



(51) International Patent Classification:
B64C 3/18 (2006.01) **B64F 5/00** (2006.01)

(21) International Application Number:
PCT/GB2009/050889

(22) International Filing Date:
20 July 2009 (20.07.2009)

(25) Filing Language: English

(26) Publication Language: English

(30) Priority Data:
0813584.0 25 July 2008 (25.07.2008) GB

(71) Applicant (for all designated States except US): **AIRBUS OPERATIONS LIMITED** [GB/GB]; New Filton House, Filton, Bristol, BRISTOL BS99 7AR (GB).

(72) Inventor; and

(75) Inventor/Applicant (for US only): **WILLIAMS, Stephen** [GB/GB]; Airbus Operations Limited, New Filton House, Filton, Bristol BRISTOL BS99 7AR (GB).

(74) Agent: **SCOTT, Alistair**; Ip Department, Building 09a, Filton, BRISTOL BS99 7AR (GB).

(81) Designated States (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PE, PG, PH, PL, PT, RO, RS, RU, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(84) Designated States (unless otherwise indicated, for every kind of regional protection available): ARIPO (BW, GH, GM, KE, LS, MW, MZ, NA, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Published:

— without international search report and to be republished upon receipt of that report (Rule 48.2(g))

(54) Title: METHOD OF STIFFENING A RIB

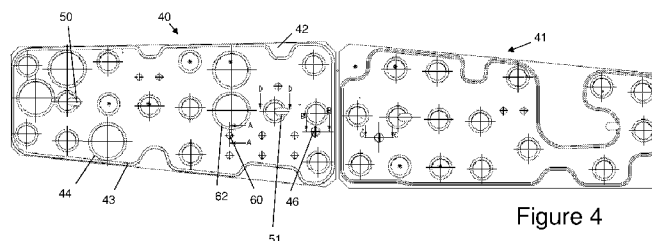


Figure 4

(57) Abstract: A method of stiffening a rib during the assembly of an aircraft wing is described. A stiffener panel is attached to a face of the rib. The rib is aligned with one or more wing components with the stiffener panel attached. An assembly operation such as drilling is performed with the rib aligned and the stiffener panel attached. The stiffener panel is removed from the rib after the assembly operation. The stiffener panel has a resilient external sealing ring which is mounted on a face of the panel and forms an external perimeter of a vacuum cavity; and at least one resilient internal sealing ring which is mounted on the panel within the perimeter defined by the external sealing ring and forms an internal perimeter of the vacuum cavity. The stiffener can be attached to the rib by a vacuum clamping force, the vacuum being sealed by the external and internal sealing rings. The internal sealing ring(s) seal any holes which are present in the rib. The stiffener can support the rib during alignment to give it the required flatness.

METHOD OF STIFFENING A RIB

FIELD OF THE INVENTION

The present invention relates to a method of stiffening a rib as it is aligned with one or
5 more aircraft wing components in the formation of a wing assembly, and a stiffener
suitable for use in such a method.

BACKGROUND OF THE INVENTION

An aircraft wing box is typically formed by upper and lower covers extending between
front and rear spars and a series of ribs attached to the covers and spars. During assembly
10 it is necessary to hold the rib flat as it is aligned with and attached to the covers and spars.
However the rib may not have sufficient stiffness to support itself to maintain the required
flatness during assembly.

SUMMARY OF THE INVENTION

A first aspect of the invention provides a method of stiffening a rib during the assembly of
15 an aircraft wing. The method comprises: attaching one or more stiffener panels to a face
of the rib; aligning the rib with a wing component (such as a cover and/or a spar) with the
stiffener panel(s) attached; performing an assembly operation with the rib aligned and the
stiffener panel(s) attached; and removing the stiffener panel(s) from the rib after the
assembly operation.

20 The assembly operation may comprise fastening the rib to the wing component, for
instance by passing fasteners such as bolts through the rib and the wing component.
Alternatively the assembly operation may comprise drilling one or more fasteners holes in
the rib and/or the wing component by passing a drill through the aligned rib and wing
component. In this case the fasteners may be inserted into the holes with or without the
25 stiffener panel(s) in place.

Typically the rib comprises a rib web with a series of rib feet positioned at an edge of the
rib web and extending at an angle to the rib web. The rib feet can then be used to attach
the rib to the component(s). The use of a relatively broad and thin stiffener panel enables

the rib feet to be accessible for drilling or fastening operations. Typically the rib feet have distal ends remote from the rib web which are spaced from the rib web by a distance D measured in a direction normal to the rib web, and the stiffener panel has a maximum thickness measured in a direction normal to the rib web which is less than D .

- 5 The stiffener panel(s) may be attached to the rib by mechanical fasteners, or by the action of a partial vacuum. Where a partial vacuum is used then preferably each stiffener panel comprises a resilient external sealing ring which is mounted on a face of the panel and forms an external perimeter of a vacuum cavity; and at least one resilient internal sealing ring which is mounted on the panel within the perimeter defined by the external sealing
- 10 ring and forms an internal perimeter of the vacuum cavity. In this case the stiffener panel is attached to the rib by forming a vacuum chamber by engaging the rib with the external sealing ring of the stiffener panel, the rib having one or more holes located within the perimeter defined by the external sealing ring; sealing each hole in the rib with a respective internal sealing ring; and creating a partial vacuum in the vacuum chamber to attach the
- 15 stiffener panel to the rib.

Typically the stiffener panel(s) cover more than 50% of the area of the face of the rib, and preferably more than 80%.

A further aspect of the invention provides an aircraft wing rib assembly comprising: a wing rib; and one or more stiffener panels attached to a face of the wing rib.

- 20 A further aspect of the invention provides a stiffener comprising: a panel; and a resilient external sealing ring which is mounted on a face of the panel and forms an external perimeter of a vacuum cavity. This aspect of the invention provides a stiffener which can be attached to the rib by a vacuum clamping force, the vacuum being sealed by the external sealing ring.
- 25 Preferably the stiffener has at least one resilient internal sealing ring which is mounted on the panel within the perimeter defined by the external sealing ring and forms an internal perimeter of the vacuum cavity. The internal sealing ring(s) can then seal any holes which are present in the rib.

Typically the stiffener is formed substantially from a composite material. Preferably the composite material is a fibre-reinforced composite. This enables the direction of the fibres to be tailored to stiffen the panel in a desired direction.

