US00D972487S

(12) United States Design Patent

Van Bavel et al.

(10) Patent No.: US D972,487 S
(45) Date of Patent: ** Dec. 13, 2022

(54) **AIRCRAFT**

(71) Applicant: **FREEDOM AIRCRAFT VENTURES LLC**, Sparks, NV (US)

(72) Inventors: **Luc Van Bavel**, Quebec (CA); **David Wyatt**, Fort Worth, TX (US); **Paul Collado**, Wichita, KS (US); **Sean James Fairchild**, Edmonds, WA (US); **Jeffrey A. Gamon**, Wichita, KS (US); **Ian Gilchrist**, Bellevue, WA (US); **James Donn Hethcock, Jr.**, Colleyville, TX (US); **Dieter Koehler**, Powell Butte, OR (US); **David W. Levy**, Parker, CO (US); **Michael Mataresse**, Boulder, CO (US)

(**) Term: **15 Years**

(21) Appl. No.: **29/629,919**

(22) Filed: **Dec. 18, 2017**

(51) **LOC (13) Cl.** **12-07**

(52) **U.S. Cl.**
USPC **D12/343**; D12/319

(58) **Field of Classification Search**
USPC D12/319–345, 1–4, 16.1, 214, 300, 305, D12/308, 316, 317; D21/436–454; D30/160
CPC B64C 29/0025; B64C 2201/108; B64C 2201/048; B64C 2201/088; B64C 29/00; B64C 29/0058; B64C 39/001; B64C 39/024; B64C 39/062; B64C 2201/141; B64C 27/12
See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D97,652 S * 11/1935 Swanson D12/335
D133,634 S * 9/1942 Huzzard 244/13
D136,664 S * 11/1943 White ..... 244/35 R
D143,864 S * 2/1946 Northrop ..... 244/35 R
3,017,139 A * 1/1962 Binder B64C 39/062 244/12.6
D192,583 S * 4/1962 Walker D12/330
3,049,320 A * 8/1962 Fletcher B64C 29/0033 244/12.4
D194,645 S * 2/1963 Raspet 446/230
D197,933 S * 4/1964 Sumner D12/324
D201,284 S * 6/1965 Bross D21/450
(Continued)

OTHER PUBLICATIONS

World Armed Forces Forum, post by Nutuk. dated Dec. 16, 2016. found online [May 7, 2019] https://www.tapatalk.com/groups/worldarmedforcesforum/sierra-nevada-corp-tai-team-to-offer-freedom-train-t231764.html.*
(Continued)

Primary Examiner — Marissa J Cash
(74) *Attorney, Agent, or Firm* — Holland & Hart LLP

