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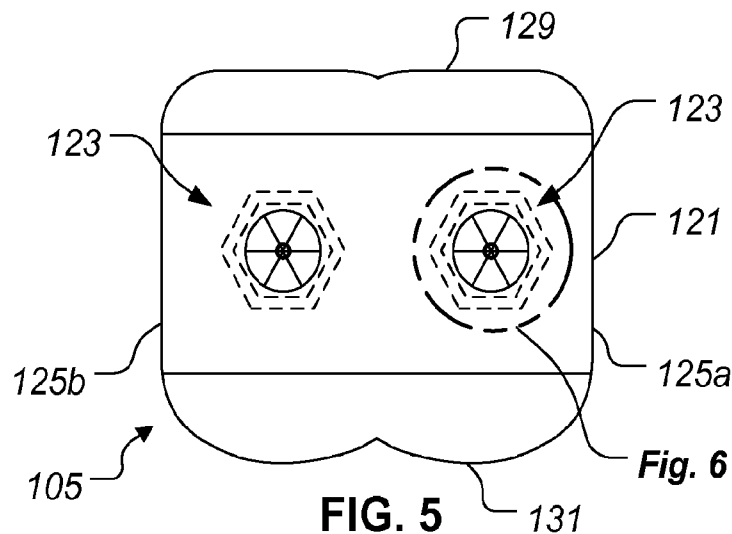
**Declarations under Rule 4.17:**

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(54) **Title:** CONSTANT AREA VENT FOR EXTERNAL CRASH ATTENUATION AIRBAG



(57) **Abstract:** The external crash attenuation airbag includes an inflatable bladder which is inflatable to an exterior of an aircraft, so that the inflatable bladder is generally located between the aircraft and a crash surface when inflated. The airbag includes a vent configured to burst at a predefined burst pressure, the vent being located a side portion of the inflatable bladder. The airbag also includes a vent support located approximate the vent, the vent support being configured to prevent deformation and therefore maintain the effectiveness of a venting area of the vent.

## CONSTANT AREA VENT FOR EXTERNAL CRASH ATTENUATION AIRBAG

### Technical Field

The system of the present application relates to external airbags for a vehicle. In particular, the system of the present application relates to a constant area vent for an external airbag for an aircraft.

### Description of the Prior Art

Conventional airbags are manufactured in a wide variety of shapes and sizes. Conventional airbags have flexible vents which are susceptible to collapse during crash attenuation. Although the developments in airbag systems have produced significant improvements, considerable shortcomings remain.

### Brief Description of the Drawings

The novel features believed characteristic of the system of the present application are set forth in the appended claims. However, the system itself, as well as a preferred mode of use, and further objectives and advantages thereof, will best be understood by reference to the following detailed description when read in conjunction with the accompanying drawings, in which the leftmost significant digit(s) in the reference numerals denote(s) the first figure in which the respective reference numerals appear, wherein:

Figure 1 is a perspective view of a rotorcraft equipped with an external airbag assembly, according to the preferred embodiment of the present application;

Figure 2 is a stylized block diagram of the rotorcraft shown in Figure 1;

Figure 3 is a schematic view of an external airbag in compression;

Figure 4 is a perspective view of an external airbag assembly, according to the preferred embodiment of the present application;

Figure 5 is a side view of the external airbag assembly of Figure 4;

Figure 6 is a detail view of the vent assembly taken from Figure 5;

5 Figure 7 is a partial detail view of the vent assembly taken from Figure 6;

Figure 8 is a detail view of a vent support according to the preferred embodiment of the present application;

Figure 9 is a detail view of a vent support according to an alternative embodiment of the present application;

10 Figure 10 is a detail view of a vent support according to an alternative embodiment of the present application; and

Figure 11 is a detail view of a vent support according to an alternative embodiment of the present application.

15 While the system of the present application is susceptible to various modifications and alternative forms, specific embodiments thereof have been shown by way of example in the drawings and are herein described in detail. It should be understood, however, that the description herein of specific embodiments is not intended to limit the method to the particular forms disclosed, but on the contrary, the intention is to cover all modifications, equivalents, and alternatives falling within the  
20 spirit and scope of the application as defined by the appended claims.

### Description of the Preferred Embodiment

Illustrative embodiments of the system of the present application are described below. In the interest of clarity, not all features of an actual implementation are described in this specification. It will of course be appreciated that in the development  
5 of any such actual embodiment, numerous implementation-specific decisions must be made to achieve the developer's specific goals, such as compliance with system-related and business-related constraints, which will vary from one implementation to another. Moreover, it will be appreciated that such a development effort might be complex and time-consuming but would nevertheless be a routine undertaking for those of ordinary  
10 skill in the art having the benefit of this disclosure.

