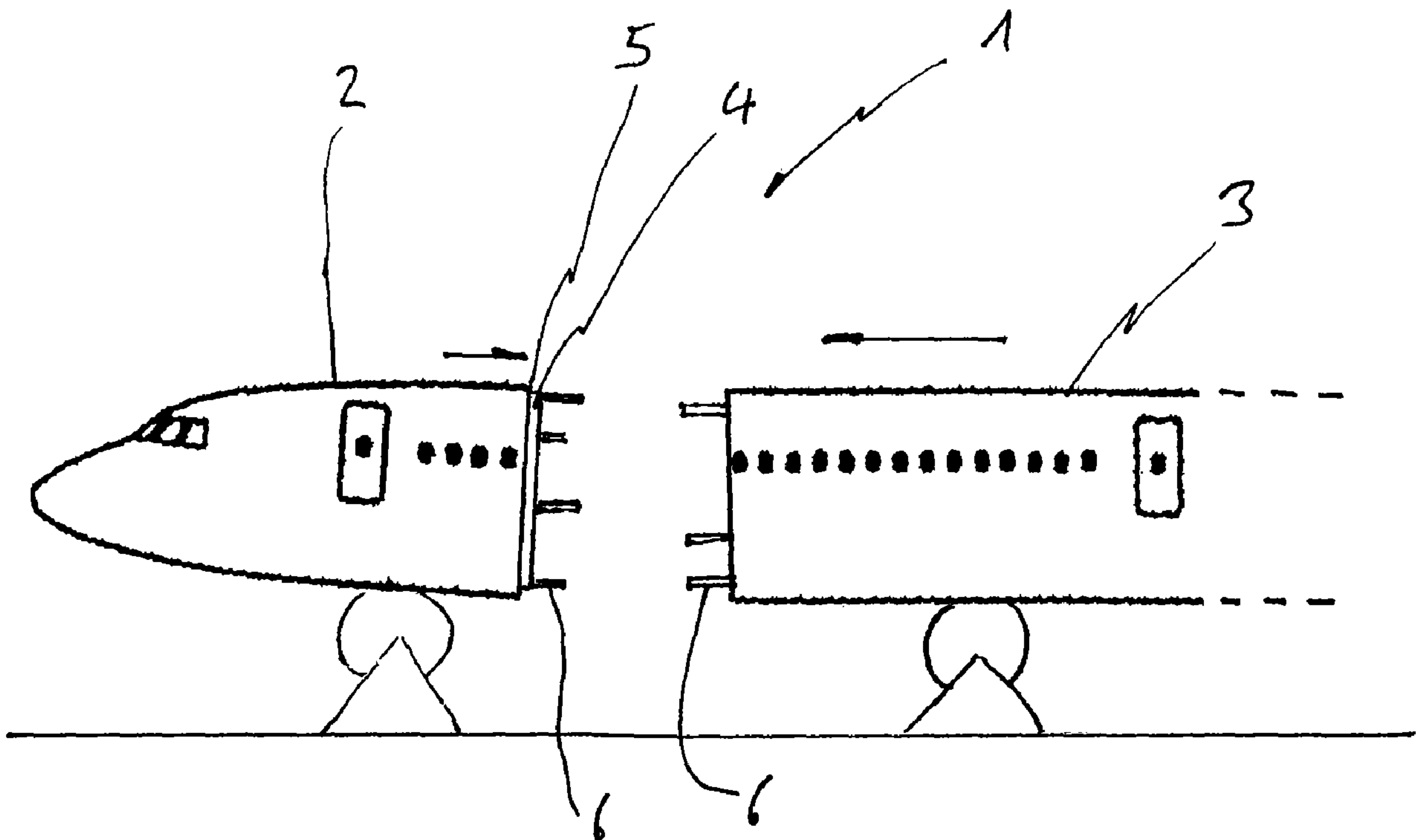




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(54) Titre : PROCEDE DE PREPARATION DU RACCORDEMENT ENTRE DEUX SECTIONS DE FUSELAGE D'UN AVION  
(54) Title: METHOD OF PREPARING THE CONNECTION BETWEEN TWO FUSELAGE SECTIONS OF AN AIRCRAFT



(57) Abrégé/Abstract:

The present invention relates to a method of preparing the connection of two fuselage sections (2,3). A less complicated and time consuming method was found by using High-Speed- Drilling (HSD) for a group of final bore holes through the outer skin of at least one fuselage section and/or the coupling means using one drilling template preferably without any pilot drilling.



