

(19)



(11)

EP 3 750 805 B1

(12)

EUROPEAN PATENT SPECIFICATION

(45) Date of publication and mention of the grant of the patent:
02.03.2022 Bulletin 2022/09

(51) International Patent Classification (IPC):
B64D 11/04^(2006.01) B32B 7/00^(2019.01)

(21) Application number: **20178562.3**

(52) Cooperative Patent Classification (CPC):
B64D 11/04; Y02T 50/40

(22) Date of filing: **05.06.2020**

(54) ULTRA LIGHT WEIGHT COMPOSITE AIRCRAFT GALLEY ARCHITECTURE

ULTRALEICHTE FLUGZEUGBORDKÜCHENARCHITEKTUR AUS VERBUNDWERKSTOFF
ARCHITECTURE DE CUISINE D'AVION COMPOSITE ULTRA LÉGÈRE

(84) Designated Contracting States:
AL AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC MK MT NL NO PL PT RO RS SE SI SK SM TR

- **NETI, Venkata Prasanth Suman**
Milton Keynes, MK42AF (GB)
- **PEARCE, Nicholas J.W.**
Mukilteo, Washington 98275 (US)
- **CAMPBELL, Hayley L.**
Bedford, Bedfordshire MK42 9PG (GB)

(30) Priority: **10.06.2019 US 201916436620**

(43) Date of publication of application:
16.12.2020 Bulletin 2020/51

(74) Representative: **Dehns**
St. Bride's House
10 Salisbury Square
London EC4Y 8JD (GB)

(73) Proprietor: **B/E Aerospace, Inc.**
Winston-Salem, NC 27105 (US)

(56) References cited:
WO-A1-2007/096000 US-A1- 2011 001 009

(72) Inventors:
• **BURD, Peter J.L.**
Burry Port, South Wales SA 16 0RB (GB)

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Description**CROSS-REFERENCE TO RELATED APPLICATIONS**

[0001] The present application is related to United States Patent Application Serial No. 16,401,440 (Attorney Docket No. LBG 219-06) filed 02 May, 2019), entitled Aircraft Monument Composite Construction Using Carbon Uni-Directional Spread Flat Tow Woven Fabric.

BACKGROUND

[0002] Traditional aircraft galley designs maintain external components to ensure structural integrity of a galley monument. These metallic extrusions are normally used to assemble the carcass of an aircraft monument but increase overall weight and footprint of the monument.

[0003] This additional structure may cause undesirable cold bridges within a chilled compartment as well as problematic galvanic corrosion.

[0004] Therefore, a need remains for a galley architecture which may overcome these limitations and provide a novel solution to a composite galley architecture eliminating external corrosion prone metallic extrusions and heavy hardware incorporated within a traditional aircraft galley architecture. WO 2007/096000 A1 describes a galley and method of catering for passengers in an aircraft. US 2011/001009 A1 describes a transport aircraft, ballistic resistant and explosive containment system.

SUMMARY

[0005] The invention defines a light weight composite aircraft galley architecture according to claim 1 and further defines a method for lightweight composite aircraft galley construction according to claim 12. Further embodiments are defined by the depended claims.

[0006] It is to be understood that following detailed description is exemplary and explanatory only and is not necessarily restrictive of the inventive concepts, as long as they fall within the scope of the appended claims. The accompanying drawings, which are incorporated in and constitute a part of the specification, illustrate embodiments of the inventive concepts and together with the general description, serve to explain the principles of the inventive concepts disclosed herein.

BRIEF DESCRIPTION OF THE DRAWINGS

[0007] Implementations of the inventive concepts disclosed herein may be better understood when consideration is given to the following detailed description thereof. Such description makes reference to the included drawings, which are not necessarily to scale, and in which some features may be exaggerated and some features may be omitted or may be represented schematically in the interest of clarity. Like reference numerals in the

drawings may represent and refer to the same or similar element, feature, or function. In the drawings in which:

FIG. 1 is a diagram of a lightweight composite galley in accordance with an embodiment of the inventive concepts disclosed herein;

FIGs. 2A & 2B are diagrams of a galley exploded view and air duct details in accordance with an embodiment of the inventive concepts disclosed herein;

FIGs. 3A - 3E are diagrams of an upper structural section exemplary of an embodiment of the inventive concepts disclosed herein;

FIGs. 4A - 4E are diagrams of a lower structural section exemplary of one embodiment of the inventive concepts disclosed herein;

FIG. 5 is a diagram of an assembly view in accordance with one embodiment of the inventive concepts disclosed herein;

FIGs. 6A and 6B are diagrams of an exemplary assembled galley in accordance with one embodiment of the inventive concepts disclosed herein;

FIG. 7 is a diagram of galley construction detail and associated key to each view of FIGs. 8C through 8O associated with one embodiment of the inventive concepts disclosed herein;

FIGs. 8A - 8O are diagrams of detailed galley construction exemplary of one embodiment of the inventive concepts disclosed herein; and

FIG. 9 is a diagram of a method for composite galley construction exemplary of one embodiment of the inventive concepts disclosed herein.

DETAILED DESCRIPTION OF EXEMPLARY EMBODIMENTS

[0008] Before explaining at least one embodiment of the inventive concepts disclosed herein in detail, it is to be understood that the inventive concepts are not limited in their application to the details of construction and the arrangement of the components or steps or methodologies set forth in the following description or illustrated in the drawings. In the following detailed description of embodiments of the instant inventive concepts, numerous specific details are set forth in order to provide a more thorough understanding of the inventive concepts. However, it will be apparent to one of ordinary skill in the art having the benefit of the instant disclosure that the inventive concepts disclosed herein may be practiced without these specific details. In other instances, well-known features may not be described in detail to avoid unnecessarily complicating the instant disclosure. The inventive concepts disclosed herein are capable of other embodiments or of being practiced or carried out in various ways. Also, it is to be understood that the phraseology and terminology employed herein is for the purpose of description and should not be regarded as limiting. The invention is limited by the scope of the appended claims.

[0009] As used herein a letter following a reference

numeral is intended to reference an embodiment of the feature or element that may be similar, but not necessarily identical, to a previously described element or feature bearing the same reference numeral (e.g., 1, 1a, 1b). Such shorthand notations are used for purposes of convenience only, and should not be construed to limit the inventive concepts disclosed herein in any way unless expressly stated to the contrary.

[0010] Further, unless expressly stated to the contrary, "or" refers to an inclusive or and not to an exclusive or. For example, a condition A or B is satisfied by anyone of the following: A is true (or present) and B is false (or not present), A is false (or not present) and B is true (or present), and both A and B are true (or present).

[0011] In addition, use of the "a" or "an" are employed to describe elements and components of embodiments of the instant inventive concepts. This is done merely for convenience and to give a general sense of the inventive concepts, thus "a" and "an" are intended to include one or at least one and the singular also includes the plural unless it is obvious that it is meant otherwise.

[0012] Finally, as used herein any reference to "one embodiment," or "some embodiments" means that a particular element, feature, structure, or characteristic described in connection with the embodiment is included in at least one embodiment of the inventive concepts disclosed herein. The appearances of the phrase "in some embodiments" in various places in the specification are not necessarily all referring to the same embodiment, and embodiments of the inventive concepts disclosed may include one or more of the features expressly described or inherently present herein, or any combination of sub-combination of two or more such features, along with any other features which may not necessarily be expressly described or inherently present in the instant disclosure, as long as they fall within the scope of the appended claims.

OVERVIEW

[0013] Broadly, embodiments of the inventive concepts disclosed herein are directed to an ultra light weight aircraft composite galley architecture system and method comprises composite construction of a partially molded aircraft monument structure based on embedded load bearing hoops and beams used in conjunction with pre formed composite flat panel construction. An upper L shaped structural section mates with a lower inverted L shaped structural section forming a structure upon which additional panels are joined to form the complete composite galley. This system and method of construction produces a high strength aircraft monument capable of maintaining aircraft structural flight and crash load requirements without external monument extrusions for support. This galley architecture system and method of construction creates an aircraft monument with desirable reduction in weight with no loss of required structural strength.

Reference Chart

100	Lightweight Composite Galley
110	Lower Modular Rectangular Cuboid
112	Lower Left Side Panel
114	Lower Right Side Panel
116	Lower Back Panel
118	Lower Top Panel
120	Lower Structural Hoop
124	Lower Embedded Beam
130	Lower Cart Dividers
132	Non-Metallic Attachment Points
134	Lower Galley Door
150	Upper Modular Rectangular Cuboid
152	Upper Left Side Panel
154	Upper Right Side Panel
156	Upper Back Panel
158	Upper Top Panel
160	Upper Structural Hoop
162	Upper Base Panel
164	Upper Embedded Beam
166	Foam Core
172	Oven Shelf Panel
174	External Cured Carbon Fiber Pultrusion
176	Internal Cured Carbon Fiber Pultrusion
180	283 GSM 5 High Strength Carbon
182	300 GSM Unidirectional Carbon
184	175 GSM 3 High Strength Aramid
186	300 GSM Phenolic Glass
188	Wet Adhesive
200	Galley Exploded View
210	Air Supply Duct
220	Air Return Duct
230	Siamese Air Port
240	Siamese Supply Port
242	Lower Top Air Pathway
250	Siamese Return Port
252	Lower Back Air Return Pathway
256	Air Chiller Interface Port
300	Upper Structural Section

(continued)

360	Upper Vertical Channel
362	Upper Top Channel
364	Upper Horizontal Channel
400	Lower Structural Section
420	Lower Horizontal Channel
422	Lower Vertical Channel
500	Assembly View
600	Assembled Galley View
610	100 mm ² beam
620	500 mm ² beam
630	320 mm ² beam
656	Upper Close out Panel
700	Galley Isometric View
800	Detail Galley Structure View
810	Inner Core Sheet
820	45/45 STF Sheet
830	0/90 STF Sheet
836	Heavy 0/90 STF Sheet
840	Adhesive Film
850	Composite Panel Type 2
852	Composite Panel Type 1
858	Tongue Upper Top Panel
900	Method for Construction
902	Fabricating a Lightweight Galley
904	Coupling the Galley with an Aircraft

FIG 1 ARCHITECTURE

[0014] Referring now to FIG. 1, a diagram of a lightweight composite galley in accordance with an embodiment of the inventive concepts disclosed herein is shown. Generally, the lightweight composite galley 100 may include two molded L-shaped structures coupled to form an aircraft galley structure. Compared with a traditional galley monument, the lightweight composite galley 100 may reduce a conventional chilled galley depth by approximately ten centimeters (four inches) depending on the catering standard being used (e.g., ACE, ATLAS, KSSU, etc.). Within one or more panels of the L shaped structures, the lightweight composite galley 100 may include an embedded chilled air distribution ductwork which may further minimize an overall footprint of the lightweight composite galley 100.

[0015] The lightweight composite galley 100 may include a lower modular rectangular cuboid 110 construct-

ed using half of a lower L shaped structure to enclose galley related items. The lower modular rectangular cuboid 110 may be constructed of a lower left side panel 112, a lower right side panel 114, a lower back panel 116, and a lower top panel 118.

[0016] In one embodiment of the inventive concepts disclosed herein, for structural integrity, the lower modular rectangular cuboid 110 may include a lower structural section hoop 120 embedded within a periphery of the lower top panel 118. These load bearing peripheral hoops 120 may assist in transferring flight and crash loads between the upper to lower modular rectangular cuboids. In one embodiment, for increased structural performance, the lower structural section hoop 120 may be molded around a periphery of one or all of the panels of the lower modular rectangular cuboid 110.

[0017] The lower modular rectangular cuboid 110 may further comprise a series of lower cart dividers 130 configured to divide the lower cuboid into efficient sections. To secure the lower modular rectangular cuboid 110 to an aircraft deck, the lightweight composite galley 100 may employ non-metallic embedded primary and secondary attachment points 132 to securely couple the galley to the aircraft deck. The attachment points 132 may be co-cured with the molded sections as well as cold bonded as a pressed panel post process.

[0018] For compartment security as well as physically enclosing perishable items within the lower modular rectangular cuboid 110, each lower cart divider 130 may include a lower galley structural door 134. The lower galley structural door 134 may function to securely enclose the section of the lower galley, add to the structural stability of the lower modular rectangular cuboid 110 when closed, as well as insulate the lower modular rectangular cuboid 110 from external airflow and temperature. The lower galley structural door 134 may remove a requirement for retaining conventional turn buttons saving weight and space within the overall lightweight composite galley 100.

[0019] The lightweight composite galley 100 may also include an upper modular rectangular cuboid 150 constructed using half of an upper L shaped structure and configured to couple with the lower modular rectangular cuboid 110. The upper modular rectangular cuboid 150 may include an upper left side panel 152, an upper right side panel 154, an upper back panel 156, an upper top panel 158, and an upper base panel 162. The upper modular rectangular cuboid 150 may further include an oven shelf panel 172 configured for supporting an aircraft oven. Some of the upper and lower modular rectangular cuboid panels (e.g., 152 158) may be joined by an externally cured unidirectional carbon fiber pultrusion 174 configured to receive each of a pair of perpendicular panels and join one to the other.

[0020] Similar to the lower modular rectangular cuboid 110, the upper modular rectangular cuboid 150 may include an upper structural hoop 160 for structural integrity. The upper structural hoop 160 may be embedded within

a periphery of the upper back panel 156. As described in the lower structural hoop 120 above, the upper structural hoop 160 may assist in transferring flight and crash loads around the periphery of the panel between between the upper 150 to lower modular rectangular cuboids 110. As above in the case of the lower modular rectangular cuboid 110, the upper modular rectangular cuboid 150 may include structural hoops 160 molded around each of the individual panels of the upper modular rectangular cuboid 150.

[0021] For increased structural performance, the upper modular rectangular cuboid 150 may be configured to couple with and structurally integrate with the lower modular rectangular cuboid 110 to form a work deck. The work deck may function as a place for crewmembers to perform tasks associated with the aircraft galley. In this manner, each of the cuboids may structurally benefit from the attachment to the other. In embodiments, the lightweight composite galley 100 may be shaped to conform with an interior shape of an aircraft cabin and maintain significant structural strength as if the galley were shaped differently. Merely because the galley may present a curved exterior shape, the structural integrity and strength of the composite galley structure 100 may be equivalent to a galley of differing shape.

[0022] The lightweight composite galley 100 may be designed without metallic extrusions normally used to assemble the carcass of an aircraft monument. This design may result in a favorable overall weight, and elimination of cold bridges within a chilled compartment and negating any potential for galvanic corrosion issues caused when aluminum is in direct contact with carbon fiber.

[0023] In one embodiment of the inventive concepts disclosed herein, each panel (e.g., upper back panel 156, lower side panel 112, etc.) of each modular rectangular cuboid 110 150 may be constructed of layers of a spread tow fabric uni-directional carbon fiber faced pre pressed carbon panel to create individual panels of very lightweight and high structural strength. In embodiments, the lightweight composite galley 100 may be molded from Carbon, Para Aramid (e.g., Kevlar/Twaron), and Glass-fiber to provide strength where desired.

[0024] In embodiments, each panel of the lightweight composite galley 100 may be constructed of a plurality of materials including a Carbon Fiber Reinforced Polymers (CFRP). These CFRPs may be characterized by: Light weight; High strength-to-weight ratio; Very High modulus elasticity-to-weight ratio; High Fatigue strength; Good corrosion resistance; and a very low coefficient of thermal expansion. To ensure a safe and efficient galley structure, some embodiments of the inventive concepts disclosed herein may include the lightweight composite galley 100 comprised of one or more CFRP panels joined with one or more panels of a different construction. In this manner, a manufacturer may opt for strength in a specific area of the galley while maximizing other properties in another area of the galley. To combat Low impact

resistance; and high electric conductivity, the lightweight composite galley 100 may include protective layers and grounding points within the structure if required.

5 FIG 2A 2B GALLEY DETAIL

[0025] Referring now to FIGs. 2A and 2B, are diagrams of a galley exploded view and air duct details in accordance with an embodiment of the inventive concepts disclosed herein are shown. A galley exploded view 200 may detail each of the structures within the lightweight composite galley 100. Each of the upper modular rectangular cuboid 150 and the lower modular rectangular cuboid 110 may include preformed embedded carbon beams 124 164 molded within the panel structure along one or more edges of the structural sections. Here, a lower embedded beam 124 may be embedded within edges of the lower back panel 116 while upper embedded beams 164 may be embedded within edges of the upper base panel 162. These preformed embedded beams 124 164 may function to stiffen each structure of the lower modular rectangular cuboid 110 and the upper modular rectangular cuboid 150. Cross section details of each of the embedded hoops 120 160 and embedded beams 124 164 may be best seen in FIGs. 8A-8O below.

[0026] In one embodiment of the inventive concepts disclosed herein, the upper modular rectangular cuboid 150 may include one elongated side (e.g., the upper back panel 156) with an embedded upper structural hoop 160 while and adjacent side (e.g., the upper base panel 162) may be configured with the embedded carbon beams 164. In this manner, the upper structural hoop 160 may function to carry flight and crash loads within the upper back panel 156 while the embedded beams 164 may work in cooperation with the upper structural hoop 160 to stiffen the overall L shaped structure. Then, as additional panels are added, the overall cuboid structure may enhance the structural integrity of the hoops 160 and beams 164 to create a lightweight composite galley 100 of great strength to weight ratio.

[0027] In one embodiment of the inventive concepts disclosed herein, some of the panels of the upper and lower modular rectangular cuboid 110 150 may incorporate molded duct work to distribute a conditioned airflow around compartments containing one or more food service trolleys. In one embodiment, the ducts above work deck may be contained within the load bearing hoops 160. Here, an Air Supply Duct 210 and an Air Return Duct 220 may function to distribute conditioned air to the lower modular rectangular cuboid 110 as well as evacuate a return airflow from the lower modular rectangular cuboid 110.