In the specification, reference may be made to the spatial relationships between various components and to the spatial orientation of various aspects of components as the devices are depicted in the attached drawings. However, as will be recognized by those skilled in the art after a complete reading of the present application, the devices,  
15 members, apparatuses, *etc.* described herein may be positioned in any desired orientation. Thus, the use of terms such as "above," "below," "upper," "lower," or other like terms to describe a spatial relationship between various components or to describe the spatial orientation of aspects of such components should be understood to describe a relative relationship between the components or a spatial orientation of aspects of  
20 such components, respectively, as the device described herein may be oriented in any desired direction.

Figure 1 shows a rotorcraft 101 incorporating the crash attenuation system according to the present application. Rotorcraft 101 comprises a fuselage 107 and a tail boom 109. A rotor system 103 provides lift and propulsive forces for flight of rotorcraft  
25 101. A pilot sits in a cockpit 113 in a forward portion of fuselage 107. A landing gear 111 extends from a lower portion of fuselage 107 for supporting rotorcraft 101 on a rigid surface, such as the ground. At least one airbag assembly 105 is located approximate to the lower portion of fuselage 107. Each airbag assembly 105 may be external

mounted, as shown in Figure 1. Alternatively, each airbag assembly 105 may be internally mounted with tangible covers so that the airbags are deployable to the exterior of aircraft 101. It should be appreciated that even though landing gear 111 is depicted as skid gear, the systems of the present application may be implemented on a rotorcraft  
5 having other types of landing gear, such as a retractable landing gear, for example.

A malfunction with rotor system 103, the drive system, or any other flight critical component, may necessitate a descent from altitude at a higher rate of speed than is desirable. If the rotorcraft impacts an impact surface at an excessively high rate, the occupants of rotorcraft 101 may be severely injured due to the sudden decelerative  
10 forces. Further, such an impact may cause rotorcraft 101 to be severely damaged by the decelerative forces exerted on rotorcraft 101. To reduce these forces, the crash attenuation system includes at least one airbag assembly 105. Each airbag assembly 105 contains an inflatable airbag bladder 121 that is inflated prior to impact. Each airbag is vented during impact for energy attenuation in part to prevent an undesired  
15 rebound/secondary impact as well as to avoid pitch-over and roll-over tendency. In figure 1, each airbag assembly 105 is illustrated in an un-inflated stowed condition. The rotorcraft 101 preferably includes six airbag assemblies 105 in two rows have three airbag assemblies each. However, it should be appreciated that the quantity, size, and other features of each airbag assembly 105 may vary according to the specific aircraft.  
20 Each airbag assembly 105 absorbs and dissipates a specific amount of kinetic energy during crash attenuation; as such, the configuration and number of airbag assemblies 105 is at least partly driven by the mass of the aircraft. The system can be used on a number of different types of aircraft, for example, helicopter, fixed wing aircraft, and other aircraft, and in particular those that are rotorcraft.

25 Referring now to Figure 2, airbag assembly 105 is illustrated in conjunction with a schematic of rotorcraft 101. Each airbag assembly 105 is shown as fully inflated and mounted to a lower portion of the fuselage 107. Figure 2 also schematically illustrates additional components of the crash attenuation system according to the present

application. A computer-based control system 115, which is shown mounted within fuselage 107, controls the operation of components associated with each airbag assembly 105. A gas controller 119 is operably associated with each airbag assembly 105 for controlling one or more gas generators for inflation of each airbag bladder. In addition, the crash attenuation system has a sensor system 117 for detecting crash conditions, such as rate of descent and/or ground proximity. Sensor system 117 may also have a water-detection system (not shown), which may have sensors mounted on fuselage 107 for detecting an imminent crash in water. Gas controller 119, components for each airbag assembly 105, and sensor system 117 are in communication with control system 115, allowing control system 115 to communicate with, monitor, and control the operation of these attached components. In addition, control system 115 may be in communication with a flight computer or other system for allowing the pilot to control operation of the crash attenuation system. For example, the pilot may be provided means to override, disarm, or arm the crash attenuation system.

The sensor system 117 is shown in Figure 2 as a discrete component for the sake of convenience. However, it should be noted that actual implementations of the sensor system 117 can comprise a number of components that are located at various locations on the rotorcraft 101. The sensor system 117 may include, for example, sensors for detecting pitch and roll attitude, pitch and roll rate, airspeed, altitude, rate of descent, fluid at impact surface, and slope of the impact surface.

It is desirable for each airbag assembly 105 to be as efficient as possible at attenuating energy during a crash. Because each airbag assembly 105 is carried by an aircraft, each airbag assembly 105 ideally provides maximum energy attenuation while adding minimum weight to the aircraft. Furthermore, an unnecessarily heavy airbag assembly 105 increases the airframe structure required to support the weight, and also decreases the payload capabilities of the rotorcraft 101. Further, an efficient external airbag can have a lower profile than a less efficient airbag, thereby reducing aerodynamic drag, both while in a stowed position and an inflated position.

