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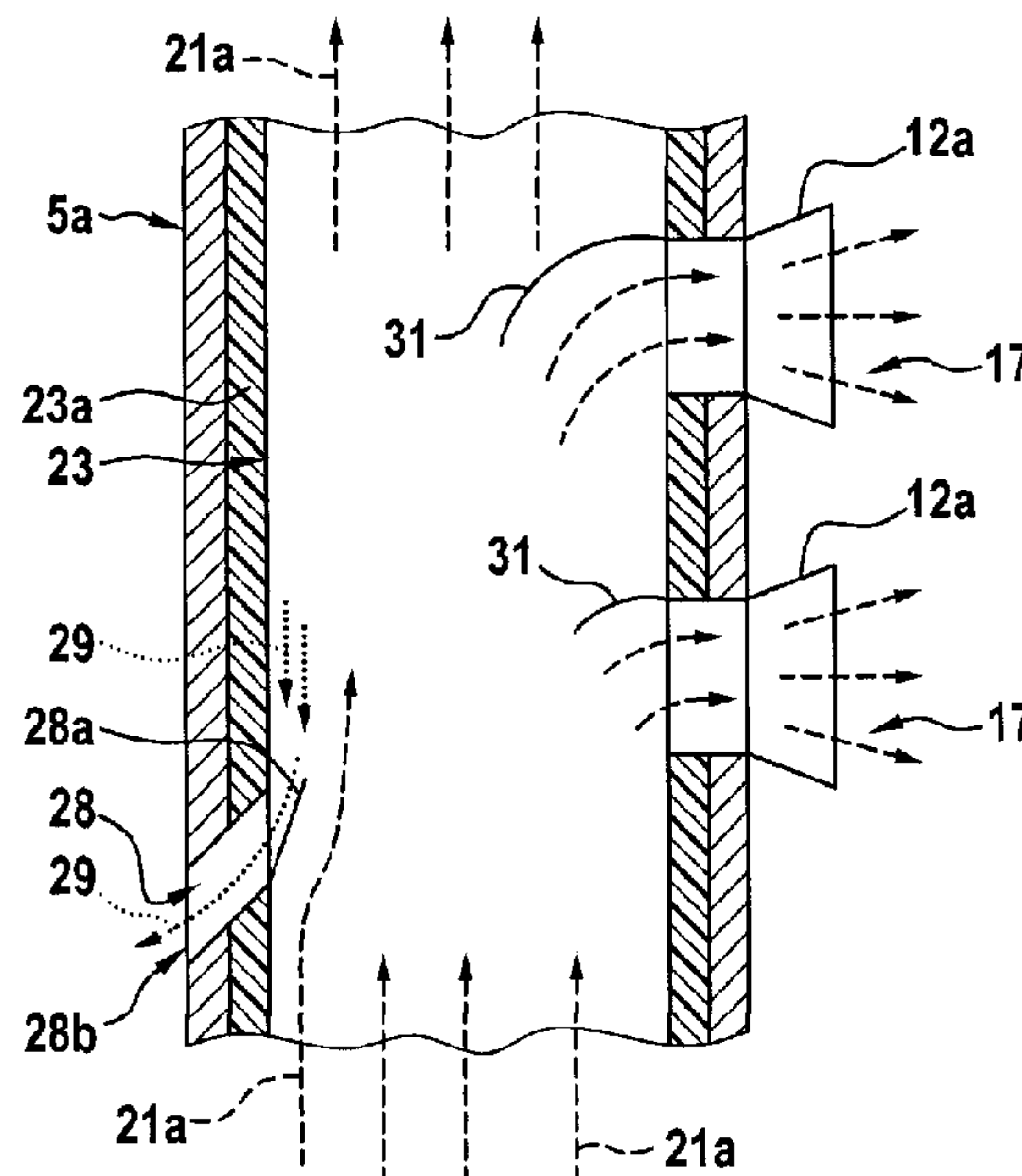
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(54) Titre : UN AERONEF DOTE D'UNE STRUCTURE FONCTIONNELLE COMPORTANT AU MOINS UN CADRE
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(54) Title: AN AIRCRAFT WITH A FRAMEWORK STRUCTURE THAT COMPRISES AT LEAST ONE HOLLOW FRAME



(57) Abrégé/Abstract:

An aircraft is disclosed, the aircraft having a fuselage that comprises a framework structure having at least one hollow frame; characterized in that the hollow frame is integrally formed in one composite piece and comprises fiber reinforced polymers. The composite piece hollow frame defines an integrated ventilation air duct for guiding ventilation air into the aircraft and may be used to advantageously implement an air conditioning or ventilation system with reduced installation space requirement and which is not prone to air leakage.

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ABSTRACT

An aircraft is disclosed, the aircraft having a fuselage that comprises a framework structure having at least one hollow frame; characterized in that the hollow frame is integrally formed in one composite piece and comprises fiber reinforced polymers. The composite piece hollow frame defines an integrated ventilation air duct for guiding ventilation air into the aircraft and may be used to advantageously implement an air conditioning or ventilation system with reduced installation space requirement and which is not prone to air leakage.

An aircraft with a framework structure that comprises
at least one hollow frame

The invention is related to a rotary wing aircraft with a fuselage
that comprises a framework structure having at least one hollow
5 frame.

A fuselage of an aircraft, and in particular of a rotorcraft, can at
least partly be provided with a framework structure having one or
more hollow frames in order to reduce an overall weight of the
fuselage. Usually, such hollow frames consist of a plurality of hollow
10 frame beams that are separately manufactured and subsequently
assembled to define the framework structure. To this end, these
separate hollow frame beams are interconnected during assembly at
corresponding intersection points by means of suitable joints.

Such a fuselage is generally adapted to accommodate a basic
15 ventilation system and an environmental control system, and can
further be adapted to accommodate an air conditioning system. All
these systems together have constituent parts and/or components
that produce a flow of air at a specific spot in or on the aircraft, which
is usually not the spot where the air should be expelled to cool or
20 heat a certain region of the aircraft, such as its cockpit, or a selected
component, such as a main window in the cockpit, or a person, such
as the pilot of the aircraft. For instance, the document US5037041
describes a cockpit for a helicopter.

The aircraft ventilation and/or air conditioning systems generally
25 consist of air generating components, which generate an air stream,
e.g. pumps, fans and/or compressors, and of air ducts, which are
implemented into the aircraft and, at least partly, accommodated in its

fuselage in order to direct the generated air stream to a given region where it is expelled. The air ducts are realized by means of flexible hoses, tubes and/or pipes that are mounted to the fuselage and, thus, integrated into the aircraft volume.

5 However, such flexible hoses, tubes and/or pipes require a certain installation space that must be allocated and reserved in the aircraft. This installation space cannot be used for other purposes and, thus, further reduces an already limited available space in the aircraft.

10 The document US20100087131 describes an aircraft with air ducts that are at least partly implemented by means of dedicated tubes. These dedicated tubes are used to define air guide elements for connecting the air ducts that are bounded between overhead luggage compartment housing back walls and personal service ducts
15 to a line system of an aircraft air conditioning system.

 This aircraft air conditioning system, however, requires a comparatively large number of interconnected components. Accordingly, assembly of the aircraft air conditioning system is time-consuming and, therefore, expensive. Furthermore, due to the
20 comparatively large number of interconnected components, this aircraft air conditioning system is prone to air leakage, leading to a reduced overall performance of the system.

 The document US20120248244 describes a fuselage of an aircraft that is formed by load-bearing hollow structural elements, which are defined by longitudinal and transverse frames, as well as
25 transverse beams. These longitudinal frames, transverse frames and transverse beams are interconnected at associated intersecting points to build up a lattice structure that is covered by an outer skin, thereby

defining the shape of the fuselage. Furthermore, air ducts are integrated into the interconnected longitudinal frames, transverse frames and transverse beams and adapted to transport air for air conditioning purposes from an air conditioning system into a passenger compartment of the aircraft. Each such air duct is provided with one or more variable control valves for controlling respective flow cross sections of the air ducts, i.e. for controlling respective air flows and/or air pressures in the air ducts. Moreover, actuators such as pivoting flaps for controlling how an air stream is to be carried are provided in one or more of the intersecting points.

This lattice structure advantageously allows implementing an air conditioning system in a fuselage of an aircraft without requiring use of the above described flexible hoses, tubes and/or pipes. Thus, the installation space that would normally be required for these flexible hoses, tubes and/or pipes can be saved for other purposes.

However, the intersecting points where the longitudinal frames, transverse frames and transverse beams are respectively interconnected are prone to air leakage, as they would normally not fit perfectly to each other due to underlying manufacturing tolerances. Accordingly, the generated air stream that moves e.g. from an air duct in a longitudinal frame via an intersecting point into a transversal frame or beam would potentially leak at the intersecting point, therefore limiting the overall achievable performance of the air conditioning system. Furthermore, this lattice structure is not suitable for implementing an air conditioning or ventilating system in a cockpit region of an aircraft, which is structurally a very complex region, where generally no interconnectable longitudinal and transversal frames and/or beams exist.

The documents WO2012152934, CA2740666, US20110253836 and US5441326 also describe aircrafts that are provided with air ducts for air conditioning and/or ventilation purposes. According to these documents, the air ducts are integrated into available
5 components of the aircrafts, such as insulating skin panels, cargo-fire-suppression agent distribution systems and/or overhead luggage bin modules.

