

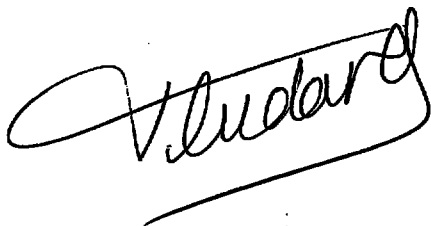
## DECLARATION

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do hereby certify that I am well acquainted with the English language and am a  
competent translator thereof, and that the attached translation made by me is a true  
translation to the best of my knowledge and belief into the English language of  
International patent application PCT/FR 97/00896 filed on May 22, 1997 in the name  
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Paris, this 10th day of November 1998



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D+N

VERTICAL TAKEOFF AND LANDING AIRCRAFTBACKGROUND OF THE INVENTION

5           Airplanes or helicopters having propellers or rotors  
located symmetrically on both sides of the aircraft and  
capable of being rotated 90° upward from a horizontal  
position of axis are known as tilt-rotor/tilt-propeller  
aircraft. The propellers' or rotors' vertical axis  
10           positioning directs airflow downward and thrust upward and  
allows the aircraft to move in a purely vertical plane or to  
simply hover. Positioning the propellers' or rotors' axis  
horizontally directs the thrust forward and allows for level  
flight. In this latter configuration, lift is provided by the  
15           relative flow of air around lifting surfaces, such as wings  
or horizontal stabilizers. In between the strictly vertical  
and strictly horizontal axis orientations, any tilt angle can  
be obtained, resulting in various corresponding oblique  
flight paths and acceleration-deceleration phases known as  
20           forward and backward transitions.

          Such aircraft combine a helicopter's slow flight  
capability with its ability to take-off or land vertically  
and a conventional airplane's capacity for high-speed level  
flight. An airplane can attain about twice the speed of a  
25           typical helicopter, over 500 km/h (300 miles per hour) as  
opposed to less than 250 km/h (170 miles per hour) for a  
helicopter. However, a typical prior art tilt-rotor  
aircraft's inherent mechanical and structural complexity  
increases its empty weight over that of a similarly sized  
30           airplane while also increasing production cost. Furthermore,  
such an aircraft's development in terms of aerodynamic  
qualities, stability, flight dynamics and control is made  
more difficult due to the effects, at slow speeds, of the  
mass of air displaced by the propeller around the aircraft's  
35           various lifting surfaces. This mass of air is known as  
propeller wash, or simply prop wash.

The following three design considerations are particularly noteworthy.

1) The effects of prop wash on the aircraft's wings

Propellers or rotors are usually attached to engines mounted on either end of a wing which serves as a structural support. However, this setup causes a problem during the transition from vertical to horizontal flight. The changes in the angle of the direction of the prop wash do not vary directly with the changes in the angle at which the propellers are tilted. As long as the horizontal velocity and resulting lift from the conventional lifting surfaces have relatively low values, most of the lift is provided by the propellers or rotors themselves. Because of this phenomenon, the propellers will tilt forward very slowly as the aircraft begins to transition to level flight, then faster as the wings begin to provide more of the lift. On the contrary, the tilt angle of the wash caused by the propellers varies rapidly at first but slows down as the aircraft transitions from vertical to horizontal flight.

Up to this time, in the prior art, the following two configurations have been used to try to avoid the problem caused by the different rates at which the propellers themselves and their resulting wash tilt with respect to the wing :

a) The horizontal wing is permanently attached to the aircraft and the propellers themselves rotate upwards. However, this configuration has a major disadvantage. When the propellers are in the vertical position, the prop wash acts directly downward onto the wing and creates a downward force which can be compared to a negative lift. This loss in lift effectively reduces the aircraft's useful load.

b) The horizontal wing is permanently attached to the propellers and pivots as the propellers do. This eliminates the negative lift problem but causes another one. When the wing is pivoted up and the aircraft still has horizontal velocity, the entire surface of the wing is placed directly

in the path of the airflow. The mass of air suddenly hitting this huge flat surface causes stability and control problems.

## 2) The tilting mechanism

5 In a tilt-rotor helicopter, pitching motion is achieved by varying the rotors' cyclic pitch. In a tilt-propeller airplane, said pitching motion is achieved by varying the thrust of a vertical axis auxiliary tail rotor, when such is employed. In all cases, tilting motion of the propellers or rotors in prior art tilt-propeller or tilt-rotor aircraft is  
10 achieved using a wing-mounted or fuselage-mounted servo-actuator. Needless to say, this actuator must be of the utmost reliability. Should this mechanism fail, the aircraft on which it is installed would have great difficulty landing due to the fact that the propellers or rotors would remain in  
15 the level flight configuration and because of their large diameter, strike the ground as the aircraft tried to land.

## 3) Combining roll and yaw controls

Anti-symmetric motion, namely roll and yaw, is generally controlled by variations of propeller pitch and tilt angle.  
20 For aircraft on which the entire wing pivots with the propellers, rolling and yawing motion is controlled using flaps placed on the wing upon which the propeller wash acts. However, the effect of these controls varies with the tilt angle of the propellers or wing, depending on whether they  
25 are completely vertical, completely horizontal, or somewhere in-between. During vertical flight, changing the propeller pitch affects the aircraft's roll rate, but during level flight, changes in pitch affect the aircraft's yaw rate. Similarly, tilting the propellers or tilting the wing flaps,  
30 if any, causes changes in yaw but causes changes in roll in level flights. Combining these controls so that a pilot can easily comprehend and manipulate them is quite complicated, and therefore computer-controlled digital flight controls are necessary.

35 These three design problems have been dealt with in prior art tilt-rotor aircraft using extremely complicated and

intricate systems. The high cost of this complexity limits the use of these aircraft to very specific tasks. Furthermore, the high cost of this level of complexity makes it impossible for tilt-rotor technology to be applied to small general aviation-type aircraft which constitute the majority of the aircraft market.

The present invention incorporates new solutions to these three design problems.

The following prior art is known to Applicant :

United States Patent 1,981,700 to Hoffman  
 United States Patent 3,289,980 to Hill  
 United States Patent 3,358,946 to Shye  
 United States Patent 3,409,248 to Bryan  
 United States Patent 3,488,018 to Johnson  
 United States Patent 4,541,593 to Cabrol  
 United States Patent 4,641,800 to Ruban  
 United States Patent 4,881,701 to Bullard  
 United States Patent 5,320,306 to Gennaro  
 United States Patent 5,419,514 to Ducan

The present invention patentably distinguishes from these references, taken alone or in combination, in that, the present invention contemplates a particular configuration of the wing, horizontal stabilizer, mounts for the propellers, control techniques and mode of actuation thereof nowhere taught or suggested in the prior art.