BRIEF DESCRIPTION OF THE DRAWINGS

- 5 Embodiments of the invention will now be described with reference to the accompanying drawings, in which:

Figure 1 is a schematic perspective view of a wing box of an aircraft wing;

Figures 2 and 3 are perspective views of opposite faces of one of the ribs shown in Figure 1;

- 10 Figure 4 shows the internal (suction) faces of a pair of stiffeners;

Figures 5 and 6 are front and side views of the stiffeners;

Figures 7 and 8 show the external faces of the stiffeners;

Figure 9 is a perspective view of one of the ribs with the stiffeners attached;

- 15 Figure 10 is a cross-sectional view of a location hook taken along line a D-D indicated in Figure 4;

Figure 11 is a cross-sectional view of a stand-off disk taken along a line A-A indicated in Figure 4;

Figure 12 is a perspective view of a vacuum fitting and vacuum generator;

- 20 Figure 13 is a cross-sectional view of the vacuum fitting taken along a line B-B indicated in Figure 4; and

Figure 14 is a cross sectional view of a lower part of the rib with the stiffener attached, taken along a line E-E indicated in Figure 9.

DETAILED DESCRIPTION OF EMBODIMENT(S)

- 25 Figure 1 is a schematic view showing part of an aircraft wing box 1 with upper and lower covers 2, 3 extending between front and rear spars 4, 5. A series of ribs 6-8 are attached to

the upper and lower covers 2, 3 and to the spars 4, 5. An exemplary one of the ribs 6 is shown in Figures 2 and 3.

The rib 6 comprises a planar rib web 10 with a series of upper rib feet 11 extending from an upper edge of the rib web and a series of lower rib feet 12 extending from a lower edge of the rib web.

Mouse holes 13 are formed between each adjacent pair of upper rib feet 11 and each adjacent pair of lower rib feet 12. The upper and lower covers 2,3 carry stringers (not shown) on their inner faces which run in a span-wise direction along the wing and each stringer passes through a respective mouse hole 13.

Each rib foot comprises flanges 14-17 extending span-wise (approximately horizontally) at an angle out of the vertical plane of the rib web, each flange having a respective bolt hole 18. The angle of the flanges 14-17 depends on the amount of taper in the wing between the upper and lower covers 2, 3, but in general is between 89° and 91°.

During assembly of the wing box 1, the flanges 14-17 are bolted to the upper and lower covers 2, 3 by approximately vertical bolts (not shown) passing through the bolt holes 18. The spars 4,5 carry rib posts (not shown) and the forward and aft ends 19, 20 of the rib are bolted to the rib posts by bolts (not shown) passing in a span-wise direction through bolt holes 21.

The web 10 has a flat face shown in Figure 2 and a profiled face shown in Figure 3. The flat face is substantially flat whilst the profiled face carries a framework of stiffeners 30.

Fuel is stored between adjacent ribs in the wing box 1. The rib web 10 has holes for allowing fuel and system cables to pass through the rib. The holes also serve to reduce the weight of the rib. An exemplary one of these holes is indicated at 23 in Figures 2 and 3. Fuel can also flow through the mouse holes 13.

The rib 6 is typically made of aluminium, or an aluminium/composite hybrid material. Without any supporting structure the rib 6 would bend under its own weight, particularly along its long axis. Therefore a pair of stiffeners 40, 41 shown in Figures 4-8 are provided to stiffen the rib during assembly of the wing box and minimize such bending. Alternatively if the rib is smaller then only a single stiffener may be needed.

The stiffeners are formed substantially from a composite material such as fibre-reinforced epoxy resin. This material is stiff but sufficiently light to enable the panels to be lifted manually by a single operator.

5 The stiffeners 40, 41 are attached to the flat face of the rib web by a vacuum clamping force as will be explained in more detail below. The stiffeners 40, 41 are substantially stiffer than the rib web 10 and together cover a majority of its surface area. Specifically, the stiffeners are designed to have a stiffness along their long axis which is of the order of ten times greater than the stiffness of the rib 6 along its long axis.

10 The stiffeners 40, 41 are similar and so only stiffener 40 will be described in detail. The stiffener 40 comprises a panel 42 with an internal (suction) face shown in Figure 4 and an external face shown in Figures 7-9. A rubber external seal ring 43 is mounted on the internal face of the panel and defines a closed external perimeter of a vacuum cavity. Nineteen rubber internal seal rings are mounted on the panel within the perimeter defined by the external seal ring 43. An exemplary one of these internal sealing rings is indicated
15 at 44. Each internal seal ring forms an internal perimeter of the vacuum cavity and is aligned with a respective hole on the rib 6. Thus when the stiffener 40 is attached to the rib 6, each internal seal ring seals off a respective rib hole. For instance the internal sealing ring 44 seals off the hole 23.

20 A vacuum line 45 is coupled to a vacuum port in the panel of the stiffener by a fitting 47 shown in cross-section in Figures 12 and 13. A vacuum generator 48 receives a flow of air from an input line 49, and generates a vacuum in the vacuum line 45 by the Venturi effect.

A pair of location hooks 50, 51 extend from the internal face of the stiffener 40 for accurately positioning and supporting the stiffener on the rib. As shown in Figure 10 the hook 51 is connected to the stiffener panel 42 with a fastener 52 and has a nylon protective
25 sleeve 57.

Referring to Figures 7 and 8, the external face of the stiffener 40 further comprises a pair of handles 53 and 54. The stiffeners are mounted to the rib with the rib oriented vertically and its forward edge 19 at the bottom. The stiffener 40 is lifted by an operator using handles 53, 54 into the proximity of the rib 6, the location hooks 50, 51 are inserted into
30 the corresponding holes 55, 56 in the rib 6 and the stiffener is allowed to move down slightly so that the nylon protective sleeves 57 on the shafts of the two location hooks 50,

51 engage the lower edges of the holes. At this point the operator lets go of the handles and the shafts of the hooks take the weight of the stiffener. The end portions of the hooks prevent the stiffener from falling away from the rib.

Next the vacuum generator is turned on and partially evacuates the vacuum chamber
5 defined by the stiffener panel, the internal and external sealing rings, and the rib web. This sucks the stiffener towards the rib, compressing the seals.

A minimum gap between the stiffener panel and rib web is maintained by nine stand-off
disks 60 which extend from the internal face of the panel 42. Figure 11 shows a cross-
section of one of the stand-off disks 60 as viewed along a line A-A in Figure 4 with the
10 sealing ring 62 uncompressed. In its uncompressed state the sealing ring 62 is thicker than
the stand-off disk 60. However, when the stiffener 40 is attached to the rib 6, the sealing
ring 62 compresses against flat face 21 and its thickness reduces until the rib web engages
the stand-off disks 60. The thickness of the stand-off disks 60 is selected to match the
thickness of the sealing ring 62 in its compressed state. As well as maintaining a minimum
15 gap, the stand-off disks also prevent local bending of the rib or stiffener under vacuum
load.

Figure 14 shows a cross-section through a forward part of the rib 6, with the stiffener
attached, taken along a line E-E indicated in Figure 9. The rib 6 is attached to each cover
by the following sequence of assembly operations.