Such an integration of air ducts into available components or structures is also known from other vehicles than aircrafts. For
10 instance, the document US6296296 describes a door trim panel of a truck that is provided with an air duct of an associated air conditioning and/or ventilating system. The document US8376444 describes insert-molded structural air duct assemblies for cars.

The document EP1510454 describes a mobile platform interior
15 panel having integrated ducts and insulation. The interior panel includes a body formed by an injection molding process, at least one duct integrated with the body and at least one layer of insulation also integrated with the body. The panel is formed using a low pressure forming process, such as reaction injection molding (RIM). The low
20 pressure forming process allows the duct and insulation to be integrated with the body simultaneously with forming the panel from a material having desired insulating properties. The ducts are round in cross-section, have a substantially consistent cross-sectional area, and are straight along their length.

25 Other documents are to be considered: EP2452872, GB487023, US4111106, US5037041, US5441326, US2010148003 and WO2012101439.

However, all of the above described air duct systems are more or less prone to air leakage. Furthermore, they are not suitable for implementing an air conditioning or ventilating system in an aircraft with reduced installation space requirements permitting its installation e.g. in a cockpit region of the aircraft, which inherently exhibits only limited available space

It is, therefore, an object of the present invention to provide a new aircraft with an improved air conditioning and/or ventilating system.

10 This object is solved by a rotary wing aircraft with a fuselage that comprises a framework structure having at least one hollow frame. A cockpit framework structure is defined.

More specifically, according to the invention an aircraft with a fuselage that comprises a framework structure having at least one hollow frame is provided, wherein the at least one hollow frame is integrally formed in one piece and comprises fiber reinforced polymers. Furthermore, said at least one hollow frame defines an integrated ventilation air duct that is adapted for guiding ventilation air into said aircraft.

20 It should be noted that in the context of the present invention the term "integrally formed in one piece" refers to a component that is manufactured as one single element and that cannot be split into two or more parts in a non-destructive manner. In other words, the at least one hollow frame of the framework structure of the inventive fuselage cannot be split into two or more constituent parts without destroying the at least one hollow frame, e.g. by sawing, cutting or breaking.

According to one aspect, a ventilation system of an aircraft is implemented into one or more basic frames of the aircraft in order to provide sufficient air to various regions of the aircraft by using only a reduced number of dedicated flexible hoses, tubes and/or pipes, and ideally by using no flexible hoses, tubes and/or pipes at all. To this end, the inventive fuselage and, more particularly, the at least one hollow frame is preferably defined by hollow interconnected beams that are assembled during manufacturing into one single element as described above, and which is used for air ducting. Therefore, each hollow section of these beams comprises slots and/or vents and/or adjustable nozzles through which air can be expelled onto a window or passenger/pilot or electronic component of a given aircraft.

In other words, the hollow sections form one single air duct that is used to expel air to several regions of the aircraft. This air is generated by a system which creates an air advection, e.g. a pump, fan, compressor, etc., which is commonly referred to as a ventilation system. This ventilation system could also include an environmental control system or an air-conditioning system.

The generated air, which is introduced into the at least one hollow frame of the framework structure, is ducted in an air tight cross-section of the hollow frame until defined air outlets expel the ducted air in order to provide a window, pilot, passenger and/or component of the aircraft with hot or cold air. A hot air supply can advantageously be used to support preconditioning, i.e. heating up, of aircraft components, such as the fuel system, the oil system, electrical components, e.g. computers, fuse boxes and so on, and/or mechanical components, e.g. gear boxes, engines and so on.

More specifically, frame integrated ducts are advantageously used for hot and cold air ducting, so that a reduced aircraft volume usage can be achieved due to a double usage of the framework structure, so that more space can be allocated for other aircraft items and components. Moreover, an improved pilots and/or passenger ventilation can be achieved since the at least one hollow frame is usually located nearby.

Furthermore, an overall weight of the aircraft can be reduced as the use of dedicated flexible hoses, tubes and/or pipes can be omitted, at least essentially. This omission also reduces maintenance costs, since breakage, rupture and/or abrasion of such dedicated flexible hoses, tubes and/or pipes will be avoided.

Advantageously, the inventive integrated ventilation air ducts can be combined with an existing air intake geometry of the aircraft for de-icing or anti-icing. Thus, an improved de-icing performance and similarly an improved de-misting and/or de-fogging performance can be achieved due to an improved integration of corresponding air outlets close to the aircraft windows. This also increases safety and customer satisfaction since the aircraft windows are better and quicker de-iced, de-misted and/or de-fogged. Moreover, since de-icing and/or de-misting performances are improved respective on-ground times before flight can be shortened advantageously, thus resulting in reduced fuel consumption.

According to a preferred embodiment, said framework structure defines a cockpit framework structure for a cockpit of said aircraft, wherein said at least one hollow frame defines at least one hollow cockpit frame and wherein said integrated ventilation air duct is adapted for guiding said ventilation air into said cockpit.

According to a further preferred embodiment, said cockpit framework structure defines a load-bearing construction, wherein said fiber reinforced polymers comprise carbon fiber reinforced polymers.

However, it should be noted that such carbon fiber reinforced polymers are merely described by way of example and not for limiting the present invention thereto. Instead, other fiber reinforced polymers can likewise be applied, such as e.g. glass fiber reinforced polymers, basalt fiber reinforced polymers and/or aramid fiber reinforced polymers.

According to a further preferred embodiment, said at least one hollow cockpit frame comprises at least one ventilation air outlet that is adapted for expelling said ventilation air.

According to a further preferred embodiment, said at least one hollow cockpit frame is provided with at least one adjustable nozzle that is adapted for user-controlled expellation of said ventilation air.

According to one aspect, the at least one hollow cockpit frame comprises a plurality of ventilation air outlets. At least one of these ventilation air outlets can be implemented in a basic realization as a simple opening or hole provided in the at least one hollow cockpit frame. Furthermore, at least one of these ventilation air outlets can be implemented as a static nozzle, i.e. a fixedly targeted nozzle. Moreover, at least one of these ventilation air outlets can be implemented as an adjustable nozzle.

According to a further preferred embodiment, said at least one adjustable nozzle is sealingly integrated into said at least one hollow cockpit frame by means of screwing, gluing and/or bonding.

According to a further preferred embodiment, said at least one adjustable nozzle is provided with an associated internal scoop that is arranged in said at least one hollow cockpit frame inside said integrated ventilation air duct, said associated internal scoop being
5 adapted for defining a predetermined air mass flow directed towards said at least one adjustable nozzle.

According to a further preferred embodiment, at least two adjustable nozzles are provided, each having an associated internal scoop, said associated internal scoops comprising different
10 geometrical shapes.

According to a further preferred embodiment, said at least one hollow cockpit frame is at least partly provided with an inner air duct insulation insulating said integrated ventilation air duct, said inner air duct insulation being at least adapted for reducing heat dissipation
15 relative to said integrated ventilation air duct.

Such an inner air duct insulation is particularly beneficial if the integrated ventilation air duct can be provided with air generated from a heating or a cooling machine to guide hot or cold air, as this will lead to temperature variations with respect to corresponding outside
20 environmental conditions of the aircraft. Advantageously, such an inner air duct insulation prevents warm air to dissipate heat over the inventive framework structure to the outside ambient air when hot air is guided in the integrated ventilation air duct. Likewise, such an inner air duct insulation prevents retrieval of heat from the ambient
25 air when the integrated ventilation air duct guides cold air.

According to a further preferred embodiment, said inner air duct insulation comprises an air-injected foam.

According to a further preferred embodiment, said inner air duct insulation comprises a rubber tube.

According to a further preferred embodiment, said at least one hollow cockpit frame comprises at least one condense water drainage
5 that is adapted for removing condense water occurring in said integrated ventilation air duct in operation.

This condense water may result in fouling odors and/or corrosion on metallic parts provided with the at least one hollow frame if it is not removed from the at least one hollow frame.
10 Accordingly, by removing the condense water from the integrated ventilation air duct, such fouling odor and corrosion problems can easily and efficiently be handled.

According to a further preferred embodiment, said at least one condense water drainage comprises at least one condense water
15 outlet.

According to a further preferred embodiment, said at least one condense water outlet is provided with at least one associated outlet cover, said at least one associated outlet cover being adapted for preventing a ventilation air flow leakage in the region of said at least
20 one condense water outlet.

According to a further preferred embodiment, said at least one associated outlet cover is adapted for allowing a condense water stream inside said integrated ventilation air duct in a direction that is opposed to a ventilation air stream generated by said ventilation air.

25 The present invention further provides a cockpit framework structure for a cockpit of an aircraft, said cockpit framework structure

having at least one hollow cockpit frame that is integrally formed in one piece and comprises fiber reinforced polymers, said at least one hollow cockpit frame defining an integrated ventilation air duct that is adapted for guiding ventilation air.

5 Preferred embodiments of the invention are outlined by way of example in the following description with reference to the attached drawings. In these attached drawings, identical or identically functioning components and elements are labeled with identical reference numbers and characters and are, consequently, only
10 described once in the following description.

