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(12) **United States Design Patent**
Nelson

(10) **Patent No.:** **US D479,501 S**

(45) **Date of Patent:** **** Sep. 9, 2003**

(54) **HIGH-SPEED AIRCRAFT**

(75) Inventor: **Chester P. Nelson**, Kirkland, WA (US)

(73) Assignee: **The Boeing Company**, Seattle, WA (US)

(**) Term: **14 Years**

(21) Appl. No.: **29/168,026**

(22) Filed: **Sep. 24, 2002**

Related U.S. Application Data

(63) Continuation of application No. 29/152,202, filed on Oct. 30, 2001, which is a continuation of application No. 29/138,990, filed on Mar. 22, 2001, now abandoned.

(51) **LOC (7) Cl.** **12-12**

(52) **U.S. Cl.** **D12/319**

(58) **Field of Search** D12/319-345;
244/45 R, 45 A, 13, 15, 91, 198, 211, 218

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(57) **CLAIM**

The ornamental design for a high-speed aircraft, as shown and described.

DESCRIPTION

FIG. 1 is a top, left, isometric view of a first embodiment of a high-speed aircraft showing my new design.

FIG. 2 is a top plan view thereof.

FIG. 3 is a bottom plan view thereof.

FIG. 4 is left-side elevational view thereof; the right-side elevational view is a mirror image thereof.

FIG. 5 is a front elevational view thereof.

FIG. 6 is a rear elevational view thereof.

FIG. 7 is a top, left, isometric view of a second embodiment of a high-speed aircraft showing my new design.

FIG. 8 is a top plan view thereof.

FIG. 9 is a bottom plan view thereof.

FIG. 10 is left-side elevational view thereof; the right-side elevational view is a mirror image thereof.

FIG. 11 is a front elevational view thereof.

FIG. 12 is a rear elevational view thereof.

FIG. 13 is a top, left, isometric view of a third embodiment of a high-speed aircraft showing my new design.

FIG. 14 is a top plan view thereof.

FIG. 15 is a bottom plan view thereof.

FIG. 16 is left-side elevational view thereof; the right-side elevational view is a mirror image thereof.

FIG. 17 is a front elevational view thereof.

FIG. 18 is a rear elevational view thereof.

FIG. 19 is a top, left, isometric view of a fourth embodiment of a high-speed aircraft showing my new design.

FIG. 20 is a top plan view thereof.

FIG. 21 is a bottom plan view thereof.

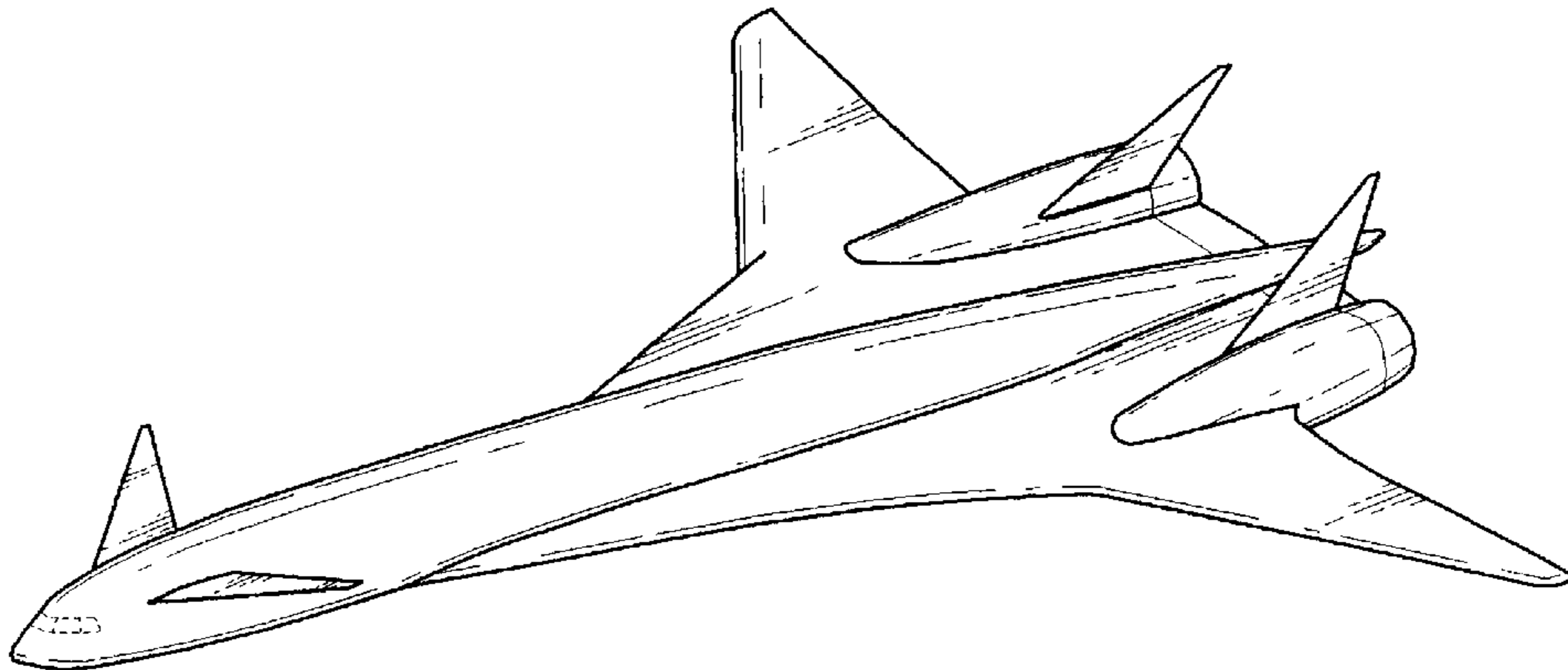
FIG. 22 is left-side elevational view thereof; the right-side elevational view is a mirror image thereof.

FIG. 23 is a front elevational view thereof; and,

FIG. 24 is a rear elevational view thereof.

Elements identified by broken lines in the accompanying drawings form no part of the claimed invention.

1 Claim, 8 Drawing Sheets



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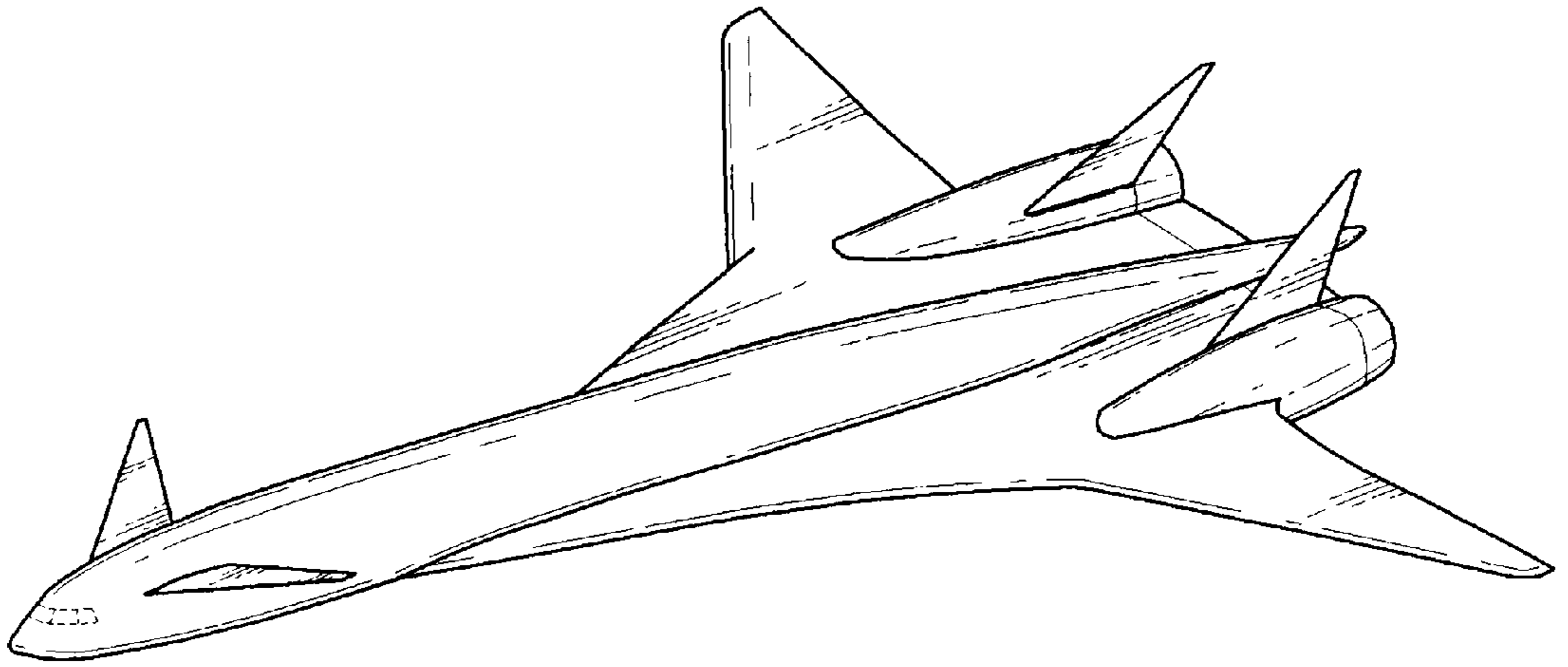


