

(19) World Intellectual Property
Organization
International Bureau



(43) International Publication Date
19 February 2004 (19.02.2004)

PCT

(10) International Publication Number
WO 2004/014726 A1

(51) International Patent Classification⁷: **B64C 1/00**, 27/04

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(21) International Application Number:

PCT/US2003/025060

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(22) International Filing Date: 12 August 2003 (12.08.2003)

(25) Filing Language:

English

(81) Designated States (*national*): AU, CA, JP, KR.

(26) Publication Language:

English

(84) Designated States (*regional*): European patent (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HU, IE, IT, LU, MC, NL, PT, RO, SE, SI, SK, TR).

(30) Priority Data:

10/219,170

13 August 2002 (13.08.2002) US

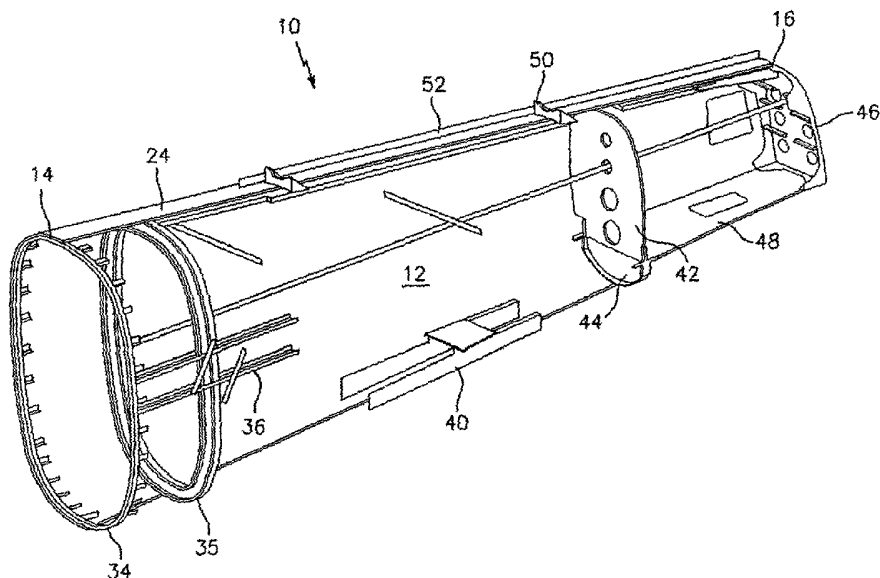
Published:

— with international search report

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For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(54) Title: COMPOSITE TAIL CONE ASSEMBLY FOR A HELICOPTER



(57) Abstract: The present invention broadly relates to a tail cone assembly (10) for a helicopter. The tail cone assembly includes a monocoque shell (12) formed from a composite material. The composite material preferably comprises a non-metallic matrix, such as an epoxy resin matrix, having fibers, such as graphite fibers, embedded therein. The fibers may be oriented along a single axis or along multiple axes. Other components (36, 40, 42, 44, 46, 48, 50, 52) of the tail cone assembly may also be formed from composite materials, which composite materials may be the same as or different from the composite material forming the shell.

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INTERNATIONAL SEARCH REPORT

(PCT Article 18 and Rules 43 and 44)

Applicant's or agent's file reference S-5630	FOR FURTHER ACTION see Notification of Transmittal of International Search Report (Form PCT/ISA/220) as well as, where applicable, item 5 below.	
International application No. PCT/US 03/ 25060	International filing date (day/month/year) 12/08/2003	(Earliest) Priority Date (day/month/year) 13/08/2002

Applicant

SIKORSKY AIRCRAFT CORPORATION

This International Search Report has been prepared by this International Searching Authority and is transmitted to the applicant according to Article 18. A copy is being transmitted to the International Bureau.

This International Search Report consists of a total of 4 sheets.

☒ It is also accompanied by a copy of each prior art document cited in this report.

1. Basis of the report

a. With regard to the **language**, the international search was carried out on the basis of the international application in the language in which it was filed, unless otherwise indicated under this item.

☐ the international search was carried out on the basis of a translation of the international application furnished to this Authority (Rule 23.1(b)).

b. With regard to any **nucleotide and/or amino acid sequence** disclosed in the international application, the international search was carried out on the basis of the sequence listing :

☐ contained in the international application in written form.

☐ filed together with the international application in computer readable form.

☐ furnished subsequently to this Authority in written form.

☐ furnished subsequently to this Authority in computer readable form.

☐ the statement that the subsequently furnished written sequence listing does not go beyond the disclosure in the international application as filed has been furnished.

☐ the statement that the information recorded in computer readable form is identical to the written sequence listing has been furnished

2. ☐ **Certain claims were found unsearchable** (See Box I).

3. ☐ **Unity of invention is lacking** (see Box II).

4. With regard to the **title**,

☐ the text is approved as submitted by the applicant.

☒ the text has been established by this Authority to read as follows:

COMPOSITE TAIL CONE ASSEMBLY FOR A HELICOPTER

5. With regard to the **abstract**,

☐ the text is approved as submitted by the applicant.

☒ the text has been established, according to Rule 38.2(b), by this Authority as it appears in Box III. The applicant may, within one month from the date of mailing of this international search report, submit comments to this Authority.

6. The figure of the **drawings** to be published with the abstract is Figure No.

☐ as suggested by the applicant.

☒ because the applicant failed to suggest a figure.

☐ because this figure better characterizes the invention.

1
☐ None of the figures.

COMPOSITE TAIL CONE ASSEMBLY FOR A HELICOPTER

BACKGROUND OF THE INVENTION

5 The present invention relates to a tail cone formed from a composite material. The tail cone has particularly utility on helicopters.

