

Parts Manufacturing

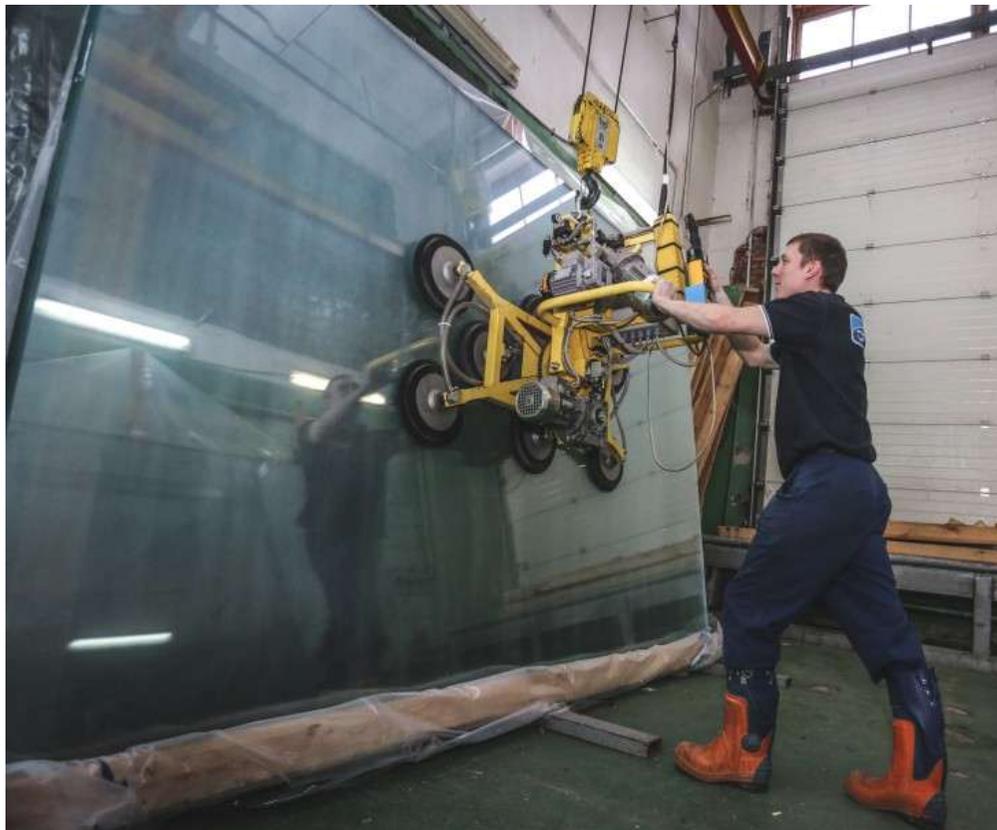
Forging

Casting

Volume and Sheet Stamping