Fig. 1

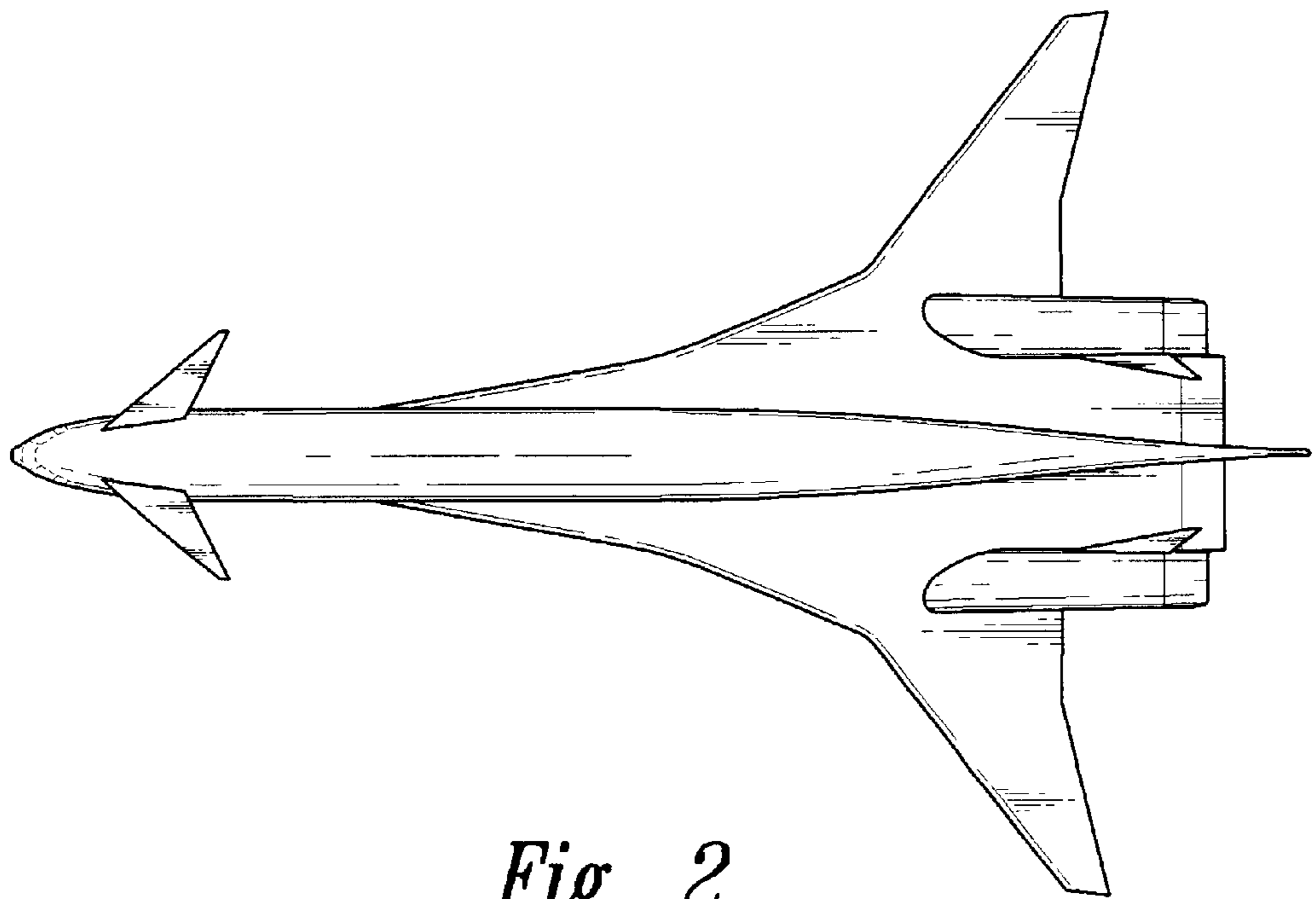


Fig. 2

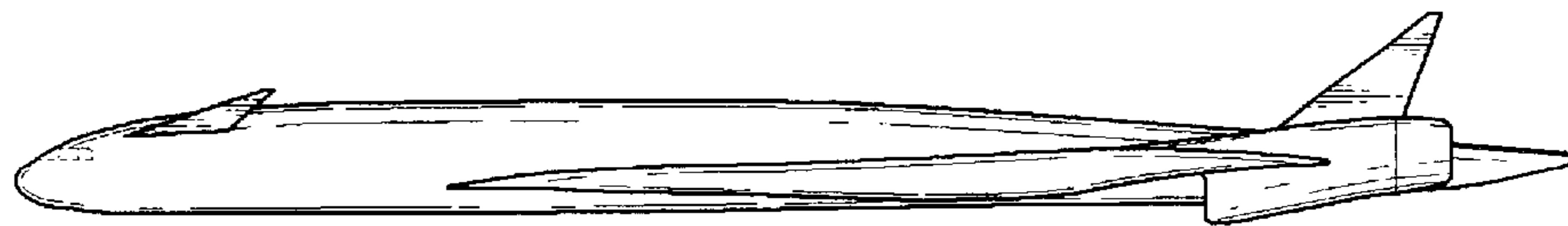
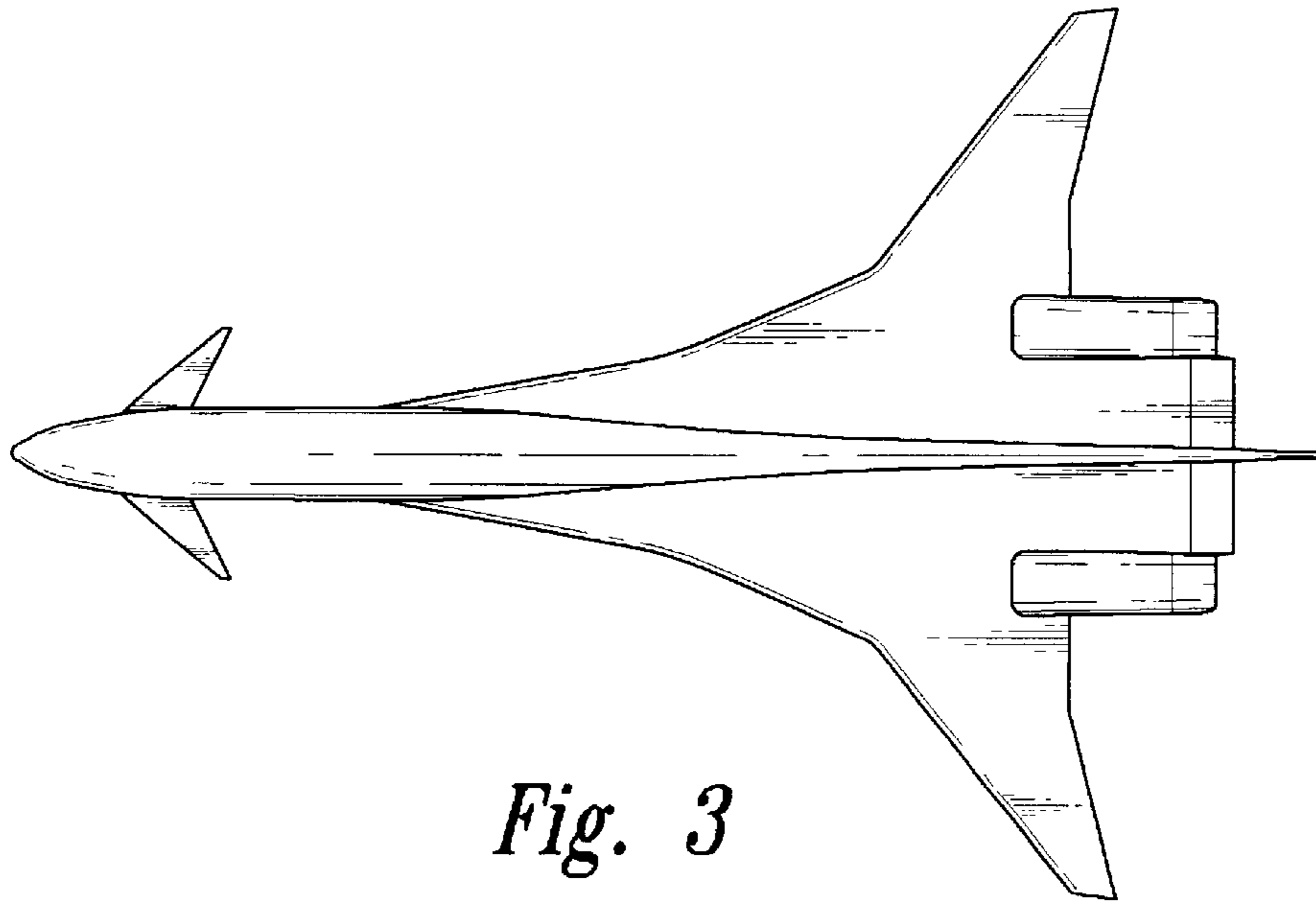


