

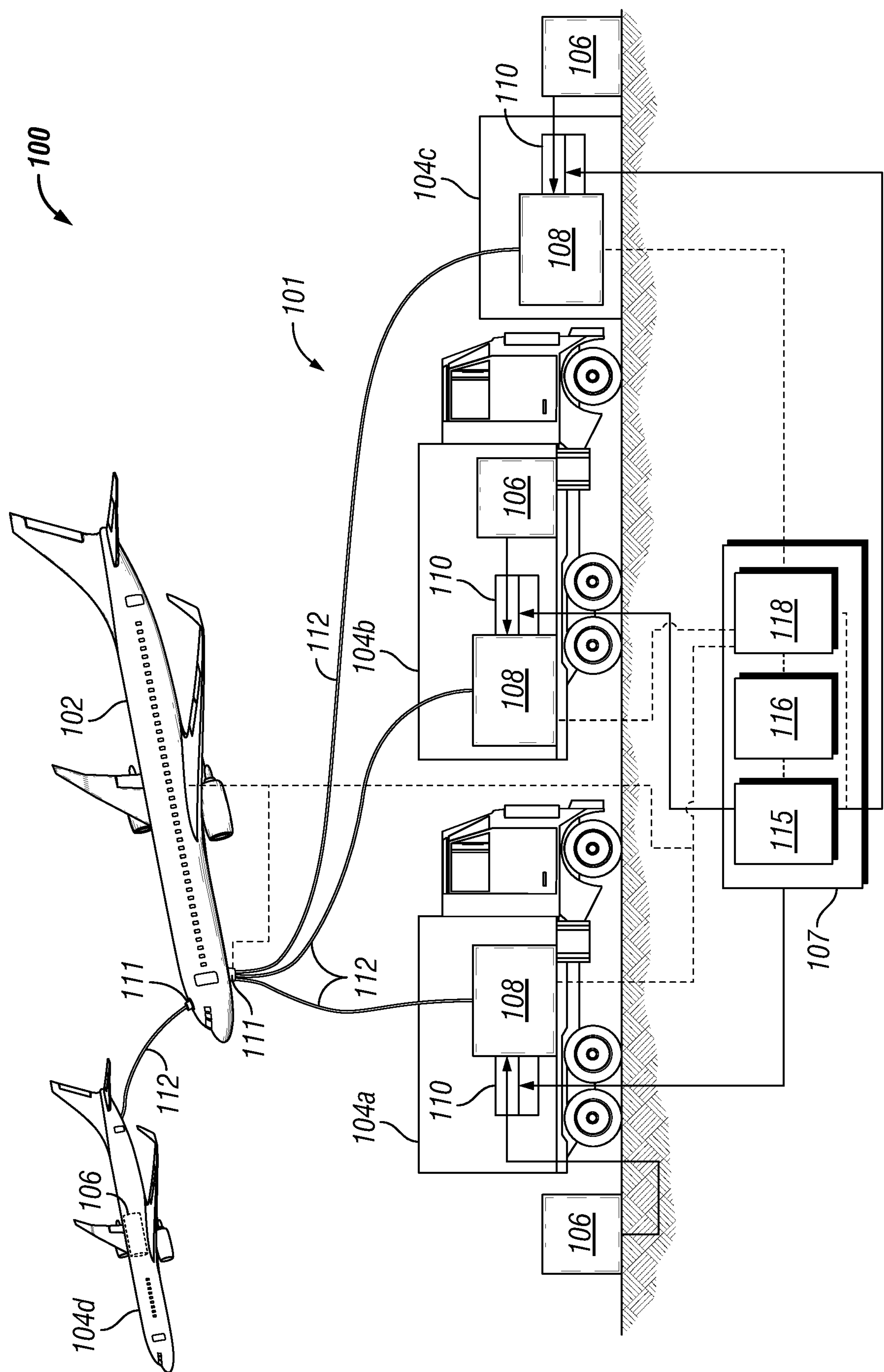
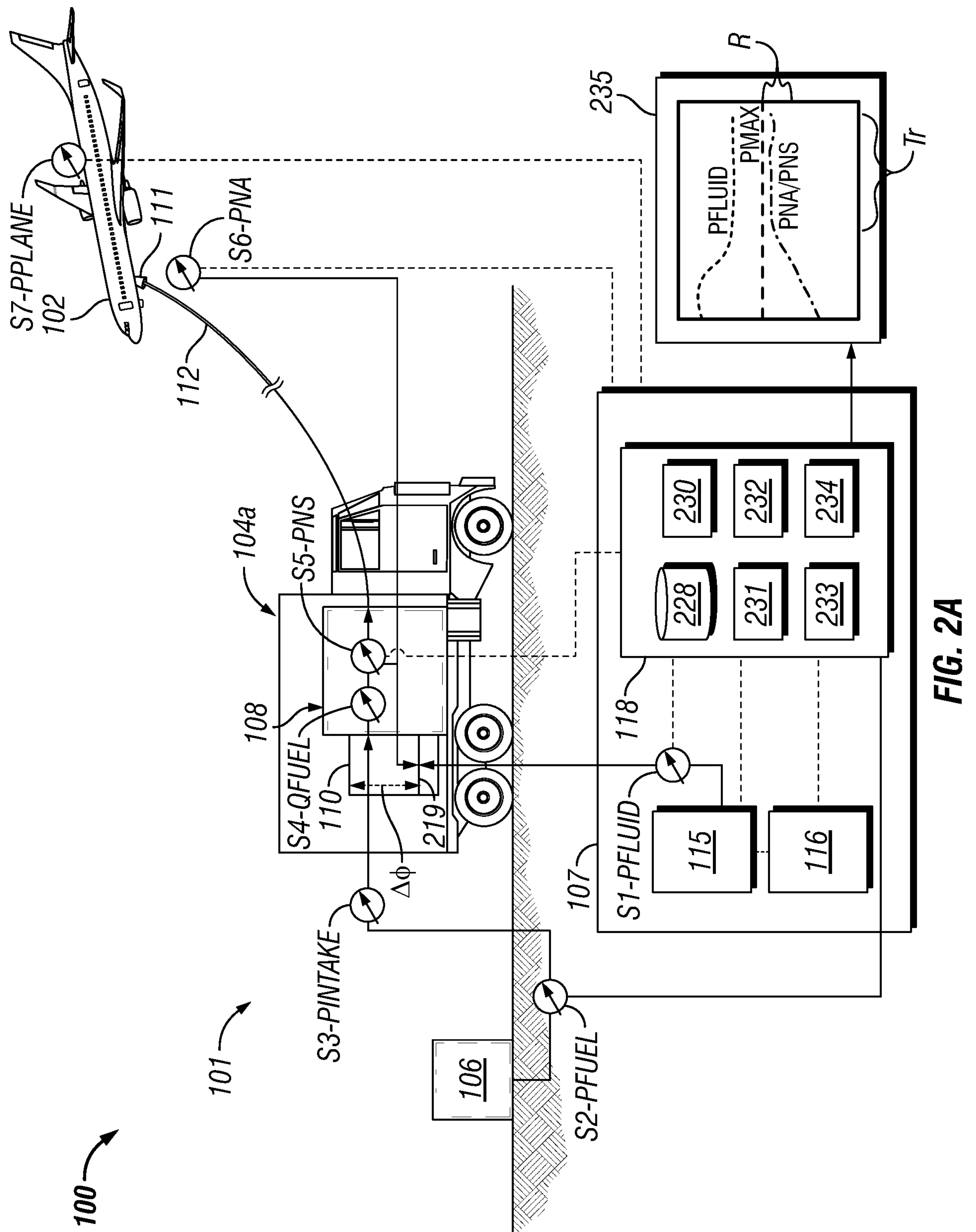


