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United States Patent [19]

[11] Patent Number: **Des. 369,776**

Kraft et al.

[45] Date of Patent: ****May 14, 1996**

[54] **PASSENGER AIRCRAFT**

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[75] Inventors: **Roger E. Kraft**, Ft. Scott; **Jeffrey D. Ackland**, Shawnee; **Harold E. Kraft**, Ft. Scott, all of Kans.; **Martin Hollmann**, Monterrey, Calif.

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[73] Assignee: **Starkraft, Inc.**, Ft. Scott, Kans.

[**] Term: **14 Years**

[21] Appl. No.: **34,229**

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[22] Filed: **Jan. 30, 1995**

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Private Pilot, Apr. 1992, article by Dennis Shattuck, pp. 36-41.

Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 12,346, Oct. 12, 1993, Pat. No. Des. 354,936, and a continuation-in-part of Ser. No. 114,192, Aug. 30, 1993, abandoned.

[52] **U.S. Cl.** **D12/344**; D12/339

[58] **Field of Search** D12/319, 326, D12/337, 339, 344; 244/45 R, 45 A, 55, 91, 29

Primary Examiner—Kay H. Chin

Attorney, Agent, or Firm—Hovey, Williams Timmons & Collins

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[57] CLAIM

The ornamental design for a passenger aircraft, as shown and described.

DESCRIPTION

FIG. 1 is a top plan view of a first embodiment showing our ornamental design for a passenger aircraft;

FIG. 2 is a right side elevational view thereof with the landing gear extended;

FIG. 3 is a left side elevational view thereof with the landing gear extended;

FIG. 4 is a bottom plan view thereof with the landing gear extended;

FIG. 5 is a rear elevational view thereof with the landing gear extended, the rear view of the subsequently described second embodiment being identical thereto;

FIG. 6 is a front elevational view thereof with the landing gear extended, the front view of the subsequently described second embodiment being identical thereto;

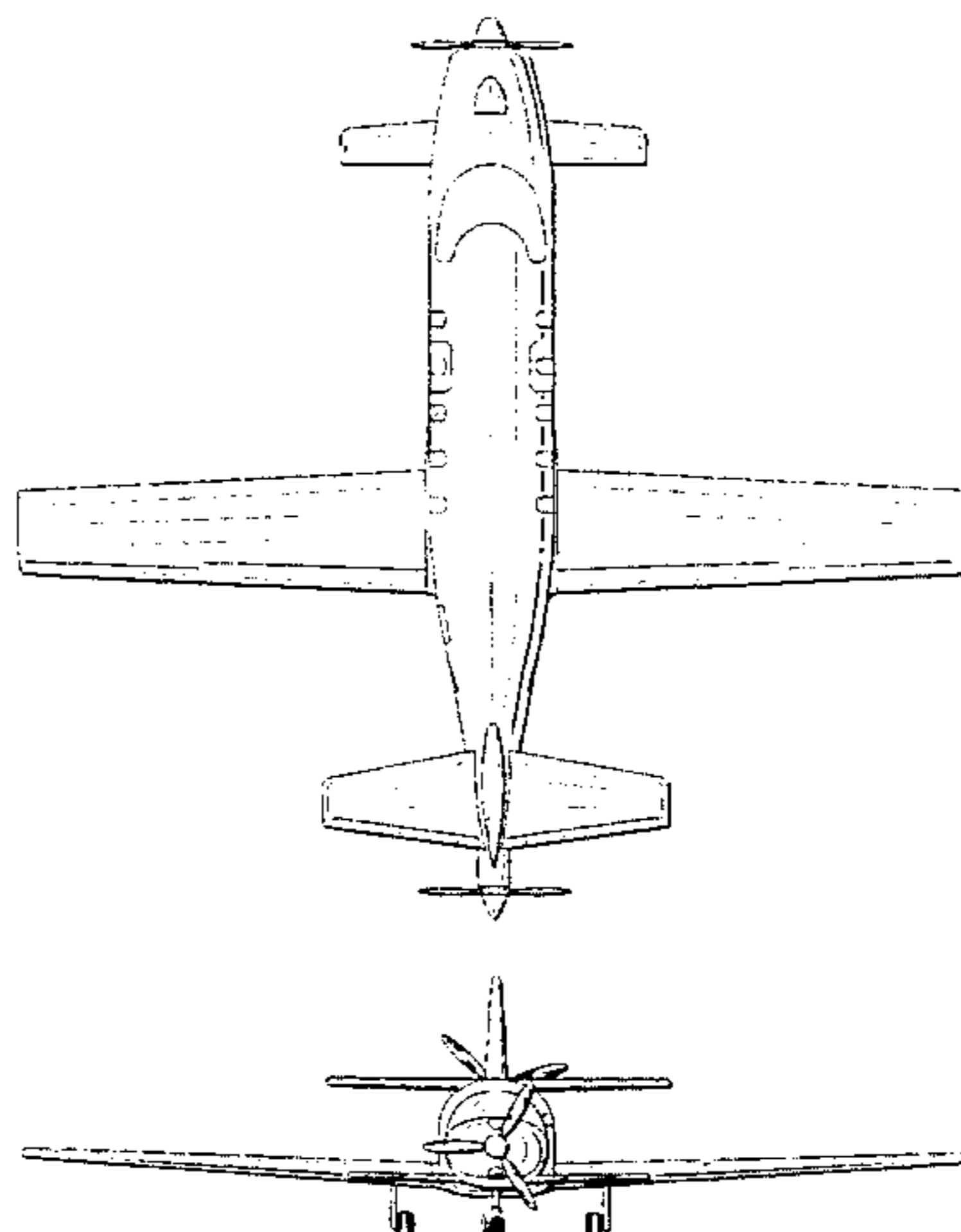


FIG. 7 is a rear elevational view thereof with the landing gear retracted, the rear view of the subsequently described second embodiment being identical thereto;

FIG. 8 is a front elevational view thereof with the landing gear retracted, the front view of the subsequently described second embodiment being identical thereto;

FIG. 9 is a right side elevational view of the first embodiment of the present invention with the landing gear retracted;

FIG. 10 is a left side elevational view of the first embodiment of the present invention with the landing gear retracted;

FIG. 11 is a top plan view of a second embodiment of our ornamental design for a passenger aircraft;

FIG. 12 is a right side elevational view of the second embodiment with the landing gear extended;

FIG. 13 is a left side elevational view of the second embodiment with the landing gear extended;

FIG. 14 is a bottom plan view of the second embodiment with the landing gear extended;