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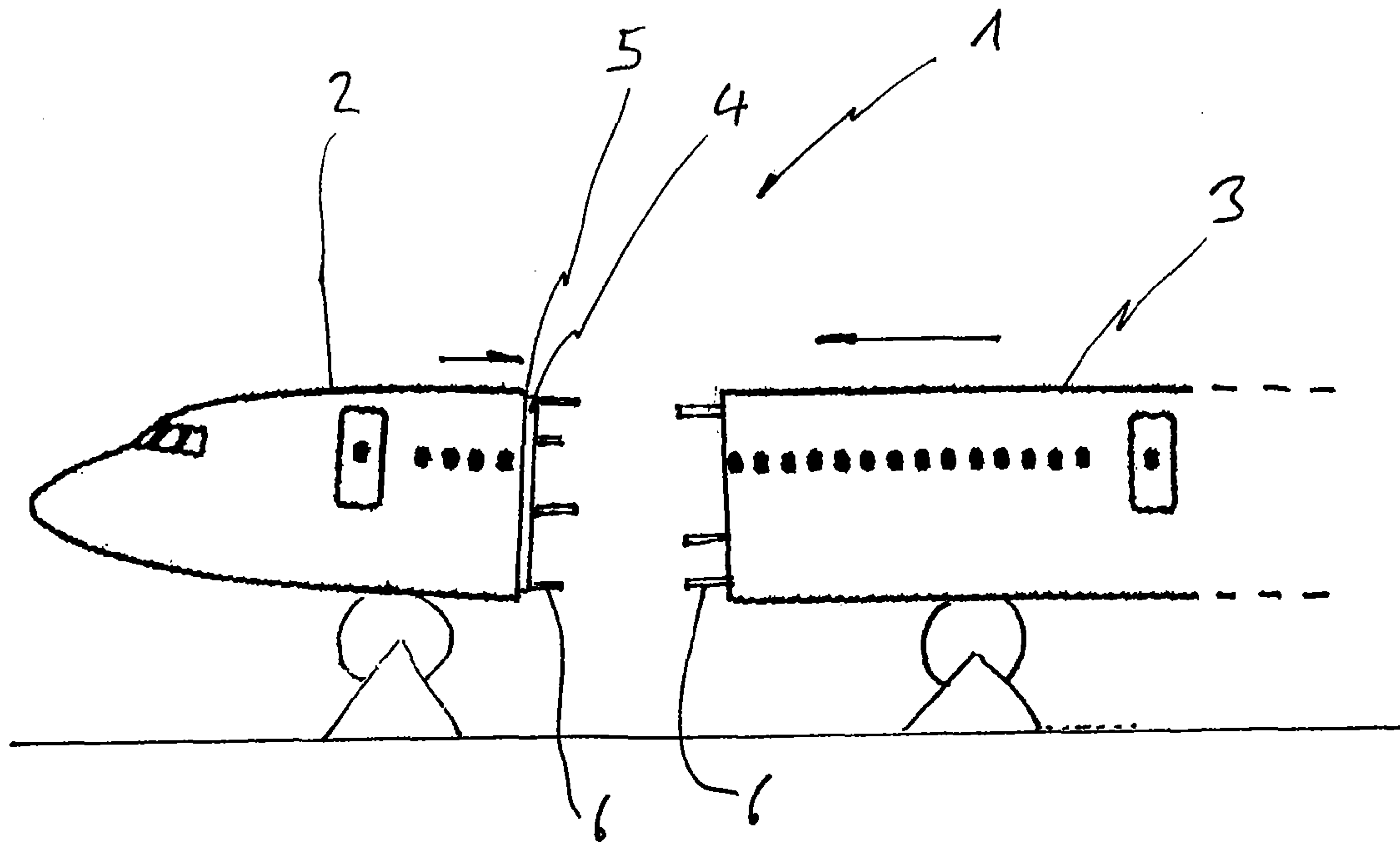
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(54) **Title:** METHOD OF PREPARING THE CONNECTION BETWEEN TWO FUSELAGE SECTIONS OF AN AIRCRAFT