The present application includes the discovery that certain airbag vent systems provide better energy attenuation, as well as pitch-over and roll-over stability than others. More specifically, venting of pressurized gas from within the airbag is an important part of providing optimal energy attenuation and aircraft stability during a crash landing. Furthermore, proper venting reduces high peak acceleration that might other occur if the vent were to collapse, resulting in blockage and reducing effectiveness of the vent itself, during crash attenuation.

Referring to Figure 3, an airbag 301 is depicted in order to exemplify a collapsible airbag vent 303. Certain airbag shapes, such as cylindrically shaped airbag 301, are susceptible to hoop stresses circumferentially around the airbag. Compression of airbag 301 along a direction 311 is a result of an aircraft surface 305 and a ground surface 307 rapidly compressing airbag 301 during a crash. During compression of airbag 301, pressure builds until vent 303 ruptures a predetermined pressure. Vent 303 is configured to release pressurized gas in order to dissipate energy. However, the opening in vent 303 gives rise to the aforementioned hoop stress, and results in a circumferential distortion 309. Distortion 309 results in a tendency for vent 303 to collapse during compression of airbag 301 along direction 311. Collapsing of vent 303 inhibits the desired release of pressurized gas, thus resulting in a spike in deceleration of the aircraft during an impact. A high peak acceleration results in less survivability during an impact. As such, it is desirable for vent 303 to remain in an open position. More specifically, it is desirable for the area of vent 303 to remain constant during compression of airbag 301, thus providing a predictable and efficient attenuation of energy during an impact situation.

Referring now to Figure 4, airbag assembly 105 is illustrated. Airbag assembly 105 is depicted in a dual cylindrical configuration. A cylindrical shaped airbag provides an efficient shape of an external airbag because the cylindrical shape promotes compression along a center lengthwise axis of the vertical cylinder, which is generally normal to the aircraft. Such a cylindrical shape provides an efficient shape for energy

attenuation by providing approximately linear deceleration of the rotorcraft. Airbag assembly 105 is a dual cylindrical configuration because such the shape provides optimal coverage underneath a rotorcraft, such aircraft 101, while also reaping the efficiency of an airbag having a cylindrical shape. However, it should be appreciated  
5 that airbag assembly 105 may be any shape.

Still referring to Figure 4, airbag assembly 105 includes an airbag bladder 121, which is made from a relatively non-porous flexible material. In the preferred embodiment, the airbag bladder 121 is formed of a fabric that comprises resilient material such as Kevlar and/or Vectran. Airbag assembly 105 includes a base plate  
10 127 configured to attach the airbag bladder 121 underneath fuselage 107. More particularly, base plate 127 is coupled to a top portion 129 of airbag bladder 121. Base plate 127 is preferably a rigid structure which also functions to at least partially define top portion 129. A widthwise panel essentially divides the airbag bladder 121 into two cylindrical portions, a first cylindrical portion 125a and a second cylindrical portion 125b.

Referring now to Figures 5 and 6, airbag assembly 105 is depicted in further  
15 detail. Airbag assembly 105 includes at least one vent assembly 123. During operation, each airbag assembly 105 is stored in an uninflated condition underneath the fuselage 107 of rotorcraft 101, as shown in Figure 1. When an imminent crash situation is detected, each airbag bladder 121 is fully inflated just prior to impact. In the preferred  
20 embodiment, the airbag bladder 121 is inflated to a certain initial pressure. In the preferred embodiment, each vent assembly 123 is configured to burst at a vent burst portion 605, at a certain pressure, thereby releasing gas from the interior of the airbag bladder 121 during the impact cycle. It should be appreciated that alternative burst pressures may be used. The compression of airbag bladder 121 results from the airbag  
25 bladder 121 being compressed between the rotorcraft 101 and an impact surface, such as a hard surface, soft soil, water, to name a few.

Vent assembly 123 includes a vent support 601 for preserving the area of vent opening 803 during compression of airbag bladder 121. More specifically, vent support



601 keeps the open area of vent opening 603 constant by preventing deformation of vent opening 603 due to hoop stresses. Vent support 601 is preferably of a rigid material, such as composite, plastic, and metal, to name a few. Vent support 601 may be attached to airbag bladder 121 in a variety of ways. For example, Figure 7 illustrates an exemplary configuration of attaching vent support 601 to airbag bladder 121. Material from airbag bladder 121 is fabricated so that support portions 607 are positioned through the interior of vent support 601, then folded over vent support, and attached to airbag bladder 121. As shown in Figure 7, the hexagon shape of vent support 601 provides for six support portions 607 to each be aligned with each edge of vent support 601. Moreover, a plurality of stitching portions 609 are used to attach each support portion 607 to airbag bladder 121, thereby trapping vent support 601. It should be appreciated that vent support 601 may be attached to airbag bladder in a variety of methods and configurations. Furthermore, figure 8 illustrates vent support 601 in detail view.

