

Touch-Slide & Landing Board for Aircraft Carrier - Claim

Henry V. Pham

The purpose of the 'Touch-Slide & Landing Board for Aircraft Carrier' invention is intended to provide the great gradually slide-to-stop methodology on the railroad that gradually wider on the other side with less shocks in the shortest distance on the aircraft carrier. The Touch-Slide & Landing Board would be built with strong lightweight material with the rubber helper wheels attached to the base frame that can be used to initiate the initial speed of the board at the moment the aircraft touching that sliding board. The sliding board is set at an angle and charged at the ready position to provide electrical battery power to the Touch-Slide & Landing Board mechanical to flatten the sliding board and bring the entire sliding board to the landing home position. The Touch-Slide & Landing Board would replace the existing cable catching aircraft for landing which is dangerous to the pilot and the working persons on the aircraft carrier floor when the cable is broken while landing. The Accelerator Board would be provided as an additional to help accelerate the aircraft to takeoff faster in shortest distance to save space for the aircraft carrier. This claim shows the overview figure of this invention which was submitted on 2024/10/23 with U.S. PCT/US24/52509 and International PCT/IB2024/000586 Patent Numbers, which can be used as the representing invention drawing to print on the patent frame and the following functions and features of this invention.



Figure-A: Touch-Slide & Landing Board for Aircraft Carrier -- Overview

1. The main apparatus for the Touch-Slide & Landing Board for Aircraft Carrier, comprising:

The Touch-Slide & Landing (TSL) board would be built to replace the existing cable catching for aircraft landing to help the aircraft landing with the touch-and-slide board to land on the aircraft carrier. The TSL

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board for aircraft landing would also help to reduce the space in the compartment which would be used for cable extracting and detracting before and after the aircraft landing. Wherein, the Touch-Slide & Landing Board would come with railroad wheels to roll on the railroad and with battery power to drive the Rubber Helper wheels; the railroad tracks would be controlled to expand on one ending side to stop the board gradually; the board would also come with lifter to lift the board to certain angle at the ready to slide position.

2. The main operational apparatus for the Touch-Slide & Landing Board, comprising:

The Touch-Slide & Landing (TSL) board would be installed and operated on the railroad on the aircraft carrier for the aircraft landing safer in shortest distance from the ready to touch-and-slide to the TSL home. The TSL board would be charged and ready at desired angle for aircraft touch-and-slide with battery power with Rubber Helper wheels. The TSL board would slide on the railroad with rail wheels when the aircraft pushing the board, and the railroad tracks on the landing position would be set wider to stop the board for landing. Wherein, the Gear Scissor Lifter would be used to lift the board to the ready position and to flatten the board when the board is stopped to let the aircraft rolling down on the aircraft carrier's floor or desk; the TSL board could come with LEDs and Nose Following Pole for the pilot to aim while landing, and suggesting the aircrafts could build with Front Lower View camera to help the pilots landing safer.

3. The TSL board layout apparatus of claim 1 & 2, further comprising:

The TSL board layout would come with the TSL board base with rail wheels, charge-able battery boxes with the lifter and adjustable angle landing base frame. Wherein, the landing base frame would come with rail wheel locks to hold the back wheels of the aircraft while the board is sliding and would be raised to ready for touch-and-slide position and flatten to stop sliding position for complete landing; the board base would come with at least 6 Bearing Rail wheels with vertical axles to hold the tracks and 4 rail wheels to roll on the tracks plus 4 Rubber Helper wheels; the board base would also come with the charger adapter to connect to the TSL board charger station, and the charger station can be built on the slopping panel which can be foldable to lower angle when the board is sliding out to reduce potential aircraft tail touching.

4. The TSL board railroad tracks apparatus of claim 1, 2 & 3, further comprising:

The railroad tracks would be built with spring boxes to allow one ending side control and expand the tracks wider by the Railroad Expander controller. Wherein, the expander controller would be controlled by aircraft carrier staffs either manually or power control at the TLS home; the railroad tracks would be expanded wider on the TLS home to prepare for landing, and set to normal parallel tracks after the touch-and-sliding completed and the board stopped.

5. The TSL board base apparatus of claim 3, further comprising:

The TSL board base with rail wheels and bearing wheels would hold the tracks and roll on tracks when the board is sliding. Wherein, the TSL home would come with shock absorber and can be built with lower base to have staffs working and monitoring the landing; the lifter would flatten the TSL board frame on the TSL home to allow the aircraft drives down to the aircraft carrier floor or desk.

6. The TSL board base frame apparatus of claim 5, further comprising:

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The TSL board base frame would be built in grid layout for more open space with lightweight strong material to reduce the wind force that may affect the sliding during landing. Wherein, the base frame would come with front deeper area to hold the front wheel better, and board frame would have powered Rail Wheels Locks which can rise vertically to hold the back wheels of the aircraft from rolling down while sliding.

7. The Rail Wheel Locks apparatus of claim 6, further comprising:

The Rail Wheel Locks would come with powered control and automatically rise up when the TSL board is sliding out of the charger station. Wherein, the TSL board with charge-able battery would trigger the Rail Wheel Locks to rise up when the power adapter is disconnected from the charger station.

8. The Accelerator Board apparatus for Aircraft Carrier, comprising:

The Accelerator Board would be built additionally to accelerate the aircraft to takeoff in shortest distance and save space for the aircraft carrier. Wherein, the Accelerator Board would come with Gear Chain System that pulls the friction step boards where the aircraft rolling on to accelerate the aircraft takeoff quicker.

9. The Gear Chain System and Pulling Step Boards apparatus of claim 8, further comprising:

The Accelerator board can have all gears drive to have more power to accelerate, and the step boards should have enough friction to prevent the aircraft from slipping. Wherein, the large powered drive gear would be built in inner section and the smaller drive gear would be built outer to the edge to pull the gear chain; the small drive gears in the middle would be built to roll the gear chain with friction pulling step boards.

10. The new V-shape Aircraft Carrier layout apparatus, comprising:

The new V-shape aircraft was introduce to have more space to build TSL board with water-filled plastic barrier to protect the aircraft landing of track from the TSL board and railroad. Wherein, Accelerator Board would be in front following the TSL board system on right side of the aircraft carrier to have more space on other sides for preserved aircrafts; the aircraft carrier could build with Aircraft Lifter Elevadoor in the middle of the desk to bring the aircraft to the compartment for preparation or maintenance.

11. The Aircraft Lifter Elevadoor of claim 8, further comprising:

The Aircraft Lifter Elevadoor would come in round shape with cameras to scan and check for fit-on-board before lifting the aircraft. Wherein, the Elevadoor would come with the ring light which is used for the cameras on the Elevadoor top arm to detect and check for the aircraft fitting on board before lifting.

Inventor name: Henry Viet Pham

Email Address: HenryVPham@Gmail.com

Business Website: www.TheCloudOSCenter.com

Phone Number: 714-686-0927