FIG. 15 is a rear elevational view of the second embodiment with the landing gear extended;

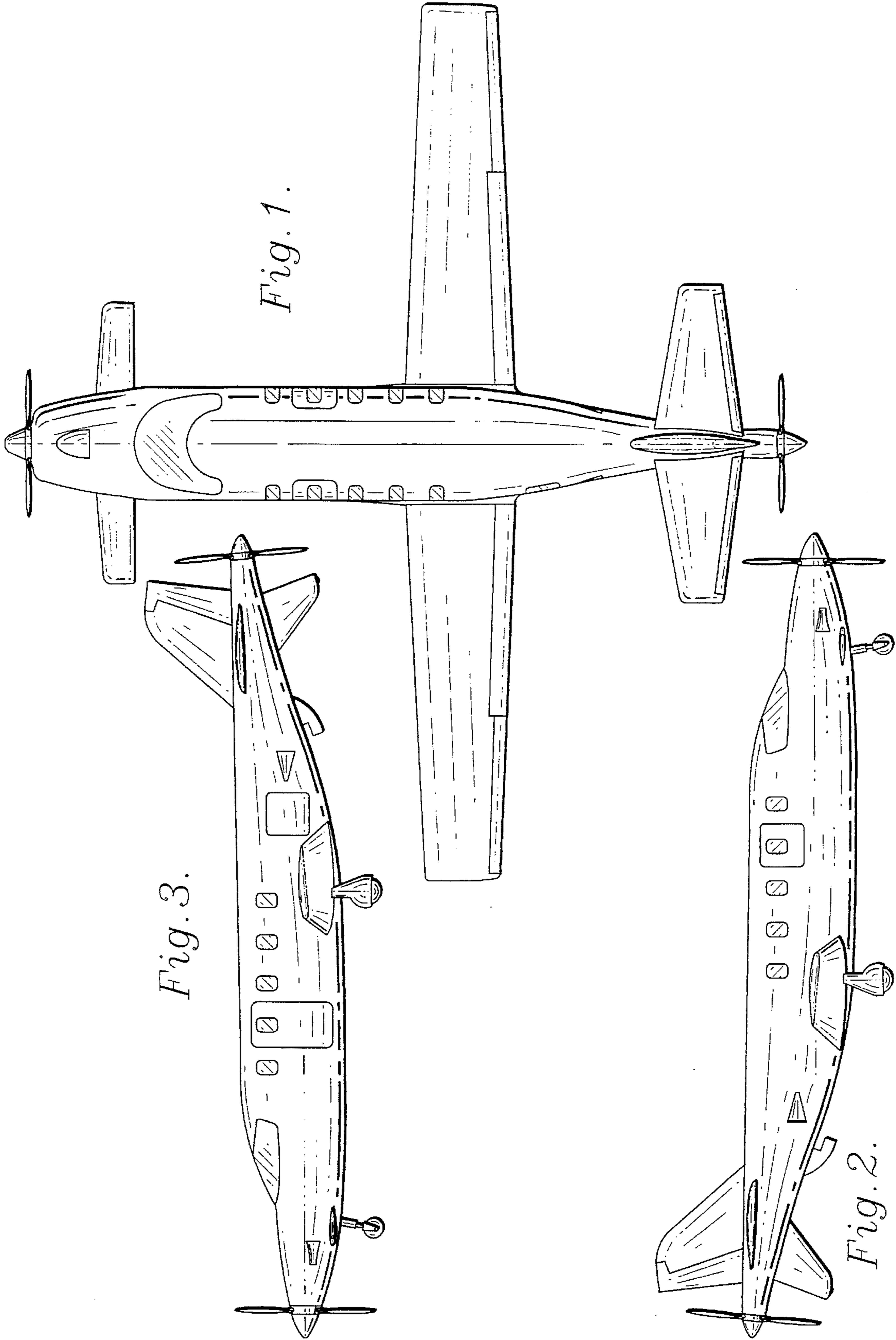
FIG. 16 is a rear elevational view of the second embodiment with the landing gear retracted;

FIG. 17 is a right side elevational view of the second embodiment with the landing gear retracted;

FIG. 18 is a left side elevational view of the second embodiment with the landing gear retracted; and,

FIG. 19 is a bottom plan view of the second embodiment with the landing gear retracted.