- 20 1. The rib 6 is aligned with the cover with the stiffener panels attached. The rib
and/or the cover may be moved during this assembly operation.
2. Bolt holes are drilled in the cover by passing a drill through the bolt holes 18 in the
rib foot flanges. The stiffeners remain attached during this assembly operation to
ensure that the rib does not bend out of shape and become misaligned with the
25 cover.
3. The rib is attached to the cover by passing bolts through bolt holes 18 in the rib
foot flanges and the drilled bolt holes in the cover. Optionally the stiffeners can
remain in place during this assembly operation and then removed by turning the
vacuum generators off to release the vacuum and lifting the stiffeners off by hand.
30 Alternatively the stiffeners can be removed after the holes have been drilled but

before the bolts are inserted. In the latter case, if the rib bends before the bolts are inserted then it can be manually moved back to realign the bolt holes. Once a few bolts have been inserted then the rib will be aligned and will not bend significantly.

Figure 14 shows a pair of rib foot flanges 16, 17 and dotted lines 64, 65 representing the line of the bolts which extend substantially parallel with the rib web.

The stiffener 40 does not impede access to the bolt holes 18 during the drilling operation for two reasons:

1. The stiffener is relatively thin. Specially, the rib foot flanges 16 have distal ends remote from the rib web 10 which are spaced from the rib web by a distance D1 measured in a direction normal to the rib web. The bolt holes 18 in the rib foot flanges 16 are spaced from the rib web by a distance D2 measured in a direction normal to the rib web. The stiffener panel 40 has a maximum thickness measured in a direction normal to the rib web which is less than D1 and D2.
2. A small space 63 is provided between the bottom edge of the stiffener 40 and the rib foot flange 16.

Thus the stiffener 40 can remain attached to the rib 6 as the drill is passed through the bolt holes 18 to drill the holes in the covers 2, 3.

Although the invention has been described above with reference to one or more preferred embodiments, it will be appreciated that various changes or modifications may be made without departing from the scope of the invention as defined in the appended claims.

CLAIMS

1. A method of stiffening a rib during the assembly of an aircraft wing, the method comprising:
 - a. attaching one or more stiffener panels to a face of the rib;
 - 5 b. aligning the rib with a wing component with the stiffener panel(s) attached;
 - c. performing an assembly operation with the rib aligned and the stiffener panel(s) attached; and
 - d. removing the stiffener panel(s) from the rib after the assembly operation.
2. The method of claim 1 wherein the assembly operation comprises drilling one or more
10 fasteners holes in the rib and/or the wing component by passing a drill through the aligned rib and wing component.
3. The method of claim 2 wherein the rib comprises a rib web with a series of rib feet positioned at an edge of the rib web and extending at an angle to the rib web; and wherein the drill passes through the rib feet.
- 15 4. The method of any preceding claim wherein the assembly operation comprises fastening the rib to the wing component.
5. The method of any preceding claim wherein the rib comprises a rib web with a series of rib feet positioned at an edge of the rib web and extending at an angle to the rib web; and wherein the assembly operation comprises fastening the rib feet to the wing component.
- 20 6. The method of any preceding claim wherein each stiffener panel is attached to the rib by the action of a partial vacuum.
7. The method of claim 6 wherein each stiffener panel comprises a resilient external sealing ring which is mounted on a face of the panel and forms an external perimeter of a vacuum cavity; and at least one resilient internal sealing ring which is mounted on the panel
25 within the perimeter defined by the external sealing ring and forms an internal perimeter of the vacuum cavity, and wherein the stiffener panel is attached to the rib by forming a vacuum chamber by engaging the rib with the external sealing ring of the stiffener panel,

the rib having one or more holes located within the perimeter defined by the external sealing ring; sealing each hole in the rib with a respective internal sealing ring; and creating a partial vacuum in the vacuum chamber to attach the stiffener panel to the rib.

- 5 8. The method of any preceding claim wherein the stiffener panel(s) cover more than 50% of the area of the face of the rib.
9. An aircraft wing rib assembly comprising: a wing rib; and one or more stiffener panels attached to a face of the wing rib.
10. The assembly of claim 9 wherein the wing rib comprises a rib web with a series of rib feet positioned at an edge of the rib web and extending at an angle to the rib web.
- 10 11. The assembly of claim 9 or 10 wherein the stiffener panel(s) covers more than 50% of the area of the face of the rib web.
12. The assembly of claim 10 or 11 wherein the rib feet have distal ends remote from the rib web which are spaced from the rib web by a distance D measured in a direction normal to the rib web, and wherein each stiffener panel has a maximum thickness measured in a
15 direction normal to the rib web which is less than D.
13. The assembly of any of claims 9 to 12, wherein each stiffener panel has a resilient external sealing ring which is mounted on a face of the panel and forms an external perimeter of a vacuum cavity, and wherein each stiffener panel is adapted to be attached to the rib by creating a partial vacuum in a vacuum chamber formed by engaging the rib
20 with the external sealing ring of the stiffener panel.
14. The assembly of claim 13 further comprising at least one resilient internal sealing ring which is mounted on the panel within the perimeter defined by the external sealing ring and forms an internal perimeter of the vacuum cavity, and wherein the rib has one or more holes located within the perimeter defined by the external sealing ring, each hole in
25 the rib being sealed by a respective internal sealing ring.
15. The assembly of any of claims 9 to 14 wherein the panel is formed substantially from a composite material.

16. The assembly of any of claims 13 to 15 further comprising one or more spacers mounted on the face of the panel within the vacuum cavity for maintaining a gap between the face of the panel and the rib.
17. The assembly of any of claims 13 to 16 further comprising a series of locating members
5 extending from the face of the panel for locating the stiffener panel on the rib.