Machining

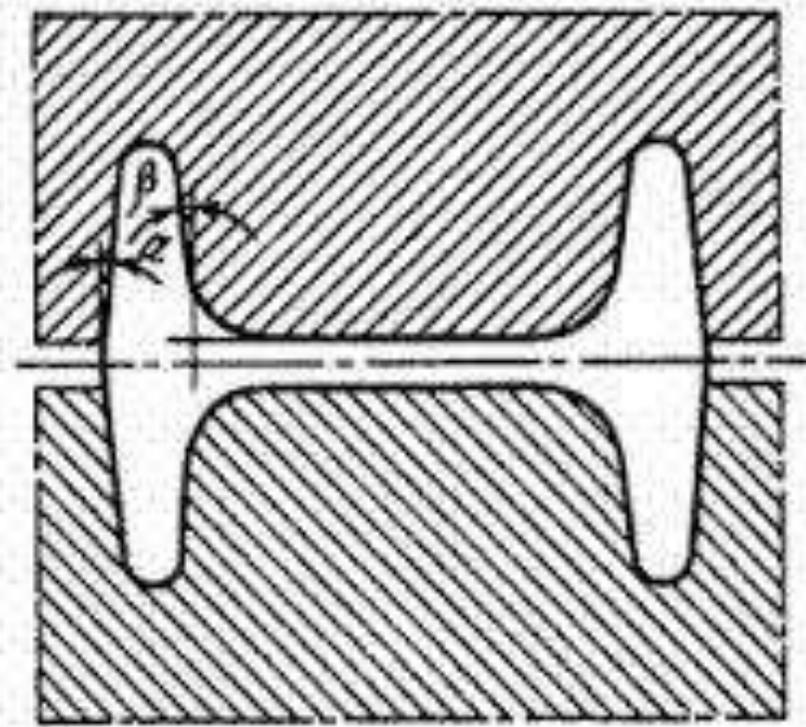
Protective Coating and Heat Treatment







