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(54) **LIGHTER-THAN-AIR SYSTEMS, METHODS, AND KITS FOR OBTAINING AERIAL IMAGES**

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Related U.S. Application Data

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(51) **Int. Cl.**

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B64B 1/62	(2006.01)
B64B 1/08	(2006.01)
B64C 39/02	(2006.01)
B64D 47/08	(2006.01)
G05D 1/00	(2006.01)

(52) **U.S. Cl.**

CPC ... **B64B 1/02** (2013.01); **B64B 1/08** (2013.01);
B64B 1/62 (2013.01); **B64C 39/024** (2013.01);
B64D 47/08 (2013.01); **G05D 1/0094**
(2013.01); **B64C 2201/022** (2013.01); **B64C 2201/101** (2013.01); **B64C 2201/127** (2013.01);
B64C 2201/146 (2013.01)

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B64B 1/64; **B64B 2201/022**; **B64B 2201/123**;
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See application file for complete search history.

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Primary Examiner — Philip J Bonzell

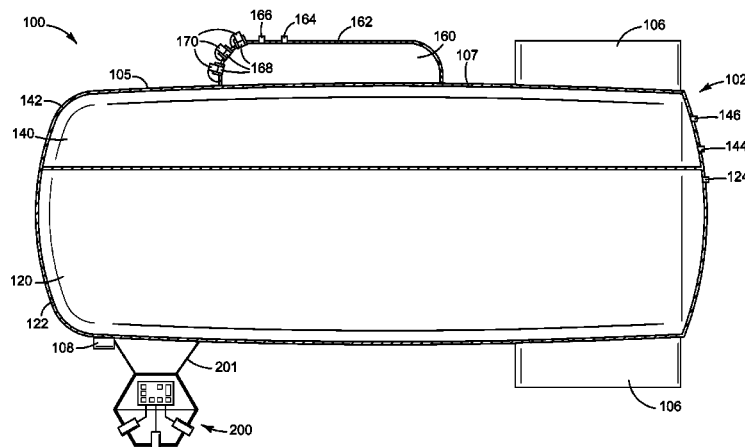
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(57)

ABSTRACT

Lighter-than-air systems, methods, and kits for obtaining aerial images are described. For example, various methods for determining planned ascent, drift, and/or descent of a lighter-than-air system are described. In addition, various structural arrangements of lighter-than-air systems for accomplishing planned ascent, drift, and/or descent and obtaining aerial images are described.

20 Claims, 26 Drawing Sheets



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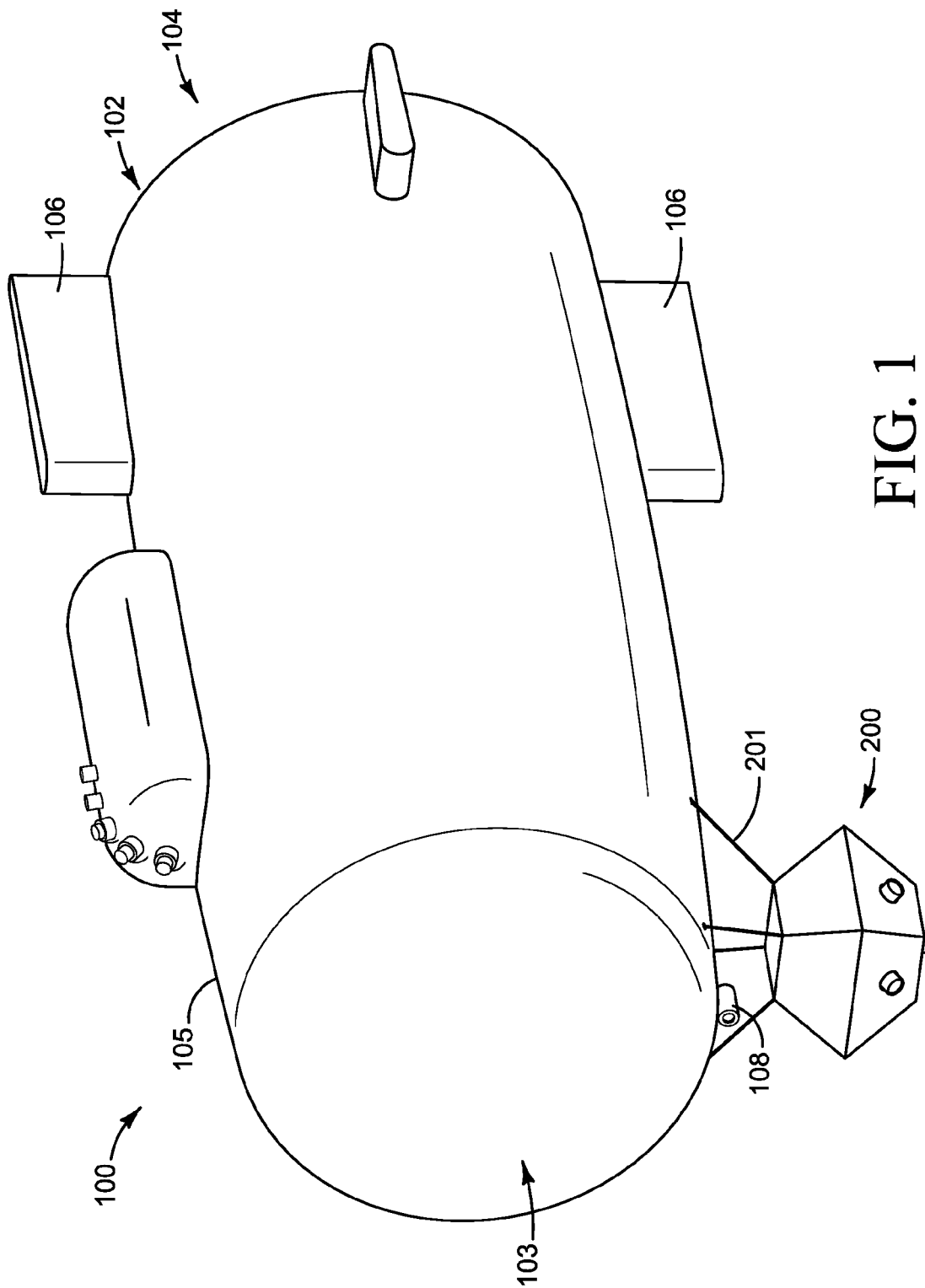
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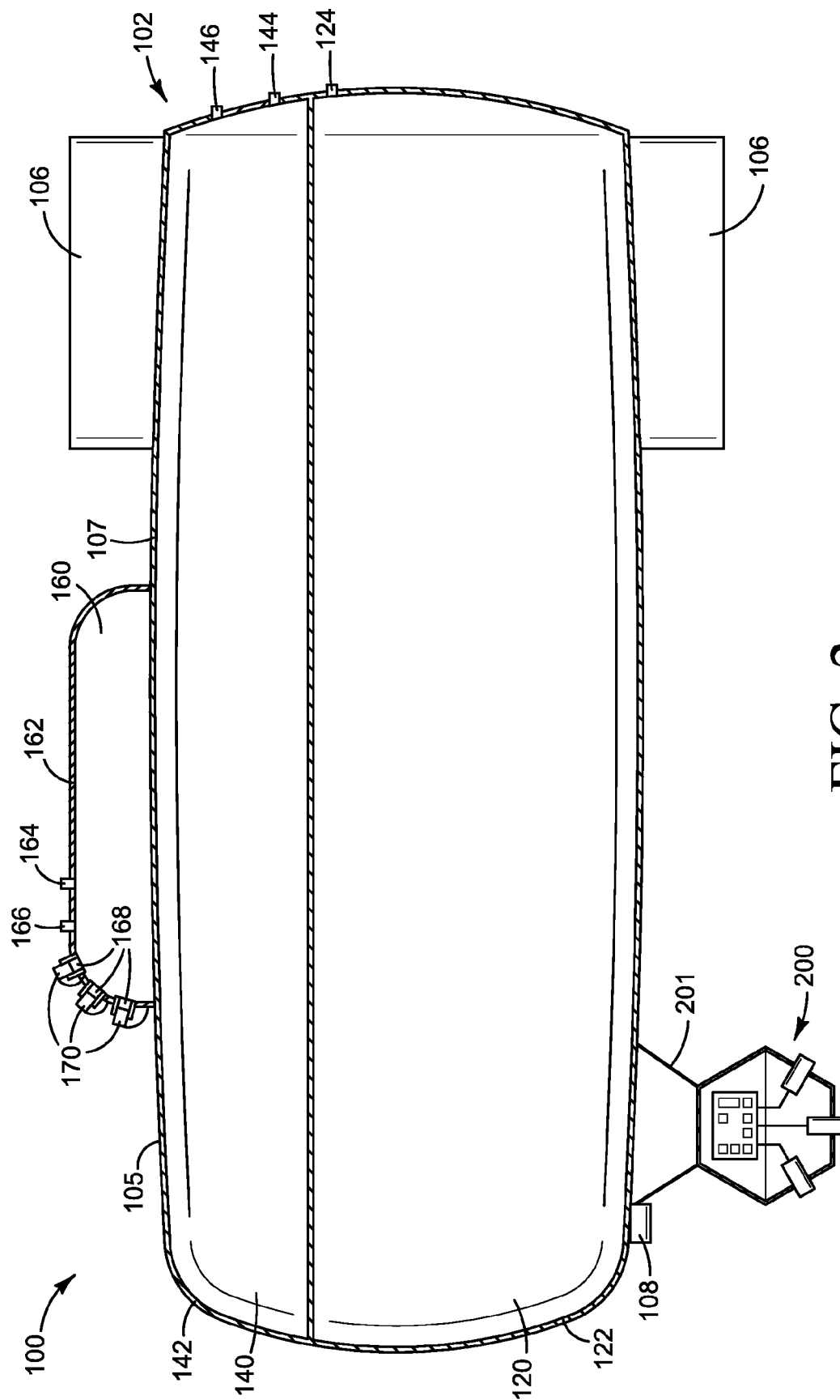