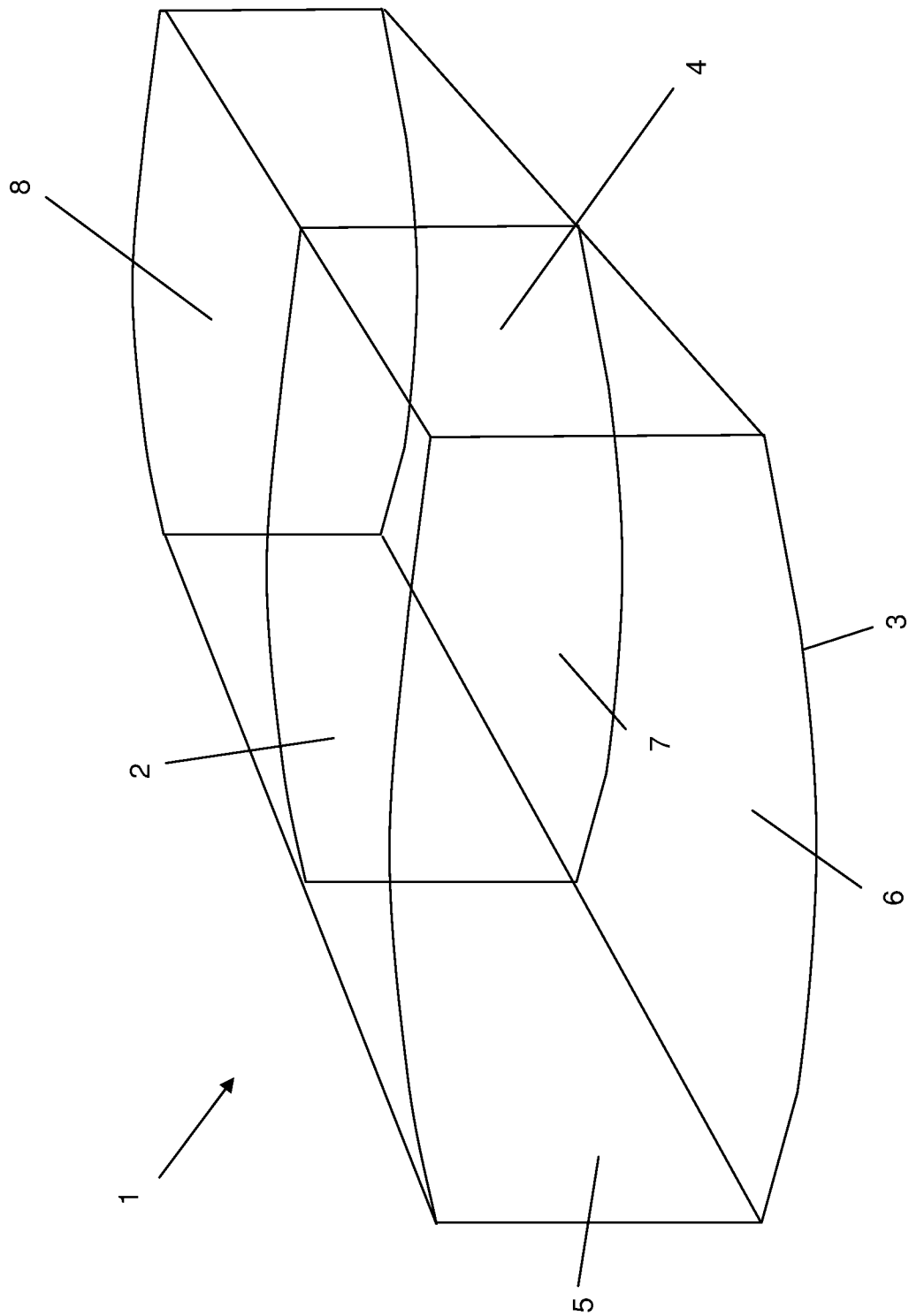


Figure 1

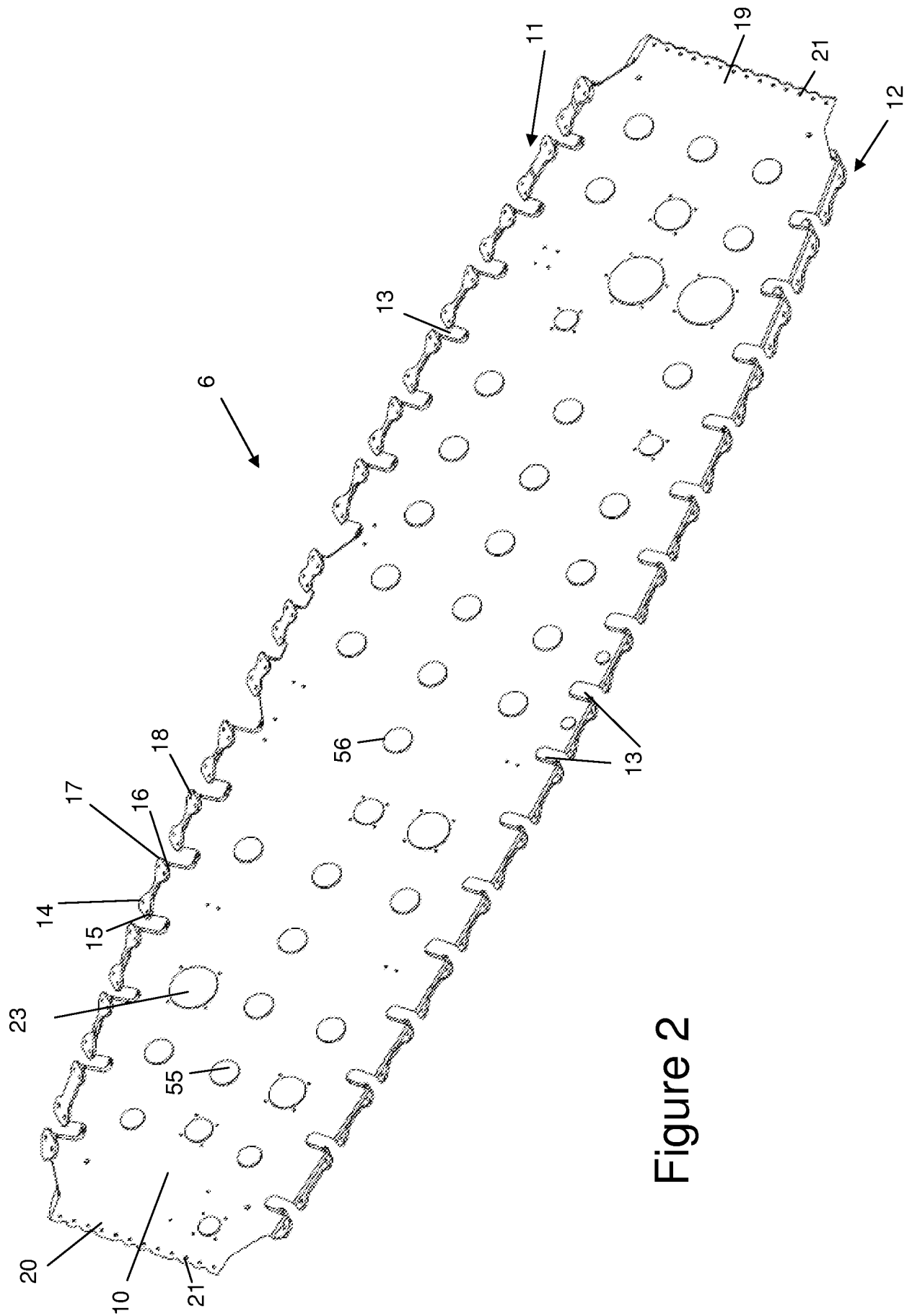


Figure 2

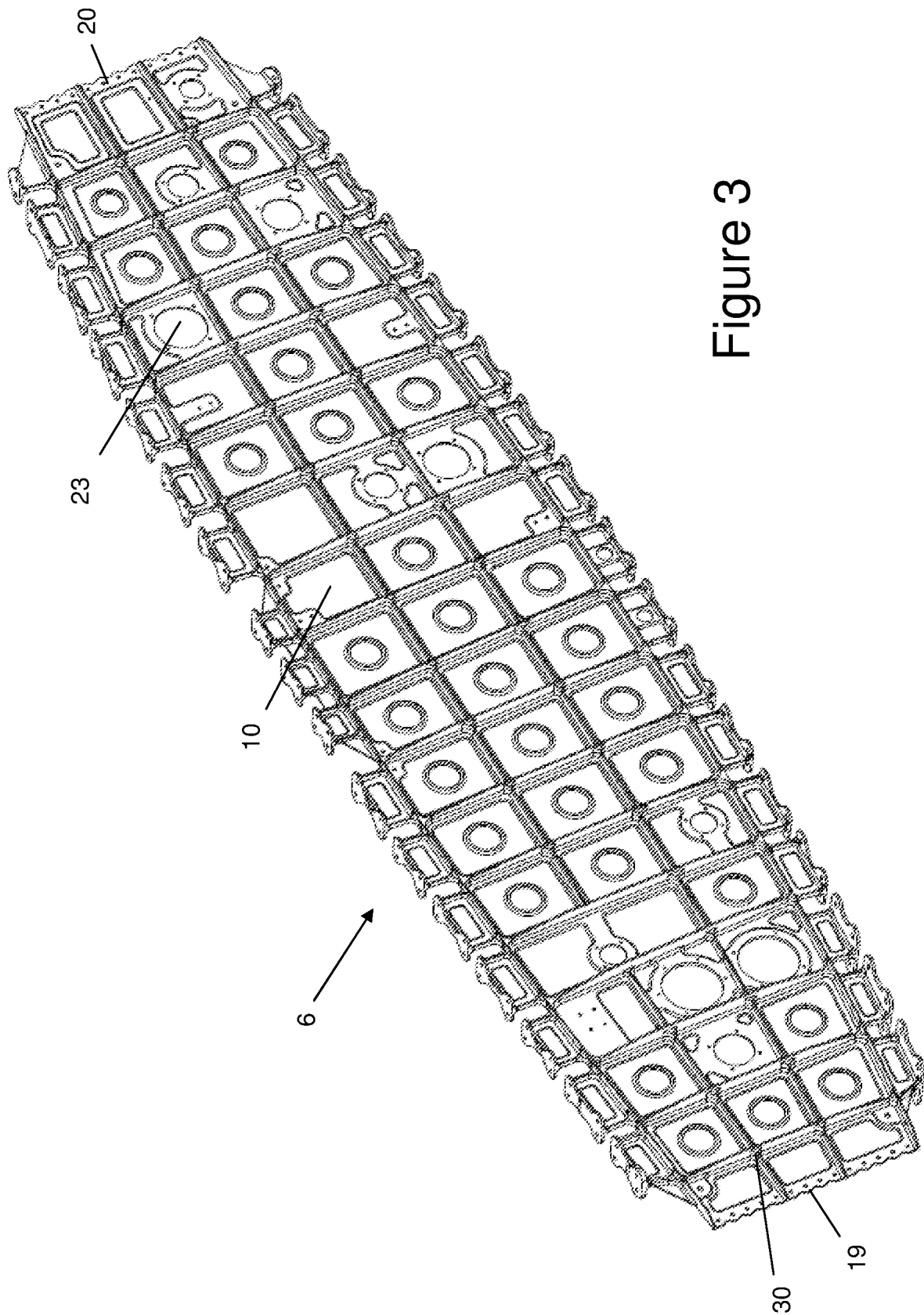
