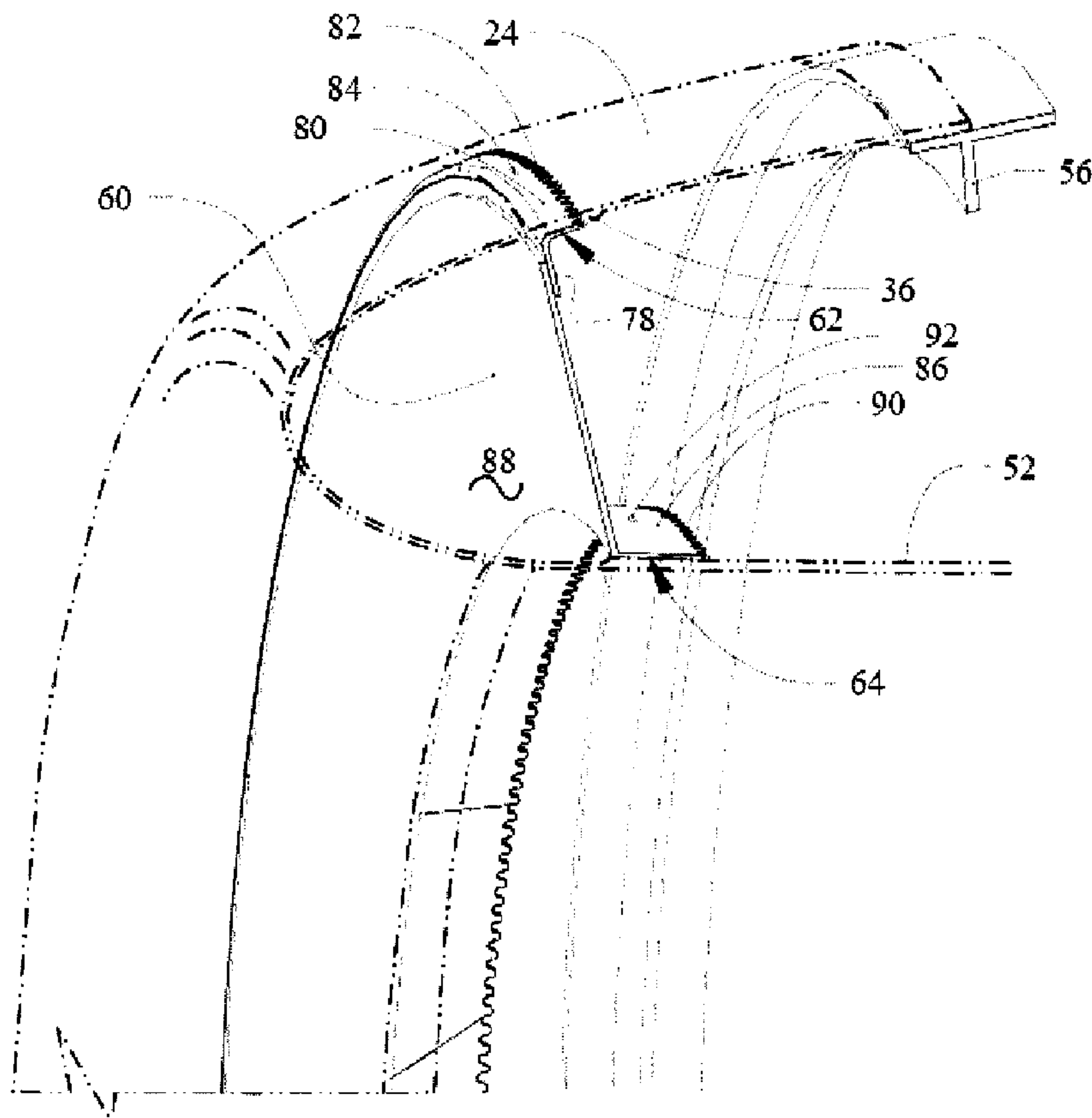




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(54) Titre : METHODE DE FIXATION D'UNE STRUCTURE DE NACELLE SERVANT A MINIMISER LA CHARGE DE FATIGUE  
(54) Title: METHOD OF ATTACHING NACELLE STRUCTURE TO MINIMIZE FATIGUE LOADING



(57) **Abrégé/Abstract:**

A structural system for accommodating the thermal expansion of a nacelle lip skin and supporting structure has a lip skin and a first angle element attached to the lip skin. The first angle element has a free edge that is scalloped to accommodate thermal stresses. A bulkhead is attached to the first angle element.

## **ABSTRACT OF DISCLOSURE**

A structural system for accommodating the thermal expansion of a nacelle lip skin and supporting structure has a lip skin and a first angle element attached to the lip skin. The first angle element has a free edge that is scalloped to accommodate thermal stresses. A bulkhead is attached to the first angle element.

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# METHOD OF ATTACHING NACELLE STRUCTURE TO MINIMIZE FATIGUE LOADING

## BACKGROUND INFORMATION

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### Field

Embodiments of the disclosure relate generally to aircraft structures and more particularly to embodiments for an inlet skin attachment to a supporting bulkhead having mismatched coefficients of thermal expansion.

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### Background

Current aircraft structures for nacelle and engine cowlings employ skin elements stiffened with attached structural frames having a desired cross section for necessary support of the skin. Lip skins are critical aerodynamic surfaces and it is generally understood that a long lip skin is advantageous to preclude the necessity for a joint with the outer barrel far forward where disruption of the laminar flow region of the lip skin may occur. In many designs the distance between the forward bulkhead outer attachment and the lip skin to outer barrel attachment is quite long. Aerodynamic heating as well as altitude temperature differentials during flight profiles of an aircraft affects the thermal condition of the lip skin and associated support structure. Design and fastening of circumferential stiffeners around the lip skin must take into account thermal expansion of the lip skin and stiffeners. A primary load is generally created by the radial growth of the round nacelle structure and the related circumferential loads due to the substantially circular cross section and differing coefficient of thermal expansion (CTE) between the lip skin and structural elements. Repetitive thermal cycling during flight operations may result in fatigue loading.

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It is therefore desirable to provide structural integration for the lip skin and bulkhead attachment that accommodates CTE mismatch and reduces thermally induced fatigue.

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## SUMMARY

Exemplary embodiments provide a structural system for accommodating the thermal expansion of a nacelle lip skin and supporting structure, the structural system having a lip skin and a first angle element attached to the lip skin. The first angle element has a free edge that is scalloped to accommodate thermal stresses. A bulkhead is attached to the first angle element.

A method for fabricating the embodiments described is enabled wherein a lip skin and a first angle element having a free edge are formed. The free edge is scalloped and a bulkhead is attached to the lip skin with the first angle element.

## BRIEF DESCRIPTION OF THE DRAWINGS

The features, functions, and advantages that have been discussed can be achieved independently in various embodiments of the present disclosure or may be combined in yet other embodiments, further details of which can be seen with reference to the following description and drawings.

FIG. 1 is a pictorial view of an example aircraft on which the present embodiments may be employed;

FIG. 2 is a side view of the lip skin;

FIG. 3 is a side detailed section view of the lip skin;

FIG. 4 is a section view of the lip skin as assembled to the outer barrel of the engine inlet structure;

FIG. 5 is a detailed partial section pictorial view of the lip skin and bulkhead assembly with the lip skin shown in phantom for viewing of the underlying structure;

FIG. 6 is a detailed section pictorial view of the outer angle element;

FIG. 7 is a detailed section pictorial view of the bulkhead and inner angle element;

FIG. 8 is a detailed section pictorial view of an alternative embodiment of the outer angle element; and

FIGs. 9A and 9B are a flow chart of a lip skin structural assembly method enabled by the disclosed embodiments.