Figures 9-11 illustrate alternative embodiments of vent support 601. For example, a vent support 901 is a circular shaped. A vent support 1001 is annular ring shaped. It should be appreciated the vent support may be of a wide variety of shapes while also providing the sufficient rigidity to keep vent opening 603 from collapsing.

Figure 11 illustrates another alternative embodiment of vent support 601. A vent support 1001 includes an upper portion and a lower portion, which are connected by a hinge 1003 on each side. Hinges 1003 allow vent support 1001 to collapse while airbag assembly 105 is packaged in an uninflated condition, as shown in Figure 1. Upon inflation of the airbag, each hinge 1003 allows the upper and lower portions of vent support 1001 to open. Further, each hinge 1003 includes a locking mechanism so that the vent support 1001 locks in the open position so that it isn't able to return to the folded position.

The airbag assembly of the present application provides significant advantages, including providing a vent assembly with a vent support to maintain constant area venting during compression of the airbag bladder.

5 The particular embodiments disclosed above are illustrative only, as the application may be modified and practiced in different but equivalent manners apparent to those skilled in the art having the benefit of the teachings herein. Furthermore, no limitations are intended to the details of construction or design herein shown, other than as described in the claims below. It is therefore evident that the particular embodiments disclosed above may be altered or modified and all such variations are considered  
10 within the scope and spirit of the application. Accordingly, the protection sought herein is as set forth in the claims below. It is apparent that a system with significant advantages has been described and illustrated. Although the system of the present application is shown in a limited number of forms, it is not limited to just these forms, but is amenable to various changes and modifications without departing from the spirit  
15 thereof.

Claims

1. An external airbag for an aircraft, the external airbag comprising:  
an inflatable bladder configured to be inflated exterior of the aircraft;  
a vent integrated with the inflatable bladder; and  
5 a vent support located near the vent.
2. The external airbag according to claim 1, wherein the vent support is hexagonally shaped.
- 10 3. The external airbag according to claim 1, wherein the vent support is circular.
4. The external airbag according to claim 1, wherein the vent support is hinged.
5. The external airbag according to claim 1, wherein the inflatable bladder is  
15 cylindrically shaped.
6. The external airbag according to claim 1, wherein inflatable bladder is has a first  
cylinder and a second cylinder, the first and second cylinder connected to form a dual  
cylindrical shape.
- 20 7. The external airbag according to claim 1, wherein the vent support is metallic.
8. The external airbag according to claim 1, wherein the vent support is rigid.
- 25 9. The external airbag according to claim 1, further the vent support is attached to  
the inflatable bladder by a fabric, the fabric being attached to the inflatable bladder  
thereby entrapping the vent support.

10. The external airbag according to claim 9, wherein the vent support is attached to the inflatable bladder through a stitching process.
11. The external airbag according to claim 9, wherein the vent support is attached to  
5 the inflatable bladder through a thermal bonding process.
12. The external airbag according to claim 1, wherein the vent support is attached to the inflatable airbag with an adhesive.
13. An external airbag for an aircraft, the external airbag comprising:  
10 an inflatable bladder which is inflatable to an exterior of an aircraft so that the inflatable bladder is generally located between the aircraft and a crash surface when inflated;  
a vent configured to burst at a predefined burst pressure, the vent being located a side portion of the inflatable bladder;  
15 a vent support located approximate the vent, the vent support being configured to prevent deformation of a venting area of the vent.
14. The external airbag according to claim 13, wherein the inflatable bladder is cylindrically shaped.  
20
15. The external airbag according to claim 13, wherein the inflatable bladder is pressured between 1 psi and 15 psi prior to an impact.
16. The external airbag according to claim 13, wherein the vent includes a burst  
25 portion, the predefined burst pressure is between 3 psi and 25 psi.
17. The external airbag according to claim 13, wherein the vent support is a rigid structure configured to provide structural integrity around the vent.

18. An aircraft having a crash attenuation system, comprising:
- a fuselage;
  - a rotor system;
  - an airbag assembly located near the lower portion of the fuselage, the airbag
- 5 assembly comprising:
- an airbag bladder which is inflatable to an exterior of the fuselage;
  - a vent located in the airbag bladder, the vent being configured to burst at a predefined pressure;
  - a vent support located approximate the vent, the vent support being
- 10 configured to resist deformation of the vent during compression of the airbag bladder.
19. The aircraft according to claim 18, wherein the vent support is a rigid structure.
- 15 20. The aircraft according to claim 18, wherein the airbag bladder is at least partially cylindrically shaped.