Fig. 4

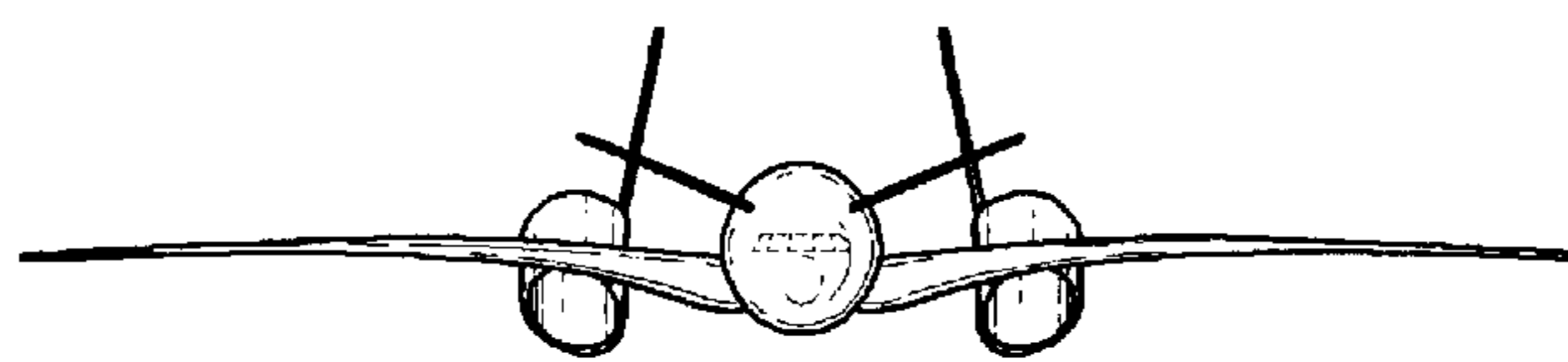


Fig. 5

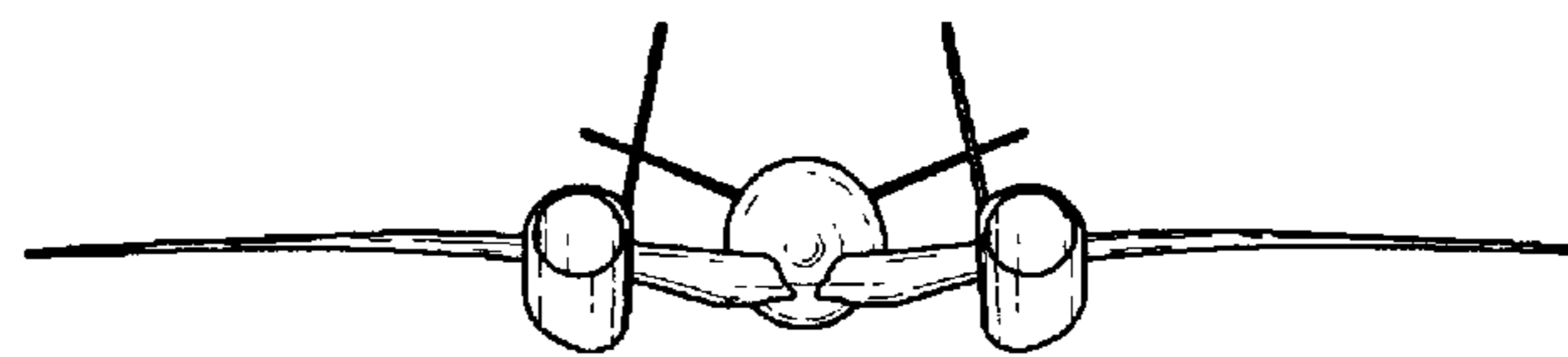


Fig. 6

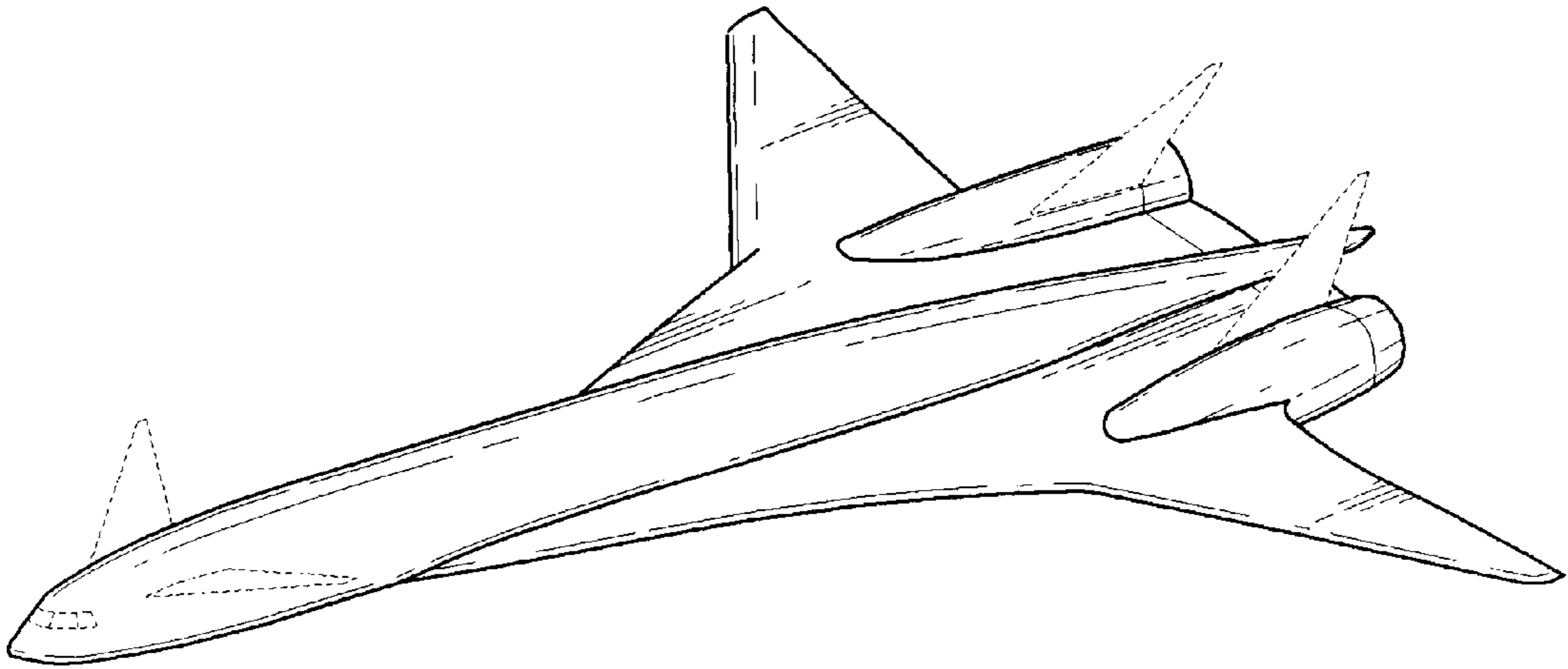


Fig. 7

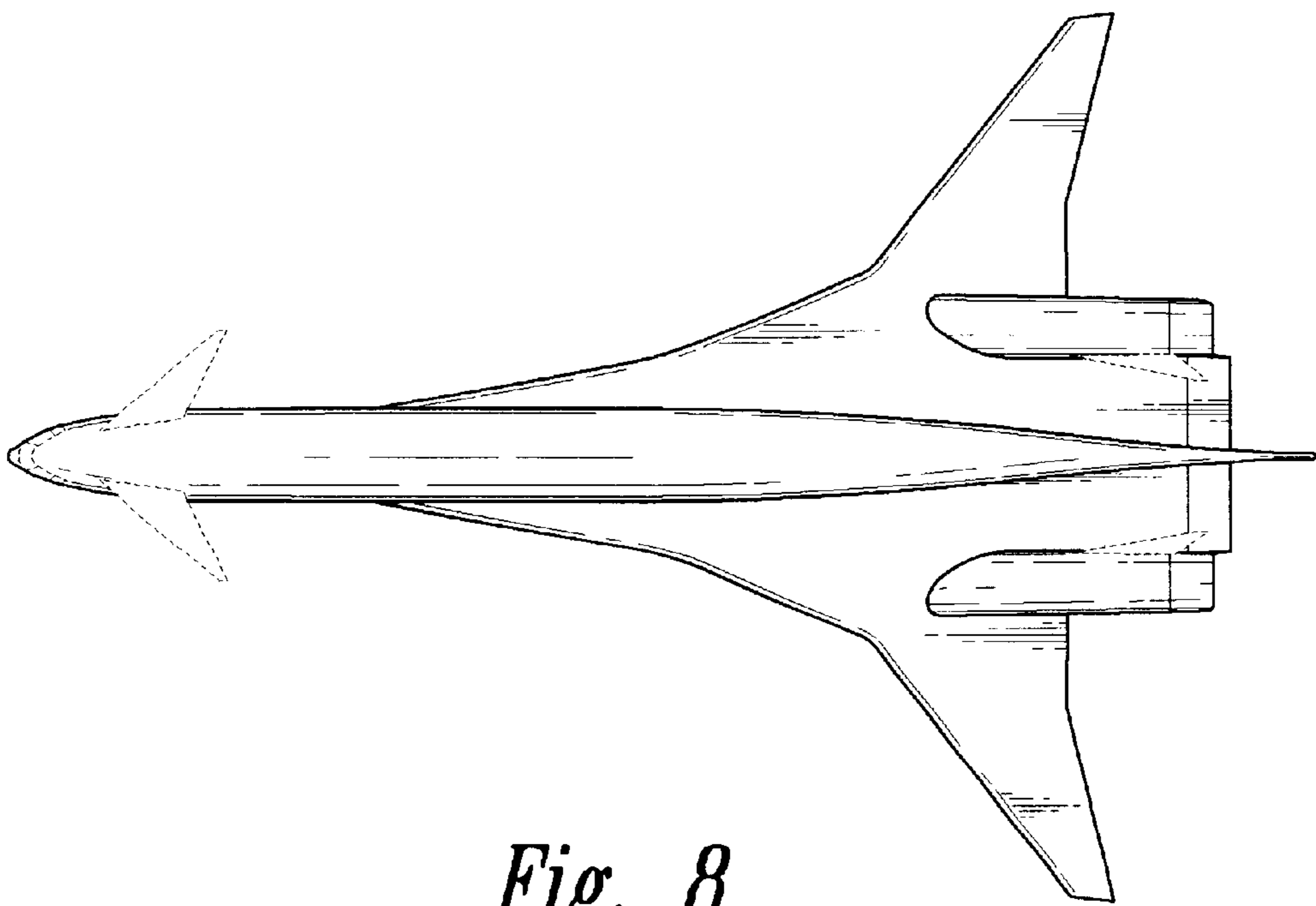