[0028] A siamese air port 230 may function to mate with a chiller airduct supply and return configured to supply the lightweight composite galley 100. Exemplary chillers may include a stand-alone device installed on the galley or within the aircraft airframe. The associated chiller may be a line replaceable unit specifically configured

to supply the galley. Within the siamese air port 230, a siamese supply port 240 may function to channel the conditioned air from the chiller to the air supply duct 210 while a siamese return port 250 may function to return the air from the lower modular rectangular cuboid 110 to the chiller return. Embedded within the lower top panel 118, a series of lower top air pathways 242 may function to channel the conditioned air to a forward portion of the lower modular rectangular cuboid 110 while a series of lower back air return pathways 252 in the form of "U" section plenum, graduated inlet apertures may function to draw air from the lower modular rectangular cuboid 110 and channel the used air to the air return duct 220.

[0029] Structurally, within the upper structural hoop 160, an air chiller interface port 256 may continue to structurally support the upper structural hoop 160 while offering an opening port for the siamese air port 230 to interface with the air supply and return air ducting of the air chiller in the host aircraft.

[0030] In one embodiment of the inventive concepts disclosed herein, the lightweight composite galley 100 may remain chilled or un-chilled. Should an operator desire an un-chilled galley of lesser weight and cost, the upper back panel 156 may be a simple flat panel and each of the lower top air pathways 242 and the lower back air return ports may be removed allowing for greater space within both of the upper modular rectangular cuboid 150 and the lower modular rectangular cuboid 110.

FIG 3 UPPER STRUCTURAL SECTION

[0031] Referring now to FIGs. 3A - 3E, diagrams of an upper structural section exemplary of an embodiment of the inventive concepts disclosed herein are shown. The L-shaped upper structural section 300 of the upper modular rectangular cuboid 150 may include the upper back panel 156 molded with the upper base panel 162 to which additional pre pressed flat panels may be joined to produce the lightweight composite galley 100. The upper structural section may provide structural support for a plurality of appliances associated with an Above Work Deck (AWD) galley configuration as well as house each of the air supply duct 210 and air return duct 220.

[0032] The upper (and lower, FIG. 4) may include molded U channels, to allow efficient installation of the pre formed flat panels that comprise the balance of the monument. Similar in function to the carbon external cured carbon fiber pultrusion 172, these U channels may function to receive one or more edges of a panel effectively acting as an efficient assembly jig. Here, an upper vertical channel 360 may be incorporated within the upper structural hoop 160, an upper horizontal channel 364 may be incorporated within an edge of the upper base panel 162, and an upper top channel 362 may be configured to receive the upper top panel 158.

FIG 4 LOWER STRUCTURAL SECTION

[0033] Referring now to FIGs. 4A - 4E, diagrams of a lower structural section exemplary of one embodiment of the inventive concepts disclosed herein are shown. The lower structural section 400 may similarly include a lower horizontal channel 420 proximal with the lower top panel 118 as well as a lower vertical channel 422 proximal with the lower back panel 116. The lower top panel 118 may be comprised of a laminate skin of two to seven layers without an enclosed core, forming a recess to allow the installation of air path ducting.

FIG 5 ASSEMBLY

[0034] Referring now to FIG. 5, a diagram of an assembly view in accordance with one embodiment of the inventive concepts disclosed herein is shown. Here, the upper modular rectangular cuboid 150 and the lower modular rectangular cuboid 110 (the two L shapes) may be indicated in an assembly view 500. Indicated here, a non-chilled galley is shown without ductwork.

FIG 6 ASSEMBLED SECTIONS

[0035] Referring now to FIG. 6A and 6B, diagrams of an exemplary assembled galley in accordance with one embodiment of the inventive concepts disclosed herein are shown. An assembled galley view 600 may indicate each of the upper structural section 300 coupled with the lower structural section 400. Once the upper back panel 156 is in place, an upper close out panel 656 may function to enclose each of the air supply duct 210 and the air return duct 220.

FIG 7 GALLEY ISOMETRIC

[0036] Referring now to FIG. 7, a diagram of galley construction detail and associated key to each view of FIGs. 8C through 8O associated with one embodiment of the inventive concepts disclosed herein is shown. A key to each of the FIGs. 8 and a direction of view may be indicated within FIG. 7. For example, FIG. 8M is a cross section view of the adjoining lower left side panel 112 and the lower back panel 116. In this manner, the exemplary hoops and beams embedded within the lightweight composite galley 100 may be accurately indicated.

FIG 8 CONSTRUCTION DETAIL

[0037] Referring now to FIGs. 8A - 8O, diagrams of detailed galley construction exemplary of one embodiment of the inventive concepts disclosed herein is shown.

[0038] FIGs. 8A and 8B may indicate examples of an exploded cross section of a composite panel structure 800. FIG. 8A may detail a view of the composite panel structure as viewed from the front of the upper side panel

152 while FIG. 8B may detail a view of the over shelf 174 as viewed from the front of the galley. Here, each diagram may detail each of a type one 852 and type two 850 composite panel structure. Once molded together, each of the type one 852 and type two 850 composite panel structures may present a width of approximately 10 millimeters (0.394 inches) and a weight of approximately 1 kilogram per square meter (3.43 ounces per square foot).

Type 1 Panel

[0039] FIG. 8A may detail an exemplary embodiment of the composite panel structure 800 used in coordination with the inventive concepts disclosed herein. A type one composite panel 852 may comprise an inner core panel 810 surrounded by layers of an adhesive film 840. Molded to the adhesive film 840, layers of a 0/90 STF face sheet 830 further surrounded and strengthened by a pair of 45/45 STF face sheets 820 which may function to strengthen the overall composite panel structure 800. In one embodiment of the inventive concepts disclosed herein, the inner STF face sheets 830 maintain a weave of 0/90 while the outer STF faces sheets 820 maintain a weave of 45/45. Contemplated herein, each of the STF face sheets 820 830 may be altered in order relative to the inner core sheet 810 as well as molded in a plurality of directions relative to each other.

[0040] In embodiments, the STF face sheets 820 830 may be combined with fire resistant epoxy and / or phenolic (and additional) matrix systems to produce certifiable pre pressed panels for use in the manufacture of the assembled aircraft interior monument 100. When molded with an inner core sheet 806 comprised of a honeycomb structure, the STF face sheets 820 830 function to reduce the negative impact of the ribbon core direction strength limitation.

[0041] With the STF face sheets 820 830 molded, the composite panel structure 800 may possess similar bi-axial tensile strength characteristics in both an x and a y direction. The composite panel structure 800 may be used in both a pre formed pressed panel process and for tooled composite moldings and may be combined with other types of Para and Meta Aramid reinforcements to provide specific strength, weight, durability and longevity characteristics.

Type 2 Panel

[0042] FIG. 8B may detail one embodiment of the inventive concepts disclosed herein. The composite panel structure 800 may include a plurality of parallel carbon fiber Spread Tow Fabric (STF) face sheets molded together to create the composite panel structure 800. The composite panel structure 800 may be comprised of a type two composite panel structure 850 in certain areas as well as a type one composite panel structure 852 in other areas. Depending on desired strength, the assembled aircraft monument 100 may use one or more types

of the composite panel structure 800 to accomplish a strength goal.

[0043] The type two composite panel structure 850 may include two heavy STF face sheets 836 surrounding, and molded with, the inner core sheet 810. The type two composite panel structure 850 may be produced by molding the single outer heavy STF face sheets 836 with and surrounding the inner core sheet 810.

[0044] Each heavy STF face sheet 836 may then be fused to the core sheet 810 to form the type two 850 composite panel structure 800. While methods of fusing and molding the panels may differ, including cold molding and resin infused heated fusing, the final product of the composite panel structure 800 may retain multi-axial strength properties of each of the separate panels after the fusing is complete.

[0045] In each of the type one composite panel 852 and the type two composite panel 850, the inner core sheet 810 may be comprised of a plurality of composite material of desirable strength and suitable for molded construction with the STF face sheets 820 830. In embodiments, the inner core sheet 810 may comprise exemplary foam (non-structural) and honeycomb (structural) core structures able to be molded with the external STF face sheets 820 830. In one embodiment of the inventive concepts disclosed herein, the inner core sheet 810 may be comprised of a honeycomb core sheet of a 9.7 mm (0.381 inches) thickness.

[0046] The inner core sheet 810 may comprise a plurality of inner core types including a hexagonal cell core sheet. In embodiments, the inner core sheet 810 may be comprised of a 40 kilograms per cubic meter (1.8 mm paper) 3 mm Cell Kevlar or nomex honeycomb core or a 32 kilograms per cubic meter (1.5 mm paper) 3 mm Cell Kevlar or nomex honeycomb core.

[0047] Surrounding the inner core sheet 810 the layer of adhesive film 840 may function to adhere to the core sheet and offer a barrier between the individual elements of the inner core sheet 810 and the molded fabric STF face sheets 820 836. In embodiments, the adhesive film 840 may be comprised of a 50 GSM adhesive film layer or 15 GSM adhesion enhancer.

[0048] FIG. 8C may detail a galley front view indicating a cross section of the upper structural hoop 164. Also, the upper base 162 may be comprised of the type one panel structure 752 while an oven shelf 172 may be comprised of the type two panel structure 750. Adhesive film 840 may be applied to an external of the 164 while one or more layers of 180 may add an additional layer of strength. An outer layer of one or more layers of 186.

Beams and Hoops cross section

[0049] Each of the hoops and beams embedded within the lightweight composite galley 100 may be constructed of an exemplary 3 ply pre-cured carbon beam of various cross section sizes. A combination of a 500 mm² beam 620 (FIG. 8D), a 320 mm² beam 630 (FIG. 8L), and a

100 mm² beam 610 (FIG. 8C). Each of these beams may be approximate in size and beams of greater and lesser dimension may fall directly within the scope of the inventive concepts disclosed herein. In one embodiment, the 100 mm² beam 610 may be sized at 10 × 10 mm, the 320 mm² beam 630 may be sized at 10 × 320 mm, and the 500 mm² beam 620 may be sized at 10 × 50 mm.

[0050] In one embodiment of the inventive concepts disclosed herein, one or more sections of the upper structural hoop 160 may be comprised of the 500 mm² beam 620 and one or more sections comprised of the 100 mm² beam 610. One configuration of the upper structural hoop 160 may include two sides and the top comprised of the 500 mm² beam 620 and the base comprised of the 100 mm² beam 610.

[0051] FIG. 8C may detail an exemplary cross section of the upper modular rectangular cuboid 150 detailing areas associated with the upper left side panel 152 as viewed from the galley front. Here, the upper left side panel 152 and the upper base panel 162 may be comprised of the type one composite panel structure 852. Alternatively, offering a different level of strength, the oven shelf 172 may be comprised of type two composite panel structure 850.

[0052] Embedded within the lightweight composite galley 100, the upper embedded beam 164 may function to strengthen the overall structure acting alone. Then, while bonded via a layer of adhesive film 840, with each of the upper left side panel 152 and the upper base panel 162, the embedded beam 164 may offer great structural strength to the lightweight composite galley 100. In this exemplary detail, the upper embedded beam 164 may be comprised of the 100 mm² beam 610.

[0053] To receive the upper left side panel 152, the galley structure may be configured with the upper horizontal channel 364 lined with the wet adhesive 188 for securing the upper left side panel 152 in place. Surrounding the wet adhesive 188, a layer of 300 GSM Phenolic Glass 186 followed by two layers of 283 GSM 5 High Strength Carbon 180 and a dual layer of the 300 GSM Phenolic Glass 186 may be one exemplary embodiment of a desirable galley structure. Similarly, on an inside of the joint between the upper side panel 152 and the upper base panel 162, a dual layer of 283 GSM 5 High Strength Carbon 180 may function to strengthen and protect.

[0054] The lightweight composite galley 100 may incorporate similar layered structures of embedded beams, adhesive, and bonded carbon glass to tightly mold the structure together to create a galley structure with high strength to weight.

[0055] FIG. 8D may detail the upper structural hoop 160 as it may be viewed from above near an upper back corner of the lightweight composite galley 100. In one embodiment of the inventive concepts disclosed herein, the upper structural hoop 160 may be embedded within the galley structure and encircle the entirety of the upper back panel 156 providing great structural strength to the lightweight composite galley 100. Here, the beam used

in the displayed cross section may include the 500 mm² beam 620 offering additional strength to the overall design.

[0056] The upper vertical channel 360 may be configured to receive the upper left side panel 152 and bond via the wet adhesive 188. Also, the upper back panel 156 may bond with the upper structural hoop 160 via the wet adhesive 188.

[0057] FIG. 8E may detail an exemplary tongue and groove joint between panels where no beam or hoop may be present. Here, a view of the upper top panel 158 joining with the upper left side panel 152 may be strengthened by an external cured carbon fiber pultrusion 174 while the inside of the joint may be strengthened by an internal cured carbon fiber pultrusion 176, each bonded to the respective panels with the wet adhesive 188. Additional joints without an embedded beam or hoop may follow this example.

[0058] FIG. 8F may detail a similar view of the upper modular rectangular cuboid 150 viewed from the front. An exemplary butt joint may join the upper top panel 158 and the upper left side panel 152. Some embodiments may use solely the tongue groove joint, solely the butt joint, both joints, or a combination between the two.

[0059] FIG. 8G may detail an exemplary view of the joint between the upper back panel 156 and the upper top panel 158 as viewed from a left side of the upper modular rectangular cuboid 150. The upper structural hoop 160 may be shown continuing around the upper back panel 156. Here the upper structural hoop 160 may also be constructed of the 500 mm² beam 620 offering additional strength to the overall design. The upper structural hoop 160 may be bonded to the upper top panel 158 via the upper top channel 362 using the wet adhesive 188. Similarly, the upper structural hoop 260 may be bonded to the upper back panel 156 via the wet adhesive 188.

[0060] FIG. 8H may detail a view from the top of the upper modular rectangular cuboid 150 indicating an exemplary layout of the upper top panel 158 joining the upper side panel 152. Here, the upper structural hoop 160 may continue along the back of the upper top panel 158. The inner core sheet 810 may be indicated as a cutout in the upper top panel 158. The upper vertical channel 360 may receive the upper left side panel 152 while a tongue and groove joint using a tongue upper top panel 858 functional to strengthen the joint between the upper top panel 158 and the upper left side panel 152.

[0061] FIG. 8I may detail a view of the upper back panel 156 from an inside perspective of the upper modular rectangular cuboid 150. Here, the upper structural hoop 160 may be comprised of the 500 mm² beam 620 joining in the upper left corner. Again, the wet adhesive 188 may function to bond the upper back panel 156 to the upper structural hoop 160.

[0062] FIG. 8J may detail a cross section of the upper modular rectangular cuboid 150 in an area including the air return duct 220. Here, the upper structural hoop 160

may comprise the 100 mm² beam 610 bonded to the upper base panel 162. Proximal with the upper structural hoop 160, a foam core 166 may function to create a desired space between each of the elements. Here, the foam core 166 may be bonded with the upper close out panel 656 as well as with the upper structural hoop 160.

[0063] The air return duct 220 may be indicated with an arrow displaying a direction of the air travel as the air may be channeled vertically between the upper close out panel 656 and the upper back panel 156. In one embodiment, the upper close out panel 656 is comprised of a dual layer of the 175 GSM 3 High Strength Aramid 184.

[0064] In one embodiment, the foam core 166 may be sized at 10 mm by 10 mm and the return air duct may be sized at 25 mm allowing for a considerable overlap of the upper structural hoop 160 as the separate sections (500 mm² of FIG. 8D and 100 mm² of FIG 8J) of the upper structural hoop join near the rear left base (as viewed from a front of the galley) corner of the upper modular rectangular cuboid 150.

[0065] Closely related to FIG. 8J, FIG. 8K may detail a similar cross section but in an area not including the air return duct 220. Here, the foam core 166 may be sized to reach from the upper back panel 156 to the upper structural hoop 160. In one embodiment, the foam core 166 may be sized at 10 mm vertically x 35 mm horizontally.

[0066] For orientation, the structure found in FIG. 8J and 8K may carry atop the structure found in FIG. 8N and 8O. The structure found in FIG. 8C may carry atop the structure found in FIG. 8L.

[0067] FIG. 8L may detail a view of a top section of the lower left side panel 112 as it joins with the lower structural hoop 120. In this embodiment, the lower left side panel 112 may fit into the lower horizontal channel 420 and bonded with the lower structural hoop 120 via the wet adhesive 188. A four-layer shell of 283 GSM 5 High Strength Carbon may be bonded with and around the lower left side panel 112 to form the lower horizontal channel 420.

[0068] An outer shell of two layers of the 300 GSM Phenolic Glass 186 may protect and strengthen the overall structure. To form the lower top air pathway 242, a dual layer of 175 GSM 3 high strength aramid 184 may function to create the desired pathways for sufficient air flow.

[0069] FIG. 8M may detail structure within the lower modular rectangular cuboid 110 viewed as if the viewer were looking down on a rear left corner of the lower modular rectangular cuboid 110 with details of the lower left side panel 112 joining the lower back panel 116. Here, the lower embedded beam 124 may function to strengthen the overall structure and transfer loads from the upper modular rectangular cuboid 150 to the floor of the aircraft to which the lightweight composite galley is mounted. A quad layer of 283 GSM 5 high strength carbon 180 may create the lower vertical channel 422 as well as protect and strengthen the structure. The lower back air return

pathways 252 may be comprised of a dual layer of the 175 GSM 3 high strength aramid 184 attached to the lower back panel 116. Of note, a similarity between FIGs. 8D and 8M may indicate a proximity of each aligned vertically with the structure found in FIG. 8D above the structure found in FIG. 8M.

[0070] FIG. 8N may detail a view of the lower modular rectangular cuboid 110 indicating the lower back panel 116 joined with the lower top panel 118. Here, the lower top air pathway 242 may be formed of a dual layer of 175 GSM 3 high strength aramid 184. Arrows may indicate a direction of air flow routed from the upper modular rectangular cuboid 150 to the lower top air pathway 242.

[0071] FIG. 8O may detail a similar area of the galley but indicating an area where the lower back air return pathways 252 may function to channel the return air from the lower modular rectangular cuboid 110 to the upper 150.

