



US00D426804S

**United States Patent** [19]  
**Birrenbach**

[11] **Patent Number: Des. 426,804**

[45] **Date of Patent: \*\* Jun. 20, 2000**

[54] **SURFACE CONFIGURATION OF AN AIRPLANE**

[75] Inventor: **Reinhold Birrenbach**, Markdorf, Germany

[73] Assignee: **Dornier Luftfahrt GmbH**, Germany

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

[21] Appl. No.: **29/105,090**

[22] Filed: **May 17, 1999**

[51] **LOC (7) Cl.** ..... **12-07**

[52] **U.S. Cl.** ..... **D12/319; D12/337; D12/340; D12/341**

[58] **Field of Search** ..... **D12/319, 322, D12/324, 326, 331, 332, 335, 336, 337, 338, 339, 340, 341, 342, 343; 244/15, 45 R, 55, 45 A**

[56] **References Cited**

**U.S. PATENT DOCUMENTS**

- D. 273,673 5/1984 Olason et al. .... D12/338
- D. 397,989 9/1998 Al-Sabah ..... D12/319
- D. 415,993 11/1999 Birrenbach ..... D12/337

*Primary Examiner*—Kay H. Chin  
*Attorney, Agent, or Firm*—Evenson, McKeown, Edwards & Lenahan, P.L.L.C.

[57] **CLAIM**

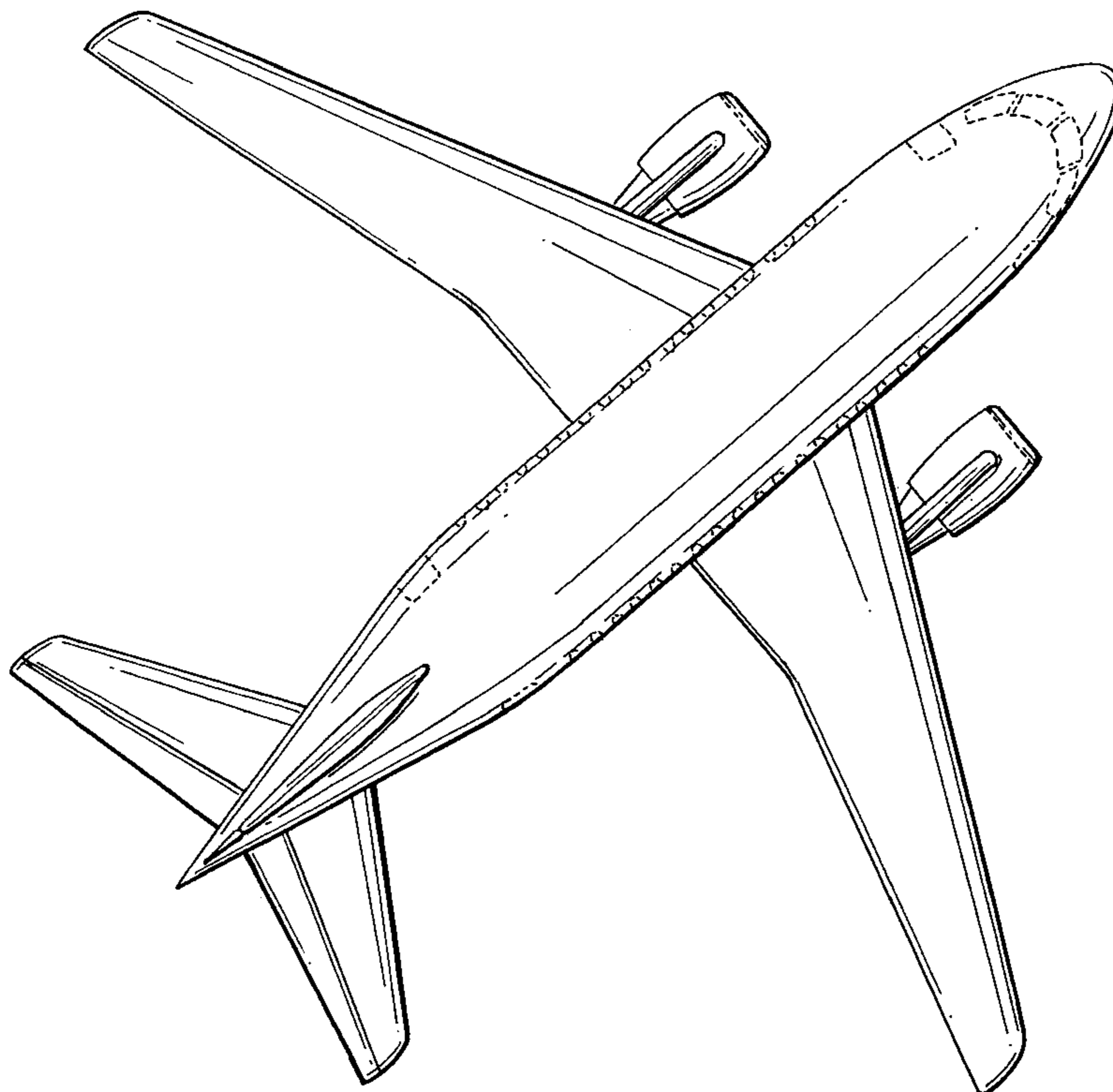
The ornamental design for a surface configuration of an airplane, as shown and described.

**DESCRIPTION**

FIG. 1 is a front view of a surface configuration of an airplane showing my new design;  
 FIG. 2 is a left side view thereof;  
 FIG. 3 is a right side view thereof;  
 FIG. 4 is a rear view thereof;  
 FIG. 5 is a top view thereof;  
 FIG. 6 is a perspective view thereof;  
 FIG. 7 is a front view of a second embodiment of the surface configuration of an airplane;  
 FIG. 8 is a left side view of FIG. 7;  
 FIG. 9 is a right side view of FIG. 7;  
 FIG. 10 is a rear view of FIG. 7;  
 FIG. 11 is a top view of FIG. 7;  
 FIG. 12 is a perspective view of FIG. 7;  
 FIG. 13 is a front view of a third embodiment of the surface configuration of an airplane;  
 FIG. 14 is a left side view of FIG. 13;  
 FIG. 15 is a right view of FIG. 13;  
 FIG. 16 is a rear view of FIG. 13;  
 FIG. 17 is a top view of FIG. 13; and,  
 FIG. 18 is a perspective view of FIG. 13.

The dash lines included depict environment and are not part of the claimed design. The principal difference between the three embodiments of my design is the length of the fuselage. The embodiment shown in a full size airplane. The design also contemplates small size versions and scale models thereof.