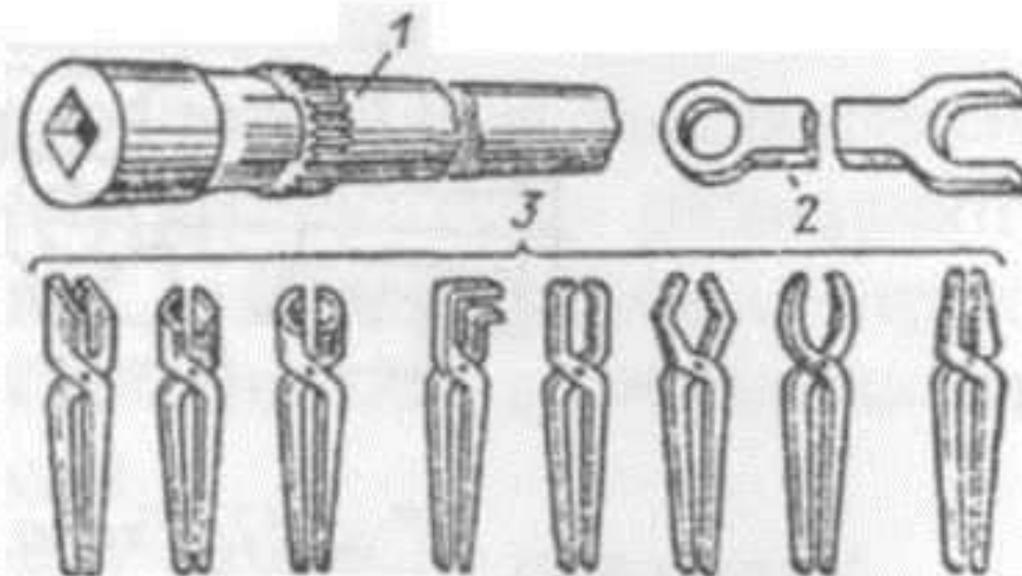
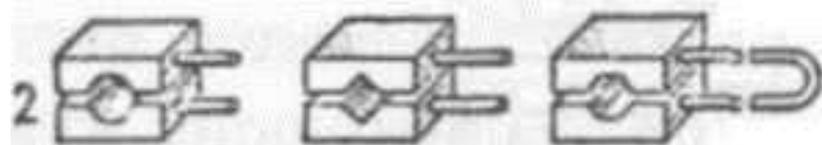