## DETAILED DESCRIPTION

The embodiments described herein provide a structure for accommodating CTE mismatch between a skin element and underlying support structure. As an exemplary embodiment, a lip skin and supporting structure in an engine cowling lip for a large multiengine aircraft is disclosed. An exemplary lip skin may be formed by aluminum spinning and machining or comparable methods. The lip skin is interconnected to an outer barrel of the engine inlet at the aft edge land on an outer circumferential rim and on an inner edge land on an inner circumferential rim. A forward bulkhead extends between a central land and the inner edge land. Angled attachment elements are employed to attach the forward bulkhead at both the central land and inner edge land. One or both of the angled attachment elements includes a scalloped free edge for enhanced management of thermal expansion by the lip skin and attachment elements which may create structural loads due to mismatched CTE. The interconnection of the aft edge land and outer barrel may be accomplished with a T-chord and an inner barrel of the engine inlet is interconnected to the inner edge land. An inner flange on the forward bulkhead is employed to span the inner edge land and a companion forward edge land (mating surface) on the inner barrel. For exemplary embodiments, the inner barrel may be a multiple ply laminate. An aft bulkhead extends between an aft end of the outer barrel and inner barrel.

Referring to the drawings, FIG. 1 shows an example aircraft **10** on which the embodiments disclosed herein may be employed. For the example shown, the aircraft **10** has two engine nacelles **12** supported from the wings **14** by pylons **16**. Each nacelle **12** has an inlet aperture **18** surrounded by a lip **20** providing an aerodynamic leading edge for the inlet for a turbofan engine **22**. The external surface of the lip **20** is provided by a lip skin **24**. The lip skin **24** is shown in FIGs. 2 and 3. The lip skin **24** has an outer rim **26** and an inner rim **28**.

As seen in FIG. 3 the lip skin **24** terminates at the outer rim **26** in an aft edge land **30** which extends substantially around the rim. The lip skin **24** terminates at the inner rim in an inner edge land **32**. A central land **36** extends around the circumference of the lip skin **24**. To provide longitudinal stiffness, stiffeners **34**

extending substantially fore and aft, interengaged with the aft edge land **30** and central land **36** may be employed to provide stiffness in the lip skin **24** sufficient for aerodynamic loading of the lip skin and to provide sufficient strength for a “step zone” on the upper surface of the lip skin. The aft edge land **30**, inner edge land **32**, and central land **36** are integral to the lip skin **24**.

The lip skin **24** is assembled as a portion of the inlet of the nacelle **12** as shown in FIG. **4**. Outer rim **26** of the lip skin **24** is abutted against a forward edge of an outer barrel **50** while the inner rim **28** is abutted against a forward edge of an inner barrel **52**. For the embodiment shown, inner barrel **52** is a multiple laminate structure with a core **54**. A circumferential T-chord stringer **56** is employed to engage the aft edge land **30** and an inner surface **58** of the outer barrel **50**. A forward bulkhead **60** is attached to the central land **36** with an outer angle element **62** that is attached to or integral with the bulkhead an outer diameter. An inner angle element **64** attached to or integral with the forward bulkhead **60** at an inner diameter connects the forward bulkhead to the lip skin **24** and, for the embodiment shown, spans and interconnects the inner edge land **32** and a mating surface **66** on the inner barrel **52** extending aft from a forward edge. An aft bulkhead **68** extends between the outer barrel **50** and inner barrel **52**. A T-V chord stringer **70** is employed to join an aft edge of **51** the outer barrel **50**, aft bulkhead **68** and an external nacelle skin **72**. The inner barrel **52** is attached to internal nacelle structure, having similar design to prior art nacelles, with an L bracket **74**. A beaded inner attach angle **76** is employed to connect the aft bulkhead **68** to the L bracket **74**.

As seen in FIG. **5**, the outer angle element **62**, for the embodiment shown, is a separate angle attached to the forward bulkhead **60**. A radially extending leg **78** of the outer angle element **62** is attached to the bulkhead **60** using fasteners or adhesives. In alternative embodiments, the outer angle element may be integral to the bulkhead **60**. The radially extending leg **78** of the outer angle element **62** extends circumferentially from the bulkhead **60** terminating at an outer longitudinal flange **80**. The lip skin **24** is attached circumferentially to the outer longitudinal flange **80** at central land **36**. The lip skin **24**, outer angle element **62** (and attached bulkhead **60**) have differing CTEs and therefore will have potentially differing

expansion under temperatures experienced in the flight profile of the aircraft. The outer longitudinal flange **80** has a free edge **82** shown in detail in FIG. **6**. The free edge **82** incorporates a scalloped profile (exaggerated in the drawings to clearly show the feature) to ameliorate stresses from thermally induced expansion differential between the outer angle element **62**, the attached bulkhead **60** and the lip skin **24**. The lip skin **24** is attached to the outer longitudinal flange **80** using mechanical fasteners **84** such as tension head Hi-Lok® fasteners produced by Alcoa, Inc., spaced between the free edge **82** and the bend from the radially extending leg **78** to the outer longitudinal flange **80**. While shown in the drawings as a circular scallop, the profile may be tailored as joined alternating semi-ellipses or as a saw tooth. In the exemplary embodiment in the drawings, the lip skin **24** is Al **2219 T-62** and the aft edge land **30**, stiffeners **34** and central land **36** are approximately **0.125** inches in thickness while the inner edge land **32** is approximately **0.1740** inches in thickness with a nominal thickness of the skin web **25** of the lip skin **24** at **0.080** inches. The aft edge land **30** width is approximately **1.50** inches, the stiffener width approximately **1.50** inches while the inner edge land **32** width is approximately **1.070** inches. The forward bulkhead **60** is fabricated from Ti-**6AL-4V** having a having a thickness of **0.060** inch. The outer angle element is similarly Ti-**6AL-4V** having a thickness of **0.050** inch. The relative dimensions of the scallop or other profile is determined to provide a predetermined coarseness on the free edge which relieves relative stress in the longitudinal flange and attached central land **36** of the lip skin due to circumferential loads imposed by differing thermal expansion of the outer angle element **62** and central land **36**.

Similarly for the inner angle element **64**, shown in FIG. **5** as an integral portion of the forward bulkhead **60**, an inner longitudinal flange **86** extends from a web **88** of the bulkhead. While shown as integral to the bulkhead in the described embodiment, the inner angle element may be a separate angle as described for the outer angle element. The lip skin **24** is attached circumferentially to the inner longitudinal flange **86** at the inner edge land **32**. The lip skin **24**, inner longitudinal flange **86** (and attached forward bulkhead **60**) again have differing CTEs and therefore will have potentially differing expansion under temperatures experienced in

the flight profile of the aircraft. In the configuration of the joint at the inner longitudinal flange **86**, inner barrel **52** may additionally have a differing CTE which may further create thermally induced stresses. The inner longitudinal flange **86** has a free edge **90** shown in detail in FIG. **7**. Similar to the free edge **82**, the free edge **90** incorporates a scalloped profile to ameliorate stresses from thermally induced expansion differential between the inner angle element **64**, the attached forward bulkhead **60**, the lip skin **24** and additionally the inner barrel **52**. The lip skin **24** is attached to the inner longitudinal flange **86** using fasteners **92** spaced between the free edge **90** and the bend from the web **88** to the inner longitudinal flange **86**. Again, while shown in the drawings as a circular scallop, the profile may be tailored as joined alternating semi-ellipses or as a saw tooth. While scalloping of a free edge of both the outer and inner angle elements is shown in the embodiment of the drawings, either or both of the angle elements may employ the scalloped free edge.