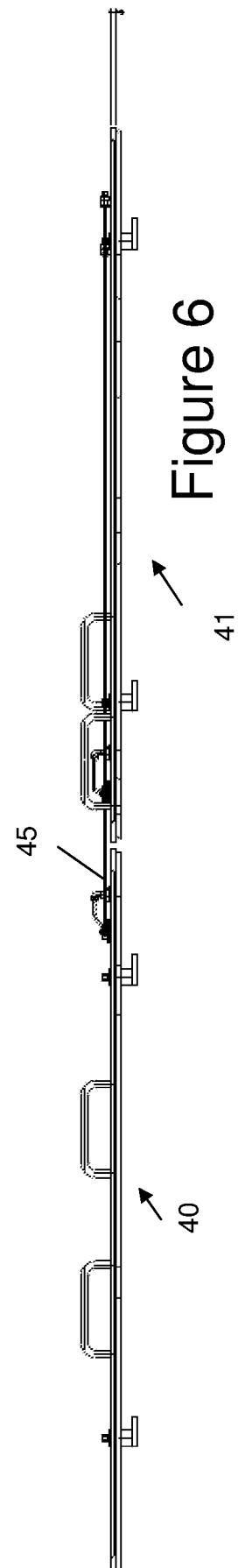
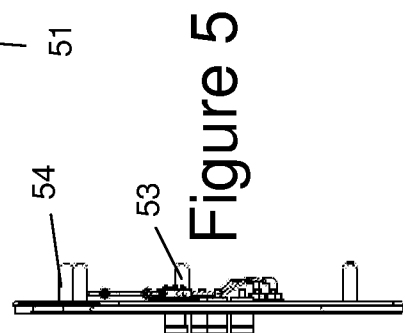
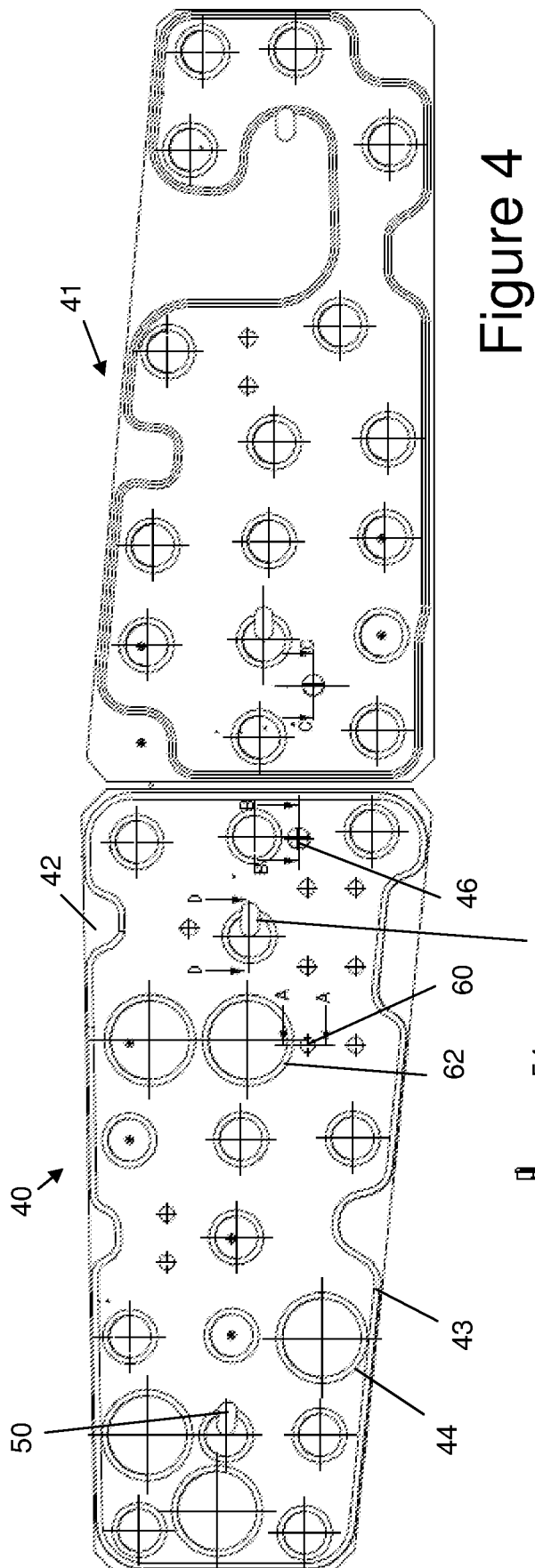