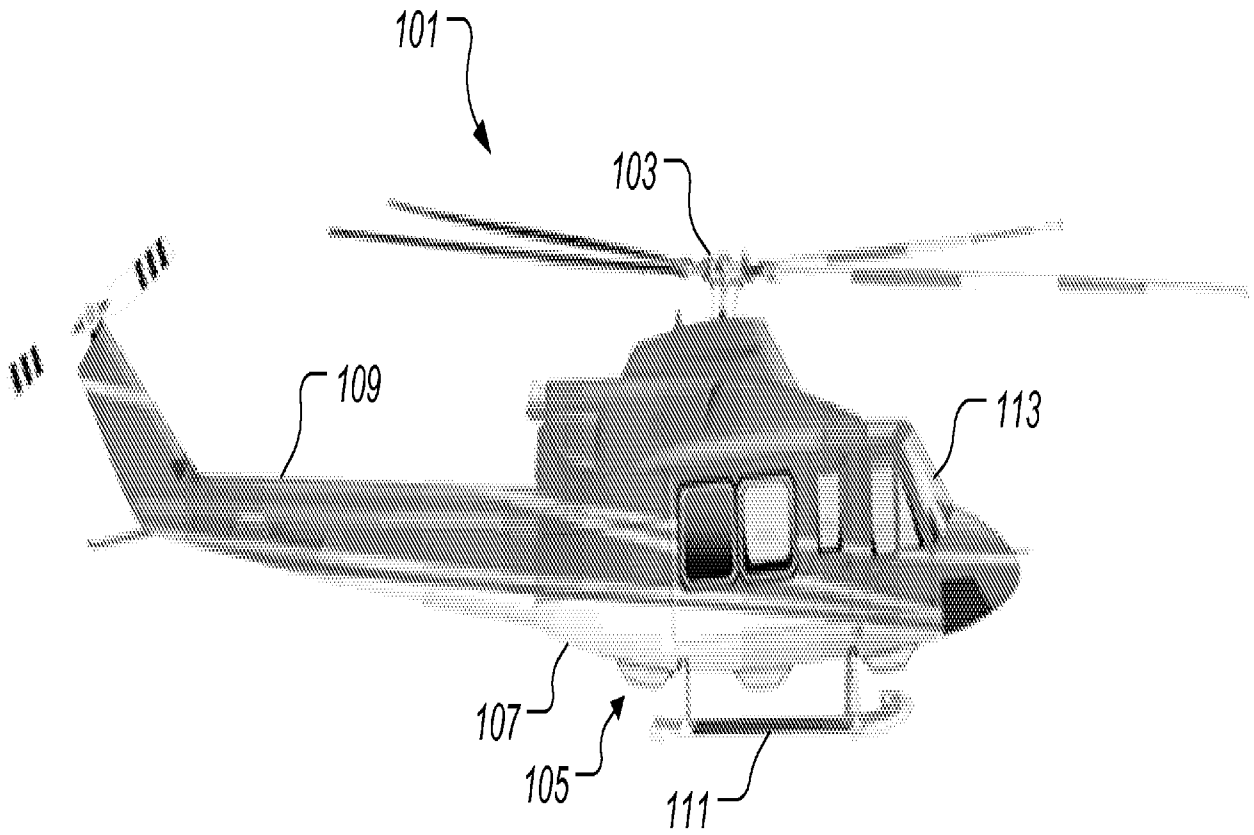


FIG. 1

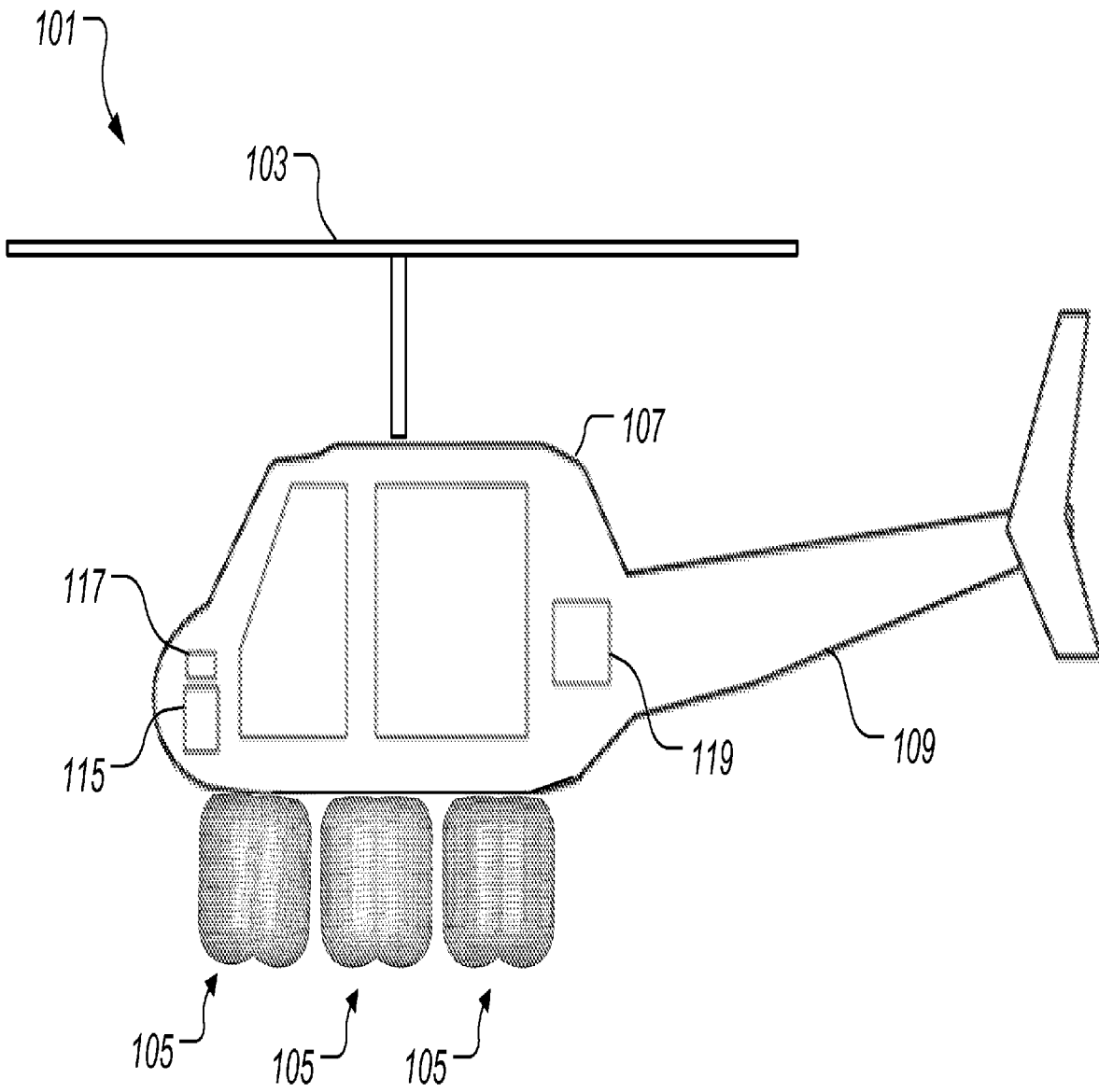


FIG. 2