**1 Claim, 12 Drawing Sheets**



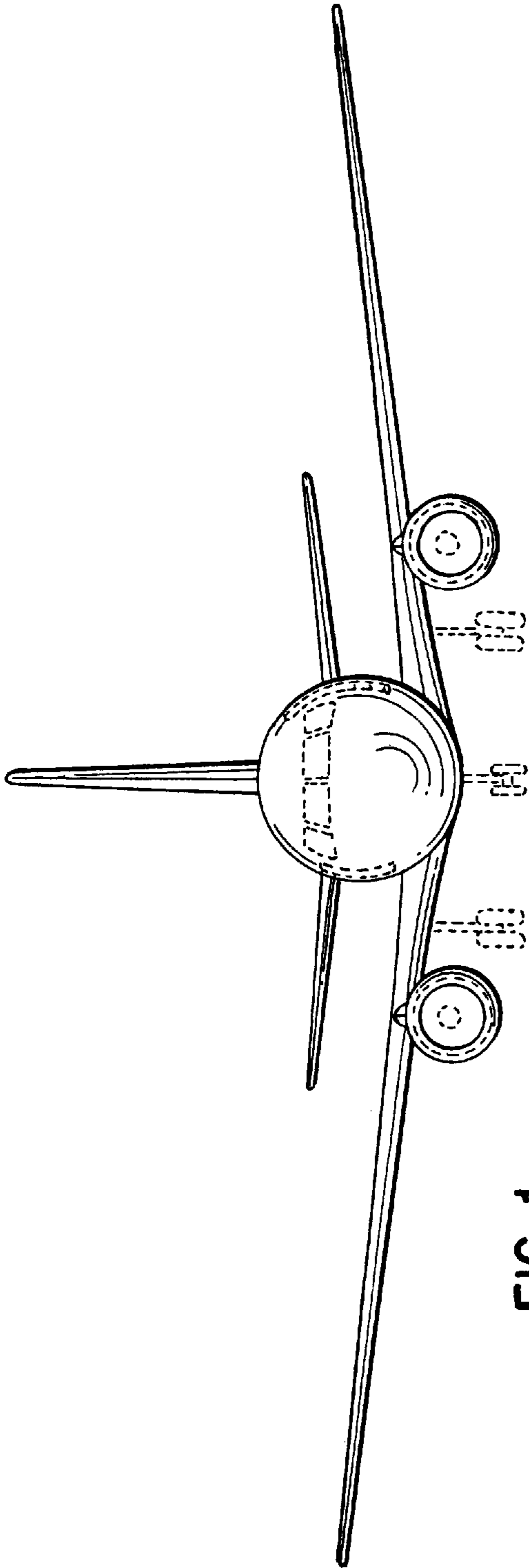


FIG. 1

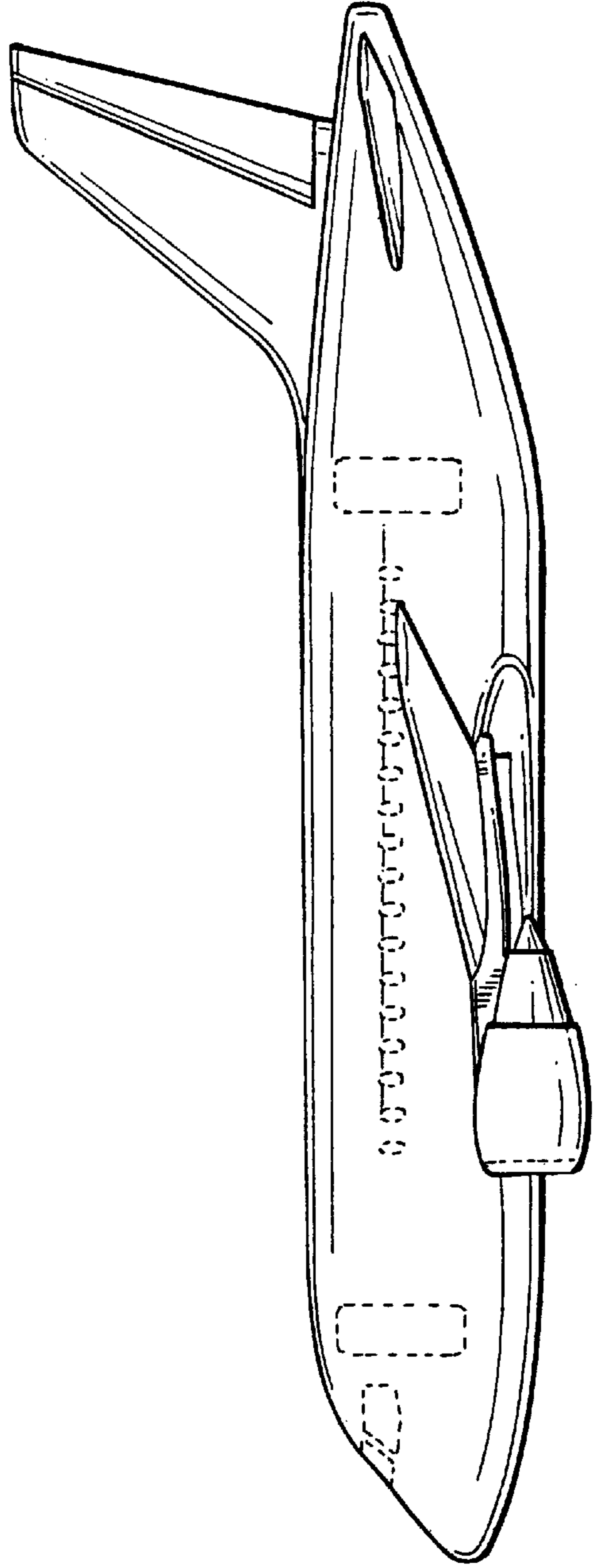


FIG. 2