Fig. 8

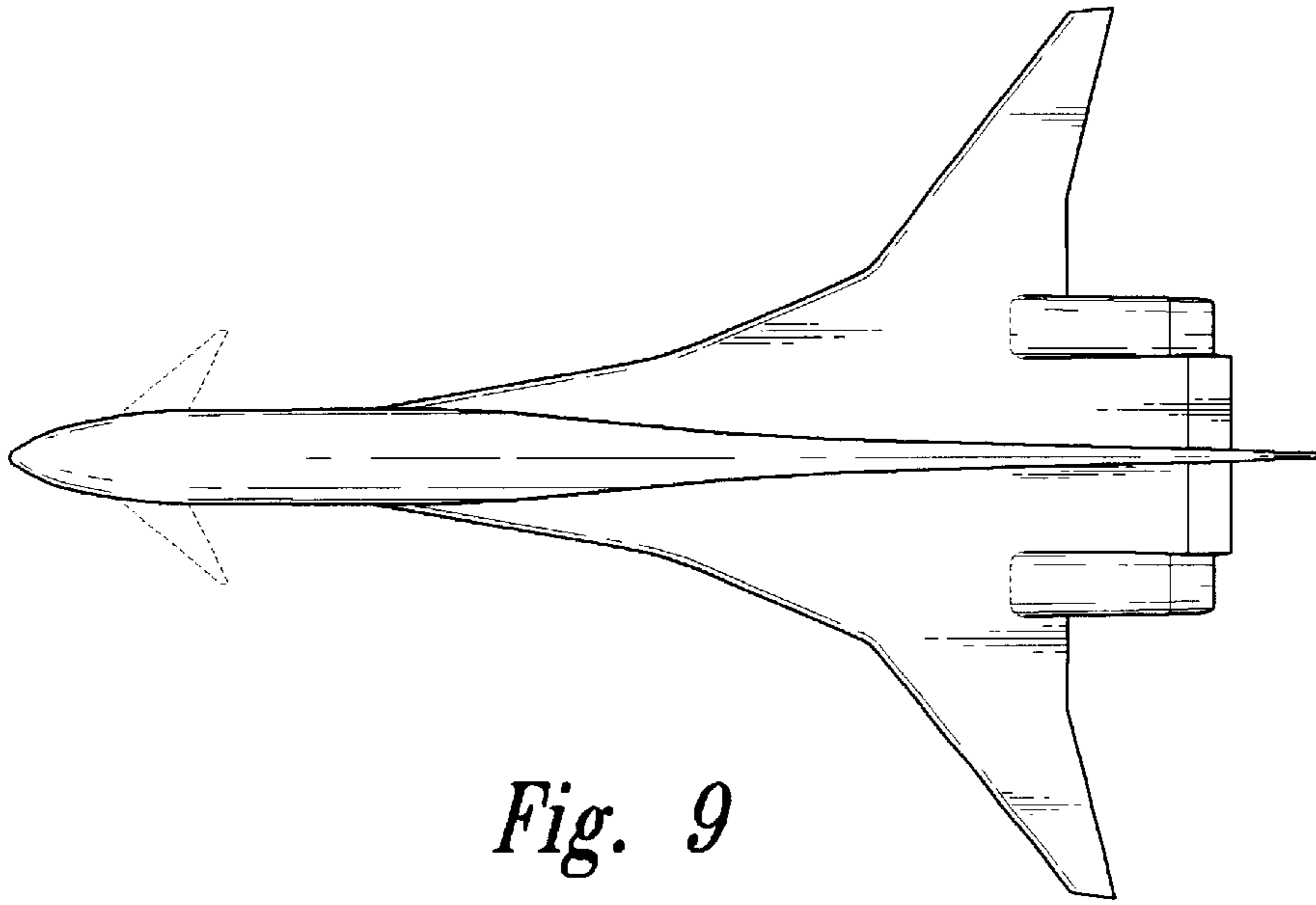


Fig. 9

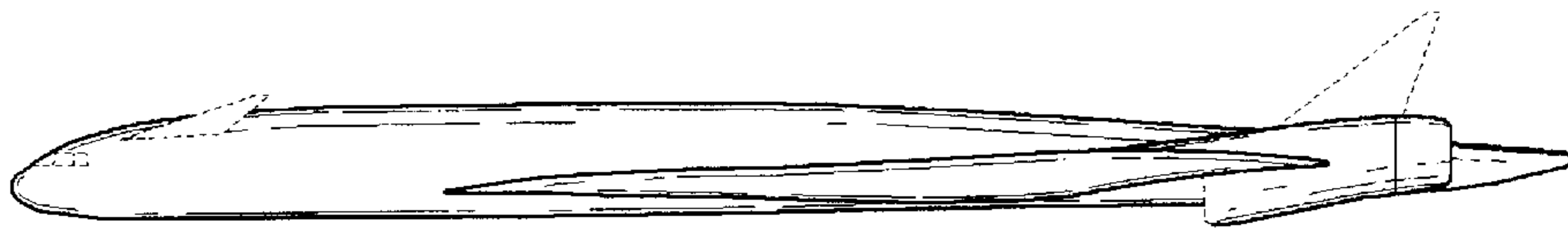


Fig. 10

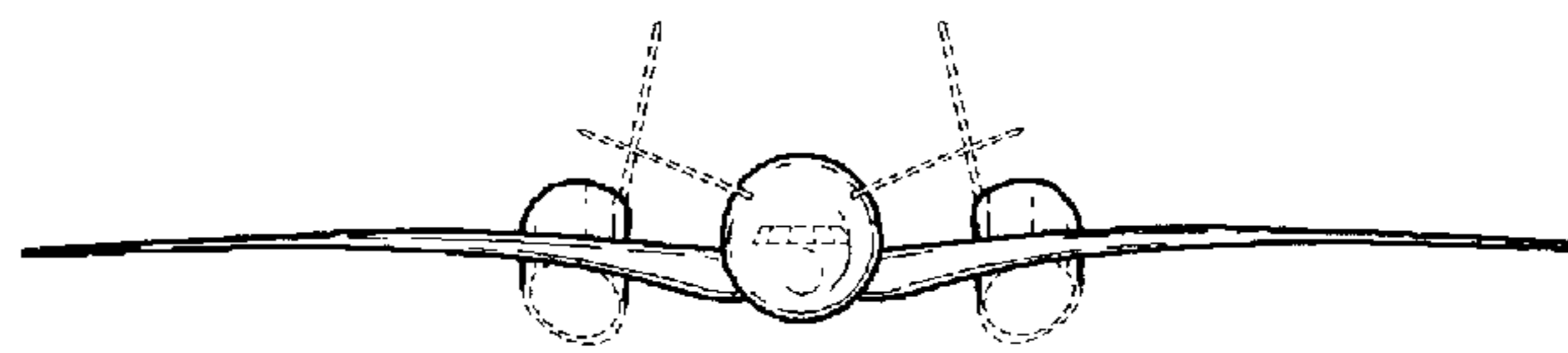


Fig. 11