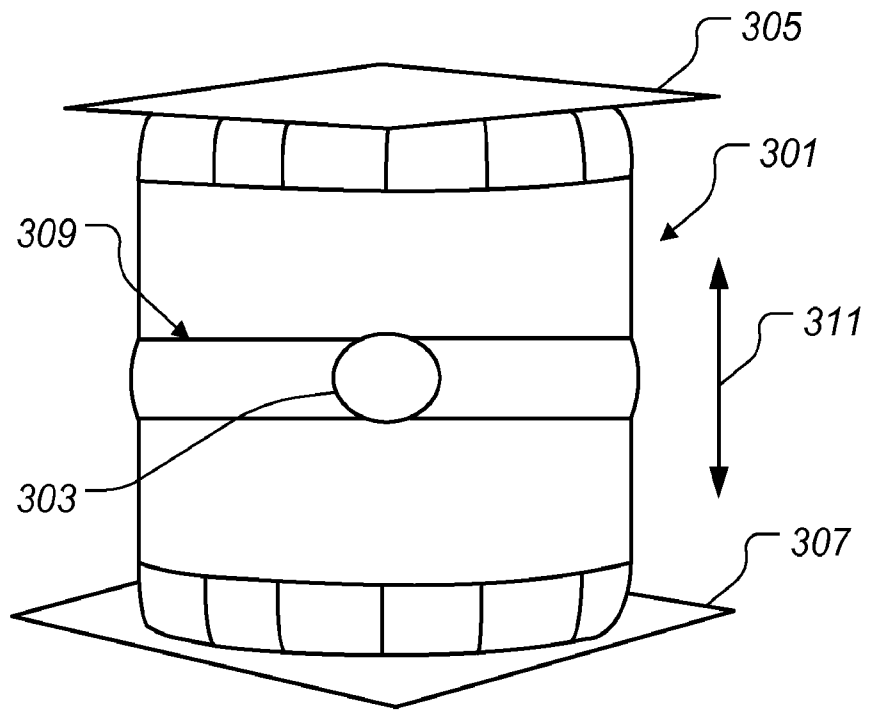


FIG. 3

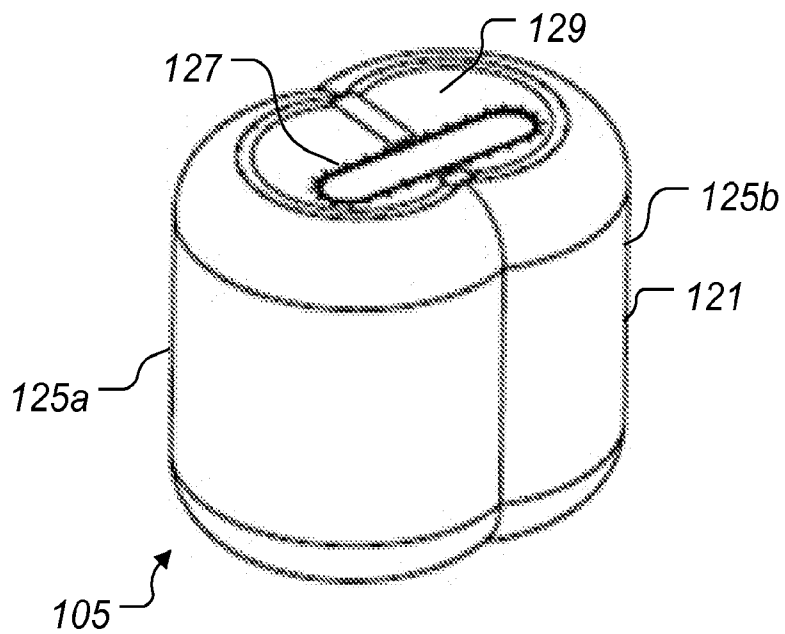
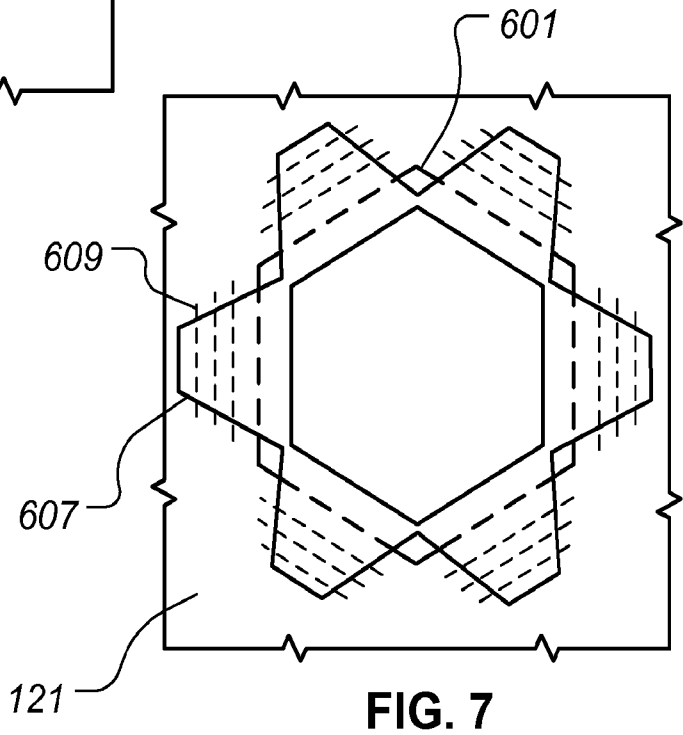