Figure 3



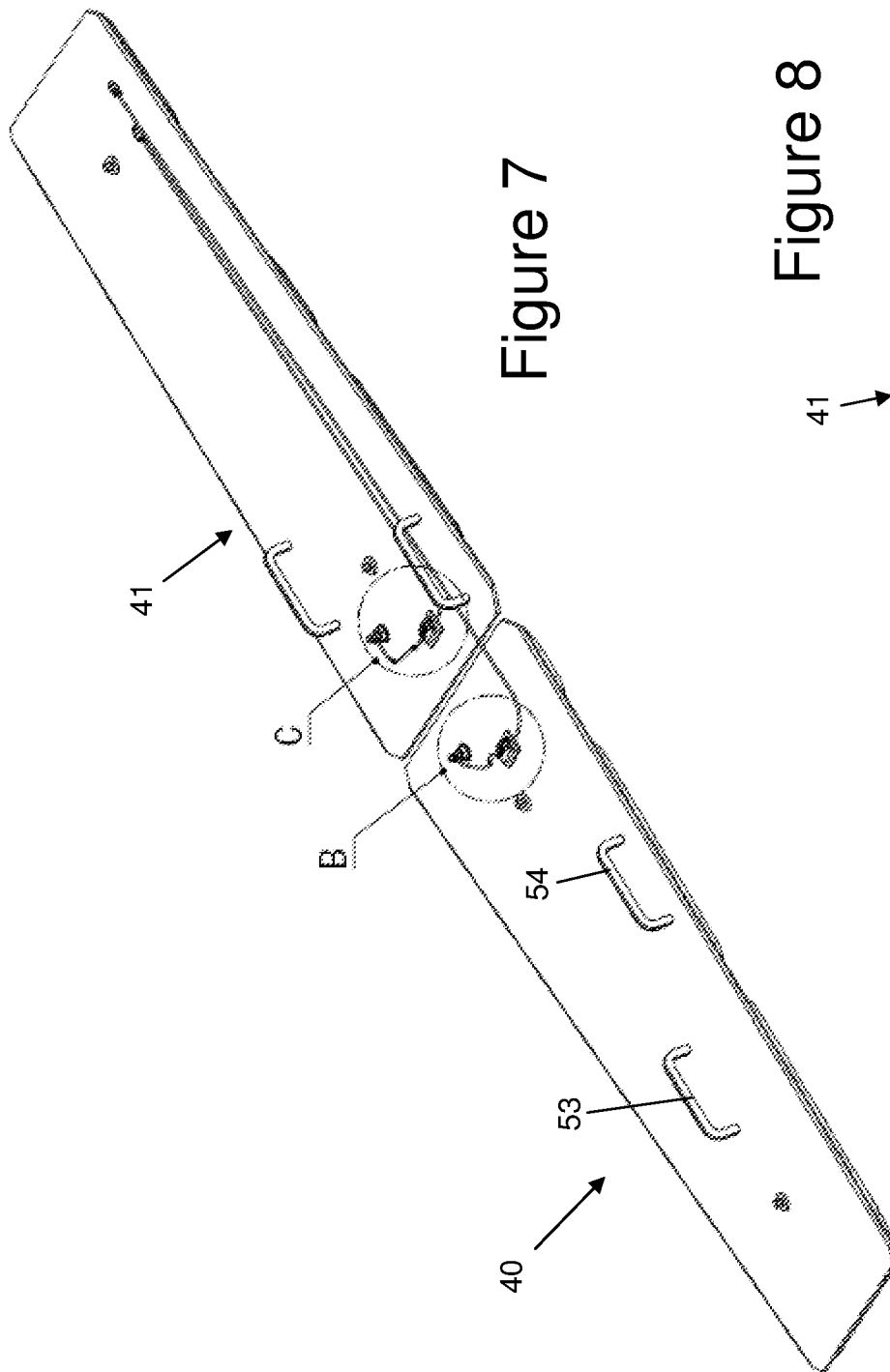
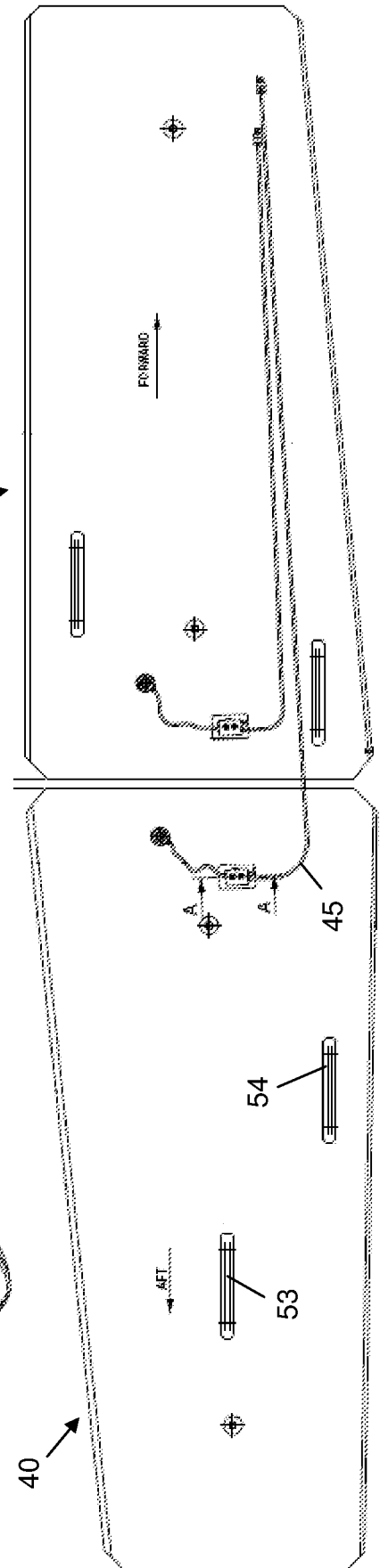
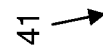