FIG. 1



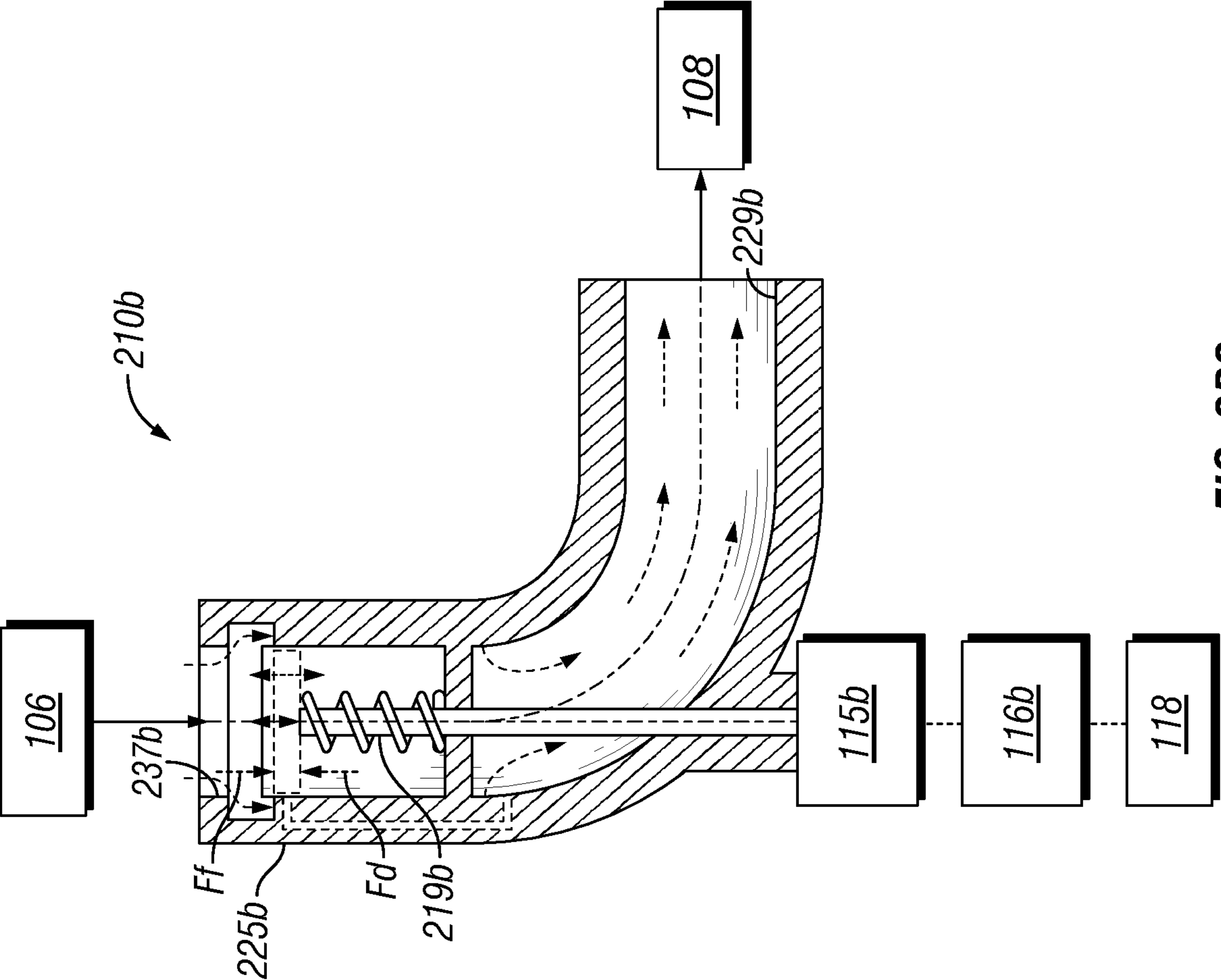


FIG. 2B2

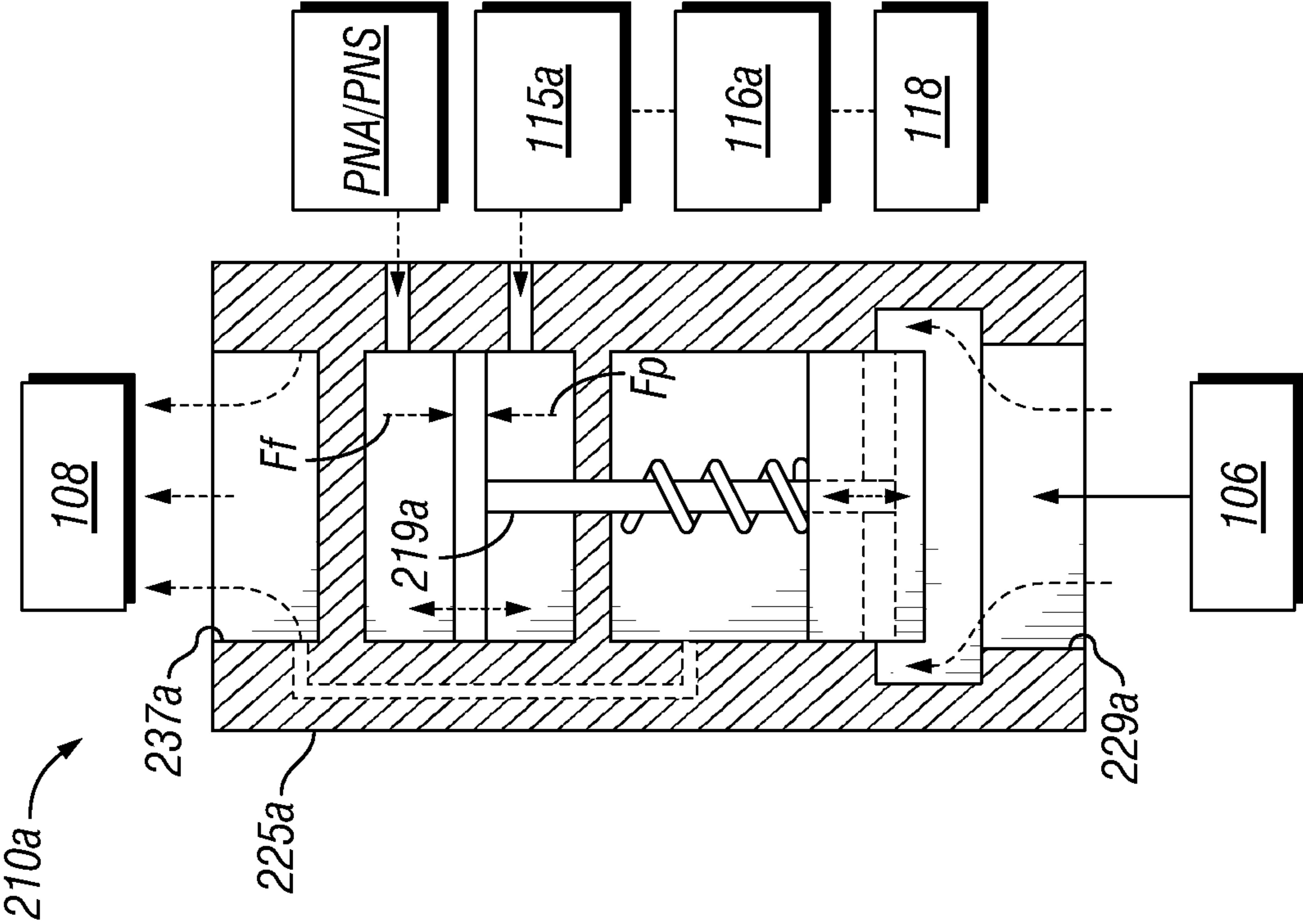


FIG. 2B1

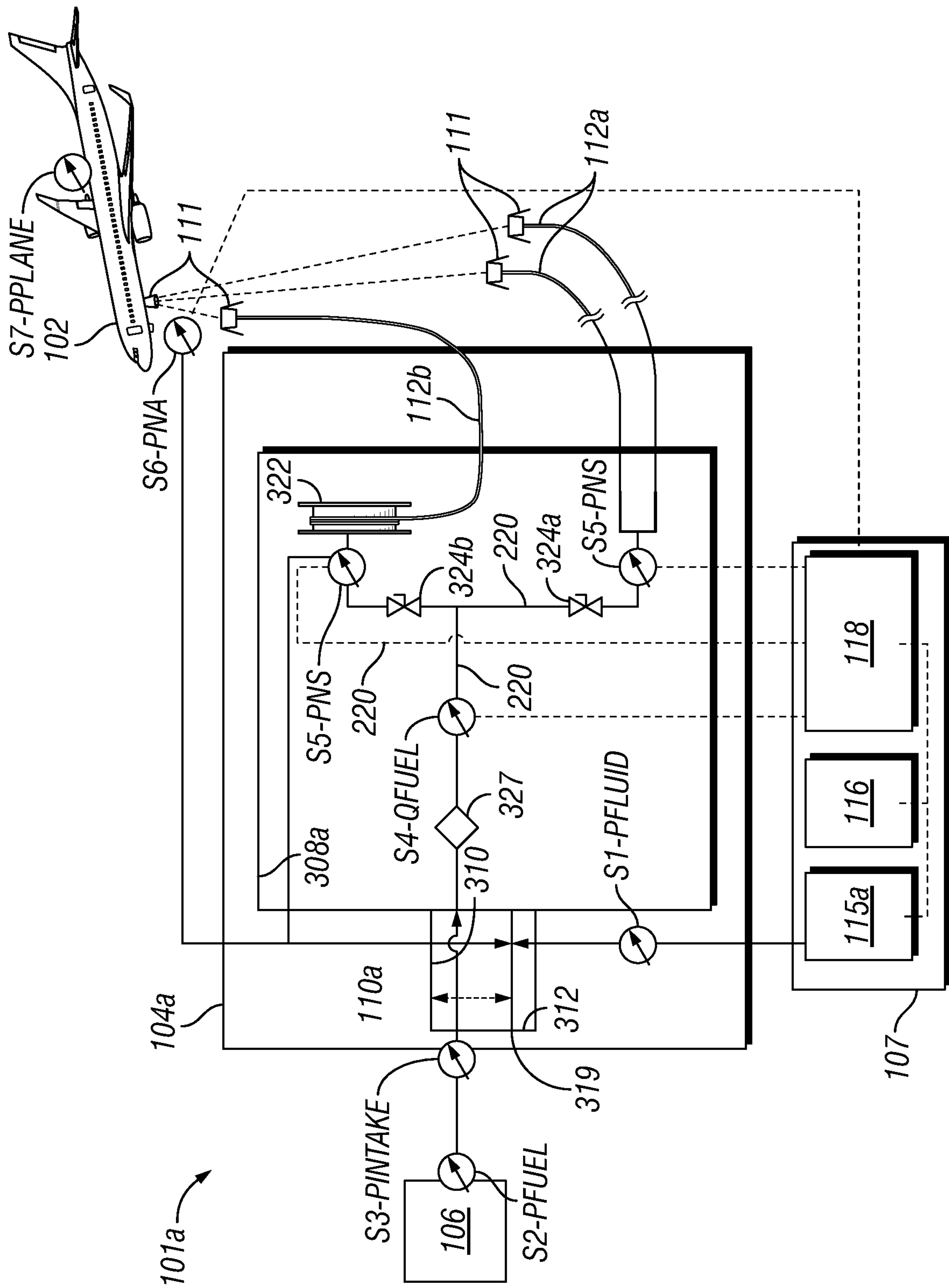