- Figure 1 shows a side view of an aircraft with a framework structure having at least one hollow frame according to the invention,

- Figure 2 shows a first perspective view of the framework structure of Figure 1,

15 - Figure 3 shows a sectional view of the framework structure of Figure 1, seen along section line III-III of Figure 1,

- Figure 4 shows a sectional view of the framework structure of Figure 1, seen along section line IV-IV of Figure 1,

20 - Figure 5 shows a perspective view of an enlarged part of the framework structure of Figure 1,

- Figure 6 shows a perspective view of the at least one hollow frame of the framework structure of Figure 1,

- Figure 7 shows a sectional view of the at least one hollow frame of Figure 6, seen along section line VII-VII of Figure 6,

- Figure 8 shows a sectional view of the at least one hollow frame of Figure 6, seen along section line VIII-VIII of Figure 6, and

- Figure 9 shows a sectional view of the at least one hollow frame of Figure 6, seen along section line IX-IX of Figure 6.

5 Figure 1 shows an aircraft 1 according to one aspect of the invention, which comprises a fuselage 2 having a framework structure 5 with at least one hollow frame 5a. Illustratively, the fuselage 2 is connected to a landing gear 6 and defines, by way of example, at least a tail boom 2a and a cockpit 2b. For simplicity and clarity of the
10 drawings, the tail boom 2a is cut away and not shown in greater detail.

 The aircraft 1 is exemplarily embodied as a rotary-wing aircraft and, in particular, as a helicopter. Therefore, the aircraft 1 is also referred to hereinafter as the "helicopter 1" for simplicity and clarity.
15 It should, however, be noted that the present invention is not limited to helicopters and can likewise be applied to other aircrafts having a fuselage that comprises a framework structure with at least one hollow frame according to the invention.

 The helicopter 1 illustratively comprises at least one multi-blade
20 main rotor 1a for providing lift and forward or backward thrust during operation. The at least one multi-blade main rotor 1a comprises a plurality of rotor blades 1b, 1c that are mounted at an associated rotor head 1d to a rotor shaft 1e, which rotates in operation of the helicopter 1 around an associated rotor axis.

25 Furthermore, the helicopter 1 may comprise one or more counter-torque devices configured to provide counter-torque during operation, i.e. to counter the torque created by rotation of the at least

one multi-blade main rotor 1a for purposes of balancing the helicopter 1 in terms of yaw. The at least one counter-torque device can be provided at the tail boom 2a, which may further be provided e.g. with a horizontal stabilizer, a bumper, a tail wing and/or a fin.

5 According to one aspect, the fuselage 2 defines a subfloor region 11 of the helicopter 1, which may accommodate fuel cells, electrical installations, air ducts and so on. The fuselage 2 preferably comprises at least three interconnected fuselage frames: a fuselage mid section frame 3, a fuselage aft section frame 4 and a fuselage
10 front section frame. The latter is implemented by the at least one hollow frame 5a and defines the framework structure 5 at least partly.

The framework structure 5 preferably and illustratively defines at least a cockpit framework structure and is, therefore, hereinafter also referred to as the "cockpit framework structure 5" for simplicity
15 and clarity. Accordingly, the at least one hollow frame 5a preferably and illustratively defines at least a cockpit frame and is, therefore, hereinafter also referred to as the "hollow cockpit frame 5a" for simplicity and clarity. However, the present invention is not limited to an application to cockpit framework structures and frames and can
20 likewise be applied to other hollow frames of an aircraft's fuselage.

The hollow cockpit frame 5a is preferably connected to a door frame 10 and adapted to accommodate at least one main window 7. The hollow cockpit frame 5a may further be adapted to accommodate one or more secondary windows 9. The door frame 10 is preferably
25 adapted to accommodate at least one door window 8.

According to one aspect, the hollow cockpit frame 5a comprises one or more frame beams 5b, 5c, 5d, 5e. These frame beams 5b, 5c, 5d, 5e are interconnected during manufacturing such that the hollow

cockpit frame 5a is integrally formed in one piece. In other words, the hollow cockpit frame 5a is manufactured as one single element that cannot be split into two or more parts in a non-destructive manner. Therefore, in the following any reference to the individual frame beams 5b, 5c, 5d, 5e is avoided for clarity and reference is only made to the hollow cockpit frame 5a as a single piece or component.

Preferably, the hollow cockpit frame 5a is entirely made of fiber composites in a fiber production process and described by individual cross sections that are adapted to withstand the stress and load which will occur during the helicopter's lifetime. Preferentially, the fiber composites comprise carbon fiber reinforced polymers. Alternatively, or additionally, the fiber composites may comprise glass fiber reinforced polymers, basalt fiber reinforced polymers, aramid fiber reinforced polymers and/or any other suitable fiber reinforced polymers that are applicable in aircraft construction.

The hollow cockpit frame 5a and, more generally, the cockpit framework structure 5 is a so-called "primary structure", which defines a load-bearing construction that is adapted to absorb forces acting thereon. As mentioned above, the cockpit framework structure 5 and, more particularly, the hollow cockpit frame 5a comprises a hollow cross-section and usually does not fulfil any other function than the force absorption.

Figure 2 shows a section of the fuselage 2 of Figure 1 for illustrating the cockpit framework structure 5 with the hollow cockpit frame 5a, which defines the cockpit 2b of the helicopter 1 of Figure 1, in greater detail. Illustratively, the hollow cockpit frame 5a is connected to two opposite door frames 10 and accommodates two

main windows 7 and two secondary windows 9, while each door frame 10 accommodates an associated door window 8.

According to one aspect, at least the hollow cockpit frame 5a is adapted for guiding ventilation air 15, 16, 17 into the helicopter 1 of Figure 1 in operation and, more specifically, at least into the cockpit 2b. Since the entire cockpit framework structure 5, i.e. the entire hollow cockpit frame 5a, is defined by hollow cross-sections, this ventilation air 15, 16, 17 can be ducted into all regions of the cockpit framework structure 5 and, more generally, of the fuselage 2 in order to provide air to all desired locations of the helicopter 1 of Figure 1. Preferably, the hollow cross-sections of the cockpit framework structure 5 are essentially rectangular.

The cockpit framework structure 5 and, more specifically, the hollow cockpit frame 5a comprises preferably at least one and preferentially a plurality of ventilation air outlets 13 that are each adapted for expelling said ventilation air 15, 16, 17 in operation. Illustratively, main window ventilation air 15 is expelled onto the main windows 7 in operation, secondary window ventilation air 16 is expelled onto the secondary windows 9 in operation and pilot ventilation air 17 is expelled in the direction of a presumed pilot location in operation.

Preferably, at least one of the ventilation air outlets 13 is implemented as a simple opening or a hole provided in the hollow cockpit frame 5a, as a static nozzle, i.e. a fixedly targeted nozzle, or as an adjustable nozzle. By way of example, the ventilation air outlets 13 that expel the main window ventilation air 15 and the secondary window ventilation air 16 are implemented as openings or holes and/or as static nozzles.

However, since pilots vary in size and preference, they may need an adjustment in air expelling velocity and direction. Accordingly, the ventilation air outlets 13 that expel the pilot ventilation air 17 are preferably implemented as adjustable nozzles 12a, 12b provided e.g. on a side and on top of the main window 7. These adjustable nozzle 12a, 12b are preferably sealingly integrated into the hollow cockpit frame 5a by means of screwing, gluing and/or bonding and are adapted for user-controlled expellation of the pilot ventilation air 17.

It should be noted that expelling of ventilation air was described above only with reference to the hollow cockpit frame 5a. However, ventilation air can also be expelled from the door frames 10 as well as any other door frame and/or from the fuselage mid section frame 3 and/or the fuselage aft section frame 4 of Figure 1. By way of example, at least one of the door frames 10 is provided with ventilation air outlets 13 that expel door window ventilation air 14 onto the associated door window 8 in operation.

Figure 3 shows a section of the fuselage 2 of Figure 1 with the cockpit framework structure 5 and the hollow cockpit frame 5a, for illustrating the fuselage mid section frame 3 and the subfloor region 11 of the helicopter 1 of Figure 1 in greater detail. Preferably, the fuselage 2 is provided with an aircraft outer skin 18 that encompasses at least the fuselage mid section frame 3.

According to one aspect, the subfloor region 11 is provided in an area between the fuselage 2 and a cabin floor 19 of the helicopter 1 of Figure 1. Preferably, one or more longitudinal frame integrated air ducts 20 are arranged or formed in the subfloor region 11 for guiding ventilation air 21 at least to the hollow cockpit frame 5a, but

preferentially also to the fuselage mid section frame 3 and/or the fuselage aft section frame 4 of Figure 1. At least one and preferably each one of the one or more longitudinal frame integrated air ducts 20 is preferentially provided with an inner air duct insulation 22 that is at least adapted for reducing heat dissipation and/or retrieval relative to said longitudinal frame integrated air duct 20.

Figure 4 shows a cross-section of the cockpit framework structure 5 and the hollow cockpit frame 5a of Figure 1 to Figure 3, which defines the cockpit 2b of the helicopter 1 of Figure 1 and to which a door frame 10 of Figure 1 to Figure 3 is connected. The hollow cockpit frame 5a is provided with a main window 7 and the door frame 10 is provided with a door window 8.

The main window 7 is illustratively fixed to the hollow cockpit frame 5a by means of a suitable fixation 24, which preferably seals the main window 7 at least partly to the hollow cockpit frame 5a in order to avoid at least infiltration of humidity, dust particles and/or cold air masses into the cockpit 2b, in operation. The door frame 10 is mounted to the hollow cockpit frame 5a by means of suitable hinges and preferentially sealed by means of a suitable sealing 25.