1 Claim, 7 Drawing Sheets



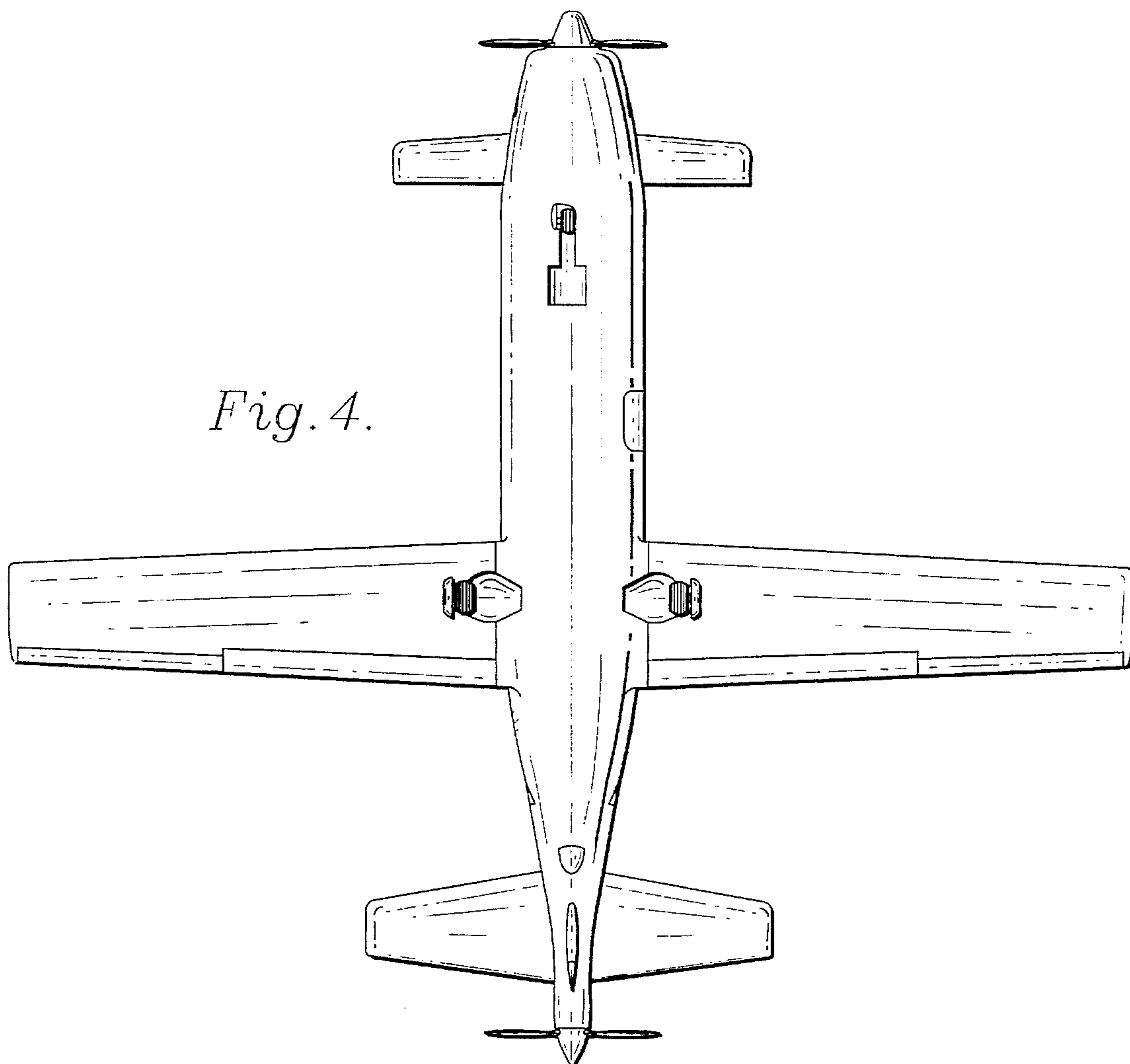


Fig. 4.

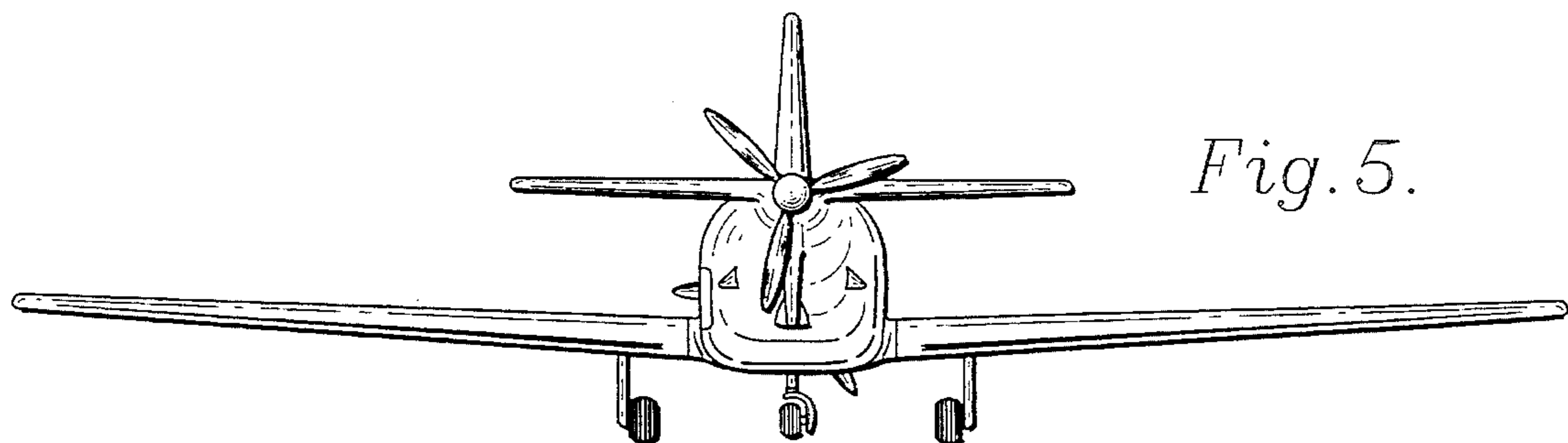


Fig. 5.

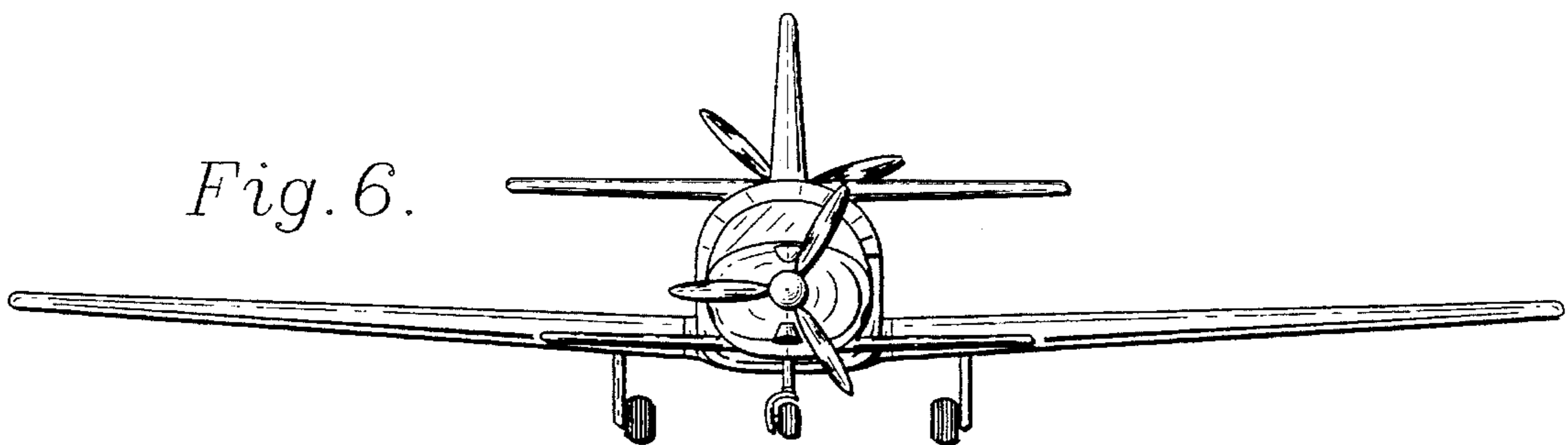


Fig. 6.

