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Langtry et al.

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(54) **QUIET LANDING GEAR DOOR**

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B64C 25/16 (2006.01)
B64C 25/00 (2006.01)

(52) **U.S. Cl.**
CPC **B64C 23/005** (2013.01); **B64C 25/16** (2013.01); **B64C 2025/003** (2013.01)
USPC **244/1 N**; 244/100 R; 244/129.5

(58) **Field of Classification Search**

USPC 244/1 N, 100 R, 102 A, 102 R, 129.1, 244/129.4, 129.5
See application file for complete search history.

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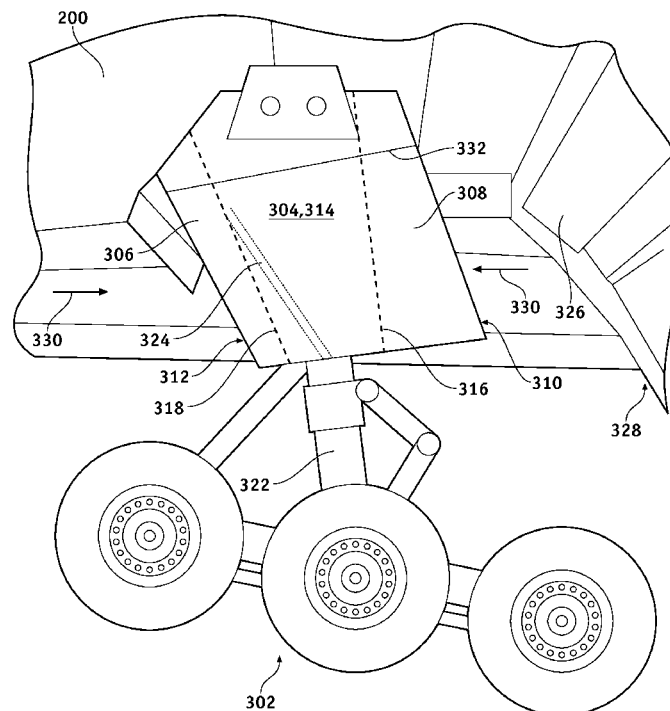
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(57) **ABSTRACT**

A quiet landing gear door and methods are presented. A landing gear door comprises a trailing edge and a leading edge and is operable to deploy to a landing gear door deployed position. A door flap comprises the trailing edge and is hinged to the landing gear door. The door flap deflects toward a landing gear strut to a door flap deployed position in response to deployment of the landing gear door. A leading edge section comprises the leading edge and is coupled to the door flap. The leading edge section deflects toward the landing gear strut to a leading edge deployed position in response to deployment of the landing gear door.