Additionally, for the embodiment of FIG. **6** with the outer angle element **62** implemented as a separate angle element, scalloping of a second free edge **94** on the radially extending leg **78** as shown in FIG. **8** may also be accomplished to enhance the stress reduction from thermal expansion differential between the outer angle element **62** and web **88** of the forward bulkhead **60** when attached as shown in FIG. **5**.

While described in the example embodiment for the inner and outer angle elements for attachment of the bulkhead, comparable scalloping of free edges on mating hoop structure elements such as the T-chord stringer **56**, T-V chord stringer **70** or L bracket **74** may also be employed for thermal stress relief.

Fabrication of a nacelle inlet employing a one piece inlet lip skin as disclosed in the embodiments herein is accomplished as shown in FIGs. **9A** and **9B**. A lip skin is formed by spin forming with a thickness at least as thick as the thickest land or stiffener, step **902**. The lands and stiffeners are formed integrally in the lip skin by machining or chemical milling, step **904**. A first angle element, the outer angle element **62** for the embodiments shown, is formed with a longitudinal flange having a free edge, step **906**. The free edge is scalloped, step **908**, for thermal stress relief. The first angle element may additionally have a second free edge which is

scalloped, step **909**. The first angle element attached to a forward bulkhead, step **910**. The forward bulkhead is attached to a central land with the longitudinal flange of the first angle element, step **911**. The lip skin is abutted at an outer rim to an outer barrel and an inner rim at an inner barrel, step **910**. A second angle element, the inner angle element for the embodiment shown, is provided having a second free edge, step **912**, the second free edge is scalloped, step **913**, and the forward bulkhead is engaged to an inner edge land and a mating surface on the inner barrel with the second angle element, step **914**. The lip skin is abutted at an outer rim to an outer barrel and an inner rim at an inner barrel, step **916**. A T-chord stringer is engaged to an aft edge land on the lip skin and the outer barrel, step **918** and thereby fastening the lip skin to the inner and outer barrels. An aft bulkhead is then attached to the outer barrel and the inner barrel, step **920**.

Further, the disclosure comprises embodiments according to the following:

In accordance with one embodiment there is provided a structural system for accommodating the thermal expansion of a nacelle lip skin and supporting structure. The structural system includes a lip skin, a first angle element attached to the lip skin, said first angle element having a free edge, said free edge scalloped to accommodate thermal stresses and, a bulkhead attached to the first angle element.

The structural system may further include a second angle element extending from the bulkhead and attached to the lip skin.

The lip skin may include a skin web, an inner edge land integrally extending from the skin web at an inner rim and, a central land integrally extending from the skin web, the first angle element attached to the lip skin at the central land and the second angle element attached to the lip skin at the inner edge land.

The first angle element may include a radially extending leg terminating in a longitudinally extending flange, the longitudinally extending flange having the free edge.

The lip skin may be attached to the longitudinally extending flange with mechanical fasteners intermediate the radially extending leg and scalloped free edge.

The radially extending leg may have a second free edge, the second free edge scalloped to accommodate thermal stresses.

The second angle element may have a third free edge, the third free edge scalloped to accommodate thermal stresses.

5 In accordance with another embodiment, there is provided an aircraft nacelle including a lip surrounding an inlet aperture, said lip having a lip skin with an aft edge land, a central land and an inner edge land, an outer barrel engaged to the aft edge land, an inner barrel having a forward edge land engaged by the inner edge land, a first angle element attached to the lip skin at the central land, said first angle  
10 element having a free edge, said free edge scalloped to accommodate thermal stresses and, a forward bulkhead attached to the first angle element.

The first angle element may include a radially extending leg terminating in a longitudinally extending flange, the longitudinally extending flange having the free edge.

15 The aircraft nacelle may further include an inner flange on the forward bulkhead spanning the inner edge land and a companion forward edge land, said inner flange having a second free edge, said second free edge scalloped to accommodate thermal stresses.

The aircraft nacelle may further include an aft bulkhead extending between an  
20 aft end of the outer barrel and an aft end of the inner barrel.

The first angle element has a third free edge on a radially extending leg, the third free edge scalloped to accommodate thermal stresses.

In accordance with another embodiment there is provided a method for fabricating an engine inlet involving forming a lip skin, forming a first angle element  
25 having a free edge, scalloping the free edge, attaching a bulkhead to the lip skin with the first angle element.

The step of attaching a bulkhead may involve forming the first angle element with a longitudinal flange having the free edge and attaching the first angle element to the bulkhead with a radially extending flange.

30 The method may further involve attaching the longitudinal flange to the lip skin with fasteners intermediate the radially extending flange and the free edge.

The step of forming may involve forming a plurality of lands integrally in the lip skin.

The method may further involve attaching the longitudinal flange to a central land and, abutting the lip skin at an outer rim to an outer barrel and an inner rim at  
5 an inner barrel.

The method may further involve engaging a second longitudinal flange of the bulkhead to an inner edge land and a mating surface on the inner barrel.

The method may further involve scalloping a second free edge on the second longitudinal flange.

10 The method may further involve scalloping a third free edge on the radially extending leg.

The method may further involve engaging a first stringer to an aft edge land on the lip skin and the outer barrel.

15 Having now described various embodiments of the disclosure in detail as required by the patent statutes, those skilled in the art will recognize modifications and substitutions to the specific embodiments disclosed herein. Such modifications are within the scope and intent of the present disclosure as defined in the following claims.

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

5 **1.** A structural system for accommodating the thermal expansion of a nacelle lip skin and supporting structure, the structural system comprising:

a lip skin;

10 a first angle element attached to the lip skin, said first angle element having a free edge, said free edge scalloped to accommodate thermal stresses; and

a bulkhead attached to the first angle element.

15 **2.** The structural system as defined in claim **1** further comprising:

a second angle element extending from the bulkhead and attached to the lip skin.

20 **3.** The structural system as defined in any one of claims **1** or **2** wherein the lip skin comprises:

a skin web;

25 an inner edge land integrally extending from the skin web at an inner rim; and

a central land integrally extending from the skin web;

the first angle element attached to the lip skin at the central land and the second angle element attached to the lip skin at the inner edge land.

- 5     **4.**     The structural system as defined in any one of claims **1**, **2** or **3** wherein the first angle element comprises:

          a radially extending leg terminating in a longitudinally extending flange, the longitudinally extending flange having the free edge.

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- 5.**     The structural system as defined in claim **4** wherein the lip skin is attached to the longitudinally extending flange with mechanical fasteners intermediate the radially extending leg and scalloped free edge.

- 15     **6.**     The structural system as defined in claim **5** wherein the radially extending leg has a second free edge, said second free edge scalloped to accommodate thermal stresses.

- 7.**     The structural system as defined in any one of claims **2**, **3**, **4**, **5** or **6** wherein  
20     the second angle element has a third free edge, said third free edge scalloped to accommodate thermal stresses.