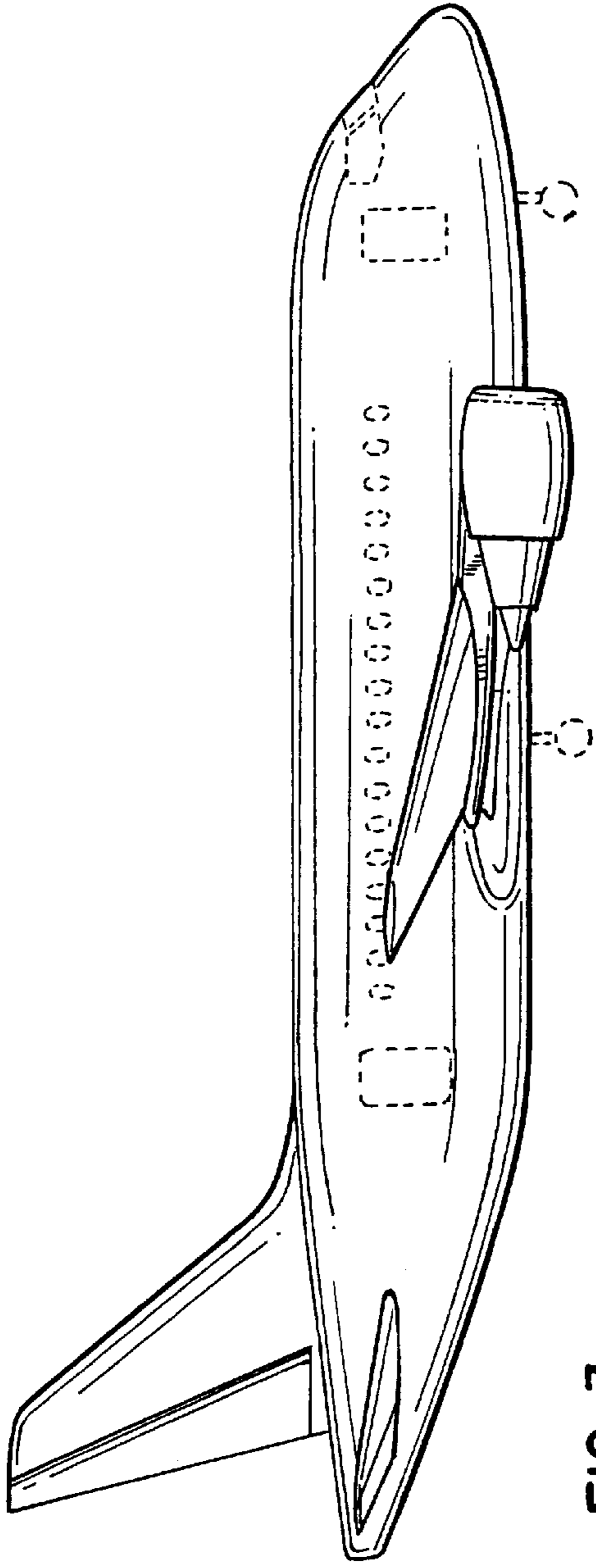


FIG. 3

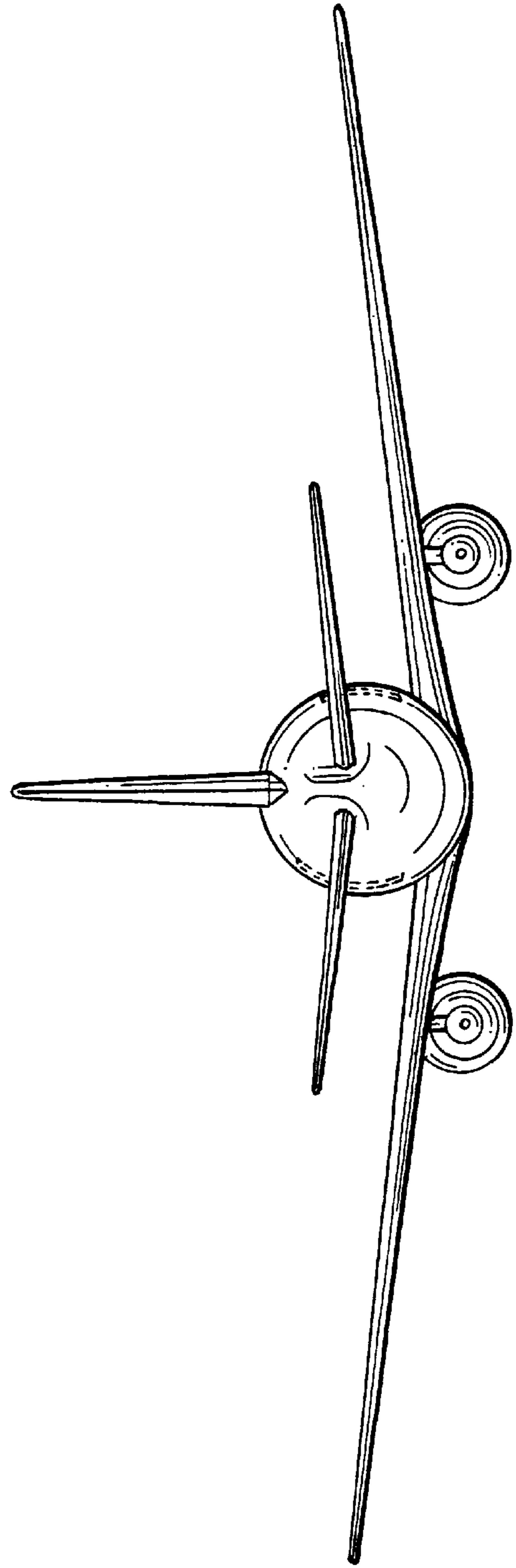


FIG. 4

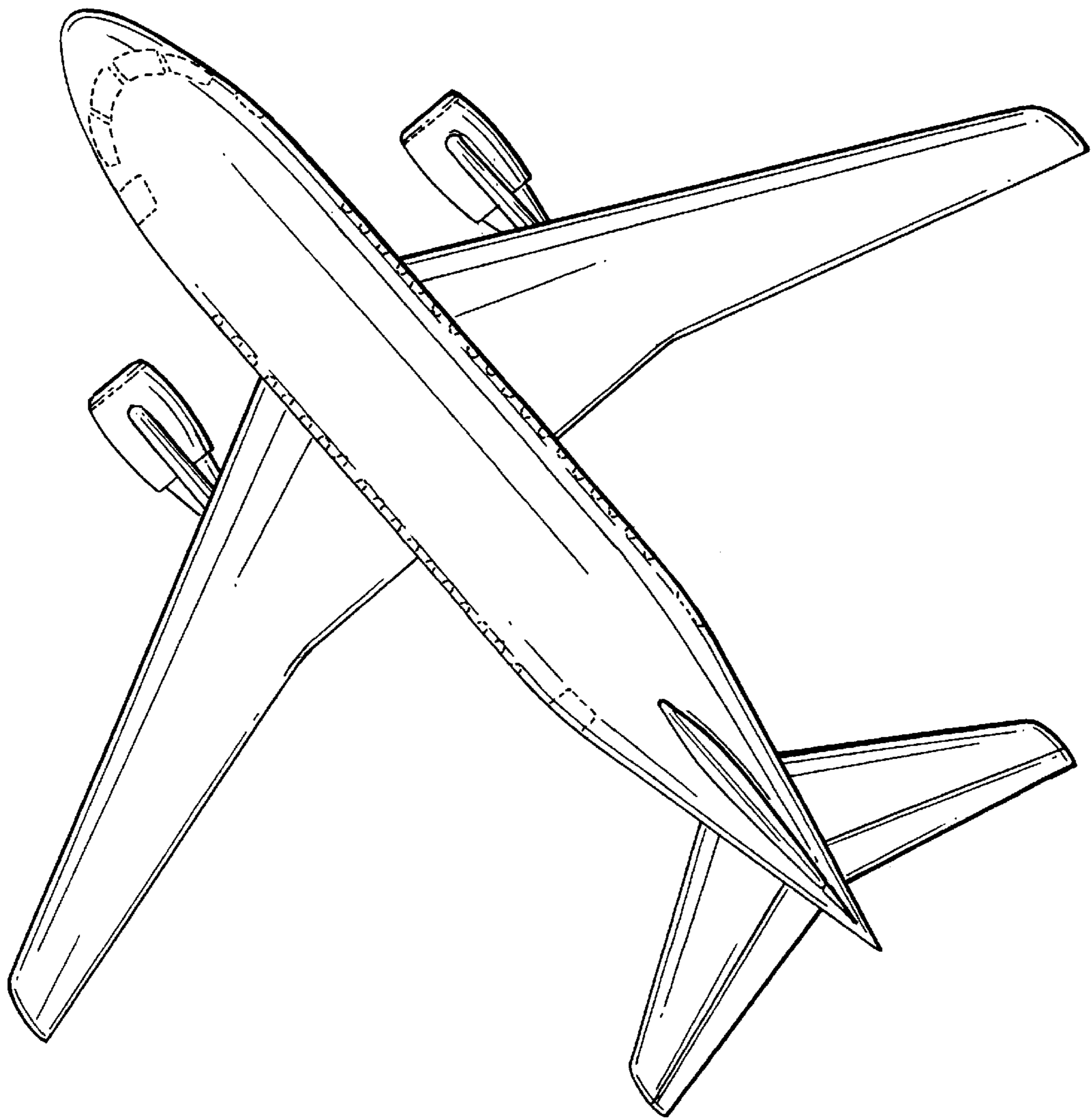