It should be noted that only the fixation of the main window 7 to the hollow cockpit frame 5a is illustrated in greater detail. However, the secondary window 9 of Figure 1 to Figure 3 can be mounted to the hollow cockpit frame 5a in a similar manner. This likewise applies to the door window 8, which can also be mounted in a similar manner to the door frame 10.

According to one aspect, the hollow cockpit frame 5a defines an integrated ventilation air duct 23 that is adapted for guiding cockpit ventilation air 21a that is expelled, in operation, as the main window

ventilation air 15, the secondary window ventilation air 16 and the pilot ventilation air 17 of Figure 2. Similarly, the door frame 10 defines a door frame integrated ventilation air duct 26 that is adapted for guiding door ventilation air 21b that is expelled, in operation, as
5 the door window ventilation air 14 of Figure 2.

Preferably, the hollow cockpit frame 5a is at least partly provided, i.e. lined, with an inner air duct insulation 23a insulating the integrated ventilation air duct 23. More specifically, the cockpit ventilation air 21a can be produced by a heating machine, i.e. a hot
10 air source, or by a cooling machine, i.e. a cold air source, both of which are not shown for simplicity of the drawings, as they are well known to the person skilled in the art. However, both variants may lead to temperature differences between the cockpit ventilation air 21a and outside environmental conditions of the helicopter 1 of Figure
15 1 and/or inside conditions in the cockpit 2b.

Therefore, the inner air duct insulation 23a is preferably at least adapted for reducing heat dissipation relative to the integrated ventilation air duct 23, i.e. to the ambient air, if the latter is connected to a hot air source so that hot air is guided therein. The
20 inner air duct insulation 23a is preferably further adapted for reducing retrieval of heat from the ambient air, if the integrated ventilation air duct 23 is connected to a cold air source so that cold air is guided therein. An inner air duct insulation 26a having a similar functioning is preferably at least partly provided in the door frame integrated
25 ventilation air duct 26.

According to one aspect, the inner air duct insulation 23a and/or the inner air duct insulation 26a comprise an air-injected foam. Such an air-injected foam can be introduced into the integrated ventilation

air duct 23 and/or the door frame integrated ventilation air duct 26 after manufacturing of the hollow cockpit frame 5a and the door frame 10 by means of a fiber production process, as described above.

Alternatively, or additionally, the inner air duct insulation 23a and/or the inner air duct insulation 26a may comprise a rubber tube. Such a rubber tube can be provided inside the hollow cockpit frame 5a and the door frame 10 during a fiber production process, in order to guarantee production of their hollow cross sections, as explained in more detail below with reference to the hollow cockpit frame 5a.

More specifically, as the cockpit framework structure 5 and, thus, the hollow cockpit frame 5a represents a relatively complex geometrical structure with all its kinks, curvatures and crossings, it can be beneficial to manufacture the hollow cockpit frame 5a and, consequently, the integrated ventilation air duct 23 together with the inner air duct insulation 23a integrated there into during the entire fiber production process. This will avoid placing the inner air duct insulation 23a into the complex geometrical structure afterwards.

To this end, in a preferred fiber production process, inflatable rubber tubes, which are e.g. air or oil inflated, are used to define an inner shape of the hollow cockpit frame 5a and, thus, of the integrated ventilation air duct 23. These inflatable tubes are required during the fiber production process in order to provide an inner pressure onto the fiber mat layup. Instead of removing these inflatable rubber tubes after finishing of the fiber production process, they can be used as the inner air duct insulation 23a according to one aspect.

Figure 5 shows a section of the cockpit framework structure 5 with the hollow cockpit frame 5a and the door frame 10 of Figure 1 to

Figure 3 for illustrating the ventilation air outlets 13 and the adjustable side nozzles 12a in greater detail. Figure 5 further clarifies the integral form in one piece of the hollow cockpit frame 5a, as well as expellation of the door window ventilation air 14, the main window
5 ventilation air 15, the secondary window ventilation air 16 and the pilot ventilation air 17 of Figure 2 from the hollow cockpit frame 5a and the door frame 10, in operation.

Figure 6 shows a section of the fuselage 2 of Figure 1 to Figure 3 for further illustrating the subfloor region 11 and the cockpit
10 framework structure 5 with the hollow cockpit frame 5a having the integrated ventilation air duct 23. The hollow cockpit form 5a is integrally formed in one piece, as described above.

According to one aspect, the hollow cockpit frame 5a and, more specifically, the integrated ventilation air duct 23 is connected to the
15 longitudinal frame integrated duct 20 provided in the subfloor region 11 by means of a suitable air duct interface 27. Thus, ventilation air that is generated e.g. by an air generating machine positioned in an aft section of the helicopter 1 of Figure 1 can be supplied to the hollow cockpit frame 5a. However, in order to avoid air leakage, the
20 suitable air duct interface 27 must be adapted for sealingly connecting the longitudinal frame integrated duct 20 to the integrated ventilation air duct 23 in an air-tight manner.

Figure 7 shows a cross-section of the hollow cockpit frame 5a of Figure 1 to Figure 6, which defines the integrated ventilation air duct
25 23 that is provided, i.e. lined, with the inner air duct insulation 23a according to Figure 4. The integrated ventilation air duct 23 illustratively comprises a pentagonal cross sectional shape, which is often used in the aircraft industry. It should, however, be noted that

this pentagonal cross sectional shape is arbitrarily selected for purposes of illustration and can, more generally, range from a simpler, e.g. circular cross sectional shape to any other, even highly-complex geometry.

5 According to one aspect, the hollow cockpit frame 5a and, thus, the integrated ventilation air duct 23 comprises at least one condense water drainage 28 that is adapted for removing condense water 29 occurring in the integrated ventilation air duct 23 in operation. More specifically, as described above with reference to Figure 4, the inner
10 air duct insulation 23a can generally be adapted to reduce heat dissipation or heat retrieval. However, as such heat dissipation or heat retrieval cannot be avoided completely in all operating conditions, a corresponding heat dissipation or heat retrieval remainder 30 can occur in operation and lead to the occurrence of the
15 condense water 29.

The condense water 29 can lead to fouling odors as well as corrosion issues on metallic parts of the integrated ventilation air duct 23, i.e. the hollow cockpit frame 5a, if it is not removed. Therefore, the one or more condense water drainages 28 are provided in order to
20 remove the condense water 29. These condense water drainages 28 are preferably provided with one or more condense water outlets 28b that are preferentially located at the lowest regions of the hollow cockpit frame 5a.

It should be noted that the condense water drainages 28 can
25 lead to an undesired leakage of the cockpit ventilation air 21a, meaning that a pressure drop can occur due to these condense water drainages 28. However, they are necessary to avoid the above mentioned problems and should therefore be constructed in a manner

that eliminates or at least reduces the undesired leakage as much as possible, as described hereinafter.

Figure 8 shows a cross-section of the hollow cockpit frame 5a of Figure 1 to Figure 6, which defines the integrated ventilation air duct 23 that is provided, i.e. lined, with the inner air duct insulation 23a according to Figure 4. The hollow cockpit frame 5a is illustratively oriented horizontally and comprises the condense water drainage 28 with the condense water outlet 28b according to Figure 7. The latter is provided with an associated outlet cover 28a, which is preferably adapted for preventing a ventilation air flow leakage in the region of the condense water outlet 28b.

More specifically, since an underlying air flow direction of the cockpit ventilation air 21a that streams in the integrated ventilation air duct 23 in operation is known, unnecessary pressure losses of the air can easily be avoided by arranging the associated outlet cover 28a such that a condense water stream of the condense water 29 inside the integrated ventilation air duct 23 is forced to flow in a direction into the condense water outlet 28b that is opposed to the air flow direction. Thus, the associated outlet cover 28a prevents the cockpit ventilation air 21a to leak out of the integrated ventilation air duct 23 at the condense water outlet 28b, yet will allow the condense water 29 to pass through the condense water outlet 28b to the ambient environment.

Figure 9 shows a cross-section of the hollow cockpit frame 5a of Figure 1 to Figure 6, which defines the integrated ventilation air duct 23 that is provided, i.e. lined, with the inner air duct insulation 23a according to Figure 4. The hollow cockpit frame 5a is illustratively oriented vertically and comprises the condense water drainage 28

with the condense water outlet 28b and the associated outlet cover 28a according to Figure 8. By way of example, the vertically oriented hollow cockpit frame 5a further comprises two of the adjustable nozzles 12a according to Figure 2, Figure 4 or Figure 5.

5 According to one aspect, at least one of the adjustable nozzles 12a is provided with an associated internal scoop 31 that is arranged in the hollow cockpit frame 5a inside the integrated ventilation air duct 23. This associated internal scoop 31 is preferably adapted for defining a predetermined air mass flow directed towards the at least
10 one of the adjustable nozzles 12a.

More specifically, an underlying air mass flow for the pilot ventilation air 17 exiting the at least one of the adjustable nozzles 12a is extracted from the cockpit ventilation air 21a that streams in the integrated ventilation air duct 23. In order to improve this
15 extraction and to define the predetermined mass flow, the associated internal scoop 31 redirects the cockpit ventilation air 21a in operation to the at least one of the adjustable nozzles 12a. By modifying an underlying geometrical shape of the associated internal scoop 31, the predetermined air mass flow can be adjusted, as explained below.