- 8.**     An aircraft nacelle comprising:

25             a lip surrounding an inlet aperture, said lip having a lip skin with an aft edge land, a central land and an inner edge land;

              an outer barrel engaged to the aft edge land;

30             an inner barrel having a forward edge land engaged by the inner edge land;

a first angle element attached to the lip skin at the central land, said first angle element having a free edge, said free edge scalloped to accommodate thermal stresses; and

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a forward bulkhead attached to the first angle element.

- 9.** The aircraft nacelle as defined in claim **8** wherein the first angle element comprises:

10

a radially extending leg terminating in a longitudinally extending flange, the longitudinally extending flange having the free edge.

- 10.** The aircraft nacelle as defined in any one of claims **8** or **9** further comprising:

15

an inner flange on the forward bulkhead spanning the inner edge land and a companion forward edge land, said inner flange having a second free edge, said second free edge scalloped to accommodate thermal stresses.

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- 11.** The aircraft nacelle as defined in any one of claims **8**, **9** or **10** further comprising an aft bulkhead extending between an aft end of the outer barrel and an aft end of the inner barrel.

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- 12.** The aircraft nacelle as defined in any one of claims **10** or **11** wherein the first angle element has a third free edge on a radially extending leg, said third free edge scalloped to accommodate thermal stresses.

- 13.** A method for fabricating an engine inlet comprising:

30

forming a lip skin;

forming a first angle element having a free edge;

scalloping the free edge;

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attaching a bulkhead to the lip skin with the first angle element.

- 10 **14.** The method as defined in claim **13** wherein the step of attaching a bulkhead comprises forming the first angle element with a longitudinal flange having the free edge and attaching the first angle element to the bulkhead with a radially extending flange.
- 15 **15.** The method as defined in claim **14** further comprising attaching the longitudinal flange to the lip skin with fasteners intermediate the radially extending flange and the free edge.
- 16.** The method as defined in any one of claims **14** or **15** wherein the step of forming comprises forming a plurality of lands integrally in the lip skin.
- 20 **17.** The method as defined in any one of claims **14**, **15** or **16** further comprising:
- attaching the longitudinal flange to a central land; and
- abutting the lip skin at an outer rim to an outer barrel and an inner rim at an inner barrel.
- 25 **18.** The method as defined in any one of claims **14**, **15**, **16** or **17** further comprising engaging a second longitudinal flange of the bulkhead to an inner edge land and a mating surface on the inner barrel.

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**19.** The method as defined in claim **18** further comprises scalloping a second free edge on the second longitudinal flange.

**20.** The method as defined in claim **14** further comprising scalloping a third free edge on the radially extending leg.

**21.** The method as defined in any one of claims **13, 14, 15, 16, 17, 18, 19** or **20** further comprising engaging a first stringer to an aft edge land on the lip skin and the outer barrel.

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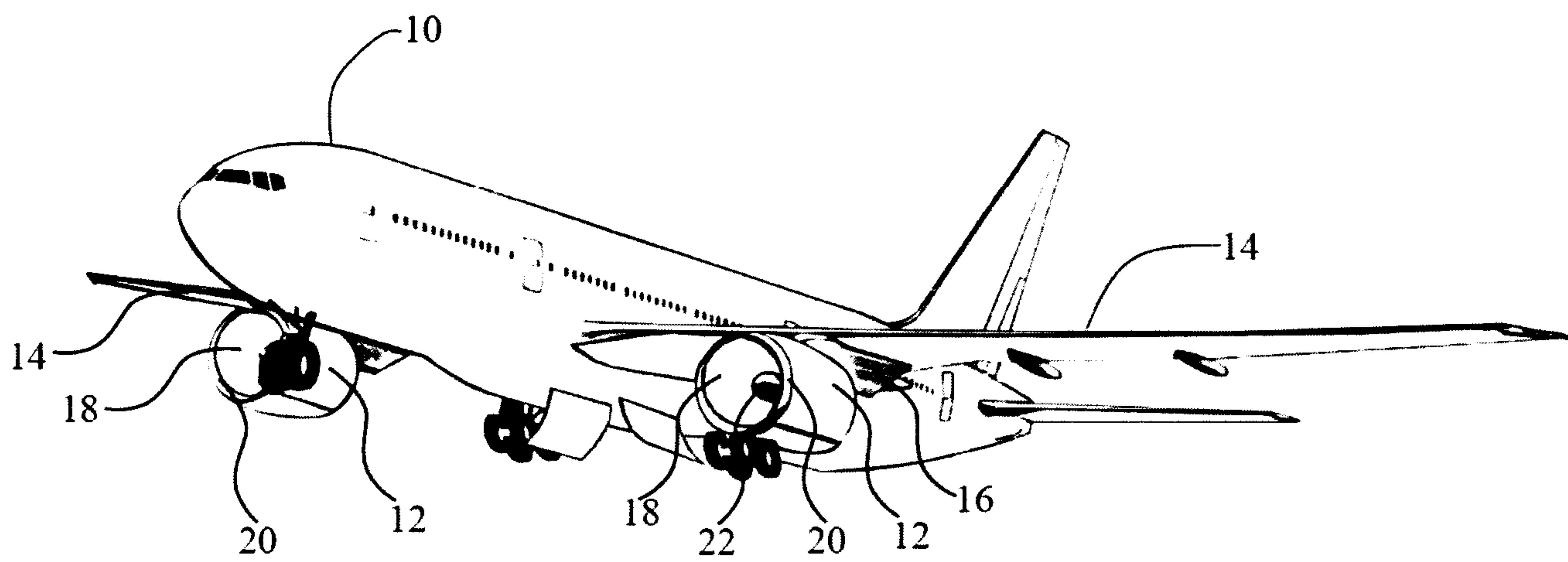
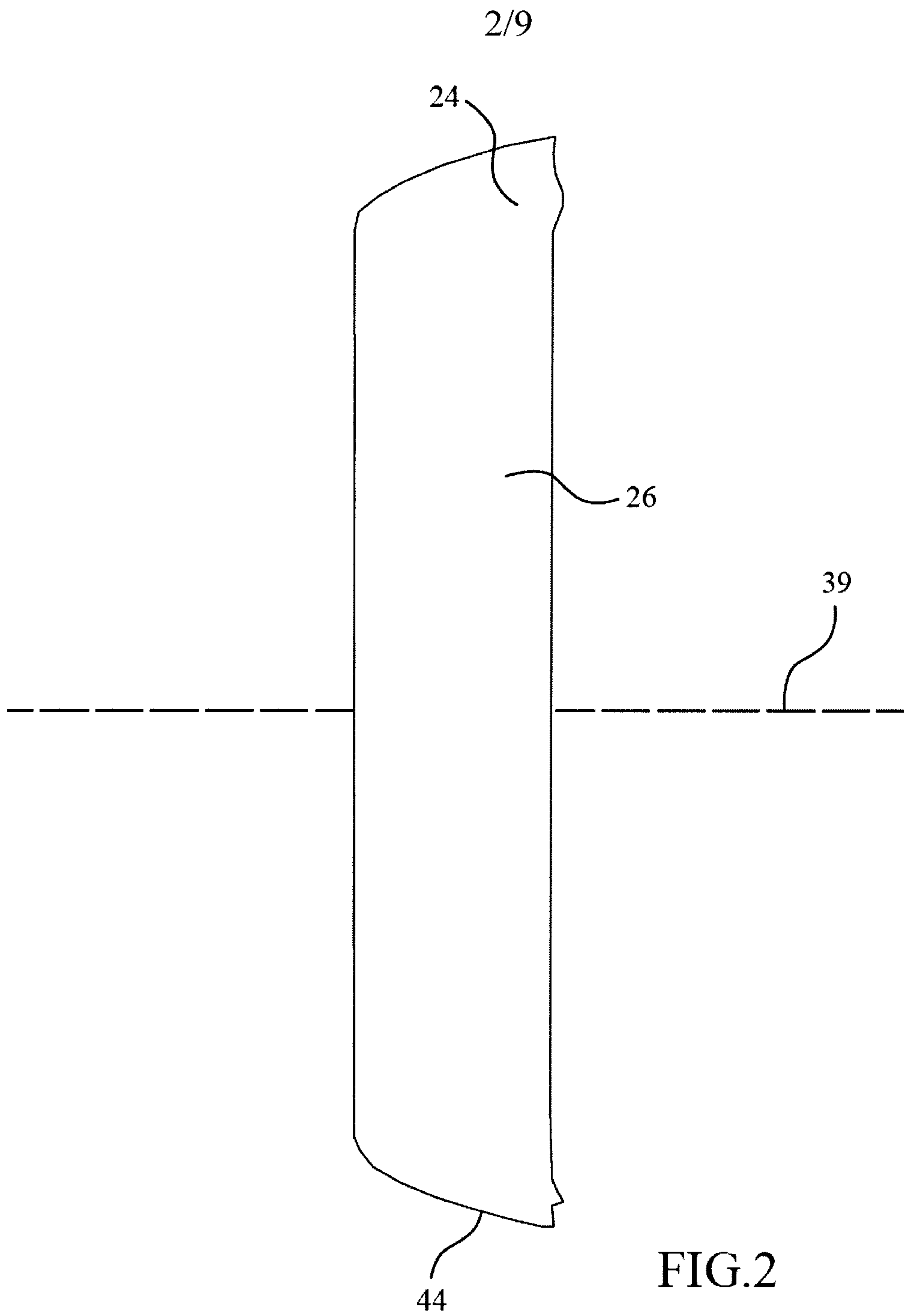