(57) **Abstract:** The present invention relates to a method of preparing the connection of two fuselage sections (2, 3). A less complicated and time consuming method was found by using High-Speed- Drilling (HSD) for a group of final bore holes through the outer skin of at least one fuselage section and/or the coupling means using one drilling template preferably without any pilot drilling.

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METHOD OF PREPARING THE CONNECTION BETWEEN TWO FUSELAGE SECTIONS OF AN AIRCRAFT

5     **Technical Field**

The present invention relates to a method of preparing the connection of two fuselage sections (barrels) of an aircraft.

10    **Background of the invention**

The manufacturing process of a commercial aircraft comprises the preparing of the connection of the fuselage sections. The preparing of the connection and the connection itself is as known complicate and time-consuming, because the  
15    connection has to be exact and robust. Particularly with regard to the length of the fuselage small tolerances of a few millimeters may lead to enormous tolerances of some centimeters at the end portion of the fuselage and causes the fly characteristic of the airplane in an unknown way.

20    Exemplary a short description should be given about the today's method of preparing the connection of two fuselage sections of an aircraft:

The sections with premounted seat bars and stringers are jacked up and moved towards each other and arranged accurately using means as for instance the seat bars  
25    or stringers and/or the width of the slit between the leading edges of the sections (circular slit with a few millimeter constant distance) till the centerlines of the barrels namely the longitudinal axis of the fuselage are in line. Small bars are clamped at the stringers to act as coupling means and to compensate the aforesaid tolerances.

At first the stringers themselves are not fixed between the last circular frame and the  
30    front edge of one section. Therefore a further compensation of the tolerances is possible. Furthermore, to compensate the manufacturing tolerances of one section it



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possess a lengthwise slit. Circular brackets with calibrated bore holes (CBH) are attached at the inner side of the barrel and overlapped the front edge of one barrel by plugging fixing means as temporary rivets. The radius of the brackets is the same as the associated part of the section.

5

Beside the other fittings as the aforesaid small bars the circular brackets may be attached via further fixing elements such as temporary rivets to the other barrel and a drilling template together using tack riveting.

The next process step is to drill pilot holes for every planned final bore hole which is  
10 in fact every bore hole through the skin of the sections and the brackets. Because material such as drilling chips could penetrate the possible spacing between the relatively thin skin and the circular bracket it is necessary to disassemble the barrels and the fittings. After drilling the pilot holes into the skin and the circular brackets the boreholes may be deburred and degreased.

15

### **Summary of the invention**

It is an object of the invention to provide a less complicated and time consuming method of preparing the connection of two fuselage sections (barrels) of an aircraft.

20

This may be solved by a method according to claim one.

The main benefit of the invention is that no bore holes especially at the brackets of the fuselage sections have to be pilot drilled. High-Speed-Drilling allows a drilling in a single step. The force which acts downwards to the section or the bracket is  
25 significantly lower than during standard drilling processes which are known in this technical field. Therefore, deformation of the sections/brackets can be avoided.