20 By way of example, two adjustable nozzles 12a are provided. Each one of the two adjustable nozzles 12a has an associated internal scoop 31 and both associated internal scoops 31 have different geometrical shapes. Illustratively, one of the two adjustable nozzles 12a has approximately half of the dimensions than the other
25 adjustable nozzle 12a. Accordingly, the other adjustable nozzle 12a receives a greater air mass flow.

As explained above, the condense water drainage 28 is adapted to remove the condense water 29 from the integrated ventilation air

duct 23. In the illustrated case of an at least essentially vertically oriented, integrated ventilation air duct 23, the condense water 29 moves, due to the gravitational force, downward, whereas the cockpit ventilation air 21a streams upward. In this case, the associated outlet
5 cover 28a can be configured as a condense water collector that collects and redirects the condense water 29 through the condense water outlet 28b.

It should be noted that modifications to the above described embodiments are within the common knowledge of the person skilled
10 in the art and, thus, also considered as being part of the present invention. For instance, arrangement and orientation of the condense water outlet(s) and the associated outlet cover(s) can be optimized dependent on application-specific geometrical shapes and configurations of the hollow cockpit frame. This likewise applies to
15 form and shapes of the internal scoops. Moreover, number and size of the air outlets and nozzles can be varied in an application-specific manner, and so on.

It should further be noted that the above description essentially describes the present invention with reference to the hollow cockpit
20 frame. However, the present invention may likewise be applied to other hollow frames and/or framework structures in any aircraft and even in other vehicles than aircrafts.

Reference List

1	aircraft
1a	main rotor
1b, 1c	rotor blades
1d	rotor head
1e	rotor shaft
2	fuselage
2a	tail boom
2b	cockpit
3	fuselage mid section frame
4	fuselage aft section frame
5	cockpit framework structure
5a	fuselage front section frame (cockpit frame)
5b, 5c, 5d, 5e	cockpit frame beams
6	landing gear
7	main window
8	door window
9	secondary window
10	door frame
11	subfloor region
12a	adjustable side nozzles
12b	adjustable top nozzles
13	air outlets
14	door window ventilation air
15	main window ventilation air
16	secondary window ventilation air
17	pilot ventilation air
18	aircraft outer skin
19	cabin floor
20	longitudinal frame integrated duct
21	guided ventilation air
21a	cockpit frame guided ventilation air
21b	door frame guided ventilation air
22	longitudinal frame integrated duct insulation
23	cockpit frame integrated air duct
23a	cockpit frame integrated air duct insulation
24	main window fixation

25	door sealing
26	door frame integrated air duct
26a	door frame integrated air duct insulation
27	air duct interface
28	condense water drain
28a	outlet cover
28b	condense water outlet
29	condense water
30	dissipated or retrieved heat remainder
31	internal scoops

CLAIMS

1. An aircraft (1) with a fuselage (2) that comprises a framework structure (5) having at least one hollow frame (5a); characterized in that the hollow frame (5a) is integrally formed in one composite piece and comprises fiber reinforced polymers, wherein said one composite piece hollow frame (5a) defines an integrated ventilation air duct (23) that guides ventilation air (14, 15, 16, 17) into said aircraft (1) and comprises at least one condense water drainage (28) that removes condense water (29) occurring in said integrated ventilation air duct (23) in operation, and wherein said at least one condense water drainage (28) comprises at least one condense water outlet (28b) that is provided with at least one associated outlet cover (28a), wherein said at least one associated outlet cover (28a) allows a condense water stream inside said integrated ventilation air duct (23) in a direction that is opposed to a ventilation air stream (21a) generated by said ventilation air (14, 15, 16, 17) such that a ventilation air flow leakage in the region of said at least one condense water outlet (28b) is prevented.

2. The aircraft (1) according to claim 1, characterized in that said framework structure (5) defines a cockpit framework structure (5) for a cockpit (2b) of said aircraft (1), wherein said at least one hollow frame (5a) defines at least one frame beam (5b, 5c, 5d, 5e) and wherein said integrated ventilation air duct (23) guides said ventilation air (14, 15, 16, 17) into said cockpit (2b).

3. The aircraft (1) according to claim 1, characterized in that said cockpit framework structure (5) defines a load-bearing construction, wherein said fiber reinforced polymers comprise carbon fiber reinforced polymers.

4. The aircraft (1) according to claim 1, characterized in that said at least one hollow cockpit frame (5a) comprises at least one ventilation air outlet (13) that expels said ventilation air (14, 15, 16).

5. The aircraft (1) according to claim 1, characterized in that said at least one hollow cockpit frame (5a) is provided with at least one adjustable nozzle (12a, 12b) that user-controllably expels said ventilation air (17).

6. The aircraft (1) according to claim 5, characterized in that said at least one adjustable nozzle (12a, 12b) is sealingly integrated into said at least one hollow cockpit frame (5a) by means of screwing, gluing and/or bonding.

7. The aircraft (1) according to claim 5, characterized in that said at least one adjustable nozzle (12a, 12b) is provided with an associated internal scoop (31) that is arranged in said at least one hollow cockpit frame (5a) inside said integrated ventilation air duct (23), said associated internal scoop (31) defining a predetermined air mass flow directed towards said at least one adjustable nozzle (12a, 12b).

8. The aircraft (1) according to claim 7, characterized in that at least two adjustable nozzles (12a, 12b) are provided, each having an associated internal scoop (31), said associated internal scoops (31) comprising different geometrical shapes.

9. The aircraft (1) according to claim 2, characterized in that said at least one hollow cockpit frame (5a) is at least partly provided with an inner air duct insulation (23a) insulating said integrated ventilation air duct (23), said inner air duct insulation (23a) reducing heat dissipation relative to said integrated ventilation air duct (23).

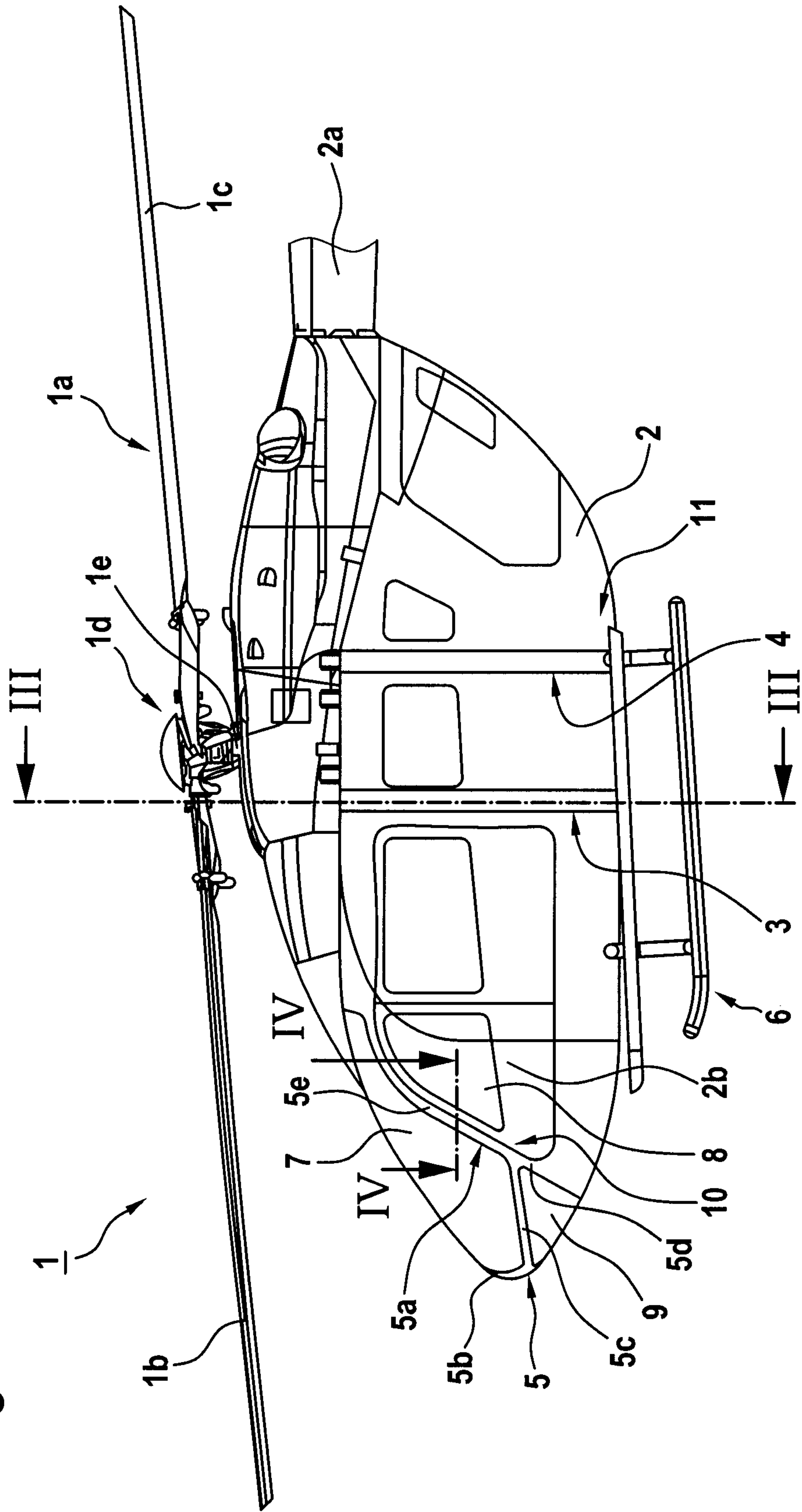
10. The aircraft (1) according to claim 9, characterized in that said inner air duct insulation (23a) comprises an air-injected foam.