#### SUMMARY OF THE INVENTION

The present invention relates to a vertical takeoff and landing aircraft. The present invention includes the following objects, aspects and features :

1) The first important design characteristic deals with the placement of the propeller, wings, and horizontal stabilizer of the aircraft. These three items are divided into three distinct assemblies.

a) Each of the propellers is attached to a short, fixed boom. The boom is positioned halfway up the fuselage and

slightly aft of the aircraft's center of gravity. The boom's purpose is entirely structural. Consequently, its cross-section is the smallest possible to ensure that it can perform its structural function, which is to serve as a mount for the propellers.

b) The aircraft's wing is fixed and cannot be tilted. It is of a "parasol-type" configuration and is attached to the fuselage by means of single or dual oblique pylons. On each wingtip is an inverted fin. The wing is located at the rear of the aircraft, behind the axis of the propellers in order to be completely unaffected by prop wash.

c) The horizontal stabilizer is located at the front of the airplane, in the form of canards. This positioning compensates for the extreme rearward location of the wing and helps bring neutral point to a position near that of the small propeller-bearing booms. Each canard contains a single flap which the pilot can use to vary the aircraft's aerodynamic moment.

The purpose for this setup is to eliminate the prop wash problem as described in the BACKGROUND OF THE INVENTION among the design considerations. The wing remains fixed and is unaffected by the prop wash. This configuration eliminates the negative lift problem encountered during vertical flight, as well as the occurrence of high angles of attack during transitions between flight modes. The only disadvantage found in this configuration is the added drag produced by the booms. However, since the wing itself is free of flaps and other protrusions, it generates virtually no excess drag, and therefore makes up for the minimal drag created by the booms.

2) A second important design characteristic has to do with the propellers themselves. The propeller blades, which are attached to a central hub, can have their general (collective) pitch varied as is the case with most propeller driven aircraft. This means that the three (or more) blades can have their pitches varied altogether to the same degree resulting in a variation of the propeller's thrust.

Furthermore, each blade can also have its cyclic pitch varied, on both the longitudinal and lateral axes of the propeller, as is the case with most helicopters. This cyclic pitch variation means that each of the three (or more) blades can have their pitches varied according to a sine or cosine function of the blade azimuth. A sine function, with 0° reference to the rearward direction when propeller axis is vertical, increases the pitch on the outer half and decreases the pitch on the inner half of the propeller disk, and will be called, in this application, a lateral cyclic pitch variation. A cosine function, with the same reference increases the pitch on the rear half and decreases it on the front half of the propeller disc, and will be called a longitudinal cyclic pitch variation. Unlike a regular helicopter, however, the blades are not free to flap up and down. They are not hinged ; they are rigidly and rotatably attached to the hub. As a result of this rigidity, the cyclic pitch variation does not produce a tilting of the propeller and of its thrust, relative to the hub, as in hinged helicopter rotors, but, rather, produces an aerodynamic moment applied to this hub by the blades (or an equivalent radial displacement of the resulting thrust).

3) The third important design characteristic deals with the tilting of the propellers. The tilting of the propellers is not controlled by any type of servo-actuator. The propellers are free to tilt on their own, based on an applied moment resulting from changes in the cyclic pitch of the propeller blades. This phenomenon will be further explained hereinbelow.

In the propellers, freedom to tilt upward and downward without the intervention of any mechanical actuator device is however limited by an assembly which performs the following four tasks :

a) Linkage : a linkage rod connected to each propeller turns as the propellers tilt and ensures that the tilting angle of the propellers is the same ; it transmits the

tilting motion to a central device which ensures that the degree of tilting of the propellers stays within the 90° circular path. Moreover, each linkage rod has sufficient elasticity to allow the propellers a 2° or 3° difference in tilt angle from each other or from the central device.

b) Control of tilting speed : the tilting speed of the propellers is restrained by a hydraulic damping system which is part of the central device.

c) To ensure that the propellers stay within the 0° to 90° tilting range :

i) The central device has a blocking mechanism to ensure that the propellers do not tilt more than 90°, which is to say that they do not tilt backward once their axis is oriented vertically. The blocking mechanism consists simply of a stop which the central devices comes to rest against once the propellers are in the vertical position.

ii) When the axis of the propellers is in the horizontal position, at 0°, a pilot-controlled locking mechanism is used to lock each propeller nacelle onto its boom, thus preventing the propellers from tilting.

d) Braking the tilting of the rotors : the central device includes a hydraulic damping system that contains an extra device that allows the pilot to suppress the tilting freedom of the propellers and to hold, for a period of time, the propellers' tilt angle at any intermediary angle between the 0° and 90° positions. As an option, the braking system can be eliminated if the pilot does not intend to fly the aircraft at slow speeds, 20-30 m/s (65-100 feet per second), for extended periods of time, which would require the propellers to be maintained at a tilt angle other than 0° or 90°.

Accordingly, it is a first object of the present invention to provide a vertical takeoff and landing (VTOL) aircraft.

It is a further object of the present invention to provide such a device wherein the wings of the aircraft are mounted at the rear thereof and the horizontal stabilizer is

mounted at the front thereof.

It is a still further object of the present invention to provide such an aircraft wherein the propellers thereof are mounted on supports separate from the wings thereof.

5 It is a still further object of the present invention to provide such an aircraft wherein control means is provided to tilt the propeller axes between the horizontal and vertical directions without the use of any type of servo-actuator.

10 It is a still further object of the present invention to provide such an aircraft wherein anti-symmetric roll and yaw control means do not interchange between hover and level flight.

15 These and other objects, aspects and features of the present invention will be better understood from the following detailed description of the preferred embodiment when read in conjunction with the appended drawing figures.

#### BRIEF DESCRIPTION OF THE DRAWINGS

20 Figures 1-12 sequentially depict the various modes of operation of the present invention from sitting on a Tarmac, to vertical lift-off, to transition to horizontal flight, to horizontal flight, to transition from horizontal flight to vertical descent, to vertical descent, to landing.

25 Figure 13 combines together Figures 1-6 in a single sequence.

Figure 14 combines together Figures 7-12 in a single sequence.

30 Figure 15 depicts the forces resulting from lateral cyclic pitch variations during hover with the axes of the propellers in the vertical position.