FIG. 1



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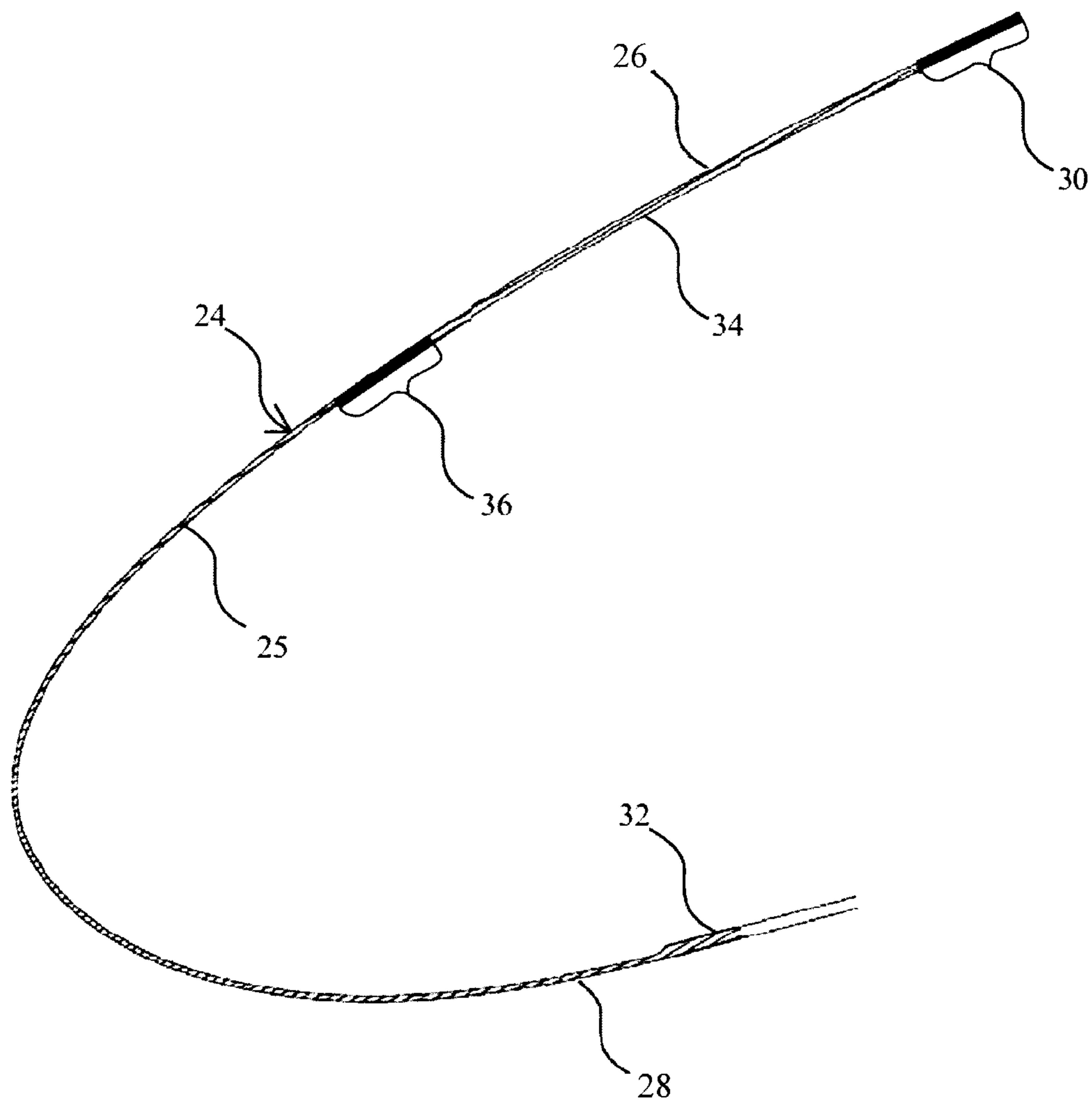