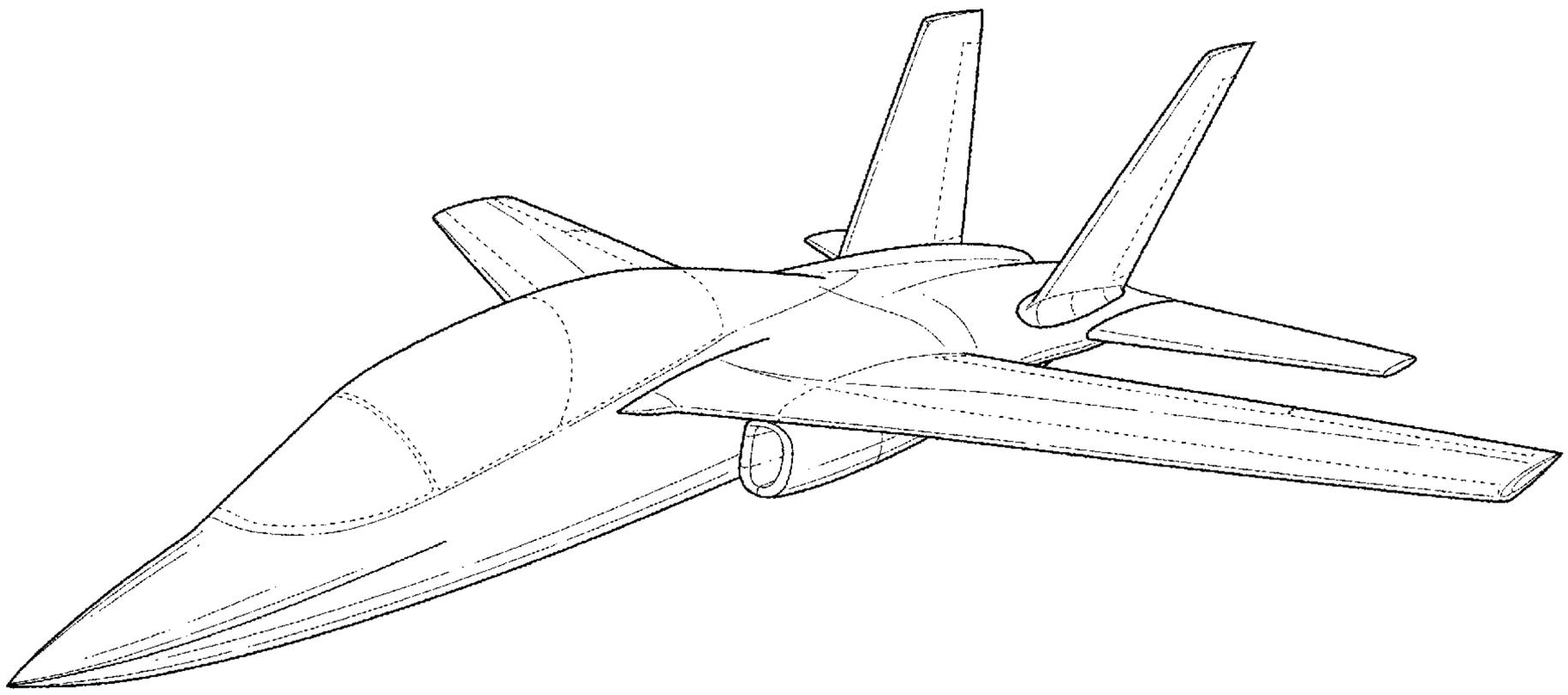
(57) **CLAIM**

The ornamental design for an aircraft, as shown and described.

DESCRIPTION

FIG. **1** is a top front perspective view of an aircraft according to the present invention;
FIG. **2** is a bottom front perspective view thereof;
FIG. **3** is a top rear perspective view thereof;
FIG. **4** is a bottom rear perspective view thereof;
FIG. **5** is a front view thereof;
FIG. **6** is a rear view thereof;
FIG. **7** is a side view thereof;
FIG. **8** is a top view thereof; and,
FIG. **9** is a bottom view thereof.
The broken lines immediately adjacent the shaded areas represent the bounds of the claimed design while all other broken lines are directed to environment and are for illustrative purposes only; the broken lines form no part of the claimed design.

1 Claim, 9 Drawing Sheets



(56) **References Cited**

U.S. PATENT DOCUMENTS

3,360,217	A	*	12/1967	Trotter	B64C 29/0033 244/12.4
D218,856	S	*	9/1970	Fellers	D12/338
D218,857	S	*	9/1970	Fellers	D12/338
D220,982	S	*	6/1971	Webb	D12/334
D221,696	S	*	8/1971	Krivka	D12/327
D231,603	S	*	5/1974	Krivka	D12/327
D231,604	S	*	5/1974	Krivka	D12/327
D246,168	S	*	10/1977	Landrus	244/45 A
D256,347	S	*	8/1980	McComas	D12/333
D256,905	S	*	9/1980	McComas	244/45 A
D257,338	S	*	10/1980	McComas	D12/332
D264,454	S	*	5/1982	Snyder	D12/341
D274,510	S	*	7/1984	McComas	D12/338
D281,680	S	*	12/1985	Henderson	D12/319
D298,026	S	*	10/1988	Judge	D12/319
4,979,699	A	*	12/1990	Tindell	B64C 9/34 137/15.1
D319,805	S	*	9/1991	Wiegert	D12/319
D323,315	S	*	1/1992	Haga	D12/328
D326,255	S	*	5/1992	Graham	D12/319
5,115,996	A	*	5/1992	Moller	B64C 29/0025 239/265.19
D332,080	S	*	12/1992	Sandusky, Jr.	342/2
D356,990	S	*	4/1995	Weir	D12/331
5,407,150	A	*	4/1995	Sadleir	B64C 29/0025 244/12.4
5,425,515	A	*	6/1995	Hirose	B64B 1/20 244/25
D371,105	S	*	6/1996	Graham	D12/319
D392,937	S	*	3/1998	Brichard	D12/319
D418,105	S	*	12/1999	Margaritoff	D12/319
D418,805	S	*	1/2000	Cycon	244/12.3
D431,522	S	*	10/2000	Fujino	D12/337
D439,876	S	*	4/2001	Simonov	D12/319
D446,764	S	*	8/2001	Panatov	D12/324
D458,577	S	*	6/2002	Han	D12/319
D464,604	S	*	10/2002	Jamgarov	D12/319
D467,217	S	*	12/2002	Andreyko	D12/319
D468,255	S	*	1/2003	Gopalaswami	D12/319
D613,202	S	*	4/2010	Rodriquez	D12/3
D621,774	S	*	8/2010	Betsch	D12/344
D629,737	S	*	12/2010	Betsch	D12/319
D649,506	S	*	11/2011	Morelli	D12/319
D651,156	S	*	12/2011	Gundlach	D12/319
D665,331	S	*	8/2012	Sands	D12/319
D690,254	S	*	9/2013	Manzhelii	D12/319
D708,563	S	*	7/2014	Colten	D12/319
D710,782	S	*	8/2014	Cummings	D12/326
D713,321	S	*	9/2014	Cummings	D12/326
D713,774	S	*	9/2014	Tritschler	D12/3
D717,227	S	*	11/2014	Herzberger	D12/324
D729,694	S	*	5/2015	Earon	D12/16.1
D734,402	S	*	7/2015	Reznik	D12/16.1
D739,807	S	*	9/2015	Strand	D12/324
D743,868	S	*	11/2015	Cummings	D12/328
9,505,484	B1	*	11/2016	Al-Sabah	B64C 3/38
D795,160	S	*	8/2017	Koppenwallner	D12/343
D801,856	S	*	11/2017	Zhou	D12/16.1
D803,724	S	*	11/2017	Zhou	D12/16.1
9,815,545	B1	*	11/2017	Steer	B64C 3/141
D807,273	S	*	1/2018	Koppenwallner	D12/337
D808,328	S	*	1/2018	Ivans	D12/328
D809,970	S	*	2/2018	Zhou	D12/16.1
D810,621	S	*	2/2018	Sadek	D12/16.1
D813,143	S	*	3/2018	Belik	D12/326
D824,804	S	*	8/2018	Tian	D12/16.1
10,046,850	B2	*	8/2018	Gamble	B64C 1/26
10,124,890	B2	*	11/2018	Sada-Salinas	B64C 29/0025
10,207,793	B2	*	2/2019	Gonzalez	B64C 11/18