Conventional tail cones on helicopters are formed from metallic materials such as aluminum and aluminum alloys. As a result, these tail cones are heavy and expensive to produce.
10 There is a need for tail cone assemblies formed from lightweight, inexpensive materials which have strength properties similar to, or better than, conventional metal tail cone assemblies.

15 SUMMARY OF THE INVENTION

Accordingly, it is an object of the present invention to provide a tail cone which is lighter in weight and less expensive than conventional tail cone assemblies.

It is another object of the present invention to provide a
20 tail cone as above which has particular utility on helicopters.

The foregoing objects are attained by the tail cone of the present invention.

In accordance with the present invention, a tail cone broadly comprises a monocoque shell formed from a composite
25 material. The composite material preferably comprises a non-metallic matrix, such as an epoxy resin matrix, having fibers, such as graphite fibers, embedded therein. The fibers may be oriented along a single axis or along multiple axes. Other components of the tail cone assembly may also be formed from
30 composite materials, which composite materials may be the same as or different from the composite material forming the shell.

Other details of the composite tail cone assembly of the present invention, as well as other objects and advantages

attendant thereto, are set forth in the following detailed description and the accompanying drawings wherein like reference numerals depict like elements.

5

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a sectional view of a tail cone in accordance with the present invention;

FIG. 2 is a perspective view of a tail cone having a skin-stringer-frame construction;

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FIG. 3 is a sectional view of a sandwich construction which may be used to form the tail cone of the present invention;

FIG. 4 is an exploded view of a first embodiment of a tail cone in accordance with the present invention;

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FIG. 5 is an exploded view of a second embodiment of a tail cone in accordance with the present invention;

FIG. 6 is an exploded view of a third embodiment of a tail cone in accordance with the present invention; and

FIG. 7 is an exploded view of a fourth embodiment of a tail cone in accordance with the present invention.

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DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT(S)

FIG. 1 illustrates a tail cone assembly 10 for use with a helicopter in accordance with the present invention. The tail cone assembly 10 has a hollow monocoque shell 12 which is preferably formed from a composite material having a non-metallic matrix with fibers embedded therein. The fibers may be oriented along one direction or along multiple directions. A particularly useful composite material is an epoxy resin matrix having graphite fibers embedded therein.

30

The shell 12 has a leading edge 14, a trailing edge 16, an upper surface 18, a lower or bottom surface 20 and a pair of side walls 22 and 24. The upper surface 18 and the side walls 22 and 24 each extend from the leading edge 14 to the trailing

edge 16 of the shell 12. The bottom surface 20 however extends from the leading edge 14 of the shell to a point 26 distant from the trailing edge 16, thus leaving an opening 28 through which equipment relating to the rear landing gear 30 can be placed within the shell 12.

Each of the side walls 22 and 24 may be provided with an opening 32 for allowing access to the equipment relating to the rear landing gear 30. Further, the shell 12 preferably tapers from the leading edge 14 to the trailing edge 16.

As shown in FIG. 1, a tail cone attachment fitting 34 is positioned within the shell 12 adjacent the leading edge 14 of the shell and is used to join the tail cone assembly 10 to the fuselage 38 of the helicopter. The tail cone attachment fitting 34 may be joined to the shell 12 using any suitable means known in the art. The tail cone attachment fitting 34 could be formed from a lightweight metallic material or a composite material having a non-metallic matrix. When formed from a composite material, the composite material could be the same as, or different from, the composite material forming the shell.

Also positioned within the shell 12 is a frame 35. The frame 35 may be joined to the shell 12 using any suitable means known in the art. The frame 35 may be formed from a lightweight metallic material or by a composite material having a non-metallic matrix. When the frame 35 is formed from a composite material, the composite material may be the same as, or different from, the composite material forming the shell 12. For example, the frame 35 could be formed from an epoxy-resin matrix having graphite fibers embedded therein.

A plurality of chaff dispenser supports 36 may be mounted on the side walls 22 and 24 of the shell using any suitable means known in the art. The supports 36 may be formed from a metallic material or from a composite material having a non-metallic matrix. When formed from a composite material, the

composite material may be the same as, or different from, the composite material forming the shell 12.

5 An antenna support 40 is located within the shell 12 and secured to the bottom surface 20 using any suitable means known in the art. The antenna support 40 is used to secure an antenna to the helicopter. The antenna support 40 may be formed from a lightweight metallic material or from a composite material having a non-metallic matrix. When formed from a composite material, the composite material may be the same as, or
10 different from, the composite material forming the shell 12.

A landing support bulkhead 42 is positioned within the shell 12 at the position of the point 26. The landing support bulkhead 42 may be secured to the shell 12 using any suitable means known in the art and may be formed from a lightweight
15 metallic material or from a composite material having a non-metallic matrix. When the bulkhead 42 is formed from a composite material, the composite material may be the same as, or different from, the composite material forming the shell 12.

Attached to the landing support bulkhead 42 is a tie down
20 support 44. The support 44 may be formed from a lightweight metallic material or a composite material having a non-metallic matrix. When the support 44 is formed from a composite material, the composite material may be the same as, or different from, the composite material forming the shell 12.

25 A tail rotor pylon support 46 is secured to the trailing edge 16 of the shell 12. Any suitable means known in the art may be used to secure the support 46 to the shell 12. The support 46 may be formed from a lightweight metallic material or from a composite material having a non-metallic matrix. When
30 the support 46 is formed from a composite material, the composite material may be the same as, or different from, the composite material forming the shell 12.