FIG. 2

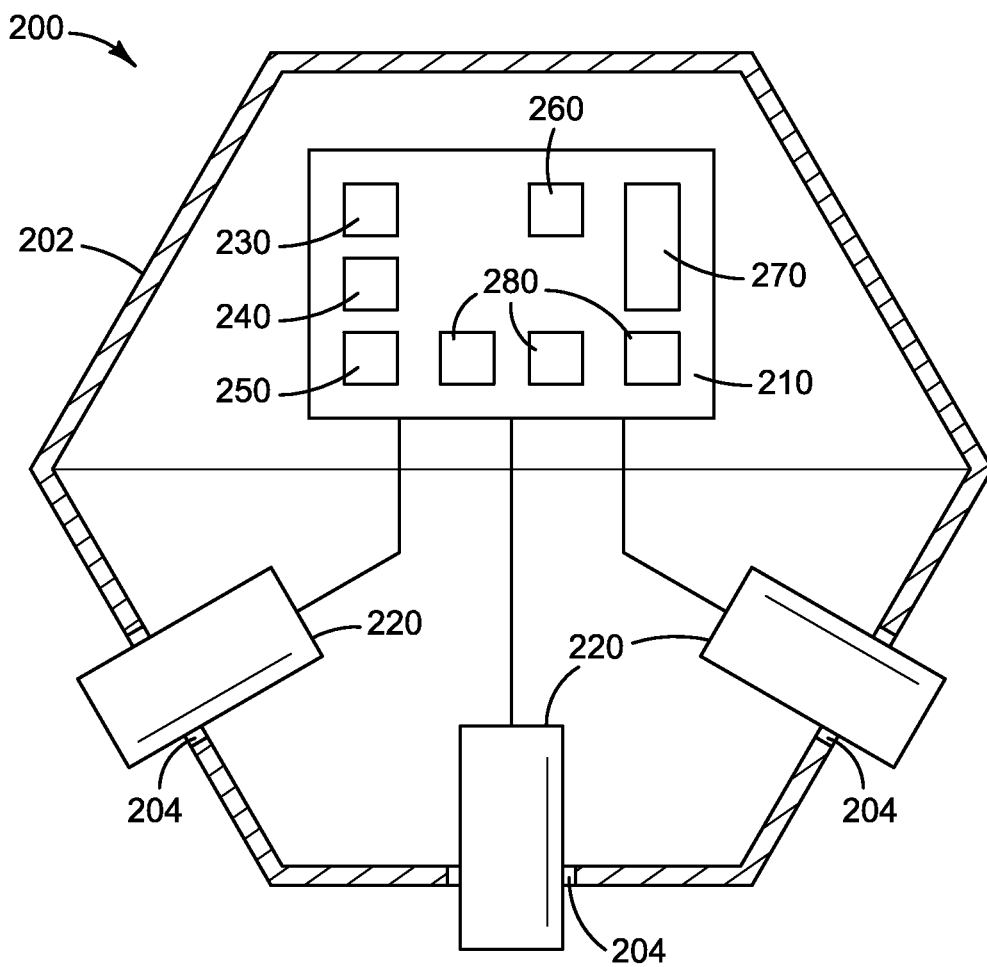


FIG. 3

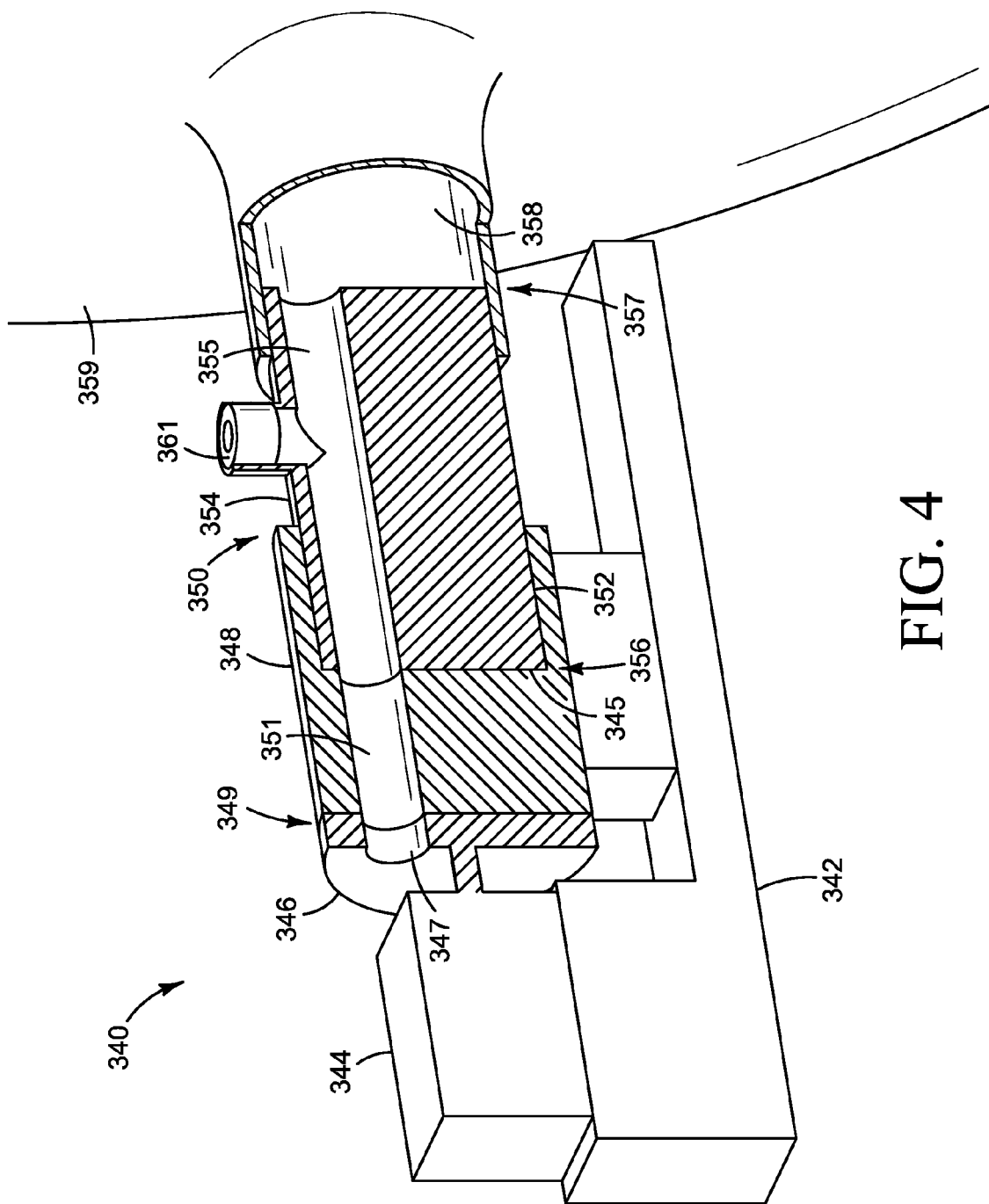


FIG. 4

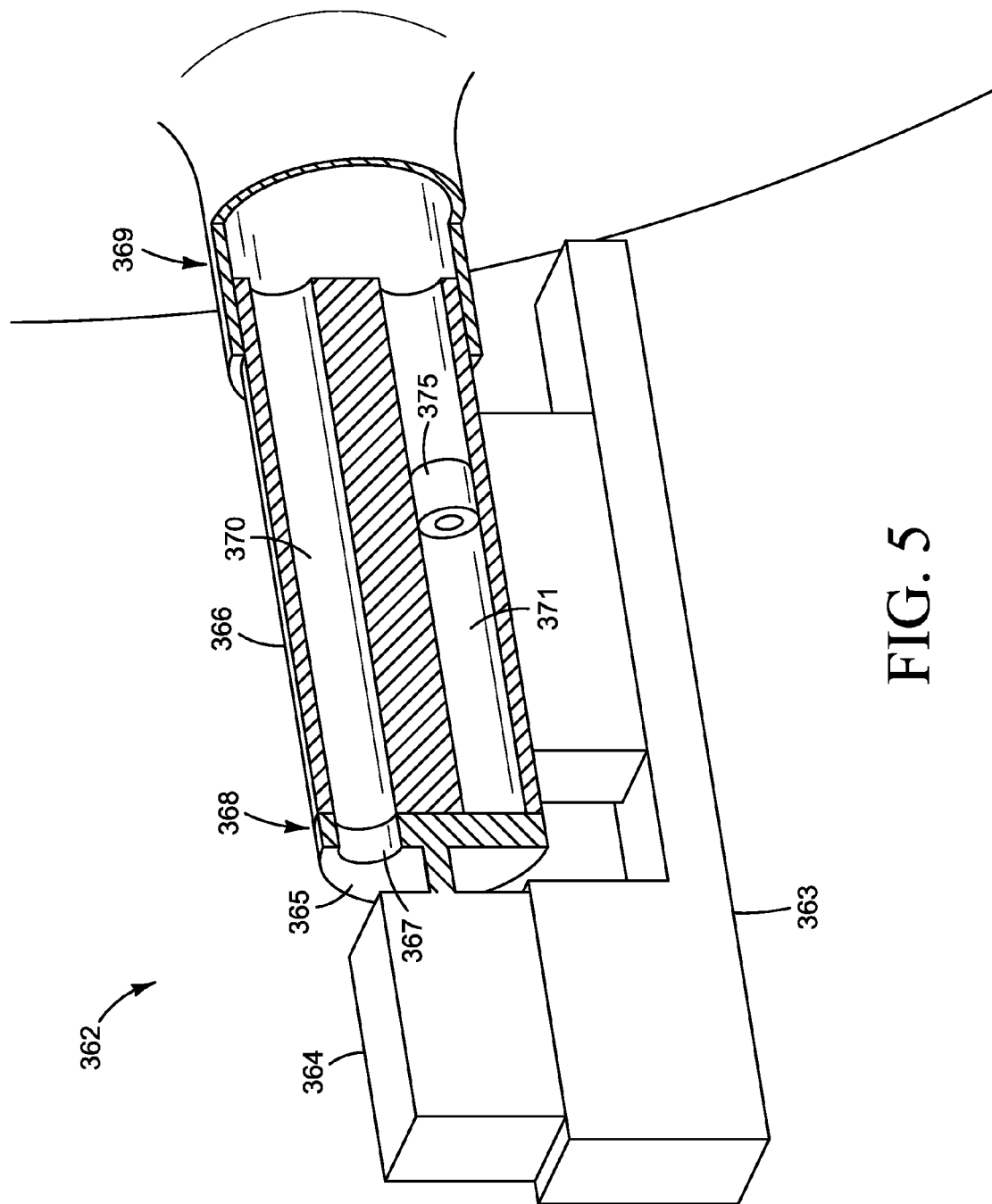


FIG. 5

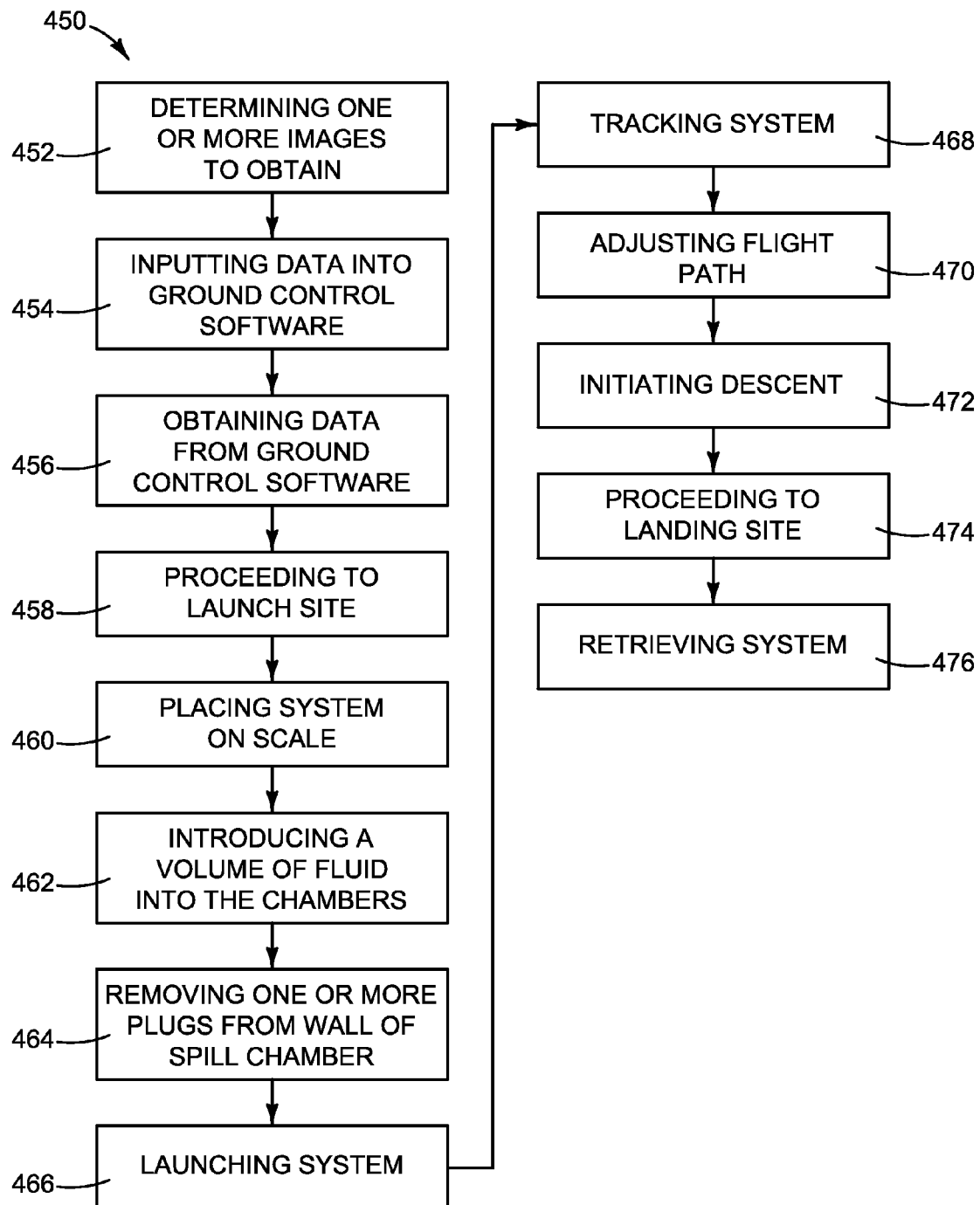


FIG. 6

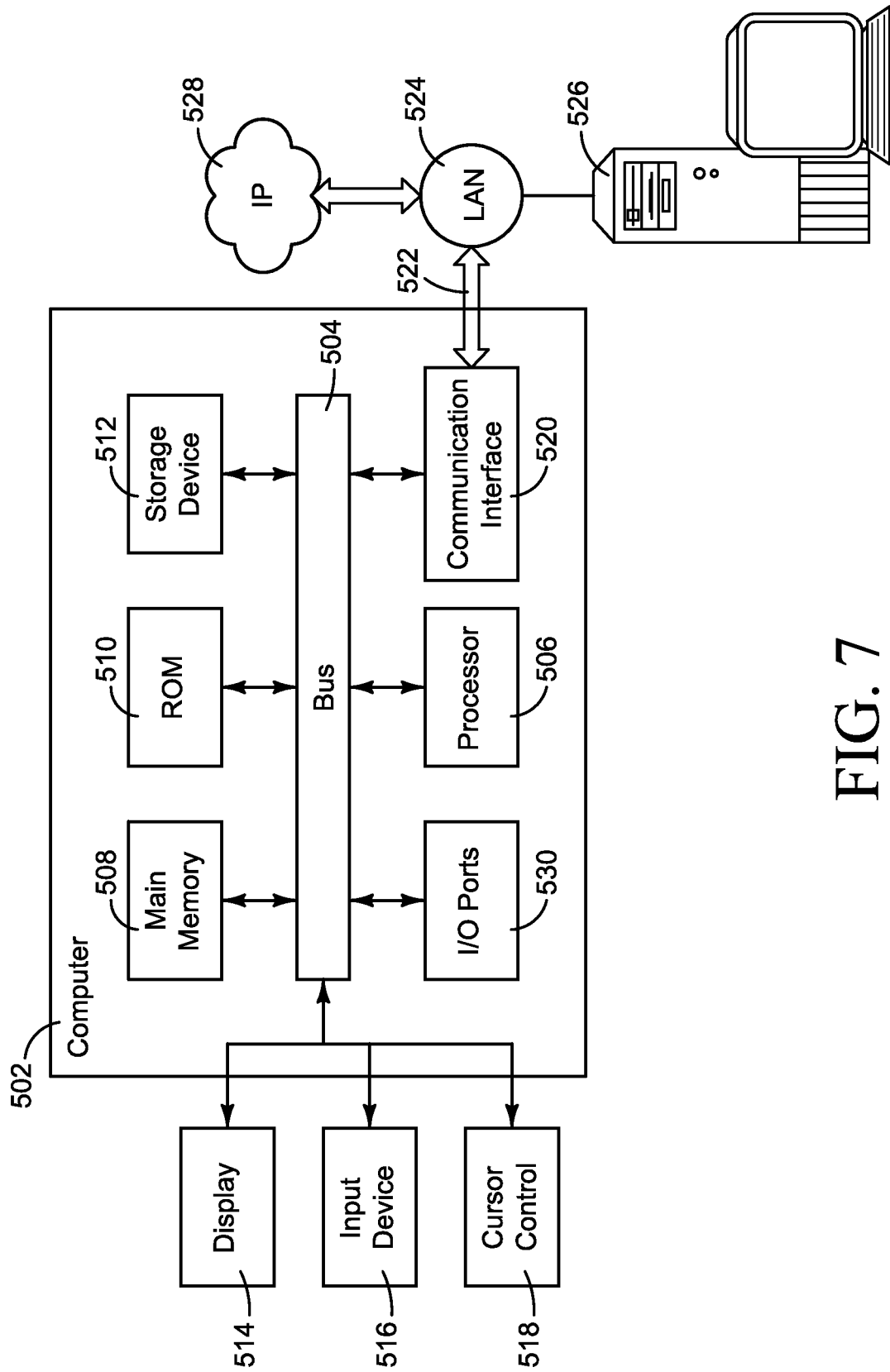


FIG. 7

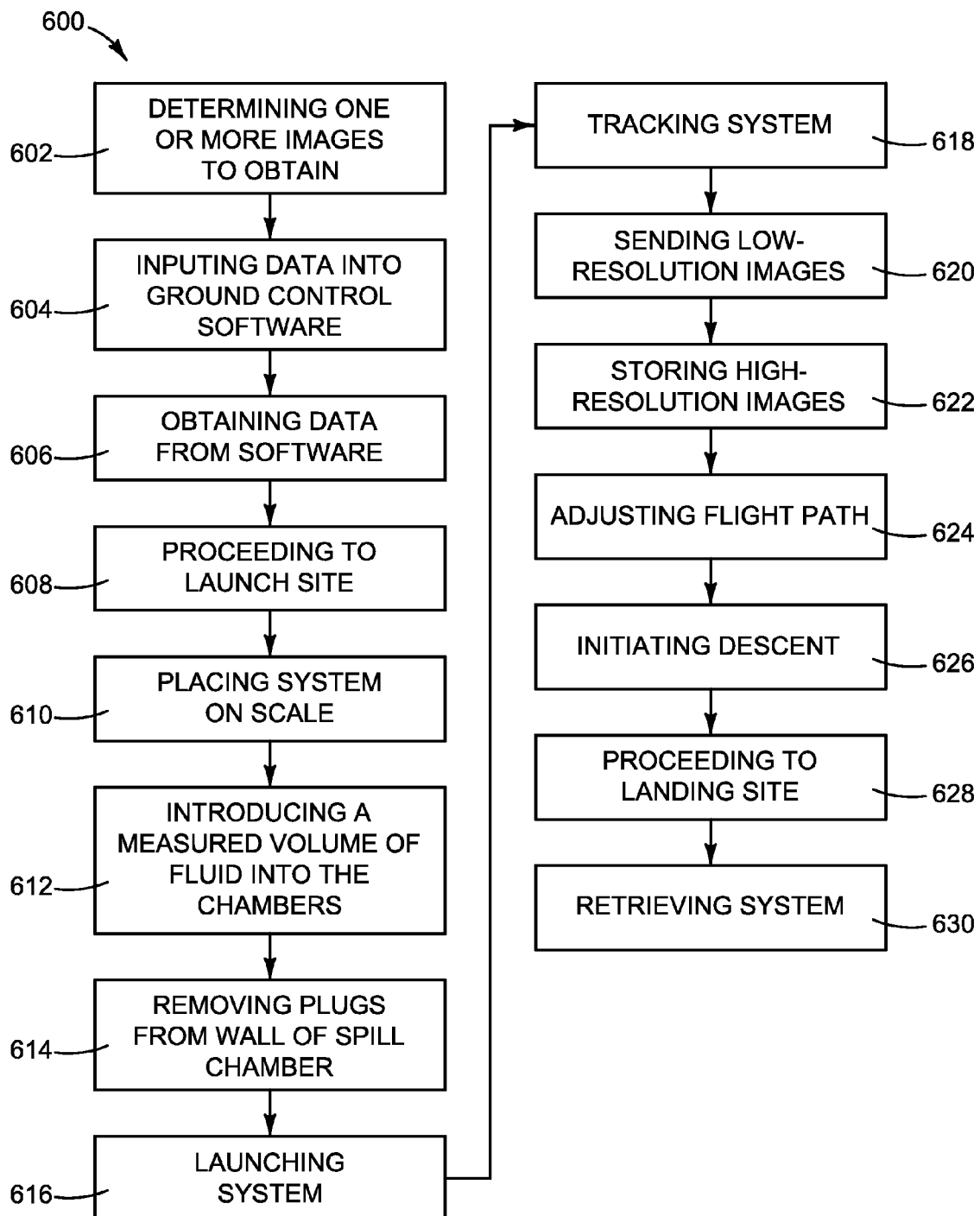


FIG. 8

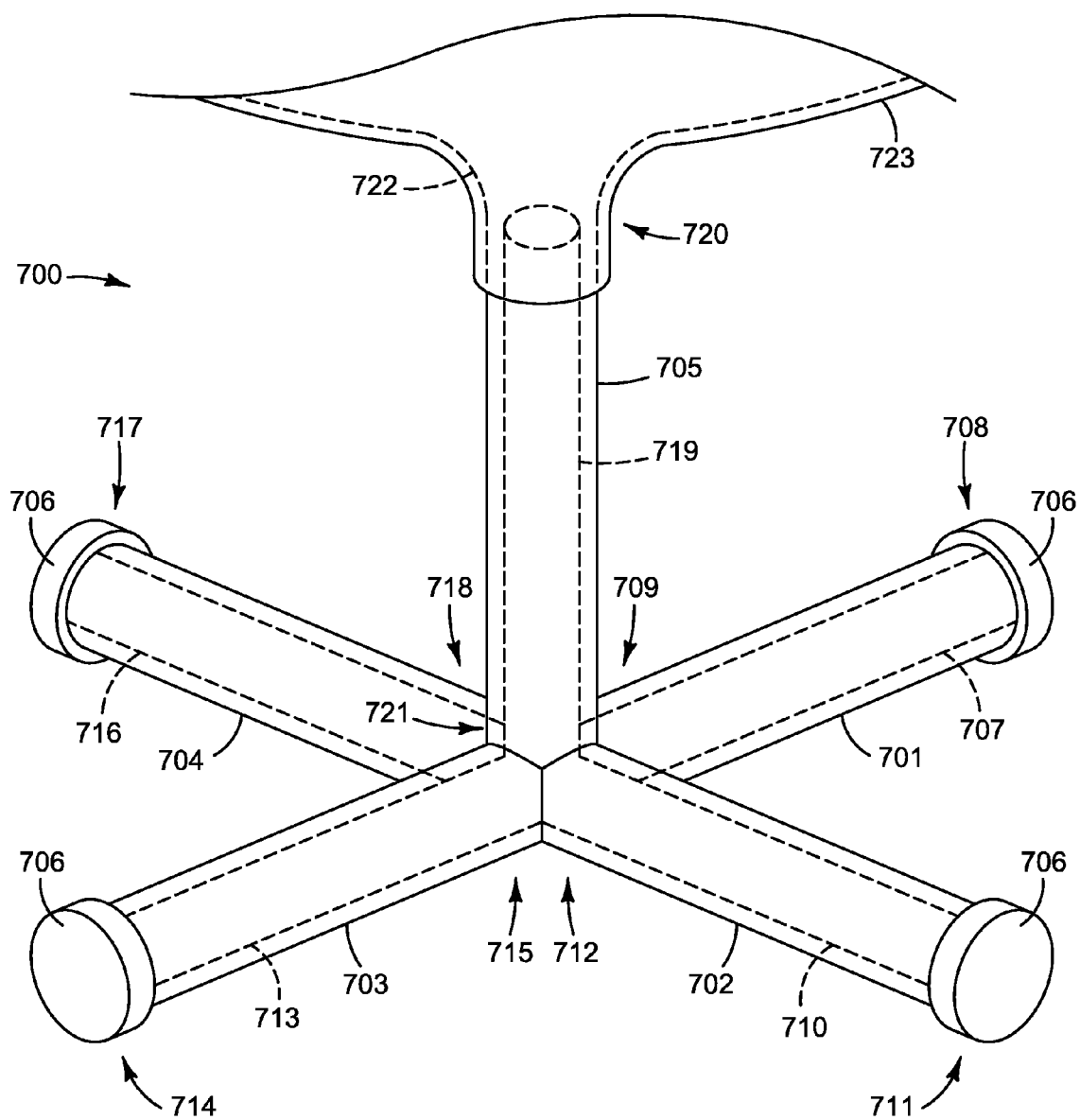


FIG. 9

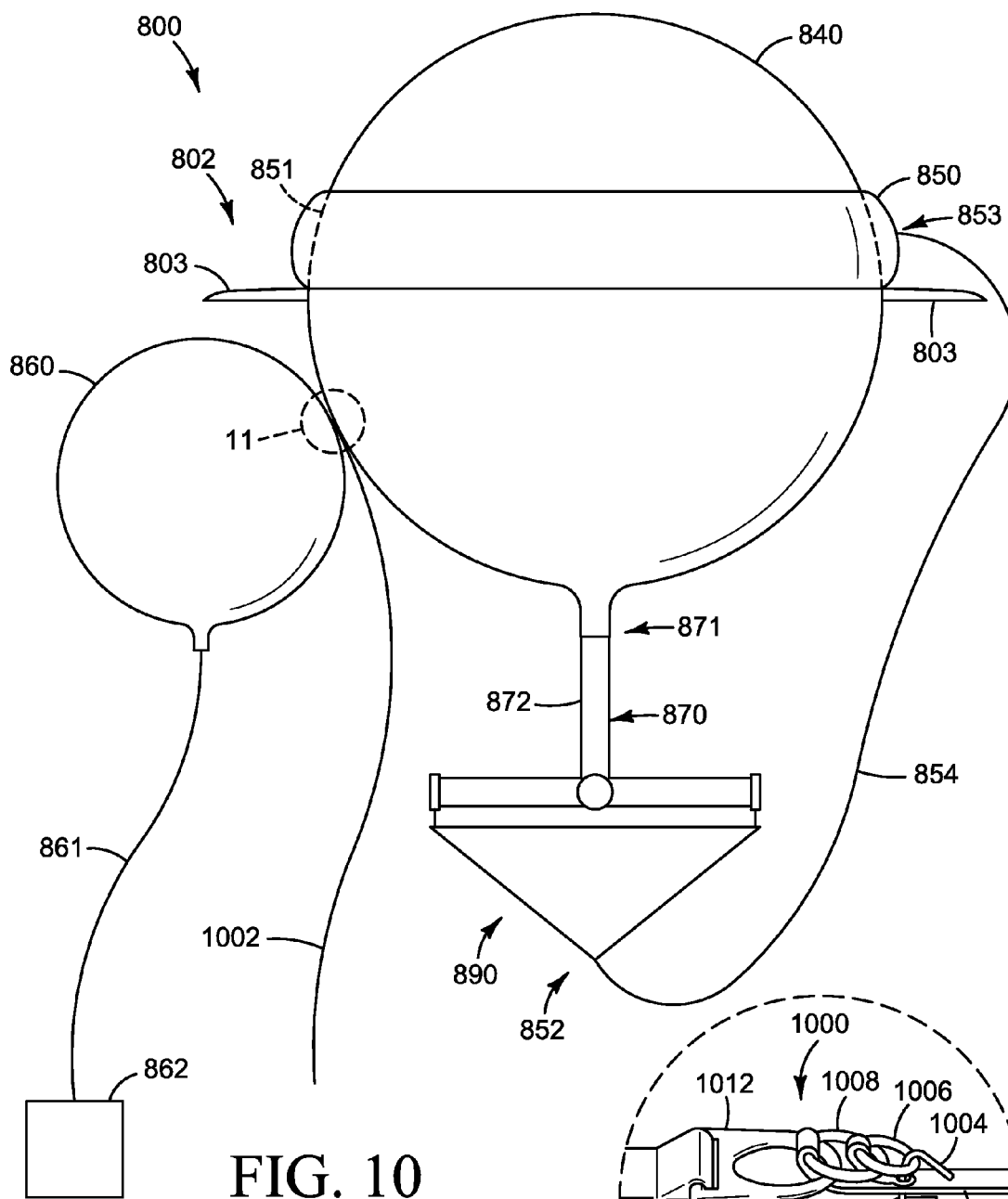
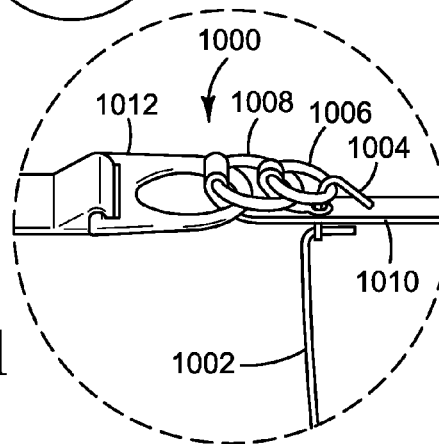


FIG. 11



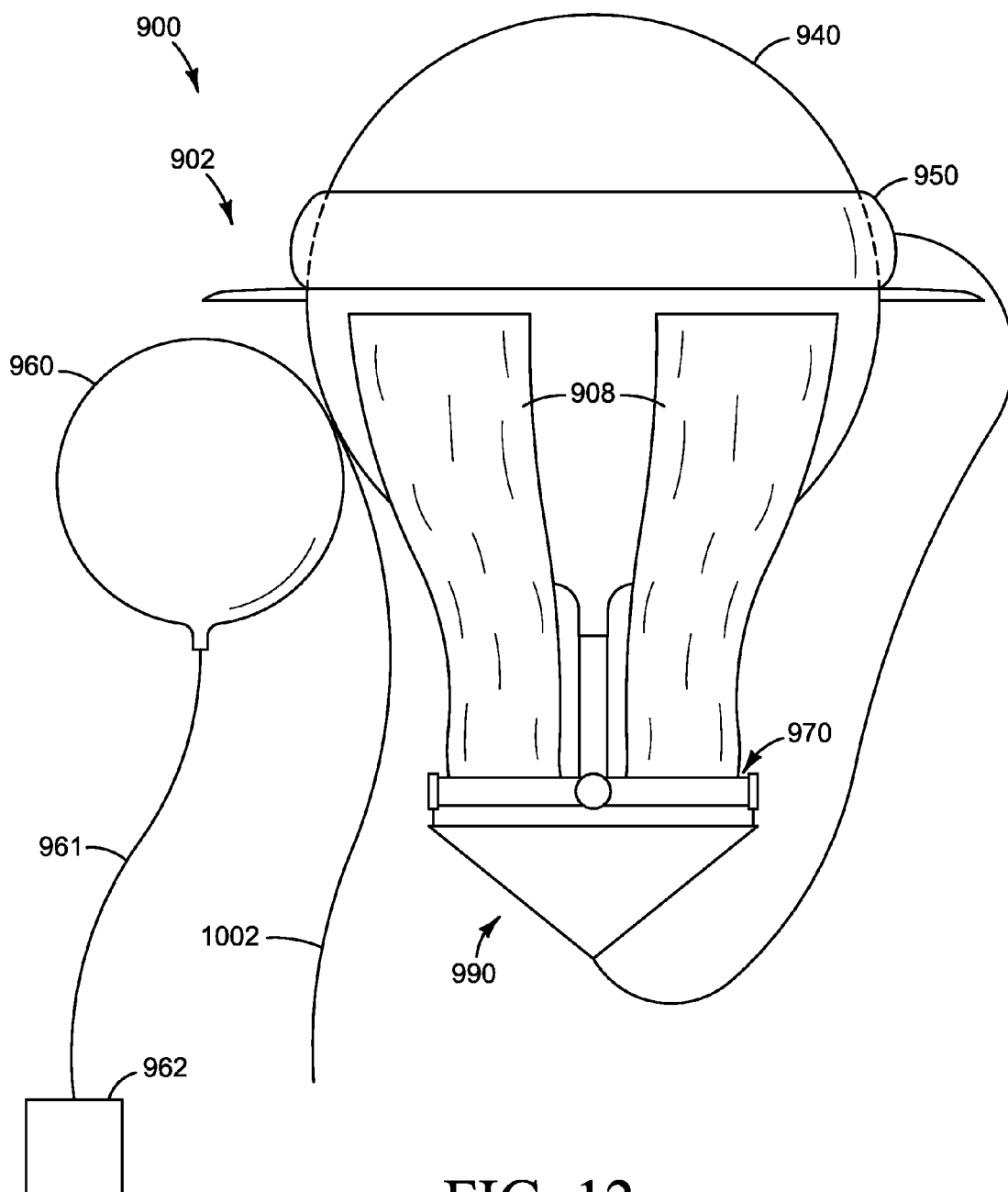


FIG. 12

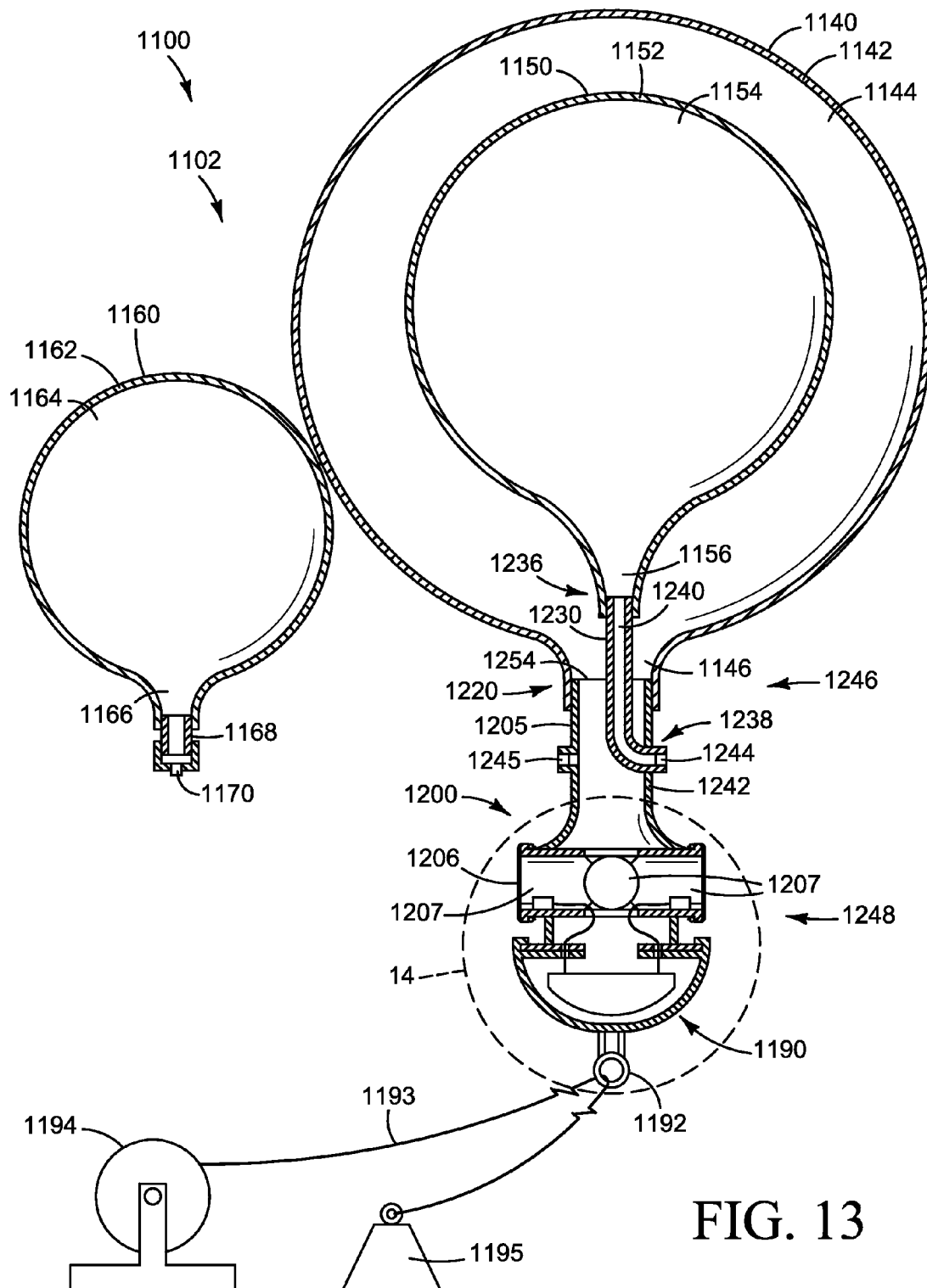


FIG. 13

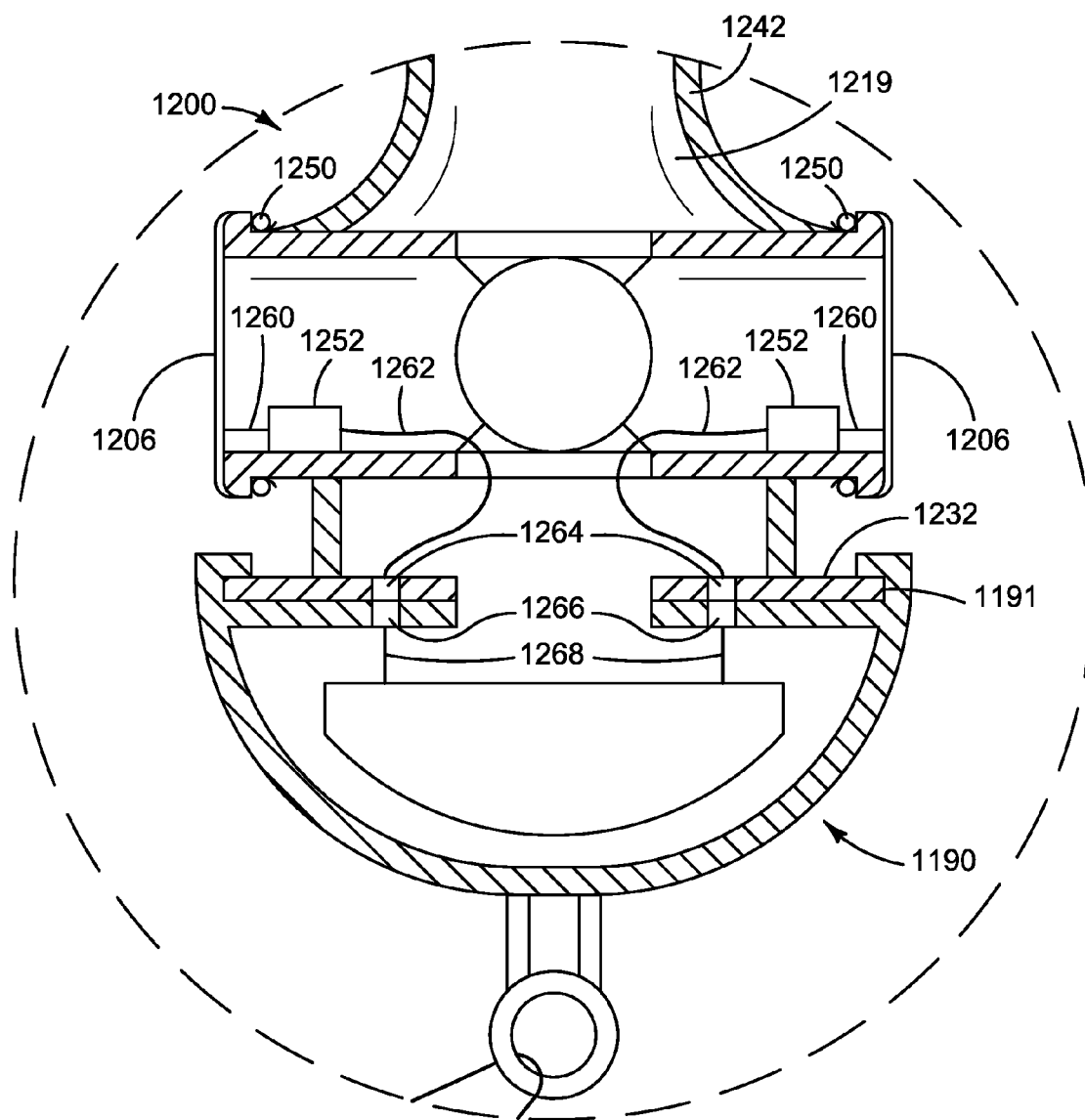


FIG. 14

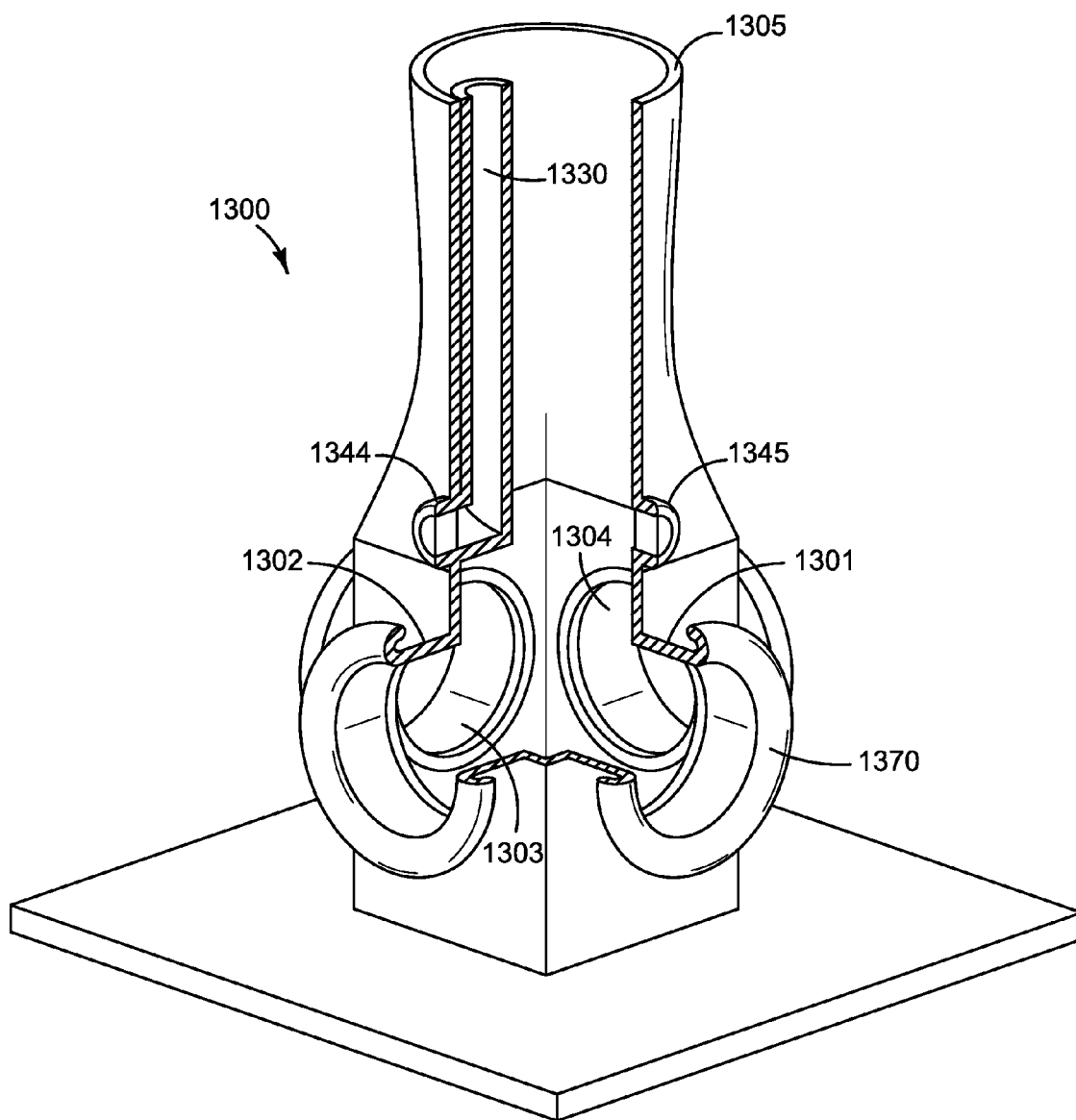


FIG. 15

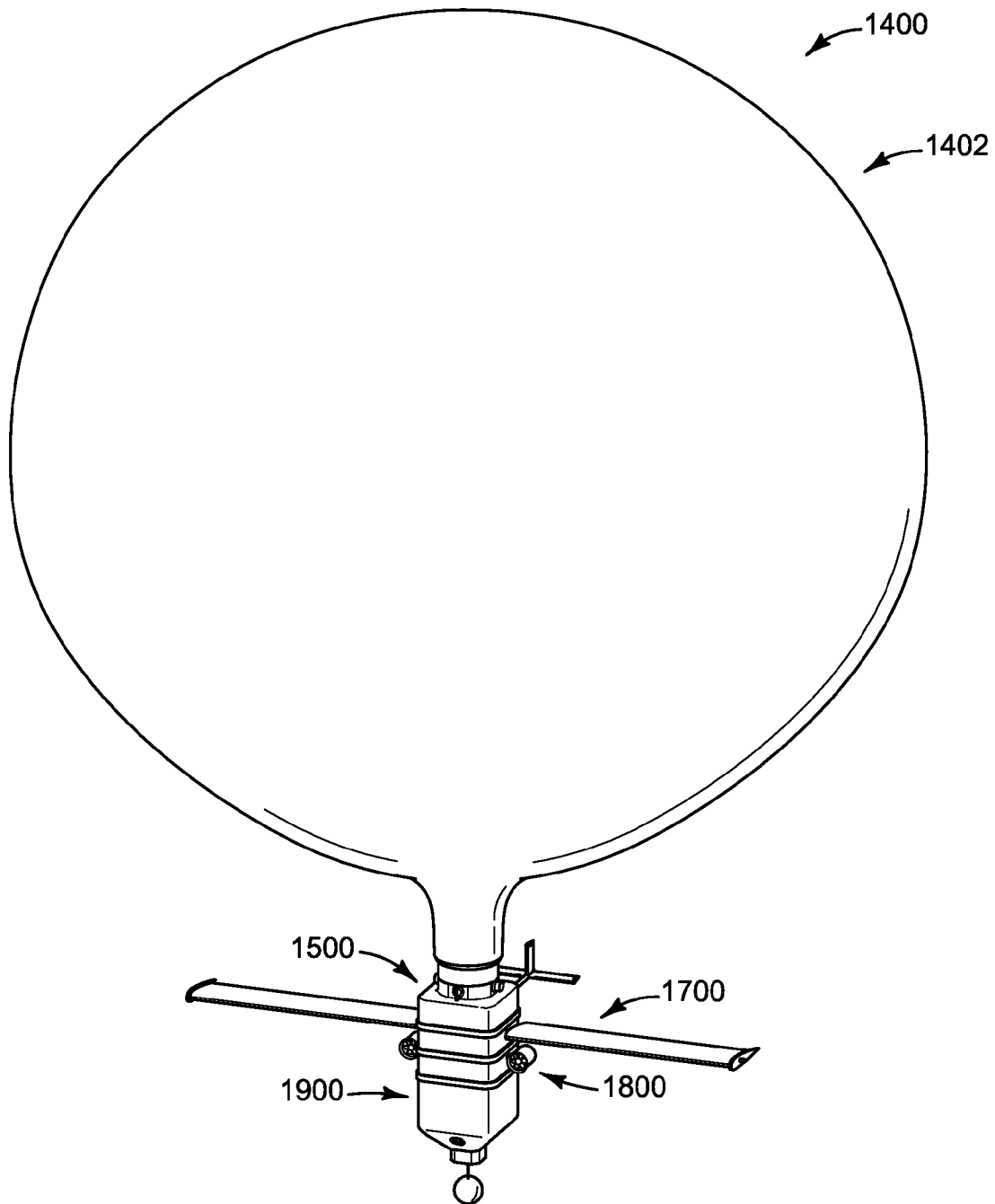


FIG. 16

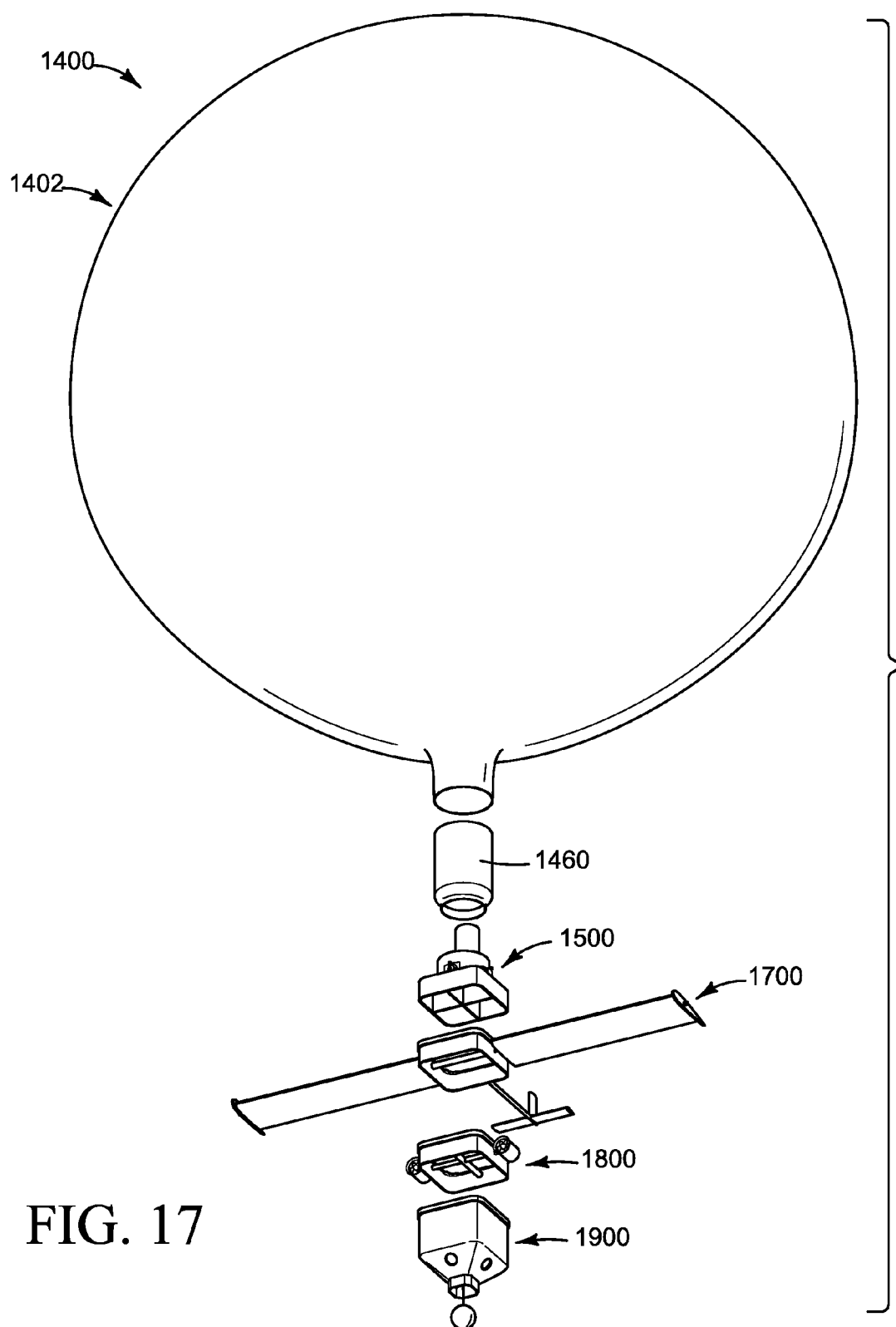
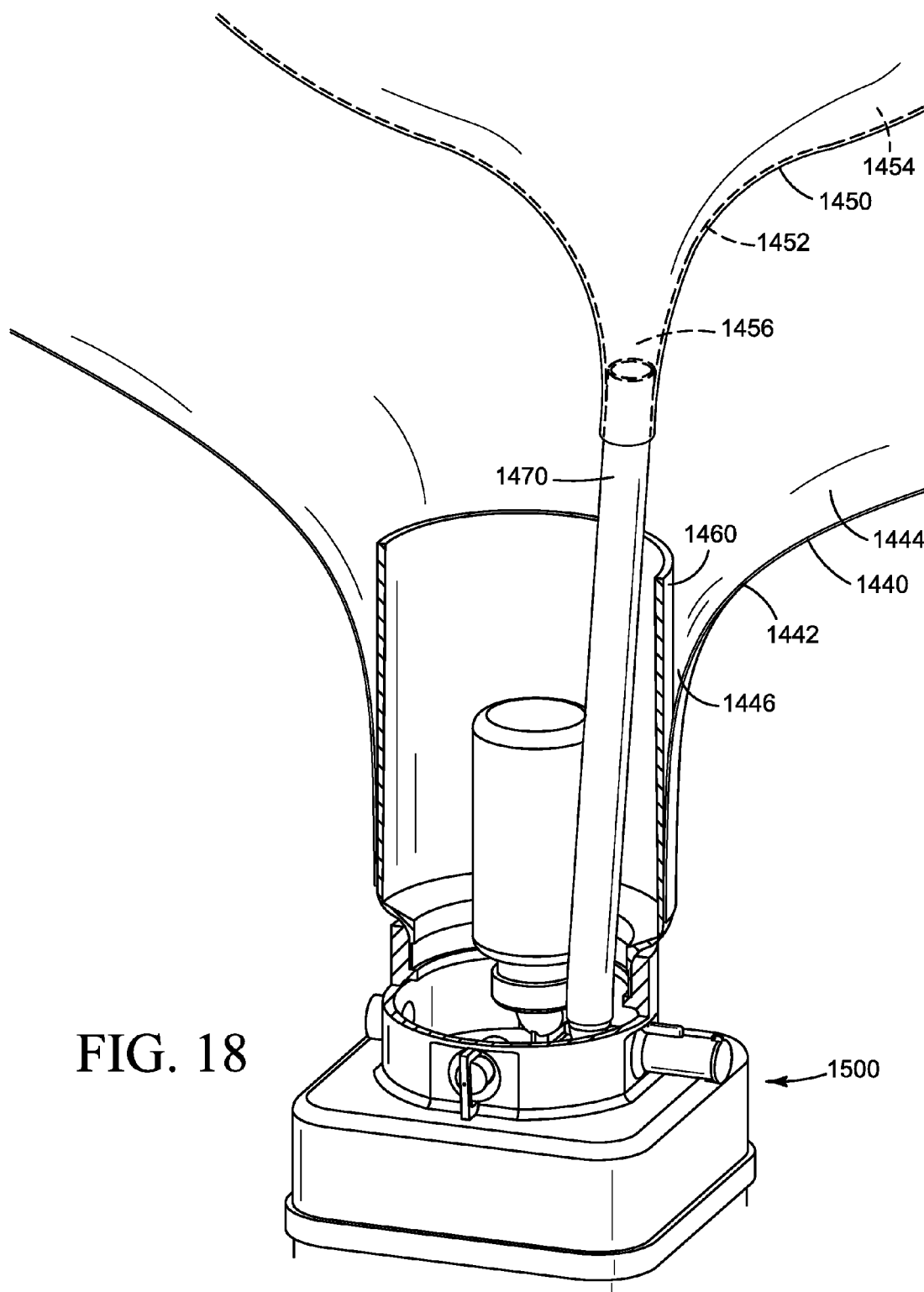
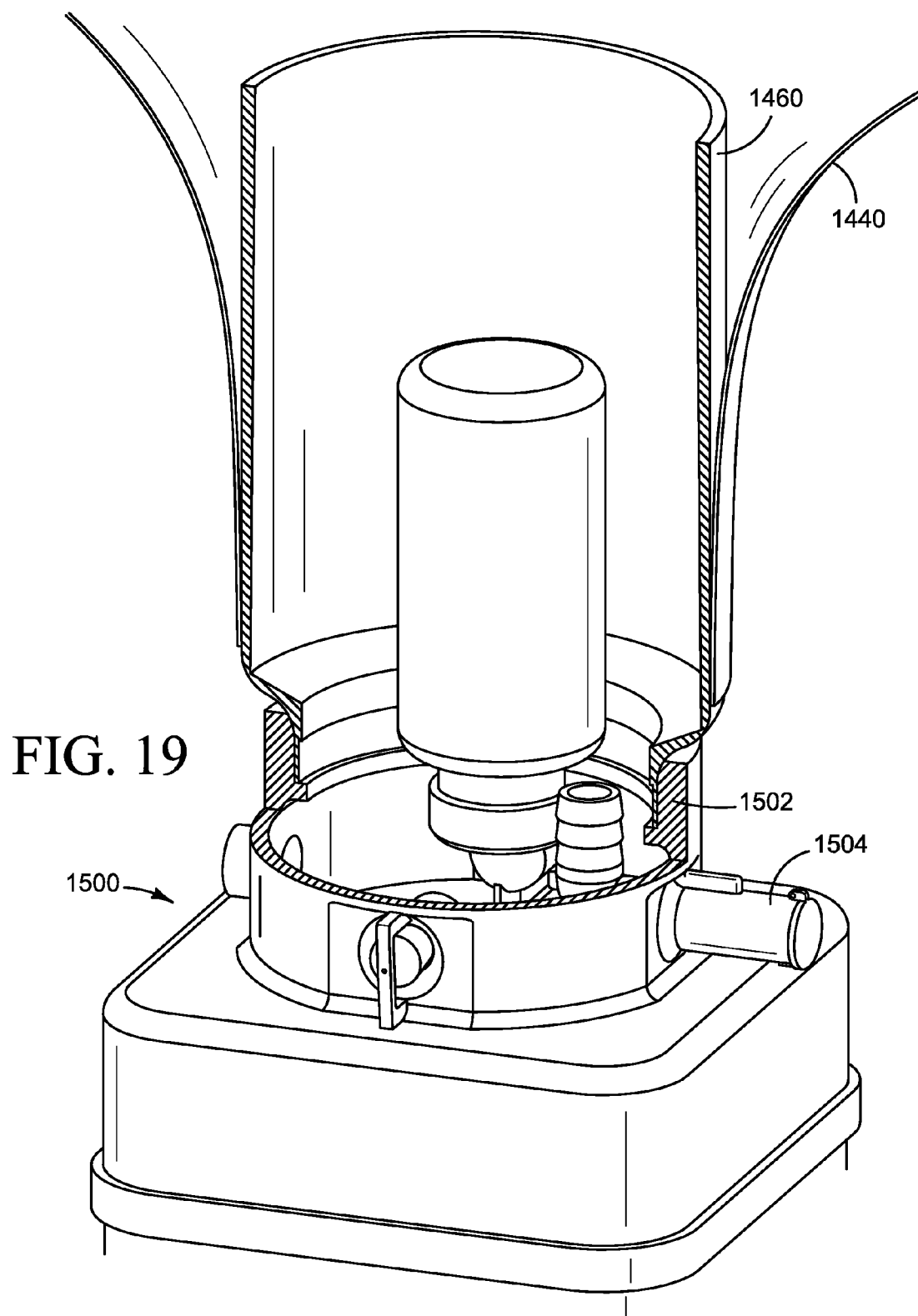