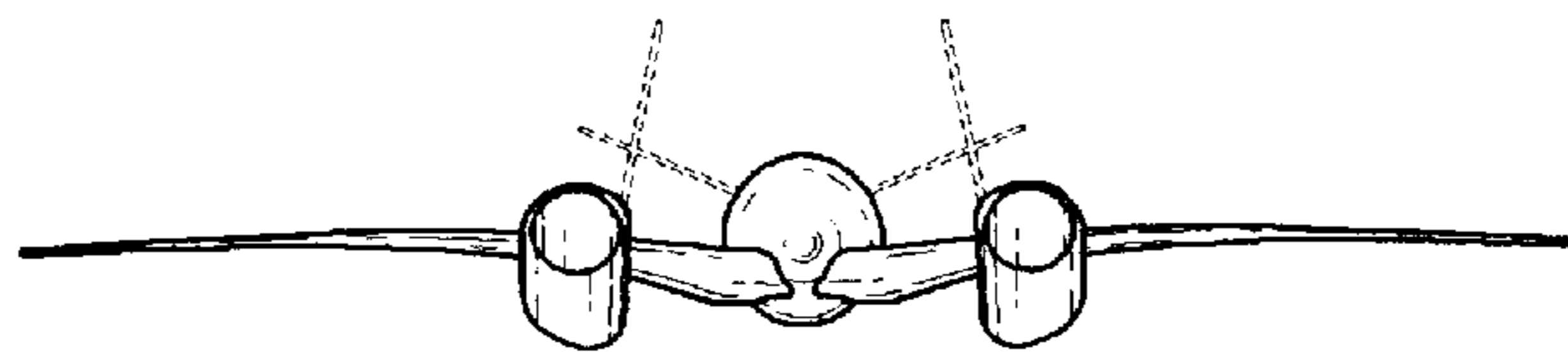


Fig. 12

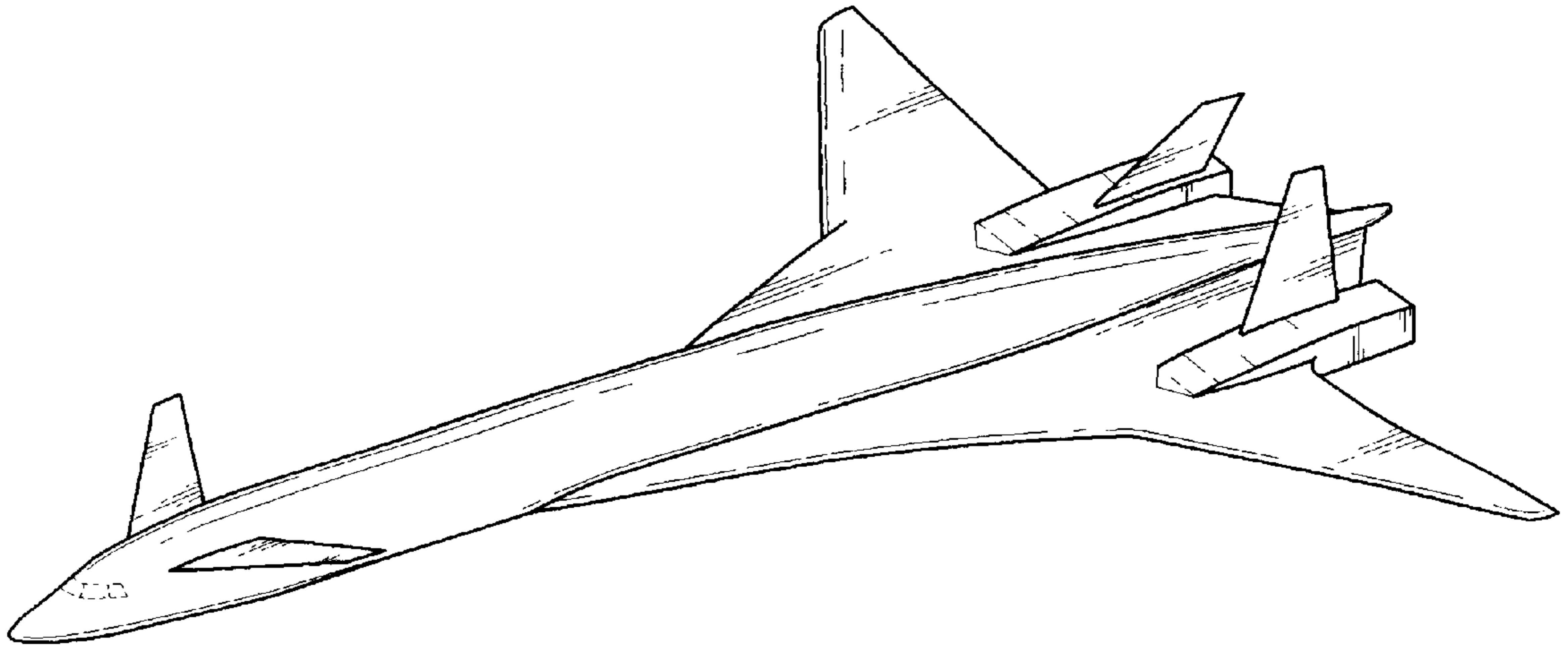


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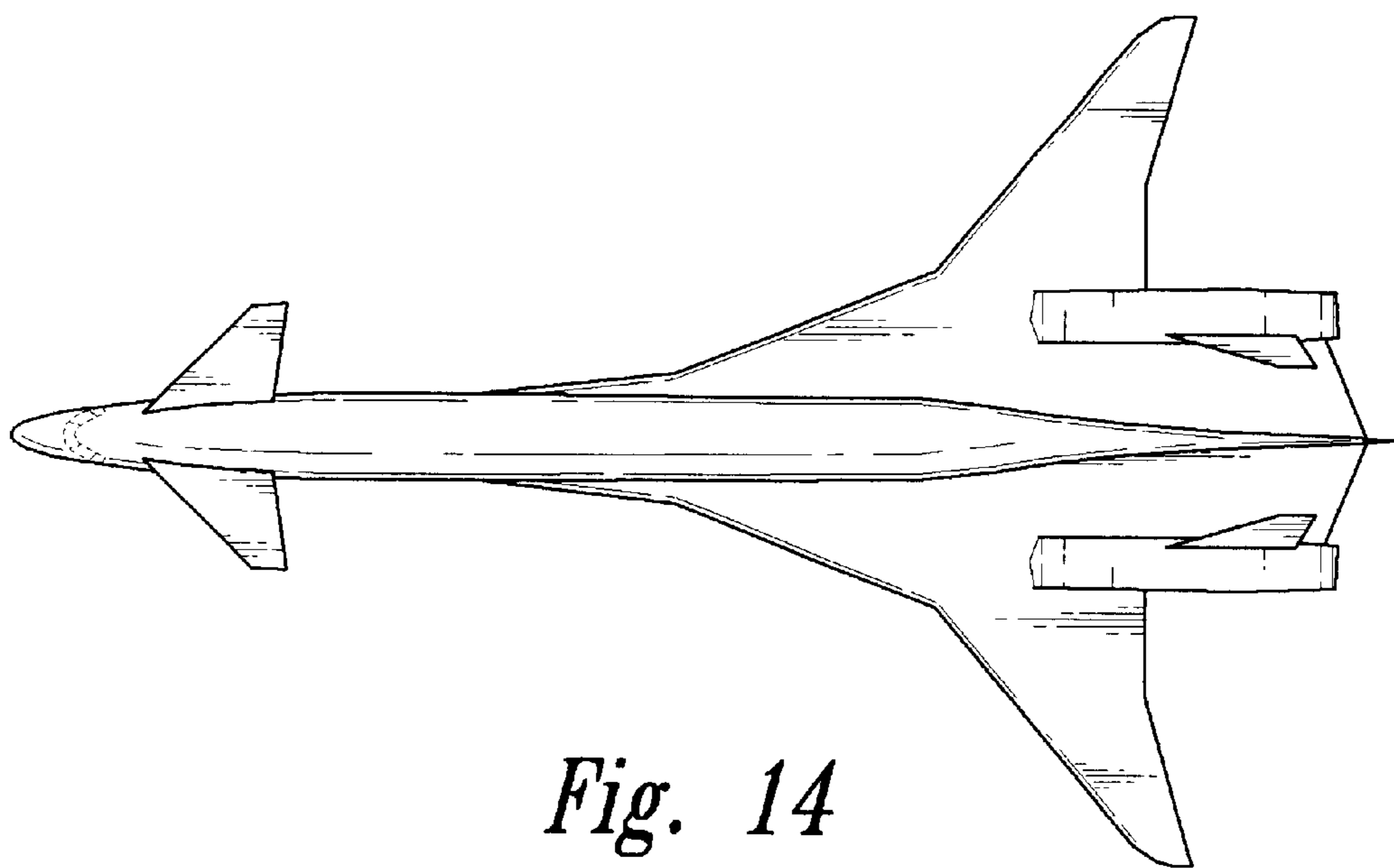