Figure 7



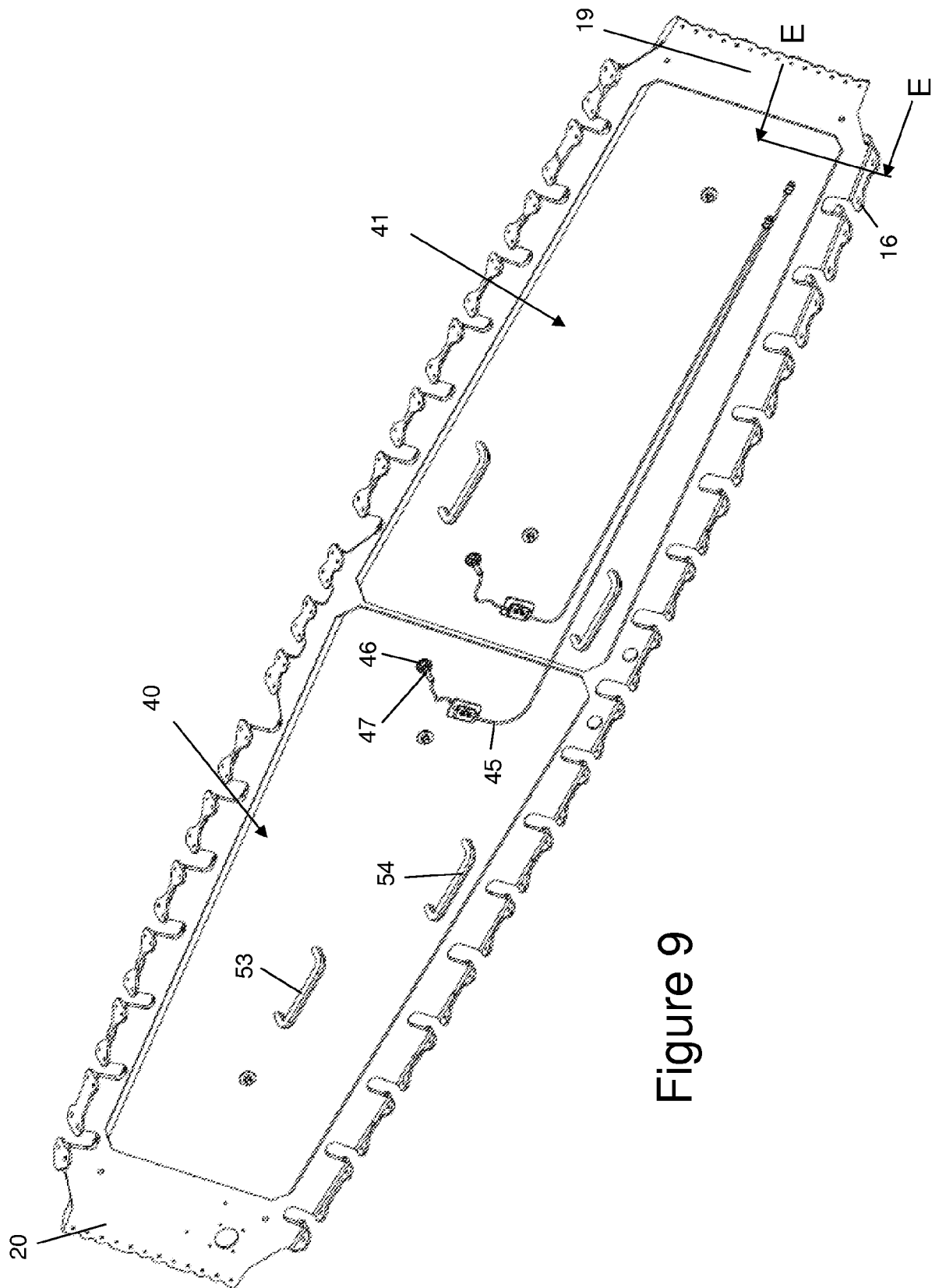


Figure 9

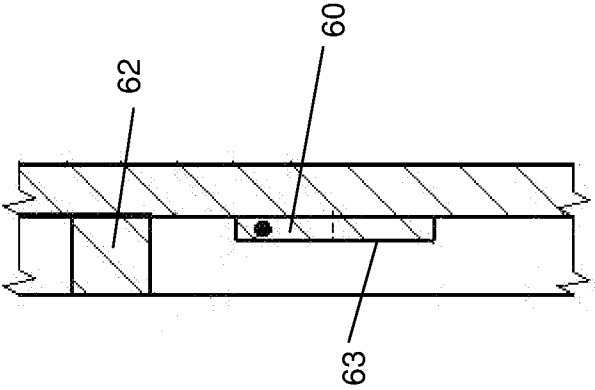


Figure 11

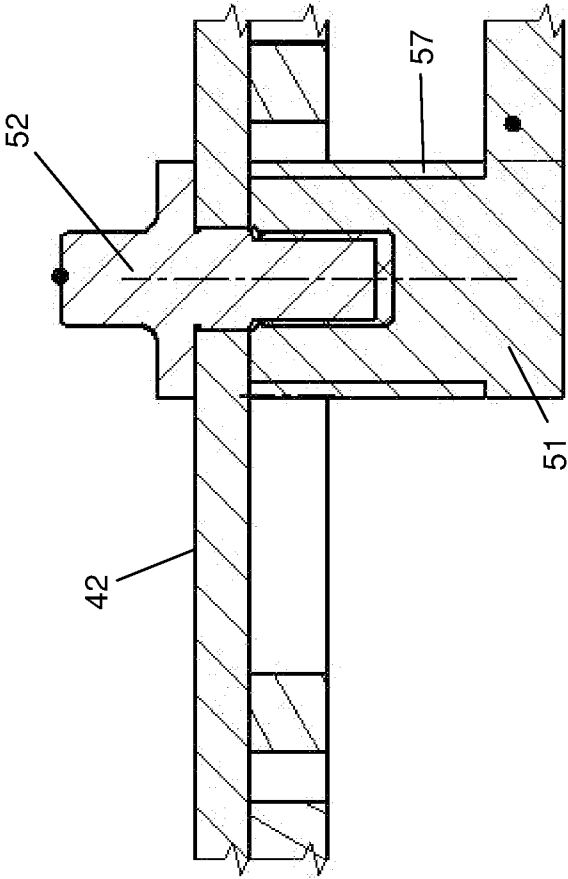