Figure 16 depicts the forces resulting from lateral cyclic pitch variations during translational flight with the propeller axes in the horizontal position.

35 Figure 17 shows a perspective view of the inventive aircraft looking from above the front left side thereof.

Figure 18 shows a rear view of the left-hand propeller

nacelle with portions broken away to show detail.

Figure 19 shows a front view of the left-hand propeller nacelle and central device, with portions broken away to show detail.

5        Figure 20 shows a schematic representation of the general layout of flight controls of the present invention.

#### SPECIFIC DESCRIPTION OF THE PREFERRED EMBODIMENT

10        With reference, first, to Figure 17, the inventive airplane is generally designated by the reference numeral 10 and includes a fuselage 11 having a cabin section 13 with a canopy 15 that may be opened in a manner well known to those skilled in the art to allow access to the cabin 14. The fuselage 11 has a forward end 12 and a rearward end 16.

15        At the rear of the cabin 14, engine means comprising one or more engines is/are located. One of the engines is shown schematically and is designated by the reference numeral 17. At the rear of the aircraft 10, a single wing 19 is mounted onto the fuselage 11 by fixed pylons 21 and 23. As can be  
20        seen in Figure 17, the wing 19 has a generally V-shaped configuration and includes vertical fins 25 which depend downwardly from the extreme ends of the wing 19.

Each side of the fuselage 11 has mounted thereto a support boom with these support booms being respectively  
25        designated by the reference numerals 27 and 29. Each boom has an end distal from the fuselage 11 which includes a pivot 31 to which is pivotably attached a propeller nacelle with the left-hand nacelle being designated by the reference numeral 33 and with the right-hand nacelle being designated  
30        by the reference numeral 35. Each nacelle 33, 35 carries a rotary propeller 37 which may be rotated by the engines 17 in a manner to be described in greater detail hereinafter.

At the forward end of the fuselage 11, a horizontal  
35        stabilizer 40 is provided which includes two parallel, oppositely directed canards 41, each of which carries a single pivotable flap 43 that may be operated by the pilot in

a manner well known to those skilled in the art.

As explained above, Figures 18 and 19 show rear and front views, respectively, of the left-hand propeller nacelle 33. With reference to Figures 18 and 19, each propeller nacelle includes the components described hereinbelow.

Transmission means includes a transmission box 47 containing two conical gears 49 and 51 which cooperate so that rotations of the drive shaft 45 connected with one of the engines 17 are changed to rotations at a right angle thereto so that the propellers 37 may be suitably rotated. The propeller shaft 53 is hollow and is connected to a propeller hub 55 that includes, in the embodiment shown, three rigid spindles 57, each of which rotatably supports a propeller blade 59. The inventive aircraft includes pitch varying means.

With particular reference to Figure 18, each blade has at its root an insert 61 which is connected to the respective spindle 57 by two bearings, one of which is designated by the reference numeral 63 and is a journal bearing and the other of which is designated by the reference numeral 65 and is a deep race oblique contact ball bearing. This bearing 65 absorbs centrifugal forces and the two bearings absorb forces and movements resulting from aerodynamic lift and drag while permitting each blade to controllably rotate about the spindle 57 to which it is mounted to permit pitch variation.

With reference to Figure 19, the lever 67 traverses the axis of each propeller blade and is attached to the root of each blade to control its pitch. With reference to Figures 18 and 19, the collective pitch control assembly consists of an internal rod 69 which runs through the hollow propeller shaft 53 and protrudes from both ends thereof. At the rear end of the hollow propeller shaft, the rod 69 is axially actuated by a double mechanism 71 consisting of a screw and nut assembly which itself is actuated by a torsionally rigid rod 73 gimbled at 74 and 76 which acts identically on the left-hand and right-hand propellers 37 to keep their pitch

synchronized. At the front end of the hollow propeller shaft 53, the internal rod 69 has a star-shaped assembly 75 attached thereto, each branch of which is attached to a pitch control lever 77.

5       The cyclic pitch control assembly consists of a swash plate 79 joined to the front of the transmission box 81. The longitudinal and lateral tilting of the plate 79 are controlled by the pilot. The cyclic pitch control assembly additionally includes another plate 83 that rotates with the  
10       propeller and includes as many arms as there are propeller blades 59.

      On each blade, a pitch varying control lever 77 carries out the sum of the cyclic and collective pitch changes commanded by the pilot. At one end 87, the lever is attached  
15       to the blade pitch lever 67 using a small linkage rod. At the other end thereof, as designated by the reference numeral 89, the pitch control lever 77 is connected to the rotating plate 83 also employing a small linkage rod.

      At a point near its mid-point, as designated by the reference numeral 91, the pitch control lever 77 is connected  
20       to the star-shaped assembly 75 of the collective pitch control. This arrangement of the star-shaped assembly 75, swash-plate 79, pitch control lever 77 and small linkage rods, forms the collective and cyclic pitch variation means  
25       hereinabove described.

      With the swash-plate 79 in its neutral position, its rotating plate 83 is perpendicular to the propeller axis and does not transmit to the end 89 of the pitch control lever any axial motion. As such, this end 89 remains still. The  
30       star-shaped assembly 75 axially moves the mid-point 91 of the pitch control lever 77 and consequently its end 87 and the attached blade pitch lever 67, an equal distance for each blade, achieving the so-called collective pitch variation.

      At any position of this star-shaped assembly 75, and  
35       value of blade collective pitch, if the swash-plate 79 is tilted from its neutral position by the pilot, the rotating

plate 83 moves in a parallel manner. Then, the arm ends of plate 83 have to follow, axially, a sine or cosine function of their azimuth. The axial motion of each arm end is transmitted to the end 89 of the pitch control lever 77 by the small rod, and from there to the end 87 of same lever 77 of which the mid-point 91 keeps the same given position as the star-shaped assembly 75, and eventually to the blade pitch lever 67. The choice by the pilot of the phase and amplitude of swash-plate 79 tilting allows him to give to the propellers the above-described lateral and longitudinal cyclic pitch variation.