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According to a first exemplary embodiment of the present invention, a method for preparing the connections of two fuselage sections is provided. The method may be comprise one or all of the following steps, preferably in the following order:

Arranging of the sections each with one section opening towards the other section  
5 and attaching of coupling means such as brackets which contains calibrated bore holes (CBA) to at least one fuselage section and/or stringer element of at least one section, whereas "attaching" comprises calibrating the sections in a longitudinal axis and/or in a vertical axis of the aircraft. Detaching the fuselage sections from the coupling means and degreasing and deburring of the fuselage sections. Applying of  
10 sealing compound to the sections, particularly the coupling means. Fixing/riveting of the fuselage sections and the coupling means such as in a pilot drill position. Fixing of at least one drilling template via fixing means and calibrated bore holes at the fuselage sections and/or coupling means using the CBA. Drilling of a group of pilot bore holes (4.6 mm) through the outer skin of at least one barrel by using the CBA as  
15 guiding bore holes. Finally, High-Speed-Drilling (HSD) of a group of final bore holes (4.8 mm) through the outer skin of at least one fuselage section and/or the coupling means using one drilling template, wherein the HSD reached 15.000 to 20.000 revolutions per minute (RPM) and the HSD contains the lubrication and the countersinking of the bore holes. Generally pilot drilling is not necessary if the High-  
20 Speed-Drilling method is used.

### **Description of a preferred embodiment**

In the following, an exemplary embodiment will be specified for further explanation  
25 and for better understanding with reference to the attached drawings.

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It shows a schematic side view of a part of a fuselage 1 with a first fuselage section 2 in front and a second fuselage section 3. A first coupling means in the form of a circular bracket 4 (frame) is fixed at the leading edge 5 of section 2. Not shown are the final and pilot bore holes in the aforesaid means/sections. Both sections 2, 3  
5 contain further coupling means in form of stringers 6. The view in the figure is schematic and not full scaled.

It should be noted that the term „comprising“ does not exclude other elements or steps and „a“ or „an“ does not exclude a plurality. Also elements described in  
10 association with different embodiments may be combined. It should be noted that reference signs in the claims shall not be construed as limiting the scope of the claims.



THE EMBODIMENTS OF THE INVENTION IN WHICH AN EXCLUSIVE PROPERTY OR PRIVILEGE IS CLAIMED ARE DEFINED AS FOLLOWS:

1. A method of preparing a connection of a first fuselage section and a second fuselage section of an aircraft, the first fuselage section and the second fuselage section comprising an outer skin, the method comprising the steps of:  
  
arranging a first section opening of the first fuselage section with a second section opening of the second fuselage section;  
  
attaching a coupling that contains calibrated bore holes to at least one of the first fuselage section, the second fuselage section, or a stringer element of at least one of the first fuselage section or the second fuselage section;  
  
fixing of at least one drilling template via a fixing means and the calibrated bore holes to at least one of the first fuselage section, the second fuselage section, or the coupling using the calibrated bore holes; and  
  
without the use of pilot holes, drilling of a group of final bore holes through the outer skin of at least one of the first fuselage section, the second fuselage section, or a coupling using the at least one drilling template, the drilling being accomplished at a drilling speed ranging between approximately 15,000 to approximately 20,000 revolutions per minute.
2. The method according to claim 1, further comprising the steps of: degreasing the first fuselage section and the second fuselage section; and deburring the first fuselage section and the second fuselage section.
3. The method according to claim 1, further comprising the steps of:  
  
applying a sealing compound to the at least one of the first fuselage section and the second fuselage section;  
  
fixing and riveting of the first fuselage section, the second fuselage section, and the coupling.
4. The method according to claim 1, wherein the High-Speed-Drilling comprises the step of lubricating the group of final bore holes.
5. The method according to claim 1, wherein the High-Speed-Drilling comprises the step of countersinking the group of final bore holes.
6. The method according to claim 1, wherein the attaching the coupling comprises attaching the coupling that contains the calibrated bore holes to the first fuselage section and the second fuselage section.
7. The method according to claim 1, wherein the fixing of the at least one drilling template via the fixing and the calibrated bore holes comprises fixing of the at least one drilling template via the

fixing and the calibrated bore holes to the first fuselage section and the second fuselage section using the calibrated bore holes.

8. The method according to claim 1, further comprising the step of applying a sealing compound to the coupling.