FIG. 5

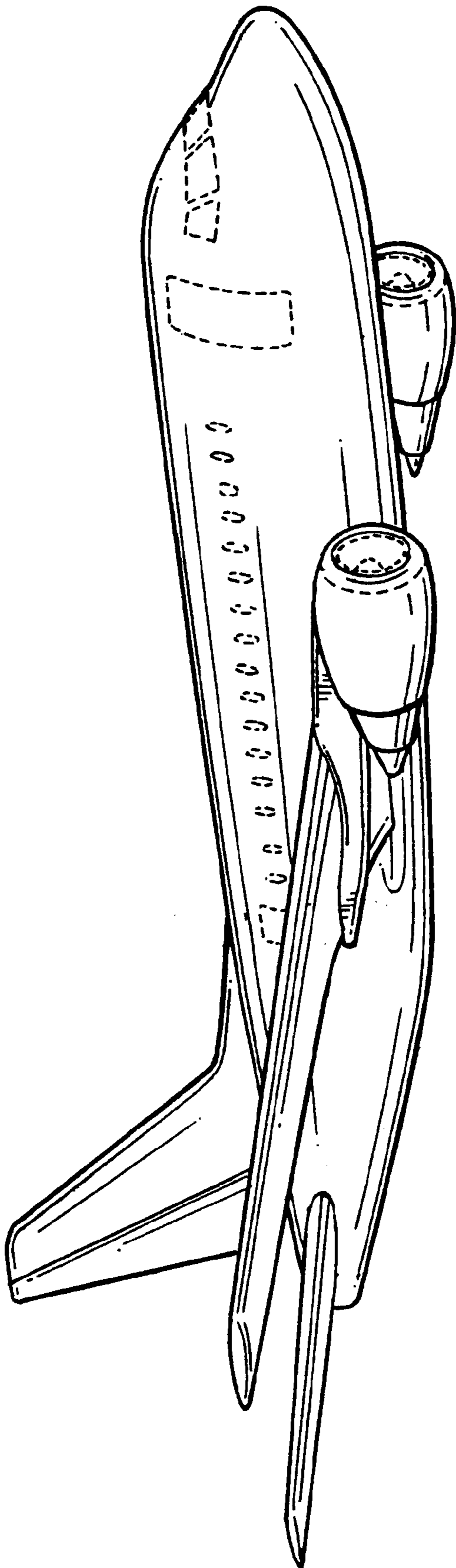


FIG. 6

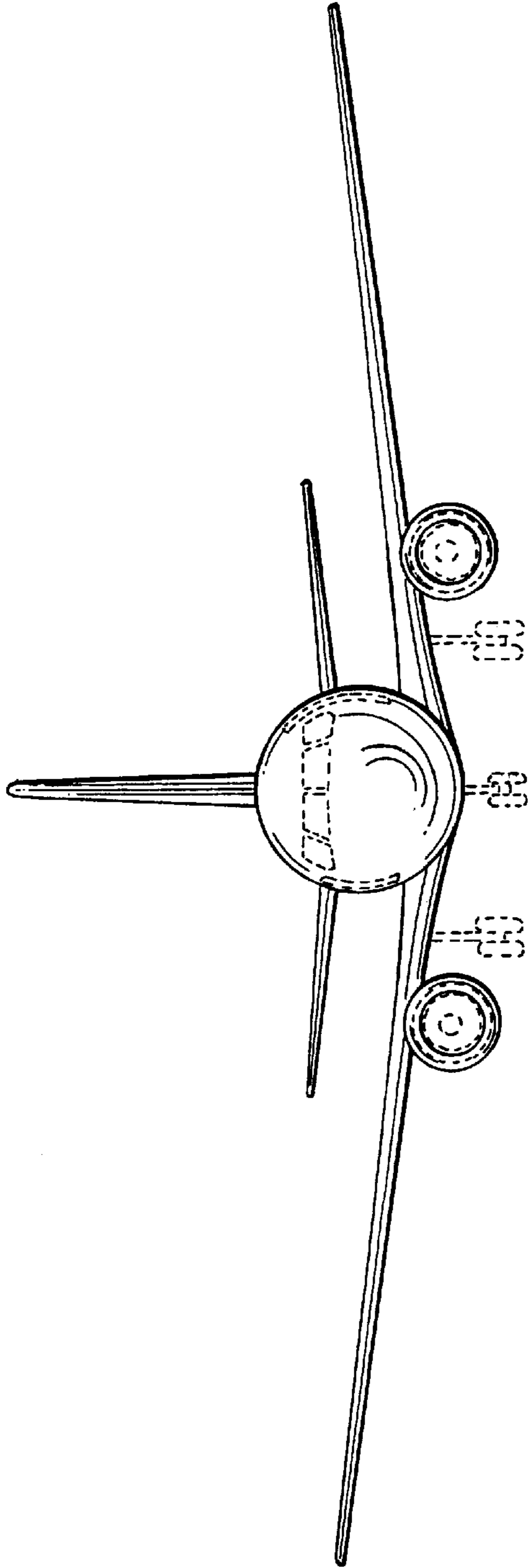


FIG. 7