FIG. 3

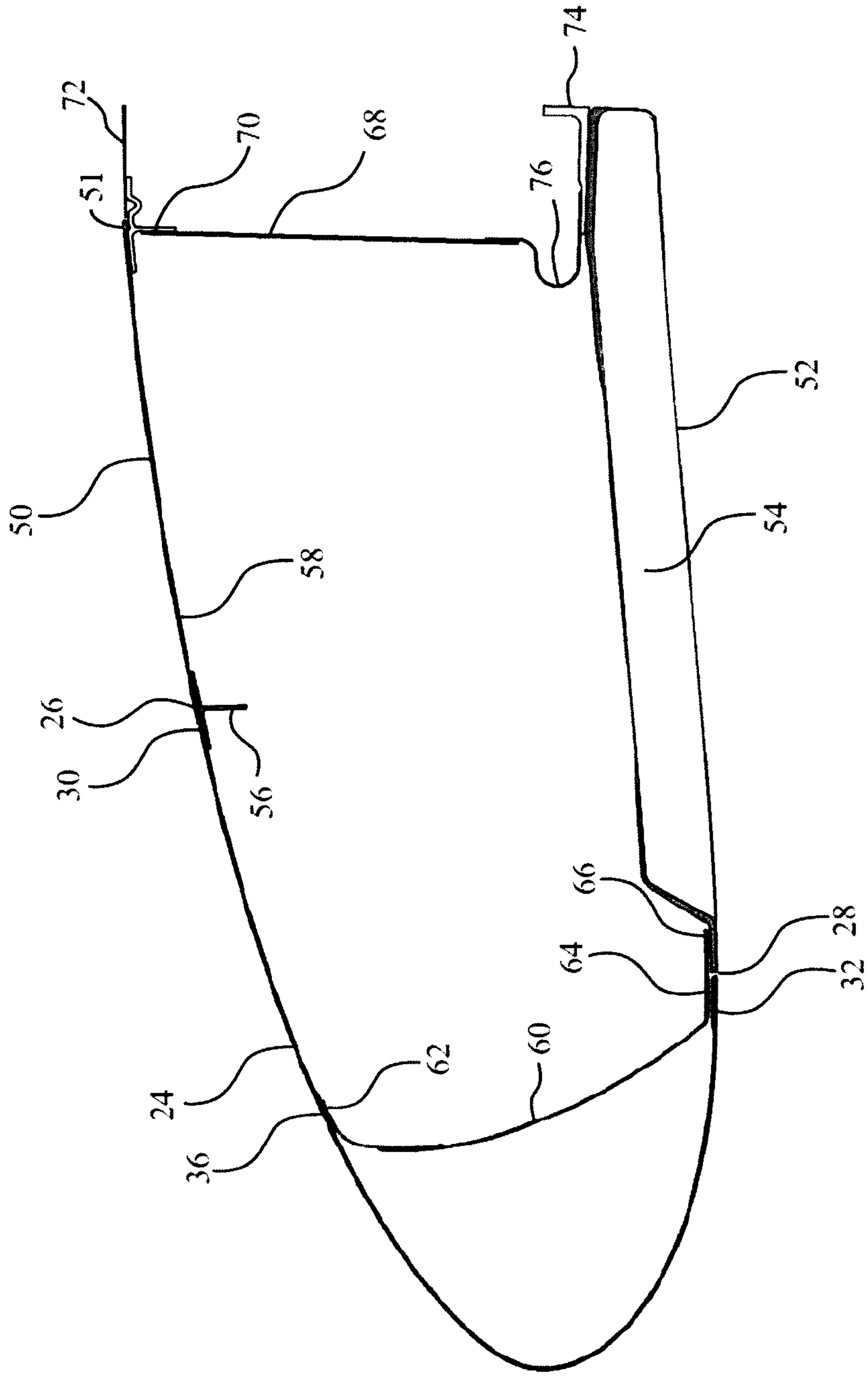


FIG. 4



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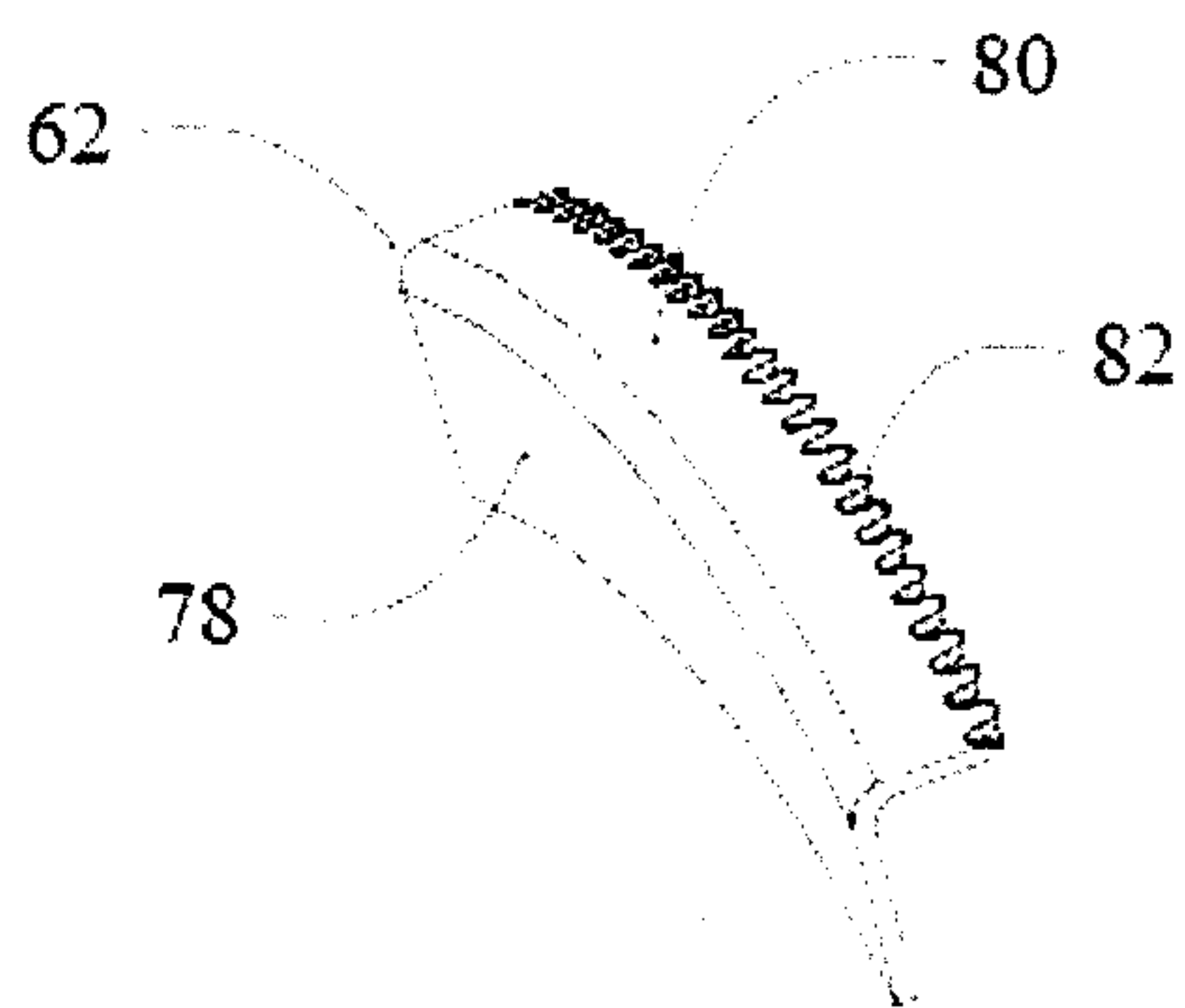