In accordance with the teachings of the present invention, the propellers 37 tilt about a pivot 93 without the need for any mechanical actuator but rather for a passive assembly. This assembly includes a torsion rod 95 that makes up an elastic linkage. This torsion rod 95 transmits the tilt angle of the propellers 37 to the central assembly by way of a rack and pinion mechanism with the rack being designated by the reference numeral 97 and with the pinion being designated by the reference numeral 99. The torsional elasticity of rod 95 allows for a tilting differential of about  $2^{\circ}$  to  $3^{\circ}$  of each propeller with respect to the other. As best seen in Figure 19, the rack 97 is connected to a rod 101 that has connected thereto damping means comprising a damping piston 103 that reciprocates within a hydraulic cylinder 105 having its ends interconnected via passageways or conduits 107 and 109 interconnected by a calibrated nozzle 111. The diameter of the nozzle is narrow enough to allow only small leak between both ends of the cylinder, and consequently, a slow rate of propeller tilt. A valve 113 is provided in the passageway 107 and may be controlled by the pilot in a manner well known to those skilled in the art to comprise a brake means or braking system which, when closed, prevents movement of the rack 97 and thereby the pinion 99. A blocking mechanism is provided to keep the propellers from tilting past the  $90^{\circ}$  position, which blocking mechanism

consists of a simple stop, the upper wall 106 of the damping cylinder that limits the distance of extreme movement of the piston 103 within the cylinder 105.

5 A locking mechanism consists of a cog 114 which lodges itself in a hole 115 running through the center of the pivot 93. The cog 114 can be pulled out by an electromagnet 117 to unlock the locking mechanism and, as a backup, a cable 119 is provided should the electromagnet 117 fail.

10 With reference to Figure 20, control means for controlling operation of the aircraft includes the pilot's control stick 121 which is connected to a ball and socket type joint 123 that allows the stick to be moved front to back, left to right, and to be rotated along its own axis. The control stick 121 is directly connected to the cyclic  
15 control mechanisms located in the propeller nacelles by four flexible ball bearing control drives. Two of the drives, designated by the reference numeral 125, are connected underneath the cockpit floor boards to the bottom part of the stick and are actuated by left and right motions of the stick  
20 121. The ends 127 of the drives 125 located in the propeller nacelles act on the lateral cyclic pitch control plates with exact compensation for the fact that the cyclic pitch control lever end 89 is out of phase with the actual blade azimuth, i.e. about 45° in Figure 20. The two other drives are  
25 designated by the reference numeral 129 and are connected under the floor board of the cabin to a small transverse lever mechanism 131 which itself is connected to the stick 121 and which moves as the stick is moved from front to back or is rotated. The ends 133 of the drives 129 located in the  
30 propeller nacelles act on the longitudinal cyclic pitch control plates, as explained hereinabove.

As will be explained in greater detail hereinbelow, these simple control connections are all that is necessary for all  
of the inflight maneuvers needed to fly the inventive  
35 airplane 10. Left and right motion of the stick 121 actuates anti-symmetric changes in the lateral pitch control plates

thereby creating a rolling moment which rolls the aircraft. Forward and backward motion of the stick actuates symmetrical changes to the longitudinal pitch control plates thereby creating the pitching moment which allows the aircraft to pitch up and down. The same motion of the control stick 121 also allows for modification of the tilt angle of the propellers assuming that the brake valve 113 has been opened as explained herein. Rotating the control stick 121 actuates, through the transverse lever 131, anti-symmetrical changes to the longitudinal pitch control which, due to the elasticity of the torsion rod 95, in turn changes the tilt angle of the propellers and the direction of their prop wash. This creates the yawing moment necessary during low speed flight and during transitions between flight modes. Rotation of the control stick 121 replaces the rudder pedals found in a traditional airplane. If desired, however, rudder pedals could be installed and would therefore be connected to the transverse lever 131 in a manner well known to those skilled in the art. However, the configuration disclosed herein allows the pilot to fly the aircraft 10 with only one hand as opposed to using one hand and the pilot's feet. Variable degrees of response sensitivity to control inputs can be selected by carefully selecting the lengths of levers at both ends of the drive mechanisms 125 and 129, as known to those skilled in the art.

With the above description of the present invention in mind, with reference to Figures 17-20, reference is now made to Figures 1-16 so that understanding of all operations of the inventive airplane 10 may be had.

The following descriptions of pitch control and transition maneuvers as well as roll and yaw control will enable the reader to understand how the three important design characteristics discussed above in the SUMMARY OF THE INVENTION are used to resolve the difficulties associated with the three design considerations outlined in the BACKGROUND OF THE INVENTION.

A first aspect concerns control of the aircraft with respect to symmetric degrees of freedom, namely aircraft pitch and the tilting of the propellers.

5       Concerning engine power and propellers pitch as known to those skilled in the art, symmetrically acting control motion will affect the speed at which the propellers rotate as well as their thrust. Said propellers speed is assumed to be regulated and dealt with in accordance with known principles, allowing the pilot to concentrate on the aircraft's pitch and  
10       the tilting of the propellers. For example, in a typical airplane, the two synchronized propellers are equipped with a device which allows for identical variations in propeller pitch, variations made by a pitch-control actuator mechanism. The pilot has controls that allow him to choose prop rev  
15       settings for each individual phase of flight, for example "take-off rev" or "cruising rev". Once a setting has been chosen, it is kept for the duration of the entire phase of flight ; no pilot inputs are necessary for the minute changes that must be continually made to the prop rev settings during  
20       flight. An internal regulator makes continuous minute changes in prop pitch to ensure that the propellers are running at the appropriate rev to maintain the chosen phase of flight.

      Additionally, the pilot controls the power setting of the engines 17 using throttle levers which he or she works with  
25       the left hand. The throttles are linked together such that identical power changes are made to each engine, when all engines 17 are functioning properly. In case of engine failure, the pilot can compensate for the loss of power in the failed engine by increasing power in the remaining  
30       engine(s). This emergency procedure can be automated using currently available methods, freeing the pilot's left hand from having to constantly be on the throttles.

      Using the above existing control methods as baseline reference, the airplane pitch and propeller-tilting control  
35       techniques in accordance with the teachings of the present invention are as follows :

### Aircraft pitch control :

The aircraft's pitch is controlled by symmetric changes of the longitudinal component of cyclic prop pitch. These changes in pitch cause a pitching moment which is applied to the propellers by external aerodynamic forces. This moment is transferred from the propellers, through the central device, to the fuselage 11 by passing through the damping system, the blocking mechanism, the locking mechanism, and the braking system. These structures are described above with reference to Figures 17-20.

As the moment passes through the damping system, its magnitude will be reduced by an aerodynamic moment due to the speed at which the propellers are tilting. However, the tilting speed of the propellers (.75 revolutions per minute [rpm]) is low enough when compared to the rotational speed of the propellers (600-1200 rpm) that the moment due to the tilt speed of the propellers can be neglected.