20 FIG 9 METHOD

[0072] Referring now to FIG. 9, a diagram of a method for composite galley construction exemplary of one embodiment of the inventive concepts disclosed herein is shown. The method for lightweight composite aircraft galley construction 900 may comprise, at a step 902, fabricating a lightweight composite aircraft galley, the lightweight composite aircraft galley comprised of an upper modular rectangular cuboid coupled with a lower modular rectangular cuboid. The upper modular rectangular cuboid may include an upper structural section, the upper structural section comprising two perpendicular upper contiguous elongated panels, the two perpendicular upper contiguous elongated panels constructed of a composite panel structure. The lower modular rectangular cuboid may include a lower structural section, the lower structural section comprising two lower perpendicular contiguous elongated panels, the two perpendicular lower contiguous elongated panels constructed of the composite panel structure.

[0073] The method may include, at a step 904, with embedding within each of the upper structural section and the lower structural section at least one load bearing peripheral hoop configured for transferring a flight load and a crash load between the upper modular rectangular cuboid and the lower modular rectangular cuboid without a metallic extrusion, the at least one load bearing peripheral hoop encircles at least one panel of the upper structural section and encircles at least one panel of the lower structural section.

[0074] The method may include, at a step 906, with embedding within each of the upper structural section and the lower structural section at least one embedded carbon fiber beam separate from the at least one load bearing peripheral hoop, the at least one embedded carbon fiber beam configured for maintaining a physical integrity of each of the upper and lower structural sections under the flight load and the crash load without a metallic

extrusion, the at least one embedded beam constructed of the composite panel structure. The method may include, at a step 908, with configuring the at least one of the upper modular rectangular cuboid and the lower modular rectangular cuboid to couple with an aircraft cabin.

CONCLUSION

[0075] As will be appreciated from the above description, embodiments of the inventive concepts disclosed herein may provide a novel solution to a composite galley architecture eliminating external corrosion prone metallic extrusions and heavy hardware incorporated within a traditional aircraft galley architecture.

[0076] The invention is limited by the scope of the appended claims.

Claims

1. A light weight composite aircraft galley architecture, comprising:

an upper modular rectangular cuboid (150), the upper modular rectangular cuboid including an upper structural section, the upper structural section comprising two perpendicular upper contiguous elongated panels of the upper modular rectangular cuboid, the two perpendicular upper contiguous elongated panels constructed of a composite panel structure;

a lower modular rectangular cuboid (110), the lower modular rectangular cuboid including a lower structural section (400), the lower structural section comprising two perpendicular lower contiguous elongated panels of the lower modular rectangular cuboid, the two perpendicular lower contiguous elongated panels constructed of the composite panel structure;

a lower top panel (118) of the lower structural section configured to join with an upper base panel of the upper structural section;

the upper structural section (300) and the lower structural section each comprising at least one load bearing peripheral hoop configured for transferring a flight load and a crash load between the upper modular rectangular cuboid and the lower modular rectangular cuboid without a metallic extrusion, the at least one load bearing peripheral hoop constructed of a series of embedded carbon fiber beams surrounding at least one panel of each of the upper structural section and the lower structural section;

the upper structural section (300) and the lower structural section (400) each further comprising at least one embedded carbon fiber beam separate from the at least one load bearing peripheral hoop, the at least one embedded carbon

fiber beam configured for maintaining a physical integrity of each of the upper and lower structural sections under the flight load and the crash load without a metallic extrusion.

2. The light weight composite aircraft galley architecture of claim 1, wherein the two perpendicular upper contiguous elongated panels are the upper base panel (162) coupled with an upper back panel (156).
3. The light weight composite aircraft galley architecture of claim 1, wherein the two perpendicular lower contiguous elongated panels are a lower back panel (116) coupled with the lower top panel (118).
4. The light weight composite aircraft galley architecture of claim 2, wherein the at least one load bearing peripheral hoop within the upper structural section surrounds the upper back panel (156) and wherein the at least one embedded beam within the upper structural section is embedded within the upper base panel (162).
5. The light weight composite aircraft galley architecture of claim 3, wherein the at least one load bearing peripheral hoop within the lower structural section surrounds the lower top panel (118) and wherein the at least one embedded beam within the lower structural section is embedded within the lower back panel (116).
6. The light weight composite aircraft galley architecture of any preceding claim, wherein the composite panel structure further comprises at least one Spread Tow Fabric (STF) unidirectional carbon fiber pre-pressed carbon panel.
7. The light weight composite aircraft galley architecture of claim 6, wherein the at least one STF unidirectional carbon fiber pre-pressed carbon panel is further configured for a designated strength in at least one of an X direction, a Y direction, and direction approximately 45 degrees from both of the X direction and the Y direction.
8. The light weight composite aircraft galley architecture of any preceding claim, wherein the lower modular rectangular cuboid further comprises integrated structural doors (134) without a turn button.
9. The light weight composite aircraft galley architecture of any preceding claim, wherein each of the upper structural section and the lower structural section further comprises molded U channels configured for receiving at least one side panel associated with one of the upper and lower modular rectangular cuboid.
10. The light weight composite aircraft galley architec-

ture of any preceding claim, wherein at least one of the upper modular rectangular cuboid and lower modular rectangular cuboid are configured with a molded ductwork.

11. The light weight composite aircraft galley architecture of claim 10, wherein the molded ductwork within the upper modular rectangular cuboid is within the at least one load bearing hoop, or

wherein the molded ductwork within the upper modular rectangular cuboid further includes a siamese air port (230), or

wherein the molded ductwork within the upper modular rectangular cuboid further includes an air chiller interface port (256) in line with a circumference of the at least one load bearing hoop, or

wherein the molded ductwork within the upper modular rectangular cuboid is configured to 1) deliver a conditioned air flow from a chiller supply to the lower modular rectangular cuboid and 2) channel return air from the lower modular rectangular cuboid to the chiller, or

wherein the molded ductwork within the lower modular rectangular cuboid further includes a lower top air pathway (242) within the structural hoop and a lower back air return pathway (262) proximal with a lower back panel.

12. A method for lightweight composite aircraft galley construction, comprising:

fabricating a lightweight composite aircraft galley, the lightweight composite aircraft galley comprised of an upper modular rectangular cuboid (150) coupled with a lower modular rectangular cuboid (110);

the upper modular rectangular cuboid including an upper structural section (300), the upper structural section comprising two perpendicular upper contiguous elongated panels, the two perpendicular upper contiguous elongated panels constructed of a composite panel structure;

the lower modular rectangular cuboid including a lower structural section (400), the lower structural section comprising two lower perpendicular contiguous elongated panels, the two perpendicular lower contiguous elongated panels constructed of the composite panel structure;

embedding within each of the upper structural section and the lower structural section at least one load bearing peripheral hoop configured for transferring a flight load and a crash load between the upper modular rectangular cuboid and the lower modular rectangular cuboid without a metallic extrusion, the at least one load bearing peripheral hoop encircles at least one

panel of the upper structural section and encircles at least one panel of the lower structural section;

embedding within each of the upper structural section and the lower structural section at least one embedded carbon fiber beam separate from the at least one load bearing peripheral hoop, the at least one embedded carbon fiber beam configured for maintaining a physical integrity of each of the upper and lower structural sections under the flight load and the crash load without a metallic extrusion, the at least one embedded carbon fiber beam constructed of the composite panel structure; and

configuring the at least one of the upper modular rectangular cuboid and the lower modular rectangular cuboid to couple with an aircraft cabin.

13. The method for lightweight composite aircraft galley construction of claim 12, wherein fabricating the lightweight composite aircraft galley further comprises coupling one of the upper modular rectangular cuboid and the lower modular rectangular cuboid with at least one of: a second upper modular rectangular cuboid and a second lower modular rectangular cuboid.

14. The method for lightweight composite aircraft galley construction of any of claims 12 to 13, wherein configuring the at least one of the upper modular rectangular cuboid and the lower modular rectangular cuboid to couple with an aircraft cabin further comprises configuring a siamese air port (230) within the upper modular rectangular cuboid to couple with a chiller conditioned air supply.

15. The method for lightweight composite aircraft galley construction of any of claims 12 to 14, wherein fabricating the lightweight composite aircraft galley further comprises assembling a plurality of panels to create each of the upper and lower modular rectangular cuboid, the plurality of panels constructed of a Spread Tow Fabric (STF) unidirectional carbon fiber pre-pressed carbon panel, or wherein fabricating the lightweight composite aircraft galley further comprises assembling each of the upper and lower modular rectangular cuboids with no structural extrusions.

50 Patentansprüche

1. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff, umfassend:

einen oberen modularen rechtwinkligen Quader (150), wobei der obere modulare rechtwinklige Quader einen oberen Strukturabschnitt beinhaltet, wobei der obere Strukturabschnitt

- zwei lotrechte obere angrenzende längliche Platten des oberen modularen rechtwinkligen Quaders umfasst, wobei die zwei lotrechten oberen angrenzenden länglichen Platten aus einer Verbundplattenstruktur konstruiert sind; einen unteren modularen rechtwinkligen Quader (110), wobei der untere modulare rechtwinkelige Quader einen unteren Strukturabschnitt (400) beinhaltet, wobei der untere Strukturabschnitt zwei lotrechte untere angrenzende längliche Platten des unteren modularen rechtwinkligen Quaders umfasst, wobei die zwei lotrechten unteren angrenzenden länglichen Platten aus der Verbundplattenstruktur konstruiert sind; eine untere Deckplatte (118) des unteren Strukturabschnitts, die so konfiguriert ist, dass sie auf eine obere Bodenplatte des oberen Strukturabschnitts trifft; wobei der obere Strukturabschnitt (300) und der untere Strukturabschnitt jeweils mindestens einen lasttragenden Umfangsreifen umfassen, der zum Übertragen einer Fluglast und einer Absturzlast zwischen dem oberen modularen rechtwinkligen Quader und dem unteren modularen rechtwinkligen Quader ohne Metallextrusionsteile konfiguriert ist, wobei der mindestens eine lasttragende Umfangsreifen aus einer Reihe von eingebetteten Kohlenstofffaserträgern konstruiert ist, die mindestens eine Platte aus jedem aus dem oberen Strukturabschnitt und dem unteren Strukturabschnitt umgeben; wobei der obere Strukturabschnitt (300) und der untere Strukturabschnitt (400) jeweils ferner mindestens einen eingebetteten Kohlenstofffaserträger umfassen, der von dem mindestens einen lasttragenden Umfangsreifen getrennt ist, wobei der mindestens eine eingebettete Kohlenstofffaserträger zum Aufrechterhalten einer physischen Integrität jedes aus dem oberen und dem unteren Strukturabschnitt unter der Fluglast und der Absturzlast ohne ein Metallextrusionsteil konfiguriert ist.
2. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach Anspruch 1, wobei die zwei lotrechten oberen angrenzenden länglichen Platten die obere Grundplatte (162) gekoppelt mit einer oberen Rückenplatte (156) sind.
 3. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach Anspruch 1, wobei die zwei lotrechten unteren angrenzenden länglichen Platten eine untere Rückenplatte (116) gekoppelt mit der unteren Deckplatte (118) sind.
 4. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach Anspruch 2, wobei der mindestens eine lasttragende Umfangsreifen innerhalb des oberen Strukturabschnitts die obere Rückenplatte (156) umgibt und wobei der mindestens eine eingebettete Träger innerhalb des oberen Strukturabschnitts innerhalb der oberen Bodenplatte (162) eingebettet ist.
 5. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach Anspruch 3, wobei der mindestens eine lasttragende Umfangsreifen innerhalb des unteren Strukturabschnitts die untere Deckplatte (118) umgibt und wobei der mindestens eine eingebettete Träger innerhalb des unteren Strukturabschnitts innerhalb der unteren Rückenplatte (116) eingebettet ist.
 6. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach einem der vorstehenden Ansprüche, wobei die Verbundplattenstruktur ferner mindestens eine vorgepresste Kohlenstoffplatte aus unidirektionaler Kohlenstofffaser als Spread Tow Fabric (STF) umfasst.
 7. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach Anspruch 6, wobei die mindestens eine vorgepresste Kohlenstoffplatte aus unidirektionaler Kohlenstofffaser als STF ferner für eine festgelegte Festigkeit in mindestens einer aus einer X-Richtung, einer Y-Richtung und einer Richtung, die annähernd 45 Grad sowohl von der X-Richtung als auch von der Y-Richtung aufweist, konfiguriert ist.
 8. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach einem der vorstehenden Ansprüche, wobei der untere modulare rechtwinkelige Quader ferner integrierte Strukturüren (134) ohne einen Drehknopf umfasst.
 9. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach einem der vorstehenden Ansprüche, wobei jeder aus dem oberen Strukturabschnitt und dem unteren Strukturabschnitt ferner geformte U-Kanäle umfasst, die zum Aufnehmen mindestens einer Seitenplatte, die mit einem aus dem oberen und dem unteren modularen rechtwinkligen Quader verbunden ist, konfiguriert sind.
 10. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach einem der vorstehenden Ansprüche, wobei mindestens einer aus dem oberen modularen rechtwinkligen Quader und dem unteren modularen rechtwinkligen Quader mit einem geformten Rohrsystem konfiguriert ist.
 11. Leichte Luftfahrzeugküchenarchitektur aus Verbundwerkstoff nach Anspruch 10, wobei das geformte Rohrsystem innerhalb des oberen modularen

rechtwinkligen Quaders innerhalb des mindestens einen lasttragenden Reifens liegt, oder

wobei das geformte Rohrsystem innerhalb des oberen modularen rechtwinkligen Quaders ferner eine Y-Luftöffnung (230) beinhaltet, oder wobei das geformte Rohrsystem innerhalb des oberen modularen rechtwinkligen Quaders ferner eine Luftkühlerschnittstellenöffnung (256) in einer Linie mit einem Umfang des mindestens einen lasttragenden Reifens beinhaltet, oder wobei das geformte Rohrsystem innerhalb des oberen modularen rechtwinkligen Quaders so konfiguriert ist, dass es 1) einen klimatisierten Luftstrom von einer Kühlerzuleitung zu dem unteren modularen rechtwinkligen Quader liefert und 2) Rückluft von dem unteren modularen rechtwinkligen Quader zum Kühler leitet, oder wobei das geformte Rohrsystem innerhalb des unteren modularen rechtwinkligen Quaders ferner einen unteren oberen Luftweg (242) innerhalb des strukturellen Reifens und einen unteren hinteren Luftrückweg (262) nahe einer unteren Rückenplatte beinhaltet.

12. Verfahren zur Konstruktion einer leichten Luftfahrzeugküchenarchitektur aus Verbundwerkstoff, umfassend:

Herstellen einer leichten Luftfahrzeugküche aus Verbundwerkstoff, wobei die leichte Luftfahrzeugküche aus Verbundwerkstoff aus einem oberen modularen rechtwinkligen Quader (150), der mit einem unteren modularen rechtwinkligen Quader (110) gekoppelt ist, besteht; wobei der obere modulare rechtwinklige Quader einen oberen Strukturabschnitt (300) beinhaltet, wobei der obere Strukturabschnitt zwei lotrechte obere angrenzende längliche Platten umfasst, wobei die zwei lotrechten oberen angrenzenden länglichen Platten aus einer Verbundplattenstruktur konstruiert sind; wobei der untere modulare rechtwinklige Quader einen unteren Strukturabschnitt (400) beinhaltet, wobei der untere Strukturabschnitt zwei untere lotrechte angrenzende längliche Platten umfasst, wobei die zwei lotrechten unteren angrenzenden länglichen Platten aus der Verbundplattenstruktur konstruiert sind; Einbetten innerhalb jedes aus dem oberen Strukturabschnitt und dem unteren Strukturabschnitt mindestens eines lasttragenden Umfangsreifens, der zum Übertragen einer Fluglast und einer Absturzlast zwischen dem oberen modularen rechtwinkligen Quader und dem unteren modularen rechtwinkligen Quader ohne Metallextrusionsteile konfiguriert ist, wobei der mindestens eine lasttragende Umfangsreifen

mindestens eine Platte des oberen Strukturabschnitts umgibt und mindestens eine Platte des unteren Strukturabschnitts umgibt;

Einbetten innerhalb jedes aus dem oberen Strukturabschnitt und dem unteren Strukturabschnitt mindestens eines eingebetteten Kohlenstofffaserträgers, der von dem mindestens einen lasttragenden Umfangsreifen getrennt ist, wobei der mindestens eine eingebettete Kohlenstofffaserträger zum Aufrechterhalten der physischen Integrität jedes aus dem oberen und dem unteren Strukturabschnitt unter der Fluglast und der Absturzlast ohne ein Metallextrusionsteil konfiguriert ist, wobei der mindestens eine eingebettete Kohlenstofffaserträger aus der Verbundplattenstruktur konstruiert ist; und Konfigurieren des mindestens einen aus dem oberen modularen rechtwinkligen Quader und dem unteren modularen rechtwinkligen Quader, so dass er mit einer Luftfahrzeugkabine gekoppelt werden kann.

13. Verfahren zum Aufbau einer leichten Luftfahrzeugküche aus Verbundwerkstoff nach Anspruch 12, wobei das Herstellen der leichten Luftfahrzeugküche aus Verbundwerkstoff ferner das Koppeln eines aus dem oberen modularen rechtwinkligen Quader und dem unteren modularen rechtwinkligen Quader mit mindestens einem der Folgenden umfasst: einem zweiten oberen modularen rechtwinkligen Quader und einem zweiten unteren modularen rechtwinkligen Quader.

14. Verfahren zum Aufbau einer leichten Luftfahrzeugküche aus Verbundwerkstoff nach einem der Ansprüche 12 bis 13, wobei das Konfigurieren des mindestens einen aus dem oberen modularen rechtwinkligen Quader und dem unteren modularen rechtwinkligen Quader, so dass er mit einer Luftfahrzeugkabine gekoppelt werden kann, ferner das Konfigurieren einer Y-Luftöffnung (230) innerhalb des oberen modularen rechtwinkligen Quaders, so dass sie mit einer Zuleitung für klimatisierte Luft des Kühlers verbunden werden kann, umfasst.

15. Verfahren zum Aufbau einer leichten Luftfahrzeugküche aus Verbundwerkstoff nach einem der Ansprüche 12 bis 14, wobei das Herstellen der leichten Luftfahrzeugküche aus Verbundwerkstoff ferner das Zusammenbauen einer Vielzahl von Platten, um jeden aus dem oberen und dem unteren modularen rechtwinkligen Quader zu erschaffen, umfasst, wobei die Vielzahl von Platten aus einer vorgepressten Kohlenstoffplatte aus unidirektionaler Kohlenstofffaser als Spread Tow Fabric (STF) konstruiert ist, oder wobei das Herstellen der leichten Luftfahrzeugküche aus Verbundwerkstoff ferner das Zusammenbauen jedes aus dem oberen und dem unteren modularen

rehtwinkelligen Quader ohne strukturelle Extrusionsteile umfasst.