FIG. 6

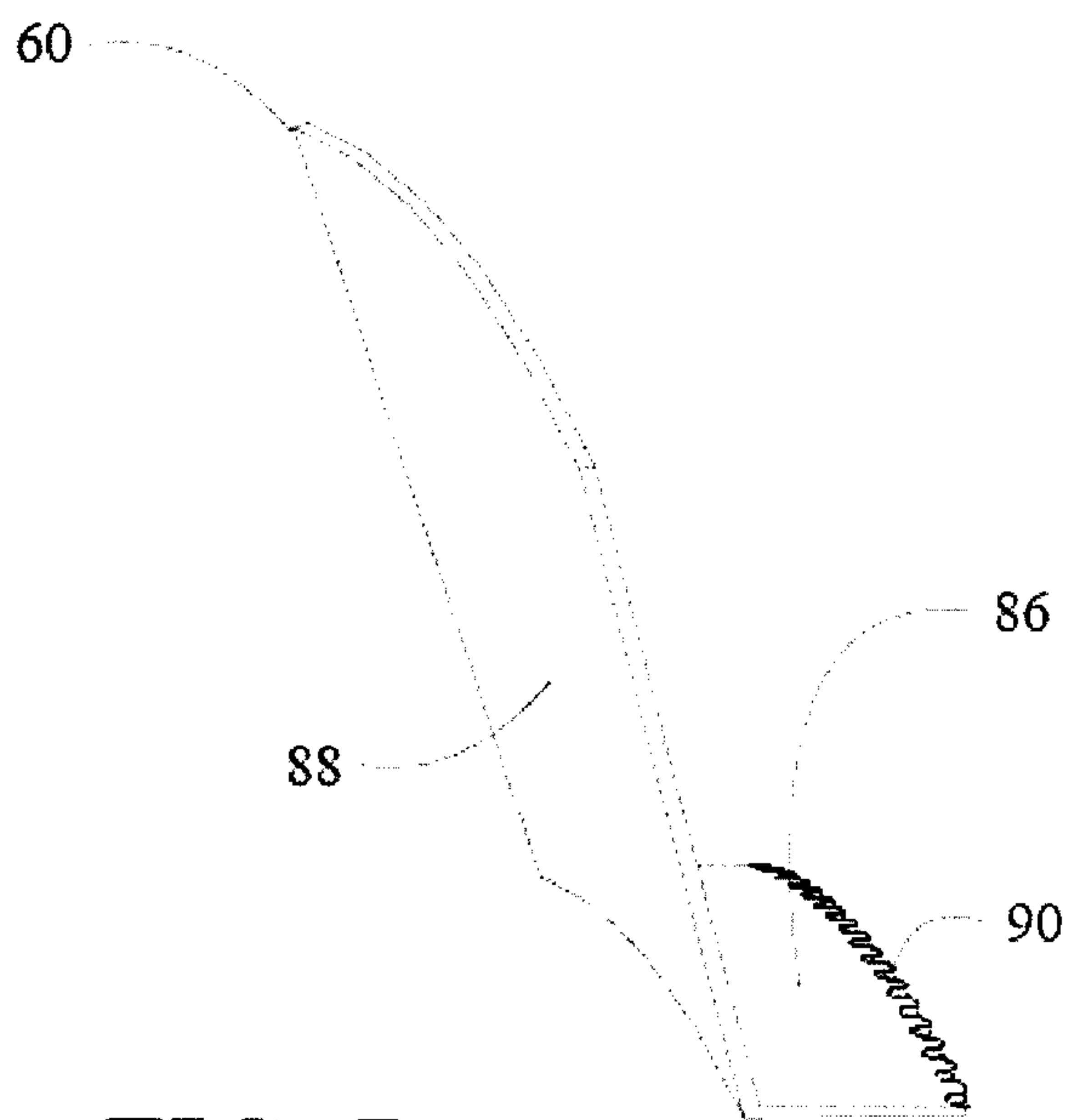


FIG. 7

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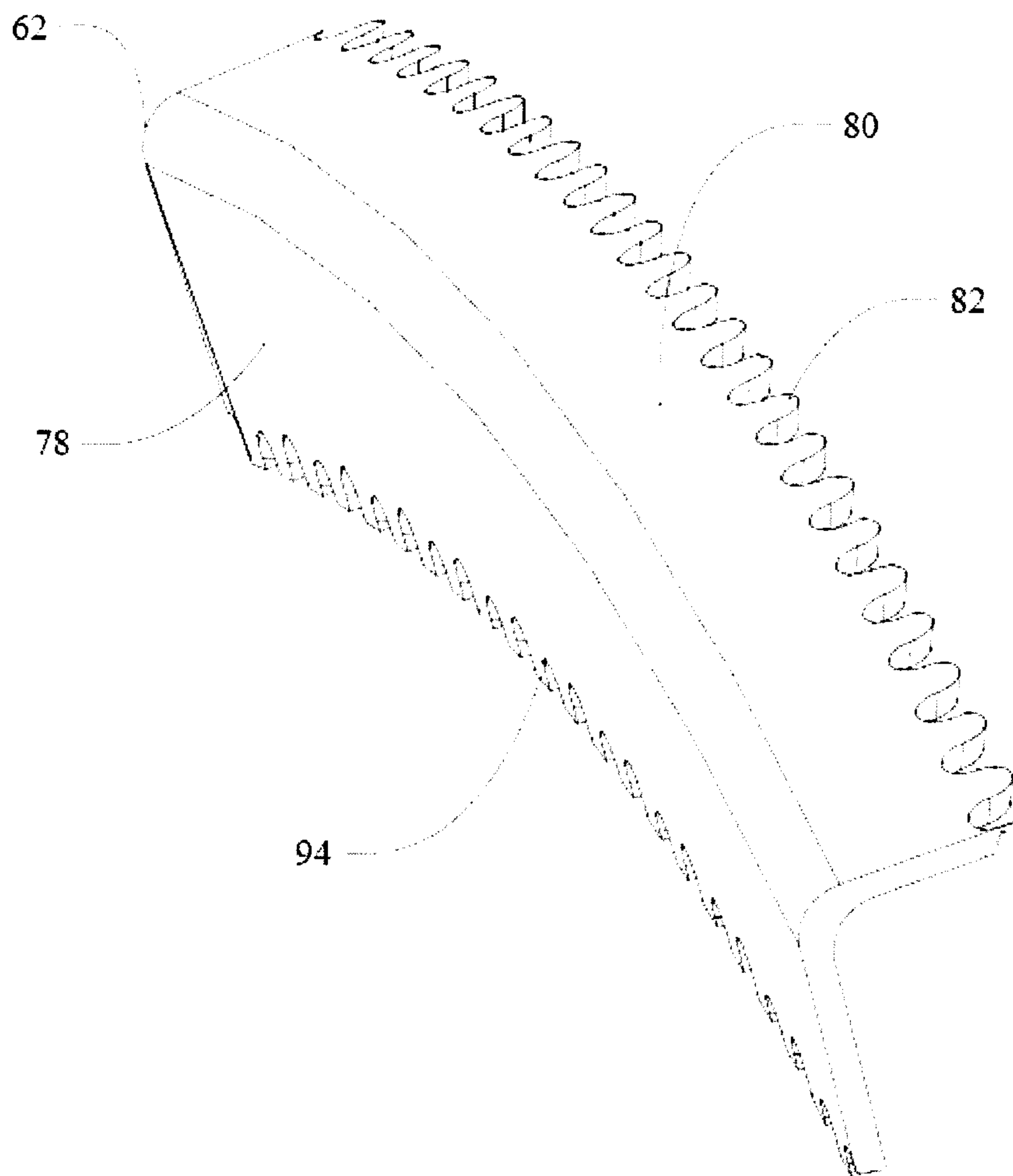