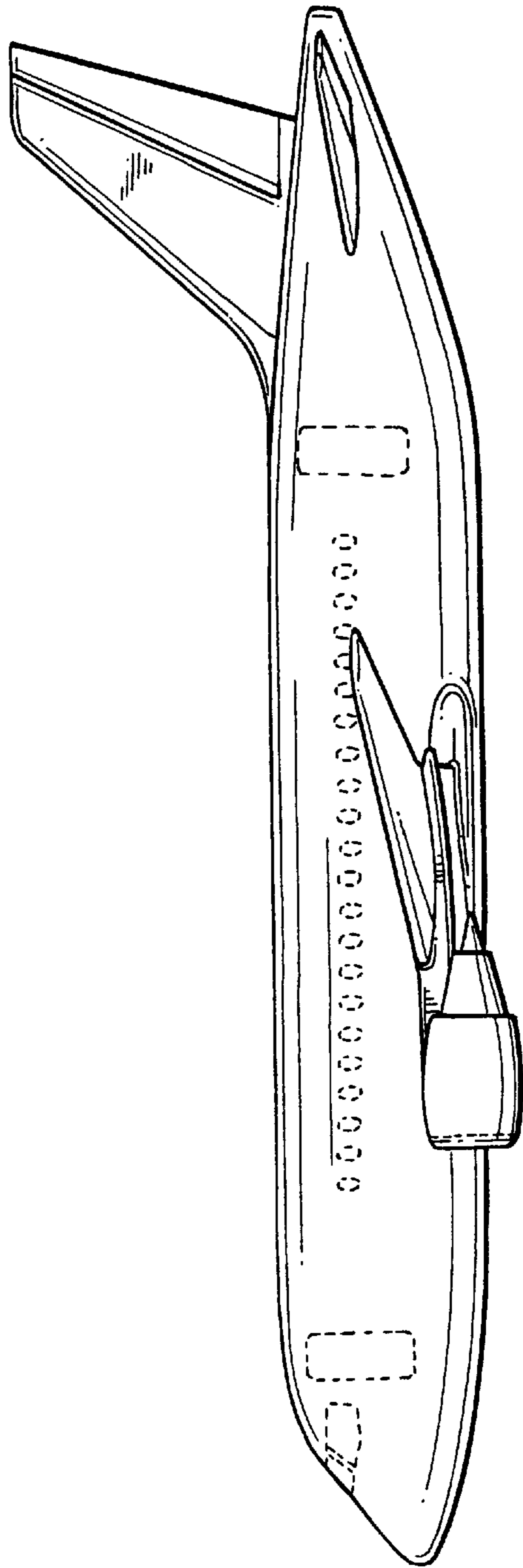


FIG. 8

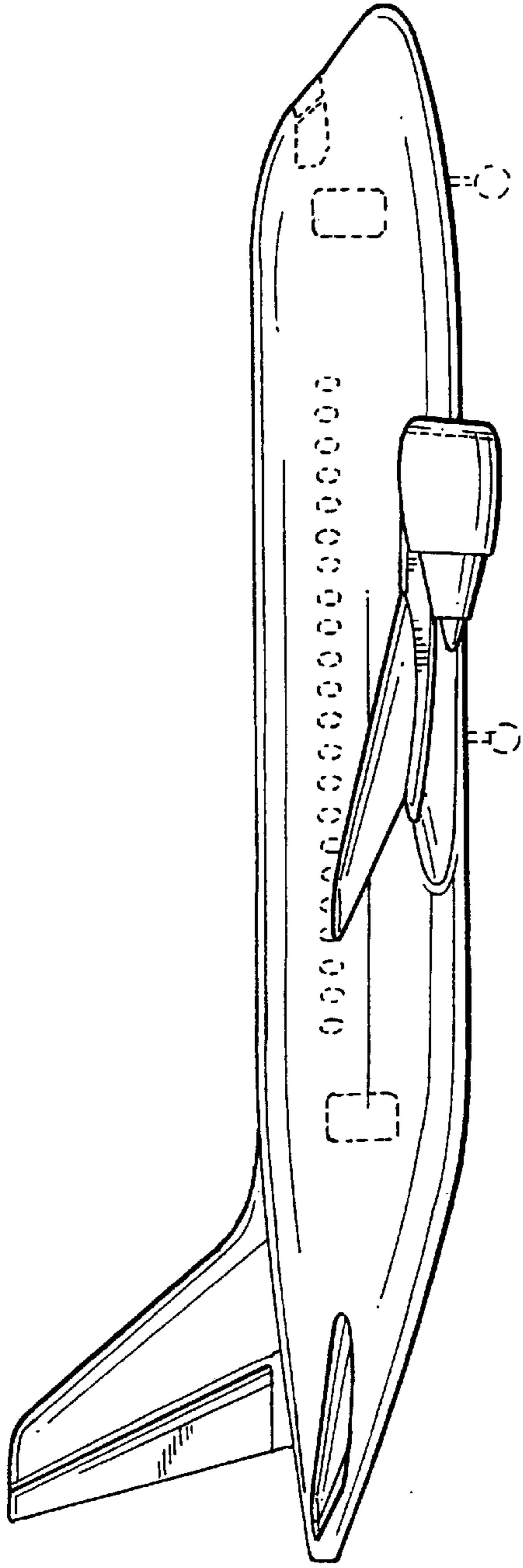


FIG. 9

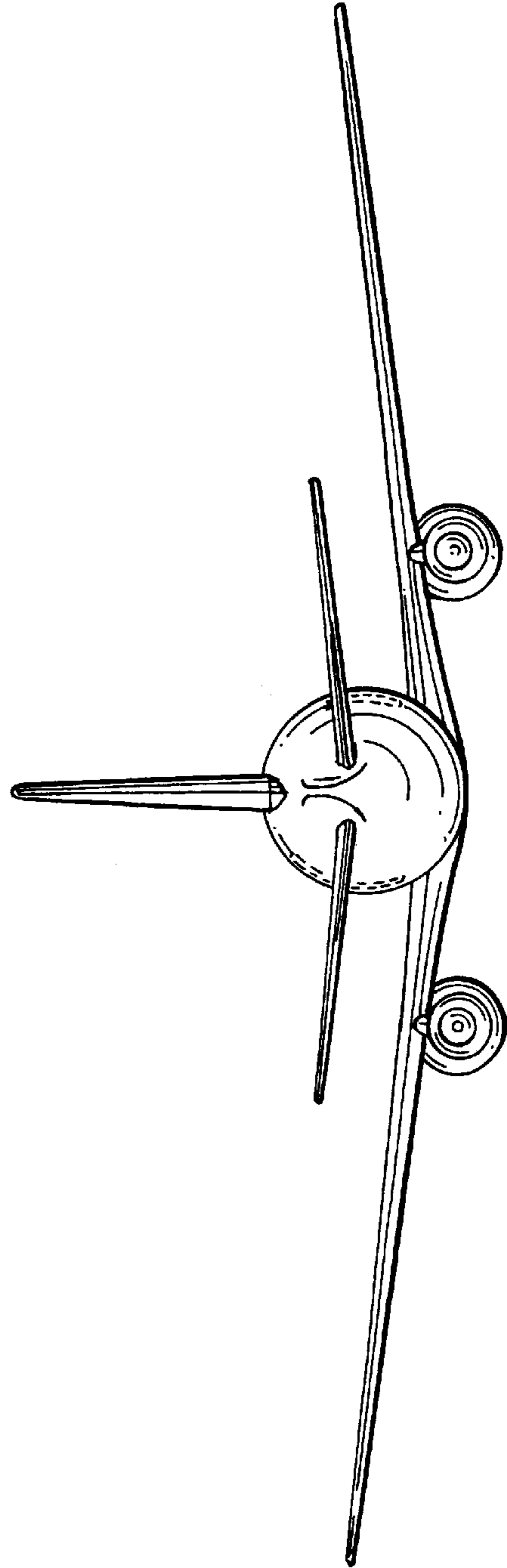


FIG. 10