Revendications

1. Architecture de cuisine d'avion composite légère, comprenant :

un parallélépipède rectangle modulaire supérieur (150), le parallélépipède rectangle modulaire supérieur comportant une section structurale supérieure, la section structurale supérieure comprenant deux panneaux allongés contigus supérieurs perpendiculaires du parallélépipède rectangle modulaire supérieur, les deux panneaux allongés contigus supérieurs perpendiculaires étant constitués d'une structure de panneau composite ;

un parallélépipède rectangle modulaire inférieur (110), le parallélépipède rectangle modulaire inférieur comportant une section structurale inférieure (400), la section structurale inférieure comprenant deux panneaux allongés contigus inférieurs perpendiculaires du parallélépipède rectangle modulaire inférieur, les deux panneaux allongés contigus inférieurs perpendiculaires étant constitués de la structure de panneau composite ;

un panneau supérieur de la partie inférieure (118) de la section structurale inférieure conçu pour se coupler à un panneau de base supérieur de la section structurale supérieure ;

la section structurale supérieure (300) et la section structurale inférieure comprenant chacune au moins un cerclage périphérique porteur de charge conçu pour transférer une charge de vol et une charge de collision entre le parallélépipède rectangle modulaire supérieur et le parallélépipède rectangle modulaire inférieur sans extrusion métallique, l'au moins un cerclage périphérique porteur de charge étant constitué d'une série de profilés en fibre de carbone encastrés entourant au moins un panneau de chacune parmi la section structurale supérieure et la section structurale inférieure ;

la section structurale supérieure (300) et la section structurale inférieure (400) comprenant chacune en outre au moins un profilé en fibre de carbone encastré séparé de l'au moins un cerclage périphérique porteur de charge, l'au moins un profilé en fibre de carbone encastré étant conçu pour maintenir une intégrité physique de chacune des sections structurales supérieure et inférieure sous l'effet de la charge de vol et de la charge de collision sans extrusion métallique.

2. Architecture de cuisine d'avion composite légère selon la revendication 1, dans laquelle les deux panneaux allongés contigus supérieurs perpendiculaires sont le panneau de base supérieur (162) couplé à un panneau arrière supérieur (156).

3. Architecture de cuisine d'avion composite légère selon la revendication 1, dans laquelle les deux panneaux allongés contigus inférieurs perpendiculaires sont un panneau arrière inférieur (116) couplé au panneau supérieur de la partie inférieure (118).

4. Architecture de cuisine d'avion composite légère selon la revendication 2, dans laquelle l'au moins un cerclage périphérique porteur de charge à l'intérieur de la section structurale supérieure entoure le panneau arrière supérieur (156) et dans laquelle l'au moins un profilé encastré dans la section structurale supérieure est encastré à l'intérieur du panneau de base supérieur (162).

5. Architecture de cuisine d'avion composite légère selon la revendication 3, dans laquelle l'au moins un cerclage périphérique porteur de charge à l'intérieur de la section structurale inférieure entoure le panneau supérieur de la partie inférieure (118) et dans laquelle l'au moins un profilé encastré à l'intérieur de la section structurale inférieure est encastré à l'intérieur du panneau arrière inférieur (116).

6. Architecture de cuisine d'avion composite légère selon une quelconque revendication précédente, dans laquelle la structure de panneau composite comprend en outre au moins un panneau de carbone pré-comprimé en fibre de carbone unidirectionnelle de tissu de remorquage étalé (STF).

7. Architecture de cuisine d'avion composite légère selon la revendication 6, dans laquelle l'au moins un panneau de carbone pré-comprimé en fibre de carbone unidirectionnelle STF est en outre conçu pour conférer une résistance désignée dans au moins une direction parmi une direction X, une direction Y et une direction d'environ 45 degrés par rapport à la fois à la direction X et à la direction Y.

8. Architecture de cuisine d'avion composite légère selon l'une quelconque des revendications précédentes, dans laquelle le parallélépipède rectangle modulaire inférieur comprend en outre des portes structurales intégrées (134) sans bouton tournant.

9. Architecture de cuisine d'avion composite légère selon une quelconque revendication précédente, dans laquelle chacune parmi la section structurale supérieure et la section structurale inférieure comprend en outre des canaux en U moulés conçus pour recevoir au moins un panneau latéral associé à l'un

des parallélépipèdes rectangles modulaires supérieur et inférieur.

10. Architecture de cuisine d'avion composite légère selon une quelconque revendication précédente, dans laquelle au moins l'un parmi le parallélépipède rectangle modulaire supérieur et le parallélépipède rectangle modulaire inférieur est conçu avec un système de gaines moulé.

11. Architecture de cuisine d'avion composite légère selon la revendication 10, dans laquelle le système de gaines moulé dans le parallélépipède rectangle modulaire supérieur se trouve à l'intérieur de l'au moins un cerclage porteur de charge, ou dans laquelle le système de gaines moulé à l'intérieur du parallélépipède rectangle modulaire supérieur comporte en outre un orifice d'air double (230), ou

dans laquelle le système de gaines moulé à l'intérieur du parallélépipède rectangle modulaire supérieur comporte en outre un orifice d'interface de refroidisseur d'air (256) aligné avec une circonférence de l'au moins un cerclage porteur de charge, ou

dans laquelle le système de gaines moulé à l'intérieur du parallélépipède rectangle modulaire supérieur est conçu pour 1) fournir un flux d'air conditionné depuis une alimentation de refroidisseur au parallélépipède rectangle modulaire inférieur et 2) canaliser l'air de retour depuis le parallélépipède rectangle modulaire inférieur vers le refroidisseur, ou

dans laquelle le système de gaines moulé à l'intérieur du parallélépipède rectangle modulaire inférieur comporte en outre un passage d'air supérieur de la partie inférieure (242) à l'intérieur du cerclage structurel et un passage de retour d'air arrière inférieur (262) à proximité d'un panneau arrière inférieur.

12. Procédé de construction d'une cuisine d'avion composite légère, comprenant :

la fabrication d'une cuisine d'avion composite légère, la cuisine d'avion composite légère comprenant un parallélépipède rectangle modulaire supérieur (150) couplé à un parallélépipède rectangle modulaire inférieur (110) ;

le parallélépipède rectangle modulaire supérieur comportant une section structurelle supérieure (300), la section structurelle supérieure comprenant deux panneaux allongés contigus supérieurs perpendiculaires, les deux panneaux allongés contigus supérieurs perpendiculaires étant constitués d'une structure de panneau composite ;

le parallélépipède rectangle modulaire inférieur

comportant une section structurelle inférieure (400), la section structurelle inférieure comprenant deux panneaux allongés contigus perpendiculaires inférieurs, les deux panneaux allongés contigus inférieurs perpendiculaires étant constitués de la structure de panneau composite ;

l'encastrement à l'intérieur de chacune parmi la section structurelle supérieure et la section structurelle inférieure d'au moins un cerclage périphérique porteur de charge conçu pour transférer une charge de vol et une charge de collision entre le parallélépipède rectangle modulaire supérieur et le parallélépipède rectangle modulaire inférieur sans extrusion métallique, l'au moins un cerclage périphérique porteur de charge encercle au moins un panneau de la section structurelle supérieure et encercle au moins un panneau de la section structurelle inférieure ; l'encastrement à l'intérieur de chacune parmi la section structurelle supérieure et la section structurelle inférieure d'au moins un profilé en fibre de carbone encastré séparé de l'au moins un cerclage périphérique porteur de charge, l'au moins un profilé en fibre de carbone encastré étant conçu pour maintenir une intégrité physique de chacune des sections structurelles supérieure et inférieure sous l'effet de la charge de vol et de la charge de collision sans extrusion métallique, l'au moins un profilé en fibre de carbone encastré étant constitué de la structure de panneau composite ; et

la conception de l'au moins un parmi le parallélépipède rectangle modulaire supérieur et le parallélépipède rectangle modulaire inférieur pour se coupler à une cabine d'avion.

13. Procédé de construction d'une cuisine d'avion composite légère selon la revendication 12, dans lequel la fabrication de la cuisine d'avion composite légère comprend en outre le couplage de l'un parmi le parallélépipède rectangle modulaire supérieur et le parallélépipède rectangle modulaire inférieur avec au moins l'un parmi : un second parallélépipède rectangle modulaire supérieur et un second parallélépipède rectangle modulaire inférieur.

14. Procédé de construction d'une cuisine d'avion composite légère selon l'une quelconque des revendications 12 et 13, dans lequel la conception de l'au moins un parmi le parallélépipède rectangle modulaire supérieur et le parallélépipède rectangle modulaire inférieur pour se coupler à une cabine d'avion comprend en outre la conception d'un orifice d'air double (230) à l'intérieur du parallélépipède rectangle modulaire supérieur pour se coupler à une alimentation en air conditionné de refroidisseur.

15. Procédé de construction d'une cuisine d'avion composite légère selon l'une quelconque des revendications 12 à 14, dans lequel la fabrication de la cuisine d'avion composite légère comprend en outre l'assemblage d'une pluralité de panneaux pour créer chacun des parallélépipèdes rectangles modulaires supérieur et inférieur, la pluralité de panneaux étant constitués d'un panneau de carbone pré-comprimé en fibre de carbone unidirectionnelle de tissu de remorquage étalé (STF), ou dans lequel la fabrication de la cuisine d'avion composite légère comprend en outre l'assemblage de chacun des parallélépipèdes rectangles modulaires supérieur et inférieur sans extrusions structurelles.

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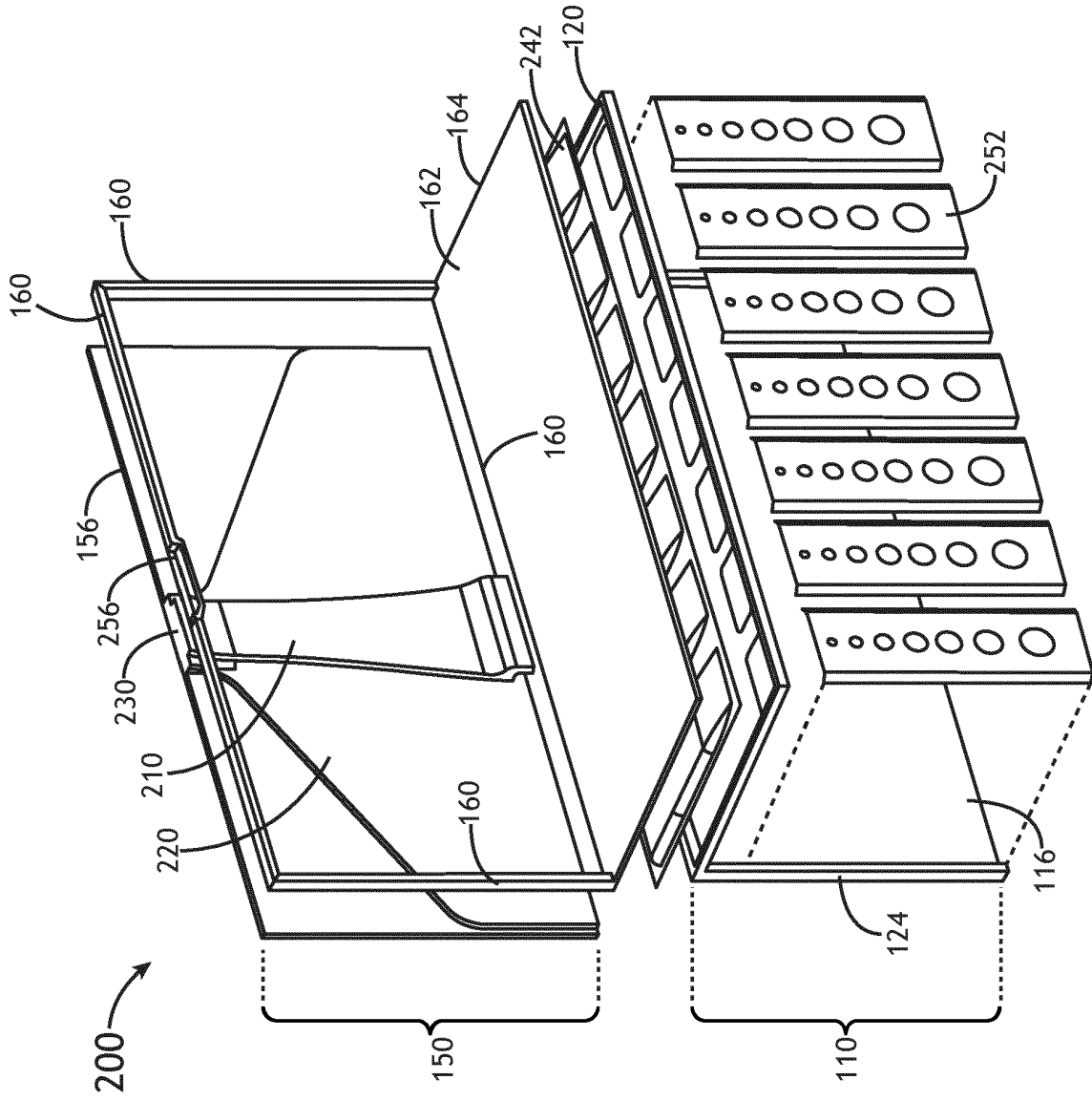


