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(54) Title: PARACHUTE DEVICE

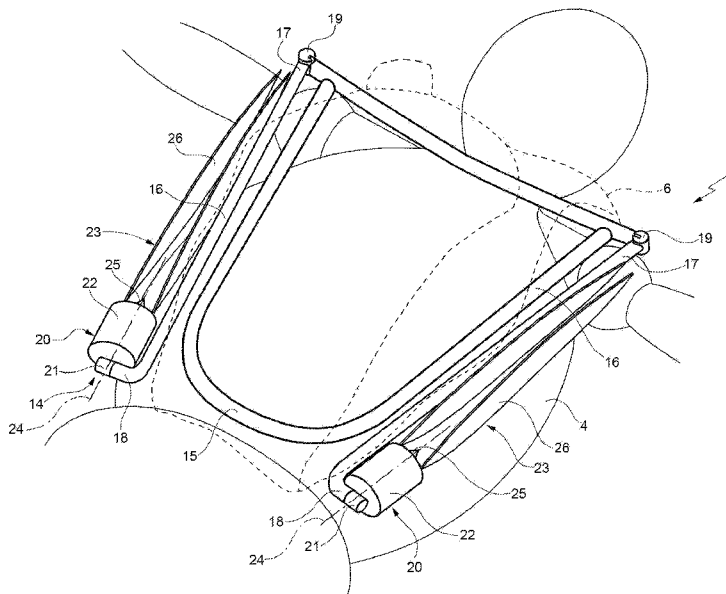


FIG. 1

(57) Abstract: A parachute device is provided with a bag containing a main parachute and a reserve parachute and with a propulsion assembly (14) having a frame (15) to which two arms (16) are coupled; the two arms can be opened laterally by operating a control (29) and support respective power units (20), which can be started by operating a further control (30).



PARACHUTE DEVICE

TECHNICAL FIELD

The present invention relates to a parachute device.

5 BACKGROUND ART

As known, parachute devices are defined by bags which contain a main parachute and a reserve parachute and are worn by way of an appropriate harness for jumping from the aircraft, for military purposes, as a sport, or in
10 emergency situations.

After jumping from the aircraft and the opening of the main parachute, it is usually possible to manoeuvre the main parachute canopy to determine an approximate
15 direction of the path to the ground during the descent. The need is felt for increasing the gliding distance of the parachutist during the descent from the jump point, without interfering with jumping operations from the aircraft and the opening of the parachute, for example
20 in order to land on a safer area and, more in general, to increase the parachutist operational capacity.

In the prior art, to fly at distances relatively high, is known to use motor para-gliders, also called para-
25 motors, having a structure which supports one or two motorized screw propellers. Said structure hinders the jump attempt from aircraft, therefore the known para-motors are unsatisfactory.

DISCLOSURE OF INVENTION

30 The aim of the present invention is to provide a parachute device, which allows to satisfy in a simple and economic way the need described above.

According to the present invention a parachute device,
35 as defined in claim 1 is provided.

BRIEF DESCRIPTION OF THE DRAWINGS

For a better understanding of the present invention a preferred embodiment is now described, purely by way of non-limiting example, with reference to the accompanying drawings, wherein:

- Figure 1 is a partial and schematic rear view of a preferred embodiment of the parachute device according to the present invention;
- Figures 2 and 3 are a rear view and, respectively, a three-quarter front view which show the parachute device of Figure 1 in two different instants during a descent with an open parachute.

BEST MODE FOR CARRYING OUT THE INVENTION

In the attached figures, the reference number 1 indicates, as a whole, a parachute device comprising a harness 3 (indicated in a simplified manner and in dashed lines in fig. 3) adapted to be worn by a parachutist 4 (shown schematically). The harness 3 may be of single type, that is wearable by a single user, or of a tandem type, that is wearable by two users arranged one behind the other, for instance during training.