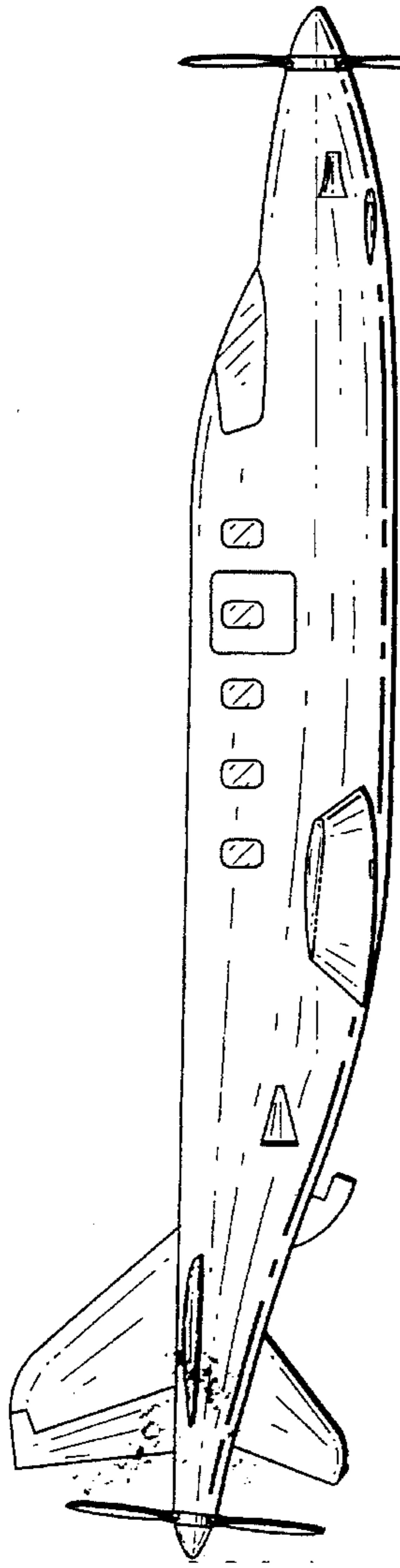


Fig. 9.

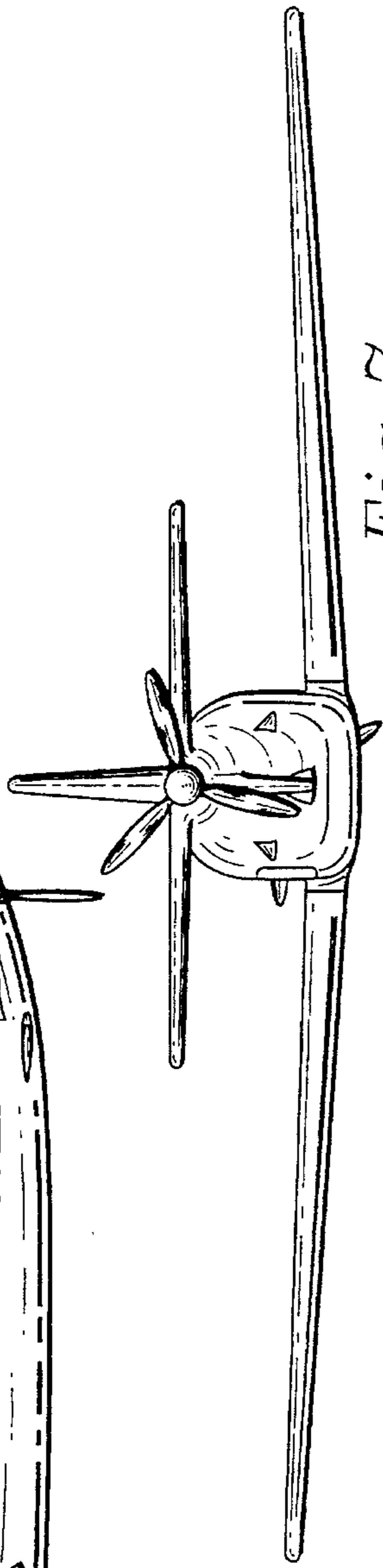


Fig. 7.

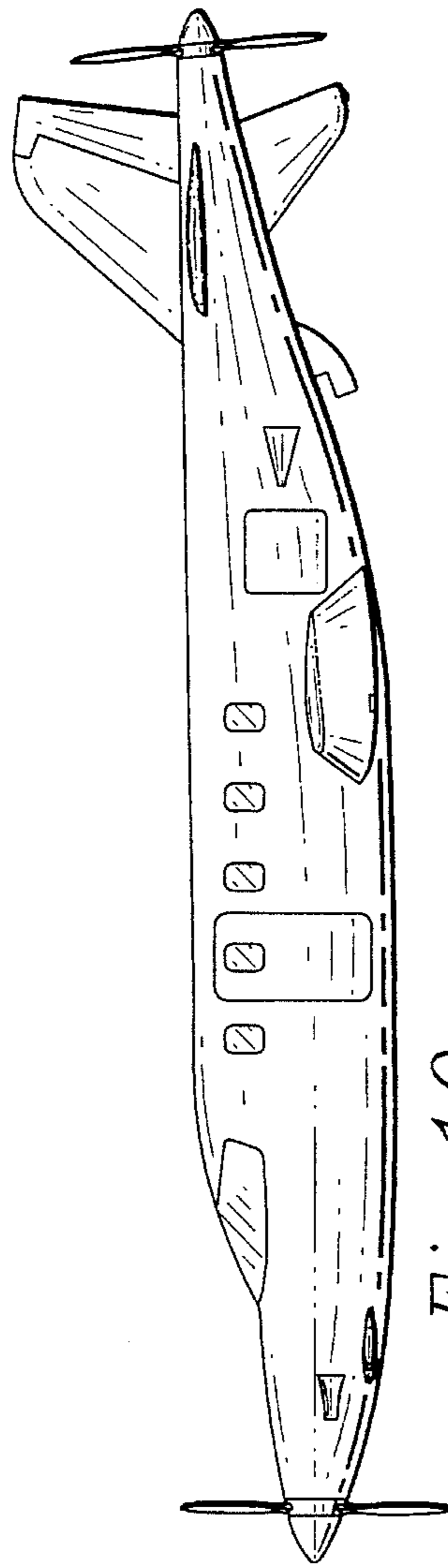


Fig. 10.