20 Claims, 10 Drawing Sheets

300



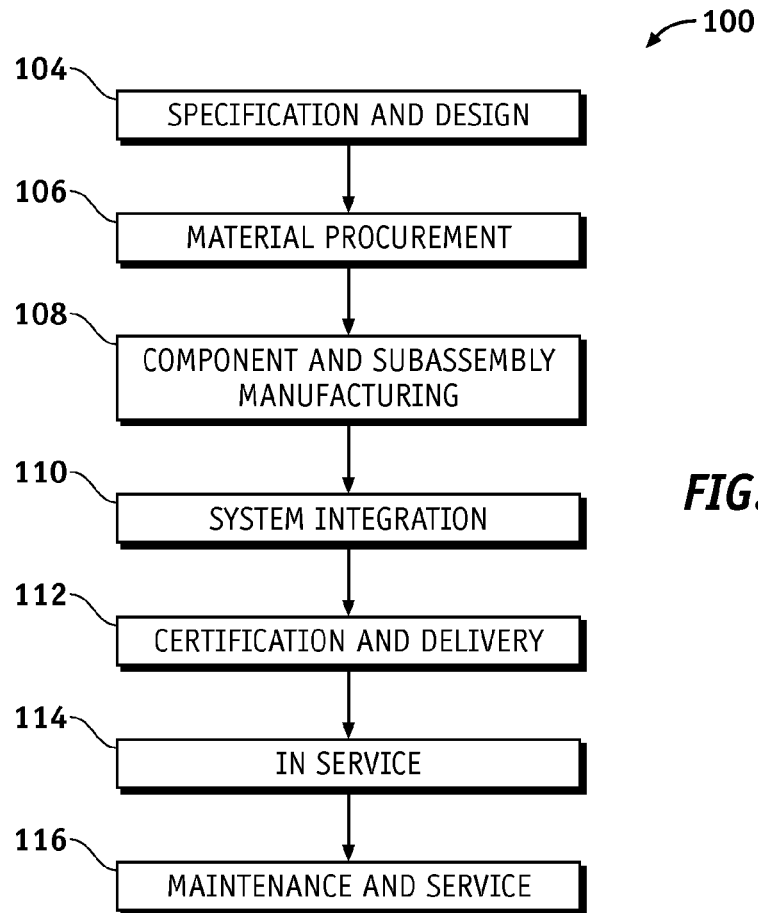


FIG. 1

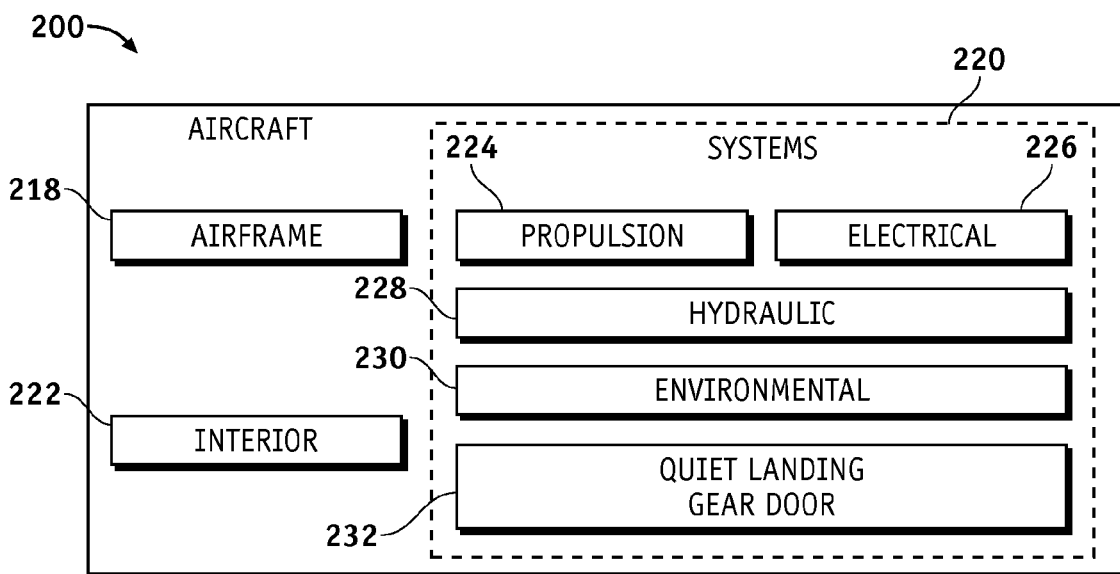


FIG. 2

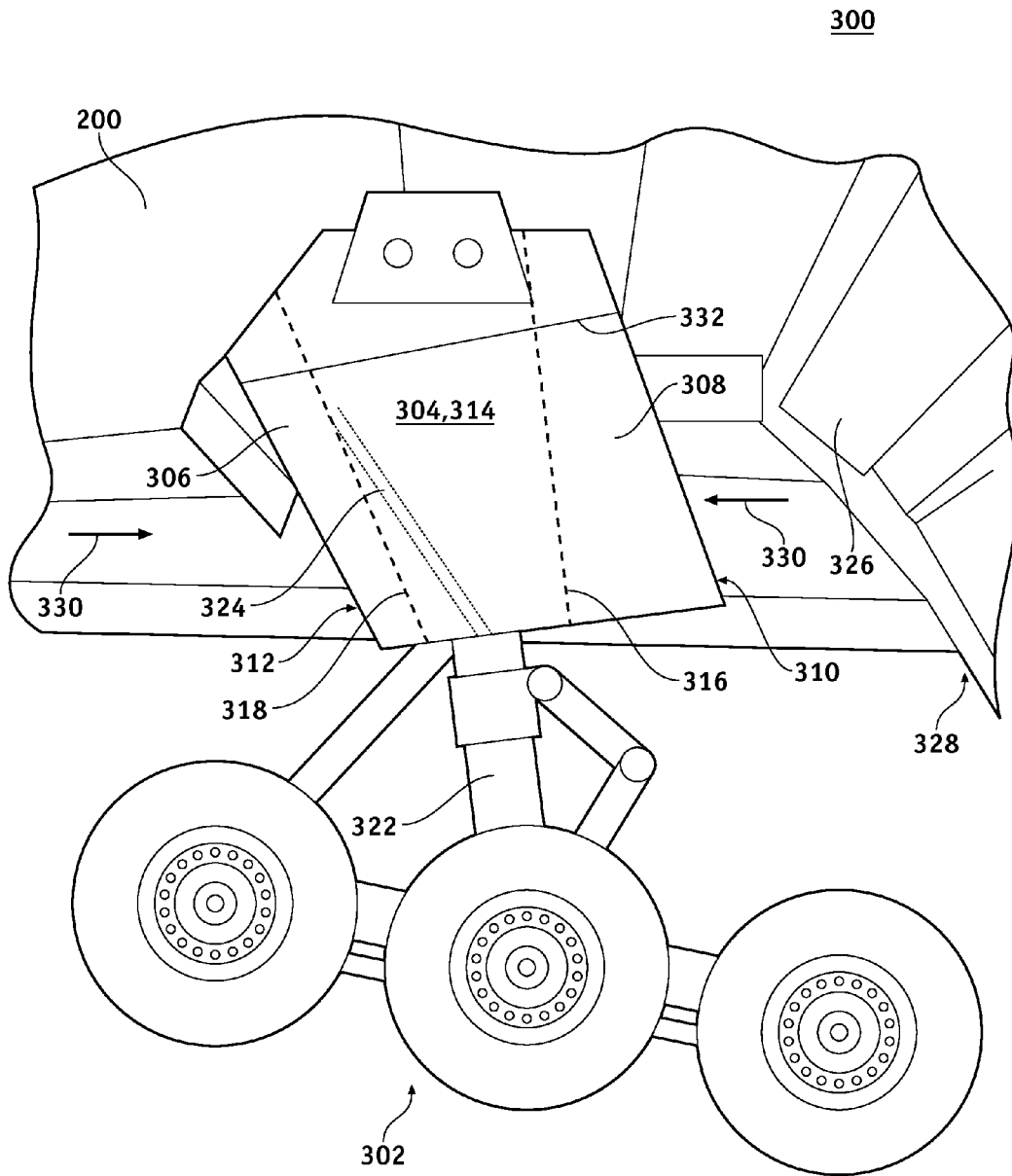


FIG. 3

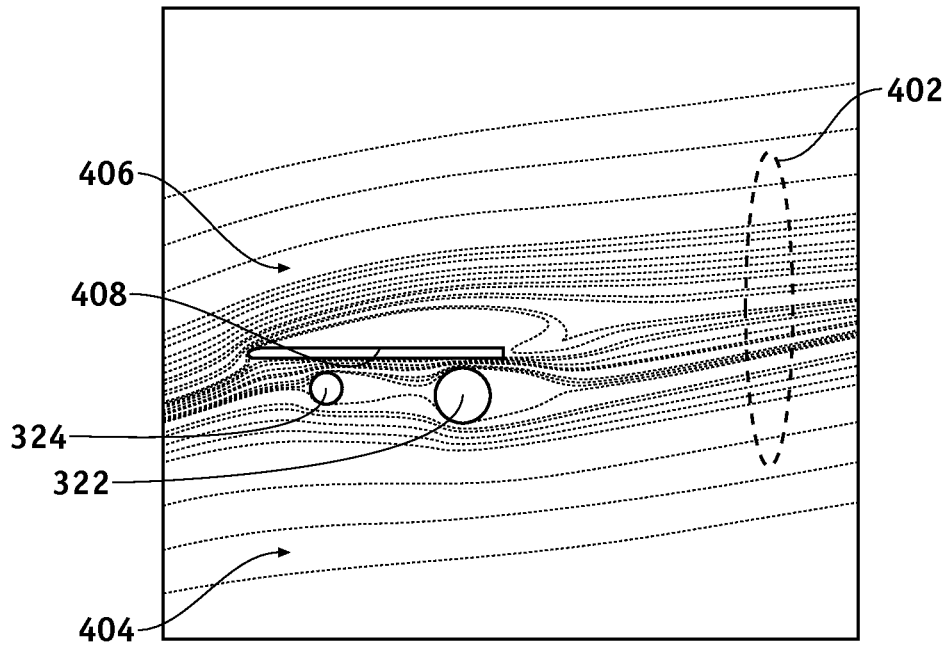


FIG. 4

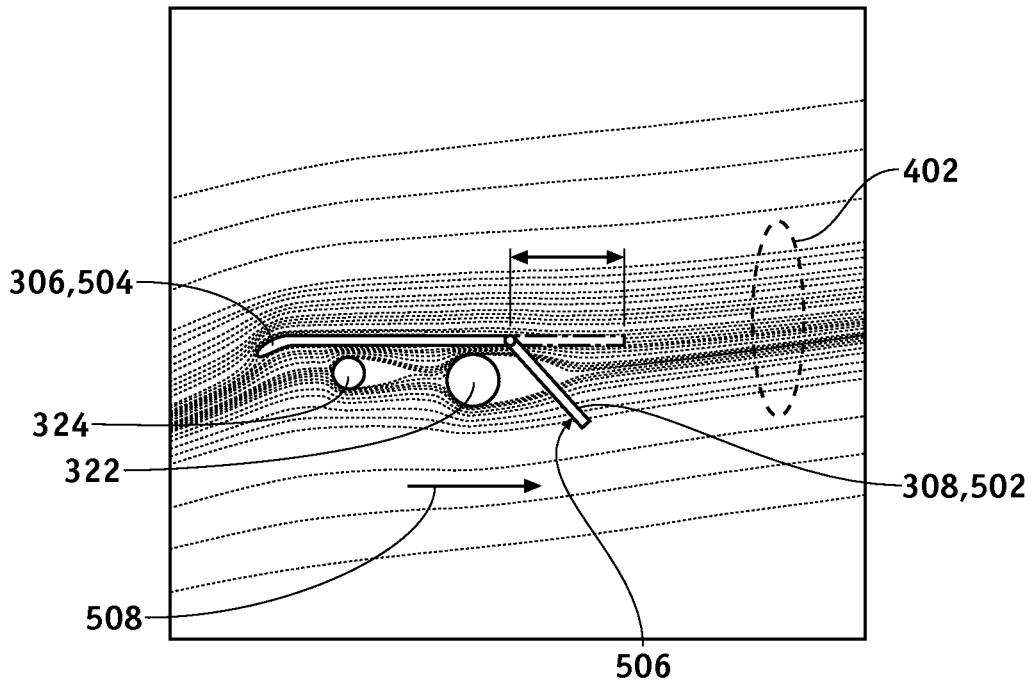


FIG. 5

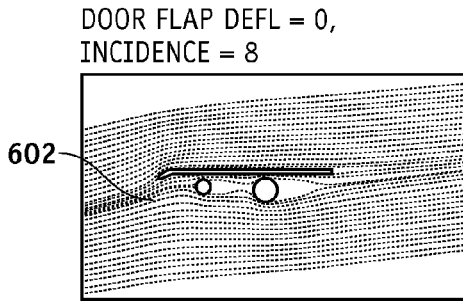


FIG. 6