Figure 10

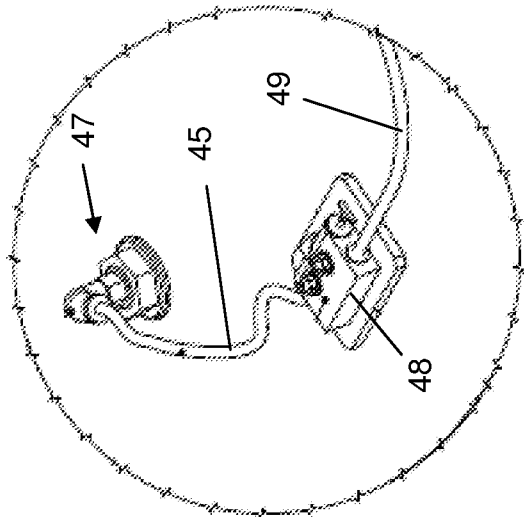


Figure 12

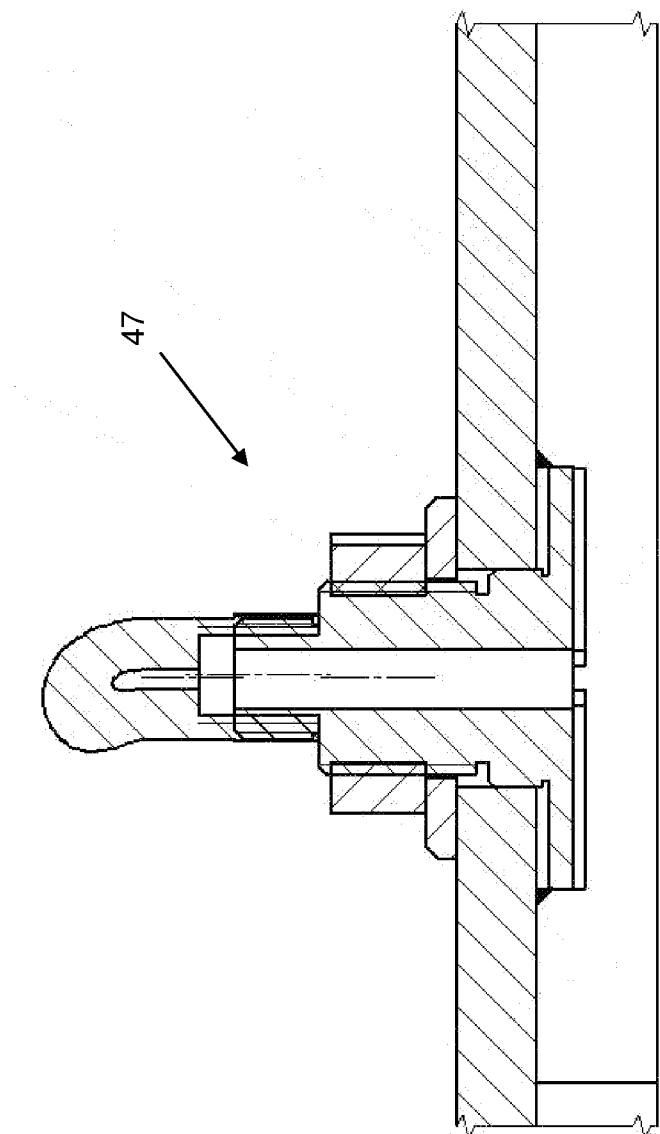


Figure 13

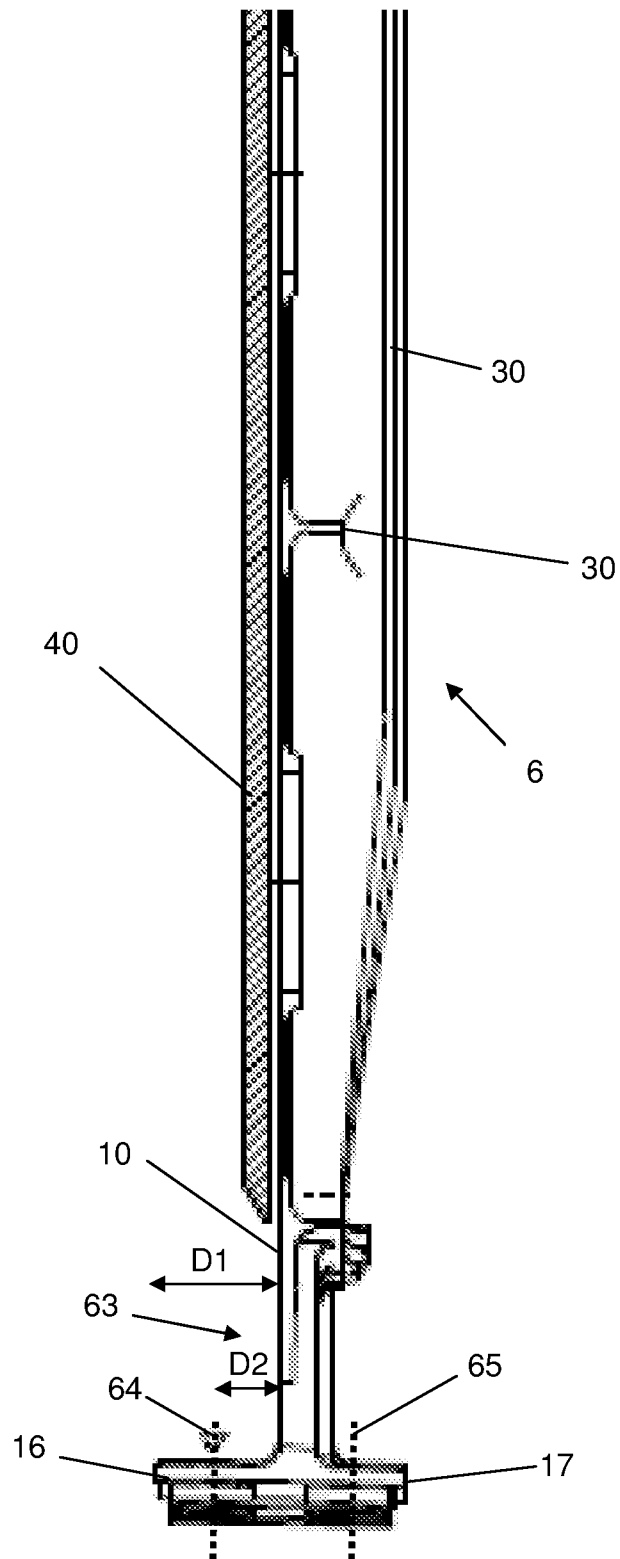


Figure 14