FIG. 17





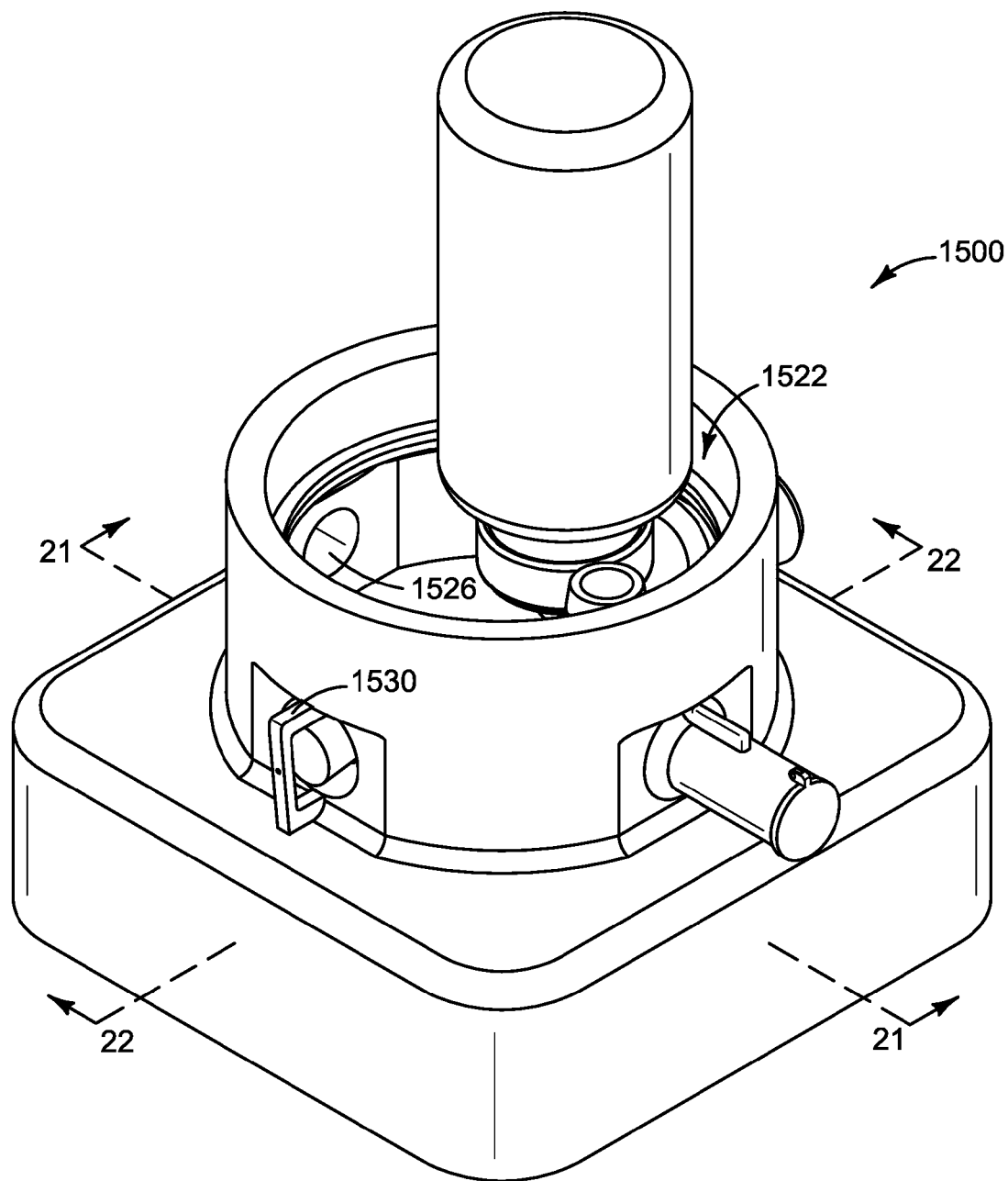
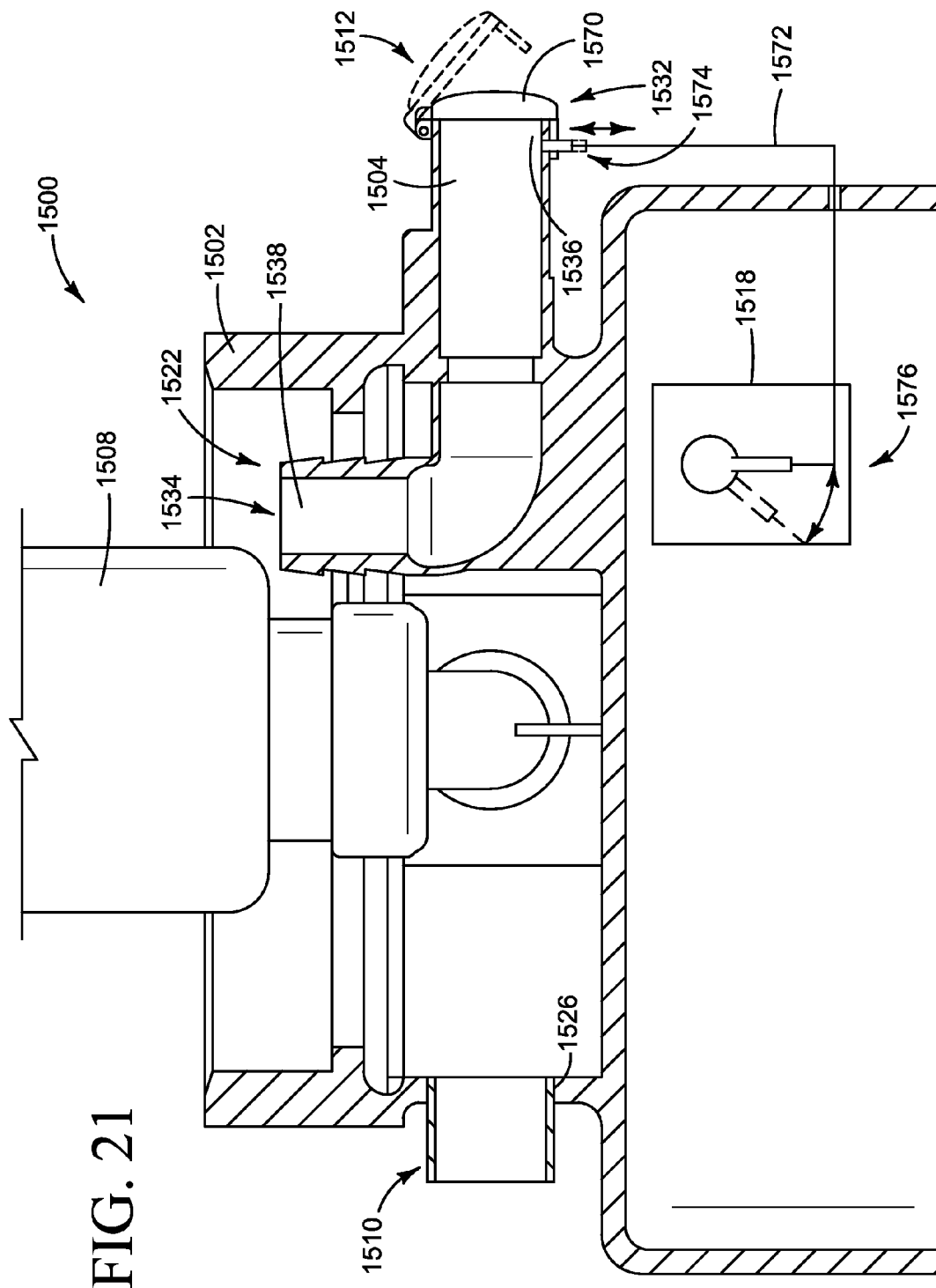


FIG. 20



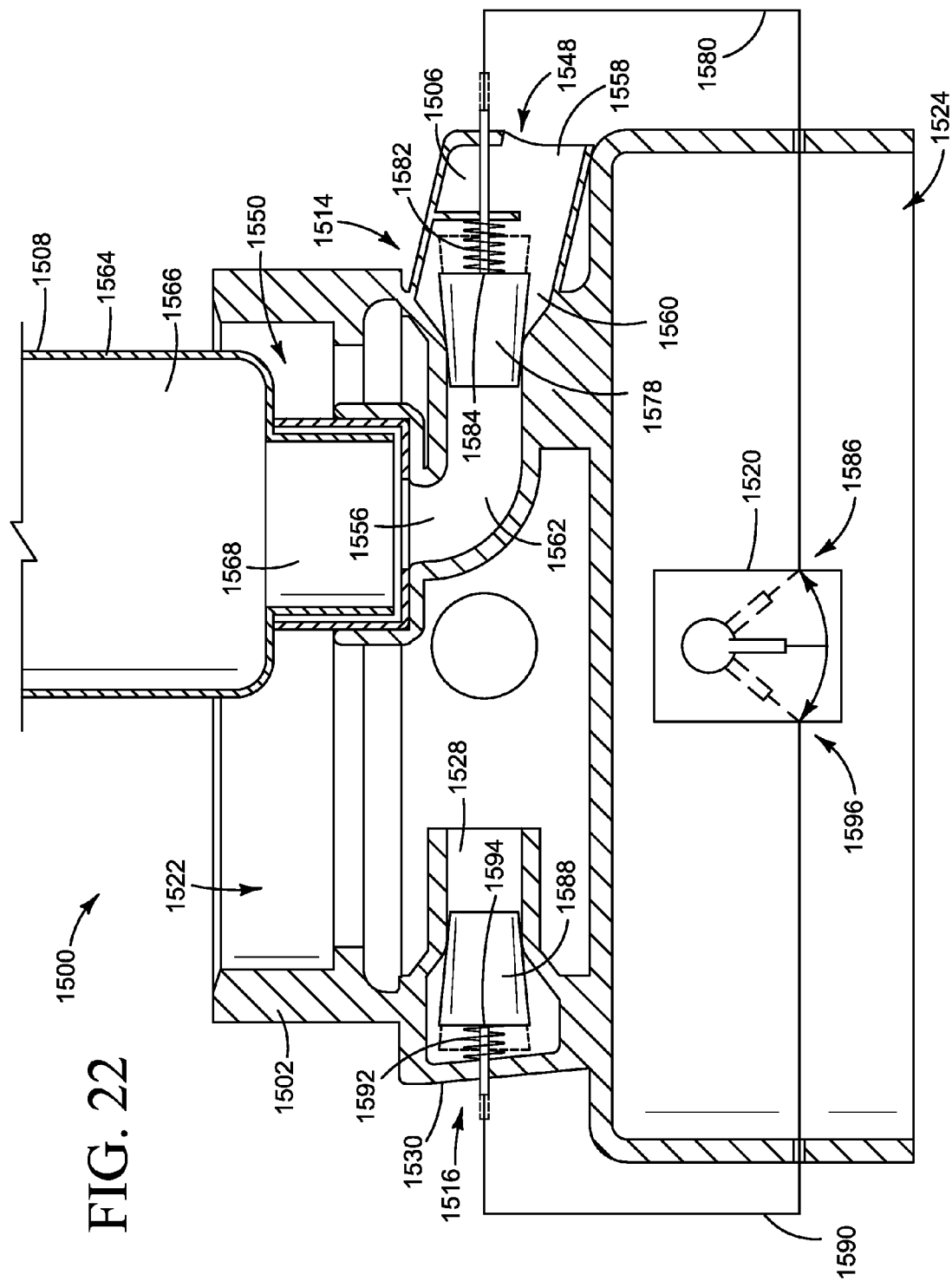


FIG. 22

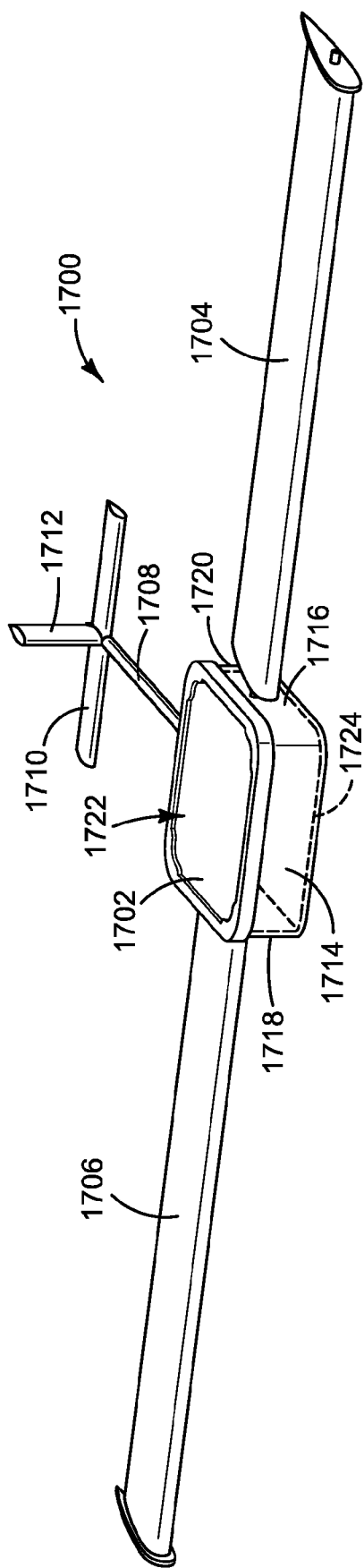


FIG. 23

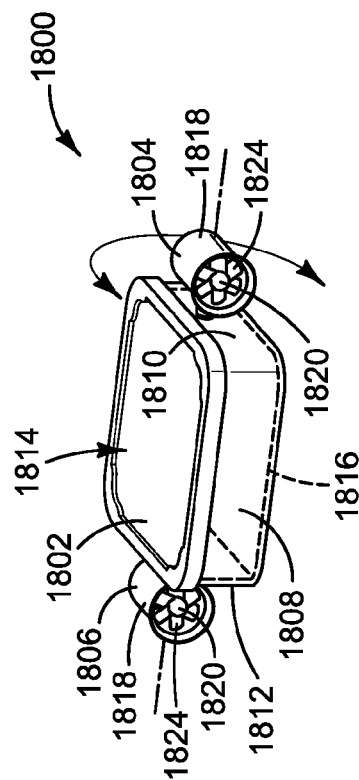


FIG. 24

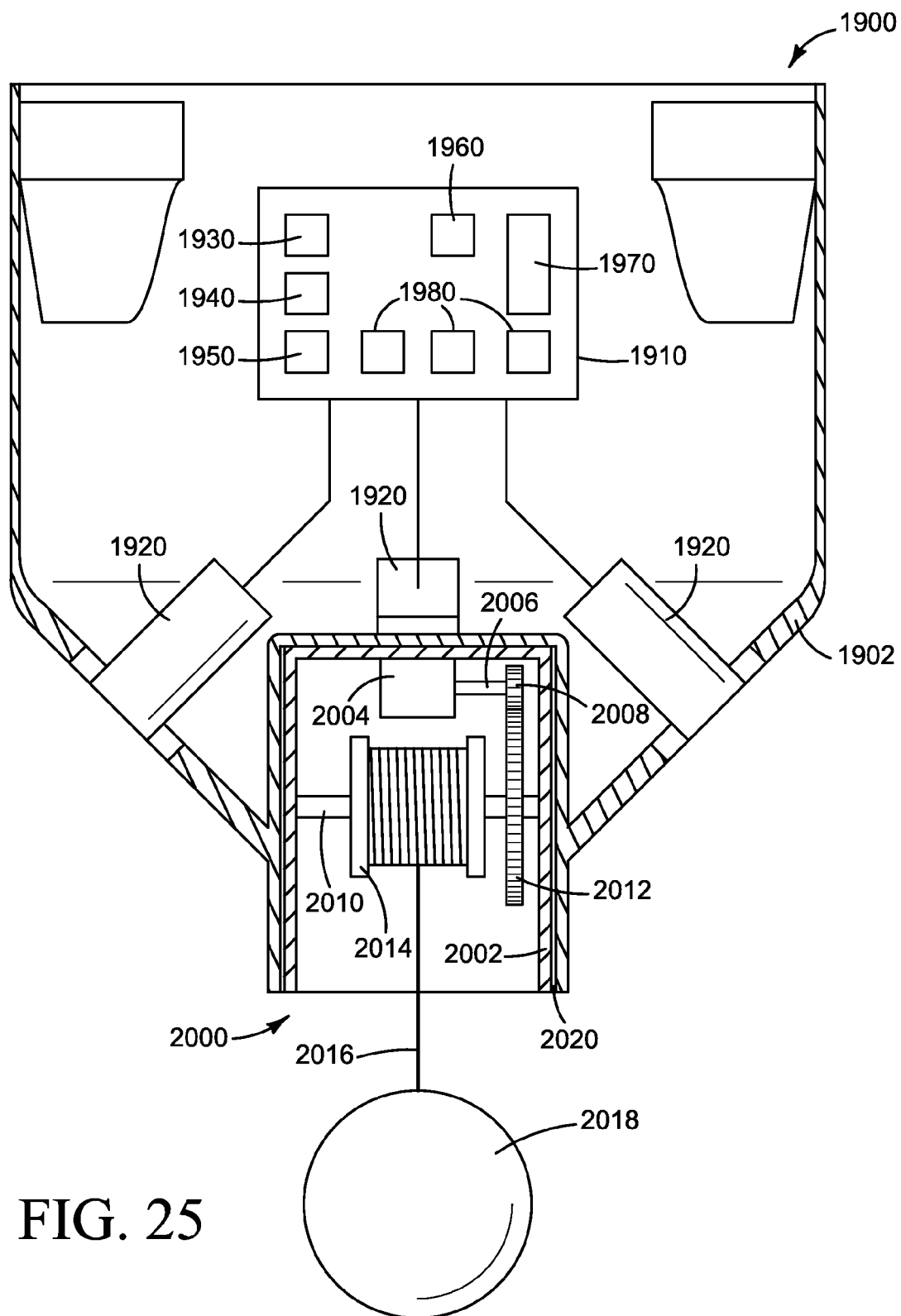


FIG. 25

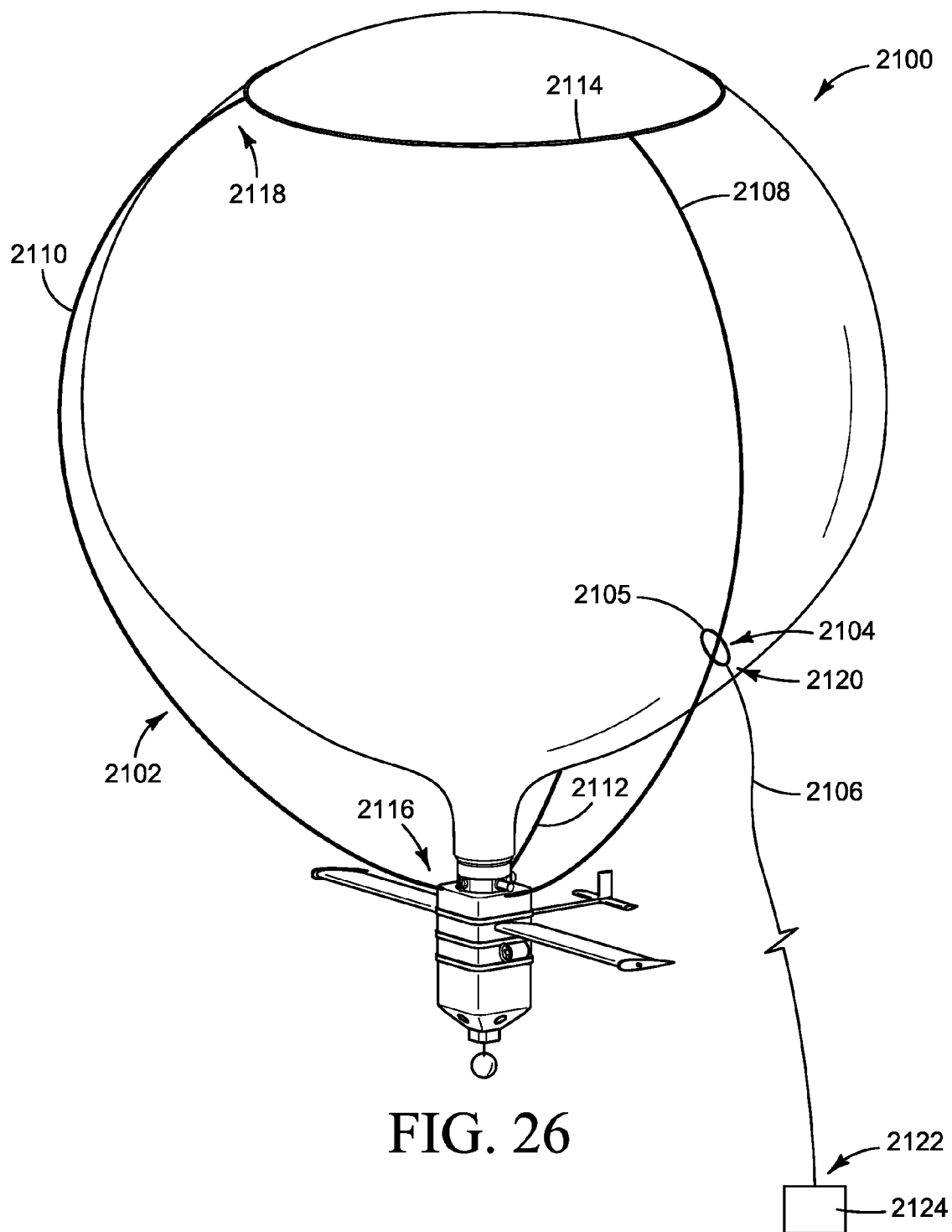


FIG. 26

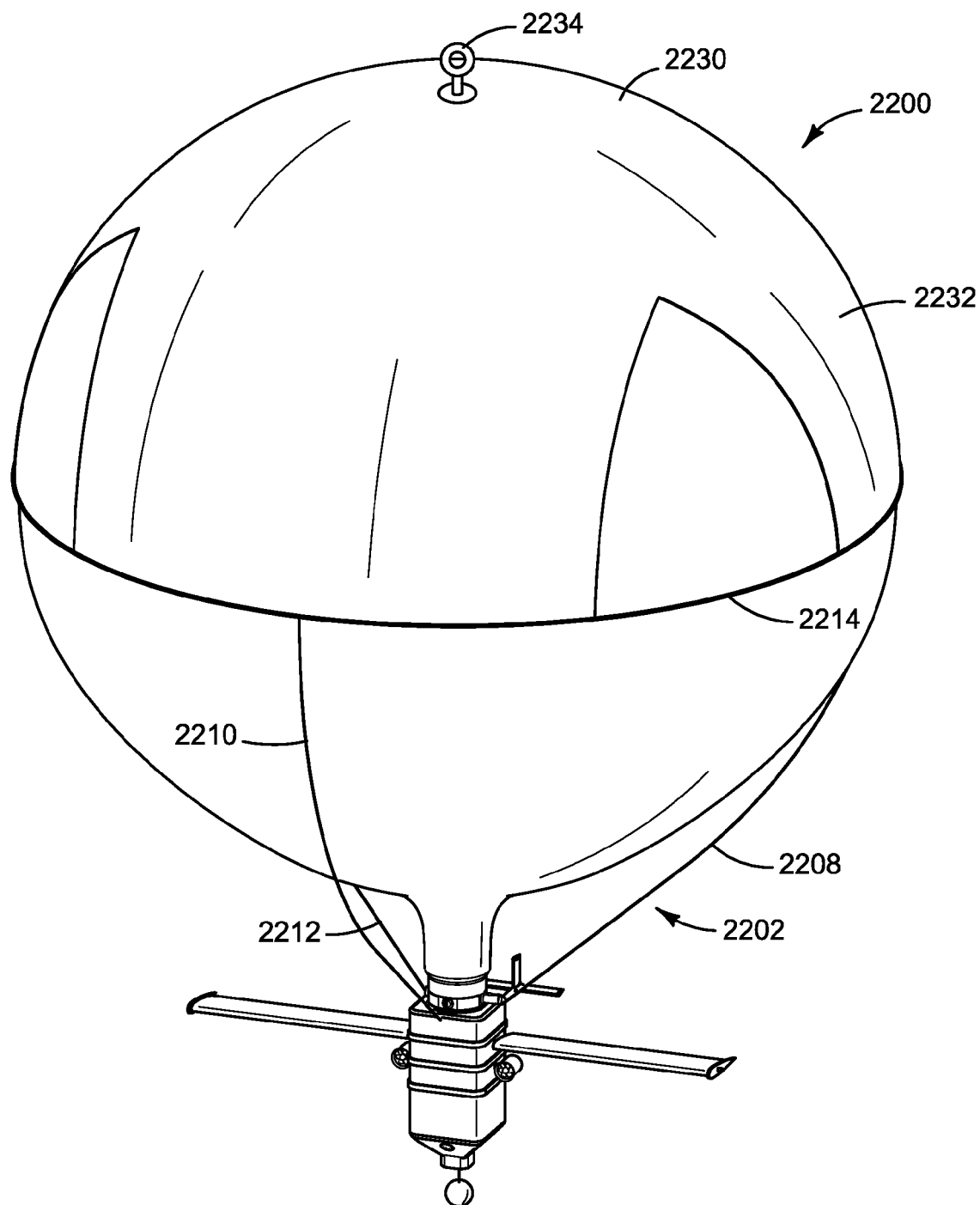


FIG. 27

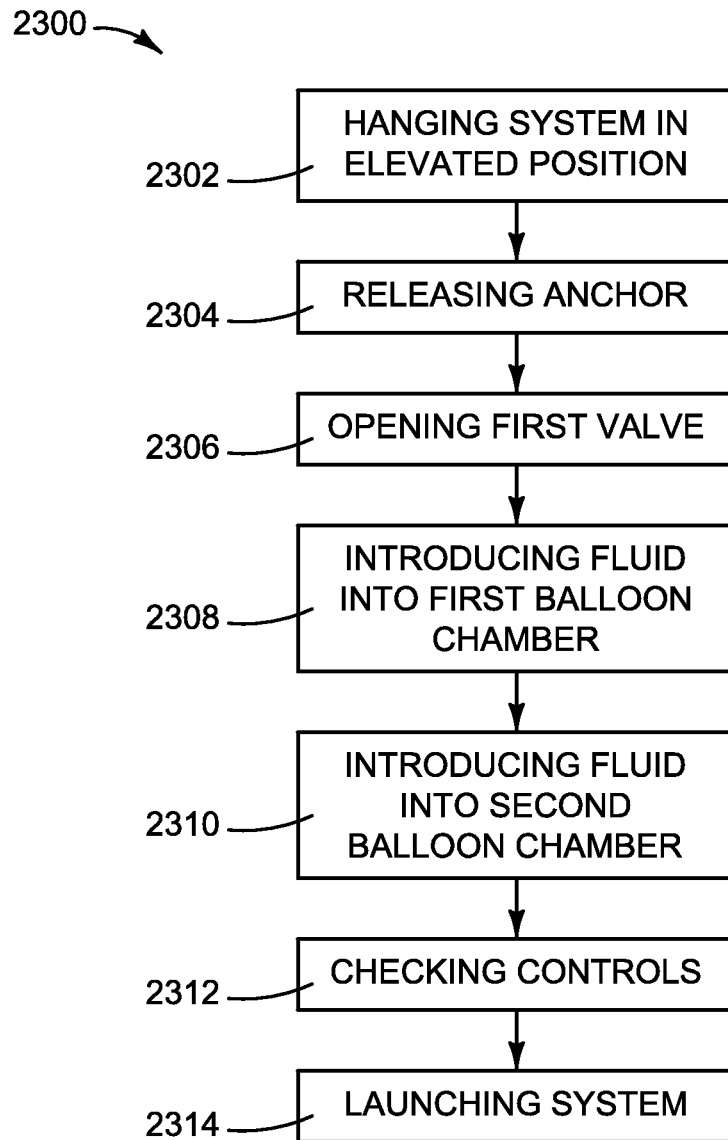


FIG. 28

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LIGHTER-THAN-AIR SYSTEMS, METHODS, AND KITS FOR OBTAINING AERIAL IMAGES

PRIORITY/CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a continuation of co-pending U.S. Non-provisional application Ser. No. 13/942,964, filed Jul. 16, 2013, which is a continuation of U.S. Nonprovisional application Ser. No. 13/717,881, now U.S. Pat. No. 8,505,847, which was filed on Dec. 18, 2012, which is a continuation-in-part of U.S. Nonprovisional application Ser. No. 13/405,562, filed on Feb. 27, 2012, and which claims the benefit of U.S. Provisional Application No. 61/448,145 filed on Mar. 1, 2011, and U.S. Provisional Application No. 61/566,776 filed on Dec. 5, 2011. The disclosure of each of these applications is hereby incorporated by reference into this disclosure in its entirety.