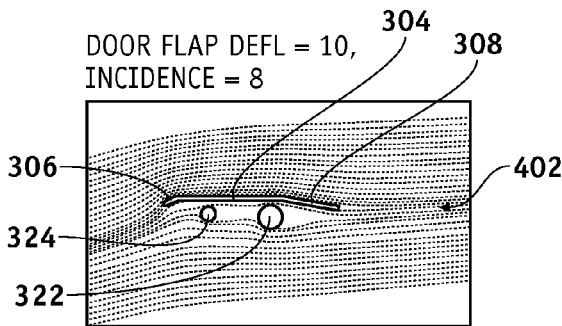


FIG. 7

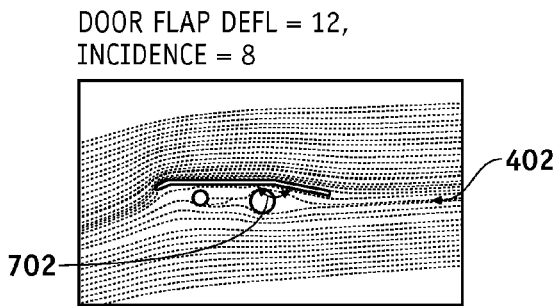


FIG. 8

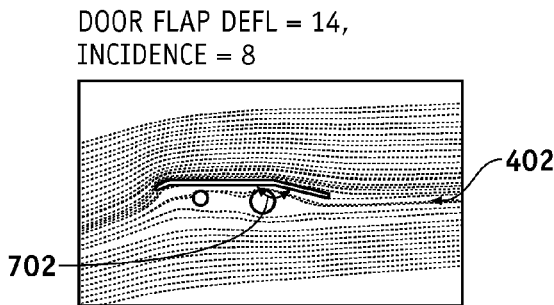


FIG. 9

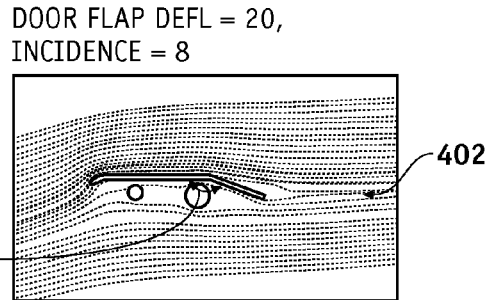


FIG. 10

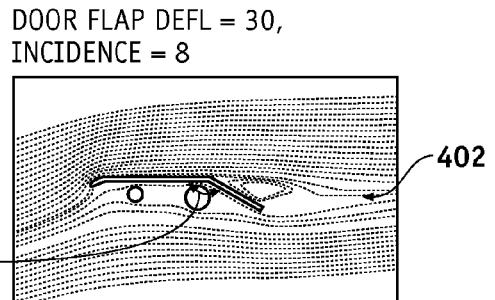


FIG. 11

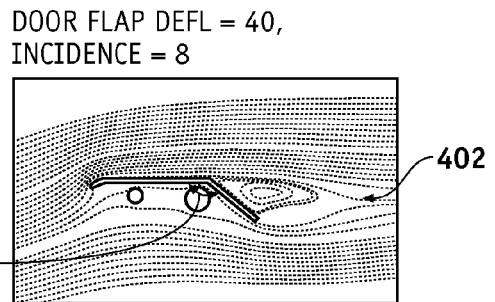


FIG. 12

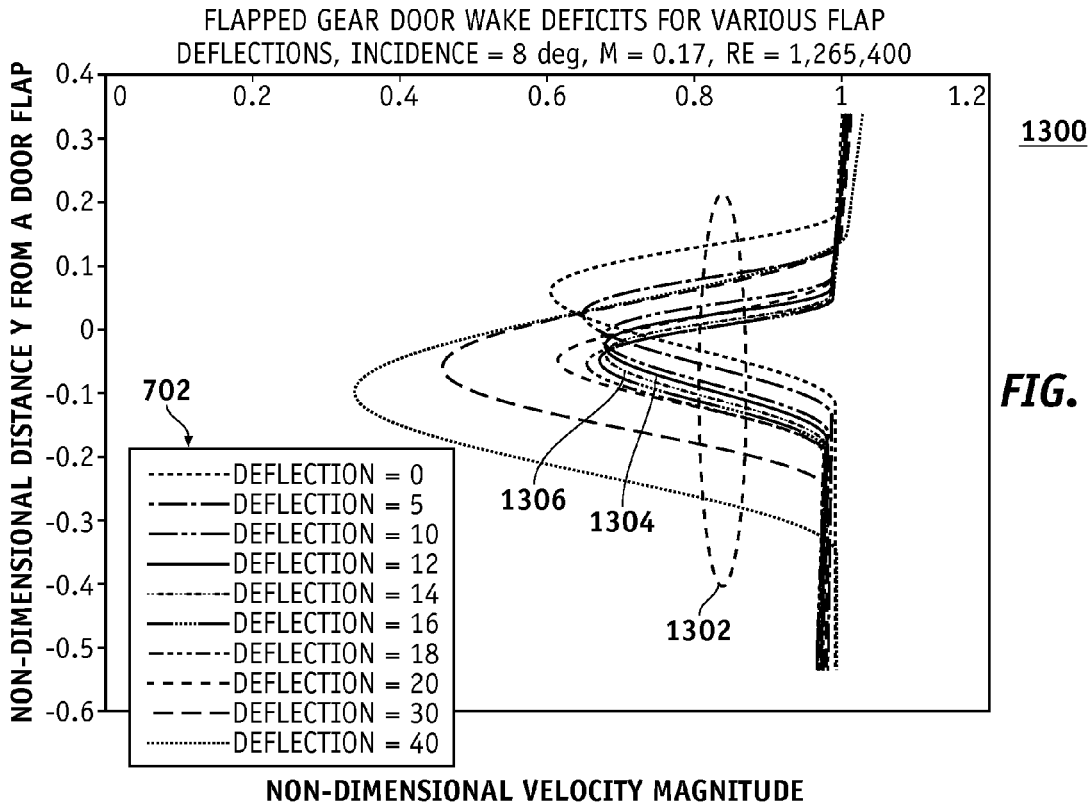


FIG. 13