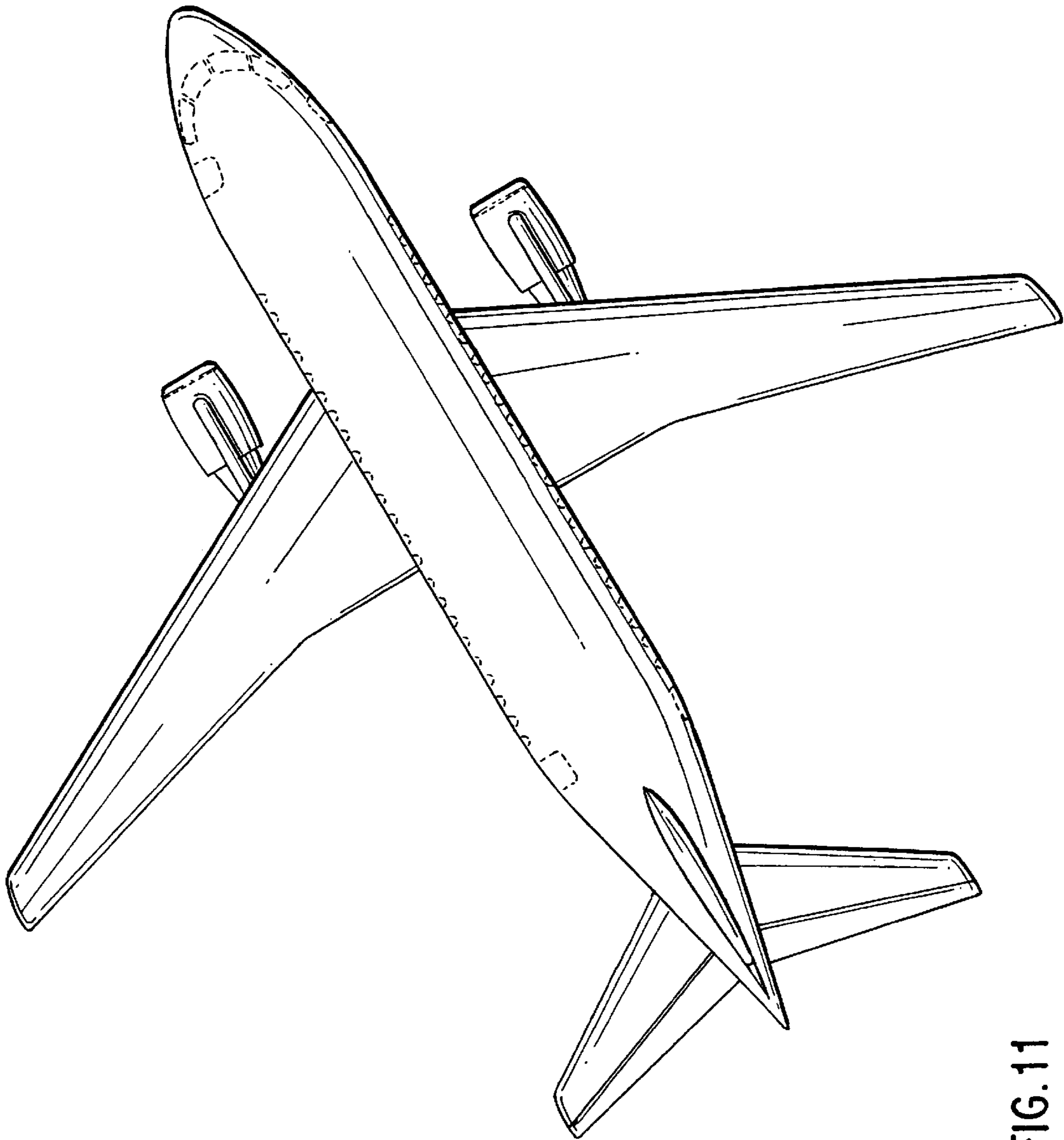


FIG.11



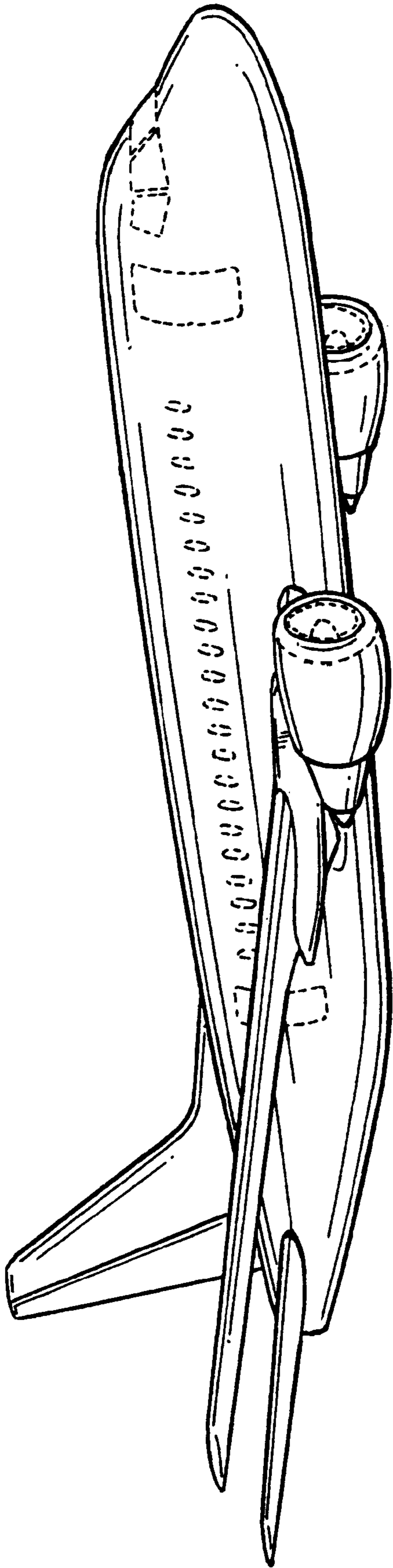


FIG. 12

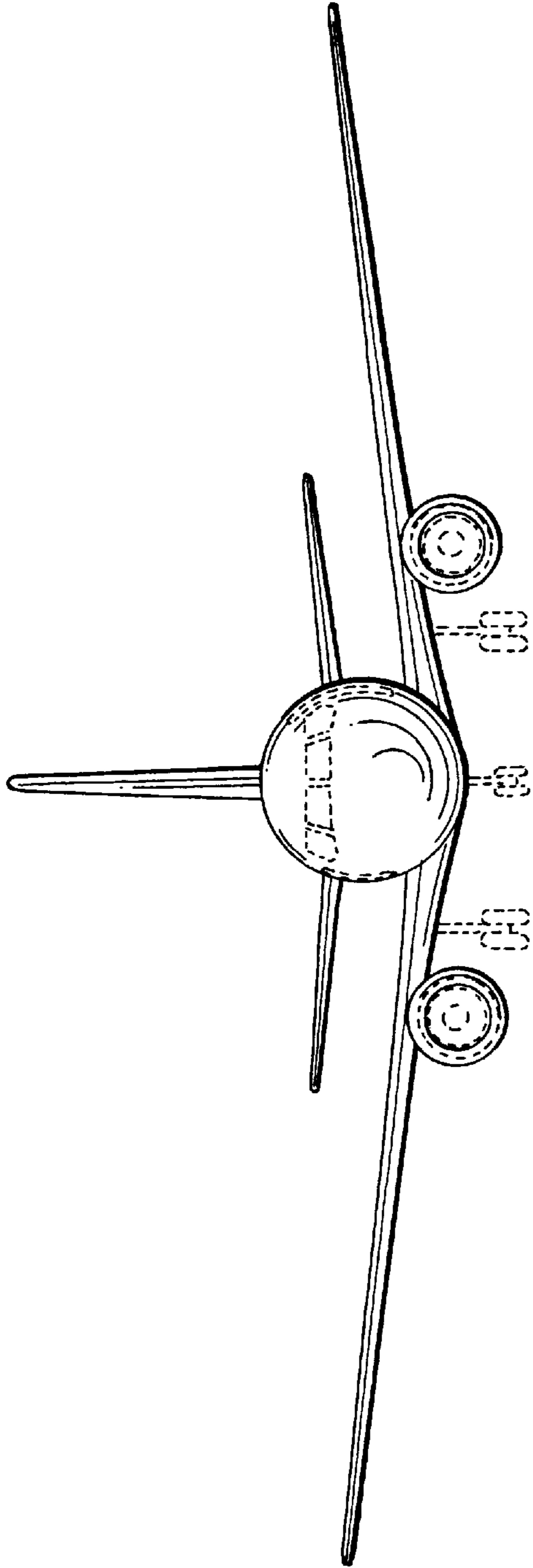