11. The aircraft (1) according to claim 9, characterized in that said inner air duct insulation (23a) comprises a rubber tube (23a).

12. A cockpit framework structure (5) for a cockpit of an aircraft (1) according to claim 1, said cockpit framework structure (5) having at least one hollow frame (5a) that is integrally formed in one composite piece and comprises fiber reinforced polymers, said at least one hollow cockpit frame (5a) defining an integrated ventilation air duct (23) that guides ventilation air (14, 15, 16, 17).

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Fig. 1



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Fig. 2

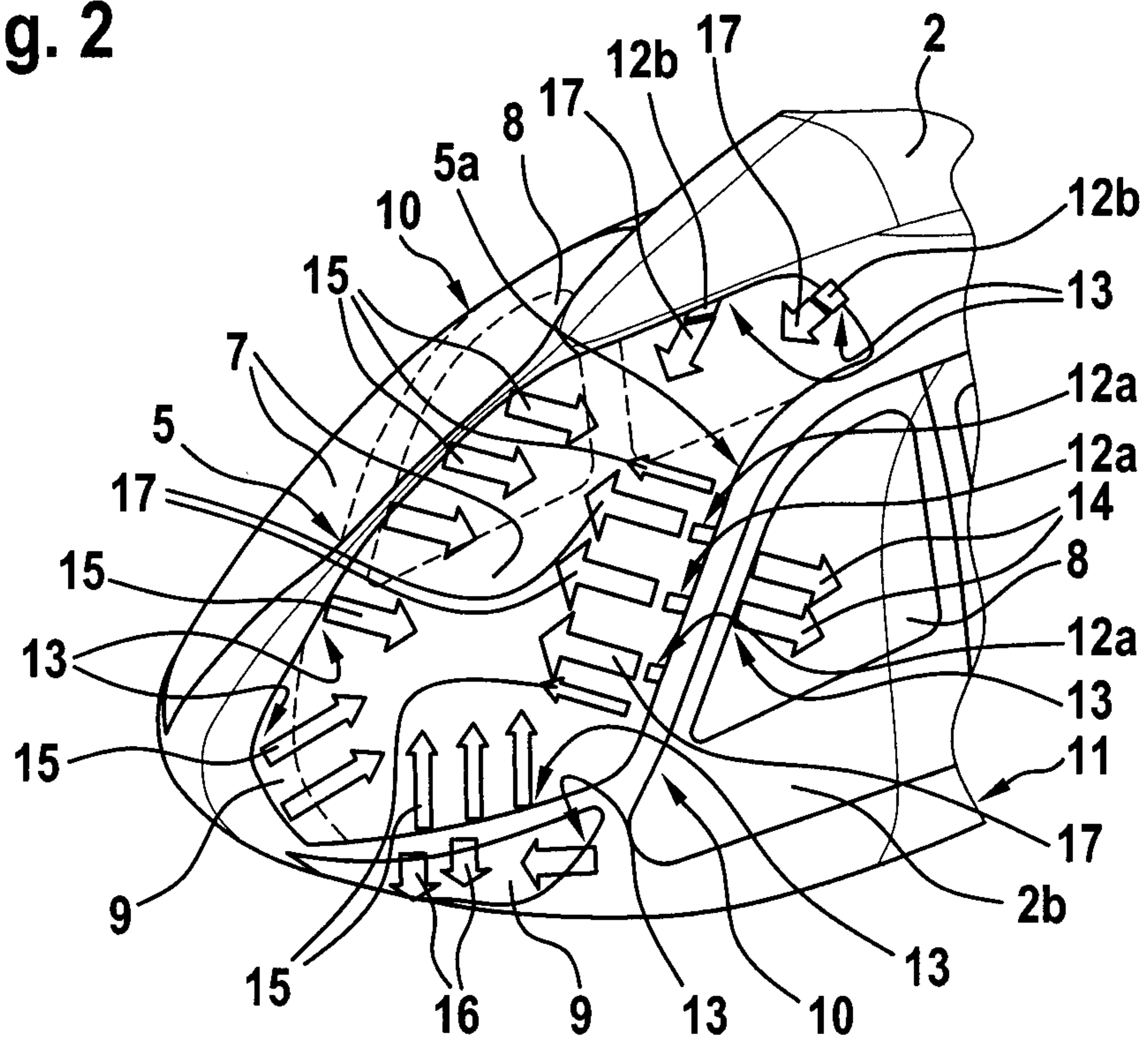
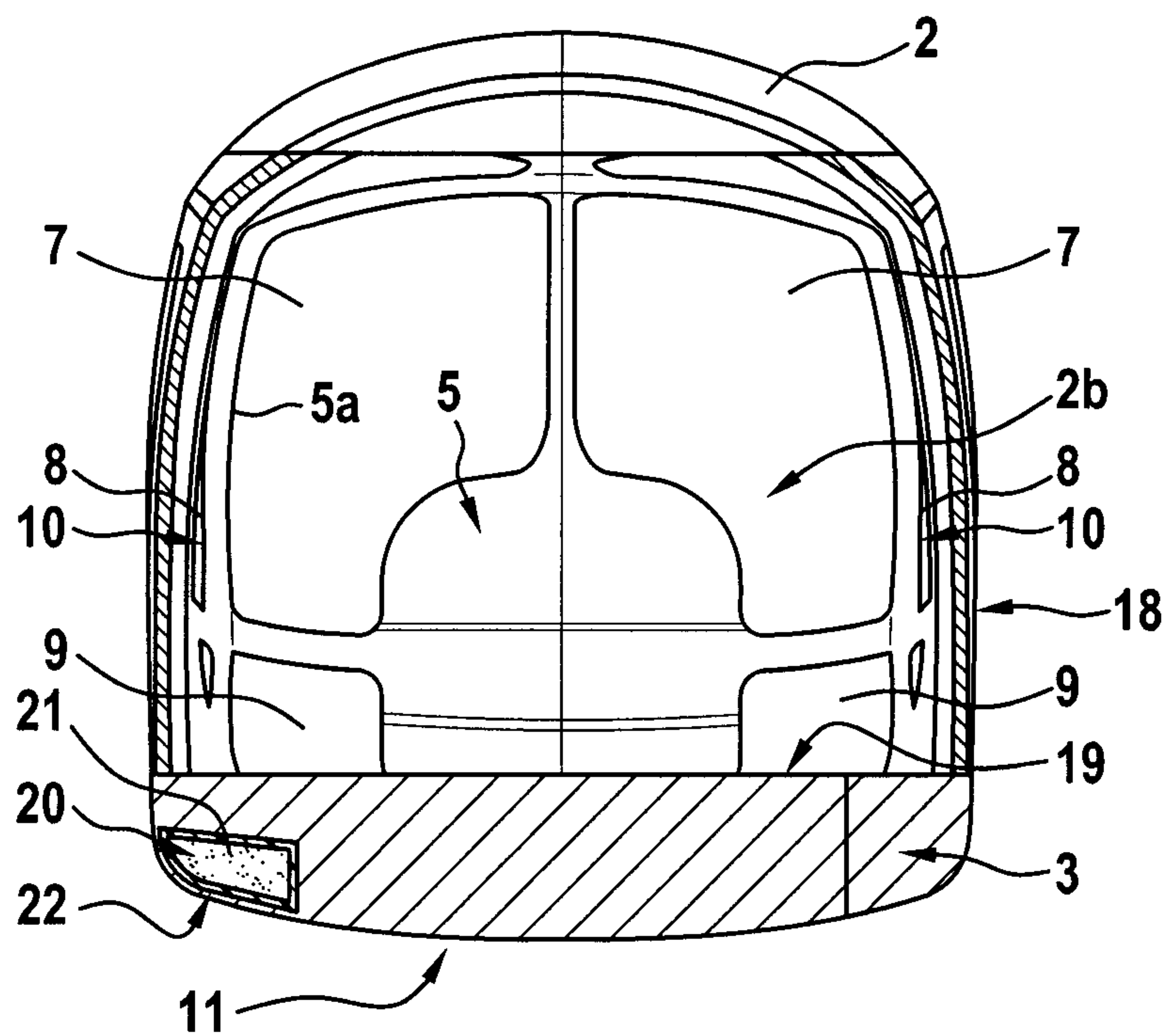