A landing gear support plate 48 is provided to close off the opening 28. The plate 48 may be secured to the bulkhead 42, the pylon support 46, and to the side walls 22 and 24 of the shell 12 using any suitable means known in the art. The plate
5 48 may be formed from a lightweight metallic material or a composite material having a non-metallic matrix. When the plate 48 is formed from a composite material, the composite material may be the same as, or different from, the composite material forming the shell 12.

10 A plurality of drive shaft supports 50 and drive shaft cover supports 52 are mounted to the upper surface 18 of the shell. Any suitable means known in the art may be used to mount the supports 50 and 52 to the shell 12. Each of the drive shaft supports 50 and drive shaft cover supports 52 may be formed from
15 a lightweight metallic material or a composite material having a non-metallic matrix. When the supports 50 and/or 52 are formed from a composite material, the composite material may be the same as, or different from, the composite material forming the shell 12.

20 As shown in FIG. 4, the shell 12 may be formed from a single piece of composite material. Alternatively, the shell 12 may be formed from two mirror image, joined together pieces 54 and 56 of composite material as shown in FIG. 5, from three joined together pieces 58, 60, and 62 as shown in FIG. 6, or
25 from four joined together pieces 64, 66, 68, and 70 as shown in FIG. 7.

If desired, the shell 12 may be provided with a stringer-frame arrangement as shown in FIG. 2. The stringer-frame arrangement includes a plurality of stringers 72 extending from
30 the leading edge 14 to the trailing edge 16 and a plurality of stiffeners 74 joined to and extending perpendicular to the stringers 72. Each of the stringers 72 and the stiffeners 74 may be formed from a composite material having a non-metallic

matrix. The composite material may be the same as, or different from, the composite material forming the shell 12. For example, the composite material may comprise an epoxy resin matrix having graphite fibers embedded therein. The stringers 72 and/or the
5 stiffeners 74 may be fabricated to have either a channel or a Z shape in cross section.

Alternatively, the shell 12 could be formed using a sandwich construction such as that shown in FIG. 3. In a sandwich construction, the shell 12 could have an outer non-
10 metallic skin layer 76, an inner non-metallic layer 78 spaced from the outer layer 76, and a non-metallic core layer 80 intermediate the layers 76 and 78. The core layer 80 could have a honeycomb construction if desired. When a honeycomb
construction is used, the various honeycombs could be filled
15 with a non-metallic material. Each of the layers 76, 78, and 80 may be formed from a composite material having a non-metallic matrix. The composite material forming the layers 76, 78, and 80 may be the same as, or different from, the composite material forming the shell 12. For example, each of the layers could be
20 formed from an epoxy resin material having graphite fibers embedded therein.

The tail cone assembly of the present invention provides numerous advantages. First, it is lighter in weight than conventional tail cone assemblies. Second, it is less expensive
25 to produce. Third, the tail cone assembly can have integral stiffening/joining members which provide stiffening while simultaneously providing an attachment zone. This minimizes external fasteners and allows the use of protruding head fasteners, thus reducing laminate thickness and further reducing
30 weight. Fourth, the manufacture of the tail cone assembly is simpler. For example, the composite material may be applied either via automated means or by conventional means over the tooling and internal structure and co-cured simultaneously.

If desired, features such as the tail cone attachment fitting 34, the frame 35, the chaff dispenser supports 36, the antenna support 40, the landing support bulkhead 42, the drive shaft supports 50, and/or the drive shaft cover supports 52 may
5 be formed with the portions of the shell 12 to which they are attached. Such a construction reduces the need for fasteners and reduces the weight of the tail cone assembly 10.

It is apparent that there has been provided in accordance with the present invention a composite tail cone assembly which
10 fully satisfies the objects, means, and advantages set forth hereinbefore. While the present invention has been described in the context of specific embodiments thereof, other alternatives, modifications, and variations will become apparent to those skilled in the art having read the foregoing description.
15 Accordingly, it is intended to embrace those alternatives, modifications, and variations as fall within the broad scope of the appended claims.

WHAT IS CLAIMED IS:

1. A tail cone for a helicopter comprising a monocoque shell and said monocoque shell being formed from a composite material.
5
2. A tail cone according to claim 1, wherein said composite material comprises a non-metallic matrix material having fibers embedded therein.
- 10 3. A tail cone according to claim 1, wherein said composite material comprises an epoxy resin matrix having graphite fibers embedded therein.
- 15 4. A tail cone according to claim 1, wherein said shell is formed from a composite sandwich construction having a non-metallic inner layer, a non-metallic outer layer, and a non-metallic core layer.
- 20 5. A tail cone according to claim 4, wherein said inner layer, said outer layer and said core layer are each formed by an epoxy resin material having fibers embedded therein.
- 25 6. A tail cone according to claim 4, wherein said core layer comprises a honeycomb structure.
- 30 7. A tail cone according to claim 1, further comprising a plurality of internal stringers extending from a leading edge of said tail cone to a trailing edge of said tail cone and each of said internal stringers being formed from a composite material.
8. A tail cone according to claim 7, further comprising a plurality of stiffeners and each of said stiffeners extending

perpendicular to said stringers and being formed from a composite material.