FIG. 13

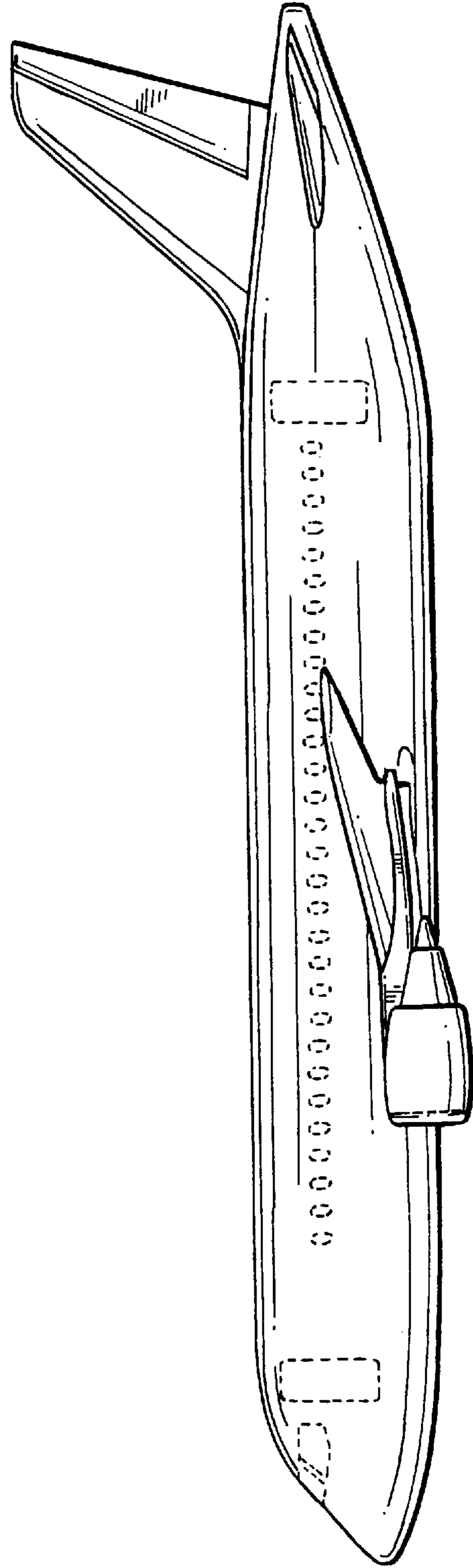


FIG. 14

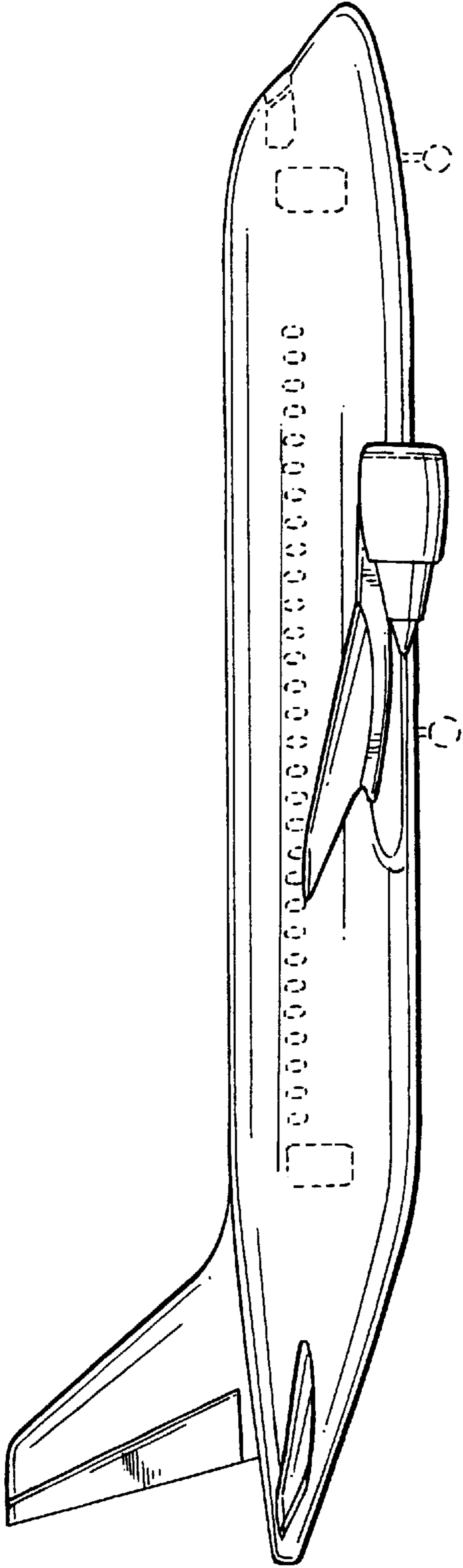


FIG. 15