TECHNICAL FIELD

The invention relates generally to lighter-than-air systems, methods, and kits. More particularly, the invention relates to lighter-than-air systems, methods, and kits for obtaining one or more aerial images.

BACKGROUND

Satellites and heavier-than-air aircraft, both manned and unmanned, have been used for many years to perform tasks associated with gathering aerial images. However, these techniques generally obtain the images from relatively high altitudes, which presents several disadvantages such as precluding optimal look angles for the imaging device and introducing the potential for cloud cover to occlude the imaging device. In addition, these techniques generally include on-board continuous propulsion and steering systems, which increase the weight of the overall system, and increase the costs in obtaining the images. Furthermore, the continuous propulsion and steering systems tend to interfere with the quality of the images collected.

In addition to satellites and heavier-than-air aircraft, lighter-than-air aircraft (e.g., balloons, airships, dirigibles) have been used to obtain aerial images. However, these devices have disadvantages associated with the use of on-board propulsion systems as the sole means of lateral movement and being able to maintain a particular altitude during flight to obtain images at a desired look angle.

Therefore, there is a need for lighter-than-air systems, methods, and kits for gathering aerial images.

SUMMARY OF THE DISCLOSURE

Various lighter-than-air systems for obtaining aerial images are described herein. For example, various structural arrangements of lighter-than-air systems having one or more balloons defining one or more chambers adapted to contain a volume of fluid are described herein. In addition, various structural arrangements of an instrument case containing one or more sensing devices, location devices, computing devices, communication devices, storage devices, and/or energy storage devices are described herein. Furthermore, various structural arrangements of a thruster are described herein.

A first exemplary lighter-than-air system comprises an airship and a thruster. The airship comprises a first balloon and

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a second balloon. The first balloon is movable between a deflated configuration and an inflated configuration and comprises a wall defining a first balloon chamber. The second balloon is disposed within the first balloon chamber. The second balloon is movable between a deflated configuration and an inflated configuration and comprises a wall defining a second balloon chamber. The thruster is attached to the airship and comprises a thruster body and a container. The thruster body defines a cavity, a first passageway, and a second passageway. The container is attached to the thruster body and comprises a wall that defines a container chamber. The cavity is in communication with the first balloon chamber. The first passageway is in communication with the second balloon chamber. The second passageway is in communication with the container chamber.

A second exemplary lighter-than-air system comprises an airship and a thruster. The airship comprises a first balloon and a second balloon. The first balloon is movable between a deflated configuration and an inflated configuration and comprises a wall defining a first balloon chamber. The second balloon is disposed within the first balloon chamber. The second balloon is movable between a deflated configuration and an inflated configuration and comprises a wall defining a second balloon chamber. The thruster is attached to the airship and comprises a thruster body, a container, and a first valve. The thruster body defines a cavity, a first passageway, and a second passageway. The container is attached to the thruster body and comprises a wall that defines a container chamber. The cavity is in communication with the first balloon chamber. The first passageway is in communication with the second balloon chamber. The second passageway is in communication with the container chamber. The first valve is in communication with the first passageway and is configured to have a first configuration and a second configuration. In the first configuration, the first valve holds fluid within the second balloon chamber. In the second configuration, the first valve releases fluid held within the second balloon chamber.

A third exemplary lighter-than-air system comprises an airship and a thruster. The airship comprises a first balloon and a second balloon. The first balloon is movable between a deflated configuration and an inflated configuration and comprises a wall defining a first balloon chamber. The second balloon is disposed within the first balloon chamber. The second balloon is movable between a deflated configuration and an inflated configuration and comprises a wall defining a second balloon chamber. The thruster is attached to the airship and comprises a thruster body, a container, a first valve, and a second valve. The thruster body defines a cavity, a first passageway, and a second passageway. The container is attached to the thruster body and comprises a wall that defines a container chamber. The cavity is in communication with the first balloon chamber. The first passageway is in communication with the second balloon chamber. The second passageway is in communication with the container chamber. The first valve is in communication with the first passageway and is configured to have a first configuration and a second configuration. In the first configuration, the first valve holds fluid within the second balloon chamber. In the second configuration, the first valve releases fluid held within the second balloon chamber. The second valve is in communication with the second passageway and is configured to have a first configuration and a second configuration. In the first configuration, the second valve holds fluid within the container chamber. In the second configuration, the second valve releases fluid held within the container chamber.

Additionally, various methods for obtaining aerial images using one or more lighter-than-air systems are described

herein. For example, various methods for preparing one or more lighter-than-air systems and at least determining a launch site, and/or determining a landing site are described herein.

Kits useful in obtaining one or more aerial images are also described.

Additional understanding of the systems, methods, and kits contemplated and/or claimed by the inventors can be gained by reviewing the detailed description of exemplary systems, methods, and kits presented below, and the referenced drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of an exemplary lighter-than-air system.

FIG. 2 is a sectional view of the lighter-than-air system illustrated in FIG. 1.

FIG. 3 is a sectional view of an exemplary instrument case.

FIG. 4 is a perspective view of an exemplary valve.

FIG. 5 is a perspective view of another exemplary valve.

FIG. 6 is a flow chart representation of an exemplary method of obtaining one or more aerial images using a lighter-than-air system.

FIG. 7 is a block diagram of an exemplary computer system.

FIG. 8 is a flow chart representation of another exemplary method of obtaining one or more aerial images using a lighter-than-air system.

FIG. 9 is a perspective view of an exemplary thruster.

FIG. 10 is a side view of another exemplary lighter-than-air system.

FIG. 11 is a magnified view of area 11 indicated in FIG. 10.

FIG. 12 is a side view of another exemplary lighter-than-air system.

FIG. 13 is a cross sectional view of another exemplary lighter-than-air system.

FIG. 14 is a magnified view of area 14 indicated in FIG. 13.

FIG. 15 is a partial cross sectional view of another exemplary thruster.

FIG. 16 is a perspective view of another exemplary lighter-than-air system.

FIG. 17 is an exploded view of the exemplary lighter-than-air system illustrated in FIG. 16.

FIG. 18 is a magnified partial cross sectional view of the lighter-than-air system illustrated in FIG. 16.

FIG. 19 is a magnified partial cross sectional view of the lighter-than-air system illustrated in FIG. 16, omitting the inclusion of a second balloon.

FIG. 20 is a perspective view of the thruster illustrated in FIG. 16, free of the lighter-than-air system.

FIG. 21 is a sectional view of the thruster illustrated in FIG. 20, taken along line 21-21.

FIG. 22 is a sectional view of the thruster illustrated in FIG. 20, taken along line 22-22.

FIG. 23 is a perspective view of the airfoil module illustrated in FIG. 16 free of the lighter-than-air system.

FIG. 24 is a perspective view of the thrust module illustrated in FIG. 16 free of the lighter-than-air system.

FIG. 25 is a cross sectional view of the instrument case illustrated in FIG. 16 free of the lighter-than-air system.

FIG. 26 is a perspective view of another exemplary lighter-than-air system.

FIG. 27 is a perspective view of another exemplary lighter-than-air system.

FIG. 28 is a flow chart representation of another exemplary method of obtaining one or more aerial images using a lighter-than-air system.

DETAILED DESCRIPTION

The following description and the referenced drawings provide illustrative examples of that which the inventors regard as their invention. As such, the embodiments discussed herein are merely exemplary in nature and are not intended to limit the scope of the invention, or its protection, in any manner. Rather, the description and illustration of these embodiments serve to enable a person of ordinary skill in the relevant art to practice the invention.

The use of “e.g.,” “etc.,” “for instance,” “in example,” and “or” and grammatically related terms indicates non-exclusive alternatives without limitation, unless otherwise noted. The use of “including” and grammatically related terms means “including, but not limited to,” unless otherwise noted. The use of the articles “a,” “an,” and “the” are meant to be interpreted as referring to the singular as well as the plural, unless the context clearly dictates otherwise. The use of “exemplary” means an example of and is not intended to convey a meaning of an ideal or preferred embodiment. The use of “fluid” refers to any lighter-than-air fluid, and/or gas, including, but not limited to, helium, or hydrogen, unless the context clearly dictates otherwise. The use of “lighter-than-air aircraft” refers to an aircraft at least partially, or entirely, supported by lighter-than-air fluids, unless the context clearly dictates otherwise. The use of “lighter-than-air system” refers to an aircraft that can be at least partially, or entirely, supported by one or more lighter-than-air fluids and that can include one or more devices that can be used individually or in combination with other devices to obtain one or more images, unless the context clearly dictates otherwise. The use of “attached” refers to the fixed, releasable, or integrated association of two or more elements and/or devices, unless the context clearly dictates otherwise. Thus, the term “attached” includes releasably attaching or fixedly attaching two or more elements. The use of “aerial images” and “images” refers to images obtained at any altitude and includes a singular image or multiple images, unless the context clearly dictates otherwise. The use of “ground control software” means any configuration and/or structural arrangement of one or more devices and/or components used to remotely control, receive information, send information, and/or communicate with a lighter-than-air system and/or aircraft, unless the context clearly dictates otherwise. The use of “balloon” refers to any material that is capable of forming a chamber and moving between a first deflated configuration and a second inflated configuration. The use of “tubular” refers to any structure that defines a passageway and is not intended to require any structural arrangement or dimension, unless the context clearly dictates otherwise.

FIGS. 1 and 2 illustrate an exemplary lighter-than-air system 100 for obtaining one or more aerial images (e.g., aerial photography system). The system 100 comprises an airship 102 and an instrument case 200 attached to the airship 102. The airship 102 comprises a first end 103, a second end 104, a balloon 105, and one or more fins 106. The balloon 105 comprises a wall 107 defining a reserve chamber 120, cruise chamber 140, and a spill chamber 160. Each of the reserve chamber 120, cruise chamber 140, and spill chamber 160 is an independent chamber, separate from, and not in fluid communication, with the other chambers. The one or more fins 106 can be formed from the wall 107 of the balloon 105, or be separate elements attached to the wall 107 of the balloon 105.

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The one or more fins **106** are illustrated as attached to the second end **104** of the balloon **105**, however, the fins **106** may be positioned at any suitable location on the of the wall **107**, and skilled artisans will select an appropriate position for the one or more fins based on various considerations, such as the desired stability of the system **100** during flight.

The balloon **105** is formed of a transparent fabric (e.g., polyester films (e.g., biaxially-oriented polyethylene terephthalate (Mylar®), latex), synthetic fabrics, non-metallic materials, lightweight materials). The balloon **105** illustrated in FIGS. **1** and **2** is shown in an inflated configuration. While the balloon **105** has been described as formed of a particular material, other materials having any suitable degree of transparency, translucency, or opaqueness, or any suitable degree of flexibility, are considered suitable, and skilled artisans will be able to select a suitable material for a particular embodiment based on various considerations, including the desired visibility of the system while in flight, and/or the desired flexibility of the balloon.

In addition, while the wall **107** of the balloon **105** is described as defining the reserve chamber **120**, cruise chamber **140**, and spill chamber **160**, one or more of the chambers can alternatively be formed from one or more separate identical, substantially identical, or different, balloons attached to one another, and/or a frame, in various configurations and defining each of the reserve chamber, cruise chamber, and/or spill chamber. Thus, one or more balloons having a wall defining a chamber can define, or be combined (e.g., summed), to define one or more of the reserve chamber, cruise chamber, and/or spill chamber. In a further alternative, one or more of the chambers can alternatively be formed from multiple separate chambers and/or balloons. Example methods of attachment considered suitable between one or more balloons forming the reserve chamber, cruise chamber, and/or spill chamber, or a frame, include, but are not limited to, using one or more hook-and-loop fasteners (e.g., Velcro®), mechanical fasteners, straps, wire, string, adhesive, sonic welds, and any other suitable form of attachment. Example inflated balloon diameters considered suitable for inclusion in any system described herein, include, but are not limited to, diameters in the range from about 1 foot (0.3048 meters) to about 5 feet (1.524 meters). Other examples of inflated balloon diameters considered suitable for inclusion in any system described herein, include, but are not limited to, diameters in the range from about 1 foot (0.3048 meters) to about 10 feet (3.048 meters). Further examples of inflated balloon diameters considered suitable for inclusion in any system described herein, include, but are not limited to, diameters in the range from about 2 feet (0.6096 meters) to about 7 feet (2.1336 meters). While a particular range has been described, other inflated balloon diameters and/or ranges are considered suitable, and skilled artisans will be able to select a suitable inflated diameter and/or range based on various considerations, such as the desired cruising altitude of a system. Example balloons considered suitable include, but are not limited to, off the shelf balloons, and custom balloons.

The reserve chamber **120** is movable between a deflated configuration and an inflated configuration. The reserve chamber **120** comprises a wall **122** and a bi-directional valve **124** disposed in the wall **122**. The bi-directional valve **124** is adapted to introduce fluid into, hold fluid within, and remove fluid from the reserve chamber **120**. The reserve chamber **120** is configured to receive and contain a volume of fluid sufficient to offset about 50% to 90% of the weight of the system **100**. Stated otherwise, the reserve chamber **120** is configured to receive and contain a volume of fluid sufficient to provide about 50% to 90% of the neutral buoyancy of the system **100**.

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Example volumes of fluid considered suitable include volumes of fluid that offset about 70% of the weight of the system **100**. Further example volumes of fluid considered suitable include volumes of fluid that offset about 1% to about 100% of the weight of the system **100**.

In the illustrated embodiment, the fluid is contained within the reserve chamber **120** throughout the flight of the system and at least advantageously allows for the system **100** to slowly descend when the cruise chamber **140** and the spill chamber **160** have been moved from an inflated configuration to a deflated configuration and have released a portion, or the entirety, of the volume of fluid contained within the cruise chamber **140** and spill chamber **160**. The reserve chamber **120** can optionally include a one-way flow valve disposed in the wall **122** of the reserve chamber **120** that is adapted to release the fluid contained within the reserve chamber **120**, or a portion thereof, upon receipt of a signal, as described below.

The cruise chamber **140** is movable between a deflated configuration and an inflated configuration. The cruise chamber **140** comprises a wall **142**, bi-directional valve **144**, and a one-way flow valve **146**. The bi-directional valve **144** is disposed in the wall **142** of the cruise chamber **140** and is adapted to introduce fluid into, hold fluid within, and remove fluid from the cruise chamber **140**. The one-way flow valve **146** is disposed in the wall **142** of the cruise chamber **140** and is adapted to release the fluid contained within the cruise chamber **140**, or a portion thereof, upon receipt of a signal, as described below. The cruise chamber **140** is configured to receive and contain a volume of fluid sufficient to offset about 100% of the weight of the system **100** when taking into account the volume of fluid disposed within the reserve chamber **120** (e.g., buoyancy provided by the volume of fluid contained in the reserve chamber **120**). Stated otherwise, the cruise chamber **140** is configured to receive and contain a volume of fluid sufficient to provide about 100% neutral buoyancy of the system **100** when the volume of fluid within the cruise chamber **140** is summed with the volume of fluid disposed within the reserve chamber **120**. Example volumes of fluid considered suitable include volumes of fluid that offset about 10% to 50% of the weight of the system. Further example volumes of fluid considered suitable include volumes of fluid that offset about 30% of the weight of the system **100**. Even further example volumes of fluid considered suitable include volumes of fluid that offset about 1% to about 100% of the weight of the system **100**.

The spill chamber **160** is movable between a deflated configuration and an inflated configuration. The spill chamber **160** comprises a wall **162**, bi-directional valve **164**, one-way valve **166**, one or more apertures **168**, and one or more plugs **170**. The bi-directional valve **164** is disposed in the wall **162** of the spill chamber **160** and is adapted to introduce fluid into, hold fluid within, and remove fluid from the spill chamber **160**. The one-way valve **166** is disposed in the wall **162** of the spill chamber **160** is adapted to release the fluid, or a portion thereof, contained within the cruise chamber **160** upon receipt of a signal, as described below. The wall **162** of the spill chamber **160** defines the one or more apertures **168** which extend through the wall **162** of the spill chamber **160** and allow fluid to pass through the wall **162** of the spill chamber **160**. Alternative to including both the one-way valve **166** and the one or more apertures **168**, the wall **162** of the spill chamber **160** can include either a one-way valve **166** or one or more apertures **168** and one or more plugs **170**.

Each of the one or more plugs **170** comprises a length and diameter configured to engage with one of the one or more apertures. Each of the one or more plugs **170** is adapted to be received by the wall **162** of the spill chamber **160** and within

an aperture **168** to provide a sealing engagement between the plug **170** and aperture **168** to prevent fluid from passing through the aperture **168**. Optionally, each of the one or more plugs **170** can be attached to the wall **162** of the spill chamber **160** to prevent loss (e.g., through the use of a lanyard). Each of the one or more plugs **170** has a first configuration and a second configuration. In the first configuration, each of the one or more plugs **170** is disposed within an aperture **168**, thereby preventing fluid from being released from the spill chamber **160**. In the second configuration, one or more of the plugs **170** is free from the aperture **168**, thereby allowing fluid to be released from the spill chamber **160**. Each of the one or more plugs **170** is movable from the first configuration to the second configuration, and vice versa, by a user inserting a portion, or the entirety, of one of the one or more plugs **170** into one of the one or more apertures **168**, or removing one of the one or more plugs **170** from one of the one or more apertures **168**. The number of plugs **170** considered suitable to move from the first configuration to the second configuration can vary according to the planned ascent, cruising altitude, and/or descent of the system **100**, as described in more detail below.

The spill chamber **160** is configured to receive and contain a volume of fluid sufficient to provide positive buoyancy to the system **100**, and to allow for a timed ascent of the system **100** by releasing of a portion of the fluid contained within the spill chamber **160** throughout the ascent of the system **100** via one or more of the one or more apertures **168**, the bi-directional valve **164**, and/or the one-way valve **166**. The gradual release of the fluid contained within the spill chamber **160** eventually brings the system **100** to a cruising altitude (e.g., when the spill chamber has released all of the fluid contained therein), wherein neutral buoyancy is achieved, or substantially achieved.

The spill chamber **160** can have multiple structural arrangements to accomplish planned drift and/or a cruising altitude. In one exemplary structural arrangement, the number and/or diameter of the one or more apertures **168** defined by the wall **162** of the spill chamber **160** can vary, and thus, various spill rates can be achieved by calculating the number and diameter of apertures **168** required for a particular ascent rate and desired altitude. For example, at least two of the one or more apertures **168** and at least two of the one or more plugs **170** can vary in diameter. Skilled artisans will be able to select an appropriate number of apertures **168**, and diameters thereof, according to a particular embodiment based on various considerations, such as the desired ascent velocity of the system **100**. Examples of suitable numbers of apertures **168** include one, two, three, four, five, six, seven and any other number considered suitable for a particular application. Alternatively to providing one or more apertures **168**, bi-directional valve **164** and/or the one-way valve **166** can be adapted to release a portion, or the entirety, of the volume of fluid contained within the spill chamber **160** during ascent, upon receipt of a signal, as described below.

The spill chamber **160** can be configured to contain a volume of fluid that offsets about 30% of the weight of the system **100**, thereby providing a lift force to the system **100** when the volumes of fluid contained in the reserve chamber **120**, cruise chamber **140**, and spill chamber **160** are used in combination. Other example volumes of fluid considered suitable include volumes of fluid that offset about 1% to about 100% of the original weight of the system **100**. Another example volume of fluid considered suitable includes a volume of fluid that offsets about 10% of the original weight of the system.

The configurations of each of the reserve chamber **120**, cruise chamber **140**, and spill chamber **160** can vary, and skilled artisans will be able to select an appropriate configuration based on various considerations (e.g., the desired drag of the system). For example, the reserve chamber **120** and the cruise chamber **140** can be disposed adjacent one another, and the spill chamber **160** can be disposed on an exterior portion of the wall **142** of the cruise chamber **140**, as illustrated in FIGS. **1** and **2**. It is considered advantageous to configure chambers **120**, **140**, and **160** aerodynamically, such as by adapting the outer wall of the one or more balloons in the inflated configuration to capture wind and the pull associated with low pressure to generate thrust and cause the system to travel in a planned direction. This advantageously reduces the need for the interaction of a propulsion system. For example, the system **100** can optionally include one or more straps (not illustrated) positioned along the cruise chamber **140** and/or spill chamber **160** adapted to configure the cruise chamber **140** and/or spill chamber **160** as a parachutes and/or a sail when in the deflated configuration to assist with the descent of the system **100**.

The system **100** can optionally include a retrieval connector **108** formed of a rigid, or semi-rigid, material disposed on any portion of the wall **107** of the balloon **105**. The retrieval connector **108** can be configured to receive a length of retrieval line (e.g., tether) in instances where the system is tethered to a ground retrieval device. Alternatively, the retrieval connector **108** can be formed in the wall **107** of the balloon **105**. In a further alternative, a tether can be attached to any suitable portion of the instrument case **200**, or other portions of the system **100**.

Each of the bi-directional valves **124**, **144**, and **164** described above can comprise any suitable valve that is configured to have a first configuration where fluid can be introduced into the one or more chambers, a second configuration where the bi-directional valve holds fluid within the one or more chambers, and a third configuration where the bi-directional valve allows for fluid to be removed from the one or more chambers (e.g., **120**, **140**, **160**). These configurations can be utilized separately, or in combination with one another, and can be selected and activated upon receipt of a signal from a user, ground control software, and/or on-board software, as described in more detail herein. Example valves considered suitable include French valves (e.g., Presta® valves), automotive-style air valves (e.g., Schrader® valves), and/or Dunlop valves (e.g., Woods valves). Alternatively, the bi-directional valves can comprise one-way valves that are configured to introduce fluid into one or more of the chambers, and retain the fluid within the one or more chambers.

Each of the one-way valves (e.g., **146**, **166**, optional one-way valve in wall **122** of reserve chamber **120**) described above can comprise any suitable valve that is configured to have a first configuration where the one-way valve holds fluid within the respective chamber, and a second configuration where the one-way valve releases the entirety, or a portion, of the fluid contained within the respective chamber upon receipt of a signal from a user, ground control software, and/or on-board software, as described in more detail herein. For example, the one-way valves can comprise any valve that can be remotely actuated, including miniature electrically-controlled actuation mechanisms. In another example, the one-way valves comprise a spring-loaded lid and/or electrified magnetic rim, which, upon switched demagnetization, or battery depletion, or other signal, opens and releases the entirety, or a portion, of the fluid contained within the chamber. Alternative to including a one-way valve, the bi-directional valve described above (e.g., **124**, **144**, **164**) can include

a means of releasing the fluid contained within the chamber, such as those described above, or otherwise.

In embodiments that include one or more balloons forming the reserve chamber, cruise chamber, and/or spill chamber, each of the walls defining the reserve chamber, cruise chamber, and/or spill chamber can comprise one or more bi-directional valves, one-way valves, apertures, and/or plugs as described herein. Each of the bi-directional valves, one-way valves, apertures, and/or plugs provide a mechanism for introducing, retaining, and/or releasing fluid contained within the balloon and/or a mechanism to provide thrust to the system. For example, the bi-directional valves and/or one-way valves can be positioned along any portion of the one or more balloons and at any angle to allow for maneuverability, stabilization, ascent, and/or descent of the system.

FIG. 3 illustrates a sectional view of an exemplary instrument case 200 and a block diagram of the devices stored therein. The instrument case 200 comprises a housing 202 that houses a circuit board 210, one or more observation devices 220, one or more sensing devices 230, one or more location devices 240, one or more computational devices 250, one or more communication devices 260, one or more storage devices 270, and/or one or more energy storage devices 280. The instrument case 200 is attached to the balloon 105 by any suitable means of connection 201 (e.g., fishing line, steel wire, nylon rope). It is considered advantageous to attach the instrument case at, or near, the first end 103 of the balloon 105 to provide aerodynamic distribution of weight. Alternatively, the instrument case 200 can be attached directly to the balloon 105 to prevent oscillation of the devices contained within the instrument case 200 (e.g., observation devices 220) during flight.

The housing 202 comprises one or more downward facing windows 204 allowing for the one or more observation devices 220 and/or one or more sensing devices 230 to be directed towards a point of interest during flight. The housing 202 can be formed of any suitable material, and the housing 202 can comprise any suitable geometric shape for housing the devices stored therein. For example, the housing 202 can be formed of closed-cell extruded polystyrene foam (e.g., Styrofoam®) to protect the devices stored within the housing 202. It is considered advantageous to form the housing 202 of a floatable material to provide buoyancy to the system 100 (e.g., should the system land in water).

It is considered advantageous to form the instrument case 200 of a miniaturized housing 202 that houses one or more miniaturized devices (e.g., circuit board 210, observation devices 220, sensing devices 230, location devices 240, computational devices 250, communication devices 260, storage devices 270, energy storage devices 280) within the housing 202 to at least reduce the weight and size of the instrument case 200. By including miniaturized devices in the instrument case 200, the system 100 can advantageously be launched and/or landed in locations that do not require a launching and/or landing platform (e.g., airstrip, helipad).

In addition, it is considered advantageous to provide a housing 202 that allows for a user to access the devices housed therein for repair, or replacement. For example, the housing 202 can have one or more portions that are hingedly connected to one another (e.g., top and bottom portion), attached to one another using one or more threaded components (e.g., screws), and/or snap fit to one another (e.g., top and bottom portions).

The circuit board 210 comprises any suitable mechanism for mechanically and/or electronically connecting one or more of the one or more observation devices 220, sensing devices 230, location devices 240, computational devices

250, communication devices 260, storage devices 270, and/or energy storage devices 280 to one another to provide signal communication between the one or more devices connected to the circuit board 210, a user, on-board software, and/or ground control software. For example, the one or more observation devices 220, sensing devices 230, location devices 240, computational devices 250, communication devices 260, storage devices 270, and/or energy storage devices 280 can reside on, or be connected to, a printed circuit assembly. In another example where the balloon 105 is tethered to a ground retrieval device, the system 100 can optionally include a wired connection between the one or more devices housed within the instrument case 200 (e.g., circuit board 210) and a computer comprising a ground control software program, as described below.

The one or more observation devices 220 comprise any device capable of capturing one or more images. Example devices considered suitable include, but are not limited to, one or more video cameras, sensors, optical lenses, ultra-violet lenses, infrared lenses, still photograph camera (e.g., digital, film), radar, and/or fixed angled lenses used to obtain aerial images of one or more points of interest (e.g. ground-based, air-based). The observation devices 220 can be configured at various angles and locations on the housing 202 of the instrument case 200 to obtain multiple angle aerial images of one or more points of interest. For example, the observation devices 220 can utilize, and/or extend through, or within a portion of, the downward facing windows 204 of the housing 202 to obtain one or more aerial images of one or more points of interest. The observation devices 220 can be configured to obtain real-time, low-resolution aerial images, and communicate the data associated with the images to the one or more on-board storage devices 270, a user, and/or ground control software using the one or more communication devices as described below. Alternatively, or in combination with obtaining real time, lower resolution aerial images, the one or more observation devices 220 can be configured to obtain high-resolution aerial images, and communicate the data associated with the images to the one or more on-board storage devices 270, a user, and/or ground control software using the one or more communication devices as described below. For example, observation devices 220 can comprise image sensors and/or processors (e.g., CMOS, CCD) attached to an array of fixed angled lenses that can obtain images through the downward facing windows 204 of the housing 202.

The one or more sensing devices 230 comprise any device capable of detecting information. Example devices considered suitable include, but are not limited to, devices that detect the altitude of the system 100, the wind speed within which the system 100 is operating, velocity/speed of the system 100 (e.g., accelerometer), slope of the system 100 (e.g., inclinometer), image data, radiation (e.g., Geiger counter), air quality, weather conditions, atmospheric pressure conditions, and/or any other information relating to the position, speed, location, directionality, altitude, and/or the directionality of the one or more observation devices and/or the system 100. Image data can include, but is not limited to, triaxial lens inclination (e.g., using triaxial angle sensors), declination, the time at which an image was obtained, the date on which an image was obtained, and/or angular measurements. This information can be communicated to the one or more on-board storage devices 270, a user, and/or ground control software.

The one or more location devices 240 comprise any suitable device capable of detecting information relating to the position of the system 100. The one or more location devices 240 communicate this information to on-board software, ground control software, one or more devices within housing

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202 (e.g., on-board storage devices 270), and/or a user. Exemplary location devices 240 comprise one or more global positioning (GPS) modules, and/or altimeters (e.g., barometric altimeter) the one. The information obtained by the one or more location devices 240 can be obtained at one or more points in time, or continuous monitoring of the position of the system 100 can be accomplished.

The one or more computation devices 250 comprise any device capable of executing a sequence of instructions contained in the one or more on-board storage devices 270 and/or communicated to the one or more computation devices 250 via a user, and/or ground control software. Exemplary computation devices comprise at least one processor configured to execute the sequence of instructions contained in the on-board storage devices 270 and/or communicated to the processor via a user, and/or ground control software. Another exemplary computation device includes any combination of the devices, components, and/or features described with respect to computer system 502 as illustrated in FIG. 7.

On-board control software, such as software similar to, identical to, or configured to be compatible with, the ground control software, can be utilized by one or more of the devices housed within the instrument case 200 to provide planned ascent, drift, descent, images, autonomous flight, and/or other data as described herein. For example, planned ascent, drift, descent, images, autonomous flight, and/or other data can be obtained, accomplished by, and/or forwarded to a user, on-board software, storage device 270, and/or ground control software by executing one or more sequences of instructions, as described herein, stored within one or more of the on-board storage devices 270, provided by a user, and/or ground control software.

The one or more communication devices 260 comprise any device capable of conveying information to and from the circuit board 210, one or more of the devices attached thereto, a user, ground control software, on-board software, and/or other lighter-than-air systems. The one or more communications devices 260 convey information to and from the circuit board 210, one or more of the devices attached thereto, devices housed within the instrument case 200, a user, ground control software, on-board software, and/or other lighter-than-air systems via wireless (e.g., remote signal, bluetooth), and/or wired link to a user, ground control software, a network (e.g., the Internet, cell phone network), on-board software, and/or other lighter-than-air systems. For example, the one or more communications devices 260 can be configured to utilize point-to-multipoint (PTMP) communication, wireless mesh network (WMN), a combination of the two, satellite networks, and/or cell phone networks. In another example, the one or more communication devices 260 can comprise one or more transmitters, receivers, transceivers, and/or one or more of the other communication devices described herein. In a further example, the one or more communication devices 260 can utilize any suitable push/pull methodology to push information to a server, which in turn will prepare and push the information (e.g., one or more images) to another device (e.g., ground control software, iPad®, cellular phone, iPhone®, notebook), and to pull commands from a queue of one or more commands for operations that need to be performed by one or more devices in the instruments case, or attached thereto (e.g., start collection of images, stop collection of images, send a high resolution image, send a low resolution image). Example information communicated to and from the one or more communications devices 260 include, but is not limited to, any information, signals, and/or data described herein, one or more images, data and/or time at which each of the one or more images was

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obtained, instructions to retrieve and/or send low-resolution and/or high-resolution images, instructions to open and/or close one or more one-way valves, instructions to open and/or close one or more bi-directional valves, instructions to activate a thrust component and/or associated servo, location data, and/or time data. It is considered advantageous to include a first communication device and a second communication device to provide a mechanism for communicating with the system should one of the communication devices become inoperable or fails to communicate with a user, ground control software, and/or on-board software for an interval of time. Optionally, one or more of the devices housed within instrument case 200, or attached thereto, can provide a wireless network and/or act as a wireless network relay to one or more receivers adapted to communicate with the system.

The one or more storage devices 270 comprise any device capable of storing one or more forms of data obtained by, and/or communicated to, the one or more devices housed within the instrument case 200. Exemplary storage devices 270 comprise any form of memory considered suitable for inclusion in the system 100, such as one or more of the computer readable medium and/or storage devices described herein. For example, random access memory (RAM) or other dynamic storage devices (e.g., dynamic RAM (DRAM), static RAM (SRAM), synchronous DRAM (SDRAM), flash RAM) for storing information and instructions. In addition, read only memory (ROM) or other static storage devices (e.g., programmable ROM (PROM), erasable PROM (EPROM), and electrically erasable PROM (EEPROM)) for storing information and instructions. Furthermore, storage devices (e.g., hard drive, floppy drive, magnetic disk, flash disk, optical disk) are also considered suitable.

The one or more energy storage devices 280 comprise any device capable of storing energy and providing energy to the one or more devices housed within the instrument case 200 and/or the devices attached thereto. An exemplary energy storage device 280 can comprise any suitable power source used individually or as an interconnected group (e.g., single use batteries, rechargeable batteries, batteries, ultracapacitors). One exemplary energy storage device is a pack of lightweight lithium batteries.

Communication between the one or more devices housed within the instrument case 200, and/or the devices attached thereto, can be accomplished using any suitable method including, but not limited to, one or more coaxial cables, copper wires, wires, conductors, fiber optics, bus configurations, acoustic waves, wirelessly, and/or light waves.