FIG. 3A

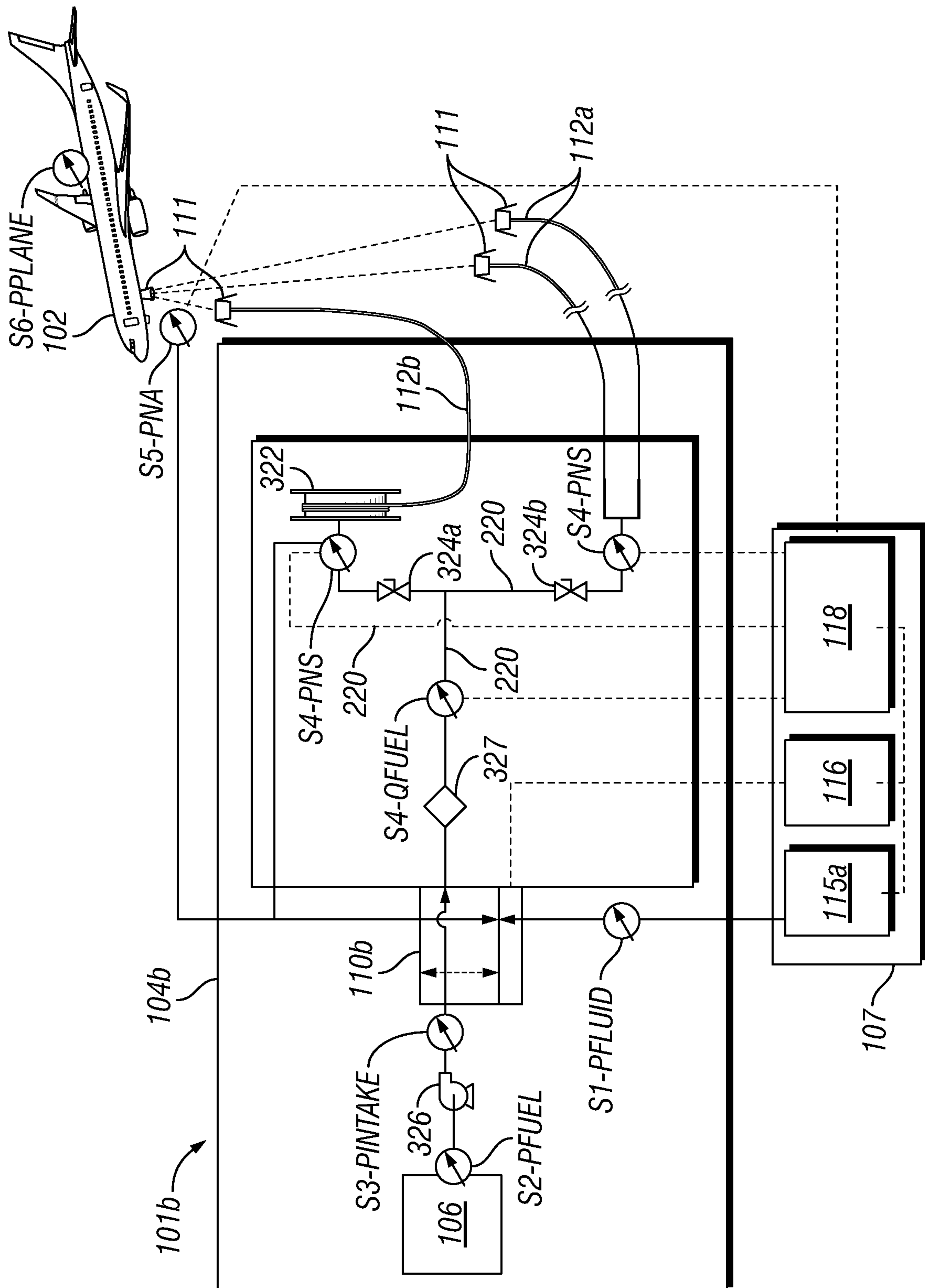


FIG. 3B

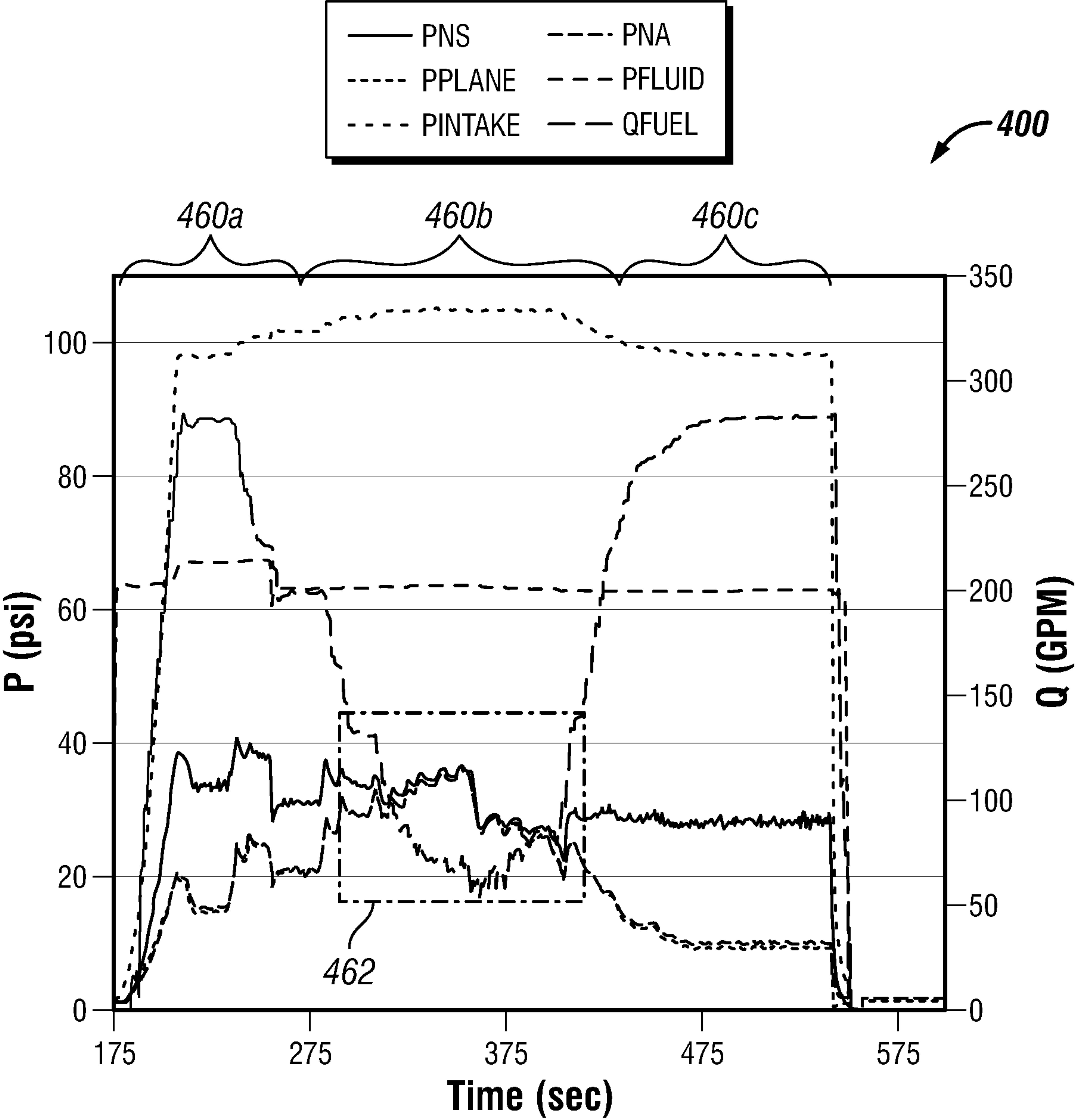


FIG. 4

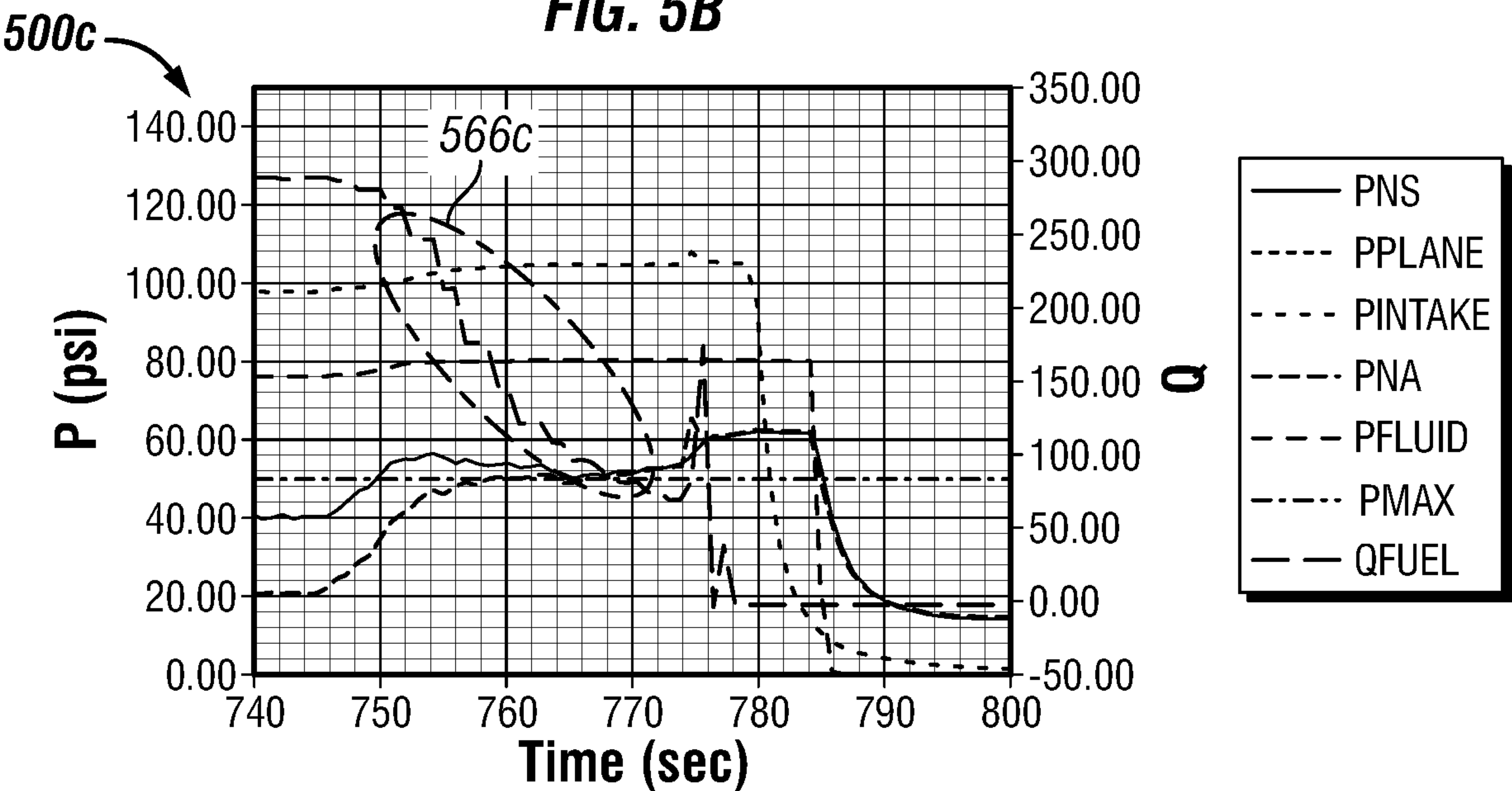