This method of cyclic pitch control is nearly identical to that used by conventional helicopters. This method eliminates the need to have an auxiliary pitch control tail rotor or dual tandem main rotors.

Furthermore, this method of cyclic pitch control is unaffected by the horizontal velocity of the aircraft or by the tilt angle of the propellers. This technique is therefore highly effective and can be used in all phases of flight, regardless of whether the aircraft is taking-off, landing, cruising in level flight, or transitioning between vertical and horizontal operating modes.

### Tilting the propellers :

The following sections describe what takes place as the aircraft transitions from vertical to horizontal flight, and then back again. The descriptions are in a numbered step-by-step format. Each step is further explained by a correspondingly numbered Figure.

Step 1. The aircraft has taken off vertically and is hovering over the airfield. The pilot has reviewed any

checklist-type items and has selected the appropriate propeller rev and power settings. The pilot, as part of his or her checklist, has made sure that the flaps 43 on the canards 41 are fully extended.

5           While the aircraft is hovering, the airflow being sucked downward by the propellers has a very low velocity as it passes over the wing 19 and the canards 41. The aerodynamic forces resulting from the airflow over the wing 19 and the canards 41 are negligible, resulting in no negative lift. At  
10       this point, the aircraft is controlled solely by the propellers, the thrust  $F_r$  of which also provides all lift.

          By design, the aircraft's center of gravity is located forward of the axes about which the propellers pivot and forward of the booms 27 and 29. The forward location of the  
15       center of gravity is necessary to maintain aircraft pitch stability at low speeds. The weight of the aircraft applied at the center of gravity with respect to the propeller's pivot axis causes a moment which results in downward pitching of the nose of the aircraft. This moment must be balanced by  
20       an upward pitching moment created by the cyclic pitch of the propellers. To account for this moment, the pilot must have the cyclic pitch control in a position aft of the neutral position and a high power setting to maintain steady and level hover. The moment caused by the propellers and the  
25       moment caused by the forward positioning of the center of gravity cancel each other out as they pass through the blocking mechanism and the braking system.

          Step 2. The pilot decides to transition from vertical to horizontal flight, and begins to do so by increasing engine  
30       power slightly and pitching the nose of the aircraft down. For example, if the pilot decides to accomplish this maneuver with an acceleration of  $2.5 \text{ m/s}^2$  ( $0.25 \text{ gs}$ ) ( $8.2 \text{ fps}^2$  ( $.25 \text{ gs}$ )), the required thrust  $F_r$  is found by  
 $\sqrt{(I^2 + 0.25^2)} = 1.03$ , which corresponds to 3 % more thrust  
35       than the weight of the aircraft.

          Furthermore, the angle of downward pitch required for the

maneuver is found by  $\tan^{-1} (.25) = 14^\circ$ . Therefore, at this point in the transition, the aircraft must have a value of thrust equal to 103 % of its weight and a downward pitch angle of  $14^\circ$ .

5           At this point, the airflow generated by the propellers follows the same pattern, in relation to the plane as it did in Step 1. This means that the propeller wash is tilted downward and backward at an angle of about  $14^\circ$  with an imaginary line passing through the center of gravity. After  
10       about 5 seconds in this configuration, the aircraft attains a horizontal velocity of 12.5 m/s (41 fps). A full 10 seconds after having begun the transition from vertical to horizontal flight, the aircraft has attained a horizontal velocity of 25 m/s (82 fps).

15           Step 3. At these slow horizontal speeds, the airflow around the wing is bent downward by the propellers causing it to flow onto the top of the wing 19. This causes a negative lift force ( $-f_a$ ) of the wing which in turn causes an upward pitching moment to act on the aircraft. Around the  
20       canards 41, the airflow remains unaffected by the propellers. Since the flaps 43 located on the canards 41 are fully extended, the canards 41 produce positive lift ( $f_e$ ) which creates a second upward pitching moment acting on the aircraft.

25           The moment created by the negative lift of the wing and the moment created by the positive lift of the canards 41 with their flaps 43 extended add up to create a larger upward pitching moment, the magnitude of which increases as the forward velocity of the aircraft increases. This moment  
30       begins to compensate for the downward pitching moment caused by the forward location of the center of gravity of the aircraft. Eventually, these two opposite moments cancel each other out, and as the horizontal velocity continues to increase, the upward pitching moment becomes greater than  
35       the downward pitching moment.

As a consequence, as the aircraft picks up speed, the

pilot must, progressively, move the cyclic control forward from the aft position it had in Steps 1 and 2 of the neutral position to counter the tendency of the nose of the aircraft to pitch up. This causes the thrust vector  $F_r$  to act on a point behind the center of the propellers. At this point, the one way stop of the blocking mechanism is no longer pressed on, the closure of the brake valve 113 is the only reason that the propellers' axes are still in the vertical ( $90^\circ$ ) position.

Step 4. In order for the propellers to tilt forward, the brake valve 113 must be opened. When it is opened, the propellers will begin to pivot forward of their own accord. On a variant of the aircraft constructed without the pilot controlled braking mechanism, the propellers would begin tilting forward as soon as the cyclic control lever is moved forward beyond the neutral position.

While the propellers are in the process of tilting forward, the moments caused by changes in cyclic pitch, with a small reduction as explained hereinabove, are transmitted to the aircraft through the damping system. The caliber of nozzle 111 has been selected to be narrow enough to restrain the tilting speed of the propellers to very low values ( $.75 \text{ rpm} = 4.5 \text{ degrees/s}$ ) so that there is no appreciable change in the control moments applied by the pilot through cyclic pitch adjustments.

During this step of the transition, the pilot's only job is to maintain the aircraft's acceleration at its desired value and the climb trajectory along its desired path. Any necessary corrections are made using the cyclic pitch control lever. For example, if the aircraft is climbing more than desired, all that is necessary to correct the path deviation is to move the cyclic control lever forward to lower the nose.

As far as the tilting of the propellers is concerned, what actually happens during the early stages of the transition from vertical to horizontal flight is that the

propellers themselves do not rotate downward, but, rather, the rest of the aircraft rotates upward. That is to say that the propellers do not move relative to the ground, but the aircraft itself does. The aircraft rotates from the original nose down attitude it held in Step 2, to a level attitude, and then to a nose up attitude. This rotation of the fuselage 11 reduces to elimination the negative lift caused by the main wing 19 and its resulting upward pitching moment. The loss of the upward pitching moment is compensated for by increasing lift ( $f_e$ ) being produced by the canards 41 with their flaps 43 still extended.