For example, the housing 202 can comprise a first main energy storage device and a second reserve energy storage device. The first main energy storage device is in communication with the one or more devices housed within the instrument case 200, or the devices attached thereto, and/or attached to a portion of the airship 102, such as the one-way valves (e.g., 146, 166, optional one-way valve in wall 162 of reserve chamber 160), and/or bi-directional valves (e.g., 124, 144, 164), disposed in the wall 122 of the reserve chamber 120, wall 142 of the cruise chamber 140, and/or wall 162 of the spill chamber 160. The second reserve energy storage device can be configured to be in communication with the one or more devices housed in the instrument case 200, the devices attached thereto, and/or attached to a portion of the airship 102. In the event of a first main energy storage device failure, the one-way flow valve 146, and/or bi-directional valve 144, disposed in the cruise chamber 140 can then be optionally opened to descend the system 100. The second reserve energy storage device 280 then provides a mechanism

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for powering the one or more devices housed in the instrument case 200, the devices attached thereto, and/or attached to a portion of the airship 102, to provide additional maneuvering, if necessary, and/or operation of the system 100.

The airship 102 and/or instrument case 200 can optionally comprise one or more thrust components (not illustrated in FIGS. 1 and 2) attached to the wall 107 of the balloon 105 and/or the housing 202 of the instrument case 200. The one or more thrust components are in communication with one or more of the devices housed within the instrument case 200 (e.g., circuit board 210) and are configured to provide thrust capabilities upon receipt of a signal from a user, on-board software, and/or ground control software. The one or more thrust components can comprise any suitable mechanism for providing thrust to the system 100 and can be configured in any suitable manner (e.g., angle). Examples of suitable thrust component include, but are not limited to, compressed fluid cartridges (e.g., CO₂ cartridges, pressurized cartridges), compressed fluid thrust valves, propellers, engines, motors, thruster 700, thruster 870, thruster 970, thruster 1200, thruster 1300, thruster 1500, thrust module 1800, or other forms of propulsion which are configured to provide thrust.

In addition, the airship 102 and/or instrument case 200 can optionally comprise one or more servomotors and/or movable cowls attached to the wall 107 of the balloon 105 and/or the housing 202 of the instrument case 200 that are configured to adjust the direction of the thrust provided by the one or more thrust components. Alternatively, the one or more thrust components can comprise the one or more one-way valves (e.g., 146, 166, optional one-way valve in wall 162 of reserve chamber 160) or one or more bi-directional valves (e.g., 124, 144, 164) disposed in the wall of the one or more chambers (e.g., 120, 140, 160), and/or the wall of any other device, component, and/or element described herein.

It should be noted that the arrangements of the circuit board 210, one or more observation devices 220, sensing devices 230, location devices 240, computational devices 250, communication devices 260, storage devices 270, and/or energy storage devices 280 are set forth for purposes of example only, and other arrangements and elements can be used as alternatives and some elements may be omitted. Furthermore, some of the elements described herein are functional components that may implemented as hardware, firmware, or software, and/or as discrete components used in conjunction with other components, or separately, in any suitable combination or arrangement.

For example, one or more of the bi-directional valves 124, 144, 164 and/or one-way valves (e.g., 146, 166, optional one-way valve in wall 162 of reserve chamber 160) can comprise a valve with a structural arrangement as illustrated in FIGS. 4 and/or 5. FIG. 4 illustrates a valve 340 attached to a balloon 359. The valve 340 comprises a base 342, servo 344, cap 346, first tubular member 348, and second tubular member 354. The servo 344 and first tubular member 348 are each attached to the base 342. The cap 346 is attached to a portion of the servo 344 such that with activation of the servo 344 the cap 346 can rotate. The cap 346 defines an aperture 347 that extends through a thickness of the cap 346. The first tubular member 348 comprises a first end 349 and a second end 350 and defines an aperture 351 and a recess 352 having a base 345. The aperture 351 extends between an opening on the first end 349 of the first tubular member 348 and an opening located on the base 345 of recess 352. The recess 352 extends into the first tubular member 348 from the second end 350 to base 345 located between the first end 349 and the second end 350. The aperture 351 and the recess 352 are in fluid communication with one another. The second tubular member 354

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defines a passageway 355 and a valve 361. The passageway 355 extends between an opening at the first end 356 and an opening on the second end 357 of the second tubular member 354. The valve 361 is in communication with the passageway 355 and allows for the removal and/or insertion of a fluid into the passageway 355, and/or any other elements in communication therewith. The valve 361 can comprise a one-way valve or bi-directional valve, such as those described herein. The valve 361 can optionally be omitted.

The second end 357 of the second tubular member 354 is attached to an opening 358 defined by the wall of a balloon 359 (e.g., balloon defining reserve chamber, balloon defining cruise chamber, balloon defining spill chamber). The outside diameter of the second tubular member 354 is less than the inside diameter of the recess 352 of the first tubular member 348. The first end 356 of the second tubular member 354 is rotatably disposed, and/or attached, within the recess 352 of the first tubular member 348 such that in a first position the passageway 355 is in communication with the aperture 351 of the first tubular member 348 and in a second position the passageway 355 is not in communication with the aperture 351 of the first tubular member 348.

The cap 346 is disposed on a portion of the servo 344 such that it can be moved between a first position and a second position. In the first position, the aperture 347 of the cap 346 is in communication with the aperture 351 defined by the first tubular member 348. In the second position, the aperture 347 of the cap 346 is not in communication with the aperture 351 defined by the first tubular member 348. Thus, when the second tubular member 354 and the cap 346 are each in the first position, fluid can be passed through the aperture 347 of the cap 346, the aperture 351 of the first tubular member 348, and the passageway 355 of the second tubular member 354 into and/or out of the chamber 360 of the balloon 359. If either of the second tubular member 354 or the cap 346 is in the second position, fluid is retained within the chamber 360 of the balloon 359.

Alternatively, as illustrated in FIG. 5, the second tubular member can be omitted, and an alternative valve 362 can comprise a base 363, servo 364, cap 365, and a first tubular member 366. The valve 362 is similar to valve 340, except as described herein. The cap 365 is attached to a portion of the servo 364 such that with activation of the servo 364 the cap 365 can rotate. The cap 365 defines an aperture 367 that extends through a thickness of the cap 365. The first tubular member 366 comprises a first end 368 and a second end 369 and defines a first passageway 370 and a second passageway 371. The first passageway 370 extends between an opening on the first end 368 and an opening on the second end 369 of the first tubular member 366. The second passageway 371 extends between an opening on the first end 368 and an opening on the second end 369 of the first tubular member 366. The second end 369 is adapted to be attached to an opening defined by a wall of a balloon such that the first passageway 370 and the second passageway 371 are in communication with a chamber defined by the wall of the balloon. The second passageway 371 comprises a one-way valve 375 that allows fluid to be passed through the second passageway 371 and into the chamber defined by the balloon, but prevents fluid from flowing out of the chamber of the balloon through the second passageway 371.

The cap 365 is disposed on a portion of the servo 364 such that it can be moved between a first position, a second position, and a third position. In the first position, the aperture 367 of the cap 365 is in communication with the first passageway 370 defined by the first tubular member 366, allowing for fluid to be passed into and/or released from the chamber

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defined by the balloon. In the second position, the aperture 367 of the cap 365 is in communication with the second passageway 371 defined by the first tubular member 366, allowing for fluid to be introduced into the chamber defined by the balloon and preventing fluid from being released through the second passageway 371. In the third position, the aperture 367 defined by the cap 365 is not in communication with either of the first passageway 370 or the second passageway 371, preventing fluid from entering or escaping from the chamber of the balloon.

Each of the valves 340 and 362 described herein can comprise one or more gaskets to prevent fluid from leaking between the various elements described. For example, valve 340 can comprise one or more gaskets disposed between the cap 346 and the first tubular member 348, disposed between the first tubular member 348 and the second tubular member 354, and/or disposed between the second tubular member 354 and the balloon 359. In another example, the valve 362 can comprise one or more gaskets disposed between the cap 365 and the first tubular member 366, and/or disposed between the first tubular member 366 and an attached balloon.

In another example, each of the one or more balloons defining the one or more chambers can comprise a neck that provides access to the chamber of the balloon. A tubular member can be disposed and attached within the neck of the balloon and in communication with a servomechanism. For example, the servomechanism can comprise a servo arm having an aperture and a portion of the tubular member can extend through the aperture of the servo arm. The tubular member has a first configuration and a second configuration. In the first configuration, the tubular member allows for fluid within the chamber to be released from the chamber into the atmosphere. In the second configuration, the servomechanism rotates the servo arm to kink the tubular member preventing fluid from the chamber from flowing into the atmosphere.

Alternatively, the neck of the balloon defining an opening that provides access to the chamber defined by the wall of the balloon can be inserted through the aperture of the servo arm and have a first configuration and a second configuration. In the first configuration, the neck of the balloon allows for fluid within the chamber to be released from the chamber into the atmosphere. In the second configuration, the servomechanism rotates the servo arm to kink the neck of the balloon preventing fluid from the chamber from flowing into the atmosphere.

The bi-directional valves (e.g., 124, 144, 164) and/or one-way valves (e.g., 146, 166, optional one-way valve in wall 162 of reserve chamber 160) described herein can comprise any suitable valve for accomplishing the introduction, retention, and/or release of fluid contained within the one or more chambers. Examples of valves considered suitable include, but are not limited to, ball valves, butterfly valves, globe valves, gate valves, diaphragm valves, and/or other valves described herein. While particular valves have been described, skilled artisans will be able to select an appropriate valve according to a particular embodiment based on various considerations, such as the weight of the valve, the weight of the system, and/or the volume of fluid to be retained within the one or more chambers.

FIG. 6 is an exemplary method 450 of obtaining aerial images using a lighter-than-air system (e.g., system 100, system 800, system 900, system 1100, system 1400, system 2100, system 2200). An initial step 452 comprises determining one or more images to obtain. Another step 454 comprises inputting data into ground control software. Another step 456 comprises obtaining data from the ground control software.

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Another step 458 comprises proceeding to a launch site. Another step 460 comprises placing the system on a scale. Another step 462 comprises introducing a volume of fluid into one or more of the chambers. Another step 464 comprises removing one or more plugs from the wall of the spill chamber. Another step 466 comprises launching the system. Another step 468 comprises tracking the system. Another step 470 comprises adjusting the flight path of the system. Another step 472 comprises initiating the descent of the system. Another step 474 comprises proceeding to the landing site of the system. Another step 476 comprises retrieving the system.

The step 452 of determining one or more images to obtain can be accomplished by determining the location, and amount, of images to be acquired. For example, this can be accomplished by selecting a project area that contains one or more ground and/or aerial points of interest for which a user wishes to obtain images. Alternatively, or in combination with one or more points of interest, the selected locations can include regional coverage of an area.

The step 454 of inputting data into ground control software can be accomplished by providing a computer system, or other device, containing a software program (e.g., ground control software program) that is configured to calculate at least one or more of a planned ascent, cruising altitude, drift, and/or descent of the system. The data input into the ground control software program can include, but is not limited to, the weight of the system, the location of images to be obtained (e.g., preselected points of interest), the number of images to be obtained, the length of time for the flight, the desired launch site, the number of systems being launched, the desired landing site, the desired flight path, the desired planned drift, and/or other data as described herein. The data can be input into the ground control software program through a variety of input means (e.g., keyboard, voice command, keypad, text message, file upload).

When available, the ground control software program is configured to utilize any suitable data, such as internet data (e.g., whether launch site and/or landing site is on private property, height above sea level, whether a launch site and/or landing site is in a water mass), field data (e.g., topographical, geographical, land use, forces caused by buildings and/or mountains), meteorological data (e.g., wind speed, updrafts caused by heat, pressure changes caused by geographic conditions, pressure changes caused by sun positions, temperature, time of day, historic meteorological data, on shore and/or off shore sea side breezes), and mathematical methods to determine at least the planned ascent, drift, and descent of the system and output data associated with at least one or more of the volume of fluid required in each chamber (e.g., 120, 140, 160, 1144, 1154, 1164, 1444, 1454, 1566), the location of the launch site, the optimal launch time, the number of plugs to remove from the wall of the spill chamber, the timing of the release of fluid from the cruise chamber, and/or the location of the end of the landing site. Examples of mathematical methods considered suitable to determine the above factors include, but are not limited to: van der Hoven's spectrum (e.g., predicting the angle and force of geostrophic and local winds), Weibull's distribution (e.g., estimating probability of wind speed), and Prandtl's logarithmic law (e.g., estimating ground friction effects and wind shear effects). These formulae and data can be utilized to generate a histogram for a particular project.

The ground control software program is configured to calculate one or more of planned ascent, drift, descent, and/or aerial points and/or paths to travel to allow the one or more devices housed within the instrument case to obtain images requested by the user using the above data, based on user

input of a launch point, landing site, desired flight path, and/or cruising altitude. Alternatively, with respect to obtaining images relating to a particular location, the ground control software can output data relating to an optimal launch site or launch time, if the user indicates that one or the other is more important. For example, where obtaining images of a particular location is necessary as soon as possible (e.g., public safety or national security is at issue), a user can indicate to the ground control software that launch will be immediate, or at a designated time, such that the ground control software optimizes the launch site for prevailing conditions.

The ground control software is configured to store information relating to past and/or present flights to generate optimal planned ascents, drift, and descent. For example, the ground control software can store data relating to past and/or present flights to increase the predictability of future and/or current planned ascents, drifts, descents, and/or launches. This data can be plotted using any suitable technique. For example, the data can be plotted on any suitable existing map, geo-referenced map (e.g., geo-referenced electronic map), image set, and/or any other suitable form of reference. Example forms of data considered suitable to compile, store, and/or use to plot on an existing map, geo-referenced map (e.g., geo-referenced electronic map), and/or on an image set include, but are not limited to, data associated with wind speeds at one or more intervals of time (e.g., seconds, minutes, hours, days), temperatures, atmospheric pressures, data described herein, and any other data considered suitable for a particular application. In addition, the ground control software is configured to provide an optimal landing site of the system. For example, if it is determined that the expected landing site of the system is inconvenient (e.g., a roof top, within a lake), the ground control software can calculate an alternative landing site and output data relating to the volume of fluid required in the chambers, the launch site, among others, as described herein. Alternatively, if it is determined that the expected landing site of the system is inconvenient, the user can select a nearby site and the ground control software can calculate the necessary data to be used for launch, ascent, and descent of the system. The ground control software can provide one or more secondary landing sites in all directions around the coordinates of the primary landing site. Calculating secondary landing sites is considered advantageous to allow a user to select the secondary landing site should the system be forced off an originally planned drift path.

The ground control software can include password protection capabilities, for example, which require a user to provide a user ID and/or password to interact with the software. A user can input a starting point and/or ending point for a particular flight using geographical coordinates, and/or by clicking on a point on an electronic map. The ground control software is configured to accept the starting and ending coordinates of the flight, unless a restriction is associated with the starting and/or ending coordinates (e.g., no public access, undesirable location due to geographical conditions). If a restriction is associated with a coordinate, the ground control software can return a message to a user indicated such (e.g., "Trespassing" point is legally inaccessible, "No Pass"—point is physically undesirable because of geographical conditions: wet, dry, low, high). A user can override the rejection of a coordinate and require the ground control software to use the points initially entered rather than alternatively generated coordinates. Alternatively, the user can select alternative coordinates.

FIG. 7 illustrates an exemplary computer system 502 upon which exemplary ground control software, and/or on-board software, may be implemented.

As used herein, the term "computer system" (also referred to merely as a "computer") means one or more general-purpose and/or specific-purpose computers, one or more digital information processing machines (e.g., devices, software, hardware, or the combination thereof), or one or more digital clients. Thus, computer systems may include, but are not limited to, host computers, client computers, server computers, desktop computers, laptop computers, tablet computers, televisions, digital cameras, smart phones, cellular phones, hand-held devices, digital media devices, digital media players, peripherals, machines, telecommunications devices (e.g., modems and routers), composite systems composed from multiple other systems, embedded controller systems, micro-processor-based systems, digital signal processor-based systems, personal digital assistant (PDA) systems, Internet connected devices, digital hubs, gaming systems (e.g., Xbox 360®, Wii®), home theater components, wireless systems, wireless networking systems, and/or computer software/software subsystems running therein.

For example, a user may use a computer system 502, and associated ground control software and/or on-board software, to calculate at least a planned ascent, drift, and/or descent of a lighter-than-air system, as described herein, and/or other data as described herein. For example, on-board software can be configured to perform the same, or different, functions as the ground control software and can be contained within a computer system similar, or identical to, computer system 502 housed within an instrument case.

The computer system 502 may include a bus 504 or other communication mechanism for communicating information and a processor 506 coupled with bus 504 for processing the information. The computer system 502 may also include a main memory 508, such as a random access memory (RAM) or other dynamic storage device (e.g., dynamic RAM (DRAM), static RAM (SRAM), synchronous DRAM (SDRAM), flash RAM), coupled to bus 504 for storing information and instructions to be executed by processor 506. In addition, main memory 508 may be used for storing temporary variables or other intermediate information during execution of instructions to be executed by processor 506.

The computer system 502 may further include a read only memory (ROM) 510 or other static storage device (e.g., programmable ROM (PROM), erasable PROM (EPROM), and electrically erasable PROM (EEPROM)) coupled to bus 504 for storing static information and instructions for processor 506. A storage device 512 (e.g., hard drive, floppy drive, magnetic disk, flash disk, optical disk) may be provided and coupled to bus 504 for storing information and instructions.

The computer system 502 may also include input/output ports 530 to couple the computer system 502 to external devices. Such coupling may include direct electrical connections, wireless connections, networked connections, etc., for implementing automatic control functions, remote control functions, etc.

The computer system 502 may also include special purpose logic devices (e.g., application specific integrated circuits (ASICs)) or configurable logic devices (e.g., generic array of logic (GAL), re-programmable field programmable gate arrays (FPGAs)). Other removable media devices (e.g., compact disc (CD), magnetic tape, removable magneto-optical media) or fixed, high-density media drives, may be added to the computer system 502 using an appropriate device bus (e.g., small computer system interface (SCSI) bus, enhanced integrated device electronics (EIDE) bus, ultra-direct

memory access (DMA) bus). The computer system **502** may additionally include a peripheral (e.g., compact disc reader, DVD reader, compact disc reader-writer unit, DVD burner, compact disc jukebox), which may be connected to the same device bus or another device bus.

The computer system **502** may be coupled via bus **504** to a display **514** (e.g., cathode ray tube (CRT), liquid crystal display (LCD), LED display, plasma display, voice synthesis hardware, voice synthesis software) for displaying and/or providing information and/or data to a user. The display **514** may be controlled by a display and/or graphics card. The display **514** may include one or more interface cards or components (e.g., audio card, video card).

The computer system **502** may include input devices **516** (e.g., keyboard), and/or a cursor control **518**, for communicating information and command selections to processor **506**. Such command selections can be implemented via voice recognition hardware and/or software functioning as the input devices **516**. The cursor control **518**, for example, is a mouse, a trackball, cursor direction keys, touch screen display, optical character recognition hardware and/or software, etc., for communicating direction information and command selections to processor **506** and for controlling cursor movement on the display **514**. In addition, a printer may provide printed listings of the data structures, information, etc., or any other data stored and/or generated by the computer system **502**.

The computer system **502** may perform at least a portion or all of the processing steps of an exemplary ground control software program, and/or on-board software program. For example, computer system **502** can be used to calculate one of at least one or more of planned ascent, drift, and/or descent of a system, other data described herein, and/or for obtaining of one or more images of one or more points of interest in response to processor **506** executing one or more sequences of one or more instructions contained in a memory, such as the main memory **508**. Such instructions may be read into the main memory **508** from another computer readable medium, such as storage device **512**, or may be transmitted by a network connection. One or more processors in a multi-processing arrangement may also be employed to execute the sequences of instructions contained in main memory **508**. Alternatively, hard-wired circuitry may be used in place of or in combination with software instructions. Specific combinations of hardware circuitry and software can vary depending on the hardware and software being utilized.

As stated above, the system **502** may include at least one computer readable medium (e.g., compact discs, hard disks, floppy disks, tape, magneto-optical disks, PROMs (EPROM, EEPROM, Flash EPROM), DRAM, SRAM, SDRAM) or memory programmed according to the teachings of an exemplary ground control software program, and/or on-board software program, for the control of system, and/or calculation of the data as described herein. Stored on any one or on a combination of computer readable media, an exemplary ground control software program, and/or on-board software program, may include software and/or hardware for controlling the computer system **502**, for driving one or more devices for implementing an exemplary lighter-than-air system, and/or for enabling the computer system **502** to interact with a human user. Such software may include, but is not limited to, device drivers, operating systems, development tools, and applications software. Such computer readable media further includes the computer program of an exemplary ground control software program, and/or on-board software program, for the management of system for performing all or a portion (if processing is distributed) of the processes, calculations, and/or methods as described herein.

The computer code devices of an exemplary ground control software program, and/or on-board software program, may be any interpreted or executable code mechanism, including, but not limited to, scripts, interpreters, dynamic link libraries, Java classes, and complete executable programs. Moreover, parts of the processing of an exemplary ground control software program, and/or on-board software program, may be distributed for better performance, reliability, and/or cost.

The term "computer readable medium" as used herein refers to any medium that participates in providing instructions to processor **506** for execution. A computer readable medium may take many forms, including but not limited to, non-volatile media, volatile media, non-transitory media, and transmission media. Non-volatile media includes, for example, optical, magnetic disks, and magneto-optical disks, such as storage device **512**. Volatile media includes dynamic memory, such as main memory **508**. Transmission media includes coaxial cables, copper wire and fiber optics, including the wires that comprise bus **504**. Transmission media also may also take the form of acoustic or light waves, such as those generated during radio wave and infrared data communications.

Common forms of computer readable media include, for example, hard disks, floppy disks, tape, magneto-optical disks, PROMs (EPROM, EEPROM, Flash EPROM), DRAM, SRAM, SDRAM, or any other magnetic medium, compact disks (e.g., CD-ROM, DVD), or any other optical medium, punch cards, paper tape, or other physical medium with patterns of holes, a carrier wave (described below), or any other medium from which a computer can read.

Various forms of computer readable media may be involved in carrying out one or more sequences of one or more instructions to processor **506** for execution. For example, the ground control software program, and/or on-board software program, can be described in the general context of computer executable instructions, such as program modules, or program components, being executed by a computer. Program modules or components include routines, objects, data structures, tasks, etc. that can perform particular tasks or implement particular abstract data types. For example, the ground control software program, and/or on-board software program, may be practiced in a distributed computing environment, where the instructions or tasks may initially be carried on a magnetic disk of a remote computer. The remote computer can load the instructions for implementing all or a portion of an exemplary ground control software program, and/or on-board software program, remotely into a dynamic memory and send the instructions over a network connection using, for example, a modem, a network interface card or a wireless connection. In a distributed computing environment, program modules or components can be located in both local and remote computer storage media including memory storage devices.

The computer system **502** also includes a communication interface **520** coupled to bus **504**. Communication interface **520** provides a two-way data communication coupling to a network link **522** that may be connected to, for example, a local network **524**. For example, communication interface **520** may be a network interface card to attach to any packet switched local area network (LAN), Wireless Local Area Network (WLAN), Wide Area Network (WAN), Metropolitan Area Network (MAN), Small Area Network (SAN), Campus Area Network (CAN), or the like. The network can be in communication with one or more computer systems **502**, lighter-than-air systems, and/or other devices (e.g., **526**). As another example, communication interface **520** may be an

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asymmetrical digital subscriber line (ADSL) card, an integrated services digital network (ISDN) card or a modem to provide a data communication connection to a corresponding type of telephone line. Wireless links may also be implemented via the communication interface 520, for example, to utilize cell phone networks. In any such implementation, communication interface 520 sends and receives electrical, electromagnetic or optical signals that carry digital data streams representing various types of information.

Network link 522 typically provides data communication through one or more networks to other data devices. For example, network link 522 may provide a connection to a computer 526, and/or other systems 502, through local network 524 (e.g., a LAN) or through equipment operated by a service provider, which provides communication services through a communications network 528. Local network 524 and communications network 528 can use electrical, electromagnetic, or optical signals that carry digital data streams. The signals through the various networks and the signals on network link 522 and through communication interface 520, which carry the digital data to and from computer system 502, are exemplary forms of carrier waves transporting the information. The computer system 502 can transmit notifications and receive data, including program code, through the network(s), network link 522 and communication interface 520. Network interfaces include, but are not limited to, Ethernet interfaces, gigabit interfaces, cable interfaces, frame relay interfaces, and DSL interfaces.

The step 456 of obtaining data from the ground control software program can be accomplished by a user reviewing data displayed on a monitor (e.g., GUI) and/or on a printout. The data obtained from the ground control software program comprises data relating to the planned ascent, drift, and/or descent of the system, the volume of fluid required in each chamber (e.g., 120, 140, 160, 1144, 1154, 1164), the location of the launch site, the number of plugs to remove from the spill chamber, the timing of the launch, the timing of the release of fluid from the cruise chamber and/or spill chamber, the length of flight, and/or the location of the landing site of the system.

Once the launch site has been determined, the step 458 of proceeding to the launch site can be accomplished by relocating to the launch site provided by the ground control software program. It is to be noted, however, that the launch site can be calculated by the ground control software program, and/or on-board software program, or be designated by a user. In the example where the ground control software program determines the launch site, the user may have to relocate from a current location to an alternate located to launch the system according to the data computed by the ground control software program. In the example where the user inputs the desired launch site, the ground control software program can determine data relating to the planned ascent, drift, and descent of the system, the volume of fluid required in each chamber (e.g., 120, 140, 160, 1144, 1154, 1164), the number of plugs to remove from the spill chamber, the timing of the launch, the timing of the release of fluid from the cruise chamber and/or spill chamber, length of the flight, and/or the location of the landing site of the system based on the input of the launch site by the user. Optionally, if the user(s) is currently located at the launch site, the step 458 of proceeding to the launch site can be omitted from the methodology 450 and the user can maintain his/her current location.

It is considered advantageous to determine the volume of fluid required for the planned ascent, drift, and descent prior to traveling to the launch site to confirm that the proper volume of fluid is on hand for the flight. Alternatively, a stock

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of fluid can be stored and utilized at a launch site that has been designated by the user. For example, predetermined volumes of fluid can be provided in premeasured canisters, as described below.

The step 460 of placing the system on a scale can be accomplished by providing a scale and attaching the system to the scale. The scale is configured to measure the weight of the system prior to, during, and subsequent to a volume of fluid being introduced into one or more of the chambers (e.g., 120, 140, 160, 1144, 1154, 1164). The scale can comprise any form of measuring device, such as a digital scale, balance scale, lift-hook scale, tension meter, and/or spring scale. For example, when a balloon is attached to a device, such as a tension meter, via a tether, the tension on the tether can be used to determine the buoyancy of the balloon, and/or the amount of weight offset by the fluid within the chamber defined by the balloon.

Alternative to placing the system on a scale, or in combination with this step, an optional step comprises attaching the system, and/or each of the one or more chambers, to a gauge. This optional step can be accomplished by attaching a gauge to a bi-directional valve, one-way valve, a hose, tank, or at any position along a length of material used to introduce fluid into the one or more chambers.

The step 462 of introducing a measured volume of fluid into the chambers can be accomplished by attaching a first end of a hose to a container containing fluid (e.g., portable canister), and the second end to a valve disposed in the wall of one or more of the chambers. Each of the chambers can then be moved from the deflated configuration to the inflated configuration. By having the system attached to a scale, when the chambers are filled with fluid, the buoyancy of the system can be determined. For example, after placing the system on the scale and obtaining the data from the ground control software program relating to the volume of fluid to be introduced into each of the chambers, the chambers can be moved from their deflated configurations to their inflated configurations. The scale can be utilized to determine if the combined volume of fluid introduced into the reserve chamber (e.g., 120, 1154) and cruise chamber (e.g., 140, 1144) is sufficient to offset about 100% of the weight of the system to provide neutral buoyancy of the system. For example, the reserve chamber can be filled with a volume of fluid sufficient to offset about 50% to 80% of the weight of the system. The volume of fluid can be measured as it is introduced into the reserve chamber by a gauge and/or the total weight of the system can be examined on the scale. To determine if the volume of fluid has offset about 50% to 80% of the weight of the system, the user reviews the gauge and/or scale. It is considered advantageous to introduce the fluid into the one or more chambers in an enclosed area, or some other location outside of natural weather conditions (e.g., wind), to at least reduce the likelihood of the natural weather conditions manipulating the scale reading.

After filling the reserve chamber with a volume of fluid, the user can then introduce a volume of fluid into the cruise chamber. The volume of fluid can be measured as it is introduced into the cruise chamber by a gauge and/or the total weight of the system can be examined on the scale. To determine if the volume of fluid has offset the remainder of the weight of the system to provide about 100% neutral buoyancy, the user reviews the gauge and/or scale.

After filling the cruise chamber, the user can then introduce fluid into the spill chamber. When the spill chamber comprises one or more apertures and plugs, in a first configuration the plugs are all disposed within a corresponding aperture of wall of the spill chamber. This allows for the spill chamber to

be moved from a deflated configuration to an inflated configuration by the introduction of fluid into the spill chamber. The volume of fluid can be measured as it is introduced into the spill chamber by a gauge and/or the total weight of the system can be examined on the scale. To determine if the volume of fluid introduced into the spill chamber is equal to the volume of fluid to provide planned ascent and/or drift of the system the user reviews the gauge and/or scale as the volume of fluid is introduced into the spill chamber.

While the chambers have been described as inflated in a particular order, the chambers can be filled in any order. For example, the chambers can be filled in combination with one another, or separately from one another. Furthermore, while particular volumes of fluid have been described with respect to each chamber, various other volumes of fluid are considered suitable, and skilled artisans will be able to select an appropriate volume of fluid based on various considerations, such as the desired cruising altitude of the system, among others.

Alternative to introducing a volume of fluid into the one or more chambers at the launch site using a scale and/or gauge, the volume of fluid to be introduced into each of the one or more balloons defining the one or more chambers can be predetermined and compressed into one or more canisters. The one or more canisters can be configured to releasably attach to an opening defined by the wall of the one or more balloons, one or more bi-directional valves, and/or one-way valves disposed within the wall of the one or more balloons, to introduce a volume of fluid into the one or more chambers.

For example, the weight of the overall system can be a known characteristic (e.g., 2.15 lbs.). Therefore, the volume of fluid required for each of the one or more balloons defining the one or more chambers can be determined for a particular flight, altitude, ascent, planned drift, and/or descent. For example, to provide neutral buoyancy to a system having an overall weight of about 2.15 lbs., 10 total balloons, each having a full pressure containing a volume of fluid (e.g., helium) of about 7,513 cubic inches, 6 balloons defining the reserve chamber, 2 balloons defining the cruise chamber, and 2 balloons defining the spill chamber can be used to accomplish one or more steps described herein. In this example, about 985 liters, or 60,012 cubic inches, of fluid (e.g., helium) is required to provide neutral buoyancy to the system, and each of the one or more balloons can contain about 123.1 liters of fluid (e.g., helium). Each of the one or more canisters can contain a predetermined measured volume (e.g., 123.1 liters) of fluid for each of the chambers and/or balloons and can be used to introduce the measured amount of fluid into the one or more balloons. Thus, a user is able to introduce a measured volume of fluid into each of the one or more balloons defining the one or more chambers at the launch site, without having to measure the fluid at the launch site. While a particular example has been provided, other weights, volumes, capacities, and/or fluids are considered suitable for providing neutral buoyancy to a lighter-than-air system, and skilled artisans will be able to select a particular weight, volume, capacity, and/or fluid based on various factors, such as the overall weight of the system. For example, if the overall weight of the system is known, the neutral buoyancy of the system can be determined, and the volume of fluid required in the cruise chamber and/or reserve chamber can be determined, and the cruising altitude can be determined by the volume of fluid contained within the spill chamber and the rate at which it is released during ascent.

An optional step comprises stretching each balloon prior to introducing a fluid (e.g., lighter-than-air fluid) into the chamber defined by the balloon. This can be accomplished by

inflating each balloon to about 75% of its total capacity. Alternatively, each balloon can be inflated between about 25% and about 90% of its total capacity.

Another optional step comprises reviewing the outer surface of each balloon for defects that may cause the balloon to rupture and deflate during flight.

Another optional step comprises deflating each balloon.

The step 464 of removing one or more of the plugs from the wall of the spill chamber can be accomplished by removing the number of plugs designated by the ground control software program, and/or on-board software program. For example, the ground control software program will calculate, and provide to a user, the number and/or diameter of the one or more plug(s) to be removed from the wall of the spill chamber, based on factors including, but not limited to, the plug(s) diameter and rate at which the volume of fluid contained within the spill chamber will be spilled into the atmosphere. The ground control software program calculates the number of plugs to remove from the wall of the spill chamber based on factors including, but not limited to, the desired cruising altitude of the system as input by the user, or determined by the ground control software and/or on-board software, and the time of ascent. Optionally, this step can be omitted if the one or more apertures and one or more plugs are omitted from the wall of the spill chamber, and a one-way valve, two-way valve, and/or thruster can be used to release a volume of fluid from the spill chamber and/or cruise chamber, for example, by a remote signal, as described herein.