FIG.2A

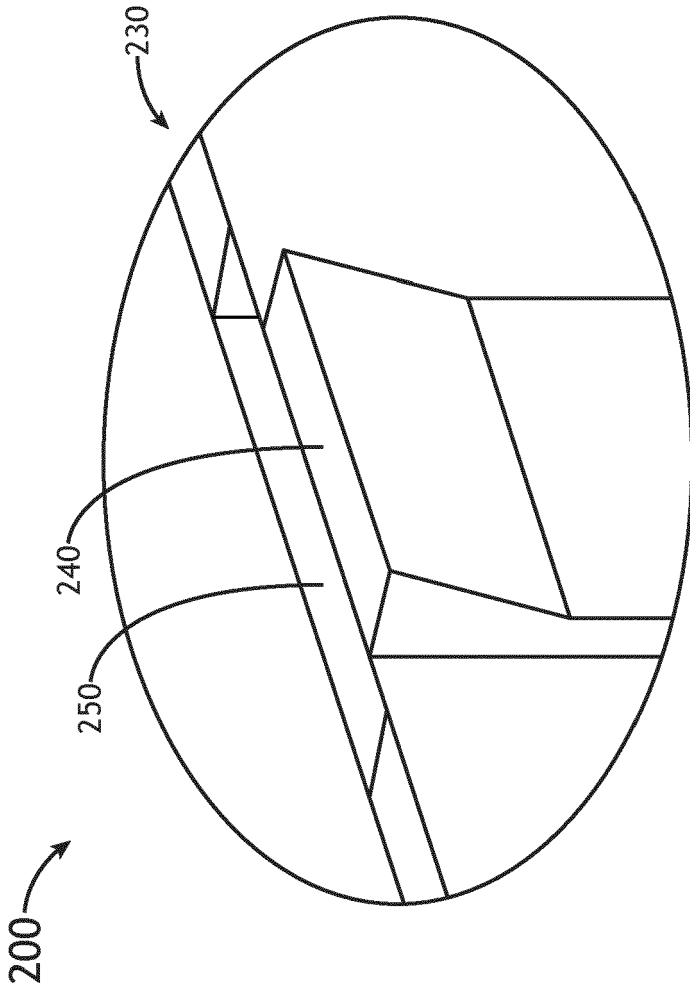


FIG. 2B

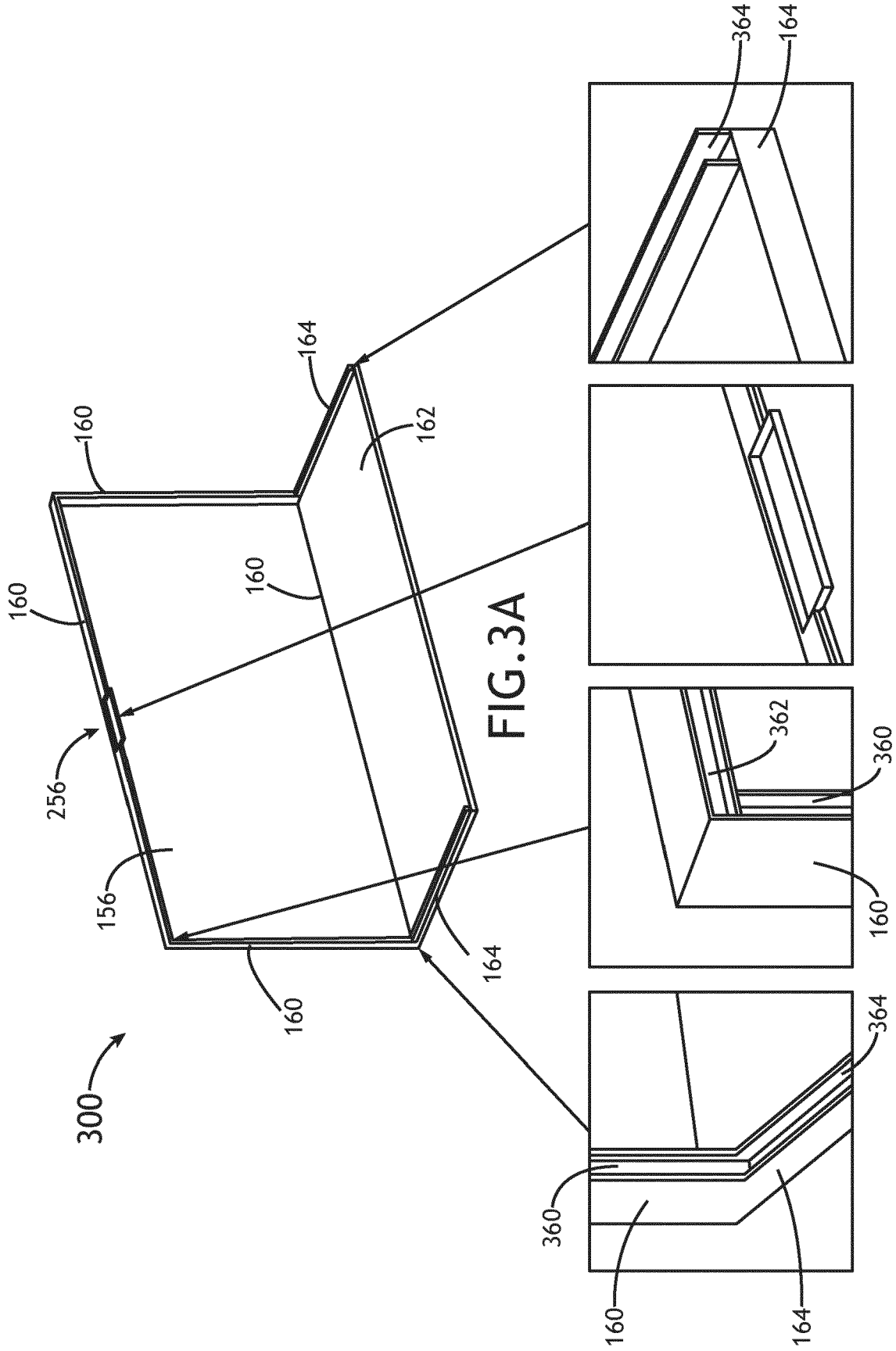


FIG.3E

FIG.3D

FIG.3C

FIG.3B

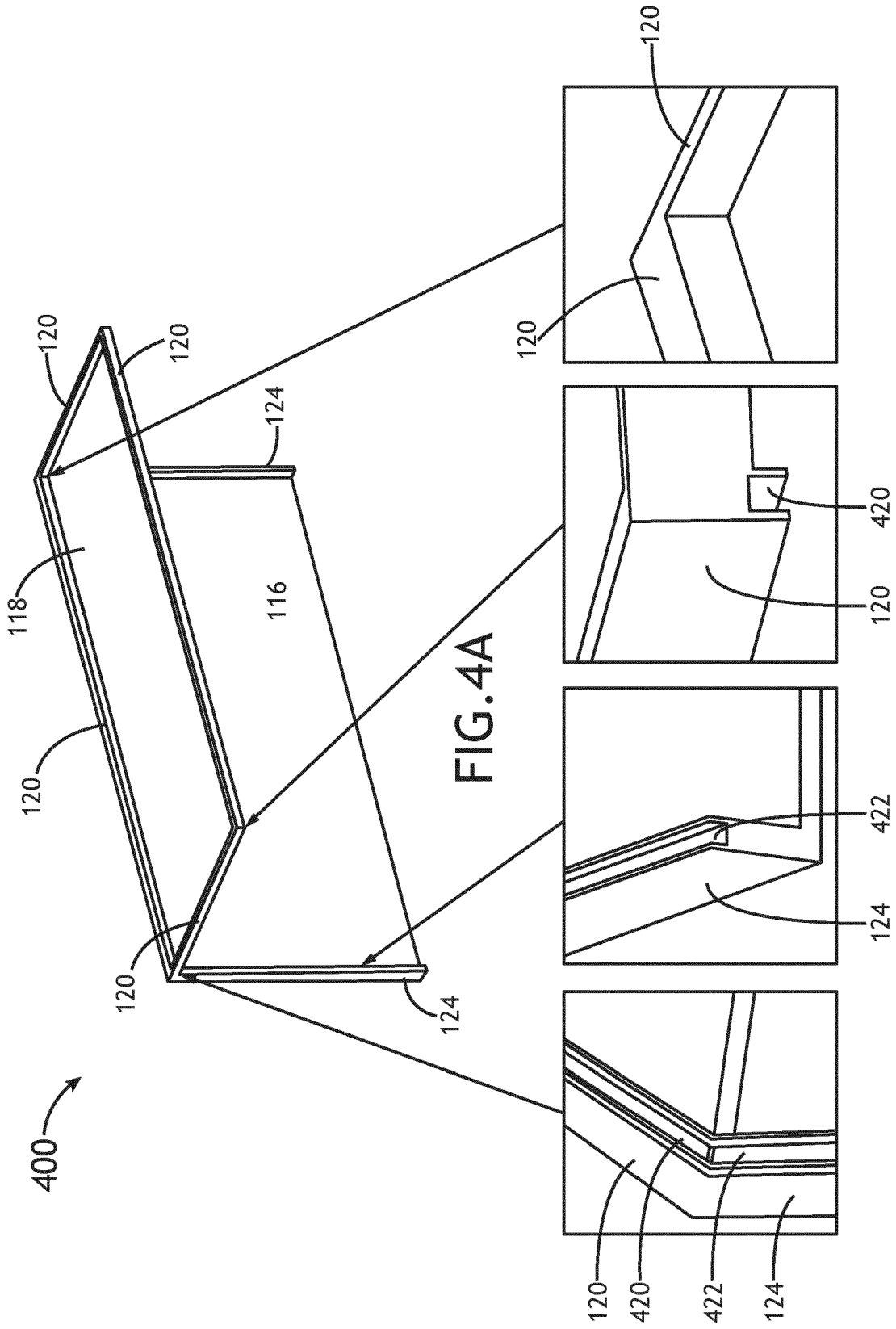


FIG. 4E

FIG. 4D

FIG. 4C

FIG. 4B

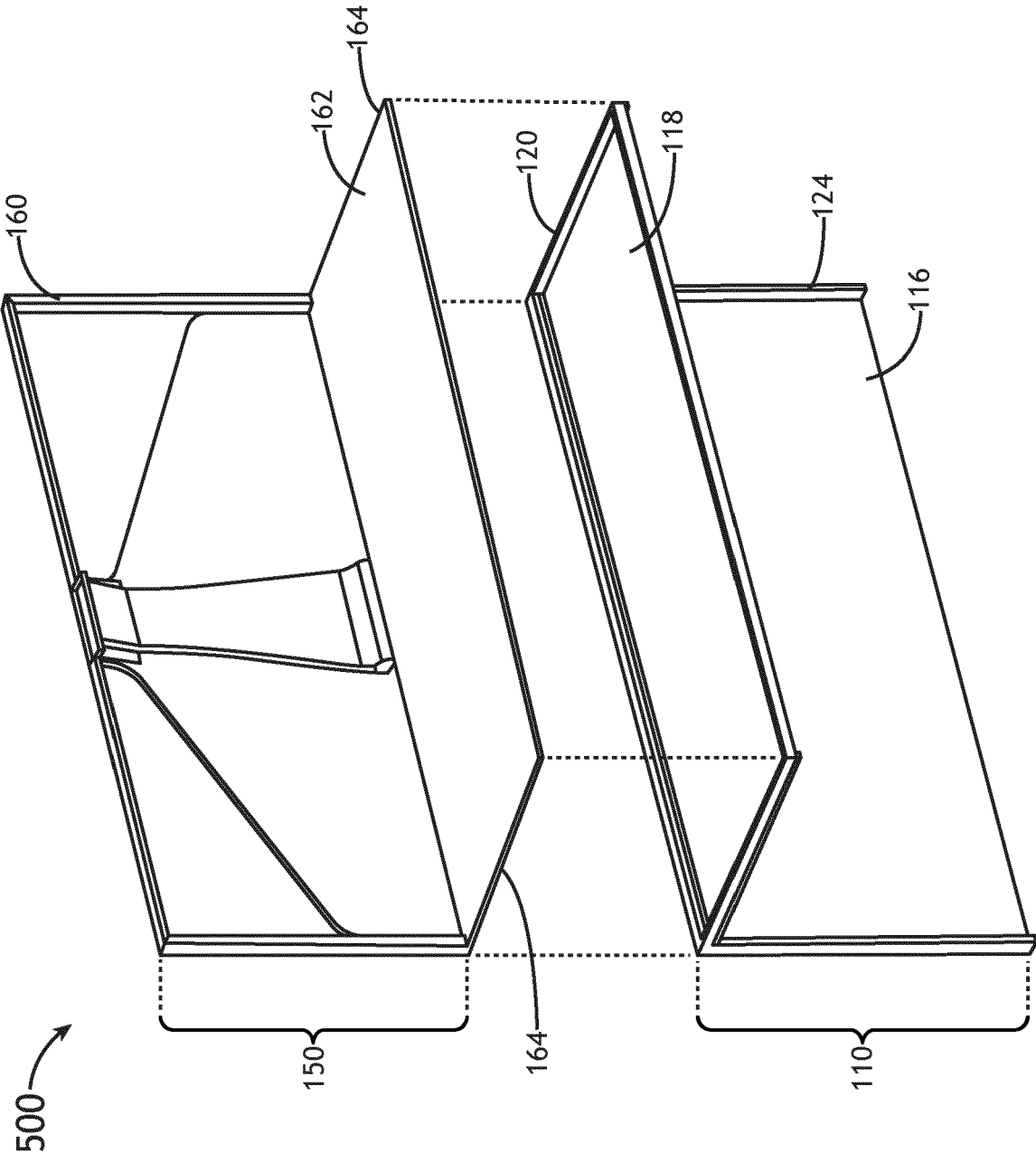


FIG. 5

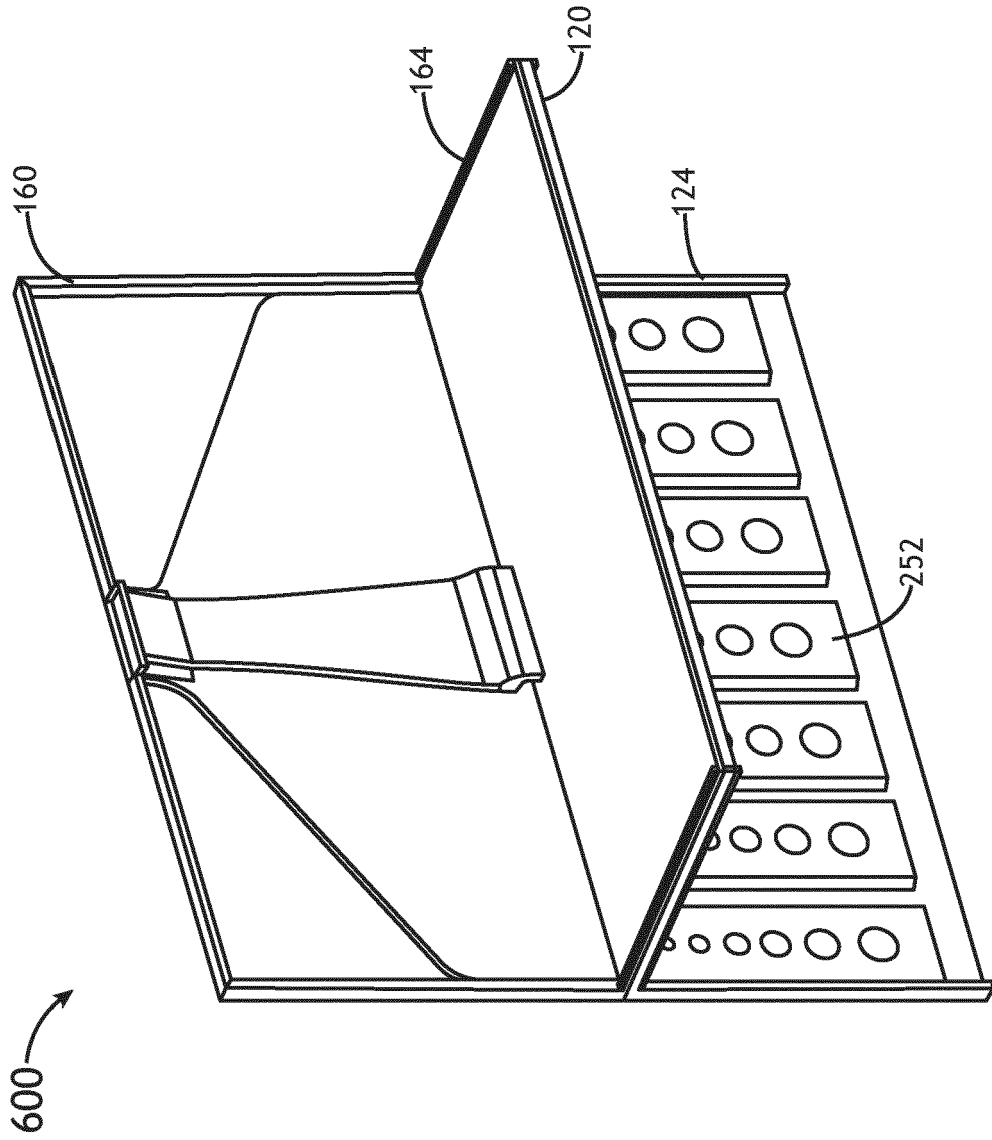


FIG. 6A

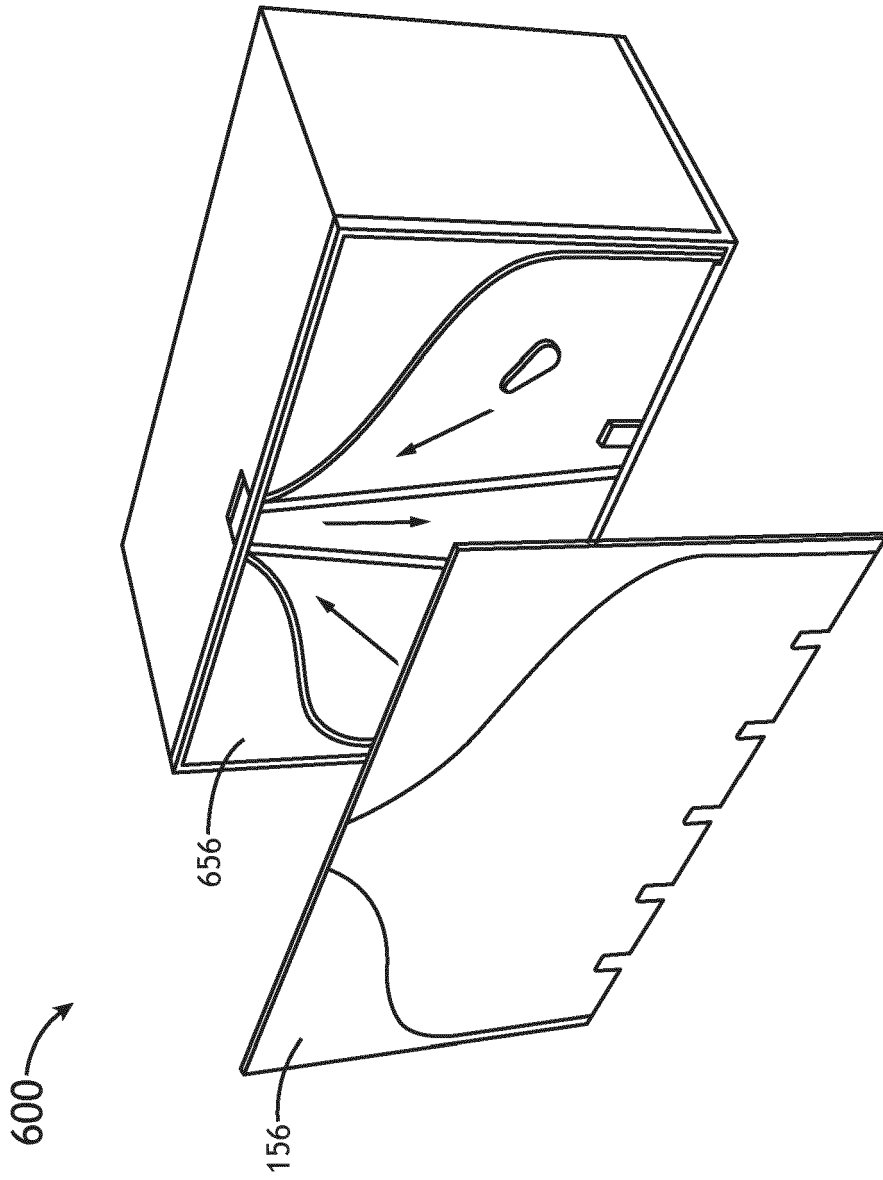


FIG. 6B

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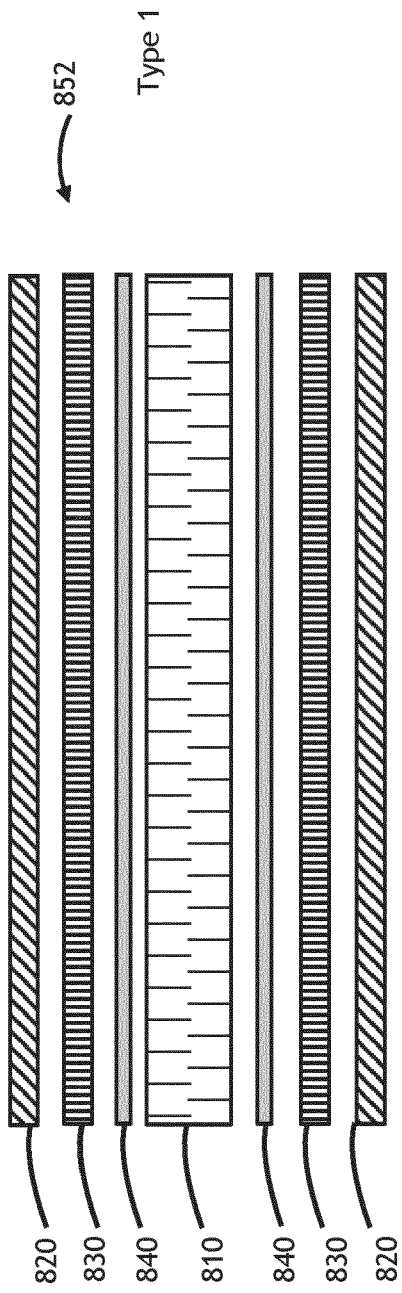
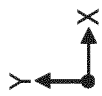