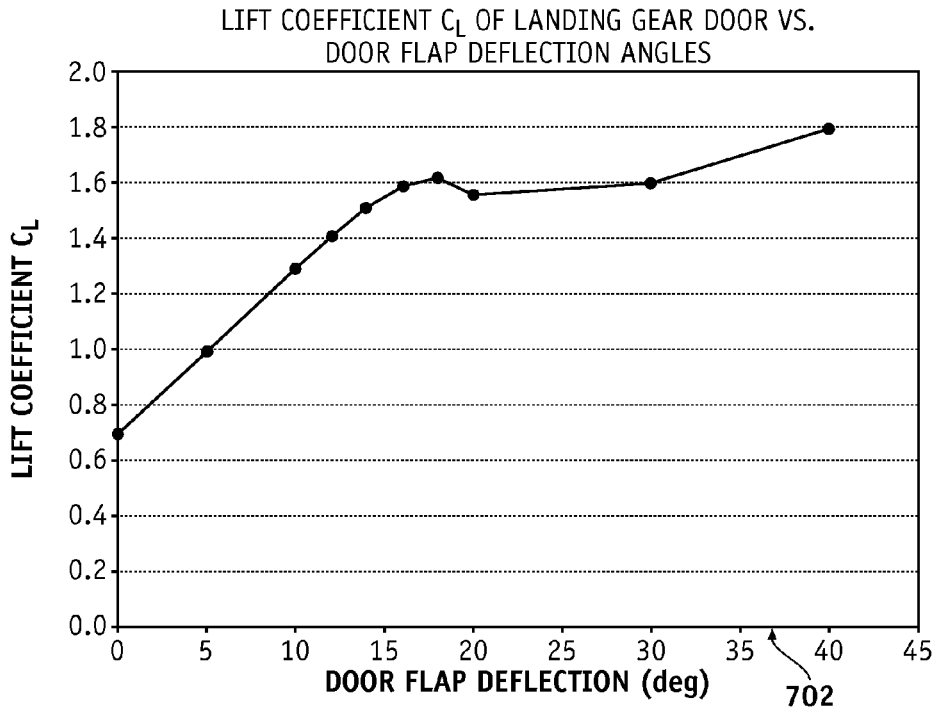


FIG. 14

1500

SOUND PRESSURE LEVEL (SPL) VS. FREQUENCY FOR NOISE GENERATED WITH AND WITHOUT LANDING GEAR DOOR DEPLOYED



FIG. 15

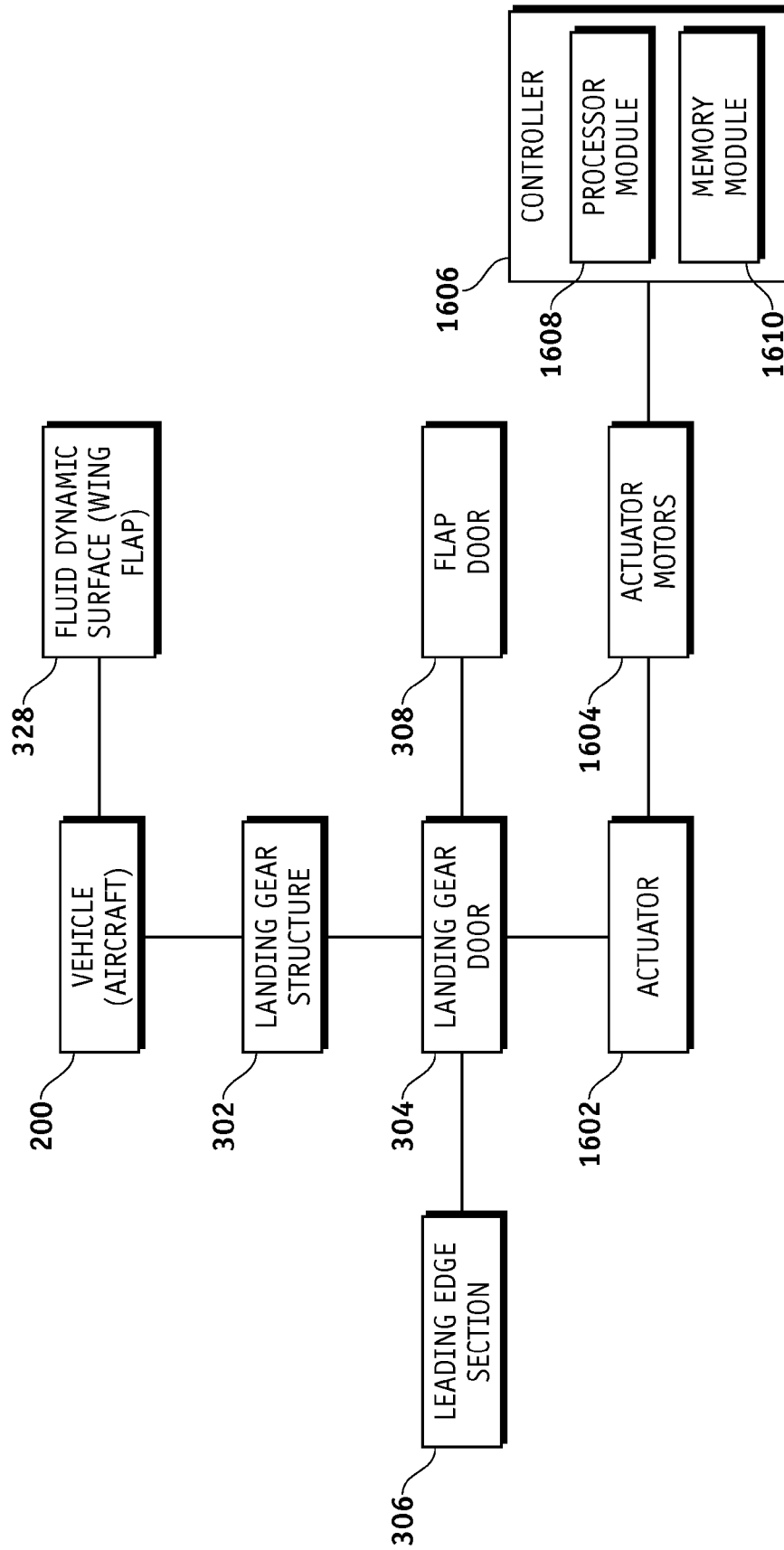


FIG. 16

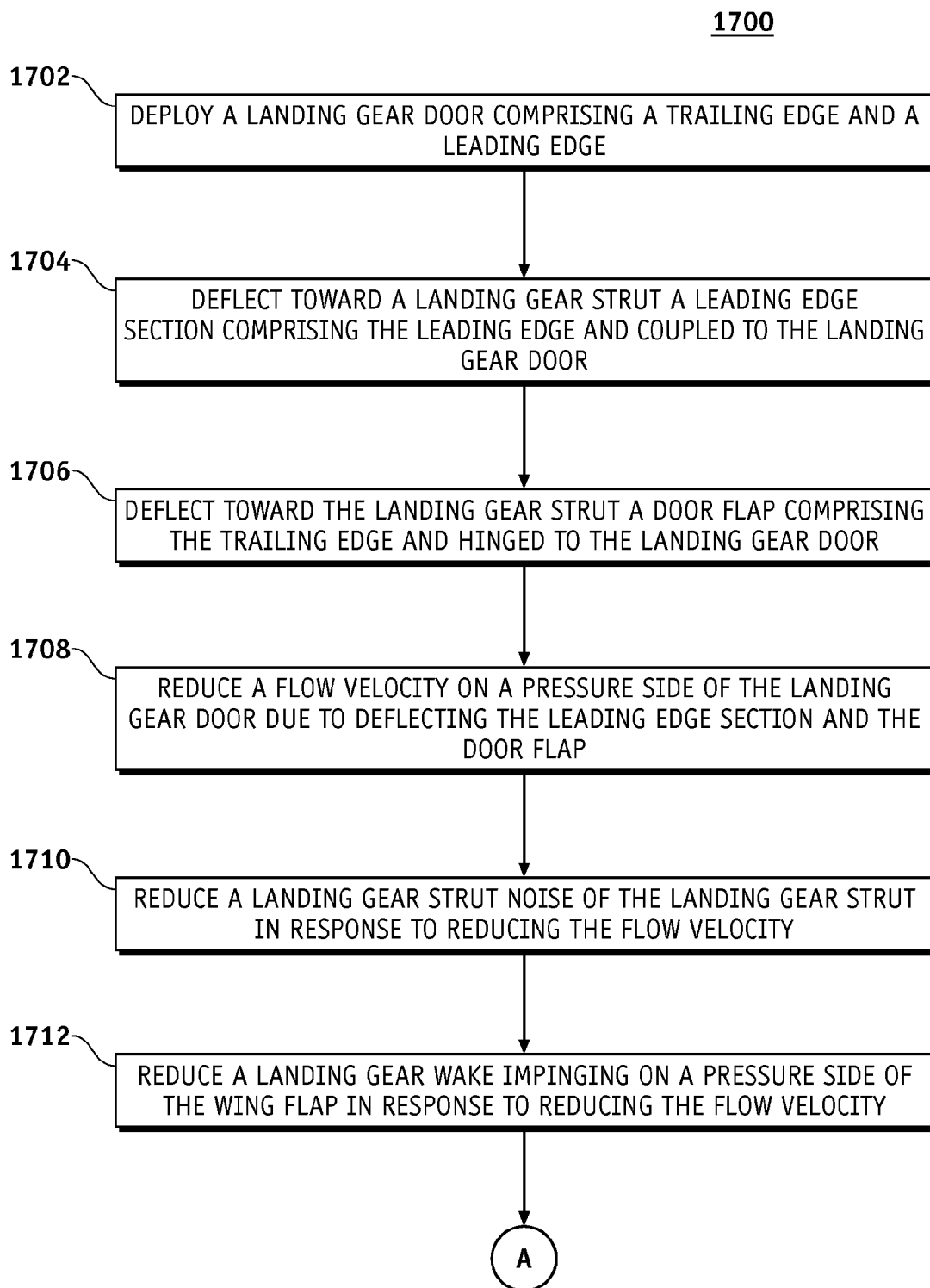


FIG. 17

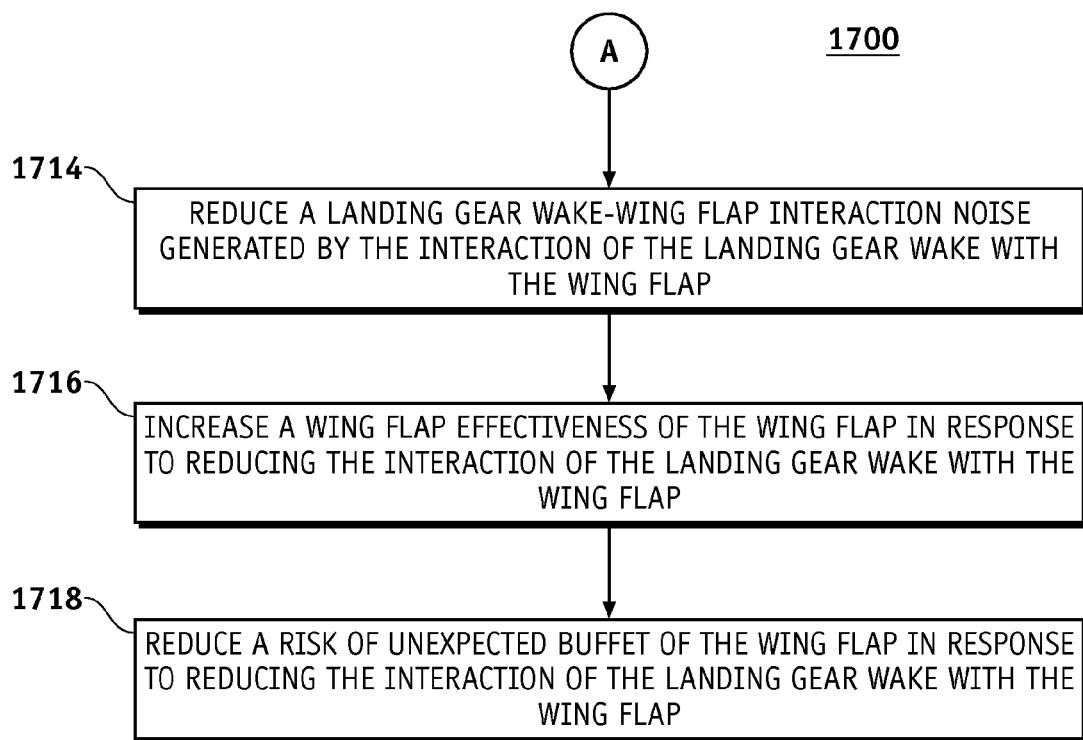
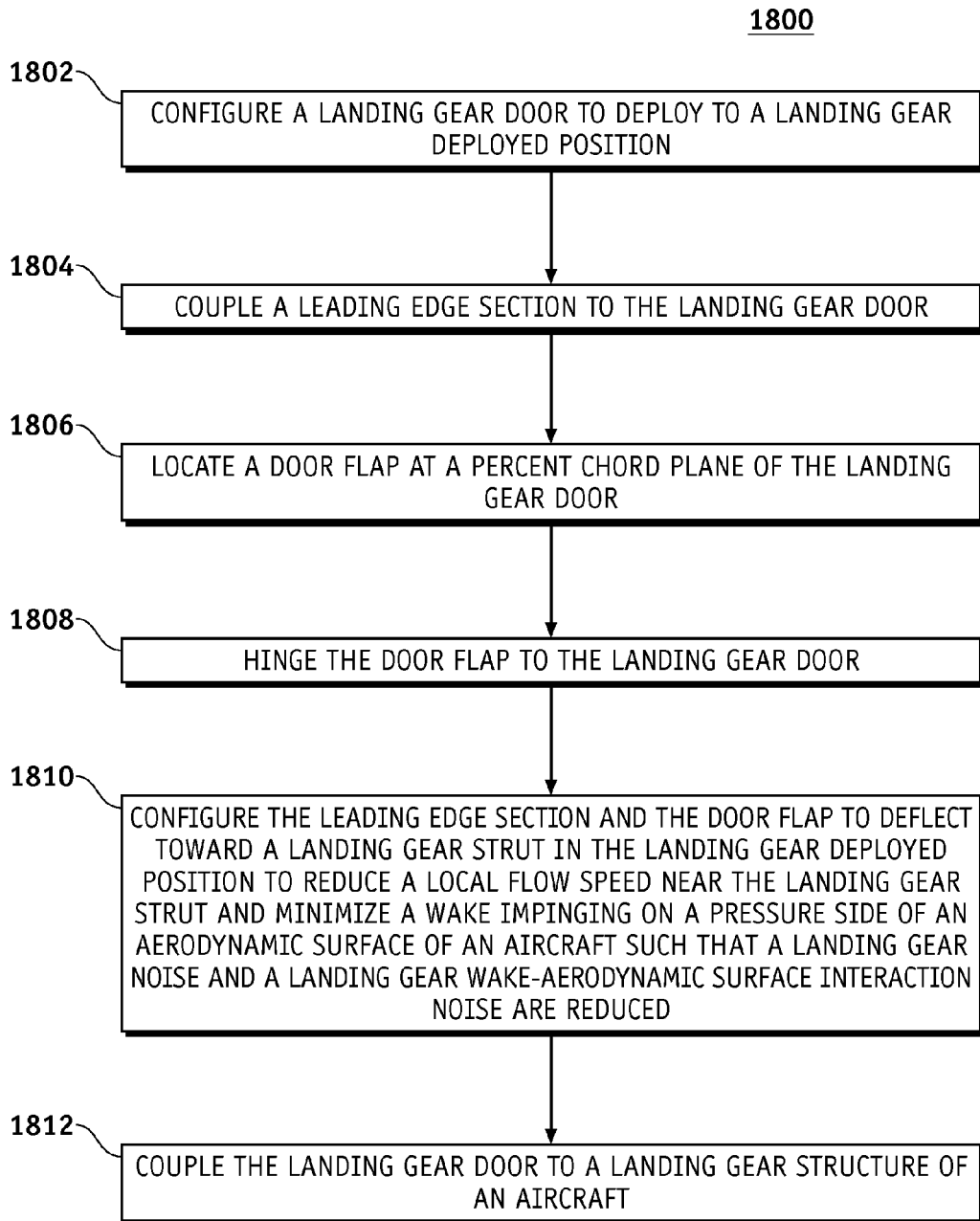


