot pad as recited in claim 6, wherein said heading is a visual flight rules/instrument flight rules form.

8. The pilot pad as recited in claim 6, wherein said heading includes first, second and third horizontal parallel lines extending.

9. A pilot pad as recited in claim 8, wherein said first horizontal parallel line of said heading includes a first set of

indicia to indicate aircraft type, tail number and ATIS, with spaces next to each of said first set of indicia.

10. The pilot pad as recited in claim 8, wherein said second horizontal parallel line of said heading includes a second set of indicia to indicate ground, tower and approach/ departure frequencies, with spaces next to each of said second set of indicia.

11. The pilot pad as recited in claim 8, wherein said third horizontal parallel line of said heading includes a third set of indicia to indicate altitude, heading and squawk number, with spaces next to each of said third set of indicia.

12. The pilot pad as recited in claim 1 wherein said V-shaped member includes a horizontal member extending from an end thereof opposite said connection with said knee board and said base includes a plurality of recesses therein for releasably receiving said horizontal member to retain said knee board at a desired angle.

13. The pilot pad as recited in claim 1, wherein said latching mechanism includes a first strap connected to said base section at a first end and having a buckle at a second end thereof and a second strap connected to an edge of the base member opposite said first strap and including a plurality of spaced recesses extending along a length thereof for receiving said buckle therein.

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