OTHER PUBLICATIONS

Military and Commercial Tech. by Hurjet. dated Nov. 23, 2017. found online [May 7, 2019] https://thaimilitaryandasianregion.blogspot.com/2017/11/turkey-chooses-indigenous-jet-engine.html.*

McDonnell Douglas F/A-18 Hornet, Wikipedia, https://en.wikipedia.org/wiki/McDonnell_Douglas_F/A-18_Hornet (available at least as early as Dec. 18, 2017).

Poland Developing Grot-2 Airplane with a Motor-Sich Engine, Defense Express, https://defence-ua.com/index.php/en/news/688-poland-developing-grot-2-airplane-with-a-motor-sich-engine (Mar. 22, 2016).

Tetron Unveils Scorpion Light Attack, Recce Jet, Aviation Week & Space Technology, http://aviationweek.com/awin/textron-unveils-scorpion-light-attack-recce-jet (Sep. 16, 2013).

Textron Airland's Scorpion: A Smart Gamble, Center for International Maritime Security, http://cimsec.org/textron-airlands-scorpion-a-smart-gamble/20979 (Jan. 15, 2016).

* cited by examiner

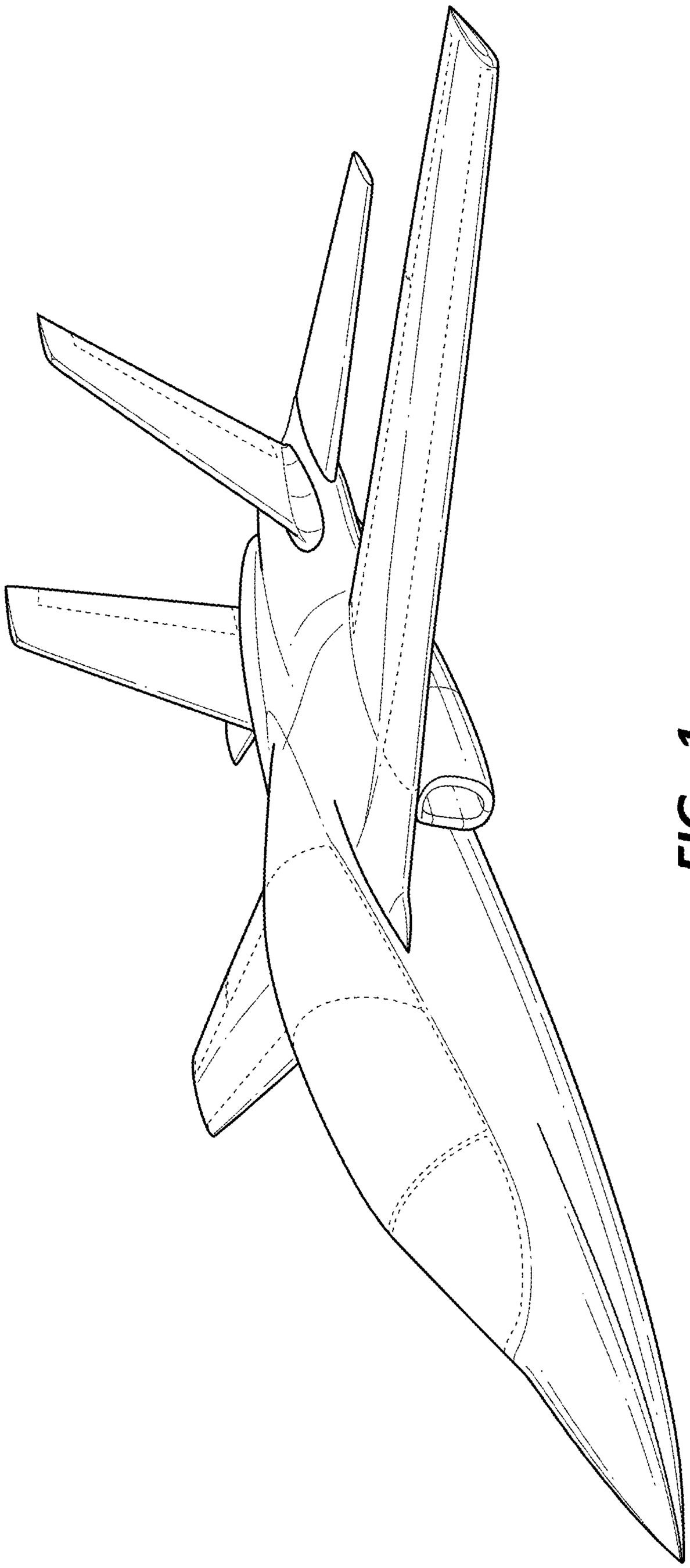


FIG. 1

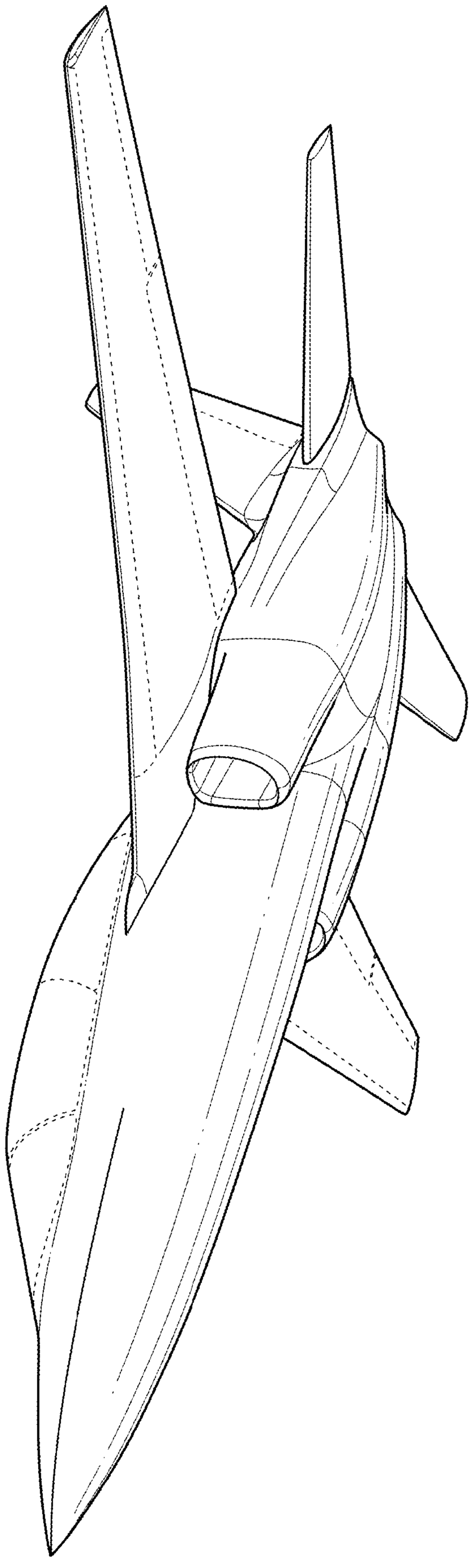


FIG. 2

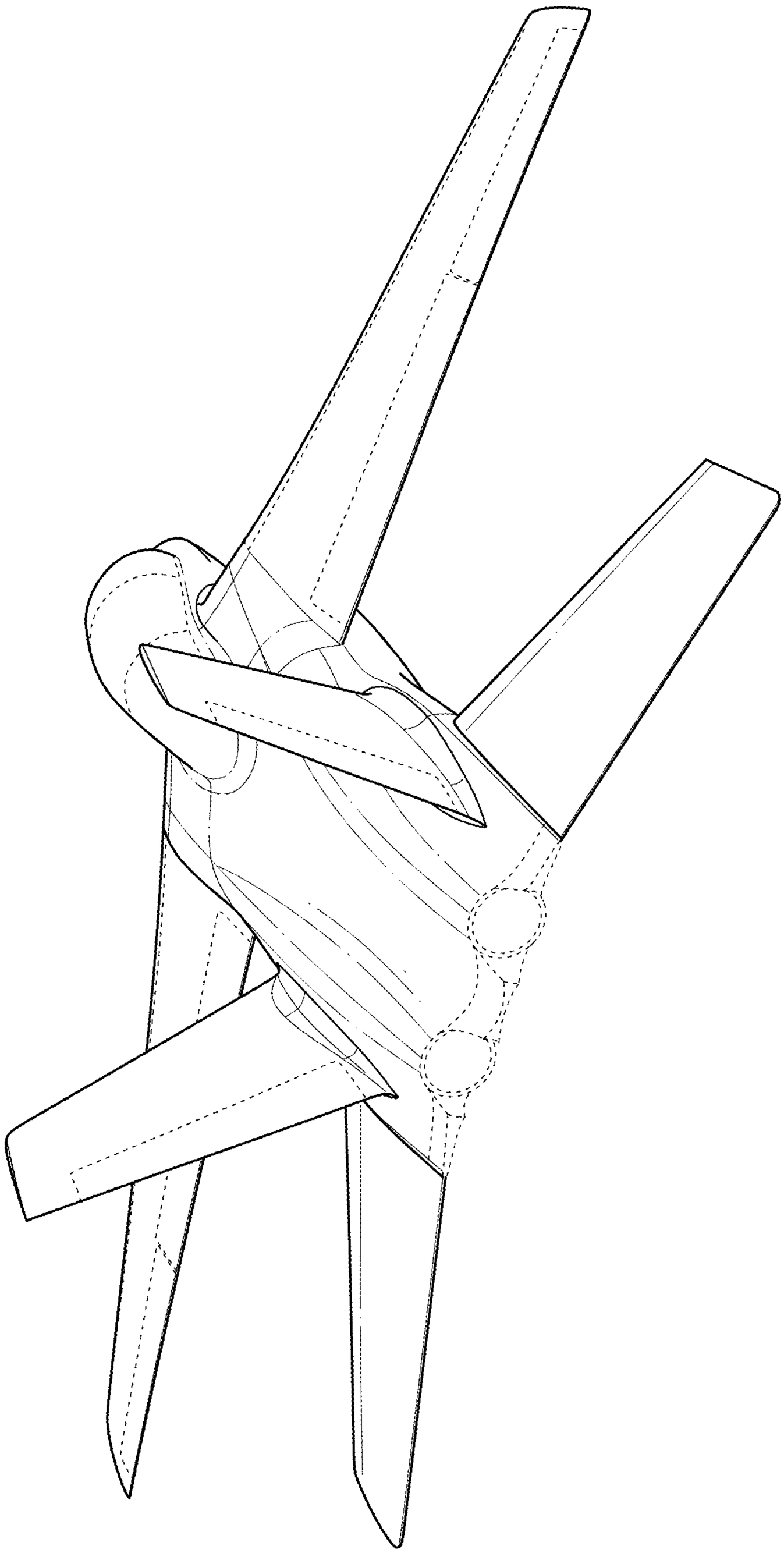


FIG. 3

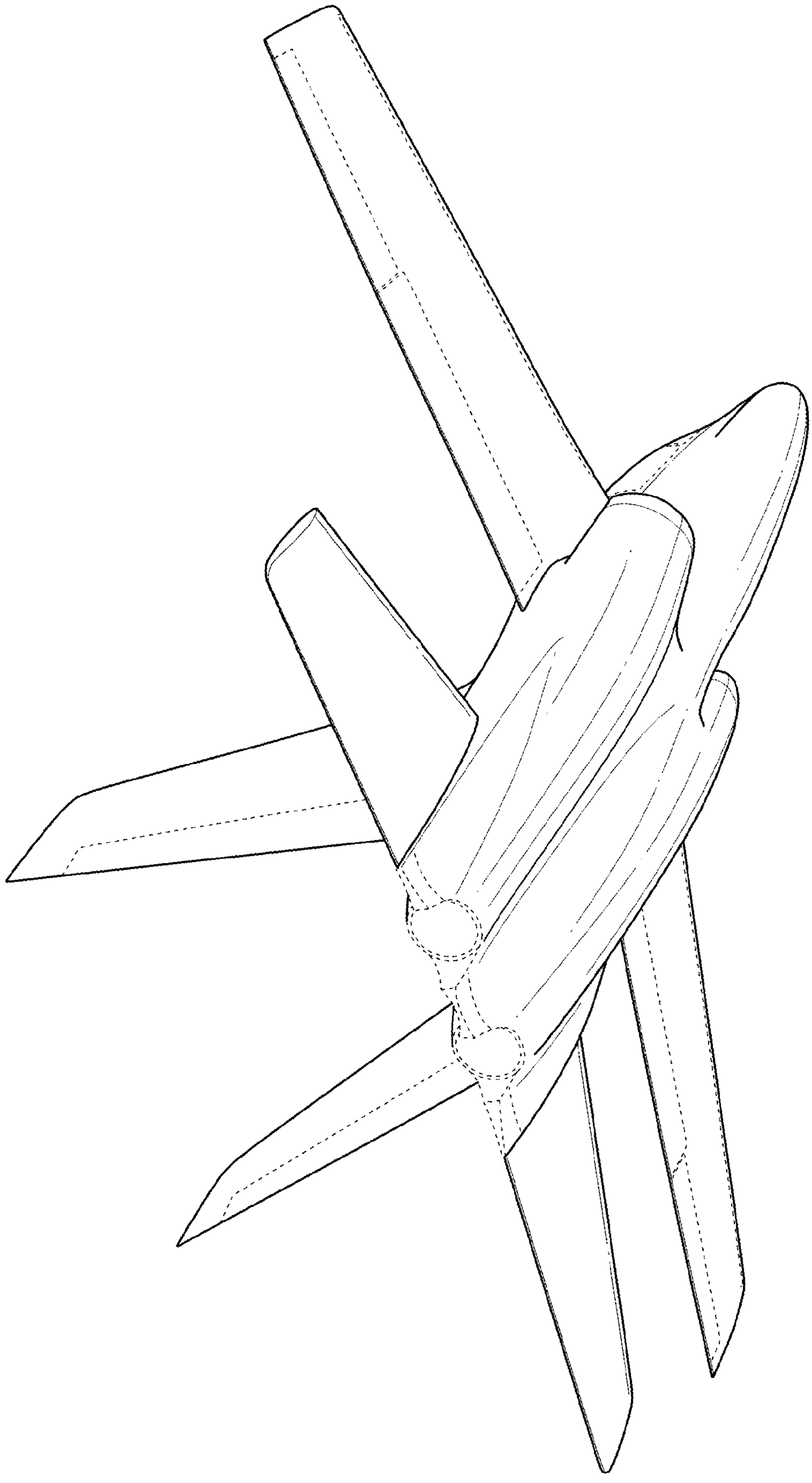


FIG. 4