Fig. 14

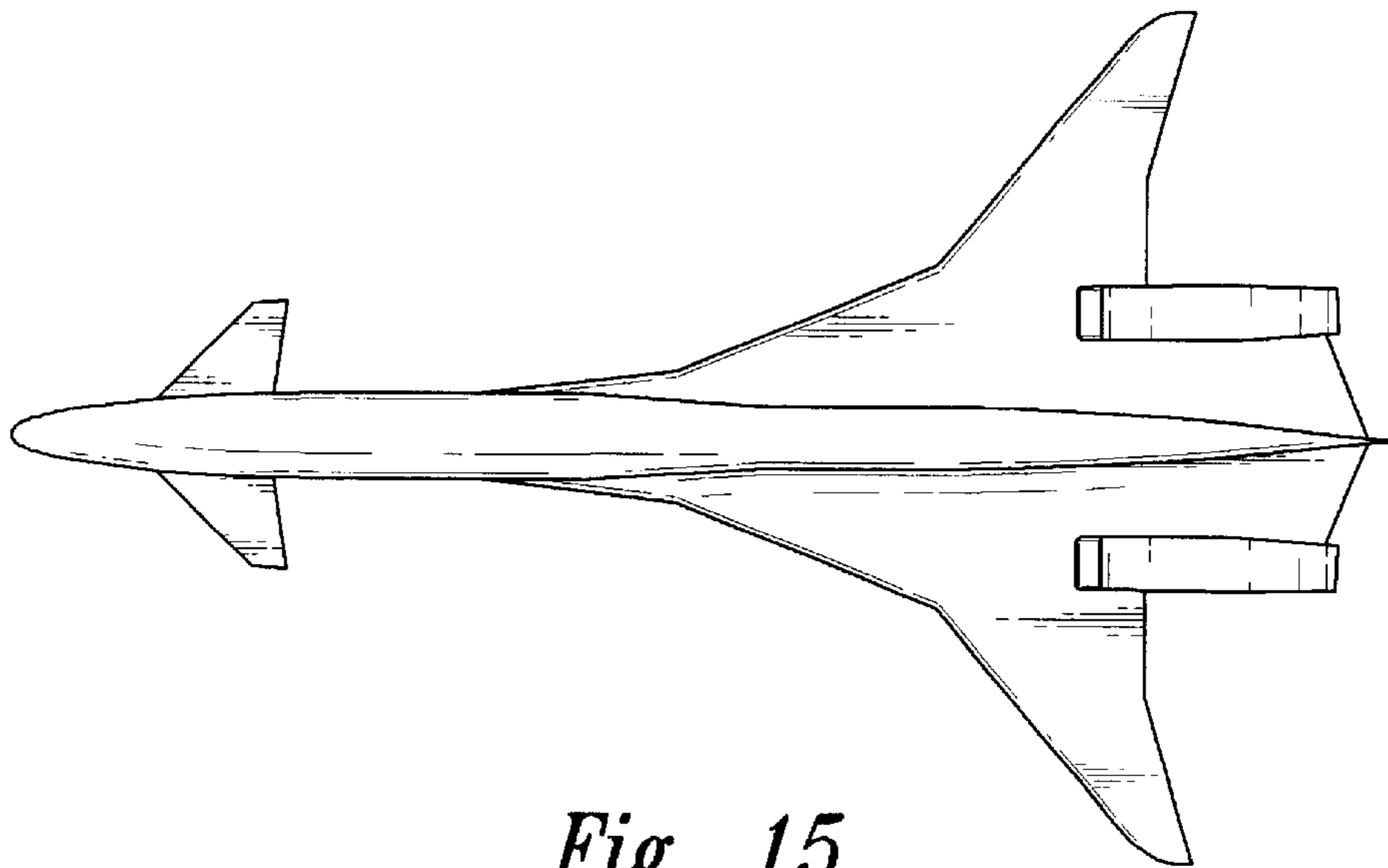


Fig. 15

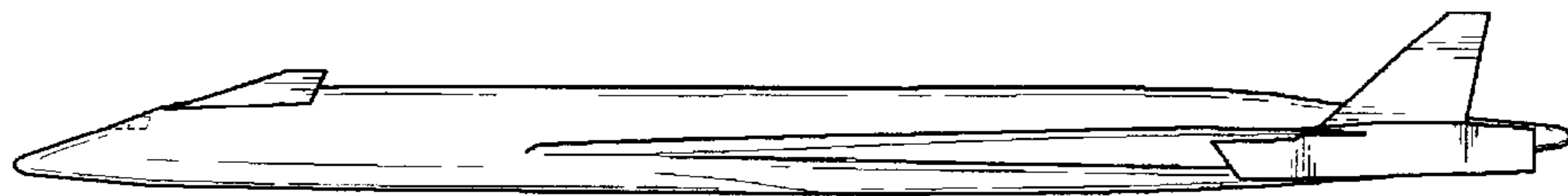


Fig. 16

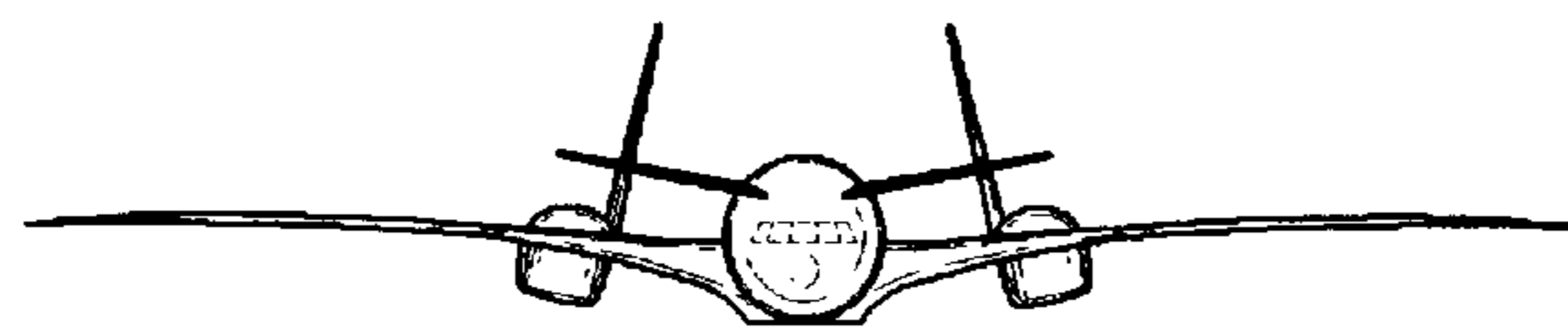


Fig. 17