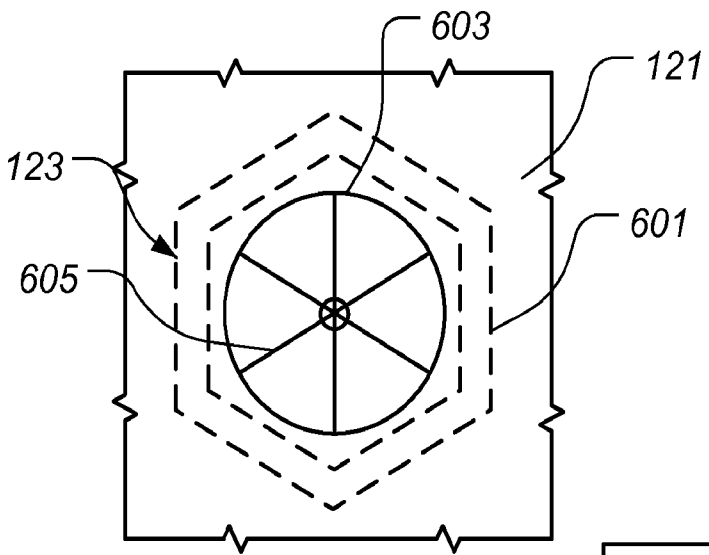
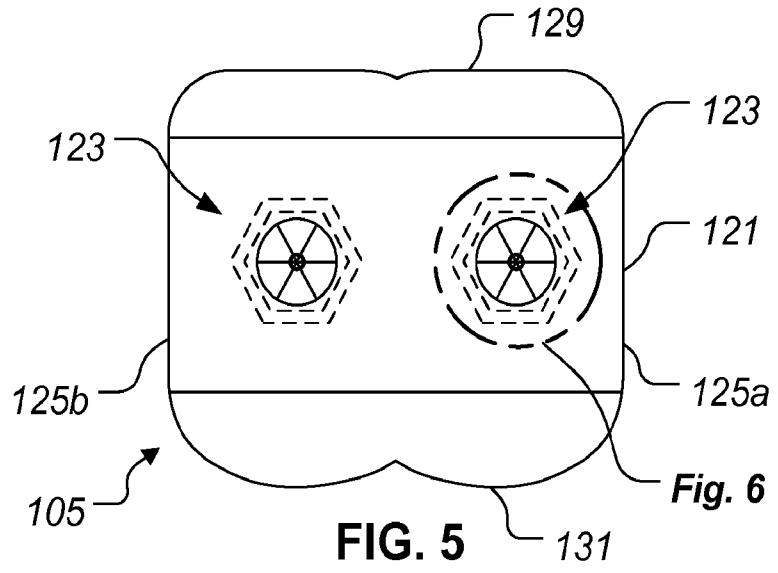
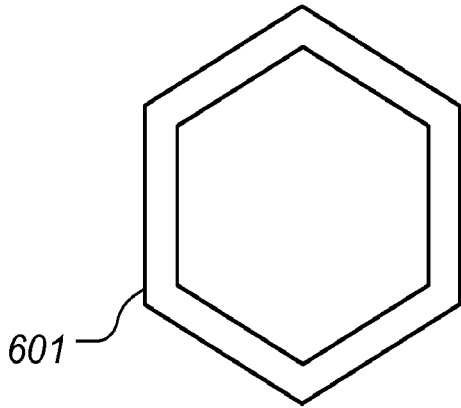