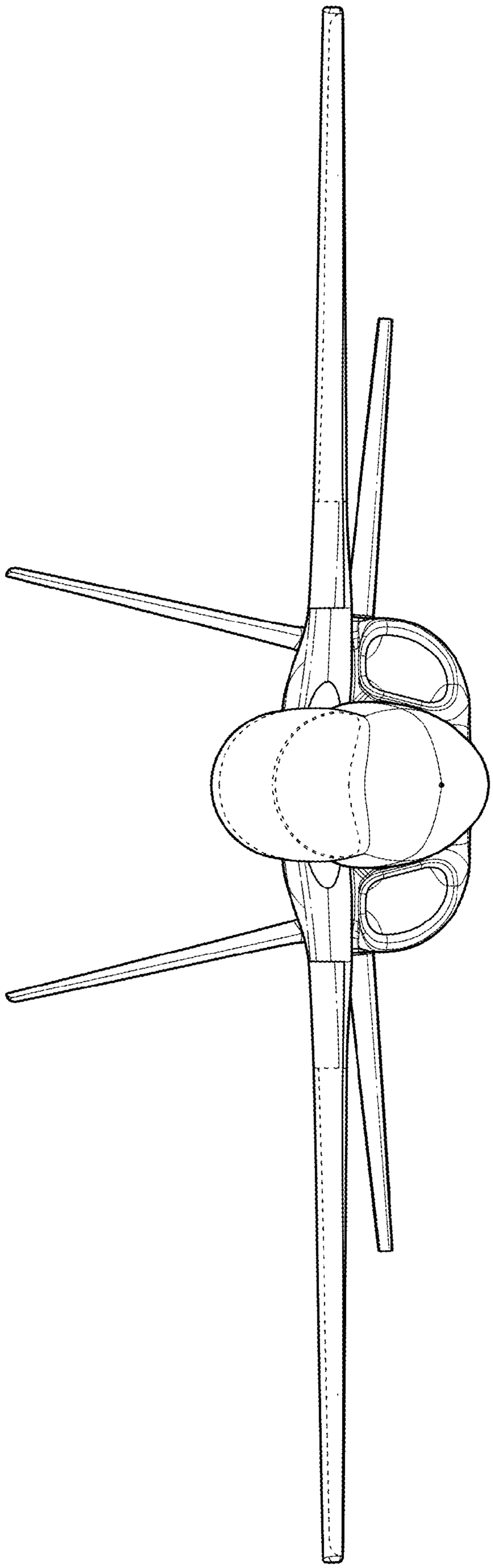


FIG. 5

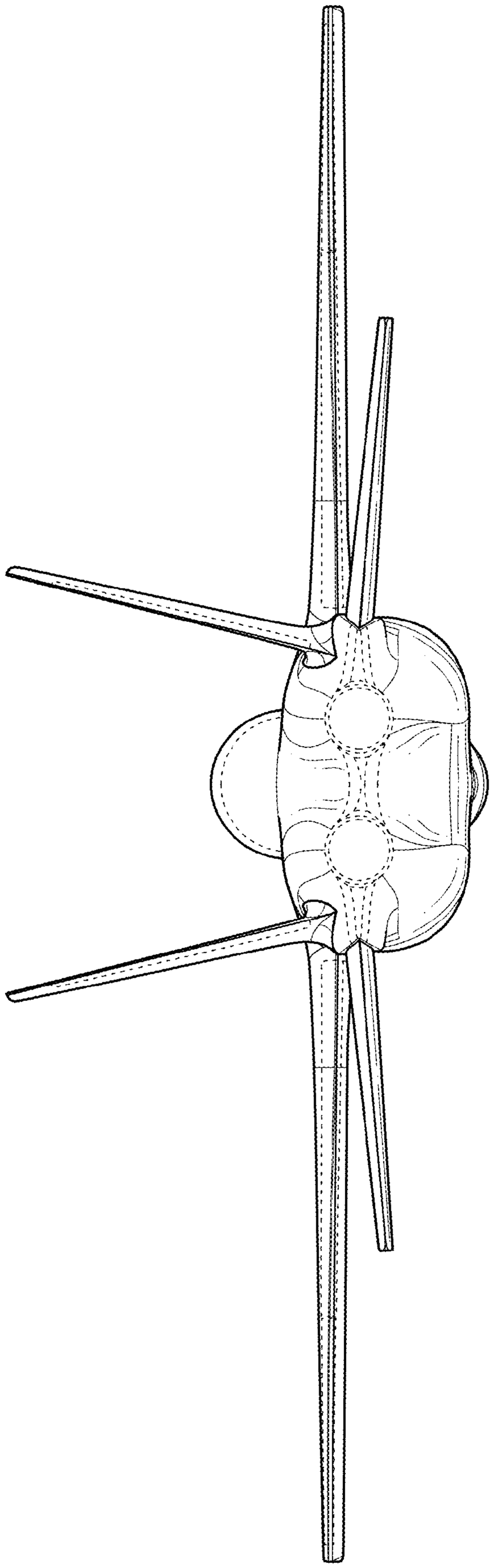


FIG. 6

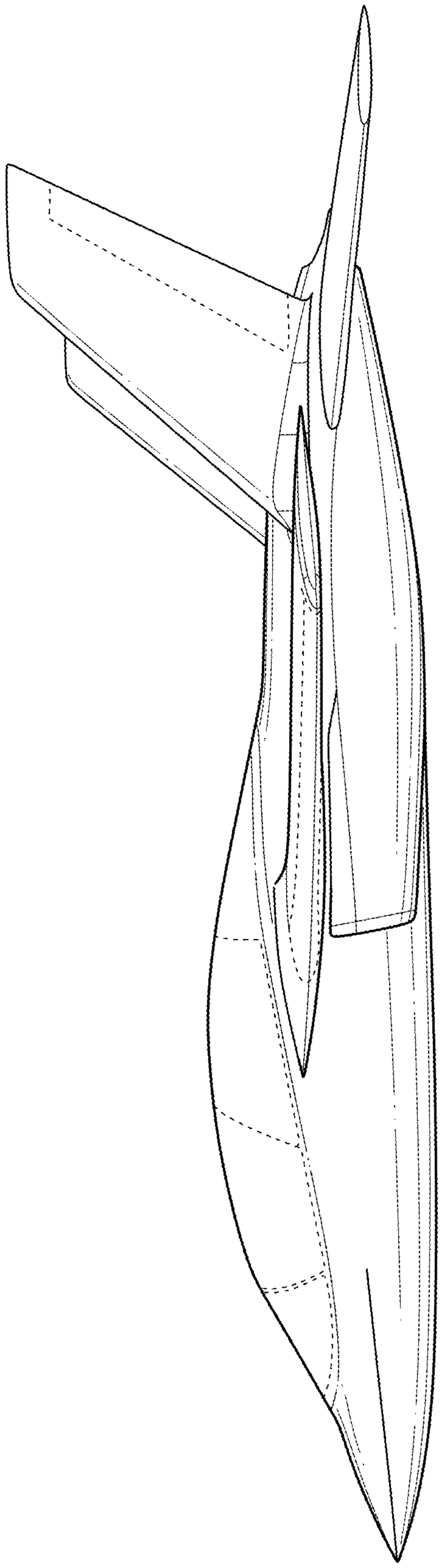


FIG. 7

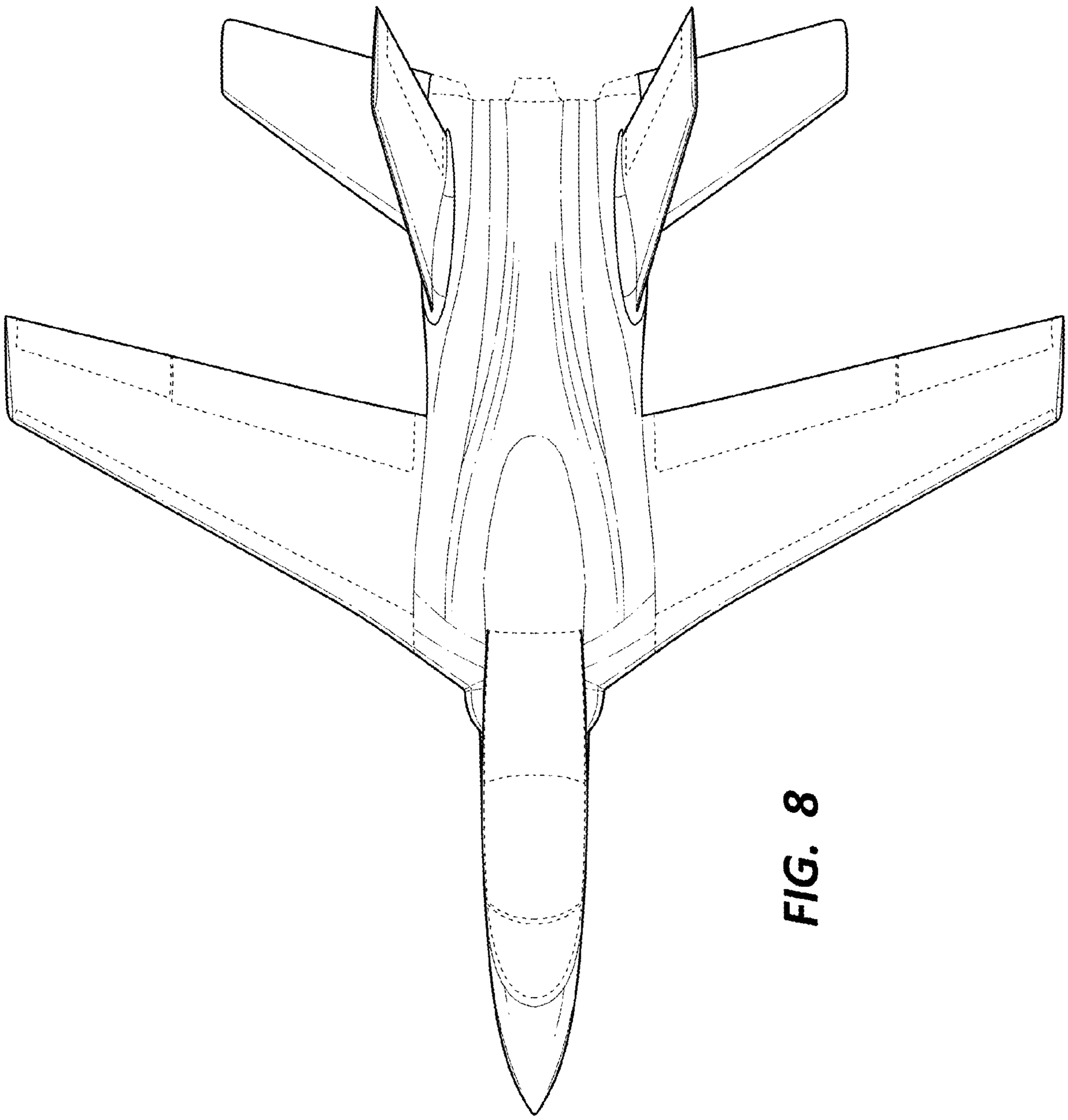


FIG. 8

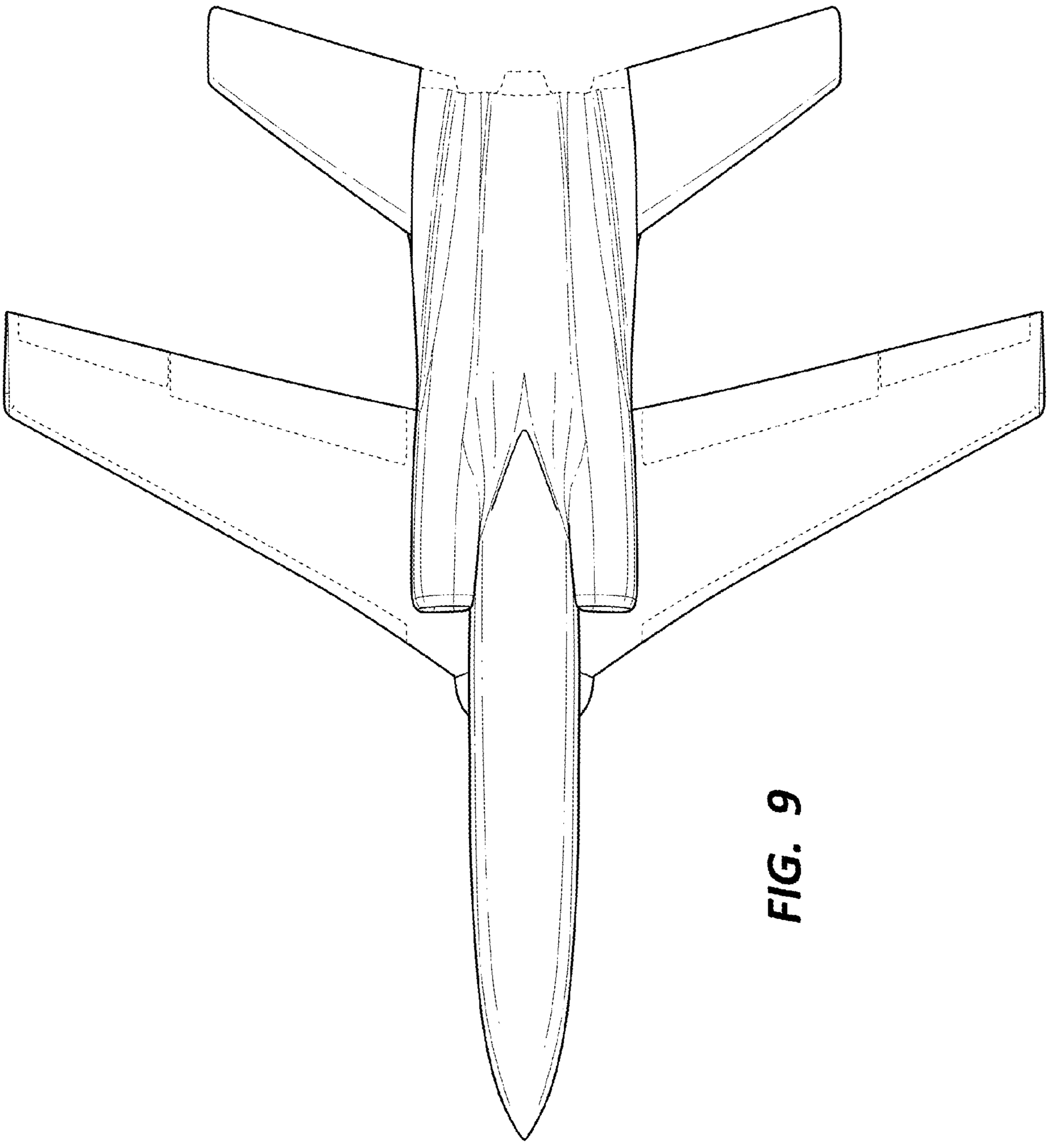


FIG. 9