Fig. 3



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Fig. 4

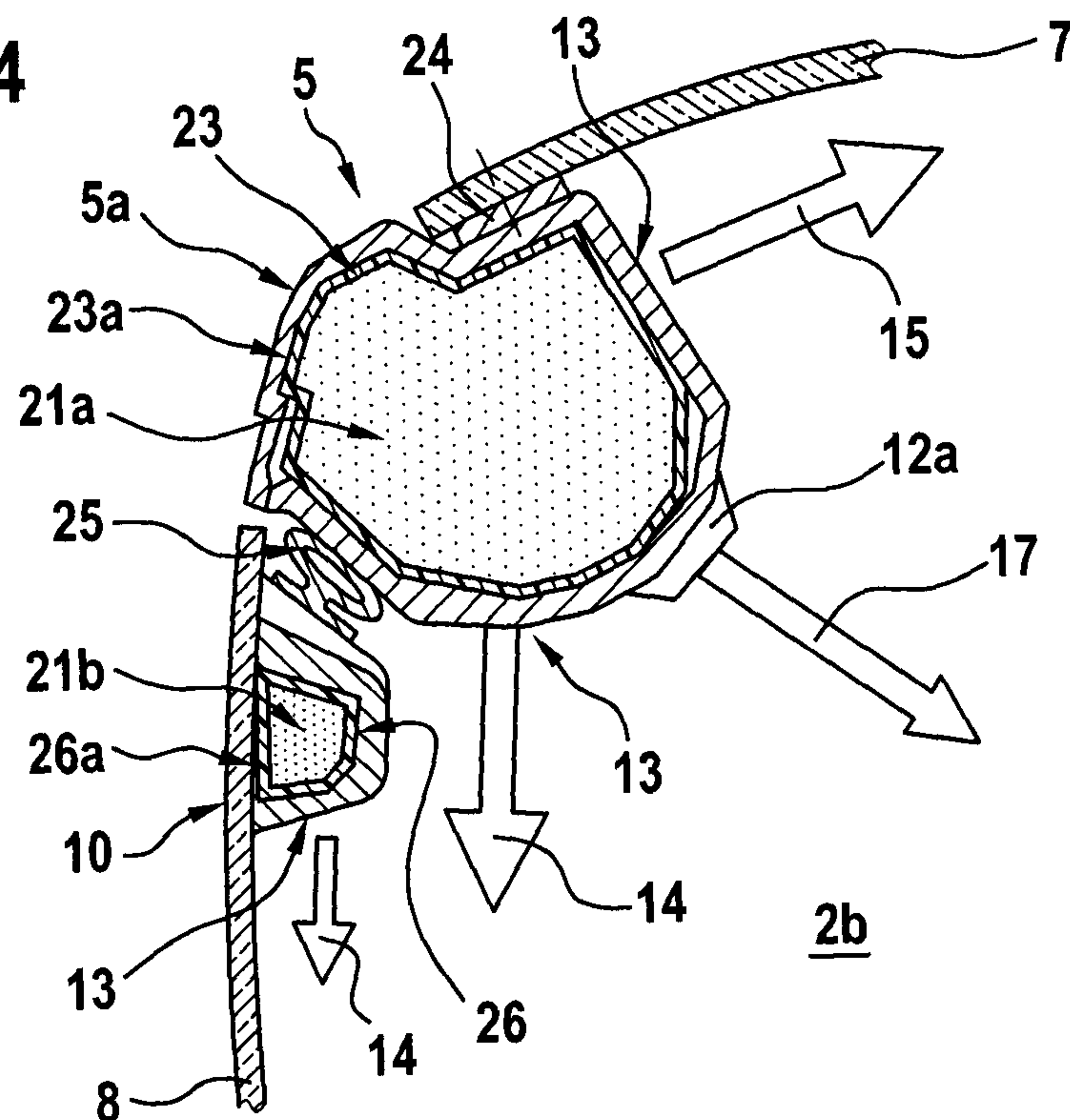
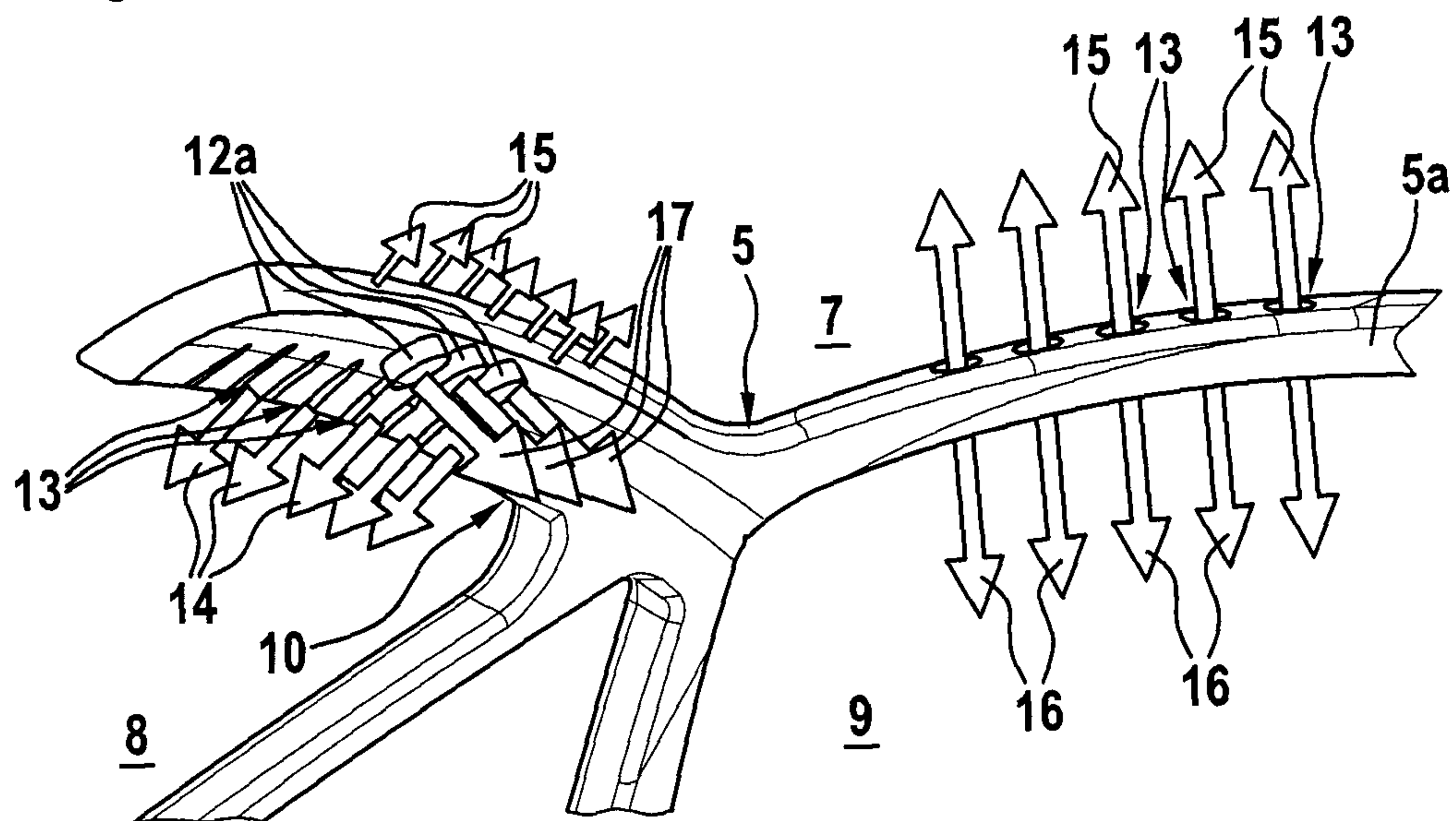