FIG. 17 Cont.

**FIG. 18**

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QUIET LANDING GEAR DOOR

FIELD

Embodiments of the present disclosure relate generally to landing gear structures. More particularly, embodiments of the present disclosure relate to landing gear doors.

BACKGROUND

Increasing aircraft noise regulations necessitate reductions in aircraft noise. While engine noise is generally considered a main source of aircraft noise during take-off, interaction of air turbulence with aircraft structures may also be a source of noise. Furthermore, during a low engine power landing, interaction of the air turbulence with the aircraft structures may be a primary source of noise.

SUMMARY

A quiet (low noise or reduced noise) landing gear door and methods are presented. A landing gear door comprising a trailing edge and a leading edge deploys to a landing gear door deployed position. A door flap hinged to the trailing edge deflects toward a landing gear strut to a door flap deployed position in response to deployment of the landing gear door. A leading edge section deflects toward a landing gear strut to a leading edge deployed position in response to deployment of the landing gear door.

In this manner, embodiments of the disclosure provide a quiet landing gear door that reduces noise generated by interaction of a landing gear wake with an aerodynamic surface.

In an embodiment, a quiet landing gear door comprises a landing gear door, a door flap, and a leading edge section. The landing gear door comprises a trailing edge and a leading edge and deploys to a landing gear door deployed position. The door flap comprises the trailing edge and is hinged to the landing gear door. The door flap deflects toward a landing gear strut to a door flap deployed position in response to deployment of the landing gear door. The leading edge section comprises the leading edge and is coupled to the door flap. The leading edge section deflects toward the landing gear strut to a leading edge deployed position.

In another embodiment, a method for reducing landing gear wake-wing flap interaction noise deploys a landing gear door comprising a trailing edge and a leading edge. The method further deflects toward a landing gear strut a leading edge section comprising the leading edge and coupled to the landing gear door. The method also deflects toward the landing gear strut a door flap comprising the trailing edge and hinged to the landing gear door. The method further reduces a flow velocity on a pressure side of the landing gear door due to deflecting the bullnose and the door flap.

In a further embodiment, a method for configuring a quiet landing gear door, configures a landing gear door to deploy to a landing gear deployed position. The method couples a leading edge section and a door flap to the landing gear door. The method then configures the leading edge section and the door flap to deflect toward a landing gear strut in the landing gear deployed position to reduce a local flow speed near the landing gear strut and minimize a wake impinging on a pressure side of an aerodynamic surface of an aircraft such that a landing gear noise and a landing gear wake-aerodynamic surface interaction noise are reduced.

This summary is provided to introduce a selection of concepts in a simplified form that are further described below in the detailed description. This summary is not intended to

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identify key features or essential features of the claimed subject matter, nor is it intended to be used as an aid in determining the scope of the claimed subject matter.

BRIEF DESCRIPTION OF DRAWINGS

A more complete understanding of embodiments of the present disclosure may be derived by referring to the detailed description and claims when considered in conjunction with the following figures, wherein like reference numbers refer to similar elements throughout the figures. The figures are provided to facilitate understanding of the disclosure without limiting the breadth, scope, scale, or applicability of the disclosure. The drawings are not necessarily made to scale.

FIG. 1 is an illustration of a flow diagram of an exemplary aircraft production and service methodology.

FIG. 2 is an illustration of an exemplary block diagram of an aircraft.

FIG. 3 is an illustration of an exemplary perspective view of a portion of an aircraft showing a landing gear structure comprising a landing gear door coupled thereto according to an embodiment of the disclosure.

FIG. 4 is an illustration of an exemplary section view of an existing landing gear door showing a landing gear wake that can impinge on fluid dynamic surfaces thereby generating landing gear wake-wing flap interaction noise.

FIG. 5 is an illustration of an exemplary section view of a landing gear door in a deployed position according to an embodiment of the disclosure.

FIGS. 6-12 are illustrations of section views showing a free stream flow over a landing gear door at various door flap deflection angles according to an embodiment of the disclosure.

FIG. 13 is an illustration of a graph showing a landing gear door wake deficit at various door flap deflection angles according to an embodiment of the disclosure.

FIG. 14 is an illustration of a graph showing a lift coefficient C_L of the landing gear door vs. door flap deflection angles in degrees according to an embodiment of the disclosure.

FIG. 15 is an illustration of a graph showing a landing gear wake-wing flap interaction noise reduction due to deploying a landing gear door according to an embodiment of the disclosure compared to a landing gear wake-wing flap interaction noise generated when using an existing landing gear door.

FIG. 16 is an illustration of an exemplary block diagram of a landing gear door system according to an embodiment of the disclosure.

FIG. 17 is an illustration of an exemplary flowchart showing a process for reducing landing gear wake-wing flap interaction noise according to an embodiment of the disclosure.

FIG. 18 is an illustration of an exemplary flowchart showing a process for configuring a quiet landing gear door according to an embodiment of the disclosure.

DETAILED DESCRIPTION

The following detailed description is exemplary in nature and is not intended to limit the disclosure or the application and uses of the embodiments of the disclosure. Descriptions of specific devices, techniques, and applications are provided only as examples. Modifications to the examples described herein will be readily apparent to those of ordinary skill in the art, and the general principles defined herein may be applied to other examples and applications without departing from the spirit and scope of the disclosure. The present disclosure

should be accorded scope consistent with the claims, and not limited to the examples described and shown herein.

Embodiments of the disclosure may be described herein in terms of functional and/or logical block components and various processing steps. It should be appreciated that such block components may be realized by any number of hardware, software, and/or firmware components configured to perform the specified functions. For the sake of brevity, conventional techniques and components related to aircraft landing gear door, aircraft landing gear door operation, and other functional aspects of systems described herein (and the individual operating components of the systems) may not be described in detail herein. In addition, those skilled in the art will appreciate that embodiments of the present disclosure may be practiced in conjunction with a variety of hardware and software, and that the embodiments described herein are merely example embodiments of the disclosure.

As would be apparent to one of ordinary skill in the art after reading this description, the following are examples and embodiments of the disclosure and are not limited to operating in accordance with these examples. Other embodiments may be utilized and structural changes may be made without departing from the scope of the exemplary embodiments of the present disclosure.