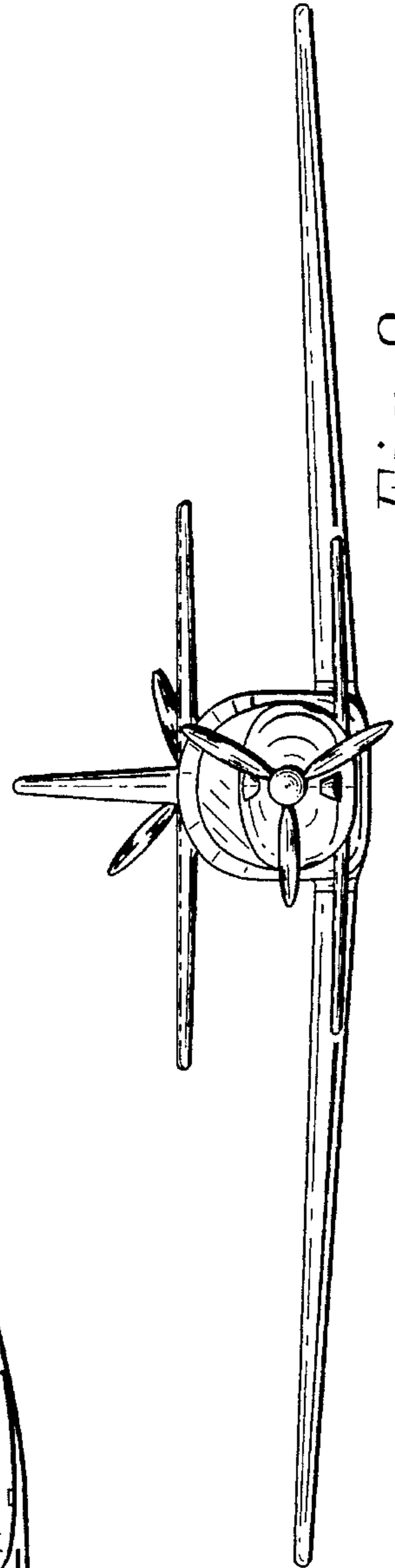


Fig. 8.

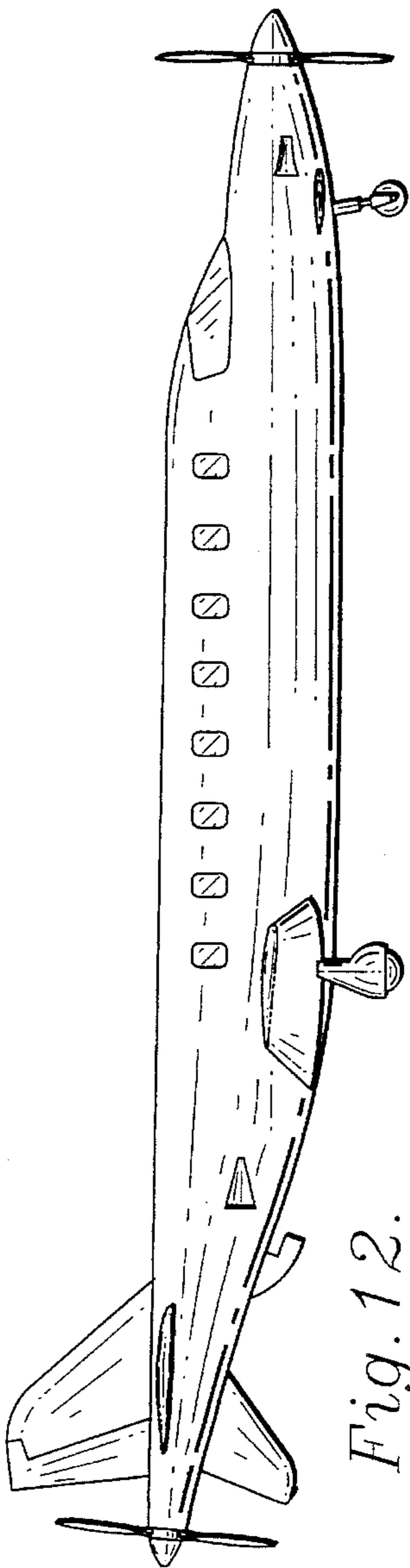


Fig. 12.

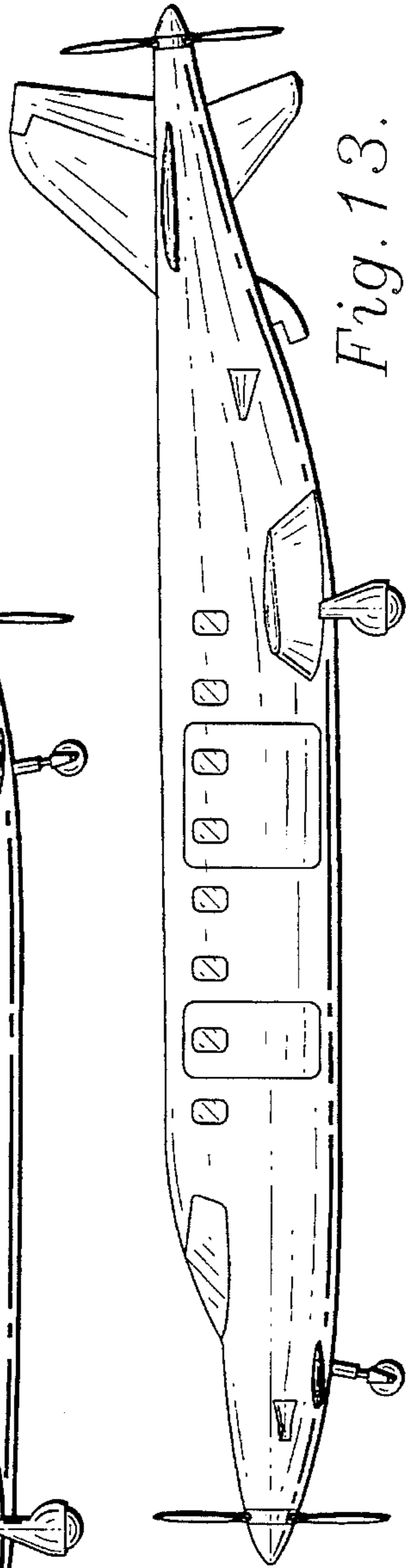


Fig. 13.