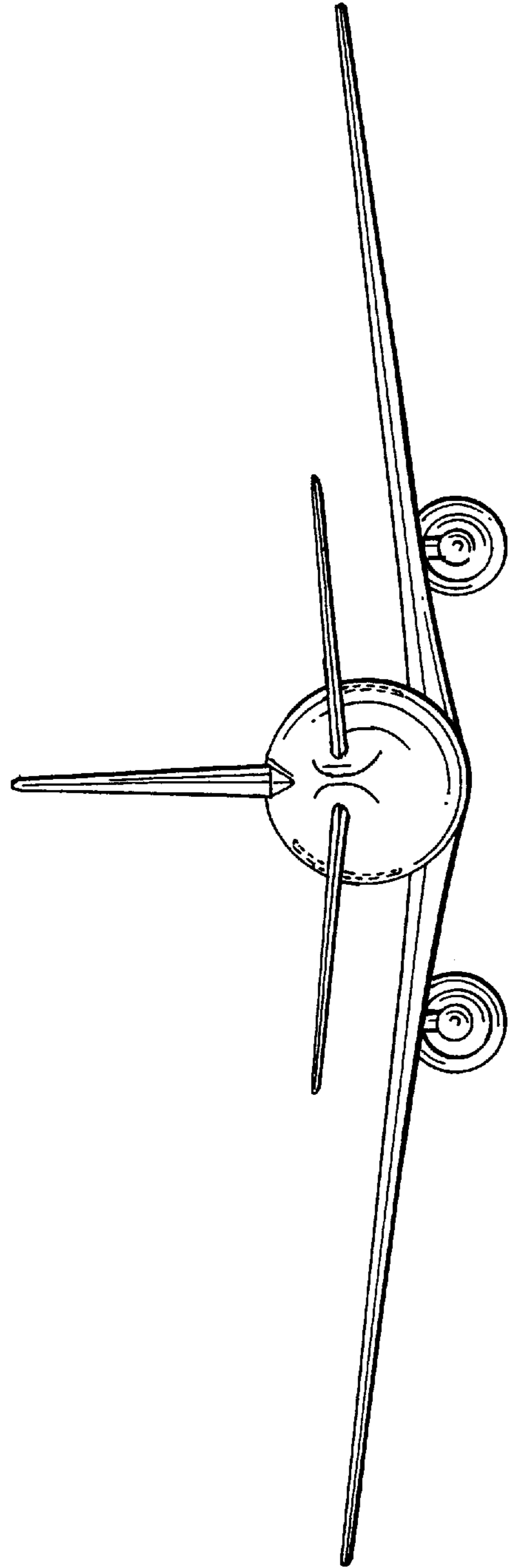


FIG. 16

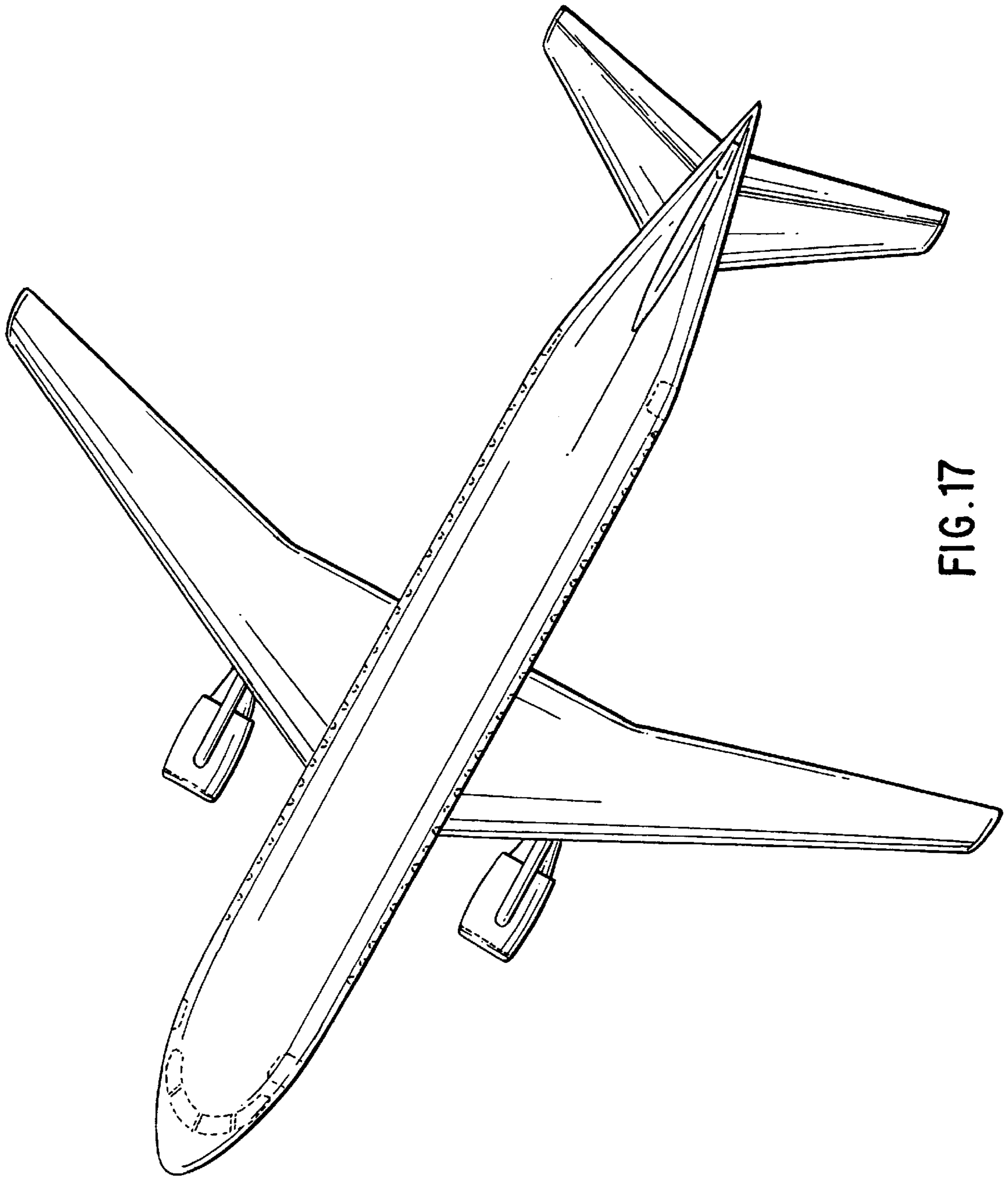


FIG.17

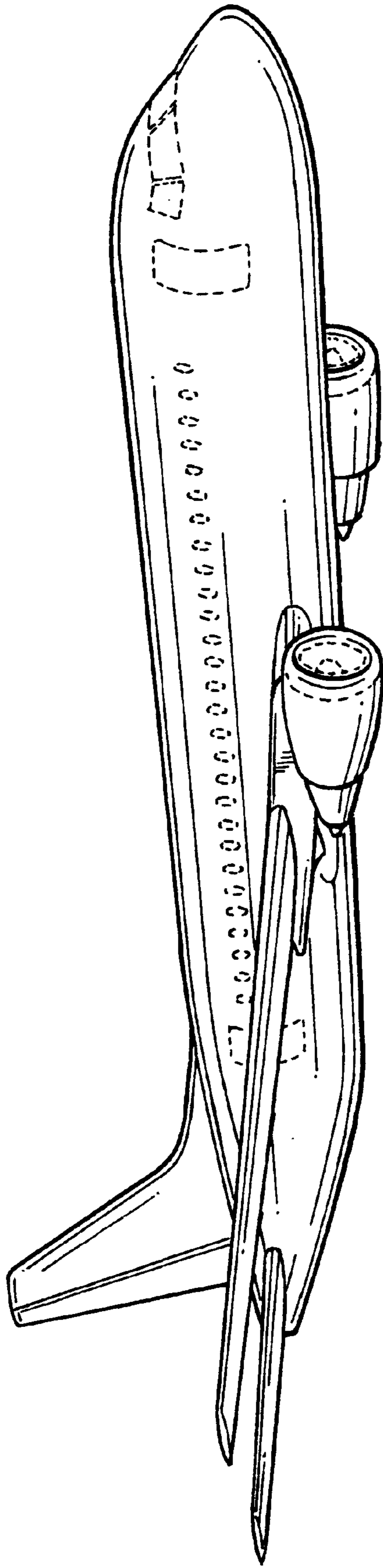


FIG. 18