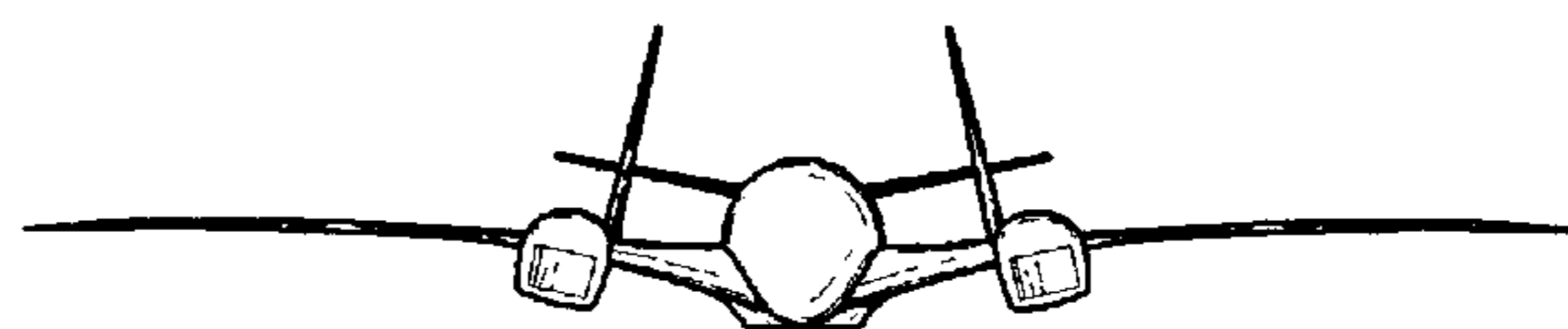


Fig. 18

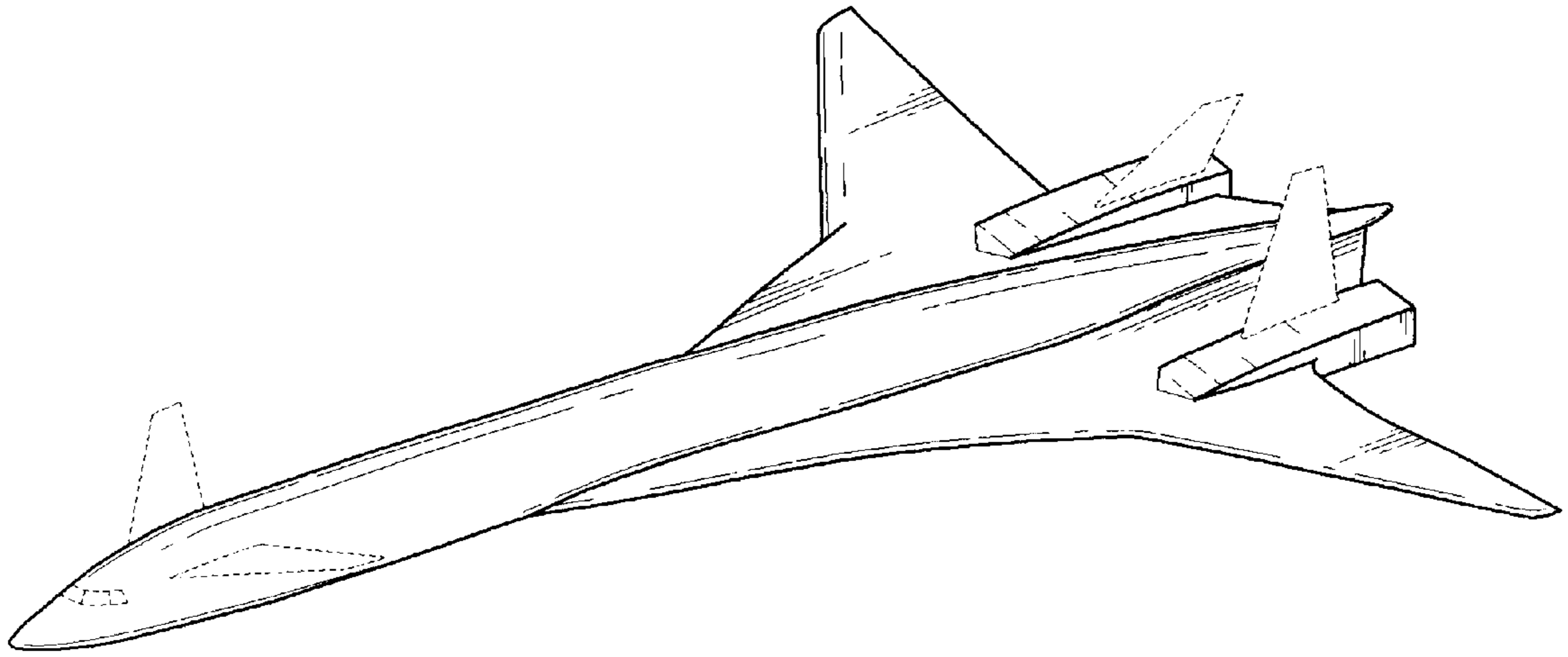


Fig. 19

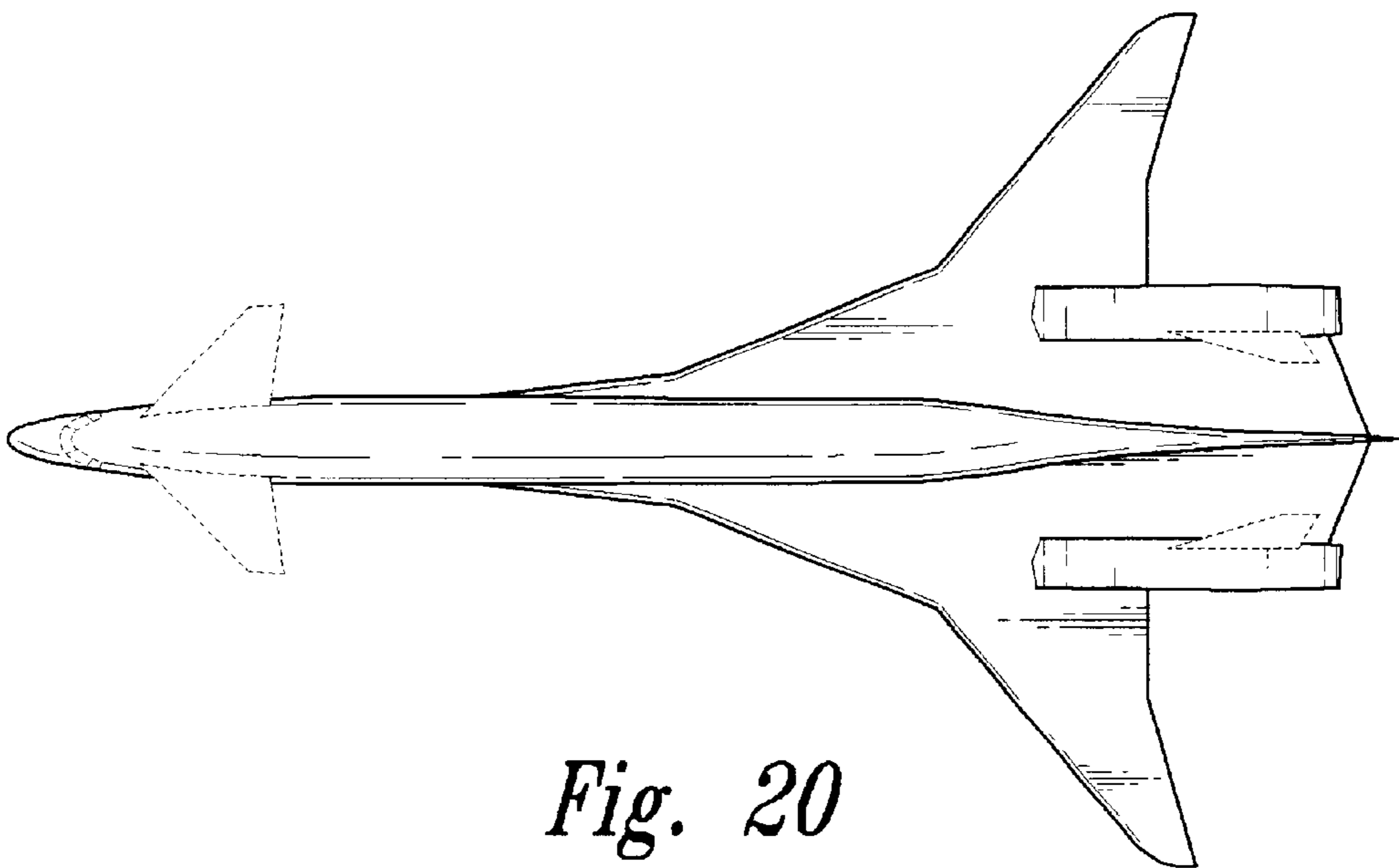


Fig. 20

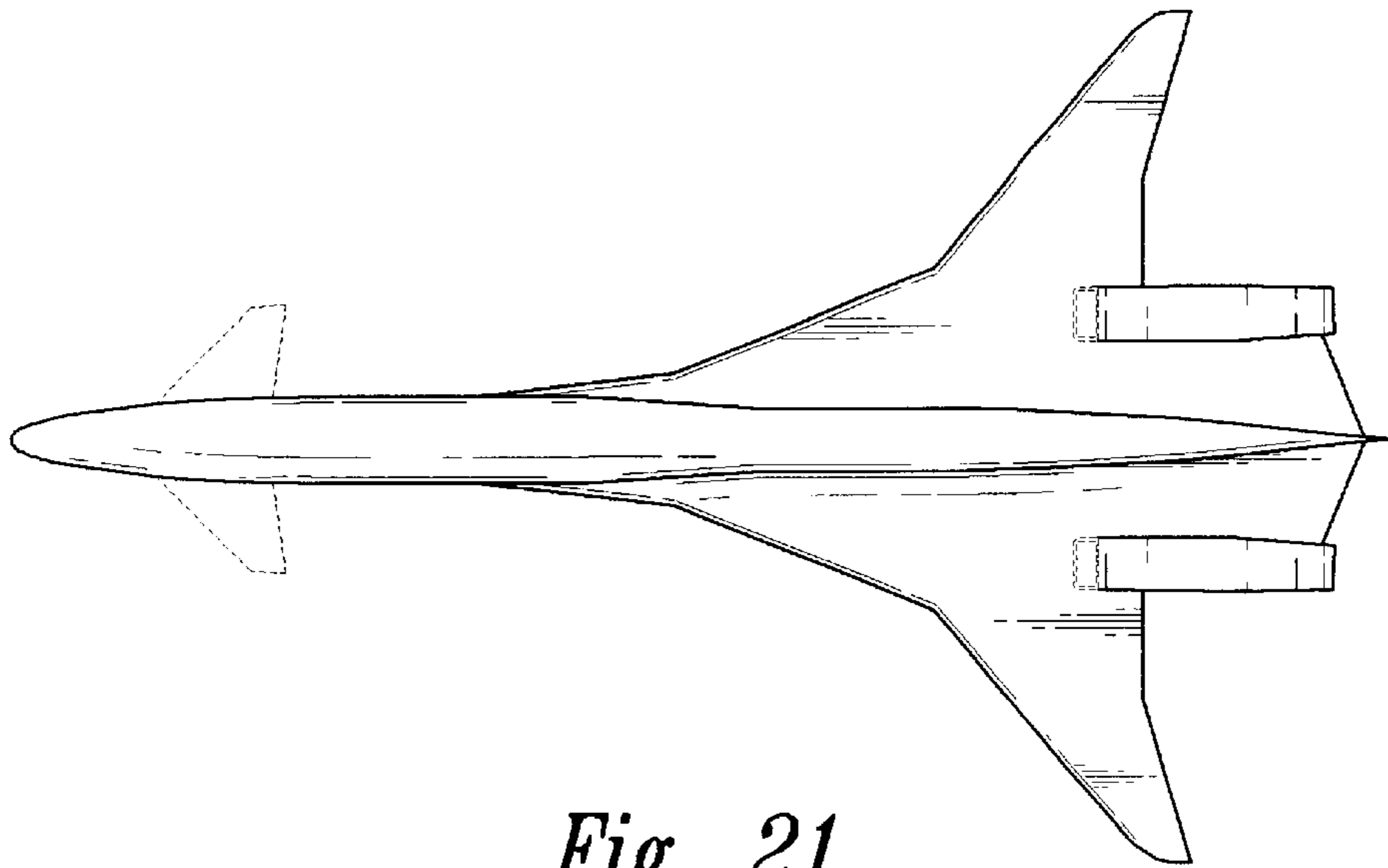