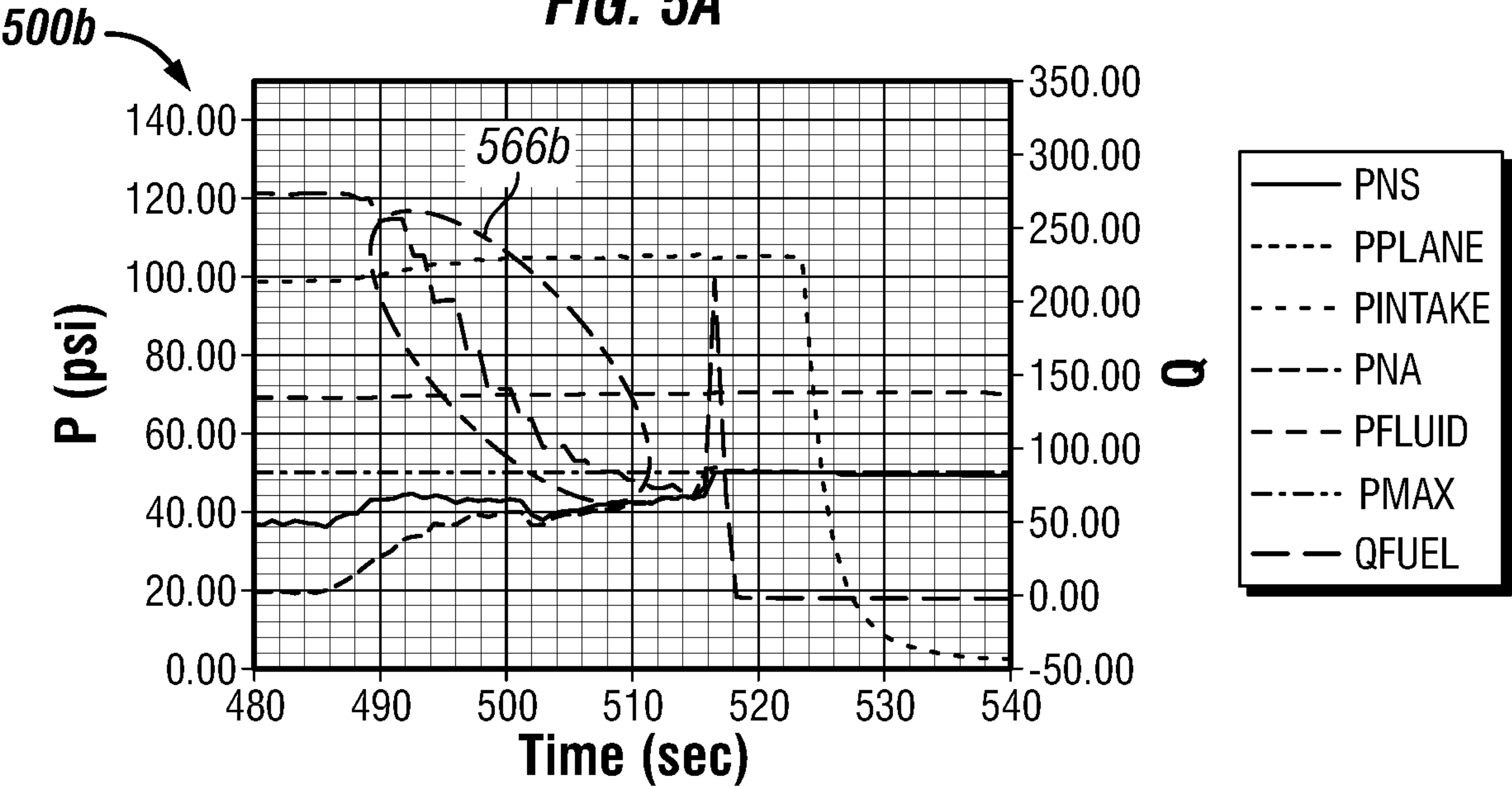
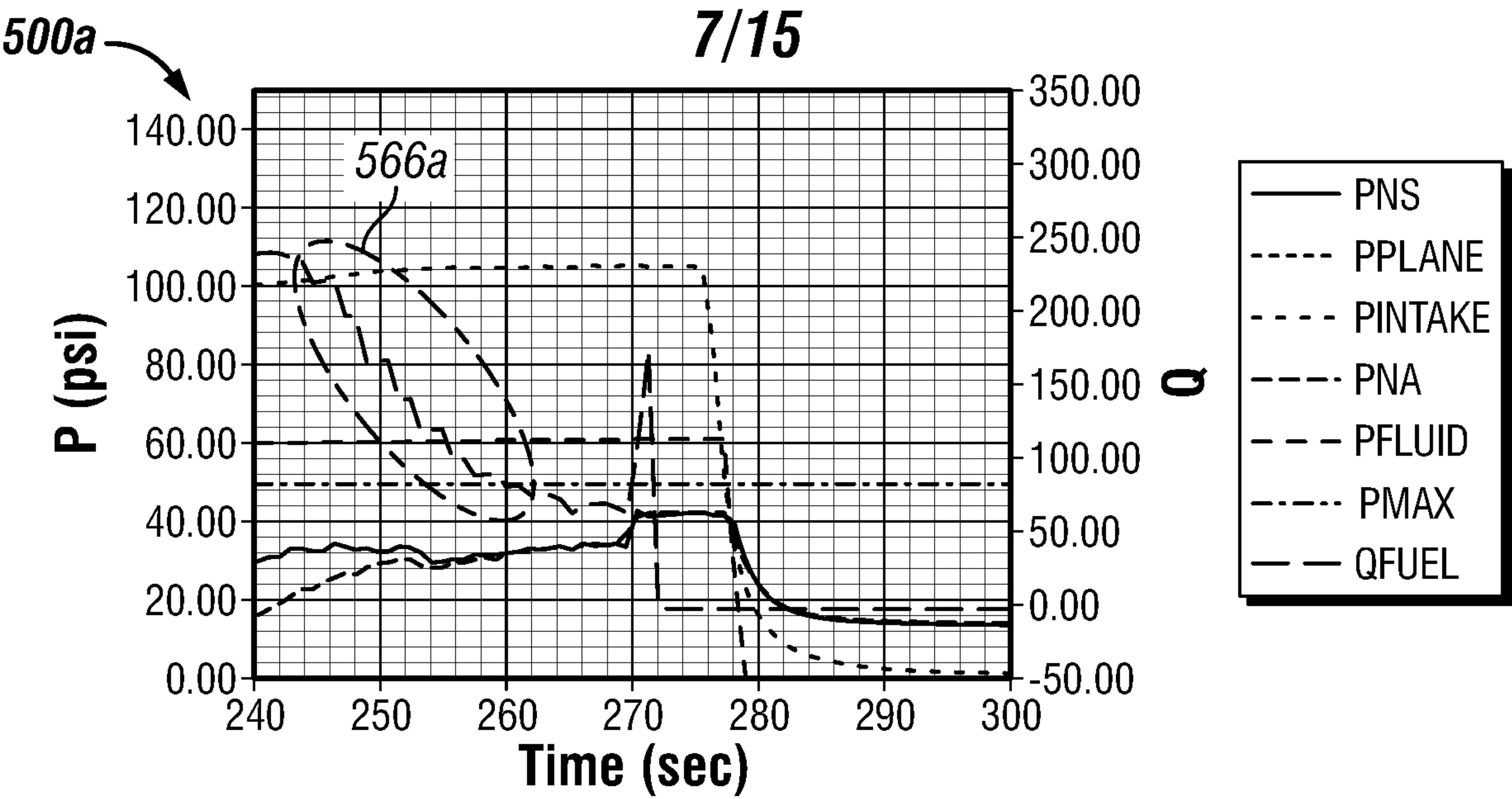
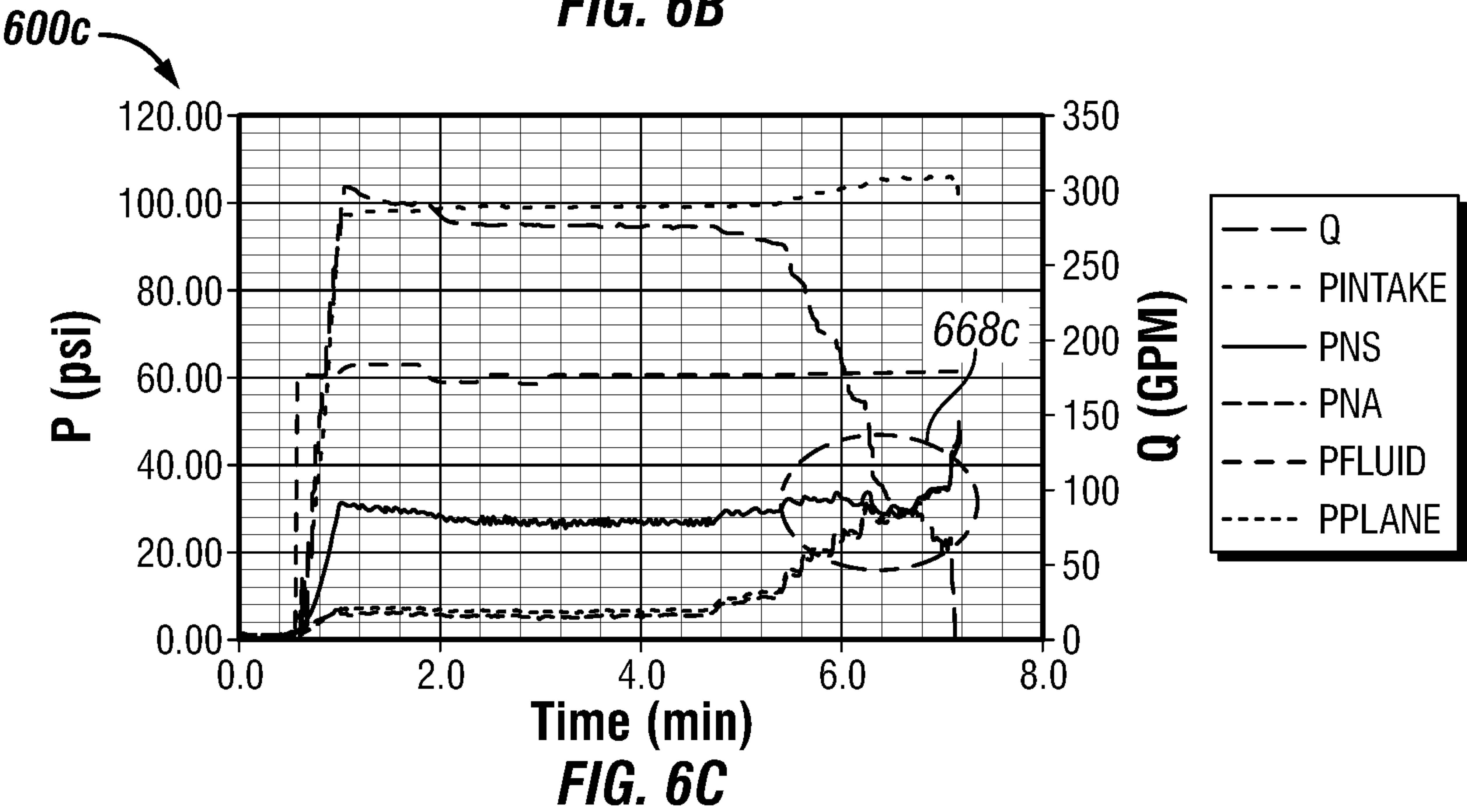