9. A tail cone according to claim 1, wherein said shell is
5 hollow and has a leading edge, a trailing edge, an upper surface extending between said leading edge and said trailing edge, and a lower surface having an opening therein adjacent said trailing edge.
- 10 10. A tail cone according to claim 9, further comprising a pair of side surfaces extending from said leading edge to said trailing edge and each of said side surfaces having an opening in a region in the vicinity of said trailing edge.
- 15 11. A tail cone according to claim 9, wherein said shell tapers from said leading edge to said trailing edge.
12. A tail cone assembly for a helicopter comprising:
- 20 a monocoque shell formed from a composite material; and
- said shell having a leading edge, a trailing edge, a bottom surface extending from said leading edge and terminating at a point remote from said trailing edge, an upper surface extending
25 from said leading edge to said trailing edge, and a pair of side surfaces extending from said leading edge to said trailing edge.
13. A tail cone assembly according to claim 12, further comprising said shell being formed in a single piece.
- 30 14. A tail cone assembly according to claim 12, further comprising said shell being formed by two mirror-image pieces joined together.

15. A tail cone assembly according to claim 12, further comprising said shell being formed by three pieces joined together.

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16. A tail cone assembly according to claim 12, further comprising said shell being formed by four pieces joined together.

10 17. A tail cone assembly according to claim 12, further comprising said shell having a sandwich construction.

18. A tail cone assembly according to claim 12, further comprising a plurality of stringers within said shell extending
15 from said leading edge to said trailing edge and each of said stringers being formed from a composite material.

19. A tail cone assembly according to claim 12, further comprising a plurality of stiffeners within said shell and each
20 of said stiffeners being formed from a composite material.

20. A tail cone assembly according to claim 12, wherein said composite material comprises a non-metallic matrix having fibers embedded therein.

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21. A tail cone assembly according to claim 12, wherein said composite material comprises an epoxy resin matrix having graphite fibers embedded therein.

30 22. A tail cone assembly according to claim 12, wherein said embedded graphite fibers extend in a more than one direction.

23. A tail cone assembly according to claim 12, further comprising a tail cone attachment fitting positioned within said shell at a location adjacent a leading edge of said shell.

5 24. A tail cone assembly according to claim 23, wherein said tail cone attachment fitting is formed from a composite material having a non-metallic matrix.

25. A tail cone assembly according to claim 12, further
10 comprising a tail rotor pylon support located adjacent a trailing edge of said shell.

26. A tail cone assembly according to claim 25, further comprising said tail rotor pylon support being formed from a
15 composite material having a non-metallic matrix.

27. A tail cone assembly according to claim 12, further comprising a landing support bulkhead positioned intermediate a leading edge and a trailing edge of said shell.

20 28. A tail cone assembly according to claim 27, further comprising said landing support bulkhead being formed from a composite material having a non-metallic matrix.

25 29. A tail cone assembly according to claim 27, further comprising a tie down support attached to said landing support bulkhead.

30 30. A tail cone assembly according to claim 29, further comprising said tie down support being formed from a composite material having a non-metallic matrix.

31. A tail cone assembly according to claim 12, further comprising said shell having side walls and a plurality of chaff dispenser supports attached to said side walls.

5 32. A tail cone assembly according to claim 31, further comprising each of said chaff dispenser supports being formed from a composite material having a non-metallic matrix.

10 33. A tail cone assembly according to claim 12, further comprising said shell having a lower surface and an antenna support attached to said lower surface.

15 34. A tail cone assembly according to claim 33, further comprising said antenna support being formed from a composite material having a non-metallic matrix.

35. A tail cone assembly according to claim 12, further comprising said shell having an upper surface and a plurality of drive shaft supports mounted to said upper surface.

20 36. A tail cone assembly according to claim 35, further comprising said drive shaft supports each being formed from a composite material having a non-metallic matrix.

25 37. A tail cone assembly according to claim 35, further comprising a plurality of drive shaft cover supports mounted to said upper surface.

30 38. A tail cone assembly according to claim 37, further comprising each of said drive shaft cover supports being formed from a composite material having a non-metallic matrix.

39. A tail cone assembly according to claim 12, further comprising an opening in a lower surface of said shell and a landing gear plate positioned within said opening.

5 40. A tail cone assembly according to claim 39, further comprising said landing gear plate being formed from a composite material having a non-metallic matrix.

41. A helicopter comprising:

10

a tail cone;

said tail cone having a hollow, tapered monocoque shell formed from a first composite material having a non-metallic
15 matrix and fibers embedded within the matrix;

said shell having a leading edge, a trailing edge, an upper surface, a lower surface, and a pair of side walls;

20 a tail cone attachment fitting located adjacent said leading edge of said shell;

a landing support bulkhead located intermediate said leading edge and said trailing edge, and adjacent an opening in
25 said lower surface;

a tail rotor pylon support located adjacent said trailing edge of said shell;

30 a landing gear support plate joined to said tail rotor pylon support and said landing support bulkhead;

a tie down support attached to said landing support bulkhead;

5 a plurality of drive shaft supports attached to said upper surface;

a plurality of drive shaft cover supports attached to said upper surface; and

10 a plurality of chaff dispenser supports attached to said side walls.

42. A helicopter according to claim 41, wherein each of said tail cone attachment fitting, said chaff dispenser supports, 15 said landing support bulkhead, said tie down support, said tail rotor pylon support, said landing gear support plate, said drive shaft cover supports, and said drive shaft supports are formed from a second composite material.

20 43. A helicopter according to claim 42, wherein said second composite material is the same as said first composite material.

44. A helicopter according to claim 42, wherein said second composite material is different from said first composite 25 material.

45. A helicopter according to claim 41, wherein at least one of said tail cone attachment fitting, said chaff dispenser supports, said landing support bulkhead, said tie down support, 30 said tail rotor pylon support, said landing gear support plate, said drive shaft cover supports, and said drive shaft supports is formed from a second composite material.

