



US00D556107S

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

(10) **Patent No.:** **US D556,107 S**

(45) **Date of Patent:** **\*\* Nov. 27, 2007**

(54) **AIRCRAFT CONTROL PANEL**

(75) Inventor: **Alexandre Figueiredo**, São José dos Campos (BR)

(73) Assignee: **Embraer - Empresa Brasileira de Aeronautica S.A.**, Sao Jose dos Campos - SP (BR)

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

(21) Appl. No.: **29/271,591**

(22) Filed: **Jan. 23, 2007**

(51) **LOC (8) Cl.** ..... **12-16**

(52) **U.S. Cl.** ..... **D12/192**

(58) **Field of Classification Search** ..... D12/192,  
D12/345; 180/90; 280/750-752; 296/190-191,  
296/70; D10/46, 102, 98, 122-127; D15/17,  
D15/28; D34/34, 35; 340/945, 971, 975,  
340/973; 244/1 R, 118.5; 434/243, 49;  
346/975, 945

See application file for complete search history.

(56) **References Cited**

**U.S. PATENT DOCUMENTS**

D151,688 S *	11/1948	Foster	.....	D12/192
3,702,504 A *	11/1972	Cramer	.....	434/243
3,885,325 A *	5/1975	Sidoti	.....	D12/192
D284,751 S *	7/1986	Soederberg	.....	D12/192
D339,786 S *	9/1993	Allendorph et al.	.....	D12/192
D378,585 S *	3/1997	Duguid et al.	.....	D12/192
D395,030 S *	6/1998	Hellhake et al.	.....	D12/192

D397,977 S *	9/1998	Hellhake et al.	.....	D12/192
D439,556 S *	3/2001	Beigel	.....	D12/192
6,255,964 B1 *	7/2001	Steele, Jr.	.....	340/945
6,702,229 B2 *	3/2004	Anderson et al.	.....	244/1 R
D534,468 S *	1/2007	Colburn et al.	.....	D12/192

\* cited by examiner

*Primary Examiner*—Stacia Cadmus

(74) *Attorney, Agent, or Firm*—Nixon & Vanderhye P.C.

(57) **CLAIM**

The ornamental design for an “aircraft control panel,” as shown and described.