Referring more particularly to the drawings, embodiments of the disclosure may be described in the context of an exemplary aircraft manufacturing and service method **100** (method **100**) as shown in FIG. 1 and an aircraft **200** as shown in FIG. 2. During pre-production, the method **100** may comprise specification and design **104** of the aircraft **200**, and material procurement **106**. During production, component and subassembly manufacturing **108** (process **108**) and integration of system **110** (system integration **110**) of the aircraft **200** takes place. Thereafter, the aircraft **200** may go through certification and delivery **112** in order to be placed in service **114**. While in service by a customer, the aircraft **200** is scheduled for routine maintenance and service **116** (which may also comprise modification, reconfiguration, refurbishment, and so on).

Each of the processes of method **100** may be performed or carried out by a system integrator, a third party, and/or an operator (e.g., a customer). For the purposes of this description, a system integrator may comprise, for example but without limitation, any number of aircraft manufacturers and major-system subcontractors; a third party may comprise, for example but without limitation, any number of vendors, subcontractors, and suppliers; and an operator may comprise, for example but without limitation, an airline, leasing company, military entity, service organization; and the like.

As shown in FIG. 1, the aircraft **200** produced by the method **100** may comprise an airframe **218** with a plurality of systems **220** and an interior **222**. Examples of high-level systems of the systems **220** comprise one or more of a propulsion system **224**, an electrical system **226**, a hydraulic system **228**, an environmental system **230**, and a quiet (low noise) landing gear door **232**. Any number of other systems may also be included. In this document, quiet may mean, for example but without limitation, low noise, reduced noise, or attenuated noise.

Apparatus and methods embodied herein may be employed during any one or more of the stages of the method **100**. For example, components or subassemblies corresponding to production of the process **108** may be fabricated or manufactured in a manner similar to components or subassemblies produced while the aircraft **200** is in service. In addition, one or more apparatus embodiments, method embodiments, or a combination thereof may be utilized dur-

ing production stages of the process **108** and the system integration **110**, for example, by substantially expediting assembly of or reducing the cost of an aircraft **200**. Similarly, one or more of apparatus embodiments, method embodiments, or a combination thereof may be utilized while the aircraft **200** is in service, for example and without limitation, to maintenance and service **116**.

FIG. 3 is an illustration of an exemplary perspective view **300** of a portion of an aircraft **200** showing a landing gear structure **302** comprising a landing gear door **304** coupled thereto according to an embodiment of the disclosure. The landing gear door **304** may be coupled to an aircraft such as the aircraft **200** and may comprise a leading edge section **306**, and a door flap **308**.

The landing gear door **304** comprises a trailing edge **310** and a leading edge **312** and is configured to deploy to a main landing gear door deployed position **314** as shown in FIG. 3. The landing gear door **304** may be coupled to the landing gear structure **302** of the aircraft **200**.

The door flap **308** comprises the trailing edge **310** and is hinged to the landing gear door **304** via a trailing edge hinge line **316**. The door flap **308** is configured to deflect in a direction **330** toward a landing gear strut **322** to a door flap deployed position **502** (e.g., as shown in FIG. 5) in response to deployment of the landing gear door **304**. The door flap **308** may be located, for example but without limitation, at about 50 percent to about 60 percent of a chord plane **332** of the landing gear door **304**, or other location on the chord plane **332** suitable for operation of the landing gear door **304**. The door flap **308** may also be coupled to the landing gear door **304** via a shape memory alloy (SMA) material that can deflect in response to a temperature change, or via other coupling means that can position the door flap **308** at a deflected position when the landing gear door **304** is deployed.

The leading edge section **306** comprises the leading edge **312** and is coupled to the landing gear door **304**. The leading edge section **306** is configured to deflect in the direction **330** toward the landing gear strut **322** to a leading edge deployed position **504** (e.g., as shown in FIG. 5) in response to deployment of the landing gear door **304**. The leading edge section **306** may comprise, for example but without limitation, a bullnose fixedly coupled to the landing gear door **304**, a drooped leading edge hinged to the landing gear door **304** via a leading edge hinge line **318**, a drooped leading edge coupled to the landing gear door **304** via a shape memory alloy (SMA) material that can deflect in response to a temperature change, or other leading edge section that can be positioned at a deflected position when the landing gear door **304** is deployed.

In operation, when the landing gear door **304** is in the main landing gear door deployed position **314**, the leading edge section **306** in the leading edge deployed position **504**, and the door flap **308** in the door flap deployed position **502** a flow circulation is generated around the landing gear structure **302**, which reduces a flow velocity on a side of the landing gear strut **322**.

In this manner, landing gear wake-wing flap interaction caused by a landing gear wake **402** (FIGS. 4 and 5) from the landing gear strut **322** and the landing gear braces **324** impinging on a pressure side **326** of the wing flap **328** is reduced thereby reducing noise caused by such interaction.

Reducing the landing gear wake-wing flap interaction increases effectiveness of the wing flap **328** by reducing a strength of the landing gear wake **402** from the landing gear door **304** impinging on the pressure side **326** of the wing flap

328. Additionally, reducing the landing gear wake-wing flap interaction reduces a risk of unexpected buffet of the wing flap **328**.

FIG. **4** is an illustration of an exemplary section view of an existing landing gear door **408** showing the landing gear wake **402** that can impinge on fluid dynamic surfaces such as on the pressure side **326** of the wing flap **328**. The landing gear wake **402** interacts with fluid dynamic surfaces such as on the wing flap **328** and may generate a landing gear wake-wing flap interaction noise. The fluid dynamic surfaces may comprise, for example but without limitation, aerodynamic surfaces such as a flap, a spoiler, an aileron, or other fluid dynamic surfaces cable of moving through a fluid such as air and/or water.

FIG. **5** is an illustration of an exemplary section view of the door flap **308** in the door flap deployed position **502** and the leading edge section **306** in a leading edge deployed position **504** according to an embodiment of the disclosure. Deflecting the door flap **308** and the leading edge section **306** reduces a local flow velocity **508** on a pressure side **506** of the door flap **308** near the landing gear strut **322** and the landing gear braces **324**. Reducing the local flow velocity **508** or local speed of the local flow velocity **508** near the landing gear strut **322** minimizes the landing gear wake **402** impinging on the pressure side **326** of an aerodynamic surface such as the wing flap **328** of the aircraft **200**.

In this manner, the landing gear wake **402** (FIGS. **4** and **5**) impinging on the pressure side **326** of the wing flap **328** is reduced, thereby reducing landing gear wake-wing flap interaction noise generated by interaction of the landing gear wake **402** from the landing gear strut **322** and the landing gear braces **324** with the wing flap **328**. Reducing the local flow velocity also reduces a landing gear strut noise of the landing gear strut **322**.

Since landing gear noise generally increases in proportion to $(\text{Mach})^5$, a small reduction in the local flow velocity **508** can have a significant impact on landing gear door noise and landing gear wake-aerodynamic surface interaction noise. The landing gear door wake-wing flap interaction noise and landing gear noise may be reduced by, for example, about 2 dB to about 5 dB, which for gear dominated airframe noise can be significant.

FIGS. **6-12** are illustrations of section views showing a free stream flow **602** over the landing gear door **304** (main landing gear door **304**) at, without limitation, 8 degrees angle of incidence at various door flap deflection angles **702** according to an embodiment of the disclosure. As shown in FIGS. **6-12** strength of the landing gear wake **402** reduces as the door flap deflection angles **702** increase from, for example, about zero to about 30 degrees. The landing gear wake **402** may grow at higher door flap deflection angles **702** (e.g., >30 degrees), indicating an example nominal door flap deflection angles **702** may be, for example, below 30 degrees.

FIG. **13** is an illustration of a graph **1300** showing a wake deficit **1302** of the landing gear wake **402** at various door flap deflection angles **702**. The wake deficit **1302** is measured with the landing gear door **304** at, without limitation, 8 degrees angle of incidence, the free stream flow **602** at, without limitation, Mach 0.17 and Reynolds number (RE) of 1265400 according to an embodiment of the disclosure. The graph **1300** shows a non-dimensional distance Y from the landing gear door **304** (e.g., normalized by a chord length of the landing gear door **304**) vs. a non-dimensional velocity magnitude. The wake deficit **1302** shows that the door flap **308** at the door flap deflection angles **702** of, for example, 12 degrees

and 14 degrees generates minimum momentum loss in the landing gear wake **402** as shown by curves **1304** and **1306** respectively.

FIG. **14** is an illustration of a graph **1400** showing a lift coefficient C_L of the landing gear door **304** vs. door flap deflection angles **702** of the door flap **308** in degrees according to an embodiment of the disclosure. The graph **1400** illustrates that beyond about 15 degrees of door flap deflection angle **702** the lift coefficient C_L flattens and there is substantially no more additional circulation and hence substantially no substantial velocity reduction can be obtained around the landing gear strut **322**.