46. A helicopter according to claim 45, wherein said second composite material is the same as said first composite material.

47. A helicopter according to claim 45, wherein said second
5 composite material is different from said first composite material.

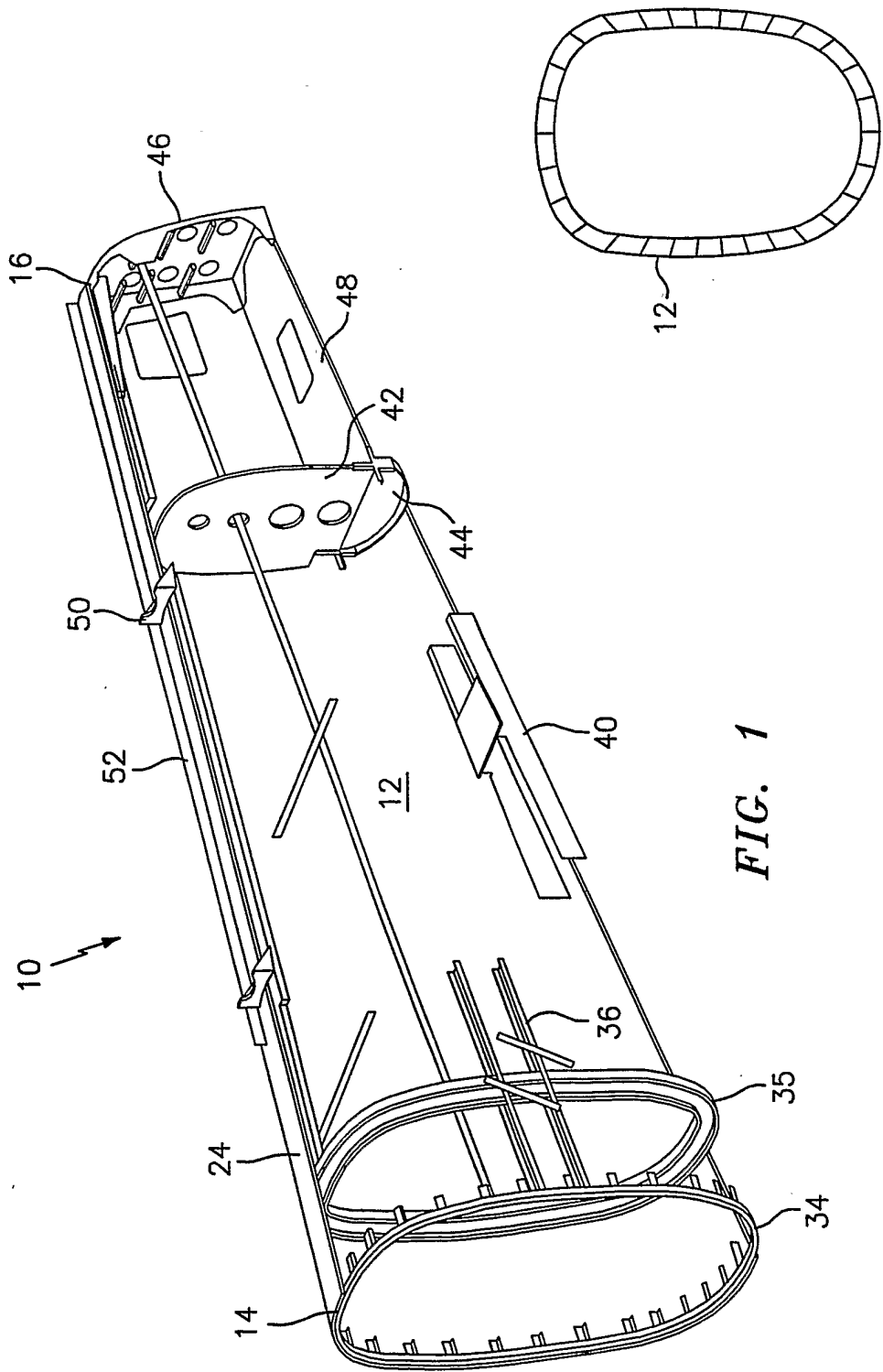


FIG. 3

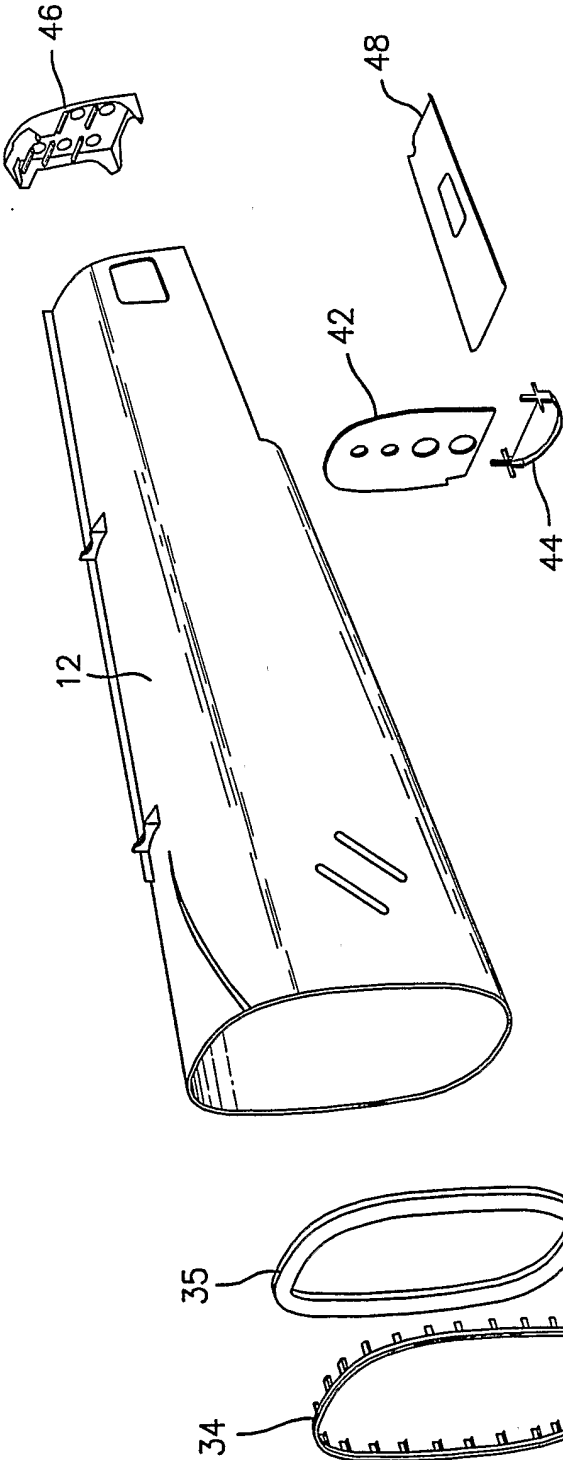


FIG. 4

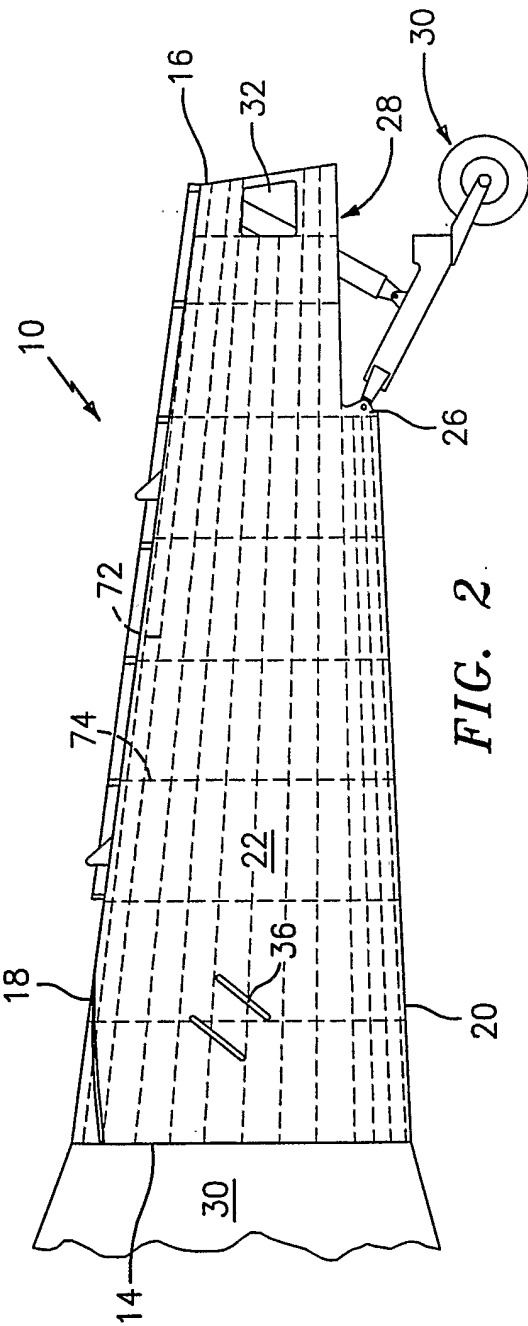


FIG. 2

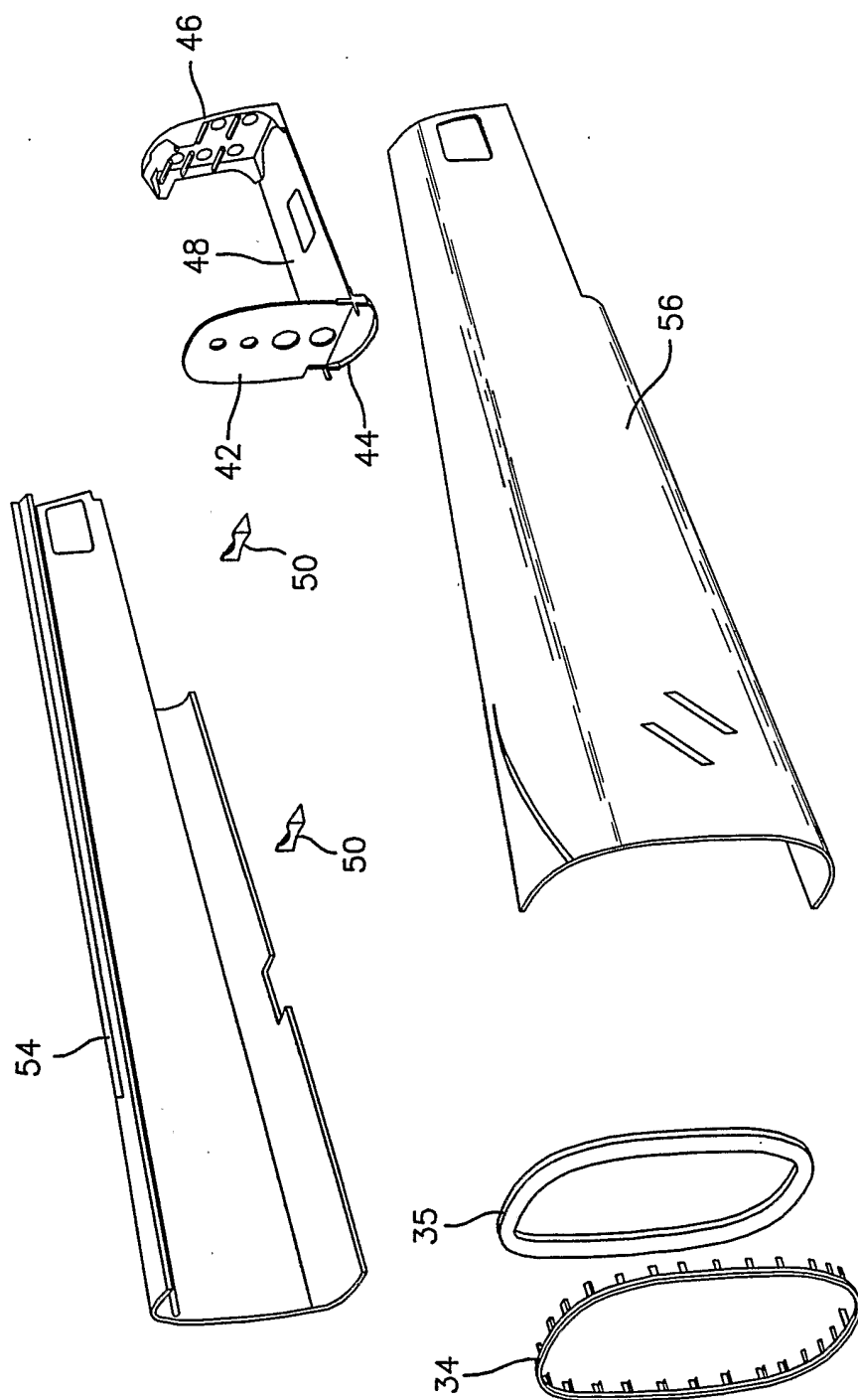


FIG. 5

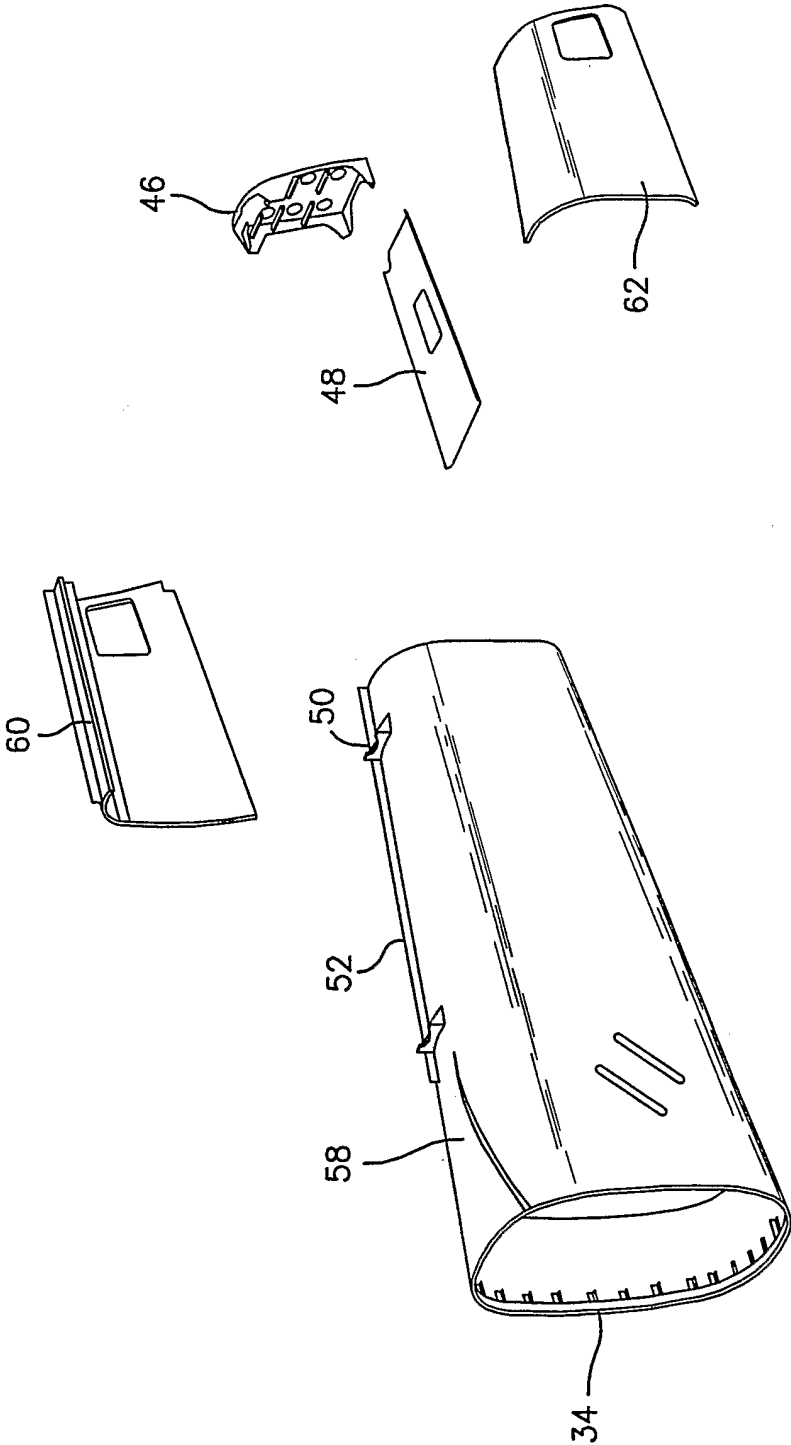


FIG. 6

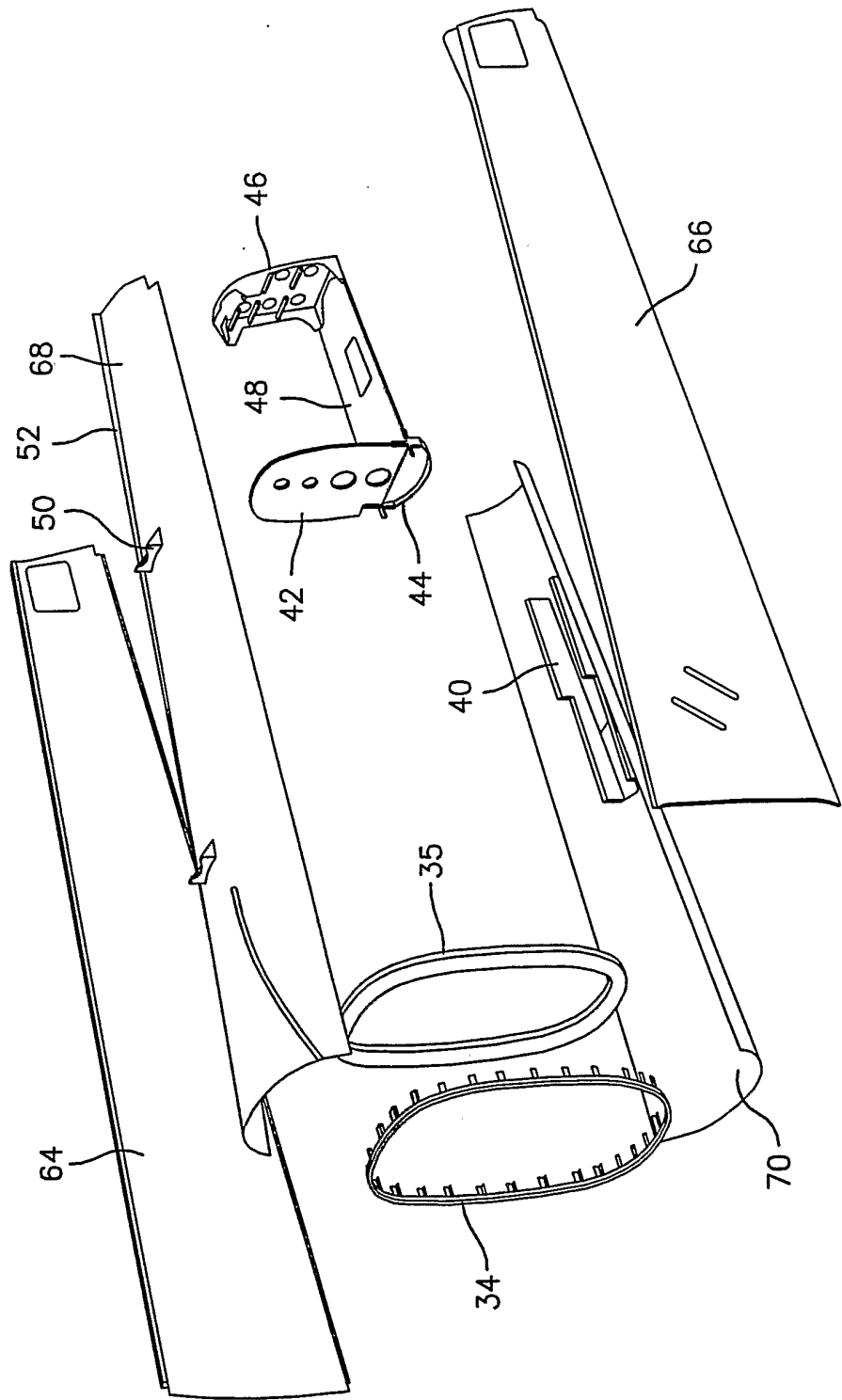


FIG. 7