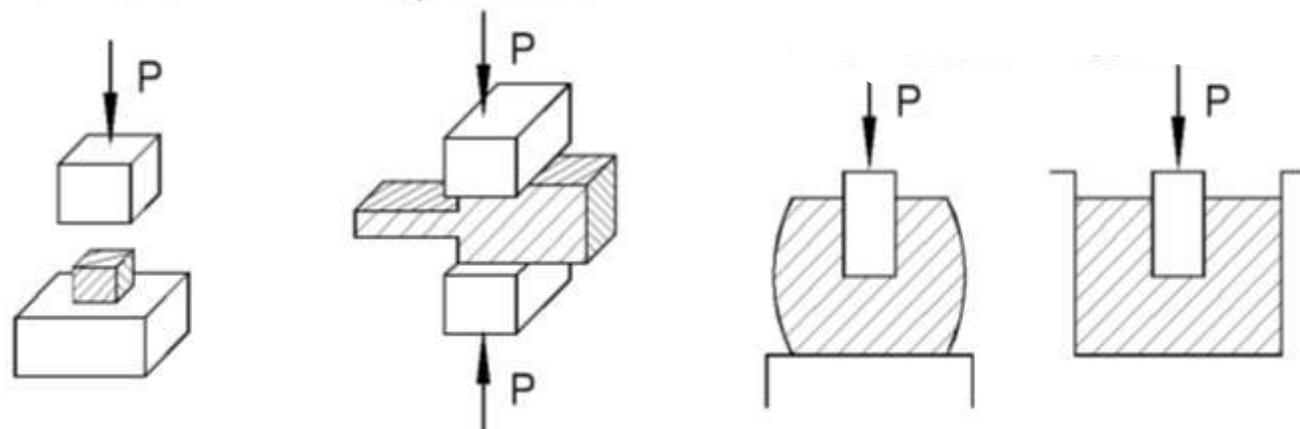




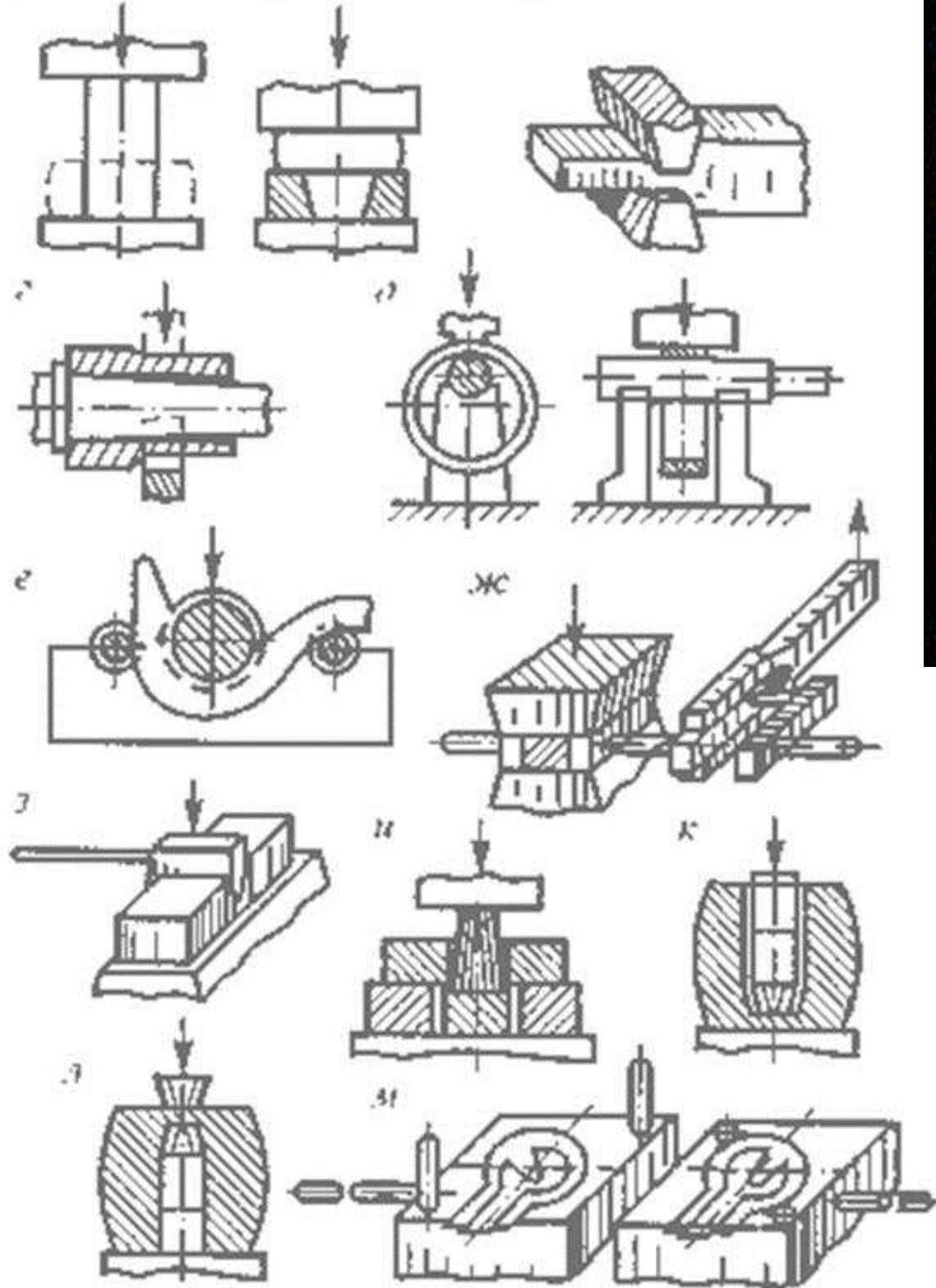