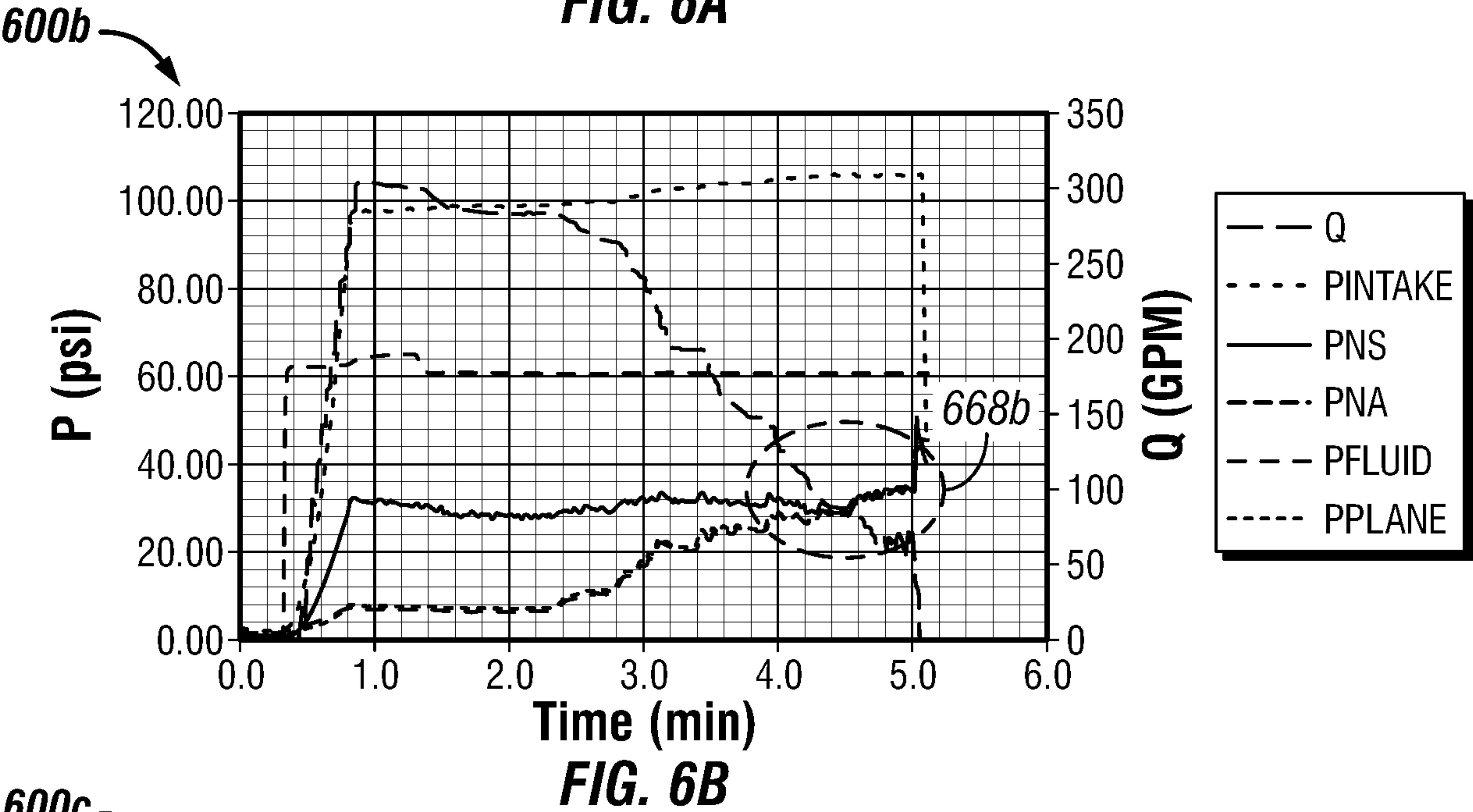
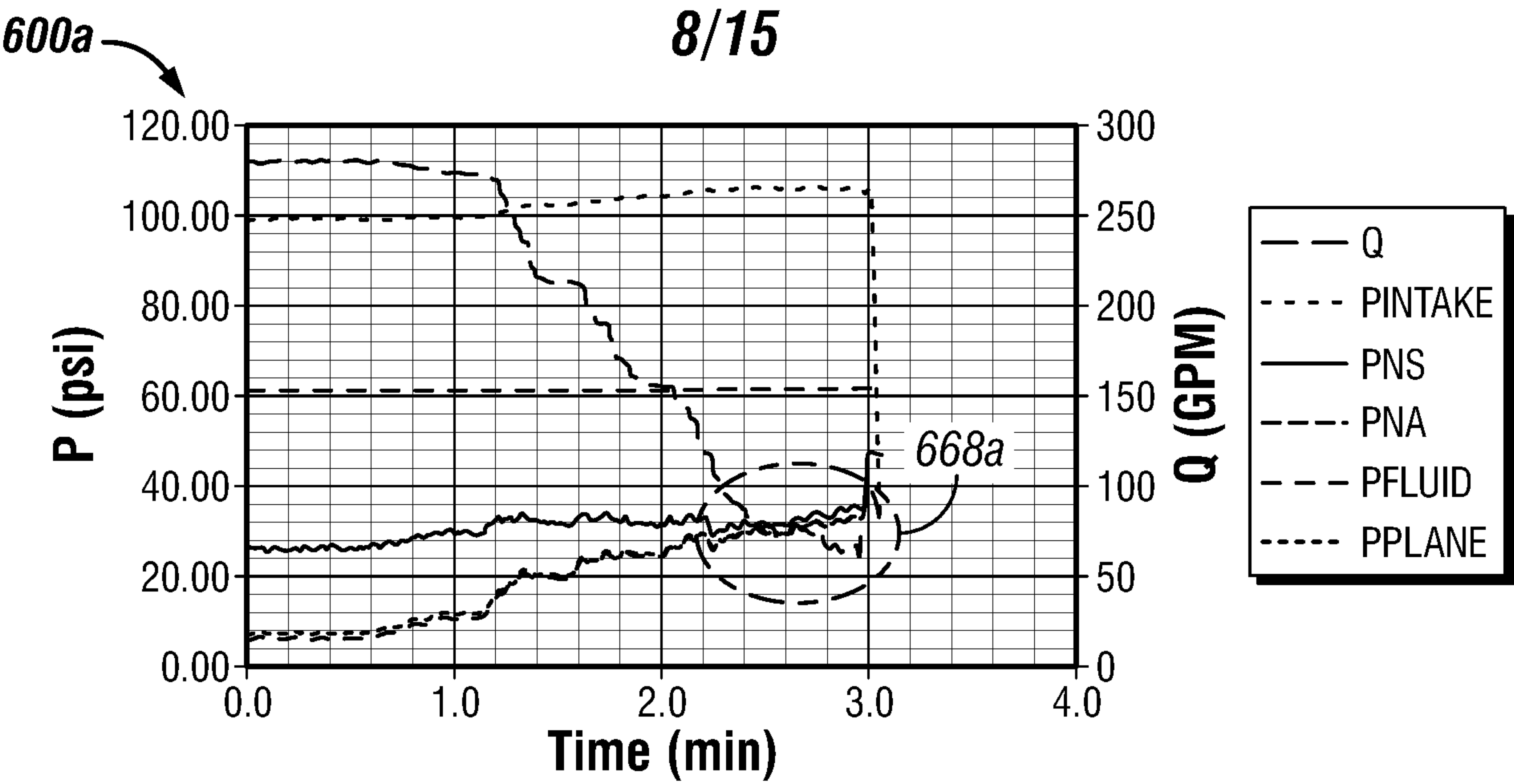
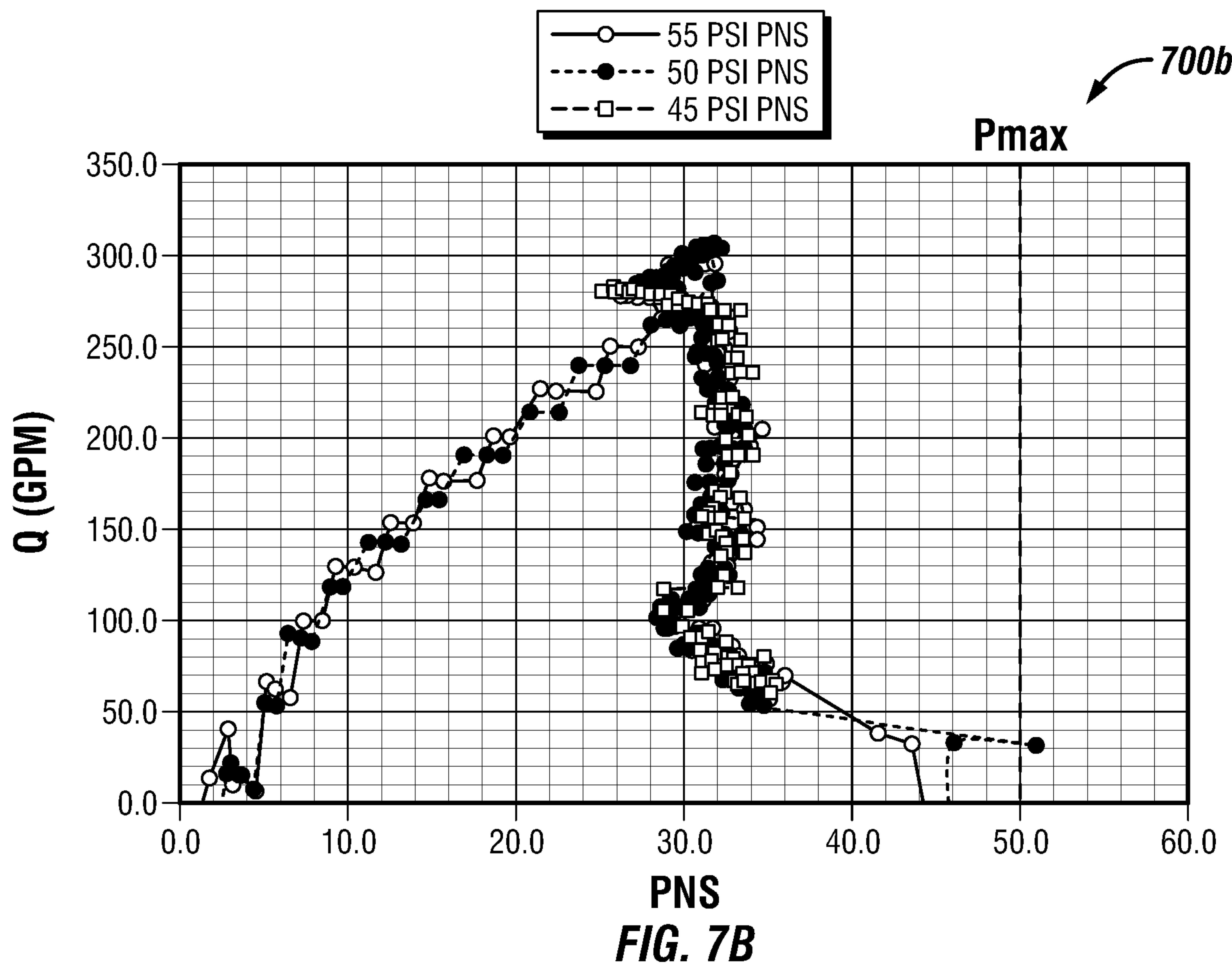
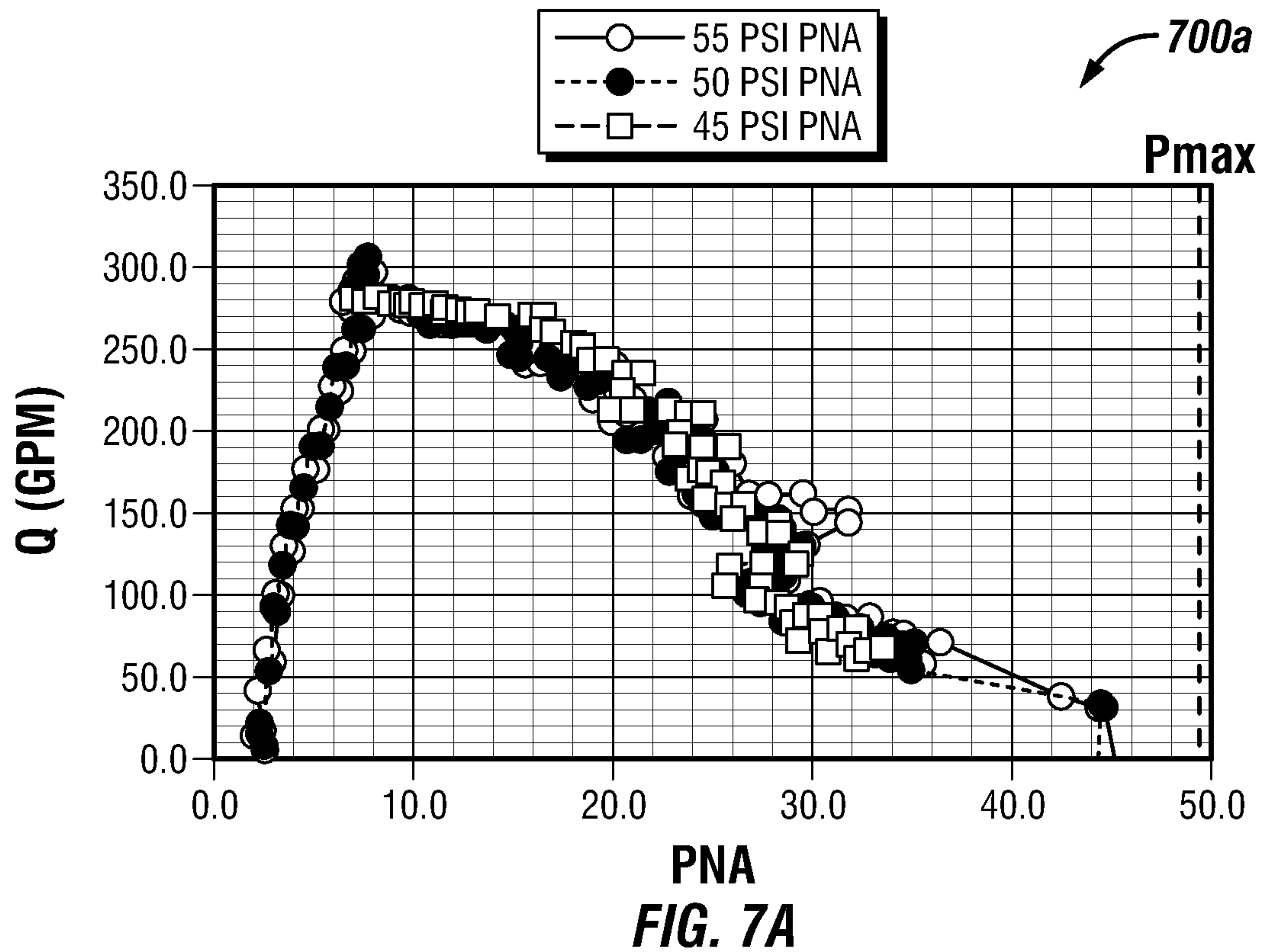