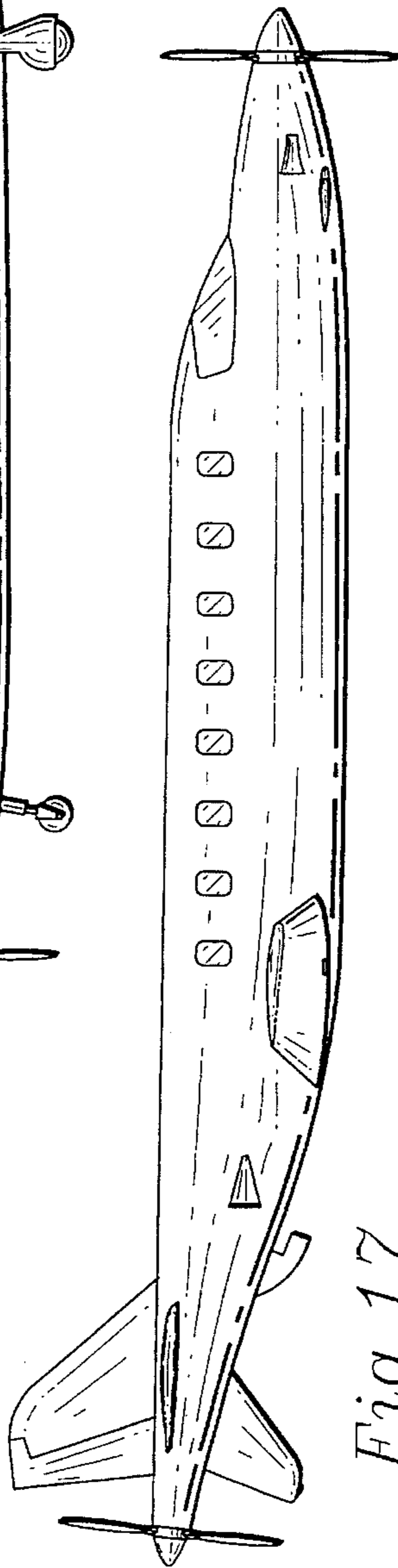


Fig. 17.

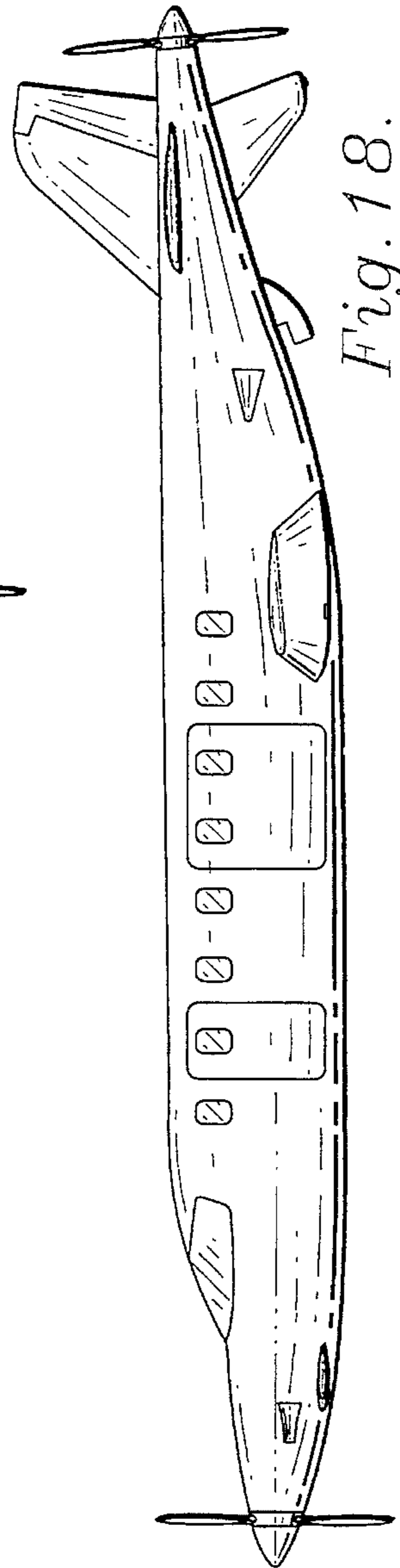


Fig. 18.

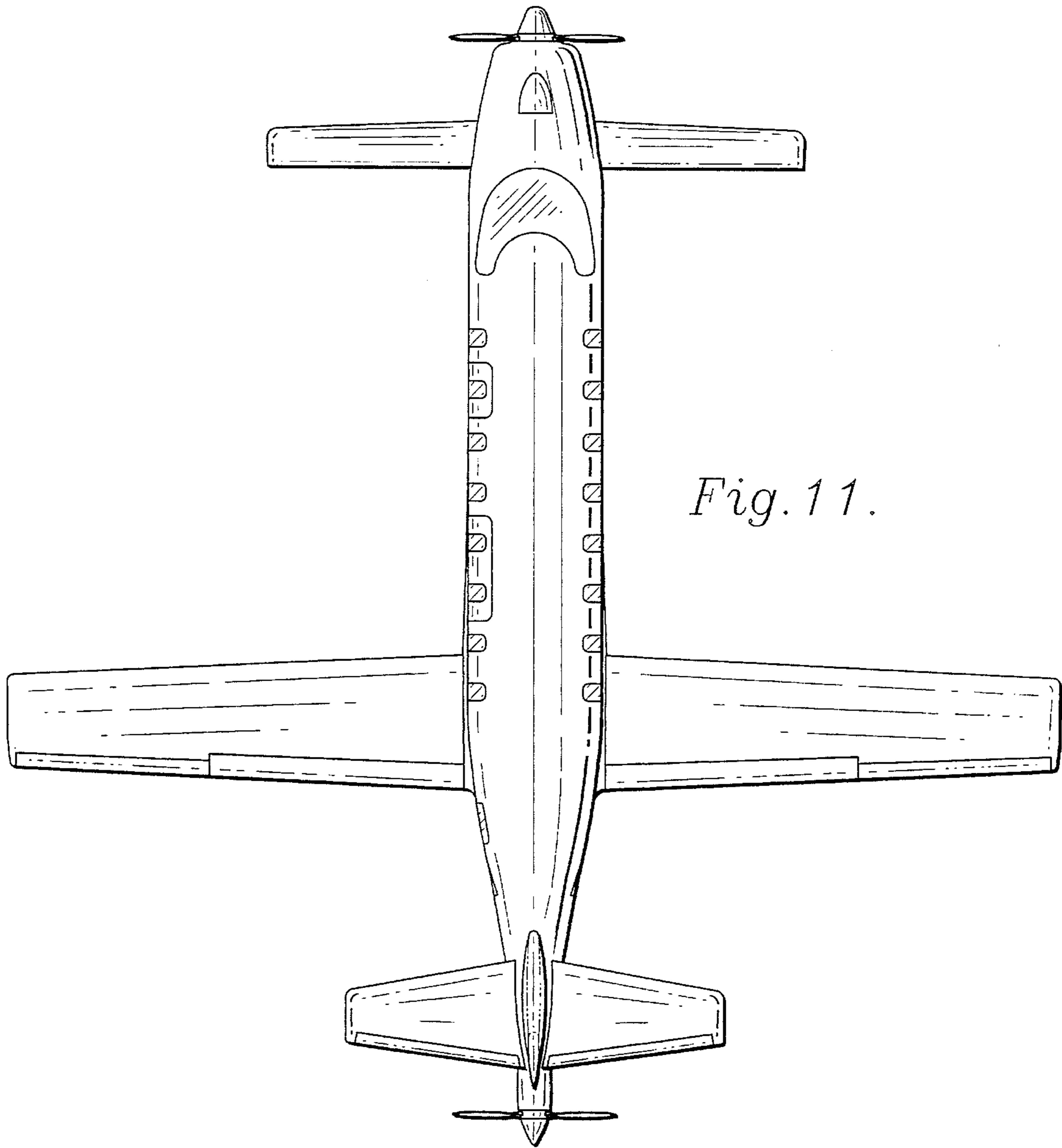


Fig. 11.