The step 466 of launching the system can be accomplished by removing the system from the scale and releasing the system at the time designated by the ground control software program, on-board software, and/or user. This step can be accomplished in combination with the step 464 of removing one or more of the plugs from the wall of the spill chamber. Alternatively, this step can be accomplished by removing the one or more canisters from the one or more balloons and releasing the system at the time designated by the ground control software, on-board software, and/or user.

The step 468 of tracking the system can be accomplished by viewing data supplied by the ground control software program, and/or on-board software, on a display (e.g., GUI), a GPS unit, and/or by direct visualization. When the system is tracked by the ground control software program, and/or on-board software, the planned drift of the system is confirmed and recalculated as necessary. For example, the system can be aerodynamically shaped to capture wind to generate thrust and cause the system to travel in a planned direction. Alternatively, when more than one lighter-than-air system has been launched, the step of tracking the system can comprise tracking the one or more systems, and can be accomplished as described above.

The step 470 of adjusting the flight path can be accomplished by the ground control software program, on-board software, and/or a user calculating alternative planned drifts based on variables that may be introduced during the flight of the system. For example, if unexpected winds, or other forces begin to interact with the system, the ground control software program, on-board software, and/or user will become aware of these variables via one or more devices housed within the instrument case 200 (e.g., communication devices 260, sensing devices 230) and an alternate landing site and/or flight path can be calculated, for example, by using the trajectory of the horizontal force and/or vertical force being applied to the system. After computing any necessary adjustments to continue to provide a planned-drift, the ground control software program, on-board software, and/or a user can communicate with the system to either release a portion of fluid contained

within a chamber (e.g., spill chamber, cruise chamber, reserve chamber, first balloon chamber, second balloon chamber, container chamber) and/or initiate use of the one or more thrusters.

The step **472** of initiating the descent of the system is accomplished by the ground control software program, on-board software, and/or a user communicating a signal to the system to open one or more of the one-way valves, and/or bi-directional valves disposed in the wall of the cruise chamber and/or reserve chamber. The volume of fluid contained in the reserve chamber **120**, which offsets about 50% to 90% of the weight of the system, allows for a reduced speed descent of the system, for example, when the volume of fluid contained within the cruise chamber has been released into the atmosphere. The ground control software program, on-board software, and/or user can then track the descent of the system by reviewing data communicated by one or more devices housed within the instrument case, and/or by direct visualization of the system.

It is considered advantageous to initiate descent when the projected landing site is within tolerable limits as determined by a user, ground control software, and/or on-board software. The projected landing site can be calculated using any suitable method and skilled artisans will be able to select a suitable method based on various considerations, such as the structural configuration of the system. For example, a projected landing site can be based on a parabolic trajectory using the systems current location, the vector of current external forces (e.g., calculated from history), and the descent rate (e.g., based on deflation volume and time).

Optionally, if the system (e.g., one or more of the devices housed within instrument case **200**, on-board software) does not receive a signal from a user and/or ground control software for an interval of time, the system can be configured to initiate descent independent of receiving a signal from a user and/or ground control software. If descent is initiated independent of receiving a signal from a user and/or ground control software, the coordinates of the system at any point of time during the ascent, flight, and/or descent (e.g., beginning of descent, during descent, at landing point) can be transmitted to the user, ground control software, and/or on-board software. This is considered advantageous at least because it provides a mechanism for retrieving the system should a communications failure occur. The interval of time can be based on an input supplied by a user and/or be predefined by ground control software or on-board software. Any suitable interval of time is considered suitable and skilled artisans will be able to select a suitable interval of time according to a particular embodiment based on various considerations, including the desired flight time of the system. Example intervals of time considered suitable include, but are not limited to, one second, one minute, between about one minute and about one hour, one hour, more than one hour, and any other interval of time considered suitable for a particular application.

Optionally, if the projected landing site of the system is not within tolerable limits, then a user, ground control software, and/or on-board software can select an alternative landing site. A radius containing potential new landing sites can be determined based on the potential thrust available to the system (e.g., by releasing fluid through a thruster (e.g., by perforating a membrane)) and the vectors of external forces on the system. This information can be provided to a user, ground control software, and/or on-board software such that a new landing site can be selected (e.g., via graphic user interface). In addition to this information, a user, ground control software, and/or on-board software can utilize the one

or more observation devices, information provided by the internet, or otherwise (e.g., maps, imagery), and/or land use records to determine a potential landing site.

Once a landing site has been determined, the trajectory of the system will be calculated with known thrust and/or vectors of external force values. This information is used by a user, ground control software, and/or on-board software to determine the order, and timing, in which to activate one or more valves and/or one or more membranes to land the system at a particular landing site.

Alternatively, when a thruster (e.g., **700**, **870**, **970**, **1200**, **1300**) is being used, the step of initiating the descent of the system can be accomplished by the ground control software program, on-board software, and/or a user communicating a signal to the system to perforate one or more of the membranes disposed over an opening defined by a thruster.

The step **474** of proceeding to the landing site of the system can be accomplished by traveling to the landing site provided by the ground control software program, on-board software, and/or user. For example, the ground control software program can provide data to a user relating to the expected landing site of the system, which can be plotted on existing electronic maps and/or land images. Alternatively, if the user is already located at the landing site, this step can be omitted.

The step **478** of retrieving the system can be accomplished by locating the system and gaining possession of the system.

The data obtained prior to, during, and/or subsequent to the flight of the system can be compiled to create a data store of information that can be utilized by various industries (e.g., wind turbine industry), and/or for future flights of one or more systems. The compiled data can be provided via any suitable medium (e.g., Internet web site, magazine, book, server) to anyone seeking the information.

An optional step comprises activating sleep mode which can be accomplished by a user and/or ground control software sending a signal, which can be user activated, a timed event, surveillance match (e.g., digital, analog) to a point of interest, and/or other event, to one or more of the devices within the instrument case to either lower power consumption, or turn off one or more of the devices entirely. A further optional step comprises activating hover mode which can be accomplished by a user and/or ground control software sending a signal, which can be user activated, a timed event, surveillance match (e.g., digital, analog) to a point of interest, and/or other event, to one or more of the devices within the instrument case to close all valves currently opened and terminate all signals to any thrust devices that are providing thrust to the system, thereby allowing the system to drift. It is considered advantageous to allow for sleep mode and/or hover mode to allow for the system to cover broad areas for long periods of time.

While various steps, alternative steps, and optional steps have been described above with respect to obtaining aerial images, these steps, alternative steps, and optional steps can be included in, accomplished concurrently with, and/or accomplished in the alternative to, the methodologies, steps, alternative steps, and/or optional steps described above, and/or below with respect to method **600** and/or method **2300**.

FIG. **8** is a second exemplary method **600** of obtaining aerial images using a lighter-than-air system (e.g., system **100**, system **800**, system **900**, system **1100**, system **1400**, system **2100**, system **2200**). The method **600** is similar to that described above with respect to method **450**, except as described below. An initial step **602** comprises determining one or more images to obtain. Another step **604** comprises inputting data into ground control software program. Another step **606** comprises obtaining data from the ground control software program. Another step **608** comprises proceeding to

a launch site. Another step **610** comprises placing the system on a scale. Another step **612** comprises introducing a measured volume of fluid into the chambers. Another step **614** comprises removing one or more plugs from the wall of the spill chamber. Another step **616** comprises launching the system. Another step **618** comprises tracking the system. Another step **620** comprises sending low-resolution images. Another step **622** comprises storing high-resolution images. Another step **624** comprises adjusting the flight path. Another step **626** comprises initiating the descent of the system. Another step **628** comprises proceeding to the landing site of the system. Another step **630** comprises retrieving the system.

The step **620** of sending low-resolution images is accomplished by the one or more observation devices **220** obtaining low-resolution images of one or more points of interest and communicating those one or more images to the ground control software, a user, and/or one or more storage devices **270**. It is considered advantageous to provide real-time low-resolution images to the ground control software and/or a user to reduce the energy and/or time required to communicate these images.

In addition, because the cruising altitude of the system can be adjusted by the ground control software program, on-board software, and/or a user, low altitude and low revealing angles of georeferenced oblique images can be obtained which provide greater detail of the points of interest being imaged. By providing closer proximity to points of interest, the georeferencing of images and other data are less prone to geometric errors.

The step **622** of storing high-resolution images is accomplished by the one or more observation devices **220** obtaining high-resolution images of one or more points of interest and communicating those one or more images to the one or more storage devices **270**. It is considered advantageous to store high-resolution images to the one or more storage devices **270** to reduce the energy required to communicate these images to the ground control software program, and/or a user.

Alternatively, a user can manipulate which images (e.g., low-resolution, high-resolution) are stored in the one or more storage devices **270** and/or communicated to the user and/or ground control software. For example, the ground control software program can be configured to allow a user to select which images to view, high-resolution images or low-resolution images. Optionally, one or more images can be viewed in real time. The type of image not being viewed can be stored in the storage devices **270**. Alternatively, both types of images can be stored in the storage device **270**, and/or communicated to the ground control software program, storage contained within computer having ground control software thereon, and/or user, regardless of whether or not the images are being viewed in real-time.

An optional step comprises obtaining one or more images once a user, ground control software, and/or on-board software determines that a point of interest has been reached, or the system is near a point of interest. For example, once the system approaches, or arrives, within a range of a defined x, y, and/or z coordinate of a desired point of interest, the system can initiate obtaining one or more images.

An optional step comprises launching one or more systems in combination with an initially launched system, or launching one or more systems separately and subsequent to an initially launched system, to gather aerial images at multiple locations, or of the same location. This optional step can be included not only in methodology **600**, but also in methodology **450** and/or methodology **2300**, and any other variation of these methodologies. For example, the ground control software program, on-board software, and/or user can determine

a number of systems to launch to obtain the desired images of one or more points of interest. The ground control software program, and/or on-board software, can be configured to network the information between the one or more systems prior to, during, or subsequent to launch, ascent, drift, descent, and/or landing.

For example, the ground control software program can be configured to provide data relating to strategic sequencing of launches for more than one system to accomplish coverage over one or more particular locations and/or points of interest. A first "scout" system at an upwind perimeter of the coverage area can be launched and communicate data, as described herein (e.g., low-resolution images, location data), which can be used by the ground control software program, on-board software, and/or a user to determine the traveled course of the system and its speed over the ground. This data can then be used to determine the launch location of one or more subsequent systems, which in turn provide data for further subsequently launched systems. All data points can be combined to provide optimal launch sites and planned ascent, drift, and/or descent for one or more additional systems (e.g., fleet of systems). Each of the systems can be delivered to its launch site by all terrain ground vehicles, or other vehicles, equipped with GPS, so that the time between the ground vehicle is dispatched and the system is launched is minimized.

The systems and methods described herein advantageously provide for obtaining aerial images at lower altitudes with greater detail and viewing angles. The data obtained during the flight of the system by the one or more devices housed within the instrument case can provide coordinates for points within an image, which can be corrected by software, if necessary, that compares the location of the system when the image was obtained and dimension data associated with the image of a known monument placed at the known launch site, or otherwise, to the actual location and dimensional data. For example, image data (e.g., triaxial lens inclination, declination, angular measurements) can be readjusted in postproduction according to images obtained of a monument of known dimension placed at the launch site, or other location. This information can be used with other data provided by the devices within the instrument case (e.g., sensing devices **230**) to calculate look angles and focal axes of the lenses when the images were obtained. The system can provide an initial image of a monument at the launch site, or other location, to the ground control software program, on-board software, and/or a user that can be used to recalibrate georeferencing algorithms. Depending on the accuracy requirements required for a project, the image data can be combined with other data from preexisting coordinate monuments on the ground. This results in obtaining data for positional calculations currently in use to deduce the geo-reference or ground coordinates of image portions or pixels.

For example, the set angle and focal length of the lenses is combined with the inclinometric readings derived from triaxial angle sensors within the instrument case and are transmitted to the ground control software program, on-board software, and/or a user. This information can then be utilized to quilt pixels into georeferenced image arrays, which can be supplied to users via the Internet or otherwise.

An optional step comprises transmitting the information (e.g., data, images) obtained by the system (e.g., one or more devices housed within instrument case) to the Internet or other device. For example, a server, client, and/or web site can be configured to receive data from a user, ground control software, on-board software, and/or one or more communication devices, relating to past, present, and future system flights and publish this data on a web page. In addition, the

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server, client, and/or website can be configured to receive and publish a real-time stream to allow Internet users to view the information (e.g., images, data) being captured during flight by receiving data received by a user, ground control software, on-board software, and/or one or more communication devices.

While various steps, alternative steps, and optional steps have been described above with respect to obtaining aerial images, these steps, alternative steps, and optional steps can be included in, accomplished concurrently with, and/or accomplished in the alternative to, the methodologies, steps, alternative steps, and/or optional steps described above with respect to method 450 and/or below with respect to method 2300.

Optionally, any of the systems (e.g., system 100, system 800, system 900, system 1100, system 1400, system 2100, system 2200) described herein can comprise one or more thrusters (e.g., CO₂ cartridges, pressurized cartridges). The one or more thrusters can be attached to any portion of the systems described herein to provide maneuverability and/or stabilization of the system. For example, with respect to the system 100, one or more thrusters can be attached to the balloon 105, instrument case 200, and/or any portion of the system 100. In another example, with respect to system 800, system 900, and/or system 1100, one or more thrusters can be disposed on any portion of the system (e.g., first balloon, second balloon, third balloon, thruster, instrument case). The thrusters can be adapted to provide thrust in a single direction and/or in multiple directions.

FIG. 9 illustrates a structural arrangement of an exemplary thruster 700 that can be utilized by any of the systems described herein to provide thrust. The thruster 700 comprises a first tubular member 701, a second tubular member 702, a third tubular member 703, a fourth tubular member 704, a fifth tubular member 705, and membranes 706. The first tubular member 701 defines a passageway 707 that extends between the first end 708 and the second end 709 of the first tubular member 701. The second tubular member 702 defines a passageway 710 that extends between the first end 711 and the second end 712 of the second tubular member 702. The third tubular member 703 defines a passageway 713 that extends between the first end 714 and the second end 715 of the third tubular member 703. The fourth tubular member 704 defines a passageway 716 that extends between the first end 717 and the second end 718 of the fourth tubular member 704. The fifth tubular member 705 defines a passageway 719 that extends between the first end 720 and the second end 721 of the fifth tubular member 705. Alternatively, the first tubular member 701 and the third tubular member 703 and/or the second tubular member 702 and fourth tubular member 704 can be formed as a single tubular member, or an integrated unit. In a further alternative, each of the tubular members can be formed as an integrated unit.

The first end 720 of the fifth tubular member 705 is adapted to be attached to within an opening 722 defined by a wall of a balloon 723 such that passageway 719 is in fluid communication with the chamber of the balloon 723. It is considered advantageous to configure the first tubular member 701 at a right angle to the second tubular member 702 and the fourth tubular member 704 in a first plane, the second tubular member 702 at a right angle to the third tubular member 703 in the first plane, and the fourth tubular member 704 at a right angle to the third tubular member 703 and the first tubular member 701 in the first plane. In addition, it is considered advantageous to configure the fifth tubular member 705 at an angle substantially perpendicular, or perpendicular, to the first

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plane containing the first tubular member 701, second tubular member 702, third tubular member 703, and the fourth tubular member 704.

Each of the second ends 709, 712, 715, 718, and 721 are attached to one another to allow for each of the passageways 707, 710, 713, 716, and 719 to be in fluid communication with one another. Each of the first tubular member 701, second tubular member 702, third tubular member 703, and fourth tubular member 704 comprise a membrane 706 disposed on each first end 708, 711, 714, 717. A membrane 706 can be stretched around the outer perimeter of the tubular member and attached to each first end 708, 711, 714, 717 using an adhesive, O-ring, weld, or a threaded cap that mates with a threaded first end. The membrane 706 can be formed of any suitable material (e.g., polyester films (e.g., biaxially-oriented polyethylene terephthalate (Mylar®), latex) that allows for sealing the tubular member and which can be perforated to release fluid under pressure. A perforator housed within one or more of the first tubular member 701, second tubular member 702, third tubular member 703, fourth tubular member 704, and/or fifth tubular member 705, or on the exterior of the thruster 700, and in communication with one or more devices within the instrument case, provides a means for perforating membrane 706 and releasing pressurized fluid. The perforator can comprise any suitable means of performing perforation of the membrane, such as a mechanical device (e.g., a servo having a needle, and/or hot wire, disposed on a portion thereof), a thermal device (e.g., heated coil, heated conductor), an optical device (e.g., laser), and/or a shape memory actuator (e.g., muscle wire) which moves from a first curved configuration to a second straight configuration upon receipt of a signal to cause penetration of the membrane. Thus, upon receipt of a signal from one or more devices within the instrument case, a user, on-board software, and/or ground control software, the perforator can be activated to perforate one or more of the membranes 706 disposed on the first end of each of the first tubular member 701, second tubular member 702, third tubular member 703, and/or fourth tubular member 704 to provide thrust and/or descent.

The tubular members can comprise any suitable length, diameter, and cross-section. Cross-sections considered suitable include, but are not limited to, triangular, square, hexagonal, and any other suitable geometric shape. Examples of suitable diameters and/or lengths for the tubular members include, but are not limited to, a fifth tubular member having a 2" outer diameter and each of the first tubular member, second tubular member, third tubular member, and fourth tubular member having a 1.0-inch (2.54 cm) outer diameter and a length of 1.0-inch (2.54 cm) from the first end to the second end. While a particular structural arrangement for a tubular member has been described, other structural arrangements (e.g., length, diameters) are considered suitable, and skilled artisans will be able to select a particular structural arrangement based on various considerations, such as the desired thrust of the system. For example, a first tubular member and a third tubular member can be stacked on a second tubular member and a fourth tubular member and lay in a plane parallel to a plane containing the second tubular member and fourth tubular member.

In use, when the balloon 723 is under pressure, descent of the system and/or thrust can be achieved in a variety of ways using thruster 700, depending on the number of membranes 706 that are opened. For example, each membrane 706 attached to the first tubular member 701, second tubular member 702, third tubular member 703, and fourth tubular member 704 can be opened independent of one another to provide thrust in a single direction. Alternatively, multiple mem-

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branes 706 can be opened simultaneously to provide thrust in a variety of different directions. For example, the membrane 706 disposed on the first end 708 of the first tubular member 701 can be opened simultaneously with the membrane 706 disposed on the first end 711 of the second tubular member 702, the membrane 706 disposed on the first end 708 of the first tubular member 701 can be opened simultaneously with the membrane 706 disposed on the first end 717 of the fourth tubular member 704, the membrane 706 disposed on the first end 714 of the third tubular member 703 can be opened simultaneously with the membrane 706 disposed on the first end 711 of the second tubular member 702, and/or the membrane 706 disposed on the first end 714 of the third tubular member 703 can be opened simultaneously with the membrane 706 disposed on the first end 717 of the fourth tubular member 704. While various examples of opening the membranes 706 have been described, other variations are considered suitable, and skilled artisans will be able to select a particular variation based on various considerations, such as the desired directionality of the system. Alternatively, the first end 720 of the fifth tubular member 705 can be attached to a pressurized container (e.g., CO₂ cartridge) to provide thrust.

Alternative to providing membranes 706, any suitable valve described herein that can be activated by a signal from one or more devices within the instrument case, a user, on-board software, and/or ground control software, to allow for fluid to pass through the valve can be disposed on a tubular member.

It is considered advantageous to include an internal measurement unit (IMU) in the instrument case, and in communication with one or more of the devices housed within the instrument case, when one or more thrusters (e.g., thruster 700) are being utilized. The IMU can comprise any suitable device configured to provide one or more data points (e.g., orientation of system, orientation of tubular members of thruster, orientation of thruster) to a user, ground control software, on-board software, and/or one or more lighter-than-air units. The information provided by the IMU can be utilized by a user, ground control software, and/or on-board software to determine the lighter-than-air systems current orientation and use this information to determine what number of thrusters are required to be opened, and/or what order to open the thruster valves, to provide a planned descent.

Examples of suitable IMUs include, but are not limited to, IMUs that comprise a triple-axis accelerometer, triple-axis gyroscope, and/or a triple-axis magnetometer. While a particular IMU has been described, other IMUs are considered suitable, and skilled artisans will be able to select a suitable IMU for a particular embodiment based on various considerations, such as the type of thruster being utilized.

Optionally, a spring-loaded lid can be disposed within passageway 719, which has a first closed configuration and a second open configuration. The lid can be adapted to move from the first configuration to the second configuration when at least one membrane 706 is perforated. In addition, the lid can be adapted to move from the second configuration to the first configuration when a desired amount of fluid (e.g., 25%) remains in the chamber of balloon 723.

FIG. 10 illustrates another lighter-than-air system 800 that is similar to lighter-than-air system 100, except as described herein. Therefore, all of the various elements, components, devices, structural arrangements, and/or configurations described above with respect to the system 100 are applicable to system 800, unless the context indicates otherwise. The system 800 comprises an airship 802, thruster 870 (e.g., thruster 700), and an instrument case 890. The airship 802

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comprises one or more fins 803, a first balloon 840, a second balloon 850, and a third balloon 860.

The first balloon 840 has a wall that defines a cruise chamber, as described herein. The second balloon 850 has a wall that defines a reserve chamber, as described herein. The third balloon 860 has a wall that defines a spill chamber, as described herein. The second end 871 of the fifth tubular member 872 of the thruster 870 is attached within an opening defined by the first balloon 840. The instrument case 890 is attached to a portion of the exterior surface of the thruster 870, such that it is disposed below the thruster 870.

The second balloon 850 comprises a structural arrangement (e.g., circular) that defines an opening 851 through which the first balloon 840 is disposed. A friction fit between the first balloon 840 and the second balloon 850 can be accomplished by inserting the first balloon 840 into the opening 851 of the second balloon and inflating the first balloon 840 and the second balloon 850. During ascent, drift, and/or descent, as the fluid within the first balloon 840 is expelled through thruster 870, or otherwise, the overall size of the first balloon 840 will decrease, thereby decreasing the friction fit between the first balloon 840 and the second balloon 850 and eventually releasing the second balloon 850 from the first balloon 840. This advantageously softens the landing of the system 800 by allowing the first balloon 840 to provide the landing platform. In addition, this creates a larger target in the event that the third balloon 860 needs to be utilized to capture and/or retrieve the system 800. For example, when the first balloon 840 moves to a deflated, or substantially deflated, configuration, the second balloon 850 having the first end 852 of tether 854 attached to the base of the instrument case 890 and the second end 853 of tether 854 attached to the second balloon 850, provides lift to the first balloon 840, thruster 870, and instrument case 890. When deflation of the first balloon 840 occurs, the first balloon 840 becomes detached from the second balloon 850 and the first balloon 840, thruster 870, and instrument case 890 invert and allow the first balloon 840 to act as a landing platform.

The third balloon 860 is attached to the first balloon 840 using a release system 1000, as illustrated in FIG. 11. Any suitable release system can be utilized to releasably attach the third balloon 860 to the first balloon 840 and/or second balloon 850 and needs only to provide a mechanism to allow for ascent of the system and for providing releasable attachment between the third balloon 860 and the remainder of the system 800 during flight. An example system considered suitable includes, but is not limited to, using a release system similar, or identical to, those used on parachutes for deployment. It is considered advantageous to include a third balloon 860 that can be releasably attached to the airship 802 to optionally eliminate the need for including one or more one-way and/or bi-directional valves disposed within the wall of the third balloon 860.

The thruster 870 is similar to that described above with respect to FIG. 9, except as described below. The second end 871 of the fifth tubular member 872 is attached to the first balloon 840 such that fluid contained within the chamber of the first balloon 840 is in fluid communication with the passageways defined by the first tubular member, second tubular member, third tubular member, fourth tubular member, and fifth tubular member of the thruster 870. Attachment of the second end 871 of the fifth tubular member 872 to the first balloon 840 can be accomplished in a variety of manners. Examples of methods of attaching a tubular member to a balloon include, but are not limited to, using an adhesive, a threaded component, mechanical fasteners, an O-ring, and/or welding.

The instrument case **890** is attached to the thruster **870**. Examples of methods of attaching the instrument case **890** to the thruster **870** include, but are not limited to, using an adhesive, a threaded component, mechanical fasteners, welding, and/or molding the components as an integral unit.

Any of the balloons (cruise balloon, reserve balloon, spill balloon) can optionally include one or more color-coded sections (e.g., quadrants). The material forming the balloon can comprise a specified color or a color may be added to each section using any suitable method (e.g., painting). Each section can comprise a different color (e.g., quadrant), or two colors can be provided in adjacent sections. Each section (e.g., quadrant) can be aligned with the directionality of an opening of a thruster (e.g., thruster **700**, thruster **870**, thruster **970**, thruster **1200**, thruster **1300**, thruster **1500**, thruster module **1800**) to provide a user with the ability to discern the orientation of each thruster opening. This is considered advantageous at least because it allows a user to determine which opening needs to be activated (e.g., by perforating a membrane) to provide desired directionality thrust to a system.

Alternative, or in addition, to including color-coded sections (quadrants), any of the balloons (e.g., cruise balloon, reserve balloon, spill balloon) can include one or more airfoils positioned along one or more sections of the balloon. Each of the airfoils can be color-coded and be positioned on a balloon in a section that is aligned with an opening of a thruster. For example, an airfoil can be positioned on each quadrant of a balloon such that it is aligned with the directionality of an opening of a thruster (e.g., thruster **700**, thruster **870**, thruster **970**, thruster **1200**, thruster **1300**, thruster **1500**, thruster module **1800**). The airfoil can have any suitable color coding and structural configuration. For example, each airfoil can comprise a different color (e.g., quadrant), or two colors can be used for adjacent airfoils (e.g., quadrants). For example, an airfoil can have a first end attached to the top of the balloon, or a portion near the top of the balloon, and a second end attached to the bottom of the balloon, or a portion near the bottom of the balloon. Other example structural configurations for an airfoil considered suitable include, but are not limited to, airfoils that are flat, or become flat upon the deflation of a balloon, airfoils that billow, or billow upon the deflation of a balloon, or airfoils disposed at the top, middle, or bottom of a balloon.

FIG. 11 illustrates an exemplary release system **1000** that comprises a release line **1002**, release pin **1004**, a first hoop **1006**, a second hoop **1008**, a shaft **1010**, and a third hoop **1012**. The release line **1002** has an end attached to the release pin **1004**. The first hoop **1006** and the second hoop **1008** are attached to the first balloon **840** by shaft **1010**. The shaft **1010** defines an aperture that extends through the thickness of the shaft **1010** that is adapted to receive a length of release pin **1004**. The third hoop **1012** is attached to the third balloon **860** and is adapted to receive the second hoop **1008**. In use, the second hoop **1008** is passed through the third hoop **1012** and the first hoop **1006** is passed through the second hoop **1008**. The release pin **1004** is inserted through the aperture of the shaft **1010** and over or around a portion, or the entirety, of the first hoop **1006**. Thus, a first configuration is described and illustrated in which the first balloon **840** is releasably attached to the third balloon **860**. In a second configuration, the release pin **1004** is pulled out of the aperture defined by the shaft **1010** by release line **1002** and the third balloon **860** becomes free of the first balloon **840**.

In the illustrated embodiment, the first end of a tether **861** is attached to the third balloon **860** and the second end of the tether is attached to a retrieval device **862** (e.g., wench, user,

fishing pole). The tether **861** is used to guide the system **800** during ascent, or alternatively, the tether **861** is used to guide the system **800** during flight. When a desired altitude is reached, release system **1000** can be activated to release the third balloon **860** from the system **800**, this can be accomplished by pulling release line **1002** and removing pin **1004** from the aperture in shaft **1010**. The third balloon **860** can then be guided to the ground using the tether **861** and the retrieval device **862**.

Alternative to using release system **1000**, the third balloon **860** can be attached to a portion of the first balloon **840** using one or more hook-and-loop fasteners (e.g., Velcro®), mechanical fasteners, straps, wire, string, adhesive, sonic welds, or any other suitable form of attachment which can be disengaged upon the application of pressure (e.g., by yanking on the tether **861** connected to the third balloon **860**, activating the ground retrieval device **862**).

Optionally the system **800** can be retrieved using various methods. For example, the third balloon **860** can ascend and be positioned through the opening **851** defined by the second balloon **850**, and the system **800** subsequently retrieved. In another example, the third balloon **860** attached to tether **861** and retrieval device **862**, can ascend to cross tether **861** and tether **854** attached at one end to the second balloon **850** and at another end to a portion the instrument case **890**, and/or any other component of the system **800** (e.g., thruster **870**). To accomplish retrieving the system **800** the third balloon **860** can be launched upwind so that, for example, tether **861** and tether **854** can cross. Subsequently, retrieval device **862** can be activated to tow in the system **800**. A further option includes adding one or more hooks, mesh material, or other devices, to tether **861** and/or the third balloon **860** to gather and/or attach tether **861** to tether **854**, the third balloon **860** and the second balloon **850**, and/or any other portion of the system **800** to tether **861** and/or the third balloon **860**.

Examples of suitable volumes, sizes and shapes for each of the first balloon **840**, second balloon **850**, and third balloon **860** include, but are not limited to, a first balloon **840** having a volume of about 707,700.0 cubic centimeters, a diameter of about 110.6 cm, and a spherical shape; a second balloon **850** having a volume of about 303,300 cubic centimeters, a diameter of about 347.45×33.34 cm, and a cylindrical (e.g., donut) shape; and a third balloon **860** having a volume of about 303,300 cubic centimeters, a diameter of about 347.45×33.34 cm, and a cylindrical (e.g., hook) shape. While particular volumes, sizes, and shapes have been described, other volumes, sizes, and shapes are considered suitable, and skilled artisans will be able to select a suitable volume, size, and shape based on various considerations, such as the total weight of the system. For example, the size of each balloon will be determined by the amount of fluid introduced into the chamber of the balloon, which is determined based on the total weight of the system.

Optionally, the airship **802** can comprise the third balloon **860** and a single other balloon which is configured to contain 100% of the neutral buoyancy of the system.

The tethers described herein (e.g., **841**, **861**, **2106**) can comprise any material that is suitable for purposes set forth herein. Examples of suitable materials include, but are not limited to, nylon, polyvinyl chloride (PVC), rope, urethane, polyethylene (e.g., Spectra® fiber), and aircraft cable. The length of the tether can vary. Examples of suitable lengths for tethers include, but are not limited to, lengths from about 5.0 feet (1.524 meters) to about 200.0 feet (60.96 meters). Additional examples of suitable lengths for tethers include, but are not limited to, lengths from about 9.0 feet (2.743 meters) to about 15.0 feet (4.572 meters), and lengths from about 50.0

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feet (15.24 meters) to about 150 feet (45.72 meters). Another example of a suitable length for a tether includes, but is not limited to, a tether with a length of about 750 feet (228.60 meters). While particular materials and lengths have been described, any suitable material and/or length can be utilized, and skilled artisans will be able to select a suitable material and length for a tether based on various considerations, such as the desired launching site of a system.

FIG. 12 illustrates another exemplary lighter-than-air system 900, which is similar to lighter-than-air system 800, except as described. Reference numbers in FIG. 12 refer to the same structural element or feature referenced by the same number in FIG. 11, offset by 100. Thus, the system 900 comprises an airship 902, a thruster 970, and an instrument case 990. The airship 902 comprises a first balloon 940, a second balloon 950, and a third balloon 960.

In the illustrated embodiment, the system 900 includes one or more sheets 908 that are attached to the first balloon 940 and thruster 970. Sheets 908 can be attached to the first balloon 940 and thruster 970 using any suitable method of attachment, such as those described herein (e.g., hook and look fasteners, adhesive). Sheets 908 can comprise any suitable dimensions and be formed of any suitable material, and skilled artisans will be able to select a suitable set of dimensions and material for a sheet based on various considerations, such as the desired flight path of the system.

Upon the third balloon 960 being removed from the system 900 (e.g., by pulling on tether 961, activating release system 1000), sheets 908 acts as a sail for system 900 by catching wind and providing thrust to the system 900. Sheets 908 can be attached at any suitable location to achieve thrust capabilities. It is considered advantageous to attach the sheet 908 at one or more of its corners to the first balloon 940 and thruster 970. While sheets 908 have been described as attached to the first balloon 940 and thruster 970, any suitable number of sheets can be attached to any suitable portion of a lighter-than-air system, and skilled artisans will be able to select suitable configuration for a sheet based on various considerations, such as the desired amount of wind to be captured.

FIG. 13 illustrates another exemplary lighter-than-air system 1100, which is similar to lighter-than-air system 800, except as described. Reference numbers in FIG. 13 refer to the same structural element or feature referenced by the same number in FIG. 11, offset by 300. Thus, the system 1100 comprises an airship 1102, an instrument case 1190, and a thruster 1200. The airship 1102 comprises a first balloon 1140, a second balloon 1150, and a third balloon 1160. Thruster 1200 is similar to thruster 700, except as described. Reference numbers in FIG. 13 refer to the same structural element or feature referenced by the same number in FIG. 7, offset by 500.