FIG. 5C



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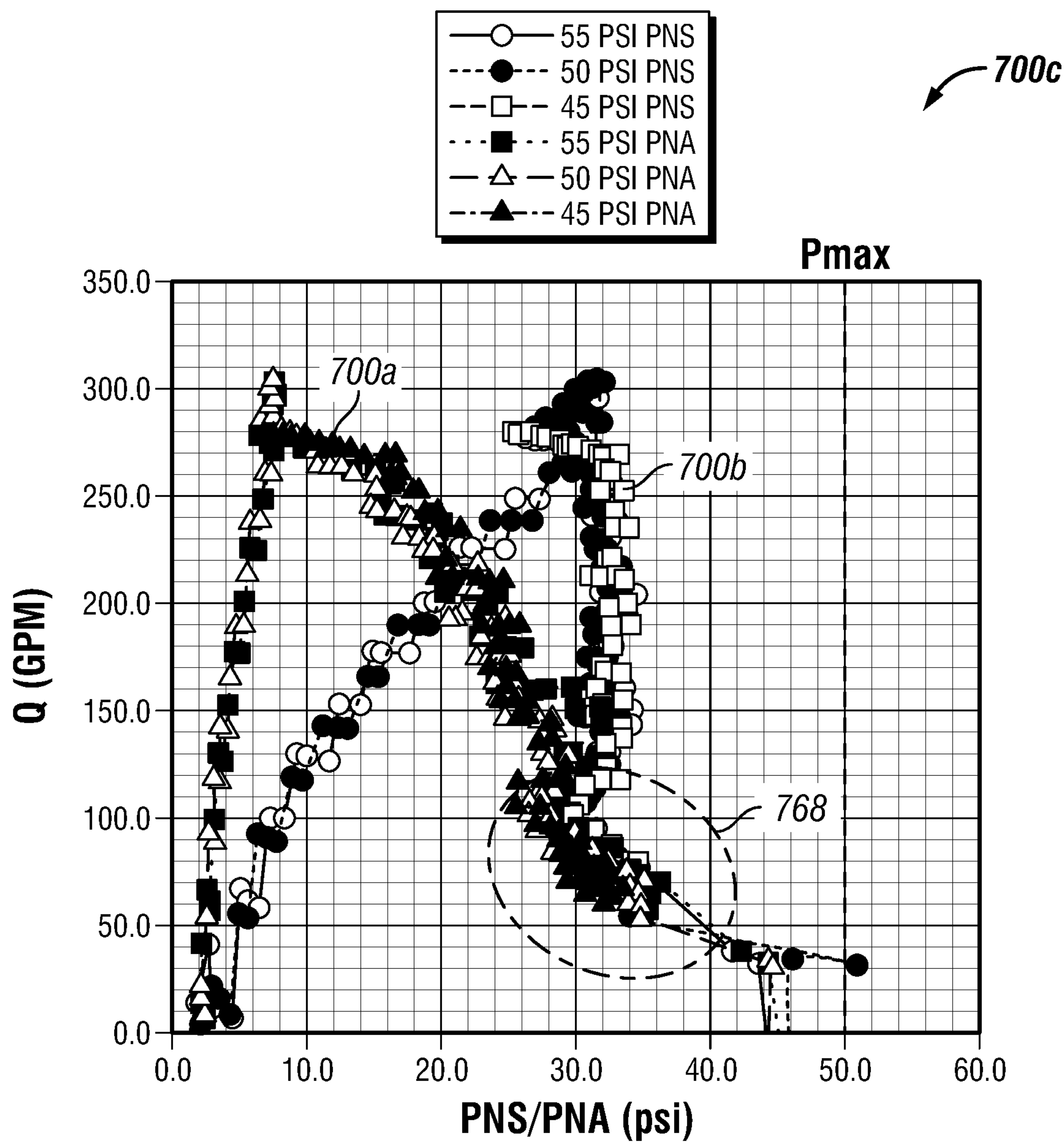
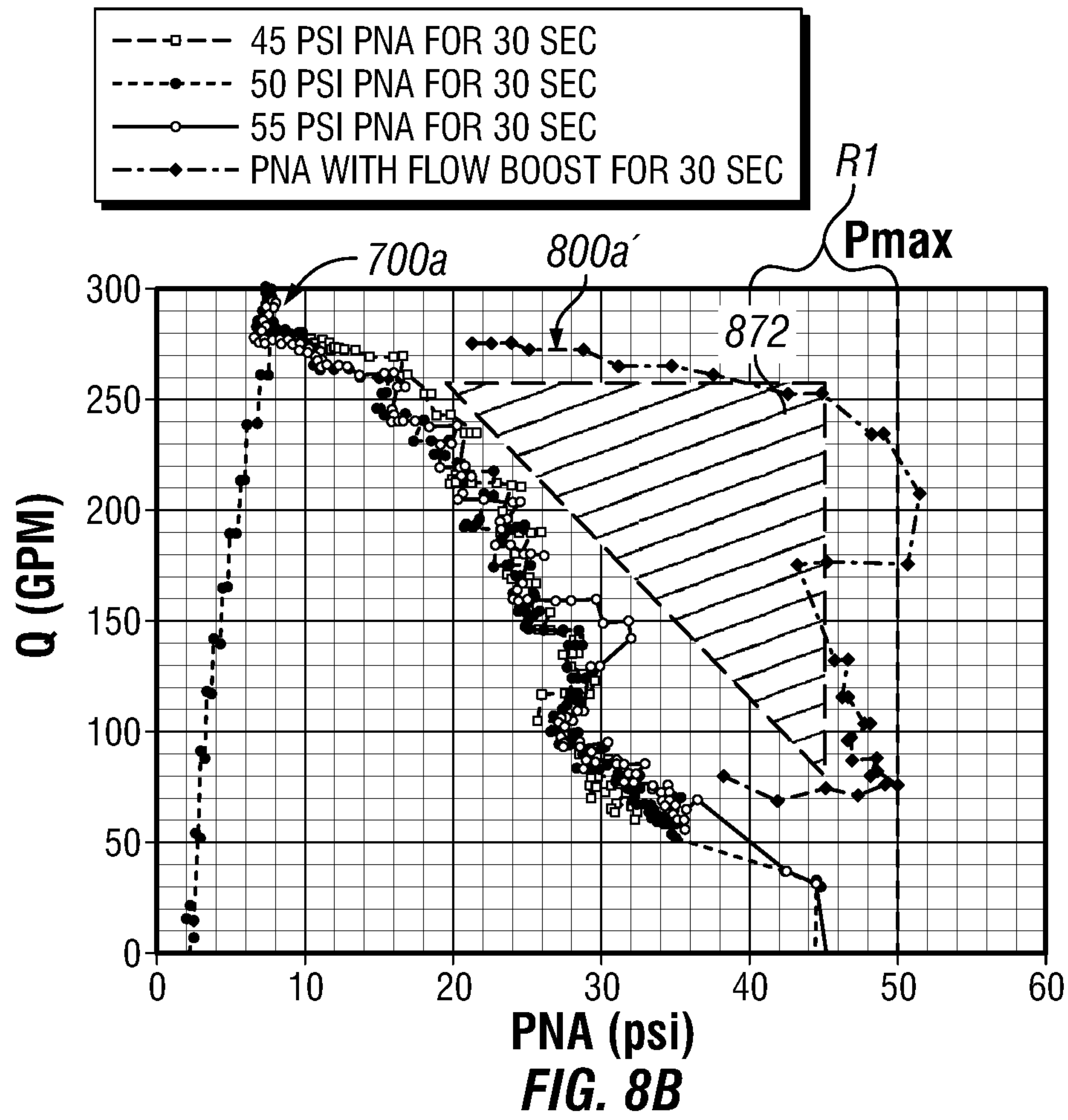
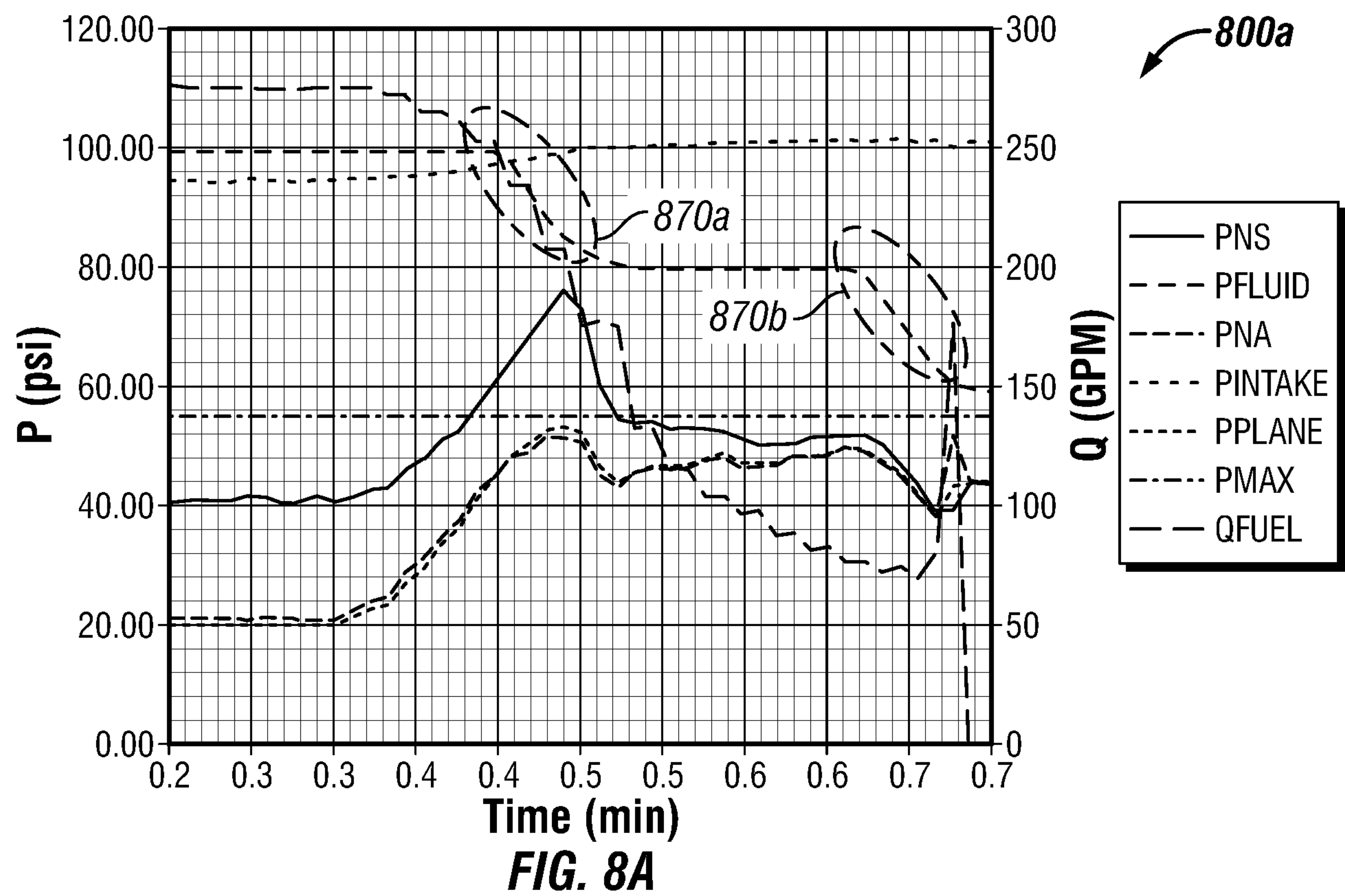