FIG. **15** is an illustration of a graph **1500** showing a landing gear wake-wing flap interaction noise reduction due to deploying the landing gear door **304** according to an embodiment of the disclosure compared to a landing gear wake-wing flap interaction noise generated when using an existing main landing gear door. A curve **1502** shows sound pressure level (SPL) in dB vs. frequency in Hertz (Hz) for noise generated when the landing gear door **304** is in the landing gear door deployed position **314** with the door flap **308** and the leading edge section **306** deflected toward the landing gear strut in the direction **330**. A curve **1504** shows SPL in dB vs. frequency in Hz for noise generated without deploying the landing gear door **304**. The curve **1502** shows the landing gear wake-wing flap interaction noise is reduced by about 3-5 dB in the landing gear door deployed position **314**.

FIG. **16** is an illustration of a block diagram of a landing gear door system **1600** (system **1600**) according to an embodiment of the disclosure. The system **1600** may have functions, material, and structures that are similar to the embodiments shown in FIGS. **3**, **5**, and **6-12**. Therefore, common features, functions, and elements may not be redundantly described here.

The system **1600** may comprise a vehicle **200** such as the aircraft **200**, a fluid dynamic surface such as the wing flap **328** coupled to the aircraft **200**, the landing gear structure **302** coupled to the aircraft **200** and the landing gear door **304**. The leading edge section **306** is coupled to the landing gear door **304** and the door flap **308** may be hinged to the landing gear door **304**.

An actuator **1602** is coupled to the landing gear door **304**. The actuator **1602** is configured to deploy the landing gear door **304** in the landing gear door deployed position **314**, the leading edge section **306** in the leading edge deployed position **504** and the door flap **308** in the door flap deployed position **502** to reduce landing gear wake **402** (FIGS. **4** and **5**) impinging on the pressure side **326** of the wing flap **328**, thereby reducing landing gear wake-wing flap interaction noise generated by interaction of the landing gear wake **402** from the landing gear strut **322** and the landing gear braces **324** with the wing flap **328**.

The actuator **1602** may deflect the door flap **308** at various door flap deflection angles **702** as explained above in the context of discussion of FIG. **7**. The actuator **1602** may comprise, for example but without limitation, a linear hydraulic actuator, a ball screw actuator, or other actuator.

The controller **1606** may be implemented as, for example but without limitation, a part of an aircraft system, a centralized aircraft processor, a subsystem computing module comprising hardware and/or software devoted to the system **1600**, or other processor.

The controller **1606** is configured to control the actuation motors **1604** to actuate the landing gear door **304** via the actuator **1602** to the landing gear door deployed position **314**, the leading edge section **306** to the leading edge section deployed position **504** and the door flap **308** to the door flap

deployed position **502** via the actuator **1602** according to various operation conditions. The operation conditions may comprise, for example but without limitation, flight conditions, ground operations, or other condition. The flight conditions may comprise, for example but without limitation, landing, or other flight condition. The ground operations may comprise, for example but without limitation, air breaking after landing, taxiing, parking, or other ground operation. The controller **1606** may be located remotely from the actuation motors **1604**, or may be coupled to the actuation motors **1604**. In one embodiment, the controller **1606** may be placed in a cockpit of the aircraft **200**.

The controller **1606** may comprise a processor module **1608** comprising processing logic that is configured to carry out the functions, techniques, and processing tasks associated with the operation of the system **1600**. In particular, the processing logic is configured to support the system **1600** described herein. For example, the processor module **1608** may direct the actuation motors **1604** to deflect the leading edge section **306** and the door flap **308** via the actuator **1602**.

The processor module **1608** may be implemented, or realized, with a general purpose processor, a content addressable memory, a digital signal processor, an application specific integrated circuit, a field programmable gate array, any suitable programmable logic device, discrete gate or transistor logic, discrete hardware components, or any combination thereof, designed to perform the functions described herein. In this manner, a processor may be realized as a microprocessor, a controller, a microcontroller, a state machine, or the like. A processor may also be implemented as a combination of computing devices comprising hardware and/or software, e.g., a combination of a digital signal processor and a microprocessor, a plurality of microprocessors, one or more microprocessors in conjunction with a digital signal processor core, or any other such configuration.

The memory module **1610** may comprise a data storage area with memory formatted to support the operation of the system **1600**. The memory module **1610** is configured to store, maintain, and provide data as needed to support the functionality of the system **1600**. For example, the memory module **1610** may store flight configuration data, actuation signal(s) for activation of the actuation motors **1604**, the door flap deflection angles **702** of the door flap **308**, or other data.

In some embodiments, the memory module **1610** may comprise, for example but without limitation, a non-volatile storage device (e.g., non-volatile semiconductor memory, hard disk device, optical disk device, and the like), a random access storage device (for example, SRAM, DRAM), or any other form of storage medium known in the art.

The memory module **1610** may be coupled to the processor module **1608** and configured to store, for example but without limitation, a database, and the like. Additionally, the memory module **1610** may represent a dynamically updating database containing a table for updating the database, or other application. The memory module **1610** may also store, a computer program that is executed by the processor module **1608** an operating system, an application program, tentative data used in executing a program, or other application.

The memory module **1610** may be coupled to the processor module **1608** such that the processor module **1608** can read information from and write information to the memory module **1610**. For example, the processor module **1608** may access the memory module **1610** to access the door flap deflection angles **702**, an activation command, or other data.

As an example, the processor module **1608** and memory module **1610** may reside in respective application specific integrated circuits (ASICs). The memory module **1610** may

also be integrated into the processor module **1608**. In an embodiment, the memory module **1610** may comprise a cache memory for storing temporary variables or other intermediate information during execution of instructions to be executed by the processor module **1608**.

FIG. **17** is an illustration of an exemplary flowchart showing a process for reducing landing gear wake-wing flap interaction noise according to an embodiment of the disclosure. The various tasks performed in connection with process **1700** may be performed mechanically, by software, hardware, firmware, computer-readable software, computer readable storage medium, or any combination thereof. It should be appreciated that process **1700** may include any number of additional or alternative tasks, the tasks shown in FIG. **17** need not be performed in the illustrated order, and the process **1700** may be incorporated into a more comprehensive procedure or process having additional functionality not described in detail herein.

For illustrative purposes, the following description of process **1700** may refer to elements mentioned above in connection with FIGS. **1-16**. In some embodiments, portions of the process **1700** may be performed by different elements of the system **1600** such as: the landing gear door **304**, the door flap **308**, the leading edge section **306**, the actuator **1602** etc. It should be appreciated that process **1700** may include any number of additional or alternative tasks, the tasks shown in FIG. **17** need not be performed in the illustrated order, and the process **1700** may be incorporated into a more comprehensive procedure or process having additional functionality not described in detail herein. Process **1700** may have functions, material, and structures that are similar to the embodiments shown in FIGS. **3, 5, and 6-15**. Therefore, common features, functions, and elements may not be redundantly described here.

Process **1700** may begin by deploying a landing gear door such as the landing gear door **304** comprising a trailing edge such as the trailing edge **310** and a leading edge such as the leading edge **312** (task **1702**).

Process **1700** may continue by deflecting toward a landing gear strut such as the landing gear strut **322** a leading edge section such as the leading edge section **306** comprising the leading edge **312** and coupled to the landing gear door **304** (task **1704**).

Process **1700** may continue by deflecting toward the landing gear strut **322**, a door flap such as the door flap **308** comprising the trailing edge **310** and hinged to the landing gear door **304** (task **1706**).

Process **1700** may continue by reducing a flow velocity on a pressure side of the landing gear door **304** due to deflecting the leading edge section **306** and the door flap **304** (task **1708**).

Process **1700** may continue by reducing a landing gear strut noise of the landing gear strut **322** in response to reducing the flow velocity (task **1710**).

Process **1700** may continue by reducing a landing gear wake such as the landing gear wake **402** impinging on a pressure side such as the pressure side **326** of a wing flap such as the wing flap **328** in response to reducing the flow velocity (task **1712**). The leading edge section **306** reduces separation on the landing gear door **304**, and thus reduces the wake deficit **1302**. In the door flap deployed position **502**, the deflected door flap **308** on the trailing edge **310** causes circulation around the landing gear strut **322**, thereby reducing the local flow velocity **508**. Reducing the local flow velocity **508** also reduces viscous losses around the landing gear strut **322**, and thus reduces the landing gear wake **402** downstream of the landing gear strut **322**.

Process **1700** may continue by reducing a landing gear wake-wing flap interaction noise generated by the interaction of the landing gear wake **402** with the wing flap **328** (task **1714**).

Process **1700** may continue by increasing a wing flap effectiveness of the wing flap **328** in response to reducing the interaction of the landing gear wake **402** with the wing flap **328** (task **1716**).

Process **1700** may continue by reducing a risk of unexpected buffet of the wing flap **328** in response to reducing the interaction of the landing gear wake **402** with the wing flap **328** (task **1718**).