FIG. 8A

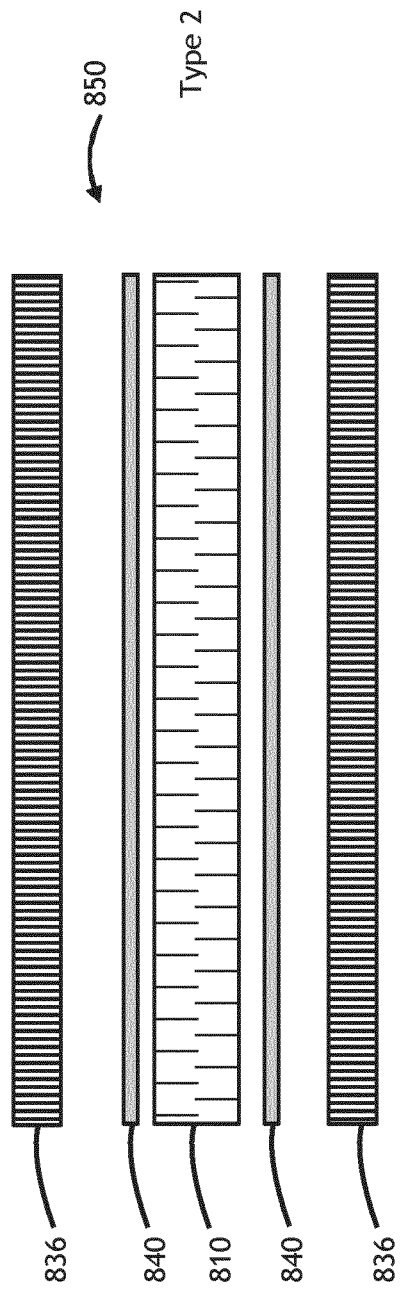


FIG. 8B

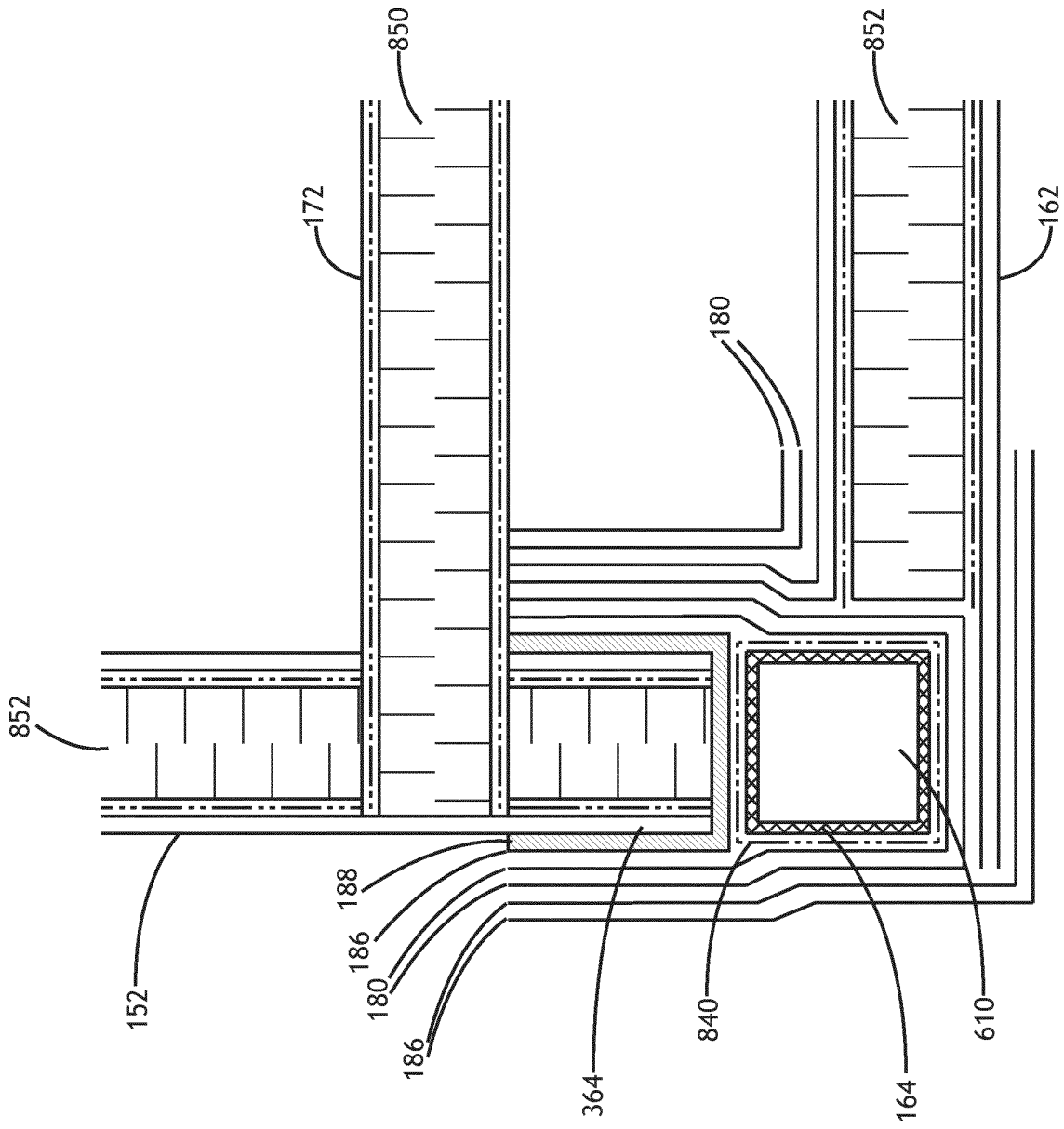


FIG.8C

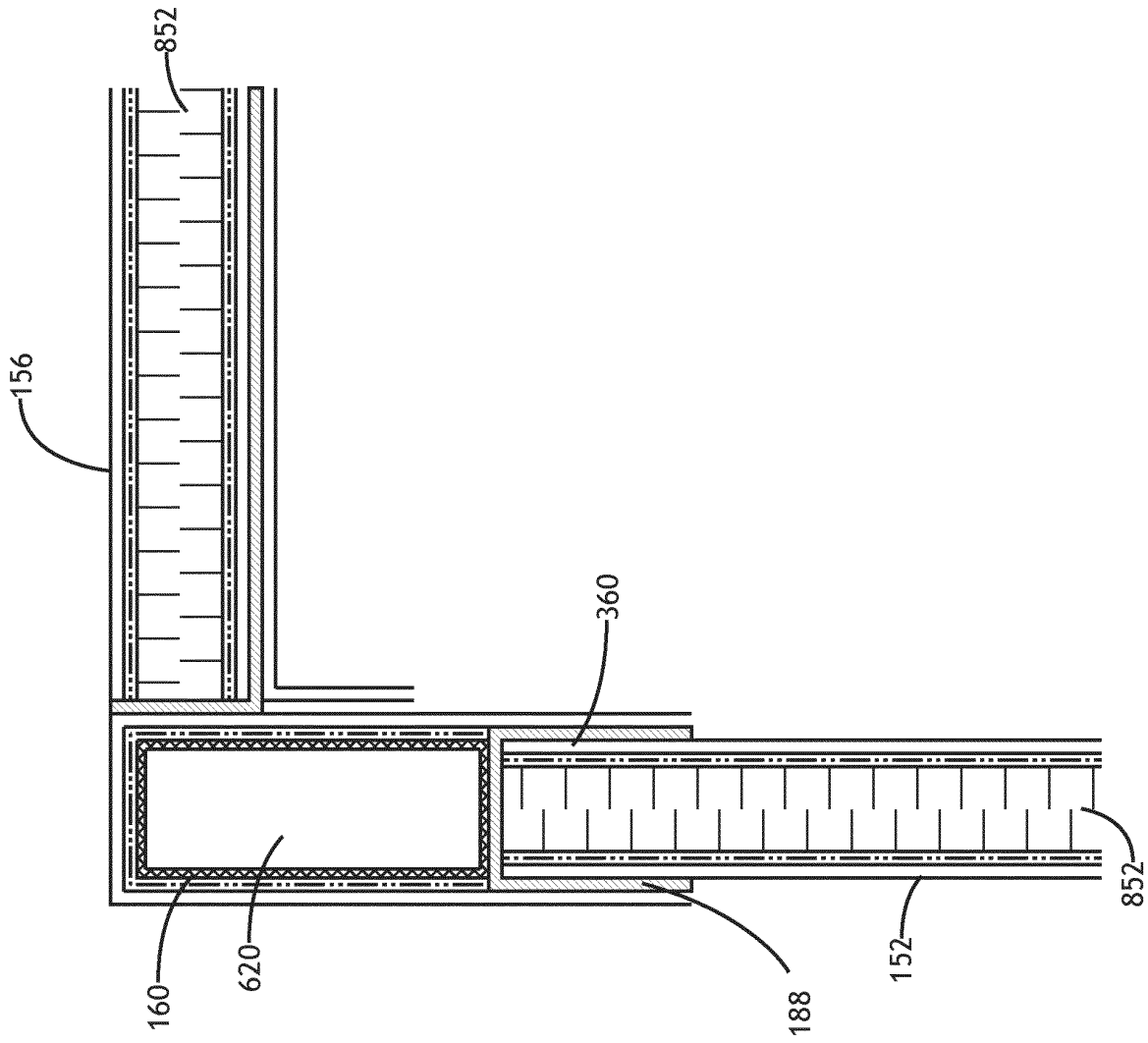


FIG. 8D

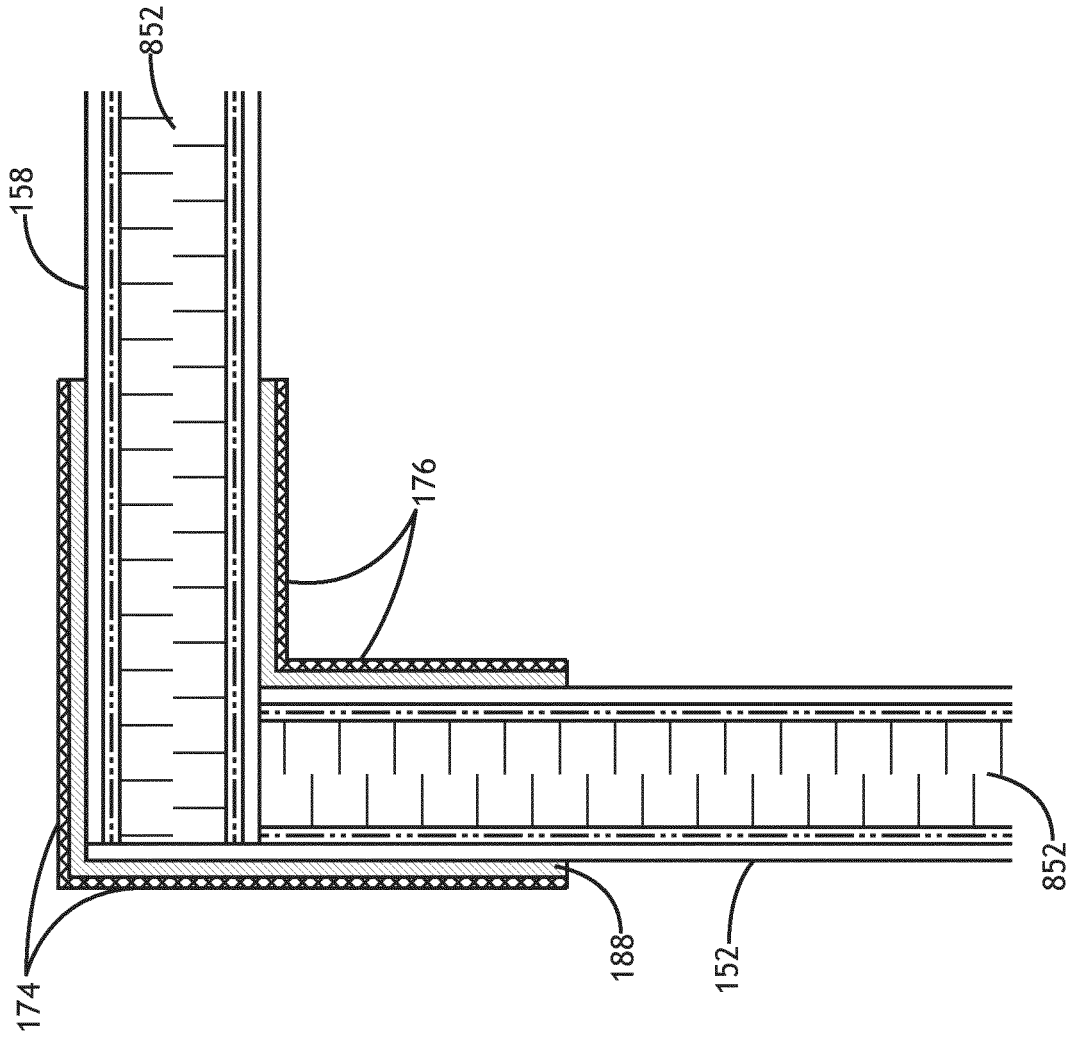


FIG. 8E

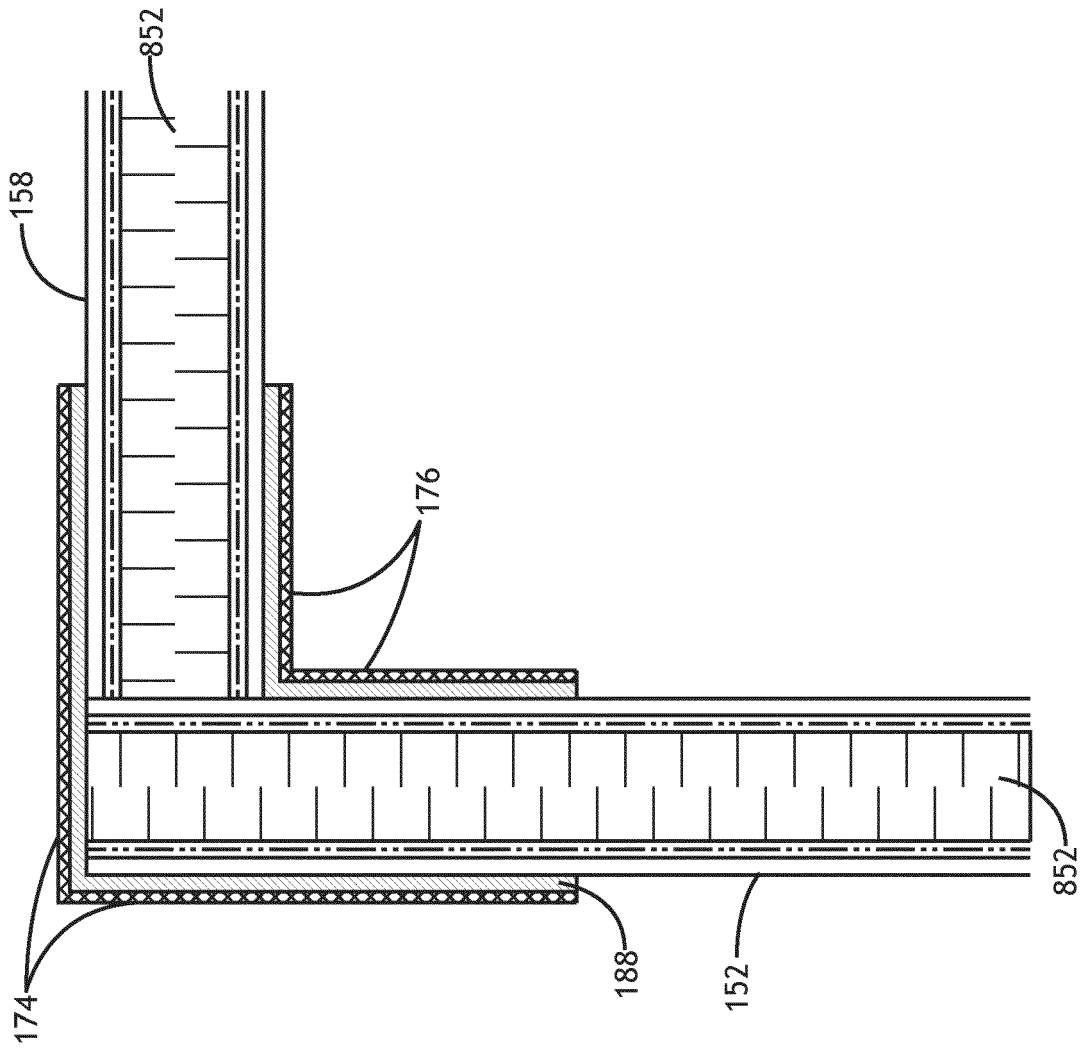


FIG. 8F

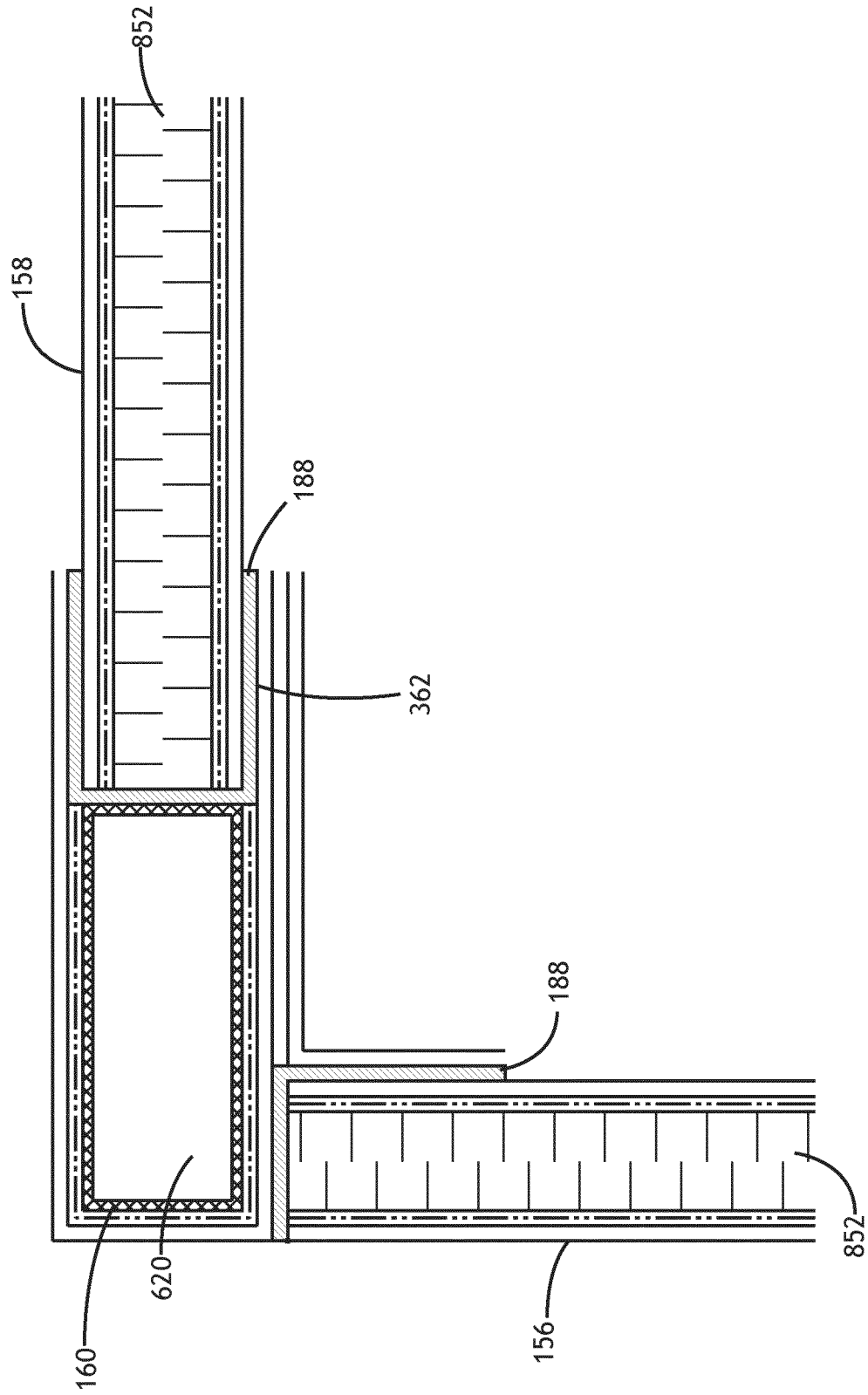