INTERNATIONAL SEARCH REPORT

International Application No
PCT/US 03/25060

A. CLASSIFICATION OF SUBJECT MATTER
IPC 7 B64C1/00 B64C27/04

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC 7 B64C

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

EPO-Internal

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 4 053 126 A (DURET MAURICE LOUIS ET AL) 11 October 1977 (1977-10-11) column 5, line 56 -column 6, line 6 figures 13,14	1-3,12, 13
Y	---	4-11, 14-47
X	US 6 352 220 B1 (BANKS DANIEL W ET AL) 5 March 2002 (2002-03-05) column 4, line 61 -column 5, line 18 figures 3,4	1,12
Y	---	9-11, 23-47
Y	GB 2 196 922 A (AIRSHIP IND) 11 May 1988 (1988-05-11) page 1, line 129 -page 2, line 80 figures 3,4	4-10, 14-22

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☒ Further documents are listed in the continuation of box C.

☒ Patent family members are listed in annex.

* Special categories of cited documents :

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier document but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.

"&" document member of the same patent family

Date of the actual completion of the international search

7 November 2003

Date of mailing of the international search report

17/11/2003

Name and mailing address of the ISA

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INTERNATIONAL SEARCH REPORT

International Application No

PCT/US 03/25060

C.(Continuation) DOCUMENTS CONSIDERED TO BE RELEVANT		
Category °	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
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INTERNATIONAL SEARCH REPORT

Information on patent family members

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