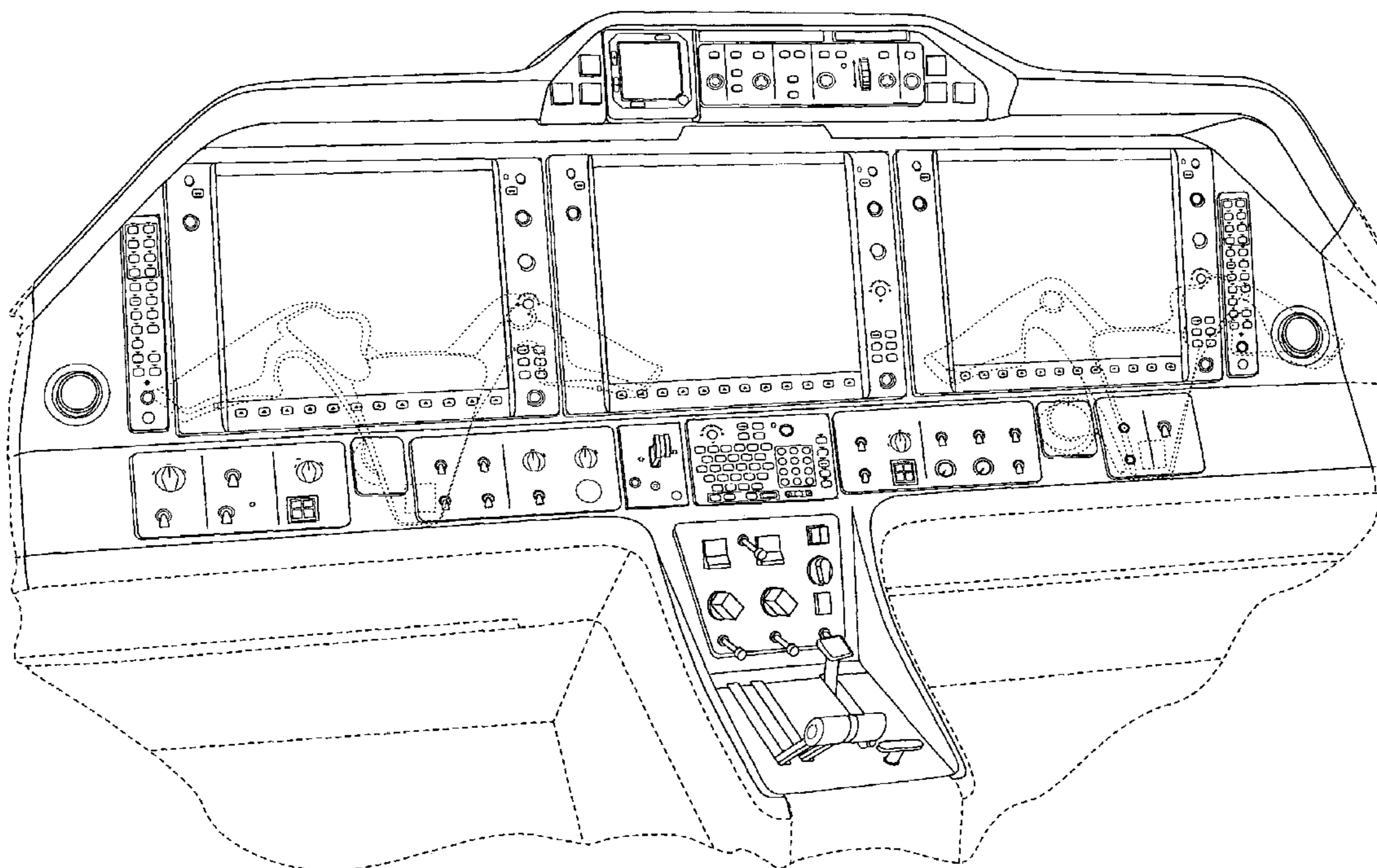
**DESCRIPTION**

This application may be deemed related to commonly owned copending U.S. Design patent application Ser. Nos. 29/271,590 entitled “Aircraft Control Yoke” and 29/271,589 entitled “Aircraft Cockpit Throttle Console” filed even date herewith, which applications are expressly incorporated hereinto by reference.

FIG. 1 is a front perspective view of an aircraft control panel which embodies my new and original design therefore; and, FIG. 2 is a front elevation view of thereof, the rear elevation view, left and right side elevation views, and top and bottom plan views being unornamented.

The broken lines in FIGS. 1 and 2 represent adjacent aircraft panel support structures and other aircraft panel components in the environment of the claimed design, but which do not form part of the claimed design.

**1 Claim, 2 Drawing Sheets**



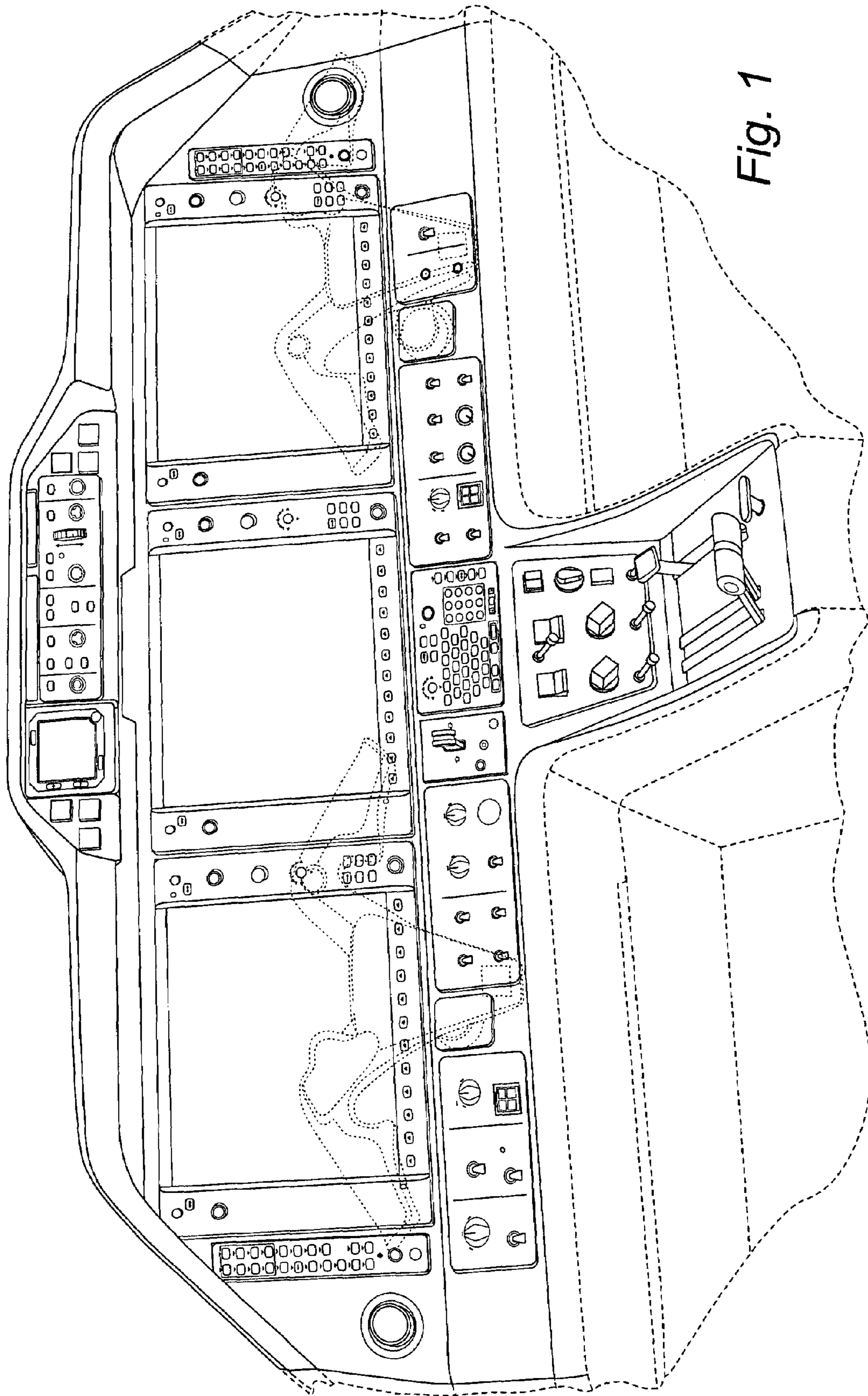


Fig. 1