The parachute device 1 further comprises a bag 6 (shown in dashed lines in fig. 1 and in solid line in fig. 2) connected to the harness 3 in known manner not described in detail. The bag 6, when closed, contains a main parachute and a reserve parachute. The bag 6 can be opened by operating a control member 7 (shown schematically in fig. 3) to open the parachute.

Figures 2 and 3 show one of the two parachutes, indicated by reference number 8 and fully opened. The parachute 8 comprises a canopy not visible in the figures, a plurality of support cables 10 that connect the canopy to the bag 6 and control cables 11 to allow the parachutist 4 to manoeuvre the canopy during the

descent.

The parachute device 1 further comprises an assembly 14 for auxiliary propulsion, which, in turn, comprises a frame 15 connected in fixed position to the bag 6 and/or the harness 3. Preferably, at least a part of the frame 15 extends inside the bag 6.

The assembly 14 further comprises at least two arms 16, which are arranged on opposite sides of the frame 15 and are supported by the frame 15 itself. In particular, each arm 16 has two opposite ends 17 and 18, of which the end 17 is connected to the frame 15 by means of a joint 19; and the end 18 is coupled to a respective power unit 20, preferably by way of a joint 21.

Preferably, each power unit 20 comprises an electric motor 22 and a screw propeller 23, which is coaxial to the motor 22 along an axis 24 and comprises a hub 25 driven by the motor 22 and at least two blades 26. The motor 22 is powered by a battery pack not shown, which is contained in the bag 6 and/or supported by the frame 15 or coupled to the front part of the harness 3.

According to the invention, the assembly 14 can be configured between a rest or inactive condition (fig. 1), wherein the arms 16 are folded downwardly so as to extend in a substantially vertical direction to the side of the bag 6, and an operating condition (fig. 3), wherein the arms 16 are opened so as to protrude laterally outwardly with respect to the frame 15.

At the same time, the axes 24, in the rest condition, are substantially parallel to respective arms 16 and, in the operating condition, are horizontal and parallel to each other so as to define the directions of thrust of

the power units 20.

Also, preferably the blades 26 are coupled to respective hubs 25 by way of joints not shown, for which in the rest condition are folded so as to be substantially parallel to the axes 24 and, in the operating condition, are open in a radial pattern. According to a variant not illustrated, the device 1 comprises a protection element carried by the frame 15 in a position so as to protect the screw propellers 23 when the blades 26 are folded.

According to further variations not shown, the arms 16 are replaced by structures, such as articulated parallelograms, bound to the frame 15 so as to have a greater rigidity.

In addition, the arms or structures 16 may be of a collapsible or compressible type. For example, they could be of the folding type, around one intermediate joint and/or telescopic.

Preferably, the assembly 14 comprises a locking device not shown, which keeps the components of the assembly 14 in the rest position and is of releasable type; a control member 29 (shown schematically) can be operated by the parachutist 4 to release the locking device and configure the assembly 14 in the operating position. For example, elastic elements and/or transmission elements and/or actuators (not shown) are provided to unfold the assembly 14 towards the operating position in response to the operation of the control member 29.

The assembly 14 further comprises a control member 30 (schematically illustrated), that can be operated by the parachutist 4 to start/stop the power units 20. If necessary, a system operable by the parachutist 4 could also be envisaged for checking and adjusting the power

thrust of the power units 20.

Advantageously, the joints 19 define a releasable coupling: a control member 31 (shown schematically) can
5 be operated by the parachutist 4 to release the coupling of the joints 19 and therefore drop the arms 16 from the frame 15, in order to drop automatically the arms 16 with power units 20 and thus lighten the parachute device 1 in case of need. A similar system of releasable
10 coupling and of release can be provided for the battery pack that powers the motors 22.

Similarly, the assembly 14 may be joined to the bag 6 by way of a coupling system of a releasable type, in order
15 to be assembled and disassembled, and then being able to change the type of parachute with immediacy.