FIG. 7C

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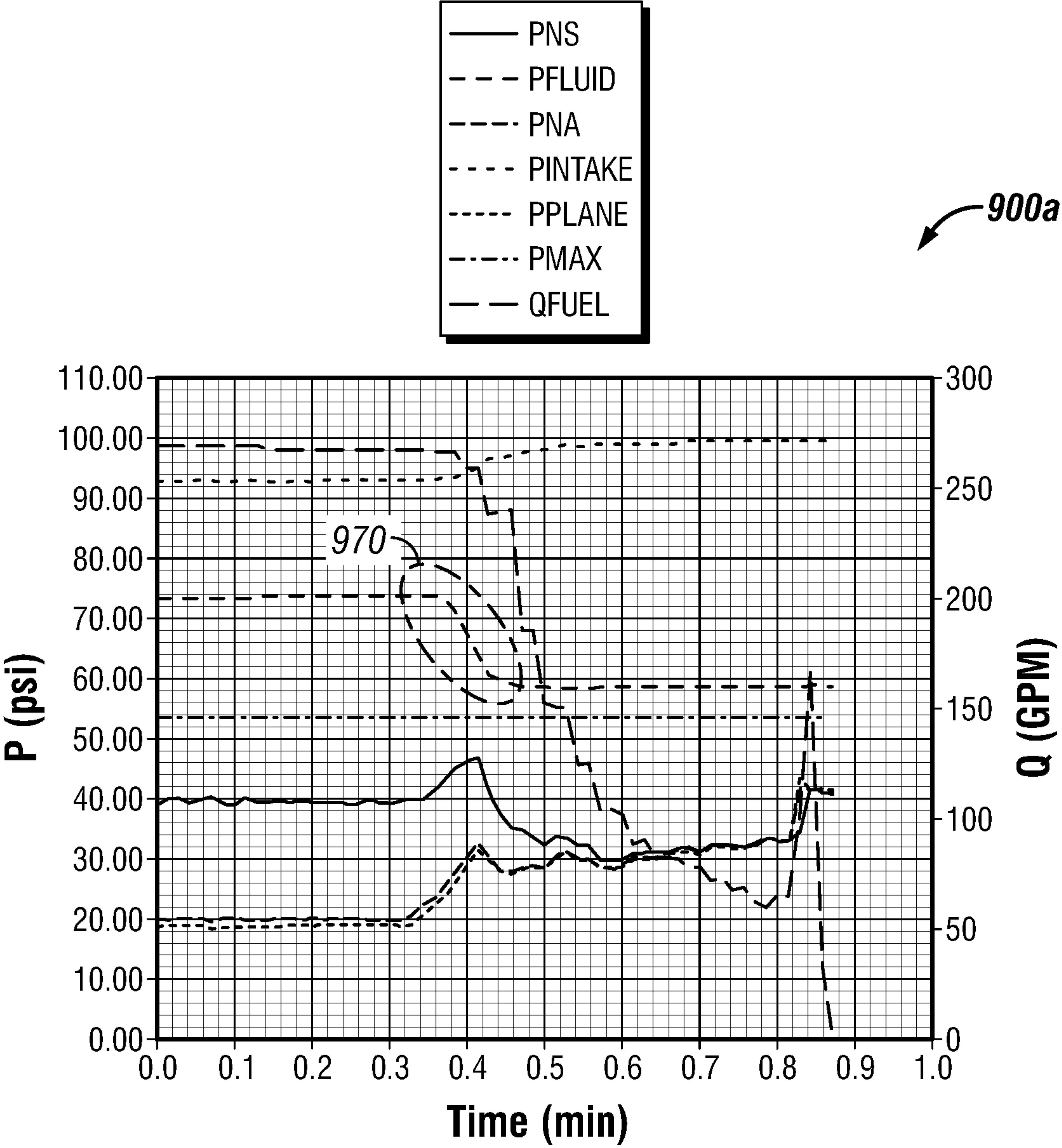
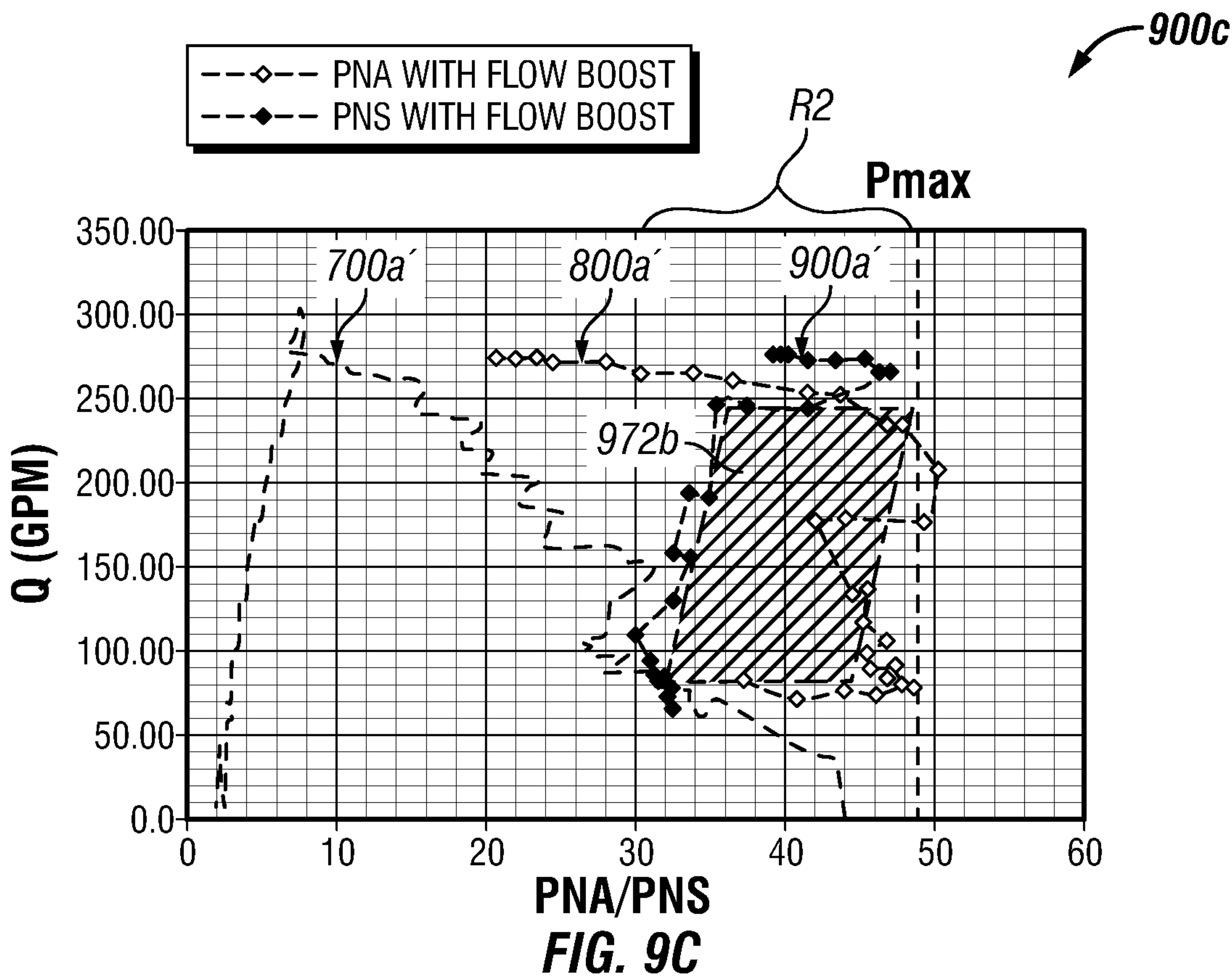
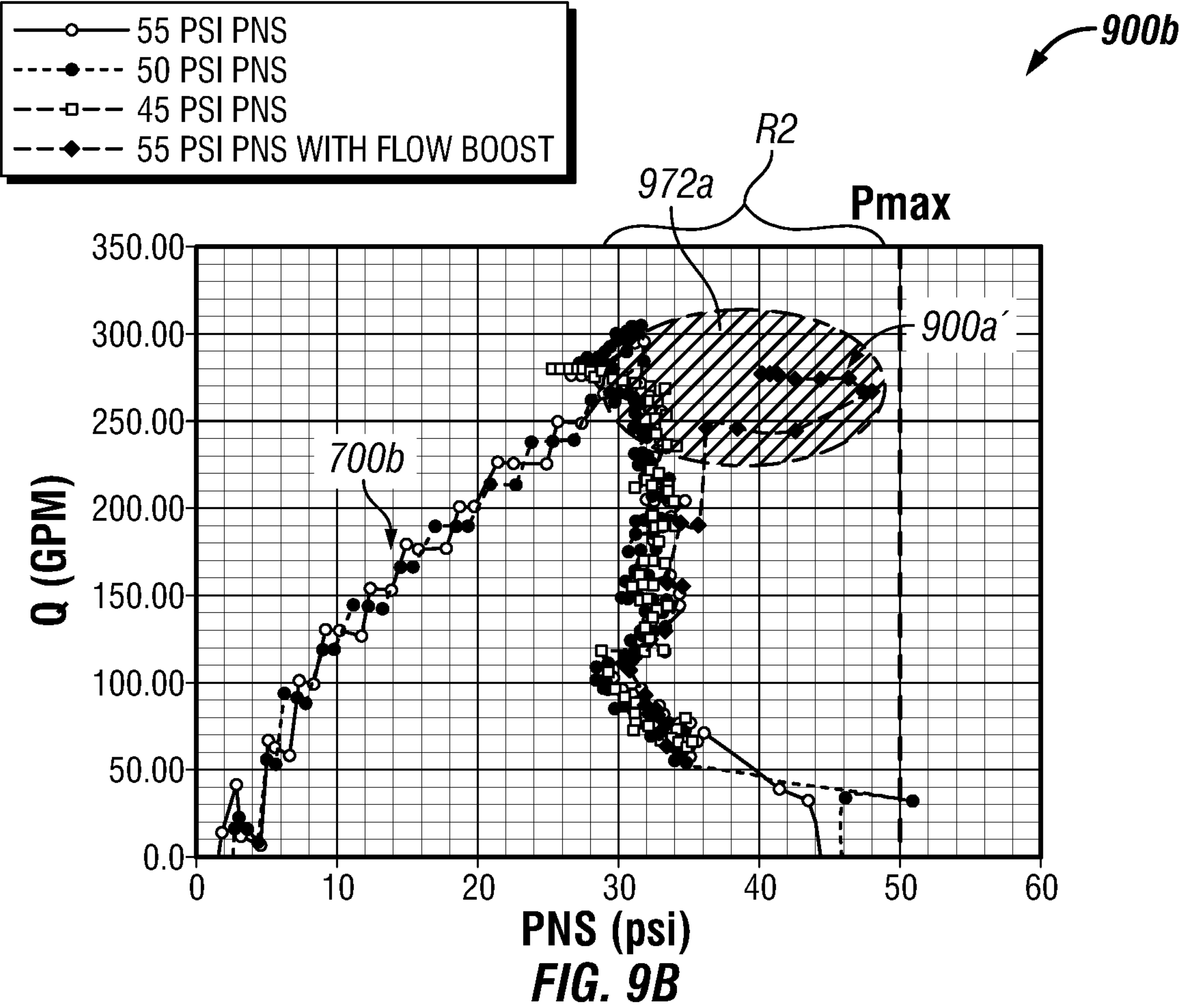