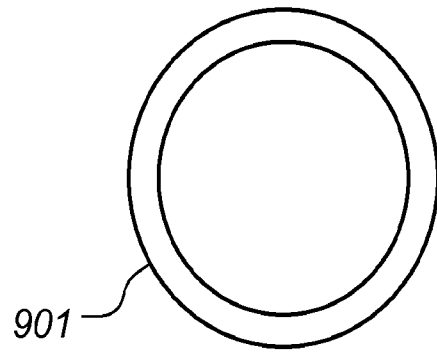
FIG. 4



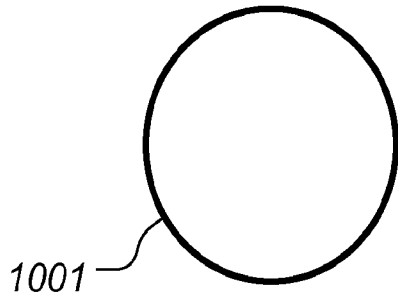




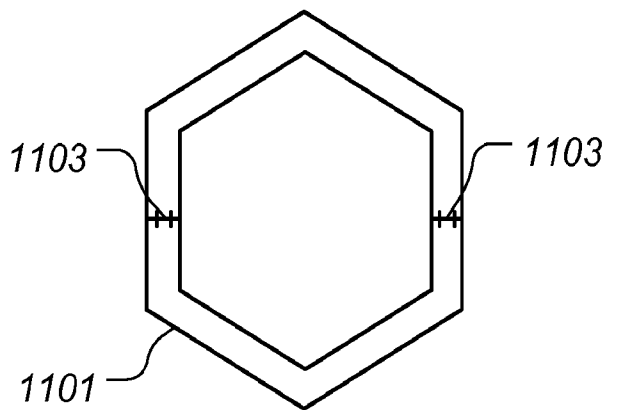
**FIG. 8**



**FIG. 9**



**FIG. 10**



**FIG. 11**

**INTERNATIONAL SEARCH REPORT**

International application No.

PCT/US2011/030514

**A. CLASSIFICATION OF SUBJECT MATTER**

IPC(8) - B60R 21/239; B64C 25/56 (2011.01)

USPC - 244/100A; 280/739

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(8) - B60R 21/239; B64C 25/56; B64D 25/00 (2011.01)

USPC - 206/522; 244/17.15, 17.17, 100A, 110R, 138R, 139; 280/739

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 practicable, search terms used)

PatBase, Google Patents

**C. DOCUMENTS CONSIDERED TO BE RELEVANT**

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	WO 2011/014153 A1 (HILL et al) 03 February 2011 (03.02.2011) entire document	1, 4, 7-9, 13, 15-19
-		
Y		2-3, 5-6, 10-12, 14, 20
Y	US 2007/0246922 A1 (MANSSART) 25 October 2007 (25.10.2007) entire document	2-3
Y	US 2,713,466 A (FLETCHER et al) 19 July 1955 (19.07.1955) entire document	5-6, 14, 20
Y	US 5,725,244 A (CUNDILL) 10 March 1998 (10.03.1998) entire document	10-12

Further documents are listed in the continuation of Box C.

\* Special categories of cited documents:

"A" document defining the general state of the art which is not considered to be of particular relevance	"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
"E" earlier application or patent but published on or after the international filing date	"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
"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)	"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
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"P" document published prior to the international filing date but later than the priority date claimed	

Date of the actual completion of the international search 18 May 2011	Date of mailing of the international search report <b>13 JUN 2011</b>
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Name and mailing address of the ISA/US Mail Stop PCT, Attn: ISA/US, Commissioner for Patents P.O. Box 1450, Alexandria, Virginia 22313-1450 Facsimile No. 571-273-3201	Authorized officer: Blaine R. Copenheaver PCT Helpdesk: 571-272-4300 PCT OSP: 571-272-7774
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