FIG. 8

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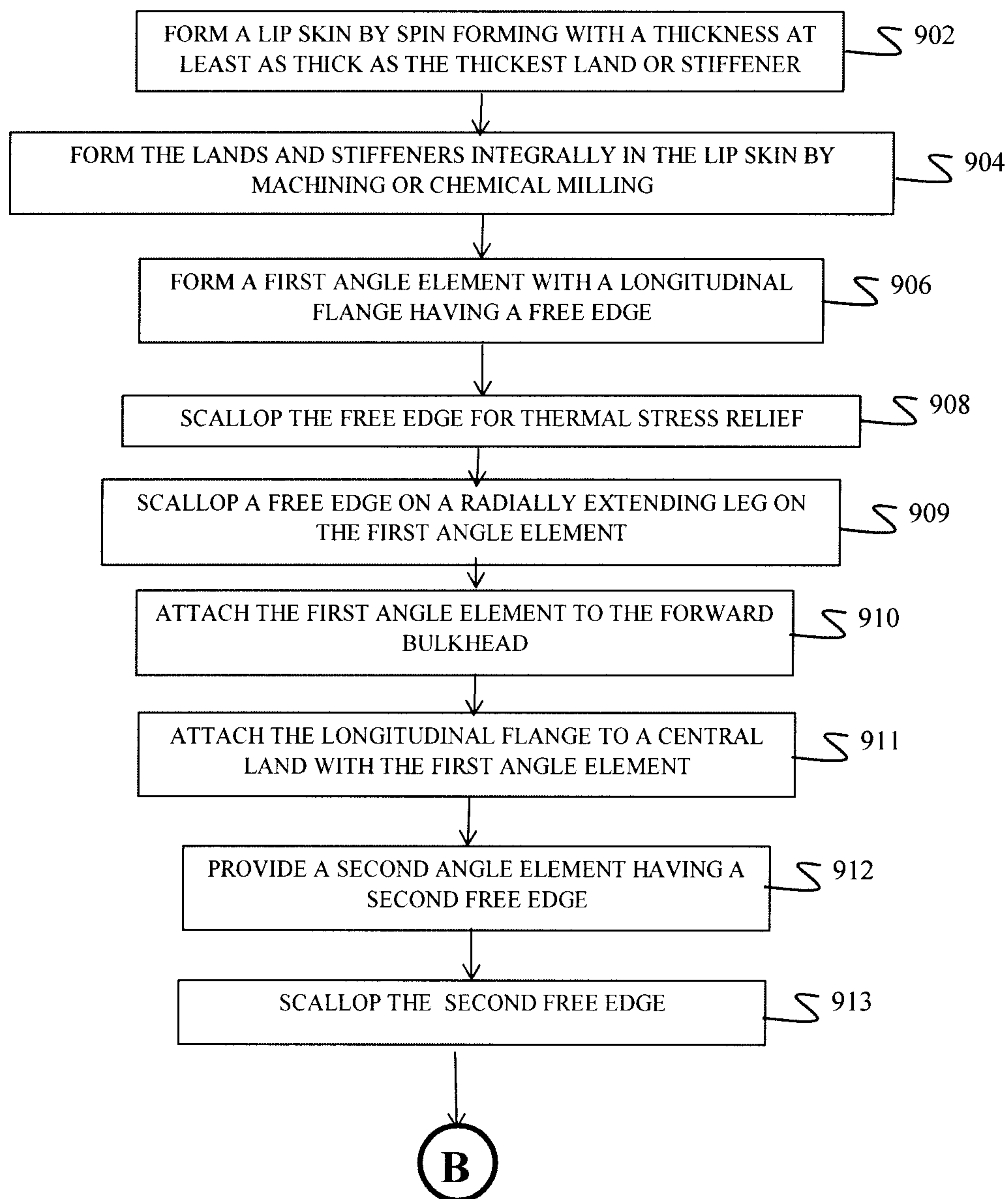


FIG. 9A

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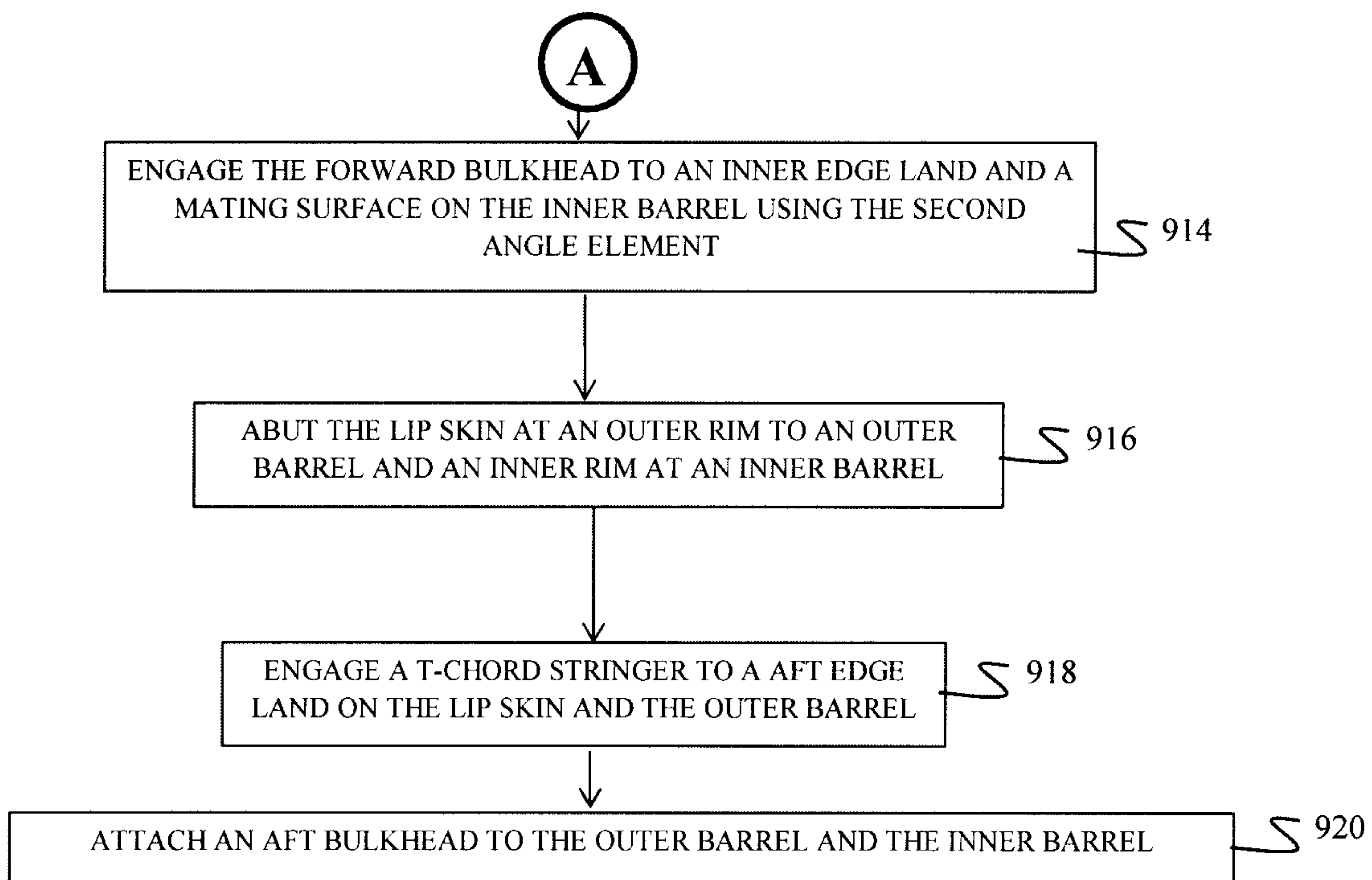


FIG. 9B