FIG. **18** is an illustration of an exemplary flowchart showing a process **1800** for configuring a quiet (low noise) landing gear door according to an embodiment of the disclosure. The various tasks performed in connection with process **1800** may be performed mechanically, by software, hardware, firmware, computer-readable software, computer readable storage medium, or any combination thereof. It should be appreciated that process **1800** may include any number of additional or alternative tasks, the tasks shown in FIG. **18** need not be performed in the illustrated order, and the process **1800** may be incorporated into a more comprehensive procedure or process having additional functionality not described in detail herein.

For illustrative purposes, the following description of process **1800** may refer to elements mentioned above in connection with FIGS. **1-16**. In some embodiments, portions of the process **1800** may be performed by different elements of the system **1600** such as: the landing gear door **304**, the door flap **308**, the leading edge section **306**, the actuator **1602**, etc. It should be appreciated that process **1800** may include any number of additional or alternative tasks, the tasks shown in FIG. **18** need not be performed in the illustrated order, and the process **1800** may be incorporated into a more comprehensive procedure or process having additional functionality not described in detail herein. Process **1800** may have functions, material, and structures that are similar to the embodiments shown in FIGS. **3, 5, and 6-15**. Therefore, common features, functions, and elements may not be redundantly described here.

Process **1800** may begin by configuring a landing gear door such as the landing gear door **304** to deploy to a landing gear deployed position such as the landing gear deployed position **314** (task **1802**).

Process **1800** may continue by coupling a leading edge section such as the leading edge section **306** to the landing gear door **304** (task **1804**).

Process **1800** may continue by locating a door flap such as the door flap **308** at a percent chord plane of a landing gear door **304** (task **1806**).

Process **1800** may continue by hinging the door flap **308** to the landing gear door **304** (task **1808**).

Process **1800** may continue by configuring the leading edge section **306** and the door flap **308** to deflect toward a landing gear strut such as the landing gear strut **322** in the landing gear deployed position **314** to reduce a local flow speed near the landing gear strut **322** and minimize wake impinging on a pressure side such as the pressure side **326** of an aerodynamic surface such as the wing flap **328** of an aircraft such as the aircraft **200** such that a landing gear noise and landing gear wake-aerodynamic surface interaction noise are reduced (task **1810**).

Process **1800** may continue by coupling the landing gear door to a landing gear structure such as the landing gear structure **302** of an aircraft such as the aircraft **200** (task **1812**).

In this way, embodiments of the disclosure provide a quiet (reduced noise) landing gear door that reduces a landing gear noise and landing gear wake-aerodynamic surface interaction noise.

Terms and phrases used in this document, and variations thereof, unless otherwise expressly stated, should be construed as open ended as opposed to limiting. As examples of the foregoing: the term “including” should be read as meaning “including, without limitation” or the like; the term “example” is used to provide exemplary instances of the item in discussion, not an exhaustive or limiting list thereof; and adjectives such as “conventional,” “traditional,” “normal,” “standard,” “known” and terms of similar meaning should not be construed as limiting the item described to a given time period or to an item available as of a given time, but instead should be read to encompass conventional, traditional, normal, or standard technologies that may be available or known now or at any time in the future.

Likewise, a group of items linked with the conjunction “and” should not be read as requiring that each and every one of those items be present in the grouping, but rather should be read as “and/or” unless expressly stated otherwise. Similarly, a group of items linked with the conjunction “or” should not be read as requiring mutual exclusivity among that group, but rather should also be read as “and/or” unless expressly stated otherwise. Furthermore, although items, elements or components of the disclosure may be described or claimed in the singular, the plural is contemplated to be within the scope thereof unless limitation to the singular is explicitly stated. The presence of broadening words and phrases such as “one or more,” “at least,” “but not limited to” or other like phrases in some instances shall not be read to mean that the narrower case is intended or required in instances where such broadening phrases may be absent.

The above description refers to elements or nodes or features being “connected” or “coupled” together. As used herein, unless expressly stated otherwise, “connected” means that one element/node/feature is directly joined to (or directly communicates with) another element/node/feature, and not necessarily mechanically. Likewise, unless expressly stated otherwise, “coupled” means that one element/node/feature is directly or indirectly joined to (or directly or indirectly communicates with) another element/node/feature, and not necessarily mechanically. Thus, although FIGS. **1-3, 4-16** depict example arrangements of elements, additional intervening elements, devices, features, or components may be present in an embodiment of the disclosure.

In this document, the terms “computer program product”, “computer-readable medium”, “computer readable storage medium”, and the like may be used generally to refer to media such as, for example, memory, storage devices, storage unit, or other non-transitory media. These and other forms of computer-readable media may be involved in storing one or more instructions for use by the processor module **1608** to cause the processor module **1608** to perform specified operations. Such instructions, generally referred to as “computer program code” or “program code” (which may be grouped in the form of computer programs or other groupings), when executed, enable the system **1600**.

As used herein, unless expressly stated otherwise, “operable” means able to be used, fit or ready for use or service, usable for a specific purpose, and capable of performing a recited or desired function described herein. In relation to systems and devices, the term “operable” means the system and/or the device is fully functional and calibrated, comprises elements for, and meets applicable operability requirements to perform a recited function when activated. In relation to

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systems and circuits, the term “operable” means the system and/or the circuit is fully functional and calibrated, comprises logic for, and meets applicable operability requirements to perform a recited function when activated.

The invention claimed is:

1. A quiet landing gear door comprising:
a landing gear door comprising a trailing edge and a leading edge and operable to deploy to a landing gear door deployed position;
a door flap comprising the trailing edge and hinged to the landing gear door and the door flap deflects toward a landing gear strut to a door flap deployed position in response to deployment of the landing gear door; and
a leading edge section comprising the leading edge and coupled to landing gear door and the leading edge section deflects toward the landing gear strut to a leading edge section deployed position in response to deployment of the landing gear door.
2. The quiet landing gear door of claim 1, wherein the leading edge section in the leading edge section deployed position and the door flap in the door flap deployed position reduces a flow velocity on a pressure side of the landing gear door reducing a landing gear wake-wing flap interaction noise.
3. The quiet landing gear door of claim 2, wherein a nominal door flap deflection angle is below 30 degrees.
4. The quiet landing gear door of claim 2, wherein the leading edge section in the leading edge section deployed position and the door flap in the door flap deployed position reduce the landing gear wake-wing flap interaction noise generated by a landing gear wake-wing flap interaction.
5. The quiet landing gear door of claim 4, wherein the leading edge section in the leading edge deployed position and the door flap in the door flap deployed position reduce a landing gear wake impinging on a pressure side of a wing flap reducing the landing gear wake-wing flap interaction and the landing gear wake-wing flap interaction noise.
6. The quiet landing gear door of claim 5, wherein reducing the landing gear wake-wing flap interaction increases effectiveness of the wing flap.
7. The quiet landing gear door of claim 4, wherein reducing the landing gear wake-wing flap interaction reduces a risk of unexpected buffet of the wing flap.
8. The quiet landing gear door of claim 1, wherein the door flap is located at a percent of a chord plane of the landing gear door.
9. The quiet landing gear door of claim 1, wherein the landing gear door is coupled to a landing gear structure of an aircraft.
10. A method for reducing landing gear noise, the method comprising:

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- deploying a landing gear door comprising a trailing edge and a leading edge;
- deflecting toward a strut a leading edge section comprising the leading edge and coupled to the landing gear door;
- deflecting toward the strut a door flap comprising the trailing edge and hinged to the landing gear door; and
- reducing a flow velocity on a pressure side of the landing gear door due to deflecting the leading edge section and the door flap.
11. The method of claim 10, further comprising reducing a landing gear strut noise of the landing gear strut in response to reducing the flow velocity.
12. The method of claim 11, further comprising reducing a landing gear wake-wing flap interaction noise generated by an interaction of a landing gear wake with a wing flap.
13. The method of claim 12, wherein the door flap is located at a percent of a chord plane of the landing gear door.
14. The method of claim 11, further comprising reducing a landing gear wake impinging on a pressure side of a wing flap in response to reducing the flow velocity.
15. The method of claim 14, further comprising reducing an interaction of the landing gear wake with the wing flap in response to reducing the flow velocity.
16. The method of claim 15, further comprising increasing a wing flap effectiveness of the wing flap in response to reducing the interaction of the landing gear wake with the wing flap.
17. The method of claim 15, further comprising reducing a risk of unexpected buffet of the wing flap in response to reducing the interaction of the landing gear wake with the wing flap.
18. A method for configuring a quiet landing gear door, the method comprising:
configuring a landing gear door to deploy to a landing gear deployed position;
coupling a leading edge section to the landing gear door; and
hinging a door flap to the landing gear door; wherein the leading edge section and the door flap deflect toward a landing gear strut in the landing gear deployed position to reduce a local flow speed near the landing gear strut and minimize a wake impinging on a pressure side of an aerodynamic surface of an aircraft such that a landing gear noise and a landing gear wake-aerodynamic surface interaction noise are reduced.
19. The method of claim 18, further comprising locating the door flap at a percent chord plane of the landing gear door.
20. The method of claim 18, further comprising coupling the landing gear door to a main landing gear structure of the aircraft.

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