Each of the first balloon 1140, second balloon 1150, and third balloon 1160 has an inflated configuration and a deflated configuration. FIG. 13 illustrates each of the first balloon 1140, second balloon 1150, and third balloon 1160 in the inflated configuration. The first balloon 1140 has a wall 1142 that defines a cruise chamber 1144 and an opening 1146 that extends through the wall 1142 of the first balloon 1140 to provide access to cruise chamber 1144. The second balloon 1150 has a wall 1152 that defines a reserve chamber 1154 and an opening 1156 that extends through the wall 1152 of the second balloon 1150 to provide access to reserve chamber 1154. The third balloon 1160 has a wall 1162 that defines a spill chamber 1164 and an opening 1166 that extends through the wall 1162 of the third balloon 1160 to provide access to spill chamber 1164.

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In the illustrated embodiment, the second balloon 1150 is disposed within the chamber 1144 of the first balloon 1140 and the third balloon 1160 is releasably attached to the first balloon 1140. Thruster 1200, also illustrated in FIG. 14, is similar to thruster 700, except that includes an additional tubular member 1230 disposed within tubular member 1205, brackets 1232 that extend from the base of thruster 1200, a plurality of membranes 1206, a plurality of O-rings 1250, and a plurality of perforators 1252. In addition, instrument case 1190 defines tracks 1191 on the upper surface 1192 of the instrument case 1190 that are complementary to brackets 1232. Brackets 1232 provide a mechanism for removably attaching thruster 1200 to instrument case 1190 by sliding the brackets 1232 within tracks 1191.

The first end 1220 of tubular member 1205 is attached within the opening 1146 defined by the first balloon 1140 such that chamber 1144 and passageway 1219 are in fluid communication. Tubular member 1230 has a first end 1236, a second end 1238, and defines a passageway 1240 that extends between an opening on the first end 1236 and an opening on the second end 1238. The first end 1236 of tubular member 1230 is attached within the opening 1156 defined by the second balloon 1150 such that chamber 1154 and passageway 1240 are in fluid communication. The second end 1238 is disposed through the wall 1242 of tubular member 1205 and has a valve 1244 disposed thereon. Thruster 1200 also includes valve 1245 that extends through the wall 1242 of tubular member 1205 and is in fluid communication with chamber 1144. Valves 1244 and 1245 can comprise any valve described herein and can be positioned at any suitable location on thruster 1200. Skilled artisans will be able to select a suitable location to position one or more valves on a thruster according to a particular embodiment based on various considerations, such as the structural arrangement of the thruster.

Thus, thruster 1200 comprises a tubular member having a first portion 1246 and a second portion 1248. The first portion 1202 defines an opening 1254 in a first plane that is in communication with the chamber 1144 of the first balloon 1140. The second portion 1248 defines a plurality of openings 1207, where at least one of the plurality of openings 1207 is defined in a second plane different from the first plane. Optionally, each of the plurality of openings 1207 can be defined in a separate plane that is different from first plane 1255 (e.g., as shown in FIG. 9).

At least one of the plurality of membranes 1206 is disposed over each of the plurality of openings 1207 defined on the second portion 1248 of the thruster 1200 using an O-ring 1250. Each of the plurality of membranes 1206 is adapted to move from a first configuration in which the membrane seals the opening defined on the second portion 1248 of the thruster 1200 to a second configuration in which the membrane allows for fluid to pass through the opening defined on the second portion 1248 of the thruster 1200, and/or through the membrane. The term "seals" refers to the ability of an element to seal, or substantially seal, another element, component, and/or feature.

Each of the plurality of perforators 1252 is in communication with one membrane of the plurality of membranes 1206. Each of the plurality of perforators 1252 comprises a mechanism for receiving a signal and providing current to a length of a conductive material 1260 (e.g., a conductive wire) that is adapted to receive a current and move from a first configuration in which the length of conductive material is at a first temperature and a second configuration in which the length of conductive material is at a second temperature. The second temperature being greater than the first temperature. Thus, a mechanism for perforating each of the plurality of mem-

branes **1206** is described. Alternative to utilizing a length of conductive material, a perforator can comprise a servo and a puncturing structure (e.g., pin).

Each of the plurality of perforators **1252** is in communication with one or more of the devices housed within instrument case **1190** via a first signal carrier **1262**, a first contact **1264**, a second contact **1266**, and a second signal carrier **1268**. The first signal carrier **1262** has a first end in communication with the perforator **1252** and a second end in communication with the first contact **1264**. The first contact **1264** is located on, and extends through, a portion of bracket **1232**. The second contact **1266** is located on, and extends through, the roof of instrument case **1190**. The second signal carrier **1268** has a first end in communication with the second contact **1266** and a second end in communication with one or more of the devices housed within instrument case **1190** (e.g., circuit board **210**, energy storage devices **280**).

While a first signal carrier **1262**, a first contact **1264**, a second contact **1266**, and a second signal carrier **1268** have been described and illustrated, any suitable number of signal carriers and contacts and any suitable method of sending a signal to a perforator and activating a perforator are considered suitable, and skilled artisans will be able to select a suitable number of signal carriers and contacts to include in a lighter-than-air system based on various considerations, such as the number of membranes included in a thruster. Example number of signal carriers and contacts considered suitable include but are not limited to one, two, three, four, five, six, and any other suitable number. An example alternative method considered suitable to send a signal to a perforator and activating a perforator includes, but is not limited to, omitting the inclusion of a first and second contact and including a single signal carrier that provides a signal from one or more device housed within an instrument case to a perforator. Another example method considered suitable comprises wirelessly sending a signal to a perforator and activating the perforator.

Each of the plurality of perforators **1252** is in communication with one or more devices within instrument case **1190** such that activation of each of the perforators can be accomplished by one or more of the devices housed within instrument case **1190** receiving a signal from a user, ground control software, onboard software, or otherwise (e.g., telephonically, through wireless device (e.g., iPad®, iPhone®), network, remotely activated switch). For example, a remotely activated switch harness can be provided which creates circuits to each of the perforators causing each perforator to send a current through a length of conductive material upon receipt of a signal. This structural arrangement advantageously provides a mechanism for providing releasable attachment between the thruster **1200** and instrument case **1190** such that the first contact **1264** and the second contact **1266** provide communication between the plurality of perforators **1252** and one or more of the devices housed within the instrument case **1190**.

Each of the first signal carrier **1262**, first contact **1264**, second contact **1266**, and second signal carrier **1268** can be any suitable device and/or material that is adapted to carry a signal to and/or from each of the plurality of perforators **1252**, and skilled artisans will be able to select a suitable signal carrier based on various considerations, such as the type of signal to be carried. Example signal carriers considered suitable include, but are not limited to, conductive material, conductive wire, coax cable, and the like.

Thruster **1200** can be formed using any suitable method and can define one or more tubular members with any suitable length, and skilled artisans will be able to select a suitable

method to form thruster and suitable lengths for one or more tubular members according to a particular embodiment based on various considerations, such as the structural arrangement of an airship. Example methods considered suitable to form a thruster include, but are not limited to, forming a thruster out of a singular piece of material using any suitable production method (e.g., injection molding, rapid molding) and forming a thruster out of multiple pieces of material. Example lengths considered suitable for one or more tubular members includes, but is not limited to, a tubular member (e.g., **1230**) that has a first end (e.g., **1236**) that extends beyond the first end (e.g., **1220**) of another tubular member (e.g., **1205**). Alternatively, each of the tubular members can be formed out of one or more tubular member segments attached to one another and in fluid communication.

In the illustrated embodiment, third balloon **1160** has a tubular member **1168** with a first end disposed within opening **1166** and a second end that has an attached valve **1170**. Valve **1170** has a first configuration in which the valve **1170** is closed and prevents, or substantially prevents, fluid flow through the valve and a second configuration in which the valve **1170** is open and allows fluid to flow through the valve **1170**.

Attachment of the tubular members within the openings defined by each of the first balloon **1140**, second balloon **1150**, and third balloon **1160** can be accomplished using any suitable method of attachment, and skilled artisans will be able to select a suitable method of attachment based on various considerations, including the type of material that forms each of the balloons. Example methods of attachment that are considered suitable to attached a tubular member to a balloon include, but are not limited to, using an adhesive, and welding.

While the balloons have been illustrated and described as being attached to a tubular member, each of the balloons can be attached to any suitable device, component, and/or feature using any suitable method of attachment (e.g., releasable, fixed, permanent) such that fluid communication between a balloon (e.g., chamber defined by the wall of a balloon), tubular member, and/or a valve is accomplished. Skilled artisans will be able to select a suitable device, component, and/or feature and a suitable method of attachment according to a particular embodiment based on various considerations, such as the structural arrangement of the airship and/or thruster. For example, alternative to attaching the tubular members within an opening defined by the wall of a balloon, one or more of the balloons can have a threaded tubular member disposed in an opening defined by the wall of the balloon which provides a mechanism for attaching a balloon to a tubular member, such as those described herein, having a complimentary threaded tubular member adapted to receive, or connect to, the threaded tubular member disposed in the opening defined by the balloon. Example methods of attachment considered suitable between a balloon and a tubular member, device, component, and/or feature includes, but is not limited to, any of those described herein, adhesive, a threaded component, mechanical fasteners, an O-ring, welding, and/or a friction fit. For example, a tubular member can define one or more ridges, tapered ridges, and/or protuberances that are adapted to attached a balloon to the tubular member by sliding the portion of the balloon defining the opening over the one or more ridges, tapered ridges, and/or protuberances.

While brackets **1232** and tracks **1191** have been described as providing releasable attachment between the thruster **1200** and instrument case **1190**, any suitable method of attachment between a thruster and an instrument case is considered suit-

able. Skilled artisans will be able to select a suitable method of attachment between a thruster and an instrument case based on various considerations, such as the structural arrangement of the airship. An example method of attachment includes, but is not limited to, threaded components (e.g., screws formed of any suitable material (e.g., plastic, metal)).

In the illustrated embodiment, the lower surface of the instrument case **1190** defines a ring **1192** that advantageously provides a mechanism for attaching system **1100** to a ground retrieval device **1194** and anchor **1195** in instances where a tethered flight is desired. A length of tether **1193** is passed through ring **1192** and a first end of tether **1193** is attached to ground retrieval device **1194** and a second end of tether **1193** is attached to anchor **1195**. Ground retrieval device **1194** can be any suitable device capable of dispensing and retrieving tether **1193**. Example ground retrieval devices considered suitable include, but are not limited to, those that are adapted to measure the amount of tether paid out to airship **1102** and the angle at which the tether **1193** is disposed to determine the altitude of airship **1102**. When a length of tether **1193** is dispensed by ground retrieval device **1194** the system **1100** will ascend, if the system **1100** has positive buoyancy, at an angle from anchor **1195**. When a length of tether **1193** is retrieved by ground retrieval device **1194** the system **1100** will descend at an angle from the anchor **1195**. The altitude of the system **1000** can be altered based on the distance between the ground retrieval device **1194** and anchor **1195**. For example, if a first distance is defined between the ground retrieval device **1194** and the anchor **1195**, the system **1100** will have a first altitude. If a second distance, which is less than the first distance, is defined between the ground retrieval device **1194** and the anchor **1195**, the system **1100** will have a second altitude, which is greater than the first altitude, and vice versa. It is considered advantageous to utilize a ground retrieval device **1194** and anchor **1195** to allow the system **1100** to ascend and avoid low lying objects and to provide a beginning ground truth (e.g., initial altitude). Optionally, one or more ground retrieval devices that are in communication with a user, ground control software, and/or on-board software can be attached to a lighter-than-air system and utilized to position a lighter-than-air system over a point of interest such that one or more images can be obtained. Such positioning can be predetermined based upon the desired image intended to be obtained. The placement of each of the ground retrieval devices (e.g., on four rooftops) provides a mechanism for the lighter-than-air system to be limited to a particular area, or zone, and the air current and weather conditions provide a mechanism for providing different points of view during flight.

Optionally, ground retrieval device **1194** can include a tension meter to calculate the buoyancy and/or forces being placed on the system. Optionally, system **1100** can include a skag attached to the base of instrument case **1190** or airship **1102** to provide a mechanism for improving directional stability of system **1000** during flight, and to absorb and/or deflect landing forces.

FIG. **15** illustrates an exemplary thruster **1300**, which is similar to thruster **1200**, except as described. Reference numbers in FIG. **15** refer to the same structural element or feature referenced by the same number in FIG. **13**, offset by 100. Thus, thruster **1300** comprises a first tubular member **1301**, second tubular member **1302**, third tubular member **1303**, fourth tubular member **1304**, fifth tubular member **1305**, and sixth tubular member **1330**.

In the illustrated embodiment, the first end of each of the first tubular member **1301**, second tubular member **1302**, third tubular member **1303**, and fourth tubular member **1304**

define a curved surface **1370** which advantageously provides a mechanism for wrapping a membrane (not shown) over each opening of the first tubular member **1301**, second tubular member **1302**, third tubular member **1303**, and fourth tubular member **1304**. In addition, the curved surface **1370** is considered advantageous at least because it provides a mechanism for attaching a membrane to the thruster **1300** via an O-ring.

In addition, in the illustrated embodiment, valve **1344** and valve **1345** are disposed at a 90 degree, or substantially 90 degree, angle to one another, as compared to valve **1244** and valve **1245** shown in FIG. **13** which are opposed to one another and are disposed at a 180 degree, or substantially 180 degree, angle to one another.

FIGS. **16**, **17**, **18**, **19**, **20**, **21**, **22**, **23**, **24**, and **25** illustrate another exemplary lighter-than-air system **1400**, which is similar to lighter-than-air system **1100**, except as described. The system **1400** comprises an airship **1402**, thruster **1500**, airfoil module **1700**, thrust module **1800**, and an instrument case **1900**. Lighter-than-air system **1400** is considered advantageous because it provides a mechanism for incorporating one or more modules, each having its own function, into a lighter-than-air system, as described in more detail herein.

While particular modules, each having particular features, structural arrangements, and/or functions, have been illustrated and described, a lighter-than-air system can include any suitable number of modules, having any suitable feature, structural arrangement, and/or function. Skilled artisans will be able to select a suitable number of modules, and suitable features, structural arrangements, and/or functions for a module according to a particular embodiment based on various considerations, including the desired function of a lighter-than-air system. Example number of modules to include in a lighter-than-air system include, but are not limited to, one, at least one, two, a plurality, three, four, five, six, and any other number considered suitable for a particular application. Example functions considered suitable for a module to accomplish include, but are not limited to, meteorological modules that include one or more meteorological sensors, such as those described herein, altitude control modules that include one or more sensing devices, such as those described herein, airfoil modules that include one or more airfoils, such as those described herein, thrust modules that include one or more thrusters, such as those described herein, and any other function considered suitable for a particular application.

In the illustrated embodiment, airship **1402** is attached to thruster **1500**, airfoil module **1700** is attached to thruster **1500**, thrust module **1800** is attached to airfoil module **1700**, and instrument case **1900** is attached to thrust module **1800**.

While a particular configuration of the lighter-than-air system has been illustrated and described, a lighter-than-air system can be arranged in any suitable configuration, and skilled artisans will be able to select a suitable configuration for a lighter-than-air system according to a particular embodiment based on various considerations, including the desired flight path of the lighter-than-air system. Example configurations considered suitable for a lighter-than-air system include, but are not limited to, omitting the thrust module, omitting the airfoil module, attaching a the thrust module to the thruster, attaching the airfoil module to the thrust module, attaching the instrument case to the airfoil module, and any other configuration considered suitable for a particular application.

Any suitable method of attachment can be used between an airship **1402**, thruster **1500**, airfoil module **1700**, thrust module **1800**, and/or instrument case **1900**, and skilled artisans will be able to select a suitable method of attachment according to a particular embodiment based on various considerations, including the material forming an airship, thruster,

and/or module. Example methods of attachment considered suitable between an airship, thruster, airfoil module, thrust module, and/or instrument case include, but are not limited to, releasable attachments, threaded components, mechanical fasteners, friction fit, snap fit, fixed attachments, welding, using an adhesive, forming one or more components as an integral unit, and any other method of attachment considered suitable for a particular application.

The airship **1402** comprises a first balloon **1440** and a second balloon **1450** disposed within the first balloon **1440**. Each of the first balloon **1440** and second balloon **1450** has an inflated configuration and a deflated configuration. FIGS. **16**, **17**, and **18** illustrate the first balloon **1440** in the inflated configuration and FIG. **18** illustrates the second balloon **1450** in the inflated configuration. The first balloon **1440** has a first balloon wall **1442** that defines a first balloon chamber **1444** and a first balloon opening **1446** that extends through first balloon wall **1442** and provides access to first balloon chamber **1444**. The second balloon **1450** has a second balloon wall **1452** that defines a second balloon chamber **1454** and a second balloon opening **1456** that extends through second balloon wall **1452** and provides access to second balloon chamber **1454**. Each of the first balloon **1440** and second balloon **1450** is in communication with thruster **1500**, as described in more detail below.

In the illustrated embodiment of FIGS. **16** through **25**, first balloon **1440** is attached to thruster **1500** by tubular member **1460**, and second balloon **1450** is attached to thruster **1500** by tubular member **1470**. First balloon **1440** is attached to tubular member **1460** using any suitable method of attachment (e.g., adhesive), and second balloon **1450** is attached to tubular member **1470** using any suitable method of attachment (e.g., adhesive).

First balloon chamber **1444** is configured to receive and contain a volume of fluid sufficient to offset any suitable portion, or the entirety, of the weight of lighter-than-air system **1400**. Example volumes of fluid considered suitable to include in a first balloon chamber **1444** include, but are not limited to, volumes of fluid sufficient to offset between about 1% to about 100% of the weight of lighter-than-air system **1400**, 10% to about 50% of the weight of lighter-than-air system **1400**, and any other volume of fluid considered suitable for a particular application. Second balloon chamber **1454** is configured to receive and contain a volume of fluid sufficient to offset any suitable portion, or the entirety, of the weight of lighter-than-air system **1400**. Example volumes of fluid considered suitable to include in a second balloon chamber **1454** include, but are not limited to, volumes of fluid sufficient to offset between about 1% to about 100% of the weight of lighter-than-air system **1400**, 50% to about 90% of the weight of lighter-than-air system **1400**, and any other volume of fluid considered suitable for a particular application.

First balloon **1440** and second balloon **1450** can be formed of any suitable material and have any suitable structural configuration, and skilled artisans will be able to select a suitable material and/or structural arrangement for a balloon according to a particular embodiment based on various considerations, including the structural configuration of a thruster. For example, first balloon **1440** can be formed of a material that is solid, or substantially solid, and second balloon **1450** can be formed of a flexible, or substantially flexible material (e.g., biaxially-oriented polyethylene terephthalate (Mylar®), latex) relative to the first balloon **1440**. This configuration is considered advantageous at least because it provides a mechanism for structurally arranging first balloon **1440** such that it can act as a sail and provides a mechanism that provides

for more predictable compression and lift force of fluid within the first balloon **1440** and second balloon **1450** as compared to a lighter-than-air system that does not include a first balloon formed of a solid, or substantially solid material. It is considered advantageous for first balloon **1440** to be adapted to have an inflated outside diameter of about 7 feet (2.1336 meters) and for second balloon **1450** to be adapted to have an inflated outside diameter between about 2 feet (0.6096 meters) and about 3 feet (0.9144 meters).

The illustrated thruster **1500** comprises a thruster body **1502** that defines a first passageway **1504**, second passageway **1506** and has a container **1508**, first valve **1510**, second valve **1512**, third valve **1514**, fourth valve **1516**, first servo **1518**, and second servo **1520**.

The illustrated thruster body **1502** defines a first cavity **1522**, second cavity **1524**, first opening **1526**, second opening **1528**, and a crossbar **1530** that extends across second opening **1528**. Each of the first cavity **1522** and second cavity **1524** extends into thruster body **1502**. First cavity **1522** extends into thruster body **1502** on a side opposably facing, or substantially opposably facing, second cavity **1524**. First opening **1526** extends through thruster body **1502** and provides access to first cavity **1522**. First balloon **1440** is attached to thruster body **1502** by tubular member **1460** such that first balloon chamber **1444** is in communication with first cavity **1522**. Second balloon **1450** is attached to thruster body **1502** by tubular member **1470** such that second balloon chamber **1454** is in communication with first passageway **1521**. Any suitable method of attachment is considered suitable between tubular member **1460** and thruster **1500** and tubular member **1470** and thruster **1500**, and skilled artisans will be able to select a suitable method of attachment based on various considerations, including the material forming a tubular member and/or thruster. Example methods of attachment considered suitable between a tubular member and an thruster include, but are not limited to, releasable attachments, threaded components, mechanical fasteners, friction fit, snap fit, defining a barbed end (e.g., illustrated in FIG. **21**), fixed attachments, welding, using an adhesive, forming one or more components as an integral unit, and any other method of attachment considered suitable for a particular application.

First passageway **1504** extends through thruster body **1502** such that thruster body **1502** defines a first passageway first end **1532**, barbed first passageway second end **1534**, first passageway first opening **1536**, and a first passageway second opening **1538**. First passageway first opening **1536** is in communication with the environment exterior to the first cavity **1522** and a first passageway second opening **1538** in communication with second balloon chamber **1454**. Thus, second balloon **1450** is attached to thruster **1500** such that second balloon chamber **1454** is in communication with first passageway **1504**.

Second passageway **1506** extends through thruster body **1502** such that thruster body **1502** defines a second passageway first end **1548**, second passageway second end **1550**, second passageway first opening **1554**, and a second passageway second opening **1556**. Second passageway **1506** passageway has a first portion **1558**, second portion **1560**, and a third portion **1562**. The second portion **1560** is disposed between the first portion **1558** and the third portion **1562**. The first portion **1558** has a first diameter, the second portion **1560** has a second diameter, and the third portion **1562** has a third diameter. The second diameter is greater than the first diameter and the third diameter. Second tubular member first opening **1554** is in communication with the environment exterior to the first cavity **1522** and a second tubular member second opening **1556** in communication with the container chamber

1566, as described in more detail herein. Thus, container 1508 is attached to thruster 1500 such that container chamber 1566 is in communication with second passageway 1506.

Container 1508 is attached to second passageway second end 1550 and has a container wall 1564 that defines a container chamber 1566 and a container opening 1568 that provides access to container chamber 1566. Container 1508 can comprise any suitable structure capable of storing material and/or fluid, can have any suitable structural arrangement, and be formed of any suitable material. Skilled artisans will be able to select a suitable structure, structural arrangement, and material for a container according to a particular embodiment based on various considerations, including the materials forming a thruster body. It is considered advantageous for container 1508 to be attached to thruster 1500 using mating threaded connections and an O-ring, or other suitable sealing member, to decrease the likelihood of fluid contained within the container chamber 1566 from escaping. It is considered suitable for container 1508 to be disposed within first cavity 1522 at least because this configuration positions the weight of the container 1508 and the weight of the material within container chamber 1566 near, or close to, the center of gravity of lighter-than-air system 1400.

Any suitable material can be stored and/or introduced into container chamber 1566, and skilled artisans will be able to select a suitable material to store and/or introduce into a container chamber according to a particular embodiment based on various considerations, including the lift desired to be achieved when the material is released from the container chamber. Example materials considered suitable to store and/or introduce into a container chamber include, but are not limited to, liquid materials, water, solid materials, beads, lead pellets, and any other material considered suitable for a particular application.

Each of the thruster body 1502 and/or container 1508 can be separate components attached to one another using any suitable method or attachment, or can be an integral unit. Each of the thruster body 1502 and/or container 1508 can be formed using any suitable method of manufacture and using any suitable material. Skilled artisans will be able to select a suitable method of manufacture and material to form a thruster body and/or container according to a particular embodiment based on various considerations, including the material(s) forming other components of a lighter-than-air system. Example materials considered suitable include, metals, polymers, and any other material considered suitable for a particular application. Example techniques considered suitable to form a thruster and/or container include, but are not limited to, extrusion processes, molding processes, and any other technique considered suitable for a particular application. Alternative to thruster body 1502 defining first passageway 1504 and second passageway 1506, a thruster can include a first tubular member and second tubular member attach to a thruster wall, each defining a passageway.

While each of the thruster body 1502, and container 1508 have been illustrated and described as having particular structural arrangements, a thruster body and container can have any suitable structural arrangement. Skilled artisans will be able to select a suitable structural arrangement for a thruster body and/or container according to a particular embodiment based on various considerations, including the material(s) forming each component.

Various exemplary valves are illustrated and described herein with respect to first valve 1510, second valve 1512, third valve 1514, and fourth valve 1516, however, these exemplary valve embodiments are merely examples of suitable valves. Each of the first valve 1510, second valve 1512, third

valve 1514, and fourth valve 1516 can comprise any suitable structure capable of passing a fluid in a first direction through the valve, passing a fluid in a second direction, opposite that of the first direction, through the valve, and/or preventing fluid from being passed through the valve. Skilled artisans will be able to select a suitable valve to include with a lighter-than-air system, according to a particular embodiment based on various considerations, including the material forming the lighter-than-air system.

In the illustrated embodiment, first valve 1510 is disposed in first opening 1526 such that first valve 1510 is in communication with first cavity 1522. It is considered advantageous for first valve 1510 to be adapted to introduce fluid through first valve 1510 and into first balloon chamber 1444, hold fluid within first balloon chamber 1444, and remove fluid within first balloon chamber 1444. First valve 1510 can comprise any suitable valve, such as those described herein.

In the illustrated embodiment, second valve 1512 comprises a cap 1570 hingedly attached to first passageway first end 1532. Cap 1570 is adapted to move between a first configuration and a second configuration, as shown in hidden lines. In the first configuration, cap 1570 is disposed over first passageway first opening 1536 and holds fluid contained within second balloon chamber 1454. In the second configuration, cap 1570 is disposed at an angle to first passageway first opening 1536 such that fluid contained within second balloon chamber 1454 can pass through first passageway 1504 and into the environment exterior to first passageway 1504.

Movement of cap 1570 between the first configuration and second configuration can be accomplished using any suitable method or structural arrangement. In the illustrated embodiment, movement of cap 1570 between the first configuration and the second configuration is accomplished using a wire member 1572 having a wire member first end 1574 attached to a portion of cap 1570 and a wire member second end 1576 attached to first servo 1518 disposed within second cavity 1524. First servo 1518 is in communication with one or more devices housed within instrument case 1900 (e.g., using a signal carrier, wirelessly) and is adapted to move between a first configuration and a second configuration upon the receipt of a signal from the one or more devices housed within instrument case 1900, or one or more devices in communication with one or more devices housed within instrument case 1900. When first servo 1518 is in the first configuration, cap 1570 is in the first configuration. When first servo 1518 is in the second configuration, wire member 1572 is pulled taught and cap 1570 is moved to its second configuration. Alternatively, movement of cap 1570 between the first configuration and second configuration can be accomplished using the momentum of anchor 2018 being released from lighter-than-air system 1400, as described in more detail herein. For example, a wire member (e.g., wire member 2016) can be attached to a cap (e.g., 1570) such that upon the release of an anchor attached to the wire member (e.g., anchor 2018), cap 1570 moves from its first configuration to its second configuration.

In the illustrated embodiment of FIGS. 16 through 25, third valve 1514 comprises a plug 1578, wire member 1580, and spring 1582. Plug 1578 has a tapered configuration and is disposed within second portion 1560 of second passageway 1506. Wire member 1580 has a wire member first end 1584 attached to plug 1578 and a wire member second end 1586 attached to second servo 1520 disposed within second cavity 1524. Spring 1582 is disposed between plug 1578 and third portion 1562 of second passageway 1506.

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Plug **1578** is adapted to move between a first configuration and a second configuration. In the first configuration, plug **1578** seals, or substantially seals, second passageway **1506**. In the second configuration, plug **1578** allows fluid to pass through second passageway **1506**. Second servo **1520** is in communication with one or more devices housed within instrument case **1900** (e.g., using a signal carrier, wirelessly) and is adapted to move between a first configuration, second configuration, and a third configuration upon the receipt of a signal from the one or more devices housed within instrument case **1900**, or one or more devices in communication with one or more devices housed within instrument case **1900**. When second servo **1520** is in the first configuration or second configuration, plug **1578** is in the first configuration. When second servo **1520** is in the third configuration, wire member **1580** is pulled taught and plug **1578** is moved to its second configuration. Spring **1582** is biased such that when second servo **1520** is in the first configuration or second configuration, plug **1578** returns to its first configuration.

In the illustrated embodiment of FIGS. **16** through **25**, fourth valve **1516** comprises a plug **1588**, wire member **1590**, and spring **1592**. Plug **1588** has a tapered configuration and is disposed within second opening **1528** such that the large end of plug **1588** is disposed between thruster body **1502** and crossbar **1530**. Wire member **1590** has a wire member first end **1594** attached to plug **1588** and a wire member second end **1596** attached to second servo **1520**. Spring **1592** is disposed between plug **1588** and crossbar **1530**.

Plug **1588** is adapted to move between a first configuration and a second configuration. In the first configuration, plug **1588** seals, or substantially seals, second opening **1528**. In the second configuration, plug **1588** allows fluid to pass through second opening **1528**. When second servo **1520** is in the second configuration, wire member **1590** is pulled taught and plug **1588** is moved to its second configuration. When second servo **1520** is in the first configuration and/or third configuration, plug is in the first configuration. Spring **1592** is biased such that when second servo is in the first configuration or third configuration, plug **1588** is in its first configuration.

While second valve **1512**, third valve **1514**, and fourth valve **1516** have been illustrated and described as being actuated by a first servo **1518** and/or second servo **1520**, any suitable structure and/or mechanism capable of actuating a valve is considered suitable, and skilled artisans will be able to select a suitable structure and/or mechanism to actuate a valve according to a particular embodiment based on various considerations, including the type of valve being actuated. Example structures and/or mechanisms considered suitable include, but are not limited to, those described herein, electronic switches, mechanical switches, linear actuators, and any other structure and/or mechanism considered suitable for a particular application.

Alternative to including a first valve **1510**, second valve **1512**, third valve **1514**, and fourth valve **1516** as illustrated and described, a valve can comprise a bi-directional valve in communication with one or more devices housed within an instrument case. The bi-directional valve can be adapted to introduce fluid into, hold fluid within, and remove fluid from a chamber or other space upon the receipt of a signal from a user, ground control software, and/or on-board software. This is considered advantageous at least because it provides a mechanism for introducing a fluid into a chamber subsequent to the chamber being emptied of a fluid such that the newly reintroduced fluid can be used for thrust purposes. Alternatively, a pump can be incorporated into any portion of a lighter-than-air system, separate from, or in combination

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with, a valve, such that a fluid can be introduced into a chamber before, during, or subsequent to flight.

Optionally, each of the first valve **1510**, second valve **1512**, third valve **1514**, and fourth valve **1516** can be activated by a user, ground control software, onboard-software at any suitable time during flight. For example, a user can activate the first valve **1510**, second valve **1512**, third valve **1514**, and/or fourth valve **1516** upon directly visualizing lighter-than-air system **1400** and determining that adjustments to altitude, buoyancy, and/or directionality are necessary (e.g., to maintain a flight path). Alternatively, ground control software and/or on-board software can activate the first valve **1510**, second valve **1512**, third valve **1514**, and/or fourth valve **1516** when adjustments to altitude, buoyancy, and/or directionality are necessary to maintain a flight path. For example, if during flight one or more devices housed within instrument case **1900** (e.g., barometric altimeter, GPS, IMU), or one or more devices in communication with the one or more devices housed within the instrument case **1900**, provide data to a user, ground control software, and/or on-board software that indicates that an altitude, buoyancy, and/or directionality adjustment is necessary to maintain a flight path, a user, ground control software, and/or on-board software can activate the first valve **1510**, second valve **1512**, third valve **1514**, and/or fourth valve **1516** to adjust the flight path.

In use, when lighter-than-air system **1400** is in flight and first balloon chamber **1444** and second balloon chamber **1454** each contain a fluid and container chamber **1566** contains a material, each of the first servo **1518** and second servo **1520** can be activated by a user, ground control software, and/or on-board software, as described in more detail herein, for maintaining and/or adjusting the altitude of lighter-than-air system **1400**. For example, when descent of the lighter-than-air system **1400** is desired, first servo **1518** can be activated such that fluid is released from second balloon chamber **1454**. Alternatively, when descent of lighter-than-air system **1400** is desired, second servo **1520** can be activated such that fluid is released from first balloon chamber **1444**. When ascent of lighter-than-air system **1400** is desired, second servo **1520** can be activated such that the material stored within container chamber **1566** is released and the total weight of lighter-than-air system **1400** is reduced resulting in lift of the lighter-than-air system **1400**. The extent of ascent and/or descent can be controlled based on the diameter of each passageway define by the tubular members and/or by the length of time a valve is disposed in the open configuration, which can be preset by a user, ground control software, and/or on-board software. In embodiments that utilize pellets contained within container chamber **1566**, fourth valve **1516** can be configured such that when it is moved to the open configuration, a single pellet is removed from container chamber **1566** at a time, resulting in a controlled ascent.