At this point, as the aircraft's horizontal velocity is only 10-20 m/s (32-64 fps), most of its lift is still being produced directly by the thrust  $F_r$  of the propellers. However, as the horizontal velocity increases and the aircraft begins to pitch up, lift begins to be produced in increasing amounts by the wing 19 and the canards 41.

Up to this point, the power has been at its maximal, full power setting. Once the horizontal velocity of the aircraft reaches 25 m/s (82 fps), the power required for the aircraft to maintain its position without accelerating is inferior to the maximum amount of power produced by one engine corresponding to the one engine inoperative (OEI) limit. Therefore, the pilot is free to throttle the engines 17 back to a lower power setting.

Step 5. About ten seconds later, the aircraft attains a horizontal velocity of 50 m/s (164 fps). At this speed, the wing and the horizontal stabilizer 40 provide enough lift ( $f_e + f_e$ ) to account for the weight  $Mg$  of the aircraft. If not already done, the pilot can release the brake pressure to allow the propellers to move to their fully horizontal position.

Step 6. The forward transition is complete. The propellers are at their fully horizontal position and are locked into this position using the pilot controlled locking mechanism. The aircraft accelerates to its climbing speed of

70 m/s (227 fps), and then to its cruising speed of 100 to 125 m/s (328 to 410 fps) (actual cruise speed depends on aircraft altitude). It is now, for all intents and purposes, an airplane. Its angle of attack and trim are reduced in order to lift the aircraft at all speeds and altitudes. The canard flaps 43 are used by the pilot to trim out the aircraft, so that the cyclic control can be left near the neutral position without any permanent pilot's strain.

Propeller pitch and the power setting of the engines 17 are chosen based on the necessary configurations for climb-out, and then for cruise.

Step 7. The aircraft is in full cruising configuration ; the canard flaps 43 have been retracted and the cyclic pitch control is near the neutral position. The thrust  $F_r$  acts along the central axis of each propeller.

The aircraft is in level flight at a speed between 100 and 125 m/s (328 fps and 410 fps). The pilot begins the aircraft's descent. The aircraft is slowed to 50 m/s (164 fps) as the pilot pulls the throttles back to reduce power. The wing's angle of attack increases and the pilot compensates by extending the canard flaps 43 in order to balance out the wing's lift and to maintain the cyclic control near the neutral position.

When the aircraft reaches a horizontal velocity of 50 m/s (164 fps), the pilot stabilizes the descent at a rate of -3 m/s (-10 fps) and a slope of 6 %.

Step 8. The aircraft's configuration at this stage of backward transition is similar to the aircraft's configuration during Step 6. However, engine power is reduced, since the aircraft is descending instead of climbing or accelerating.

Before beginning the actual transition from horizontal to vertical flight, the propeller revs are set to the appropriate setting. This setting is similar to the take-off setting, both of which are higher than the cruise setting.

Step 9. The beginning of the actual transition from

horizontal back to vertical flight begins as the pilot retracts the canard flaps 43. Since the flaps 43 have been retracted, the moment caused by the lift of the wing must now be balanced by an upward pitching moment caused by the propellers. As the pilot retracts the flaps 43, he or she must also pull back the cyclic control to maintain the aircraft's attitude. At this point, the propeller's thrust  $F_r$  acts parallel to their central axis and is applied at a low point of the propeller disk.

Step 10. The locks securing the propellers to the boom are released and the valve 113 is opened. The propellers slowly pivot upward as a result of the upward pitching moment caused by the cyclic propeller pitch. All aerodynamic moments are transmitted from the propellers to the fuselage 11 through the damping system.

After 10-20 seconds, the propellers have gone from the fully horizontal axis position ( $0^\circ$ ) to the fully vertical axis position ( $90^\circ$ ). The propellers stop pivoting as they come to rest against the blocking mechanism. Once the propellers have reached the  $90^\circ$  position, all aerodynamic moments are transmitted from the propellers to the fuselage 11 through the blocking mechanism.

As the propellers tilt backward, the thrust  $F_r$  they provide is weak, and most of the lift is produced by the horizontal stabilizer 40 and the wing ( $f_w + f_s$ ).

Step 11. The pilot proceeds with the transition from horizontal to vertical flight by further slowing down the aircraft. Engine power is increased, resulting in increased pitch and thrust  $F_r$ . The aircraft is kept at a slight nose up attitude, so that the thrust has a backward component and helps to slow down the aircraft.

At this point, the wash of the propellers causes an airflow pattern which lowers the angle of attack of the wing and reduces the amount of lift ( $f_w$ ) produced by the wing. As the aircraft slows to a horizontal velocity of 25 m/s (82 fps), most of the lift production is transferred from the

wing to the propellers. Lift produced by the horizontal stabilizer 40, with the flaps 43 retracted, is negligible.

5       The pilot commits to finishing the backward transition by preparing to set the aircraft down as soon as the landing area is in sight. Engine power is once again increased, and the nose of the aircraft is pitched up even higher. The propeller wash acts as it did in Step 3, resulting in negative lift being produced by the wing. However, the aircraft's nose up attitude as well as its downward  
10       trajectory cause the negative lift produced to be much less than that produced during Step 3. Furthermore, the aircraft's flight configuration also ensures that the propellers will remain pressed against their vertical stop and will not pivot downward. The cyclic control lever is kept pulled back to  
15       ensure that the propellers continue to rest against the vertical stop.

      Step 12. At extremely low speeds, the airflow generated by the propellers becomes similar to that in Steps 1 and 2. To complete the backward transition, the pilot adjusts the  
20       power to maintain the aircraft's desired altitude as he or she positions the aircraft over the landing site. Then, the pilot sets the aircraft down as would be done with a conventional helicopter.

25       Control of the aircraft with respect to anti-symmetric degrees of freedom, namely aircraft roll and yaw may be explained as follows.

      When the aircraft is hovering or moving at extremely low speeds, roll control is achieved by anti-symmetric variations of lateral cyclic pitch, without changing the general pitch  
30       of the propellers. These variations are commanded by the pilot by way of moving the cyclic pitch control lever left or right. The general propeller pitch must remain at an equal setting for each propeller. The cyclic variations cause lift differentials on the right and left halves of the propeller  
35       disks. The lift differentials lead to roll inducing moments that are transmitted through the propeller hubs and the booms

to the fuselage 11. The roll inducing moments are highly effective, and can be generated by cyclic pitch variations of only  $2^\circ$  or  $3^\circ$ . Furthermore, the amount of pressure exerted by the pilot on the control lever to affect the pitch changes is minimal, and therefore does not require any sort of mechanical boosting system. Such a boosting system would be necessary if changes were being made to collective propellers pitches.