FIG. 8G

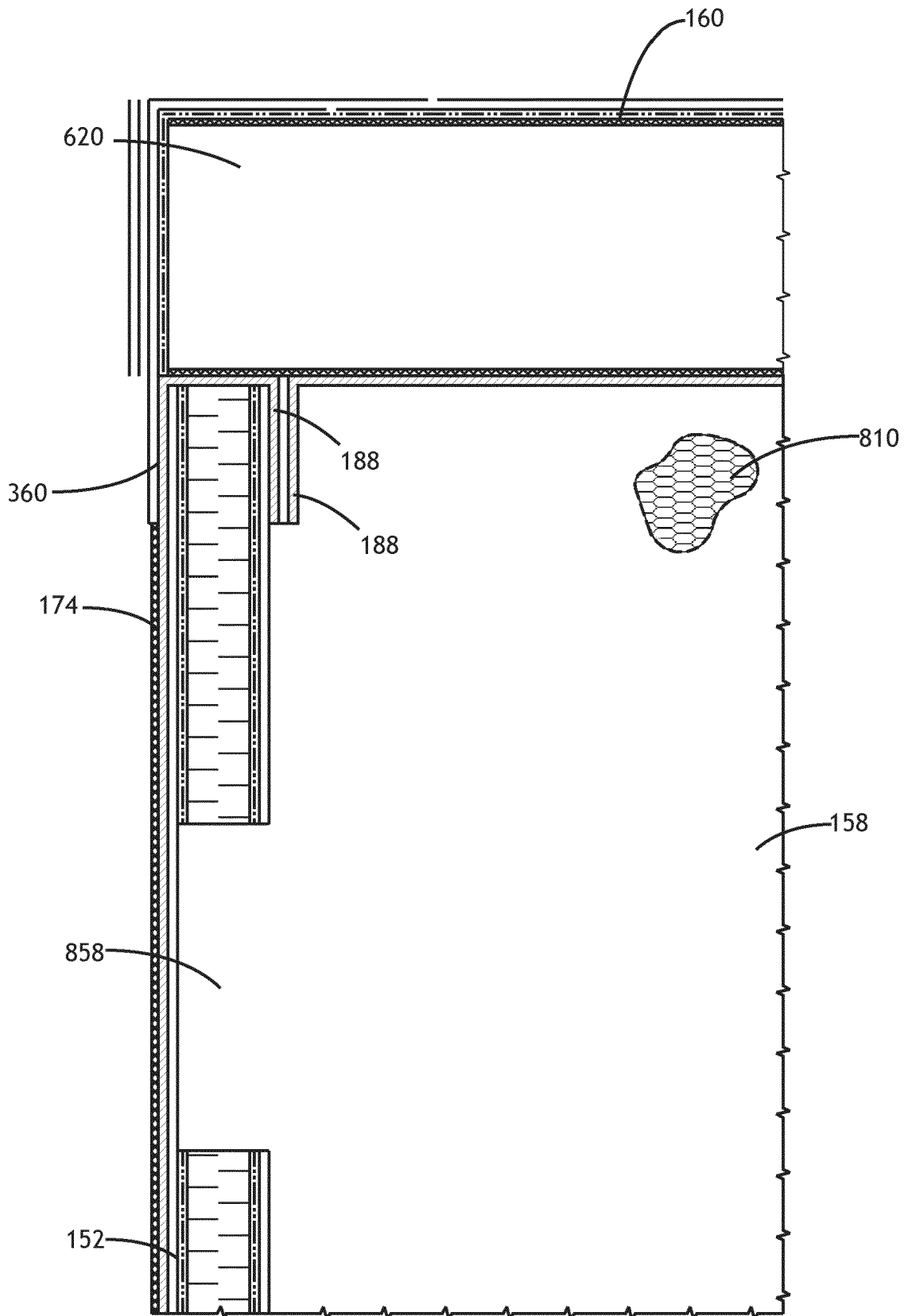


FIG. 8H

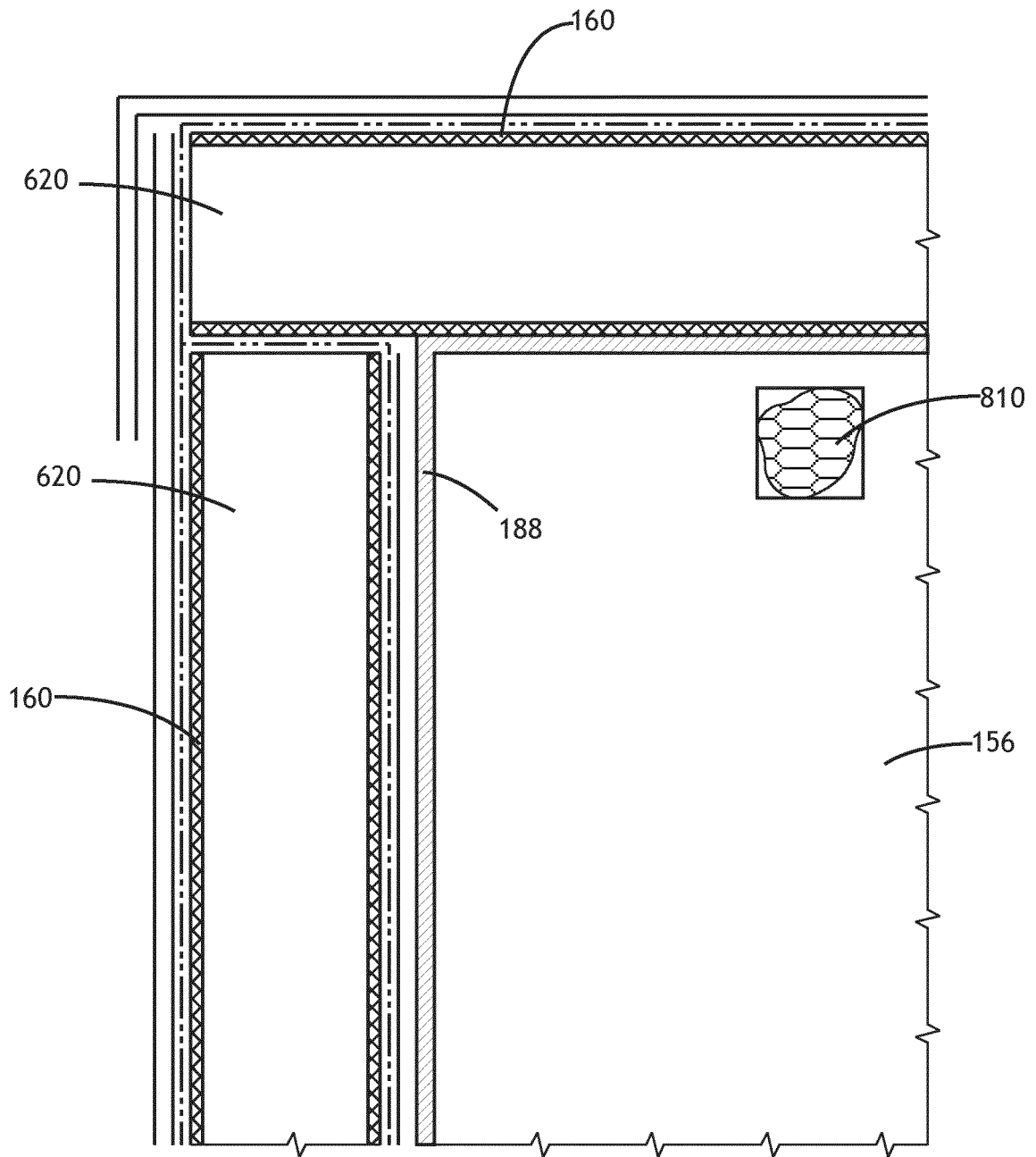


FIG.8I

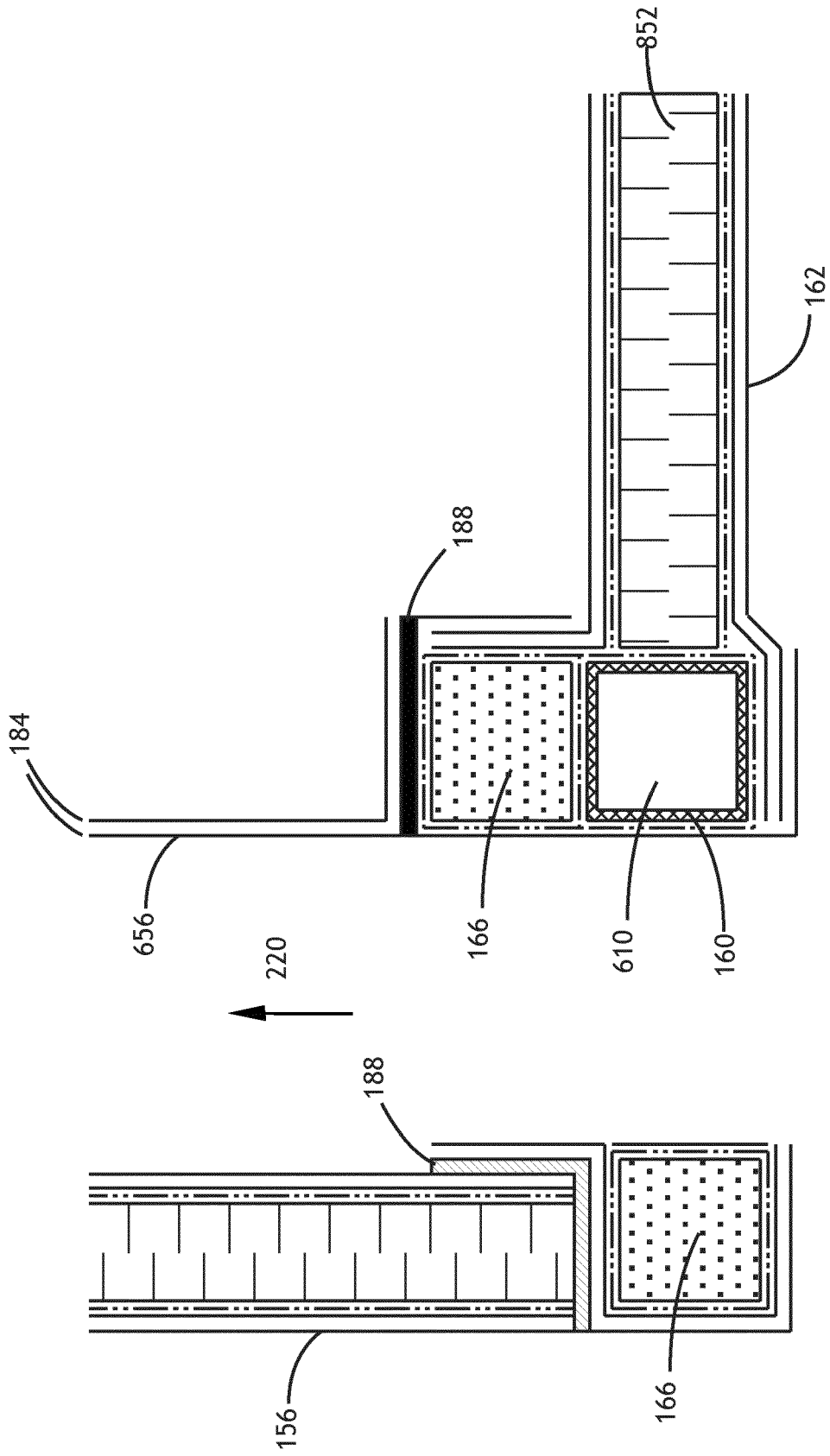


FIG. 8J

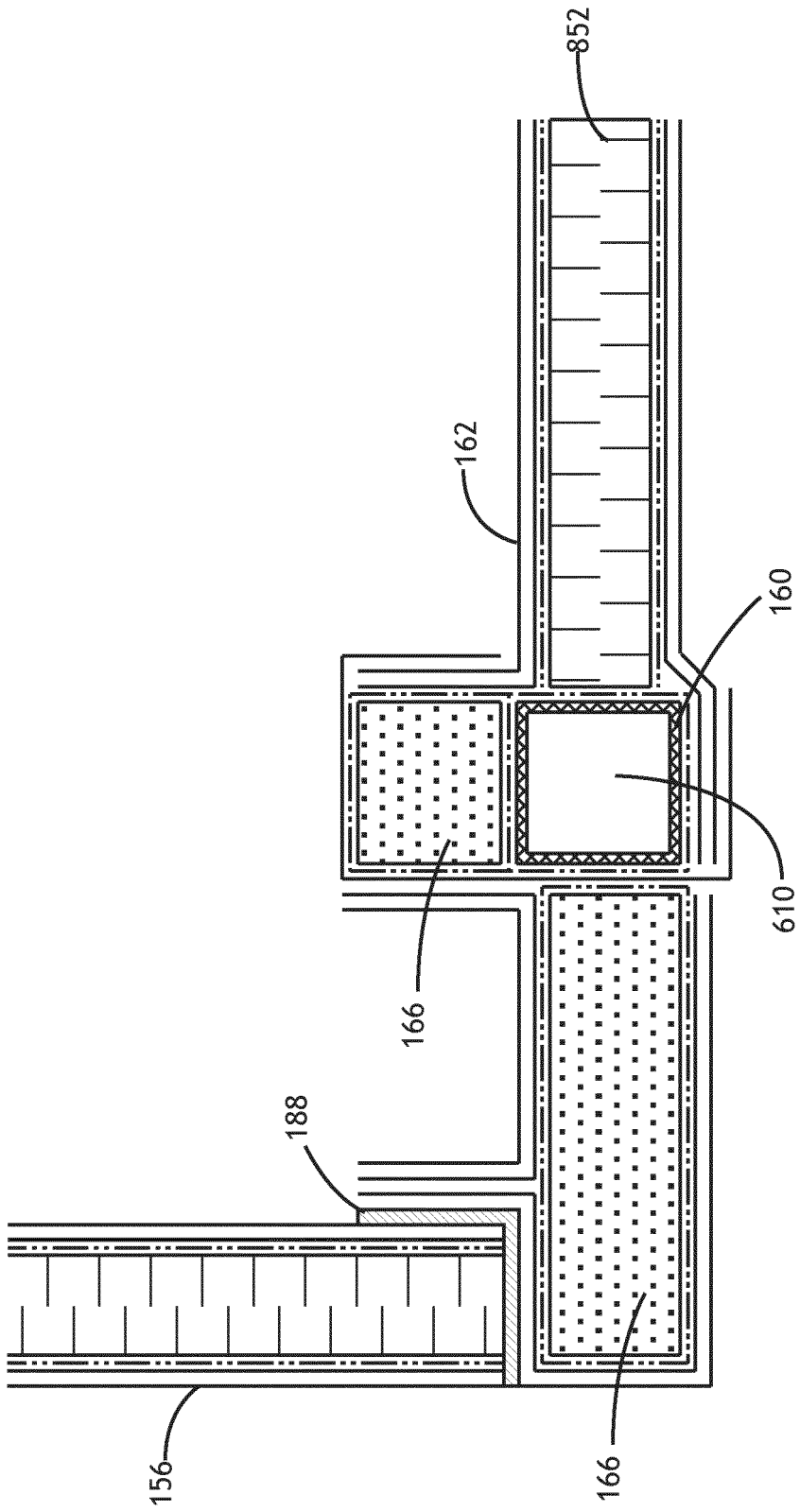


FIG.8K

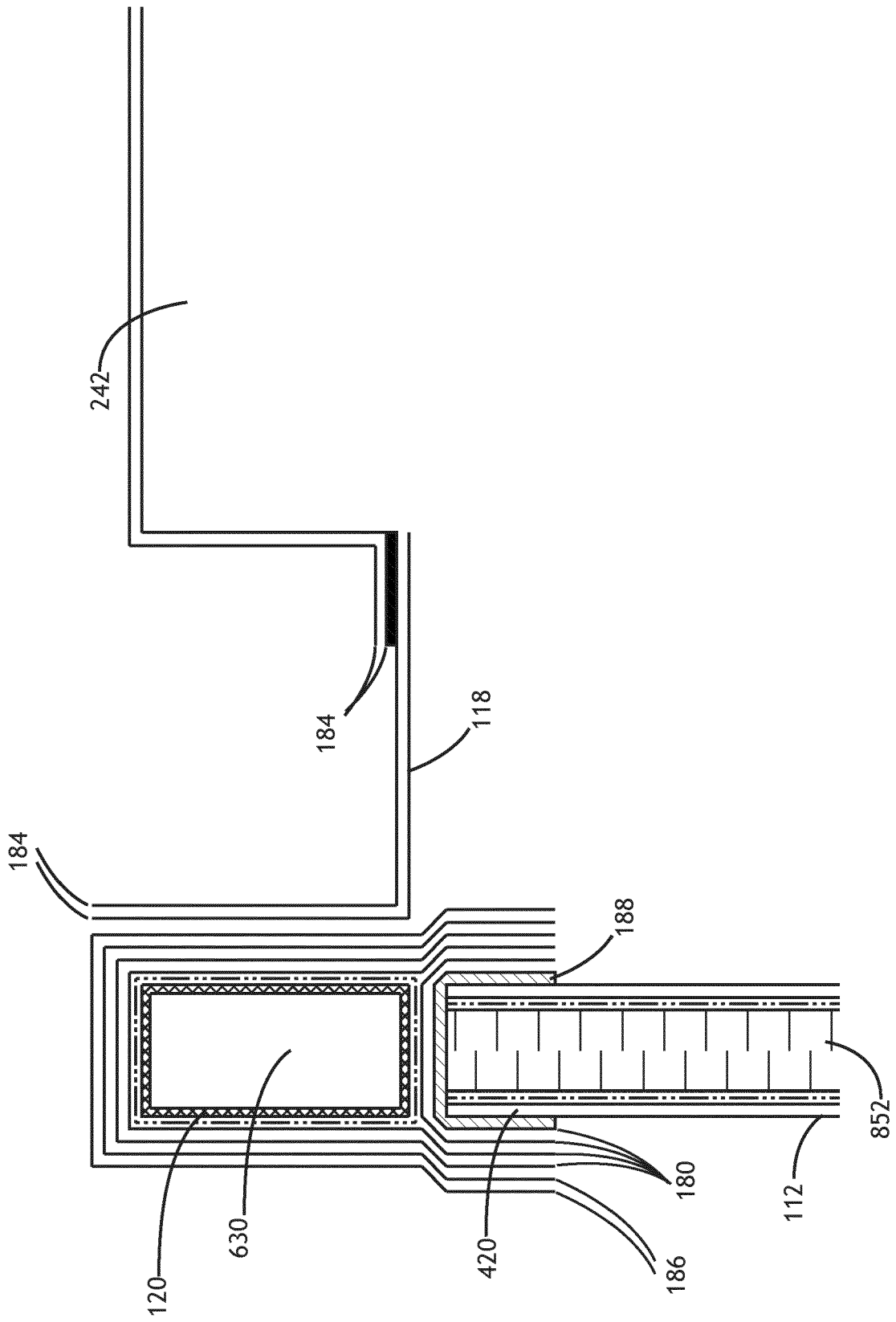


FIG.8L

