

Remote Flight Recorder and  
Timely Aircraft Advisory Safety System

RFRTAASS (pronounced RAFTS)

*Seymour Levine*

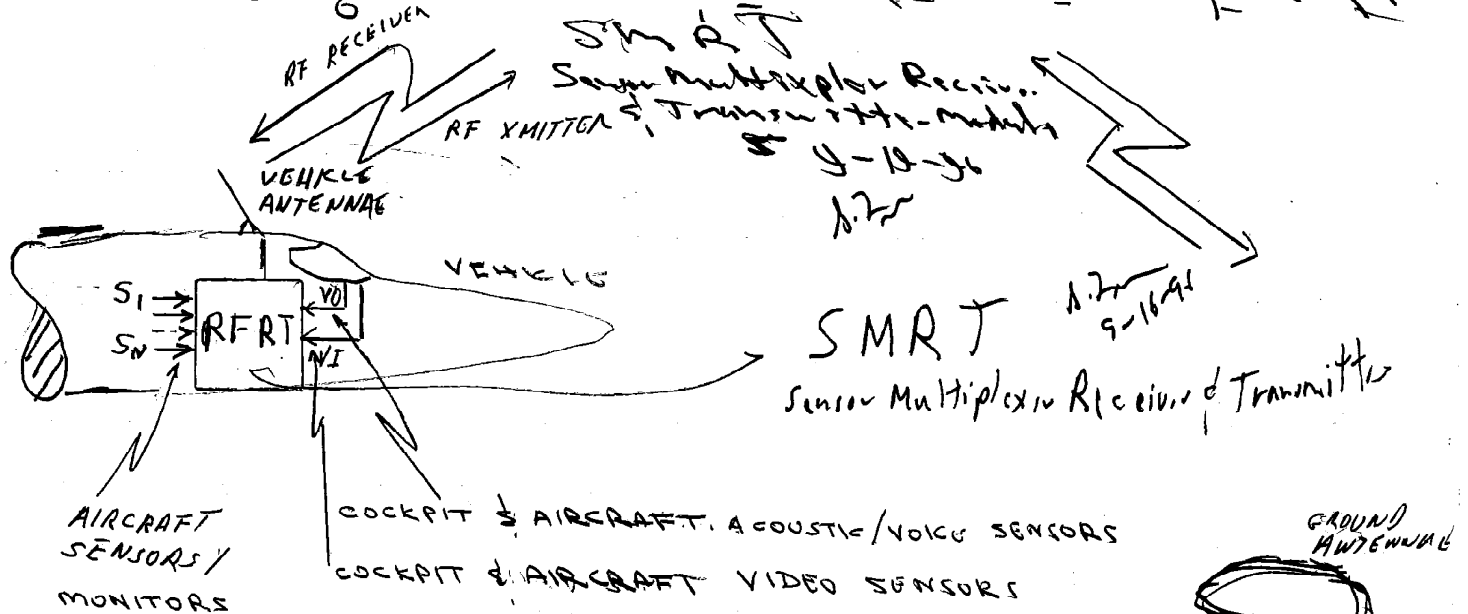
SEYMOUR LEVINE

5-18-96

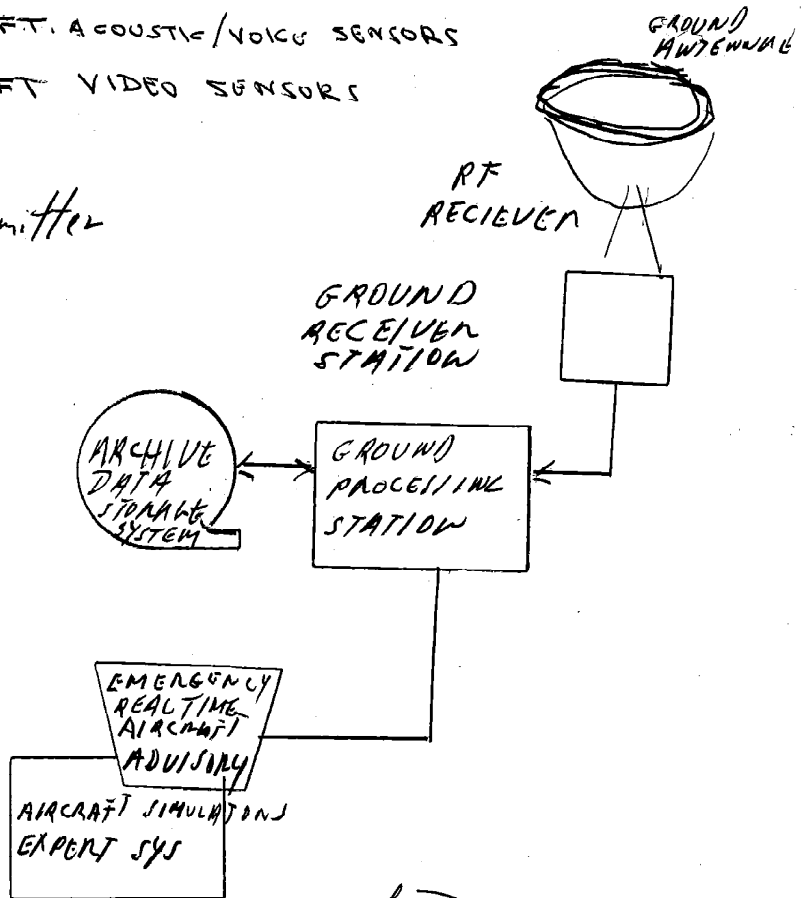
# RFRTAASS (PRONOUNCED RAFTS)

5-23-96

## Remote Flight Recorder & Timely Aircraft Advisory System



RFRT = Remote Flight Recorder Transmitter



*A.Z.*  
Sy Levini

5-23-96

SPKO TO MITI KALAHANA

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WI MIT L.A. LIBRARY FOR INITIAL PATENT SEARCH, WE FOUND NO CRASH RECORDS... ALL CRASH RECORDS... LIBRARY... RESEARCH... LIBRARY... RESEARCH...

4.

S. Zund  
5-11-96

Patent: RERTACR eliminates the deficiencies in the present day aircraft ~~aircraft~~ flight recorders and the system for aircraft safety. It provides world-wide telemetry of the aircraft sensors including those that go to the flight recorder as well as voice and video sensors in the cockpit.

The telemetry data is sent transmitted to a central data processing <sup>analysis</sup> center where ground processing can perform extensive real time analysis of the aircraft sensors. When either <sup>in</sup> a response to pilot's call for an emergency help or the ground analysis center's independently concluding that the aircraft has an emergency problem, the ground advisory board, consisting of experts in the safe passage of the aircraft can advise the pilot of <sup>real time</sup> a safe course to follow. Since all of the data is safely recorded on the ground all of the data is available for post flight analysis. Thus the patented system provides both real time and safe post flight analysis.

J. Linn  
5-18-96

Problem: Modern Aircraft Contain a number of sensor to monitor their function as well as cockpit voice audio conversation during flight. This data is recorded on the flight recorder and voice recorder continuously during a flight. When an aircraft crashes the flight and cockpit voice recorder are recovered to ascertain the cause of the crash. This practice requires very rugged recorder which may not be recoverable from the crash. It also doesn't permit experts to advise the crew the methods of avoiding the crash since much of this data isn't available in real time to a ground based advisory board.

The present system does little to aid the safety of an aircraft experiencing problems and sometimes after crash analysis doesn't provide the cause of the crash.

1.2m  
5-28-96

EQUIPMENT SHOCK / SURVIVAL REQUIREMENTS

Since the equipment of the systems need not survive/function after a crash, the equipment can be designed to be more compact, more reliable and more cost effective than the present day crash recorders. Thus the equipment aboard the aircraft can be lighter and more cost effective than present crash recording system while providing better and more reliable crash data as well as crash avoidance real time solutions. This latter feature is not presently available to the post crash recorder technology presently available and utilized aboard aircraft prior to this patent



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