Yaw control is achieved by anti-symmetric changes to longitudinal cyclic pitch. The use of symmetric changes to longitudinal cyclic pitch as a method of aircraft pitch control has already been discussed. In the case of yaw control, the opposing pitching moments caused by the changes in cyclic pitch in each propeller cancel each other out. However, due to the elasticity in the linkage rod, each propeller can tilt  $2^\circ$  or  $3^\circ$  out of phase with the other (anti-symmetrically). As a result of the differences in tilt angles, and the resultant differences in fore and aft components of lift of each propeller, a yawing moment is created. The magnitude of this moment is great enough that it will cause the aircraft to yaw.

As a side note, during low speed flight, it is important to have a highly effective yaw control mechanism to compensate for wind gusts and air side-slip angle on the aircraft due to lateral winds.

The method for roll control described above can be effectively used during high speed level flight. This means that the same method of roll control can be used for all phases of flight. At high speeds, the anti-symmetric variations of lateral cyclic pitch cause radial forces which act in the plane of rotation of the propellers. These forces are the cause of the rolling moment.

The reasons behind the radial lift forces caused by the propellers require an explanation. A graphical explanation is given in Figures 15 and 16. The radial lift force is due to the high value of axial speed  $V$  through the propeller, and

the subsequently large increase in general pitch. For example, at a cruising speed  $V$  equal to tip speed  $\omega R$  of the propeller blades, there exists a general pitch angle of  $45^\circ$  at the extremity of each blade. Furthermore, the general pitch angle is even greater at locations on the blade which are closer to the blade's root. In a case where cruising speed is half that of the tip speed of a blade, half of the length of each propeller blade, from 0 to  $.5R$ , is at a general pitch angle greater than  $45^\circ$ . In these conditions, a variation of lateral cyclic pitch  $\Delta i$  causes differences in lift  $\Delta F$  between the right and left sides of the propeller disk. (The propeller disk is the imaginary disk created by the rapid rotation of the propellers). The lift component in the plane of the propeller disks  $\Delta F_r$  is greater than axial lift component  $\Delta F_a$ . The components in the plane of the propeller disks are added together between the left and right sides of the propeller disks, resulting in a significant radial lift force. If the right propeller is rotating clockwise and the left propeller is rotating counter-clockwise, the moment caused by the radial lift  $\Delta F_r$  (Fig. 16) acts in the same direction as the moment induced by the propellers when the aircraft is hovering (Fig. 15). Therefore, this technique of using lateral cyclic pitch variations for roll control is effective during all stages of flight and can be used from take-off to touchdown as the sole method of roll control.

As far as anti-symmetric variations of longitudinal cyclic pitch are concerned, if the locking mechanism was not locked, as during slow flight, an anti-symmetric tilting of the propellers would result in an additional rolling moment but no yawing moment. Therefore, it might seem necessary to develop some control mechanism for yaw control during high speed, level flight. However, as a characteristic of the invention, and to simplify the aircraft, such a control mechanism is not necessary and therefore not present in the aircraft.

Unlike at slower speeds, the airflow passing around the aircraft at high speeds acts on the vertical stabilizers (fins 25) attached to each end of the wing 19 to give the aircraft required yaw stability. Therefore a yaw control mechanism is not necessary when the aircraft is in high speed, level flight. As is the case in other conventional airplanes traveling at high speeds, only pitch and roll control mechanisms are necessary and therefore are the only two control mechanisms the pilot has at his or her disposal while this particular aircraft is in high speed, level flight. Roll control is all that is necessary for the aircraft to be able to turn effectively, so the propellers are locked at the 0° position and anti-symmetric variations of longitudinal cyclic pitch are not used.

When the aircraft is transitioning between vertical and horizontal flight modes, the control methods described above for low and high speed flight remain effective and can be used. Anti-symmetric changes to the lateral component of cyclic pitch cause the aircraft to roll, and also induce a negligible amount of yaw. This is to say that when the airplane rolls right, it also turns right, but not enough to be of any concern. Anti-symmetric changes to longitudinal cyclic pitch result in yaw when the aircraft is flying at a moderate speed and the propellers are only slightly titled. As the aircraft's horizontal velocity increases, though, a relatively small and negligible amount of roll is produced. However, the need to control yaw is eliminated as the aircraft accelerates to its cruising speed due to the yaw stability provided by the wing's fins 25.

It is important to note that the benefit of the radial lift force generated by the propellers is directly linked to the second design characteristic of the invention, the combination of a variable cyclic pitch propeller and a rigid hub. The radial lift is concomitant with a moment passing transversely through the propeller due to the significant amount of general propeller pitch (45°). A helicopter rotor

with hinged blades is by design unable to transmit such a transverse moment and would act on its own to compensate for and therefore eliminate the moment, and with it all radial lift. A conventional airplane propeller, which is not able to have its cyclic pitch varied, cannot be manipulated by the pilot to generate any radial lift.

As such, an invention has been disclosed in terms of a preferred embodiment thereof which fulfills each and every one of the objects of the invention as set forth hereinabove, and provides a new and useful vertical takeoff and landing aircraft of great novelty and utility.

Of course, various changes, modifications and alterations in the teachings of the present invention may be contemplated by those skilled in the art without departing from the intended spirit and scope thereof.

As such, it is intended that the present invention only be limited by the terms of the appended claims.



|                                     |             |                   |                    |
|-------------------------------------|-------------|-------------------|--------------------|
| <input type="checkbox"/>            | Description | : paged .....     | to paged .....     |
| <input checked="" type="checkbox"/> | Claim(s)    | : paged <u>32</u> | to paged <u>36</u> |
| <input type="checkbox"/>            | Drawing(s)  | : paged .....     | to paged .....     |
| <input type="checkbox"/>            | Abstract    | : paged .....     | to paged .....     |

CLAIMS

5 1. A vertical takeoff and landing aircraft, characterized  
in that it comprises a fuselage (11) having a forward end  
(12) and a rearward end (16) ; a wing (19) mounted on the  
rearward end (16) and supported thereabove ; a horizontal  
stabilizer (40) mounted on the forward end (12) ; a pair of  
opposed booms (27, 29) extending laterally of said  
fuselage (11) between the wing (19) and horizontal  
10 stabilizer (40) ; each boom having an end distal of the  
fuselage (11) to which is pivotably mounted a propeller  
nacelle (33) carrying a propeller (37) having an axis of  
rotation ; and engine means (17) for driving the  
propellers (37) ; each propeller being pivotable between a  
15 first position wherein its axis of rotation is approximately  
horizontal and a second position wherein its axis of rotation  
is approximately vertical.