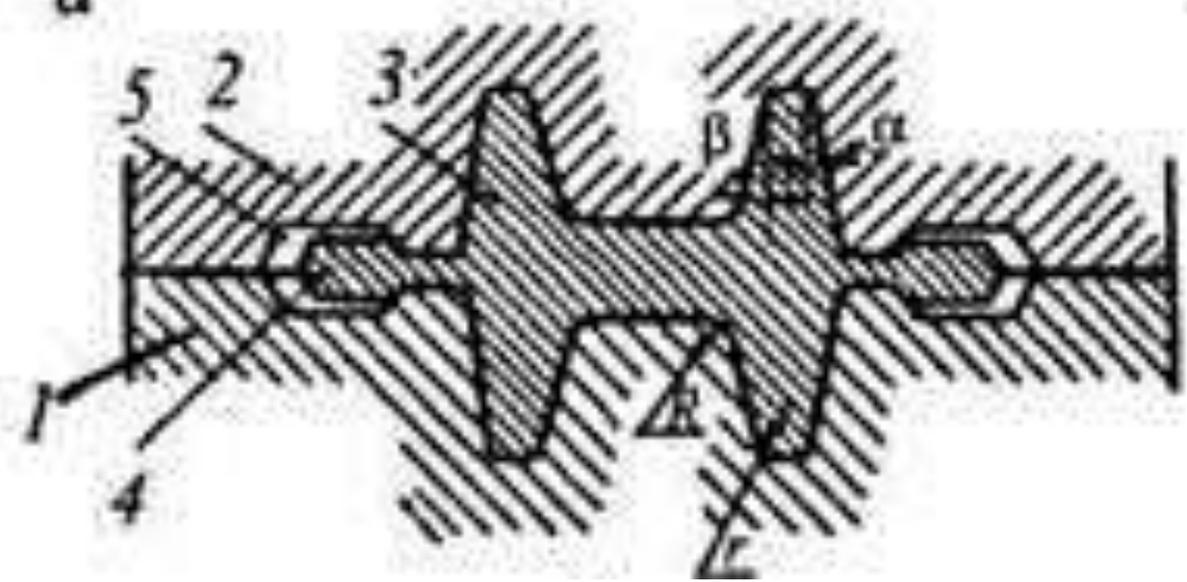
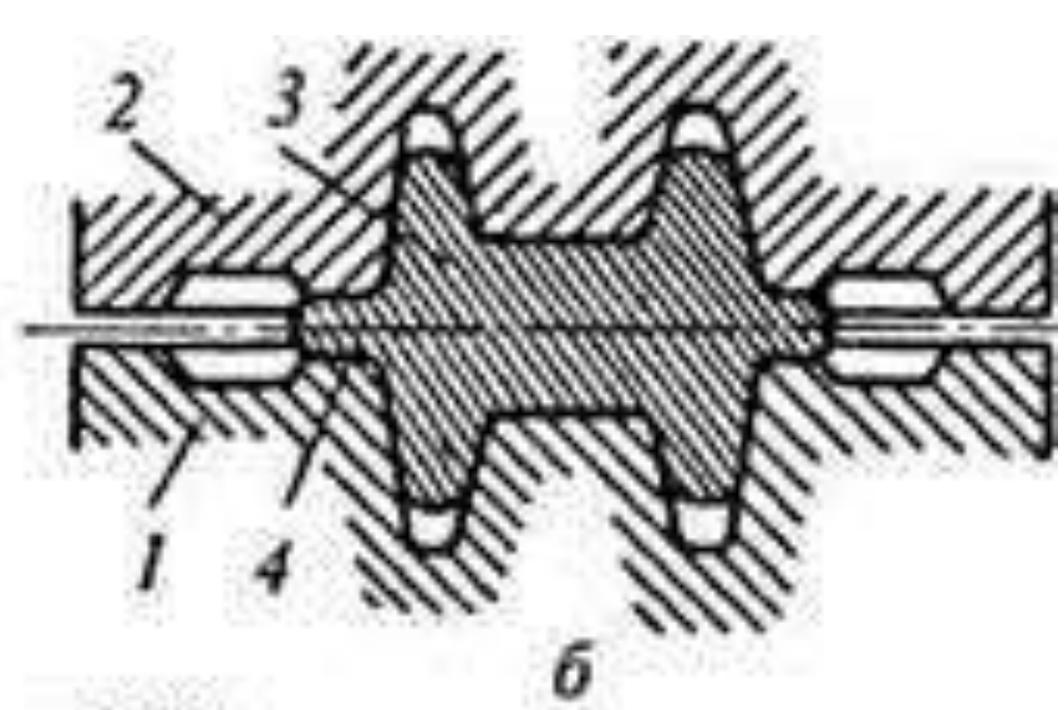
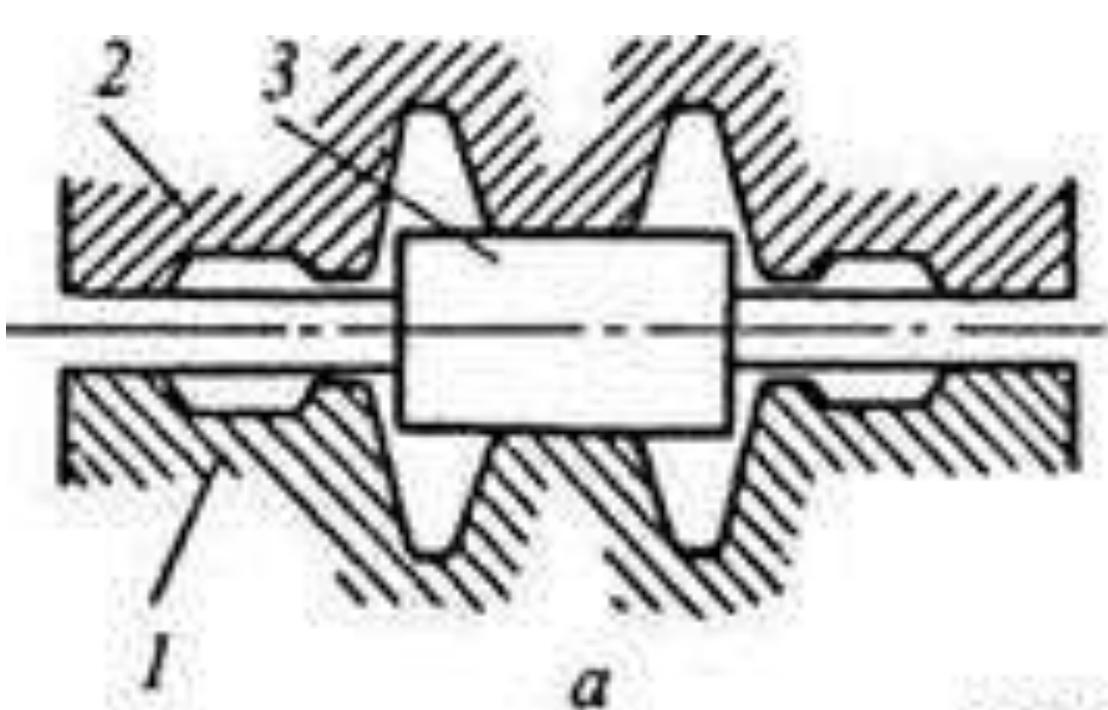