FIG. 9A

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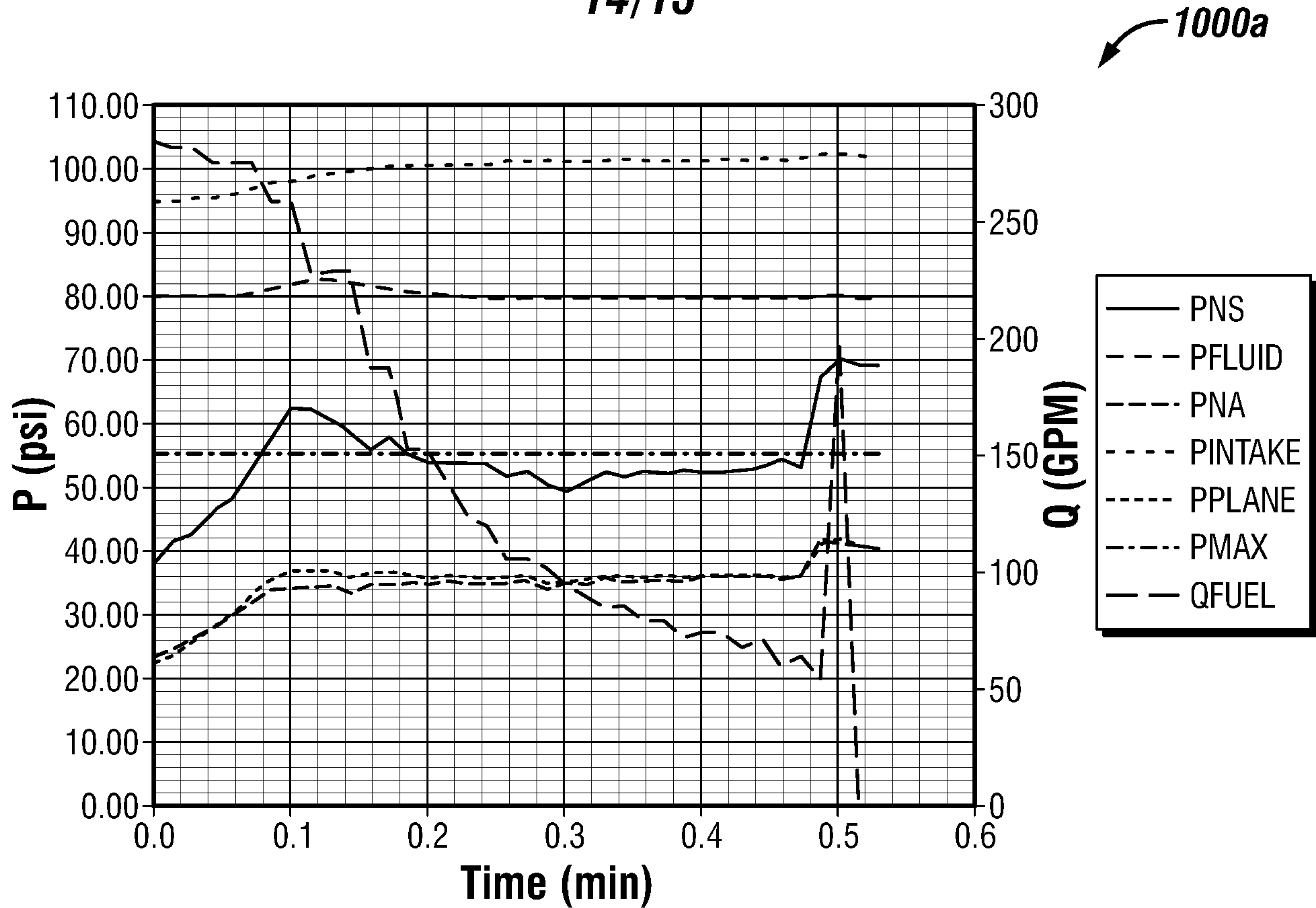


FIG. 10A

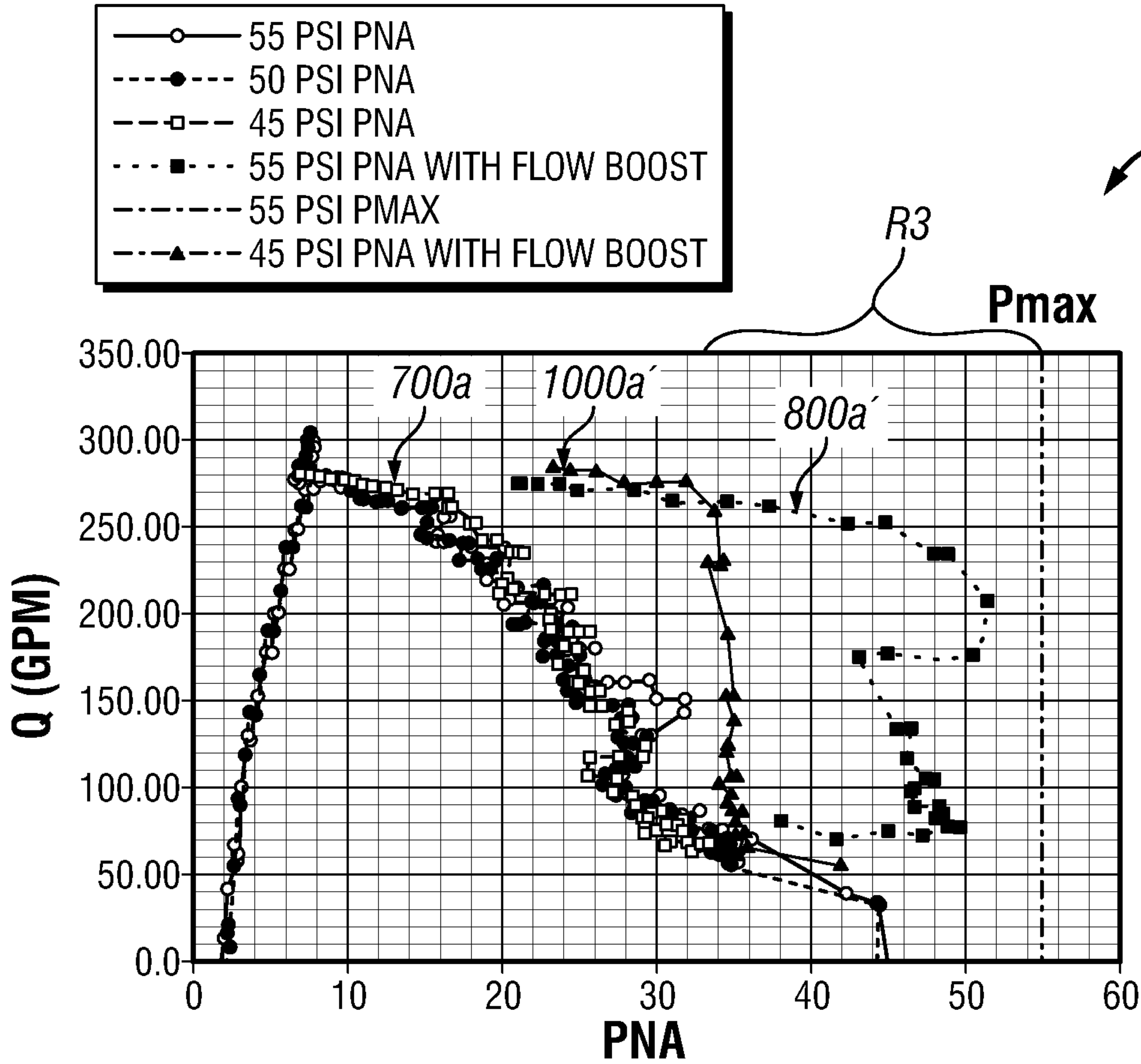
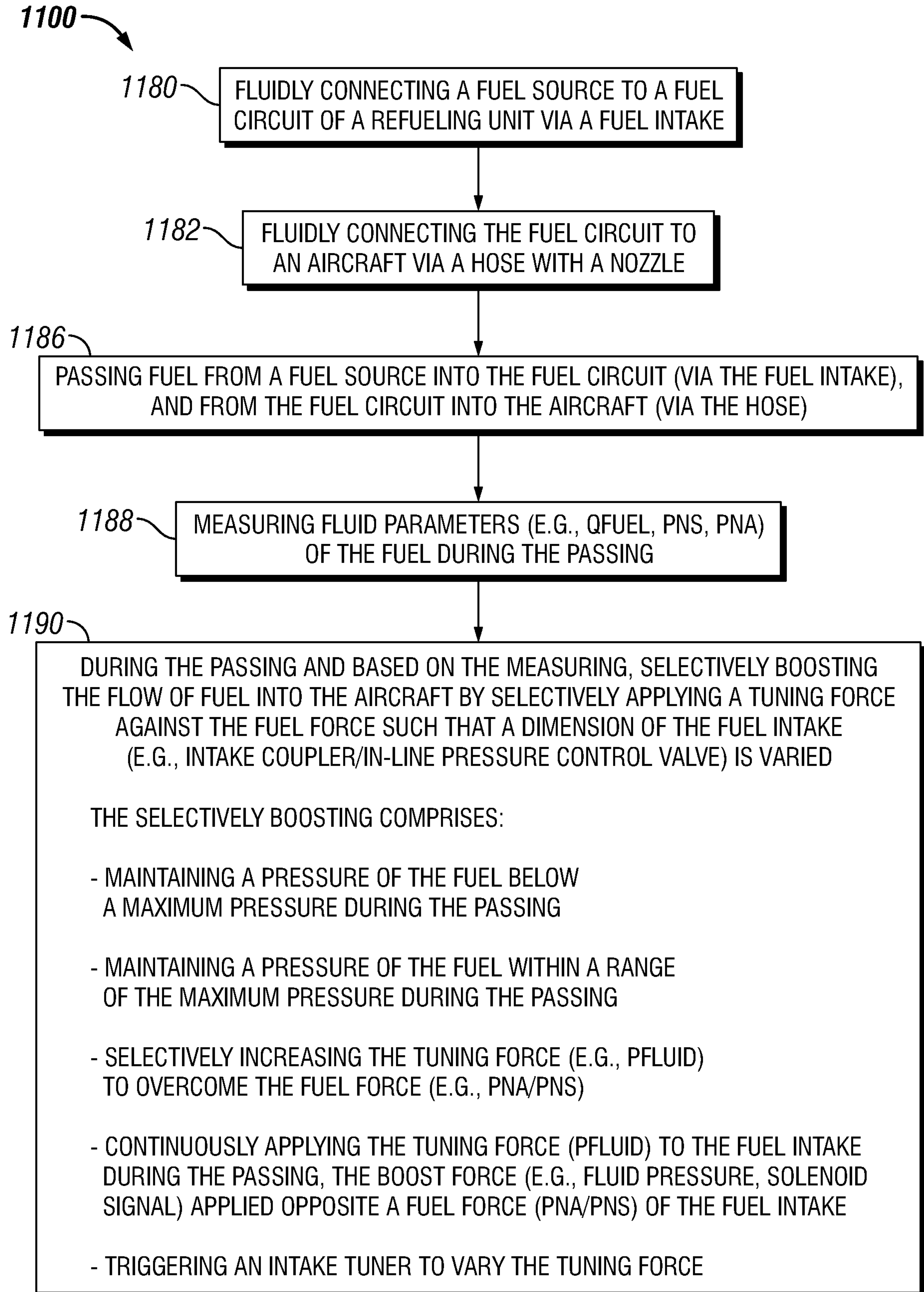


FIG. 10B

15/15**A METHOD OF OPTIMIZING FLOW OF A FUEL PASSING INTO AN AIRCRAFT****FIG. 11**