The operation of the assembly 14 is evident from the above characteristics: after jumping and the opening of
20 the parachute 8, the parachutist 4 has the ability to operate the control member 29: in response to said operation, first automatically the arms 16 open, rotating around the joints 19 (fig. 2); in addition, the power units 20 automatically rotate around the joints 21
25 to orient the axes 24; and, finally, the blades 26 are automatically opened in a radial pattern (Fig. 3). At this point, it is possible to operate the control member 30 to start the motors 22.

30 From the foregoing it is evident that the assembly 14 is configurable to allow the parachutist 4, on the one hand, to launch from an aircraft and, secondly, to extend the path before landing.

35 Indeed, the assembly 14, in the rest condition, does not hinder the opening of the bag 6 and the unfolding of the

parachute during descent, as the arms 16 occupy a position next to the frame 15 and to the bag 6. At the same time, the assembly 14 can be activated by way of the control member 29 to open the arms 16 and the power units 20 and by way of the control member 30 to start the power units 20 themselves, so as to have an auxiliary thrust during the descent after the opening of the parachute 8.

10 In the operating position, the open position of the arms 16 and the power units 20 does not hinder the control cables 11, so it is always possible to manoeuvre the canopy of the parachute 8.

15 Meanwhile, the use of at least two power units 20 in positions symmetrical with respect to an ideal centerline vertical plane allows to avoid reaction torques on the frame 15.

20 Furthermore, it is always possible to release the arms 16 and/or the battery pack to lighten the device 1 in case of emergency.

Finally it is clear that the device 1 described and illustrated here can be modified and varied without departing from the protective scope of the present invention, as defined in the appended claims.

In particular, the parachute device 1 can also be used for a departure from the ground, as known para-motors, with the assembly 14 already configured in the operating condition, for example, to start from a plane zone after landing.

35 The assembly 14 can be activated by way of a remote control unit, operating by way of the transmission of

wireless signals, via radio and/or satellite, so as to use the device 1 as autonomous aircraft, i.e. without parachutist, for example to airdrop an inert load from a traveling aircraft. In this case, the harness 3 could be
5 replaced by suitable fastening systems for securing the load to the bag 6 and/or to the frame 15.

Furthermore, the power units 20 may be of a different type, for example, comprising small internal combustion
10 engines or turbine engines.

Finally, the arms 16 may be placed on the front of the body of the parachutist or laterally, and/or the device 1 can be installed on ejection seats.

15

CLAIMS

- 1.- A parachute device (1) comprising:
- a bag (6) containing a main parachute and a reserve
5 parachute;
 - attachment means (3) for coupling said bag (6) to a
load and/or to a parachutist;
 - first control means (7) operable to open said
parachutes;
- 10 characterized by comprising a propulsion assembly (14)
comprising:
- a frame (15) coupled to said bag (6) and/or said
attachment means (3);
 - at least two arms (16) supported by said frame (15)
15 and arranged on opposite sides of said frame (15);
 - at least two power units (20) supported respectively
by said arms (16) and defining respective axes of
thrust (24);
 - second control means (29) operable to bring said
20 propulsion assembly (14) from a rest condition,
wherein said arms (16) are folded next to said frame
(15) and/or said bag (6), to an operating condition,
wherein said arms (12) laterally extend in cantilever
manner from said frame (15) and wherein said axes of
25 thrust (24) are substantially horizontal and parallel
to each other; and
 - third control means (30) operable to start said power
units (20).
- 30 2.- The parachute device according to claim 1,
characterized in that said propulsion assembly (14)
comprises locking means, which keep the components of
said propulsion assembly (14) in the rest condition and
are releasable in response to the operation of said
35 second control means (29).

3.- The parachute device according to claim 1 or 2, characterized in that said propulsion assembly (14) further comprises:

- 5 - first coupling means (19) which releasably couple said arms (16) to said frame (15), and
- fourth control means (31) operable to release said first coupling means (19) and therefore drop said arms (16) from said frame (15).

10

4.- The parachute device according to any preceding claims, characterized in that said propulsion assembly (14) comprises second coupling means which couple said power units (20) to said arms (16) and allow a configuration movement of said power units (20) with respect to said arms (16); said axes of thrust (24) being substantially parallel to said arms (16) in the rest condition.