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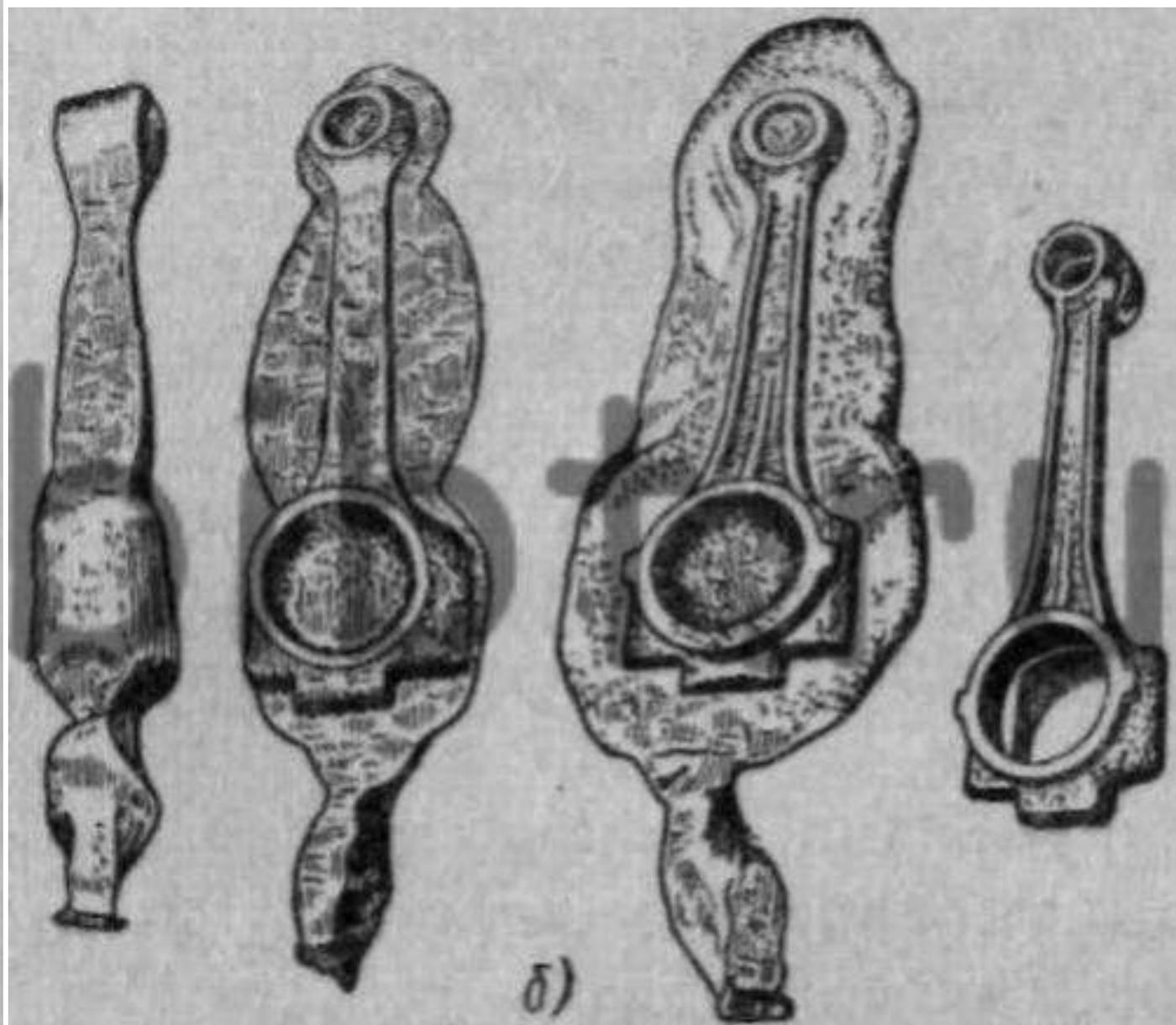