FIG. **23** illustrates the airfoil module **1700** free of the lighter-than-air system **1400**. Airfoil module **1700** comprises a base **1702**, first airfoil **1704**, second airfoil **1706**, elongate member **1708**, third airfoil **1710**, and fourth airfoil **1712**.

In the illustrated embodiment of FIGS. **16** through **25**, base **1702** comprises a base body **1714**, first side **1716**, second side **1718**, third side **1720**, and defines a first cavity **1722** and a second cavity **1724**. First side **1716** is opposably facing, or substantially opposable facing, second side **1718**. Third side **1720** is orthogonal, or substantially orthogonal, to first side **1716**. First cavity **1722** extends into base body **1714** on a side opposably facing, or substantially opposably facing, second cavity **1724**.

First airfoil **1704** extends outward and away from base body **1714** from first side **1716**. Second airfoil **1706** extends

outward and away from base body **1714** from second side **1718**. Elongate member **1708** extends outward and away from base body **1714** from third side **1720**. Each of the third airfoil **1710** and fourth airfoil **1712** extends outward and away from elongate member **1708**. Fourth airfoil **1712** is disposed orthogonal, or substantially orthogonal, to third airfoil **1710**. Optionally, elongate member **1708**, third airfoil **1710**, and fourth airfoil **1712** can be omitted.

Each of the first airfoil **1704**, second airfoil **1706**, third airfoil **1710**, and fourth airfoil **1712** can comprise any suitable structural arrangement, and skilled artisans will be able to select a suitable structural arrangement for an airfoil according to a particular embodiment based on various considerations, including the material forming a thruster. Example structural configurations considered suitable for an airfoil include, but are not limited to, structures capable of providing lift as the airfoil travels through a fluid (e.g., air), structures capable of maintaining course while traveling through a fluid (e.g., air), structures with a shape and/or orientation that control stability, direction, thrust, lift, and/or propulsion, and any other structure considered suitable for a particular application.

Base **1702**, first airfoil **1704**, second airfoil **1706**, elongate member **1708**, third airfoil **1710**, and fourth airfoil **1712** can be manufactured using any suitable technique and can be formed of any suitable material. Skilled artisans will be able to select a suitable technique to form a base, airfoil, and/or elongate member and a suitable material to form a base, airfoil, and/or elongate member according to a particular embodiment based on various considerations, including the desired structural configuration of an airfoil module. Example materials considered suitable include, metals, polymers, and any other material considered suitable for a particular application. Example techniques considered suitable to form a base, airfoil, and/or elongate member include, but are not limited to, extrusion processes, molding processes, and any other technique considered suitable for a particular application.

It is considered advantageous for first airfoil **1704** and/or second airfoil **1706** to be rotatably attached to base **1702** such that adjustments of flight path of the lighter-than-air system **1400** can be made during flight. It is considered advantageous for third airfoil **1710** and/or fourth airfoil **1712** to be rotatably attached to elongate member **1708** such that adjustments of flight path of the lighter-than-air system **1400** can be made during flight. Adjustments to the position of an airfoil can be accomplished by attaching the airfoil to a servo disposed within second cavity **1724** that is in communication with one or more devices housed within instrument case **1900** (e.g., using a signal carrier, wirelessly).

FIG. **24** illustrates the thrust module **1800** free of the lighter-than-air system **1400**. The illustrated thrust module **1800** comprises a base **1802**, first thrust component **1804**, and a second thrust component **1806**.

In the illustrated embodiment of FIGS. **16** through **25**, base **1802** comprises a base body **1808**, first side **1810**, second side **1812**, and defines a cavity **1814** and a second cavity **1816**. First side **1810** is opposably facing, or substantially opposably facing, second side **1812**. First cavity **1814** extends into base body **1808** on a side opposably facing, or substantially opposably facing, second cavity **1816**.

Each of the first thrust component **1804** and second thrust component **1806** can comprise any suitable structure capable of providing thrust to a lighter-than-air system, and skilled artisans will be able to select a suitable structure for a thrust component according to a particular embodiment based on various considerations, including the material forming a

lighter-than-air system. Example structures considered suitable include, but are not limited to, structures capable of providing thrust, fans, ducted fans, compressed fluid cartridges (e.g., CO₂ cartridges, pressurized cartridges), compressed fluid thrust valves, propellers, engines, motors, and any other structure considered suitable for a particular application.

In the illustrated embodiment of FIGS. **16** through **25**, each of the first thrust component **1804** and second thrust component **1806** comprises a duct **1818**, fan **1820**, and a motor (not shown). The duct **1818** defines a passageway **1824** in which each of the fan **1820** and motor is disposed. First thrust component **1804** is rotatably attached to first side **1810** and a second thrust component **1806** is rotatably attached to second side **1812**. It is considered advantageous for first thrust component **1806** and second thrust component **1810** to be rotatably attached to base **1802** such that adjustments of the flight path of the lighter-than-air system **1400** can be made during flight. Each of the first thrust component **1804** and second thrust component **1806** is operatively attached to one or more servos disposed within second cavity **1816** such that the directionality of each of the first thrust component **1804** and second thrust component **1806** can be adjusted before, during, or after flight. Each of the one or more servos disposed within second cavity **1816** is in communication to one or more devices housed within instrument case **1900** (e.g., using a signal carrier, wirelessly).

Base **1802**, first thrust component **1804**, and second thrust component **1806** can be manufactured using any suitable technique and can be formed of any suitable material. Skilled artisans will be able to select a suitable technique to form a base and/or thrust component and a suitable material to form a base and/or thrust component according to a particular embodiment based on various considerations, including the desired structural configuration of a thrust module. Example materials considered suitable include, metals, polymers, and any other material considered suitable for a particular application.

While thrust module **1800** has been illustrated and described as including a first thrust component **1804** and a second thrust component **1806**, any suitable number of thrust components having any suitable structural configuration can be included in a lighter-than-air system, and skilled artisans will be able to select a suitable number of thrust components and a suitable structural configuration for a thrust component according to a particular embodiment based on various considerations, including the desired thrust and/or movement desired to be achieved. Example number of thrust components considered suitable to include in a lighter-than-air system include, but are not limited to, one, at least one, two, a plurality, three, four, five, and any other number considered suitable for a particular application. For example, a thrust module can include four fans fixed to the base of a thrust module. The first fan is disposed such that the thrust formed by the first fan is disposed in a first direction. The second fan is disposed such that the thrust formed by the second fan is disposed in a second direction opposite, or substantially opposite, the directionality of the thrust formed by first fan. Each of the first direction and second direction is contained on a first plane. The third fan is disposed such that the thrust formed by the third fan is disposed in a third direction that is orthogonal, or substantially orthogonal, to the second direction and is contained on a second plane disposed orthogonal, or substantially orthogonal, to the first plane. The fourth fan is disposed such that the thrust formed by the fourth fan is disposed in a

fourth direction that is contained on the second plane and disposed opposite, or substantially opposite, the third direction.

FIG. 25 illustrates the instrument case 1900 free of the lighter-than-air system 1400. Instrument case 1900 is similar to instrument case 200 illustrated and described with respect to FIG. 3, except as described below. Reference numbers in FIG. 20 refer to the same structural element or feature referenced by the same number in FIG. 3, offset by 1700. Thus, instrument case 1900 comprises a housing 1902 that houses a circuit board 1910, one or more observation devices 1920, one or more sensing devices 1930, one or more location devices 1940, one or more computational devices 1950, one or more communication devices 1960, one or more storage devices 1970, and/or one or more energy storage devices 1980.

In the illustrated embodiment of FIGS. 16 through 25, instrument case 1900 includes an anchor module 2000 that is attached to housing 1902. Anchor module 2000 comprises a housing 2002, servo 2004, elongate member 2006, first gear 2008, second elongate member 2010, second gear 2012, spool 2014, wire member 2016, and anchor 2018. Alternatively, when anchor module 2000 is not included, instrument case 1900 can include a cap that is attached to the opening of cavity defined by housing 1902.

Housing 2002 defines a cavity 2020 and is adapted to be attached to housing 1902. Any suitable method of attachment between a housing and anchor module is considered suitable, and skilled artisans will be able to select a suitable method of attachment according to a particular embodiment based on various considerations, including the materials forming an instrument case housing and an anchor module housing. Example methods of attachment considered suitable include, but are not limited to, releasable attachments (e.g., friction fit, snap fit), fixed attachments (e.g., adhesive), and any other method of attachment considered suitable for a particular application. Alternatively, the features and components described as disposed and/or including in an anchor module can be included within and/or disposed within an instrument case housing or an anchor module can be an integrated component of an instrument case.

Servo 2004 is in communication with one or more devices housed within instrument case 1900 (e.g., using a signal carrier, wirelessly). Elongate member 2006 and first gear 2008 are each operatively connected to servo 2004 such that upon activation of servo 2004 elongate member 2006 rotates about its lengthwise axis, which results in rotation of first gear 2008 about the lengthwise axis of elongate member 2006. Servo 2004 is adapted to move between a static configuration and either a first dynamic configuration in which servo 2004 rotates elongate member 2006 about its lengthwise axis in a first direction or a second dynamic configuration in which servo 2004 rotates elongate member 2006 about its lengthwise axis in a second direction opposite the first direction.

Second elongate member 2010 is rotatably attached to housing 2002. Second gear 2012 and spool 2014 are each attached to second elongate member 2010. Wire member 2016 has a first end attached to spool 2014 and a second end attached to anchor 2018. Second gear 2012 is adapted to have a structural configuration that compliments the structural configuration of first gear 2008 and is adapted to interact with first gear 2008 such that movement of servo 2004 between the first configuration, second configuration, and third configuration, results in movement of the second elongate member 2010, second gear 2012, spool 2014, wire member 2016, and anchor 2018. Thus, a mechanism for retrieving and releasing anchor 2018 is described.

While a particular structural arrangement has been illustrated and described as providing a mechanism for retrieving and releasing an anchor, any suitable structural arrangement is considered suitable. Skilled artisans will be able to select a suitable structural arrangement to retrieve and release an anchor according to a particular embodiment based on various considerations, including the structural arrangement of an instrument case.

Wire member 2016 can have any suitable length and be formed of any suitable material, and skilled artisans will be able to select a suitable length and material to form a wire member according to a particular embodiment based on various considerations, including the desired hovering height of a lighter-than-air system when a portion of the lighter-than-air system is in contact with a surface. Example lengths for a wire member considered suitable include, but are not limited to, lengths greater than 50 feet (15.24 meters), lengths less than 50 feet (15.24 meters), lengths between about 1 foot (0.3048) to about 50 feet (15.24 meters), lengths between about 10 feet (3.048 meters) and about 20 feet (6.096 meters), and any other length considered suitable for a particular application. Example materials considered suitable to form a wire member include, but are not limited to, metals, polymers, nylon, polyvinyl chloride (PVC), rope, urethane, polyethylene (e.g., Spectra® fiber), aircraft cable, and any other material considered suitable for a particular application.

Anchor 2018 can have any suitable weight and structural configuration, and skilled artisans will be able to select a suitable weight and structural configuration for an anchor according to a particular embodiment based on various considerations, including the desired flight path and/or time. Example structural configurations considered suitable include, but are not limited to, geometric structural configurations, spherical structural configurations (e.g., tennis ball), rectangular structural configurations, fluke structural configurations, and any other structural configuration considered suitable for a particular application. Example weights considered suitable for an anchor include, but are not limited to, about 1 gram to about 100 grams, about 25 grams to about 80 grams, about 50 grams to about 60 grams, and any other weight considered suitable for a particular application. It is considered advantageous for anchor 2018 to be buoyant, or formed of a buoyant material.

It is considered advantageous for the weight of wire member 2016 and/or anchor 2018 to offset, or substantially offset, the amount lift force provided by the fluid disposed within second balloon chamber 1454. Thus, when the lighter-than-air system 1400 has a total weight and is neutrally buoyant and first servo 1518 is activated and opens cap 1570, fluid stored within second balloon chamber 1454 is released and lighter-than-air system 1400 descends. In addition, servo 2004 can be activated to release wire member 2016 such that anchor 2018 descends from instrument case 1900. The downward force in this example is equal to, or substantially equal to, the weight of wire member 2016 and/or anchor 2018 less the drag of the lighter-than-air system 1400. Once anchor 2018 contacts a landing surface, its weight is subtracted from the total weight of lighter-than-air system 1400 such that neutral buoyancy of lighter-than-air system 1400 is achieved (e.g., lighter-than-air system 1400 hovers over landing surface). This is considered advantageous at least because it prevents, or substantially prevents, lighter-than-air system 1400 from contacting the landing surface and becoming damaged.

Optionally, anchor 2018 can be released from lighter-than-air system 1400 upon first valve 1510 being moved to its open configuration. This is considered advantageous at least

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because it provides a mechanism for preventing, or substantially preventing, damage to lighter-than-air system **1400** upon descent. Optionally, if descent of lighter-than-air system **1400** is activated due to the lighter-than-air system **1400** not receiving a signal from a user and/or ground control software, as described herein, first servo **1518** and servo **2004** can be activated separately, or together, such that first valve **1510** is moved to its open configuration and/or anchor **2018** descends from instrument case **1900**.

As described herein, any of the servos and/or valves can be activated by a user, ground control software, and/or on-board software.

FIG. **26** illustrates another exemplary lighter-than-air system **2100**, which is similar to lighter-than-air system **1400**, except as described. In the illustrated embodiment, lighter-than-air system **2100** includes a frame **2102**, connecting member **2104**, and a tether **2106**.

Frame **2102** comprises a first support member **2108**, second support member **2110**, third support member **2112**, and a ring member **2114**. Each of the first support member **2108**, second support member **2110**, and third support member **2112** has a first end **2116** attached to thruster **1500** and a second end **2118** attached to ring member **2114**. Ring member **2114** defines an outer diameter that is less than the inflated diameter of first balloon **1440**. Each support member **2108**, **2110**, **2112** defines a curve along its length between its first end **2116** and second end **2118** such that frame **2102** is configured to contain airship **1402** when it is in the inflated configuration.

While the first end **2116** of each support member **2108**, **2110**, and **2112** has been illustrated and described as attached to thruster **1500**, the first end of a support member can be attached to any suitable portion of a lighter-than-air system using any suitable method of attachment. Skilled artisans will be able to select a suitable portion of a lighter-than-air system to attach the first end of a support member and a suitable method of attachment according to a particular embodiment based on various considerations, including the materials forming the lighter-than-air system. Example portions of a lighter-than-air system considered suitable to attach the first end of a support member include, but are not limited to, airship **1400**, thruster **1500**, airfoil module **1700**, thrust module **1800**, instrument case **1900**, and any other portion of a lighter-than-air system considered suitable for a particular application. Example methods of attachment considered suitable between a support member and a portion of a lighter-than-air system include, but are not limited to, releasable attachments (e.g., friction fit, snap fit), fixed attachments (e.g., adhesive), and any other method of attachment considered suitable for a particular application.

While frame **2102** has been illustrated and described as comprising a first support member **2108**, second support member **2110**, third support member **2112**, and a ring member **2114**, a frame can have any suitable structural arrangement. Skilled artisans will be able to select a suitable structural arrangement for a frame according to a particular embodiment based on various considerations, including the structural configuration of an airship. For example, a frame can include a first support member, a second support member, and a third support member and omit the inclusion of a ring member. In addition, a frame can include any suitable number of support members and/or ring members. Example number of support members and/or ring members considered suitable to include with a frame include, but are not limited to, one, at least one, two, a plurality, three, four, five, six, and any other number considered suitable for a particular application.

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Connecting member **2104** can comprise any suitable structure capable of providing a movable attachment between frame **2102** and tether **2106**, and skilled artisans will be able to select a suitable structure according to a particular embodiment based on various considerations, including the material forming the frame. Example structures considered suitable include, but are not limited to, structures that define an aperture through which a portion of a support member is disposed, ring members, and any other structure considered suitable for a particular application.

In the illustrated embodiment, connecting member **2104** is a ring member **2105** disposed about first support member **2108**.

Frame **2102** and connecting member **2104** can be formed using any suitable method of manufacture and using any suitable material, and skilled artisans will be able to select a suitable method of manufacture and material for a frame and/or connecting member according to a particular embodiment based on various considerations, including the material forming an airship. Example materials considered suitable include, metals, polymers, and any other material considered suitable for a particular application.

Tether **2106** has a tether first end **2120** attached to ring member **2105** and a tether second end **2122** attached to a ground retrieval device **2124**.

The inclusion of frame **2102**, connecting member **2104**, and tether **2106** is considered advantageous at least because movement of connecting member **2104** along the length of first support member **2108** provides a mechanism for countering horizontal forces that may be applied on lighter-than-air system **1400** during flight, which allows instrument case **1900** to be positioned plumb, or substantially plumb, with the surface.

FIG. **27** illustrates another exemplary lighter-than-air system **2200**, which is similar to lighter-than-air system **2100**, except as described. In the illustrated embodiment, lighter-than-air system **2200** includes a frame **2202**, omits the inclusion of a connecting member (e.g., connecting member **2104**) and tether (e.g., tether **2106**), and includes a parachute **2230**. With respect to frame **2202**, reference numbers in FIG. **22** refer to the same structural element or feature referenced by the same number in FIG. **21**, offset by 100. Thus, frame **2202** comprises a first support member **2208**, second support member **2210**, third support member **2212**, and a ring member **2214**.

In the illustrated embodiment of FIGS. **26** and **27**, ring member **2214** defines an outer diameter that is equal to, substantially equal to, or greater than, than the inflated diameter of first balloon **1440**. Parachute **2230** is attached to ring member **2214** and covers the entirety, or a portion of, the upper hemisphere of first balloon **1440**. Parachute **2230** comprises a material **2232** and a ring member **2234** disposed at the apex of the parachute **2230** when first balloon **1440** is in the inflated configuration. Parachute **2230** is configured to fill with fluid (e.g., air) when first balloon **1440** and/or second balloon **1450** are moved to a deflated configuration and decreases the rate at which lighter-than-air system **1400** descends relative to systems that do not include a parachute.

Parachute **2230** can be formed of any suitable material and have any suitable structural arrangement, and skilled artisans will be able to select a suitable material to form a parachute and suitable structural arrangement for a parachute according to a particular embodiment based on various considerations, including the total weight of a lighter-than-air system.

Optionally, the outer surface of parachute **2230** can be composed of, or include, photovoltaic materials that are operatively connected to one or more devices housed within

instrument case **1900** (e.g., energy storage devices **280**). This is considered advantageous to provide a mechanism for charging the one or more devices housed within the instrument case (e.g., energy storage devices (e.g., **280**), which enables lighter-than-air system **1400** to remain in flight for longer periods of time relative to systems that do not include photovoltaic materials. Any suitable photovoltaic material can be included on a parachute, and skilled artisans will be able to select a suitable photovoltaic material according to a particular embodiment based on various considerations, including the material forming the parachute. Example photovoltaic materials considered suitable to compose a parachute, or to include on a parachute, include, but are not limited to, rigid photovoltaic modules, flexible photovoltaic modules, and any other material considered suitable for a particular application.

While parachute **2230** has been illustrated and described as attached to ring member **2214**, a parachute can be attached to any suitable portion of a lighter-than-air system. Skilled artisans will be able to select a suitable portion of a lighter-than-air system to attach a parachute according to a particular embodiment based on various considerations, including the desired amount of drag intended to be provided by the parachute during descent. For example, a parachute can be attached to one or more of a ring member, support member, airship, thruster, airfoil module, thruster module, instrument case, and any other portion of a lighter-than-air system considered suitable for a particular application.

FIG. **28** is another exemplary method **2300** of obtaining one or more aerial images using a lighter-than-air system (e.g., system **100**, system **800**, system **900**, system **1100**, system **1400**, system **2100**, system **2200**). While method **2300** is described as being accomplished using lighter-than-air system **2200**, the steps, alternative steps, and optional steps described herein can be accomplished using any suitable lighter-than-air system.

A step **2302** comprises hanging the lighter-than-air system in an elevated position. Another step **2304** comprises releasing the anchor such that anchor is contacting the surface below the lighter-than-air system and slack is provided in wire member between anchor and the instrument case. Another step **2306** comprises opening the first valve such that the second balloon chamber can be emptied, or substantially emptied. Another step **2308** comprises introducing fluid into the first balloon chamber until wire member becomes taut, or substantially taut. Another step **2310** comprises introducing fluid into the second balloon chamber until the anchor is elevated above the surface below the lighter-than-air system. Another step **2312** comprises checking controls of the lighter-than-air system. Another step **2314** comprises launching the lighter-than-air system.

Step **2302** can be accomplished by hanging the lighter-than-air system by ring member **2234** such that it is disposed in an elevated position and free of contact from a surface disposed below the lighter-than-air system.

Step **2304** can be accomplished by activating servo **2004** such that anchor **2018** descends from instrument case **1900** and contacts the surface below the lighter-than-air system **2200**.

Step **2306** can be accomplished by moving first servo **1518** to its second position such that any fluid disposed within second balloon chamber **1454** can be released to the environment exterior to the second balloon chamber **1454**.

Step **2308** can be accomplished by passing fluid through second valve **1512** and/or fourth valve **1516** and into first balloon chamber **1444**.

Step **2310** can be accomplished by passing a fluid through first valve **1510** and into second balloon chamber **1454**.

In addition, or alternative, to accomplishing step **2304**, step **2306**, step **2308**, and/or step **2310**, an optional step that can be accomplished subsequent to completing step **2308** and step **2310** and achieving neutral buoyancy of the lighter-than-air system comprises adding a weight having a known value (e.g., 20 grams) to a portion of the lighter-than-air system (e.g., instrument case). Another optional step comprises adding fluid to the chamber defined by the first balloon and/or second balloon until neutral buoyancy of the lighter-than-air system is achieved. Another optional step comprises removing the weight from the lighter-than-air system. These steps are considered advantageous at least because they provide a mechanism for determining the lift force applied to the lighter-than-air system during ascent. Another optional step comprises completing a timed opening of a valve in communication with the chamber defined by the first balloon and/or second balloon when a desired altitude has been reached such that the amount of fluid released from the chamber is equal to, or substantially equal to, the amount of fluid introduced into the chamber to offset the weight. Each of these steps can be accomplished by a user, ground control software, and/or on-board software.

Step **2312** can be accomplished by a user interacting with ground control software and/or on-board software to review one or more of lighter-than-air system's **2200** components and its functionality. For example, a user can activate one or more servos or other components to determine if they are functioning as desired.

Step **2314** can be accomplished by removing ring member **2234** from its elevated position.

An optional step comprises attaching a tether to the system such that tethered flight can be achieved. This can be accomplished by attaching tether to frame **2202**, or other portion of lighter-than-air system **1400**. Another optional step comprises releasing a portion of the length of the tether such that a desired altitude and/or position can be accomplished. Launching the lighter-than-air system using a tether is considered advantageous at least because it provides a mechanism for trimming the system during ascent without deflating the first balloon or second balloon, releasing any material stored within container chamber, or without the need for using a thruster. Another optional step comprises releasing the tether such that the lighter-than-air system can complete a tether free flight.

While various steps, alternative steps, and optional steps have been described above with respect to obtaining aerial images, these steps, alternative steps, and optional steps can be included in, accomplished concurrently with, and/or accomplished in the alternative to, the methodologies, steps, alternative steps, and/or optional steps described above with respect to method **450** and/or method **600**.

Any of the herein described elements and/or components can be provided in a kit. For example, a kit can comprise any suitable airship according to an embodiment, such as airship **102**, airship **802**, airship **902**, airship **1102**, and/or airship **1402**; one or more first balloons **1440**, and/or one or more second balloons **1450**; an instrument case according to an embodiment, such as instrument case **200**, instrument case **890**, instrument case **990**, instrument case **1190**, and/or instrument case **1900**; a thruster according to an embodiment, such as thruster **700**, thruster **870**, thruster **970**, thruster **1200**, thruster **1300**, and/or thruster **1500**; a valve according to an embodiment, such as valve **144** (e.g., bi-directional valve), valve **146** (e.g., one way flow valve), valve **340**, valve **362**, first valve **1510**, second valve **1512**, third valve **1514**, and/or

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fourth valve **1516**; a container according to an embodiment, such as container **1508**; one or more lengths of tether; one or more ground retrieval devices, such as ground retrieval device **862**, ground retrieval device **962**, ground retrieval device **1194**, and/or ground retrieval device **2124**; an anchor, such as anchor **1195**, and/or anchor **2018**; one or more modules, such as airfoil module **1700**, thrust module **1800**, and/or anchor module **2000**; one or more sheets that acts as sails, such as sheets **908**; one or more frames according to an embodiment, such as frame **2102**, and/or frame **2202**; one or more connecting members, such as connecting member **2104**, and/or connecting member **2105**; one or more parachutes, such as parachute **2230**; a pair of cloth gloves; and/or instructions for use. One or more of the above described devices, elements, and/or components, and/or any of the herein described devices, elements, and/or components can be provided in a kit.

Any of the systems described herein can optionally include one or more devices for providing deflation and/or detachment of one or more of the balloons. For example, a servo that comprises a blade, pin, or other object can be activated to puncture the wall of one or more balloons to deflate the balloon can be attached to a portion of any balloon and be in communication with one or more of the devices within the instrument case. Upon receipt of a signal, the servo can be activated to puncture the wall of a balloon to cause deflation. Alternatively, a user can deflate the balloon using a source from the ground (e.g., air rifle).

In a further alternative, should retrieval of a lighter-than-air system be desired, a tether having one end attached to a balloon separate from the lighter-than-air system and another end attached to a retrieval device can be utilized to retrieve the lighter-than-air system. In this alternative, the balloon and/or tether comprise one or more magnets attached to a portion thereof and the lighter-than-air system comprises one or more magnets attached to a portion thereof. To retrieve the system the separate balloon/tether are launched at, or near, the coordinates of the lighter-than-air system desired to be retrieved, and the one or more magnets attached to a portion thereof attaches to one or more of the one or more magnets attached to a portion of the lighter-than-air system, thereby allowing for the retrieval device.

The use of an ascent tether attached to a portion of the lighter-than-air system (e.g., retrieval connector **108**, a portion of the instrument case) by a mechanical fastener having a first closed position and a second open position can be used during ascent of the system. When a desired altitude is reached, the mechanical fastener, which is in communication with one or more devices within the instrument case, is moved from the first closed position to the second open position to release the lighter-than-air system from the tether. In a further example, the instrument case can be attached to the system using a mechanical fastener having a first closed position and a second open position. The instrument case can be attached to the airship by a length of tether. When desired, the mechanical fastener, which is in communication with one or more devices within the instrument case, is moved from the first closed position to the second open position to release the instrument case from attachment to the airship and allows for the instrument case to be suspended below the airship the length of the tether. This advantageously adds stability to the landing process and allows for an easier target to grasp and guide the landing of the system.

The forgoing detailed description provides exemplary embodiments of the invention and includes the best mode for practicing the invention. The description and illustration of

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these embodiments is intended only to provide examples of the invention, and not to limit the scope of the invention, or its protection, in any manner.

What is claimed is:

1. A method for acquiring one or more aerial images using at least one lighter-than-air system and ground control software, the ground control software stored on a computer readable medium, the method comprising the steps of:

determining a location to obtain one or more aerial images to be acquired by a first lighter-than-air system, the first lighter-than-air system comprising:

an airship comprising a first balloon and a second balloon, the first balloon having a wall defining a first balloon chamber, the first balloon moveable between a deflated configuration and an inflated configuration, the second balloon disposed within the first balloon chamber and having a wall defining a second balloon chamber, the second balloon moveable between a deflated configuration and an inflated configuration; an instrument case attached to the airship;

a communication device stored within the instrument case, the communication device in communication with a network; and

an observation device stored within the instrument case, the observation device capable of obtaining the one or more aerial images;

inputting the determined location into said ground control software;

introducing a first volume of fluid into the first balloon chamber;

introducing a second volume of fluid into the second balloon chamber; and

launching the first lighter-than-air system.

2. The method of claim 1, wherein said ground control software is configured to calculate data relating to the first volume of fluid to introduce into the first balloon chamber, and data relating to the second volume of fluid to introduce into the second balloon chamber.

3. The method of claim 1, wherein the airship further comprises a valve in communication with the second balloon chamber and the communication device, the valve configured to have a first configuration and a second configuration, in the first configuration the valve holds fluid within the second balloon chamber, in the second configuration the valve releases fluid held within the second balloon chamber.

4. The method of claim 3, further comprising the step of moving the valve between the first configuration and the second configuration via a signal received from the communication device.

5. The method of claim 1, wherein the first lighter-than-air system further comprises a sensing device capable of detecting atmospheric pressure conditions, the sensing device in communication with the communication device.

6. The method of claim 5, further comprising the step of releasing a portion of the fluid contained within the second balloon chamber based on data received from the sensing device.

7. The method of claim 1, further comprising the step of obtaining the one or more aerial images using the observation device.

8. The method of claim 7, wherein the observation device is in communication with the communication device; said method further comprising the step of transmitting the one or more aerial images to the network.

9. The method of claim 1, further comprising the step of launching a second lighter-than-air system, the second lighter-than-air system comprising a second communication

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device, the second lighter-than-air system in communication with said ground control software, the second communication device capable of transmitting information to said ground control software and receiving information from said ground control software.

10. The method of claim 9, wherein the second lighter-than-air system is launched from a launch site; and wherein the launch site is based on data received by the first lighter-than-air system.

11. A method for acquiring one or more aerial images using at least one lighter-than-air system and ground control software, the ground control software stored on a computer readable medium, the method comprising the steps of:

determining a location to obtain one or more aerial images to be acquired by a first lighter-than-air system, the first lighter-than-air system comprising:

an airship comprising a first balloon and a second balloon, the first balloon having a wall defining a first balloon chamber, the first balloon moveable between a deflated configuration and an inflated configuration, the second balloon disposed within the first balloon chamber and having a wall defining a second balloon chamber, the second balloon moveable between a deflated configuration and an inflated configuration;

an instrument case attached to the airship; a communication device stored within the instrument case, the communication device in communication with a network;

an observation device stored within the instrument case, the observation device capable of obtaining the one or more aerial images; and

a valve in communication with the second balloon chamber and the communication device, the valve configured to have a first configuration and a second configuration, in the first configuration the valve holds fluid within the second balloon chamber, in the second configuration the valve releases fluid held within the second balloon chamber;

inputting the determined location into said ground control software;

introducing the first volume of fluid into the first balloon chamber;

introducing the second volume of fluid into the second balloon chamber; and

launching the first lighter-than-air system.

12. The method of claim 11, further comprising the step of moving the valve between the first configuration and the second configuration via a signal received from the communication device.

13. The method of claim 11, wherein said ground control software is configured to calculate data relating to the first volume of fluid to introduce into the first balloon chamber, and data relating to the second volume of fluid to introduce into the second balloon chamber.

14. The method of claim 11, wherein the first lighter-than-air system further comprises a sensing device capable of detecting atmospheric pressure conditions, the sensing device in communication with the communication device.

15. The method of claim 14, further comprising the step of releasing a portion of the fluid contained within the second balloon chamber based on data received from the sensing device.

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16. The method of claim 11, further comprising the step of obtaining one or more aerial images using the observation device.

17. The method of claim 16, wherein the observation device is in communication with the communication device; said method further comprising the step of transmitting the one or more aerial images to the network.

18. The method of claim 11, further comprising the step of launching a second lighter-than-air system, the second lighter-than-air system comprising a second communication device, the second lighter-than-air system in communication with said ground control software, the second communication device capable of transmitting information to said ground control software and receiving information from said ground control software.

19. The method of claim 18, wherein the second lighter-than-air system is launched from a launch site; and wherein the launch site is based on data received by the first lighter-than-air system.

20. A method for acquiring one or more aerial images using at least one lighter-than-air system and ground control software, the ground control software stored on a computer readable medium, the method comprising the steps of:

determining a location to obtain one or more aerial images to be acquired by a first lighter-than-air system, the first lighter-than-air system comprising:

an airship comprising a first balloon and a second balloon, the first balloon having a wall defining a first balloon chamber, the first balloon moveable between a deflated configuration and an inflated configuration, the second balloon disposed within the first balloon chamber and having a wall defining a second balloon chamber, the second balloon moveable between a deflated configuration and an inflated configuration;

an instrument case attached to the airship;

a communication device stored within the instrument case, the communication device in communication with a network;

an observation device stored within the instrument case, the observation device capable of obtaining the one or more aerial images; and

a valve in communication with the second balloon chamber and the communication device, the valve configured to have a first configuration and a second configuration, in the first configuration the valve holds fluid within the second balloon chamber, in the second configuration the valve releases fluid held within the second balloon chamber;

inputting the determined location into said ground control software;

introducing the first volume of fluid into the first balloon chamber;

introducing the second volume of fluid into the second balloon chamber;

launching the first lighter-than-air system; and

moving the valve between the first configuration and the second configuration via a signal received from the communication device.

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