20 5.- The parachute device according to claim 4, characterized in that said power units (20) comprise:

- respective electric motors (22) coupled to an end of said arms (16) and supplied by batteries which are carried by said frame (15) and/or said bag (6) and/or
- 25 said attachment means (3), and
- respective screw propellers (23), which comprise:
- respective hubs (25) coaxial to said motors (22) along said axes of thrust (24) and
- respective blades (26), which are hinged to said hubs
- 30 (25) so as to be substantially parallel to said axes of thrust (24) in the rest condition and being arranged in a radial pattern in the operating condition.

35 6.- The parachute device according to claim 5, characterized in that said propulsion assembly (14)

further comprises:

- third coupling means which releasably couple said batteries to said frame (15) and/or to said bag (6) and/or to said attachment means (3), and
- 5 - fifth control means operable to release said third coupling means and therefore drop said batteries.

7.- The parachute device according to any preceding claims, characterized in that at least part of said
10 control means are defined by a control unit arranged in a remote position and comprising wireless signal transmission means to remote control the opening of said parachute and/or said propulsion assembly (14).

15 8.- An ejection seat, comprising a parachute device made according to any one of the preceding claims.

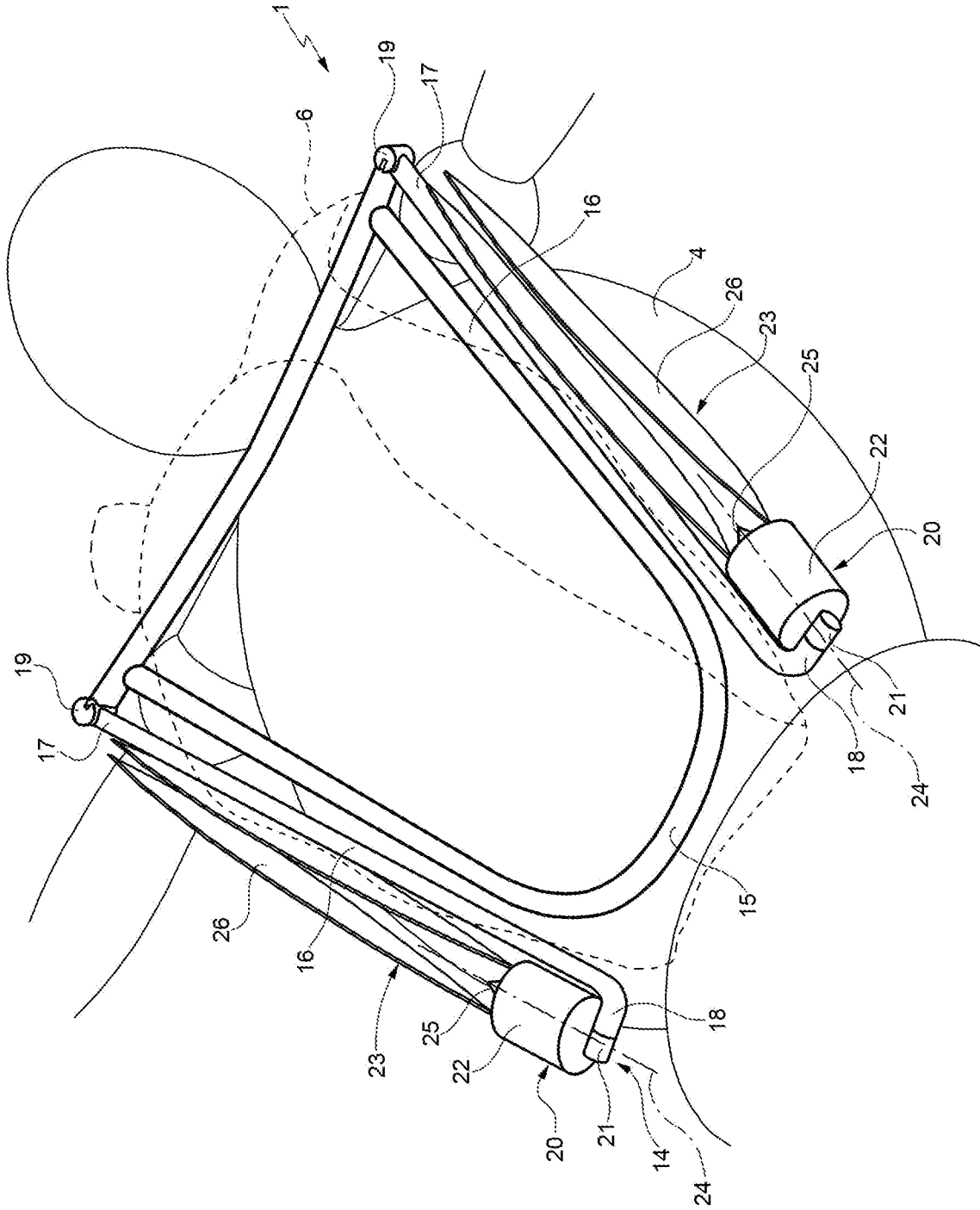
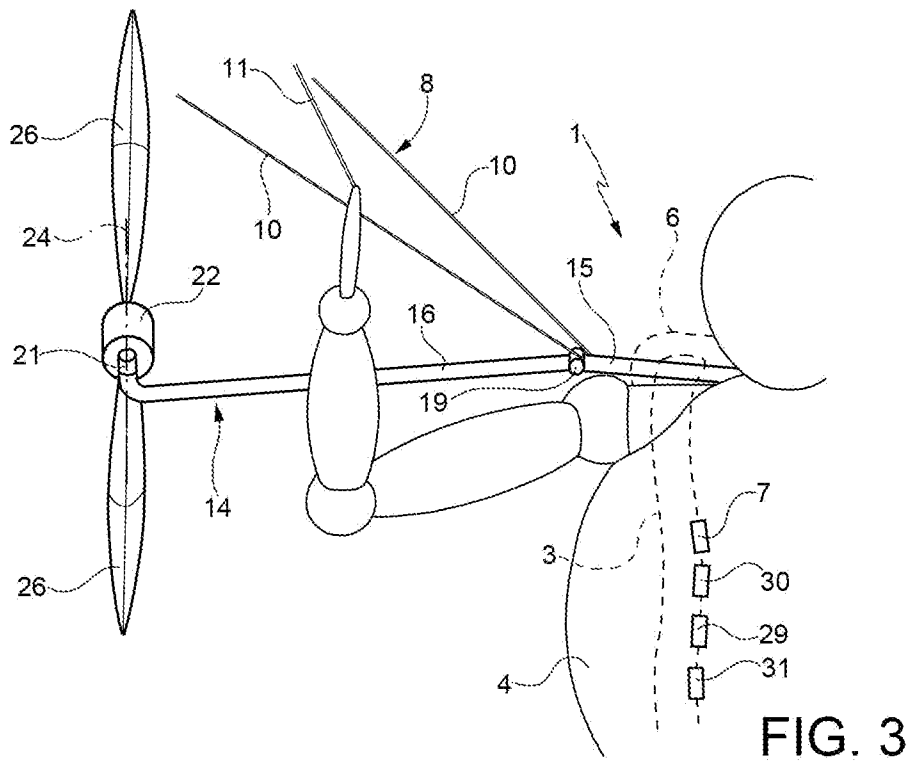
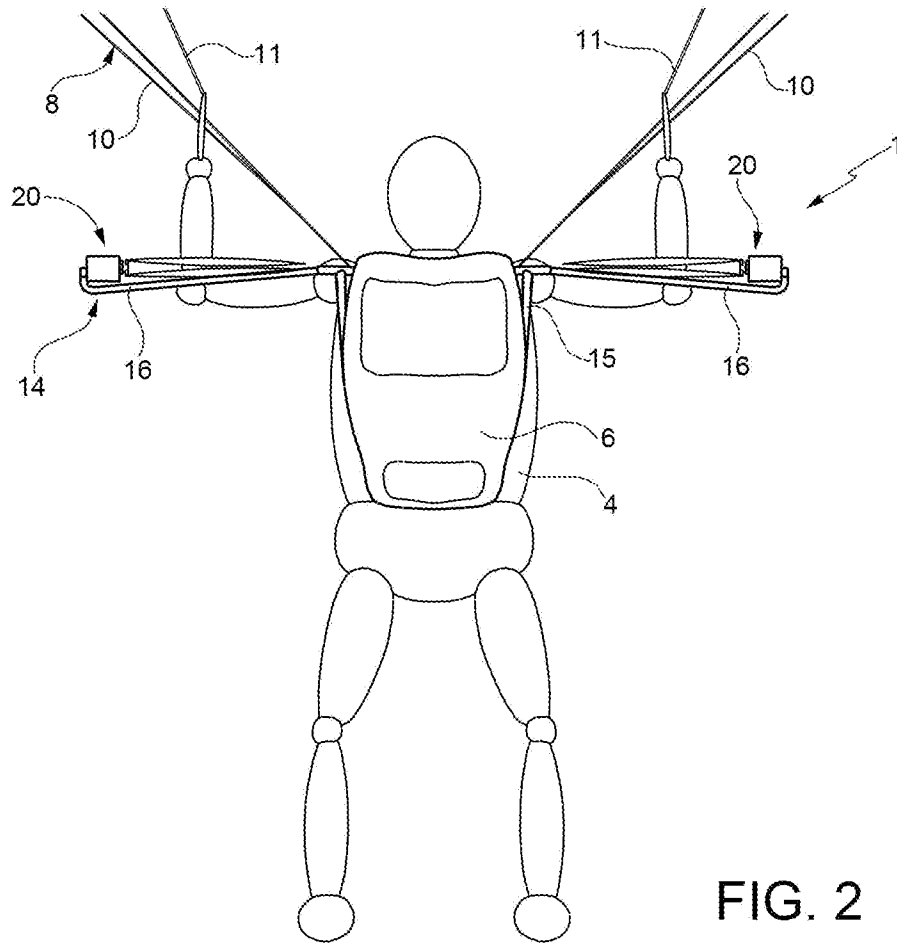