2. The aircraft of claim 1, characterized in that it has  
a center of gravity forward of the booms (27, 29).

20 3. The aircraft of claim 1, characterized in that the  
wing (19) includes two opposed ends each of which carries a  
fixed downwardly extending fin (25).

4. The aircraft of claim 1, characterized in that the  
horizontal stablizer (40) includes two oppositely directed  
25 canards (41) each of which includes a single pivotable  
flap (43).

5. The aircraft of claim 1, characterized in that the  
wing (19) is generally V-shaped.

6. The aircraft of claim 5, characterized in that the  
30 wing (19) includes two opposed ends each of which carries a  
fixed downwardly extending fin (25).

7. The aircraft of claim 1, characterized in that each  
propeller (37) is driven by said engine means (17) via  
transmission means.

35 8. The aircraft of claim 7, characterized in that the  
engine means (17) is located within said fuselage (11), the





transmission means extending within the booms (27, 29).

5 9. The aircraft of claim 8, characterized in that the transmission means includes a drive shaft (45) within each boom, each drive shaft having a distal end carrying a first conical gear (51) enmeshing with a second conical gear (49) on one end of a propeller shaft (53), another end of said propeller shaft being coupled to a propeller hub (55) carrying propeller blades (59), said hub and blades forming said propeller (37).

10 10. The aircraft of claim 9, characterized in that each blade (59) is rotatably connected to the hub (55) via an insert (61) swivelling on a spindle (57) via two spaced bearings (63, 65).

15 11. The aircraft of claim 9, characterized in that each blade (59) is rotatably connected to the hub (55), and in that it further comprises pitch varying means for simultaneously rotating the blades with respect to the hub to adjust propeller pitch.

20 12. The aircraft of claim 11, characterized in that the pitch varying means comprises both a collective pitch varying means and a cyclic pitch varying means.

25 13. The aircraft of claim 12, characterized in that the pitches of left and right propellers (37) are controlled by a common pitch control device which maintains equal pitch for each propeller.

14. The aircraft of claim 12, characterized in that the cyclic pitch variation is controlled by a swash plate (79).

30 15. The aircraft of claim 8, characterized in that each of the propeller nacelles (33, 35) pivots with respect to a respective boom (27, 29) at a pivot (93), each propeller (37) having coupled thereto a rod (95) which transmits tilt angle of a coupled propeller (37) to a control device for restraining tilt angle variation rate and tilt angle between 0° and 90° tilt.

35 16. The aircraft of claim 15, characterized in that each rod (95) comprises a torsion rod whereby one propeller (37)





may tilt at a tilting angle up to 3° different from a tilting angle of the other propeller (37).

5 17. The aircraft of claim 15, characterized in that said control device includes a limit stop (106) preventing tilt angle for exceeding 90° backward.

18. The aircraft of claim 15, characterized in that the control device comprises a damper allowing slow tilt-angle rate for conversion without causing any appreciable change in control moment transmitted for aircraft pitch control.

10 19. The aircraft of claim 18, characterized in that the damper comprises a reciprocating rod (101) coupled to the torsion rod (95) and carrying a piston (103) received within a cylinder (105), said cylinder having ports to either side of said piston interconnected by a conduit (107, 109) having  
15 a calibrated nozzle (111) for restraining tilt-angle variation rate to relatively small values.

20. The aircraft of claim 19, characterized in that the conduit (107, 109) has a valve (113) therein comprising brake means actuatable between an opened position allowing free flow  
20 of fluid and a closed position stopping fluid flow and piston movement.

21. The aircraft of claim 19, characterized in that the torsion rod (95) is coupled to the reciprocating rod (101) via a rack (97) and pinion (99).

25 22. The aircraft of claim 19, characterized in that the cylinder (105) has an upper wall (106) comprising a limit stop limiting upper movement of the piston (103) and, thereby, pivoting movement of the propeller nacelles (33, 35).

30 23. The aircraft of claim 15, characterized in that each propeller nacelle pivot (93) has a lock (114) engageable to maintain propeller axis parallel to aircraft axis.

35 24. A vertical takeoff and landing aircraft including two opposed propeller carrying nacelles (33, 35) pivotably mounted to move between generally horizontal and vertical orientation, characterized in that it comprises engine means





(17) for driving each propeller (37), pitch varying means for varying propeller pitch, brake means for controllably preventing pivoting of the said nacelles, control means for controlling operation of the aircraft including control of the pitch varying means, the aircraft being flown from a position sitting on a ground surface with the nacelles in a generally vertical orientation and lifting off controlled by a pilot operating the control means, whereby release of the brake means allows forward self-pivoting of the nacelles to a generally horizontal orientation to permit horizontal flight of the aircraft, and backward self-pivoting to return from horizontal flight to hovering and landing.

25. The aircraft of claim 24, characterized in that each nacelle (33, 35) is connected to said brake means via a torsion rod (95) twistable up to 3°.

26. The aircraft of claim 24, characterized in that the brake means includes a piston (103) slidably received within a cylinder (105), a conduit (107, 109) interconnecting opposed ends of the cylinder and a valve (113) in said conduit, closure of said valve preventing piston movement, said piston being coupled to a nacelle pivot (93).

27. The aircraft of claim 24, characterized in that the control means includes a control stick (121) universally mounted in the aircraft and adapted to control propeller pitch.

28. A vertical takeoff and landing aircraft including two opposed propeller carrying nacelles (33, 35) pivotably mounted to move between generally horizontal and vertical orientations, characterized in that the nacelles freely pivoting on said aircraft, a roll control solely operated by varying lateral cyclic pitch of the propellers regardless of orientation of said nacelles.

29. The aircraft of claim 14, characterized in that movement of the control stick (121) are transmitted to the swash plate (79) by flexible ball bearing control drives (125, 129).





30. The aircraft of claim 27, characterized in that movements of the control stick (121) are transmitted to a swash plate (79) by flexible ball bearing control drives (125, 129).

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This Sheet Has Been Replaced