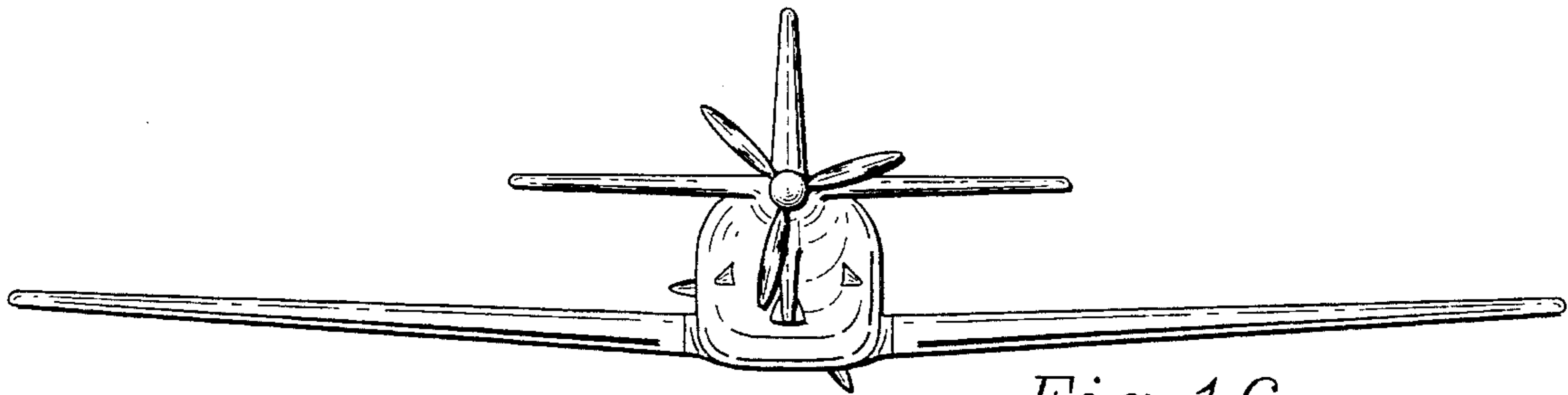


Fig. 16.

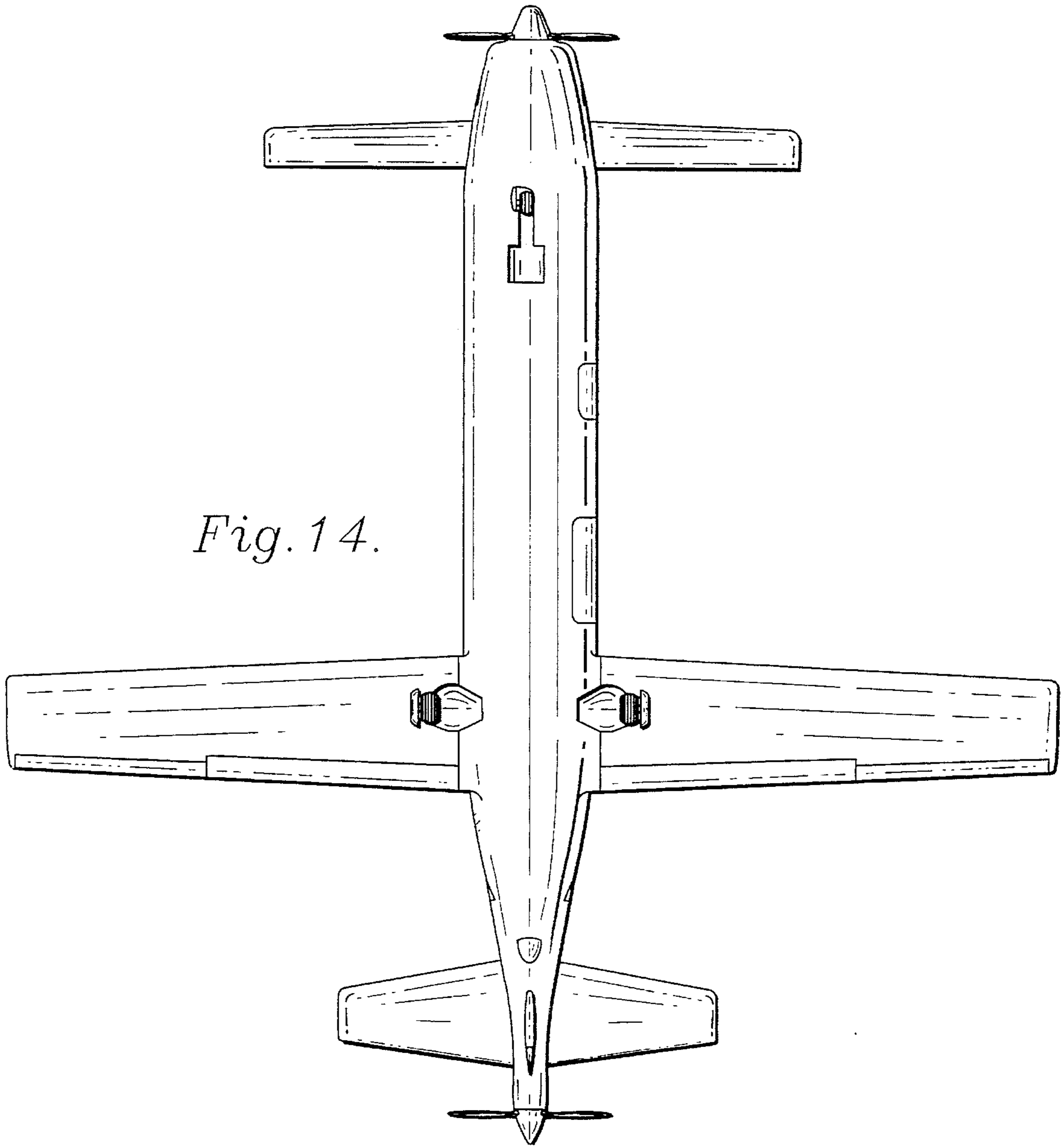


Fig. 14.