FIG. 1



INTERNATIONAL SEARCH REPORT

International application No
PCT/IB2013/055768

A. CLASSIFICATION OF SUBJECT MATTER
INV. B64D17/34 B64C31/036 B64C39/02
ADD.
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)
B64D 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 practicable, search terms used)
EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	WO 2010/133471 A1 (GEIGER JOACHIM [DE]; ECK WERNER [DE]) 25 November 2010 (2010-11-25) the whole document	1
A	FR 2 655 017 A1 (JACQUOT PHILIPPE; LAMORTHE OLIVIER; RIVALIN DANIEL) 31 May 1991 (1991-05-31) page 1, lines 1-7 page 1, line 22 - page 2, line 31 page 3, line 12 - page 7, line 33 figures 1-9	1
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Further documents are listed in the continuation of Box C.

See patent family annex.

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Date of the actual completion of the international search 2 October 2013	Date of mailing of the international search report 09/10/2013
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Name and mailing address of the ISA/ European Patent Office, P.B. 5818 Patentlaan 2 NL - 2280 HV Rijswijk Tel. (+31-70) 340-2040, Fax: (+31-70) 340-3016	Authorized officer Fernández Plaza, P
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INTERNATIONAL SEARCH REPORT

International application No

PCT/IB2013/055768

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	WO 03/004354 A1 (BAE SYSTEMS PLC [GB]; HARRISON RICHARD GEORGE [GB]; PRENDERGAST TERRY) 16 January 2003 (2003-01-16) page 1, lines 3-6 page 2, line 4 - page 5, line 7 figure 1	1
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INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

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			WO 2010133471 A1	25-11-2010

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