Fig. 5



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Fig. 6

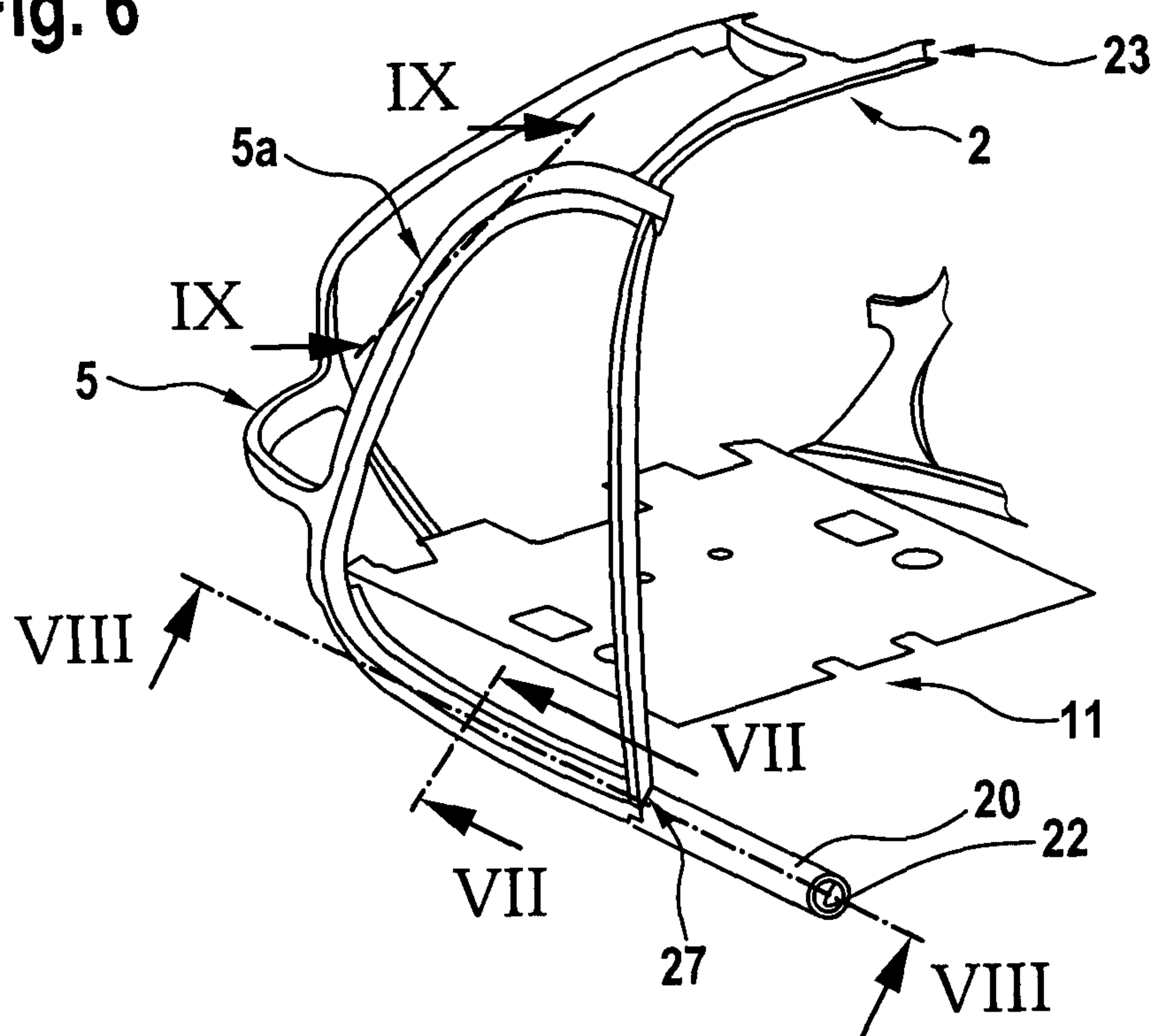
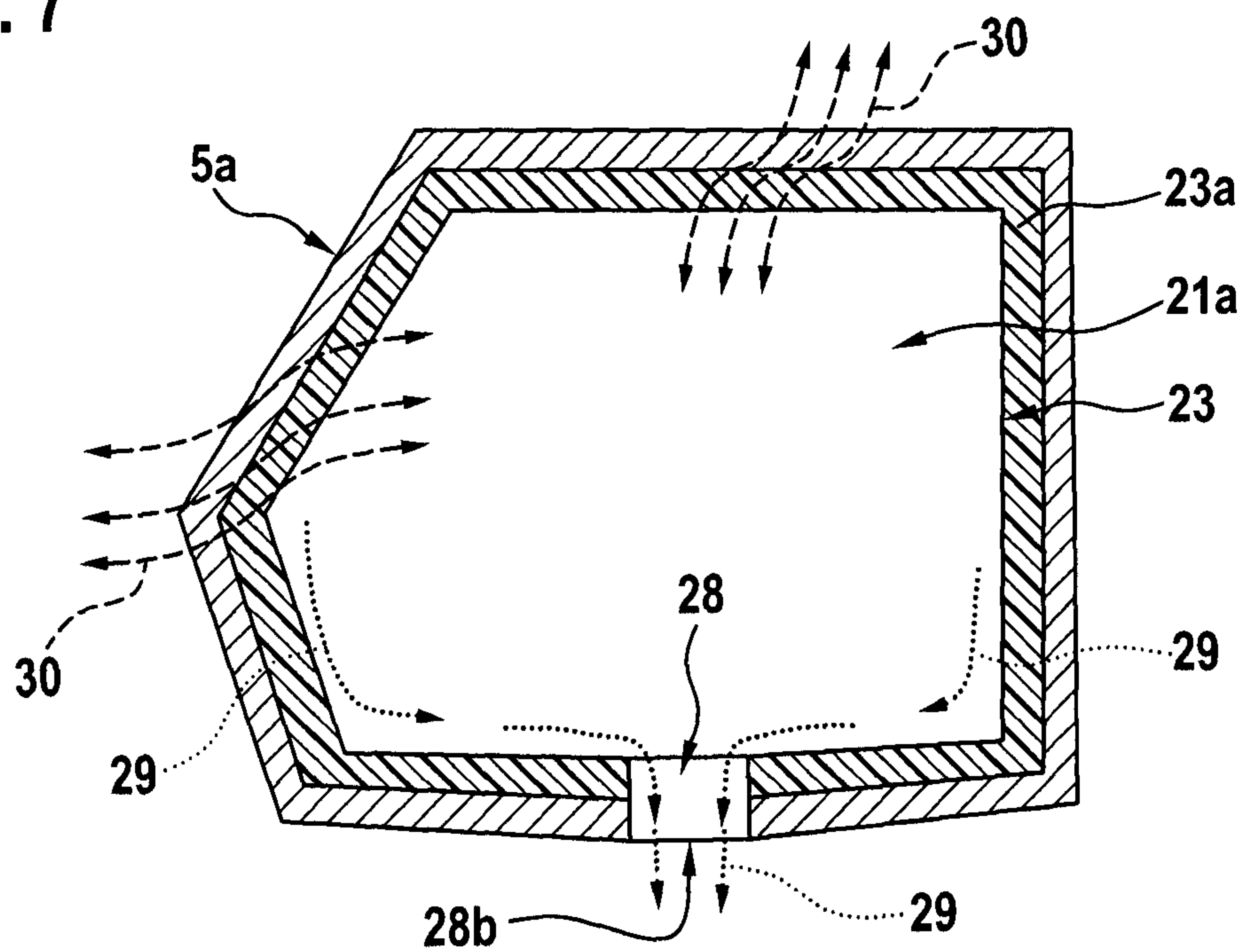


Fig. 7



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Fig.8

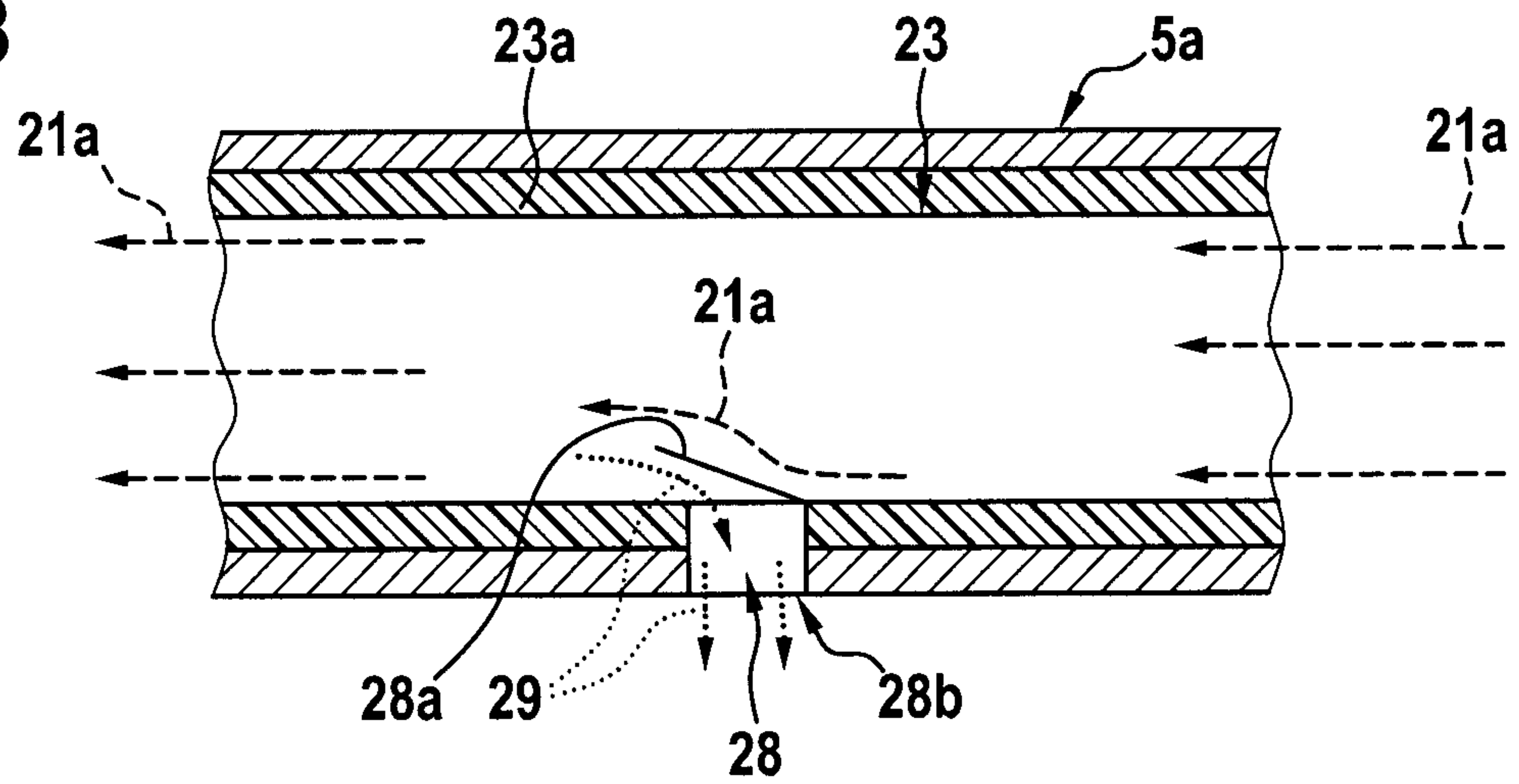


Fig. 9