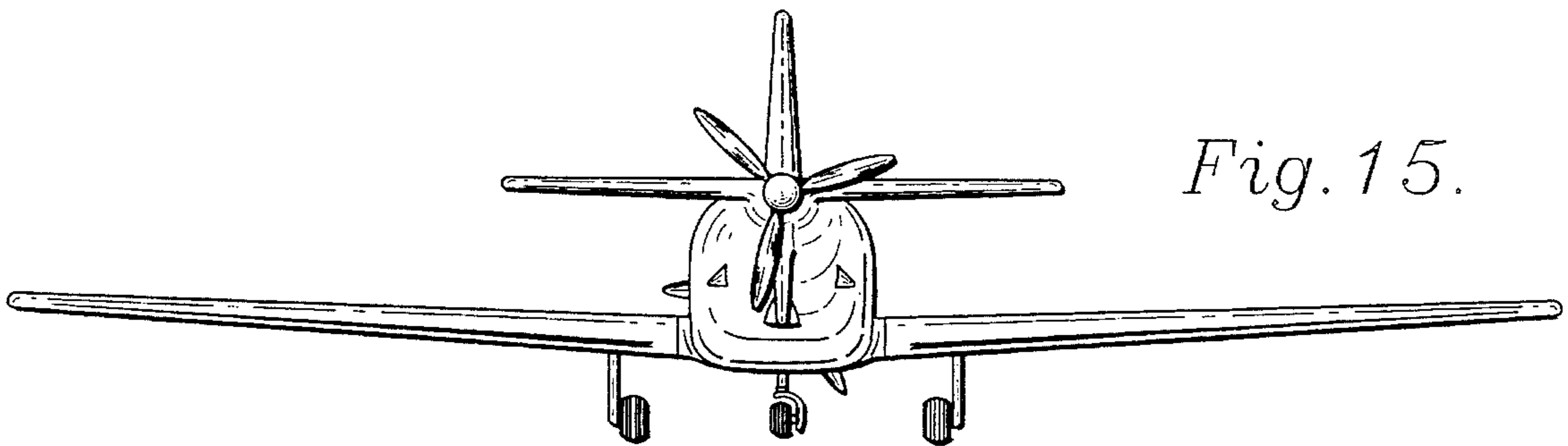


Fig. 15.

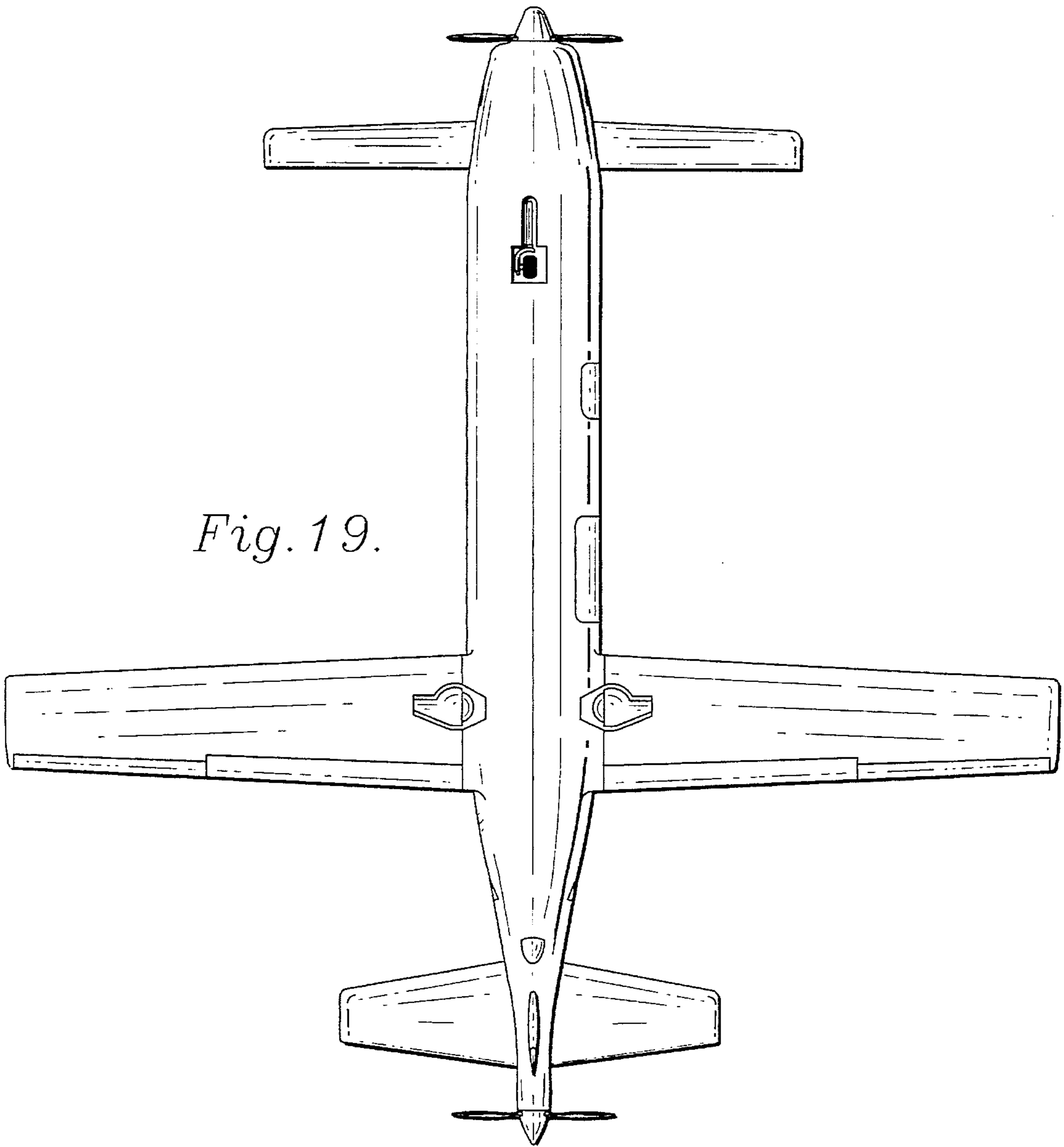


Fig. 19.