Fig. 21

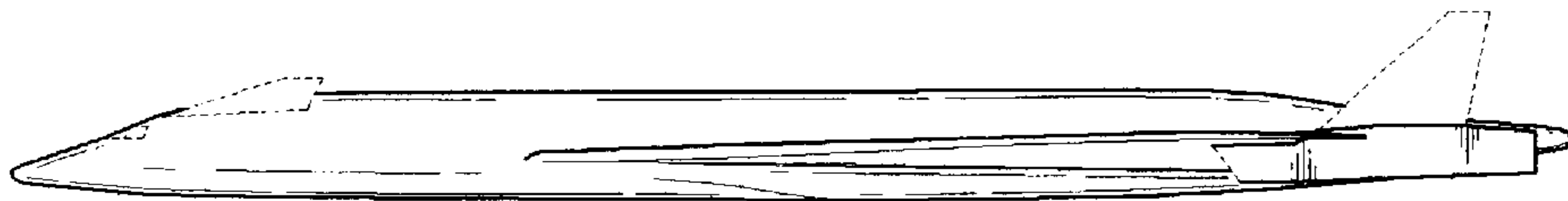


Fig. 22

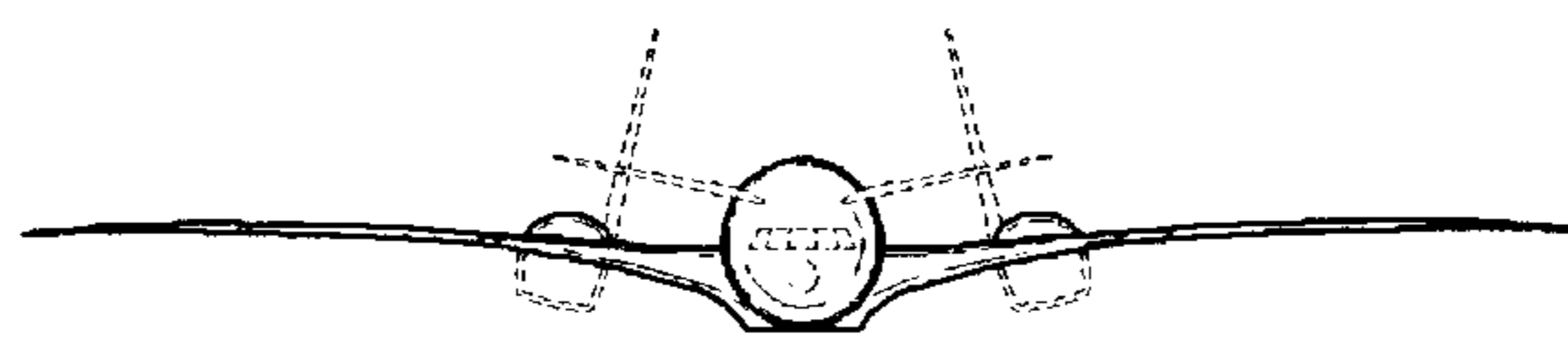


Fig. 23

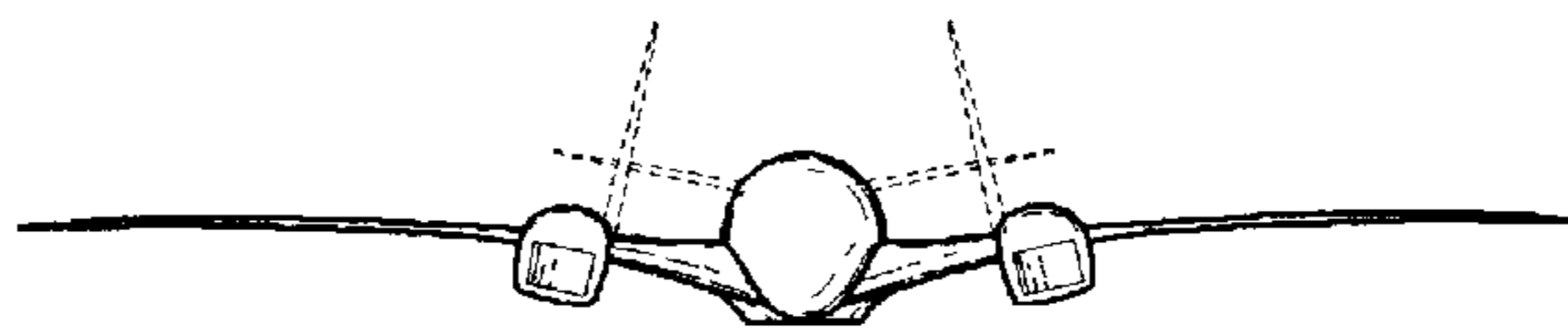


Fig. 24