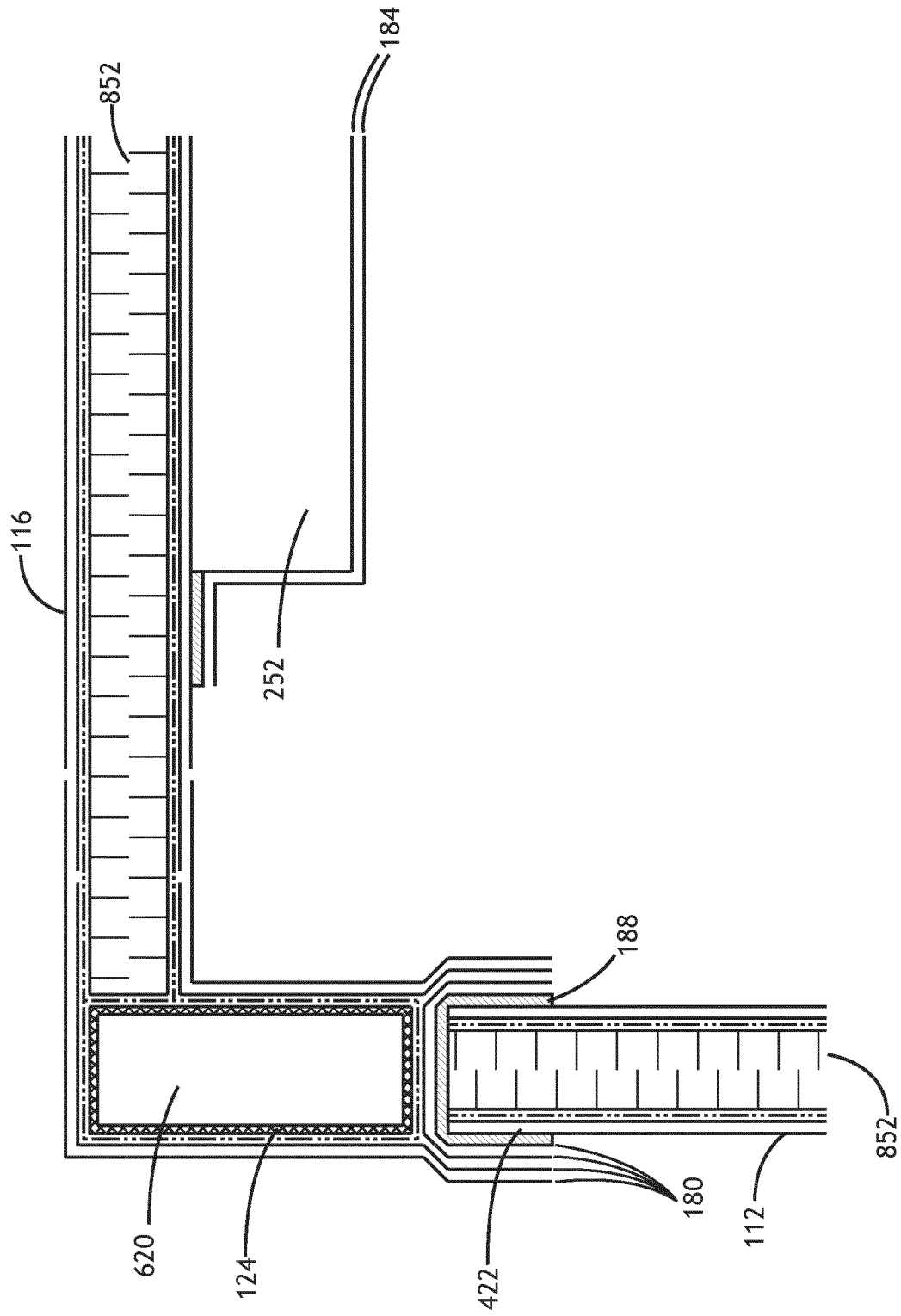


FIG. 8M

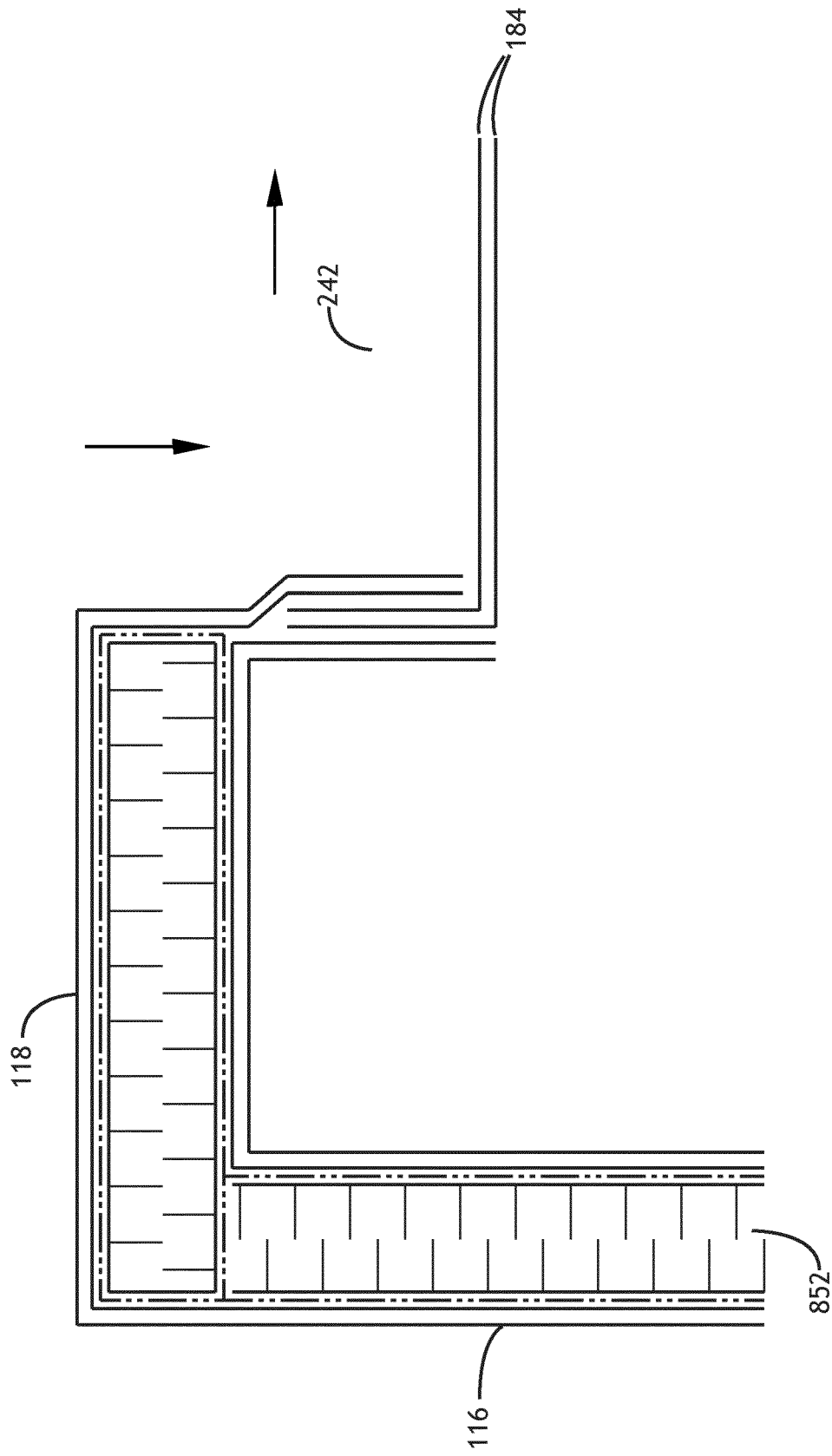


FIG. 8N

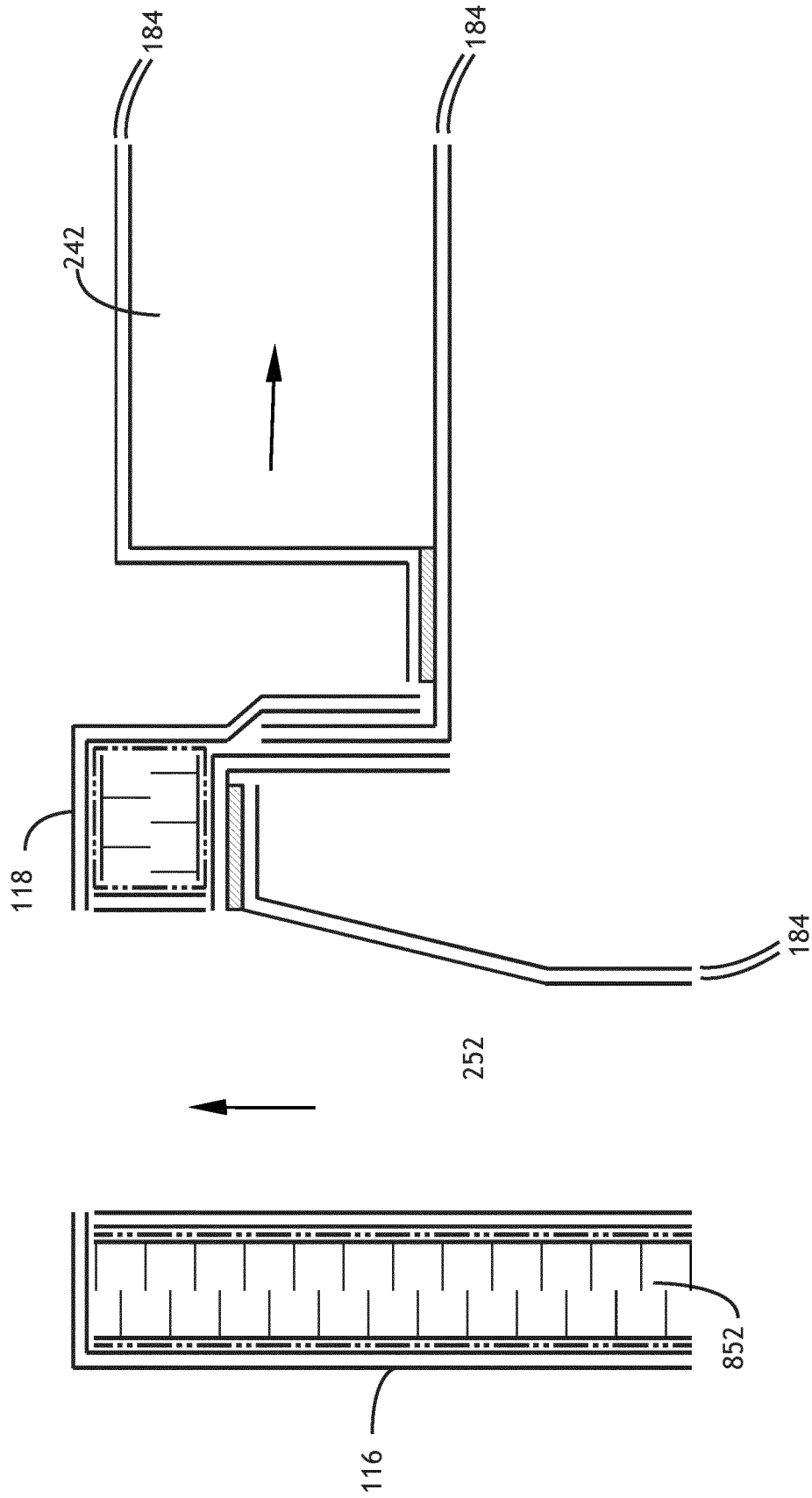


FIG.80

900 ↗

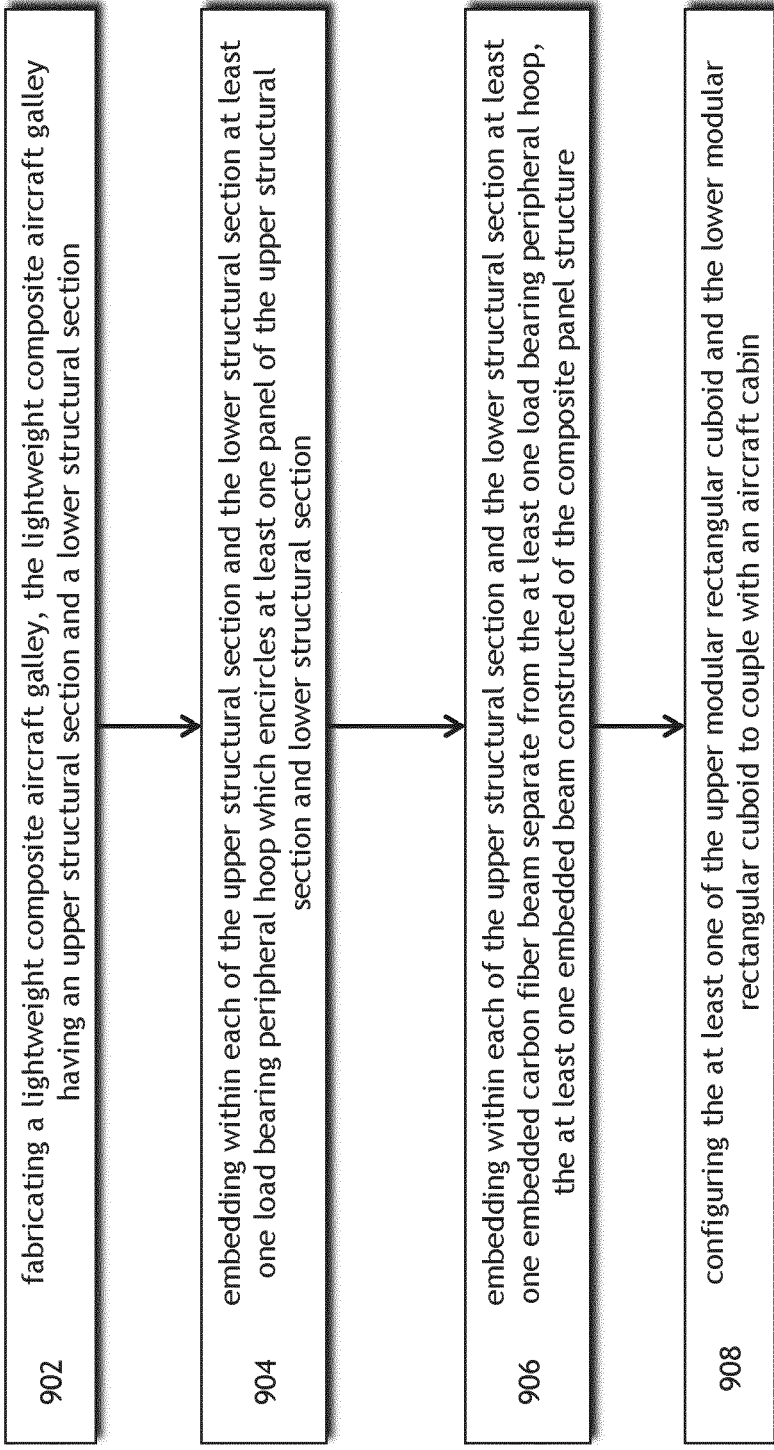


FIG. 9

REFERENCES CITED IN THE DESCRIPTION

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