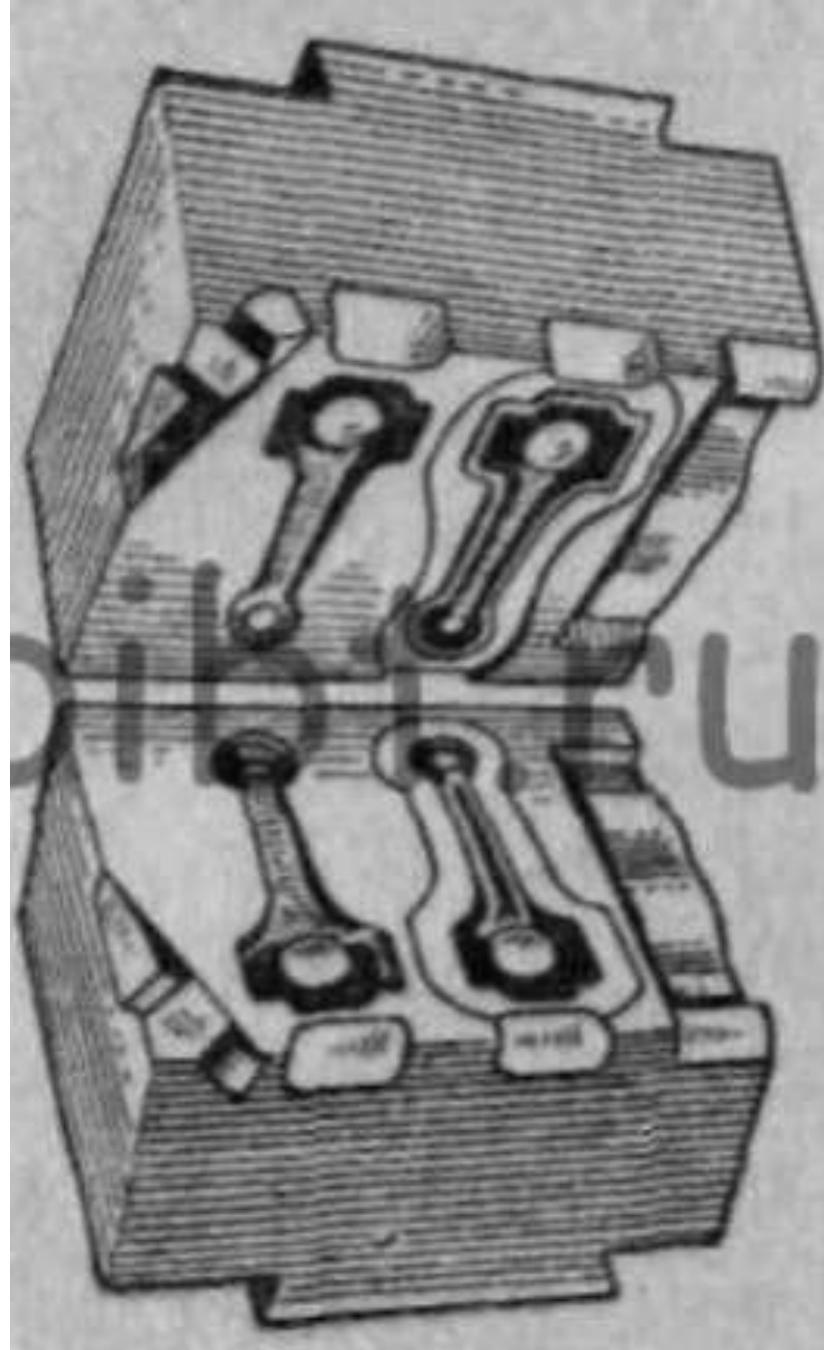


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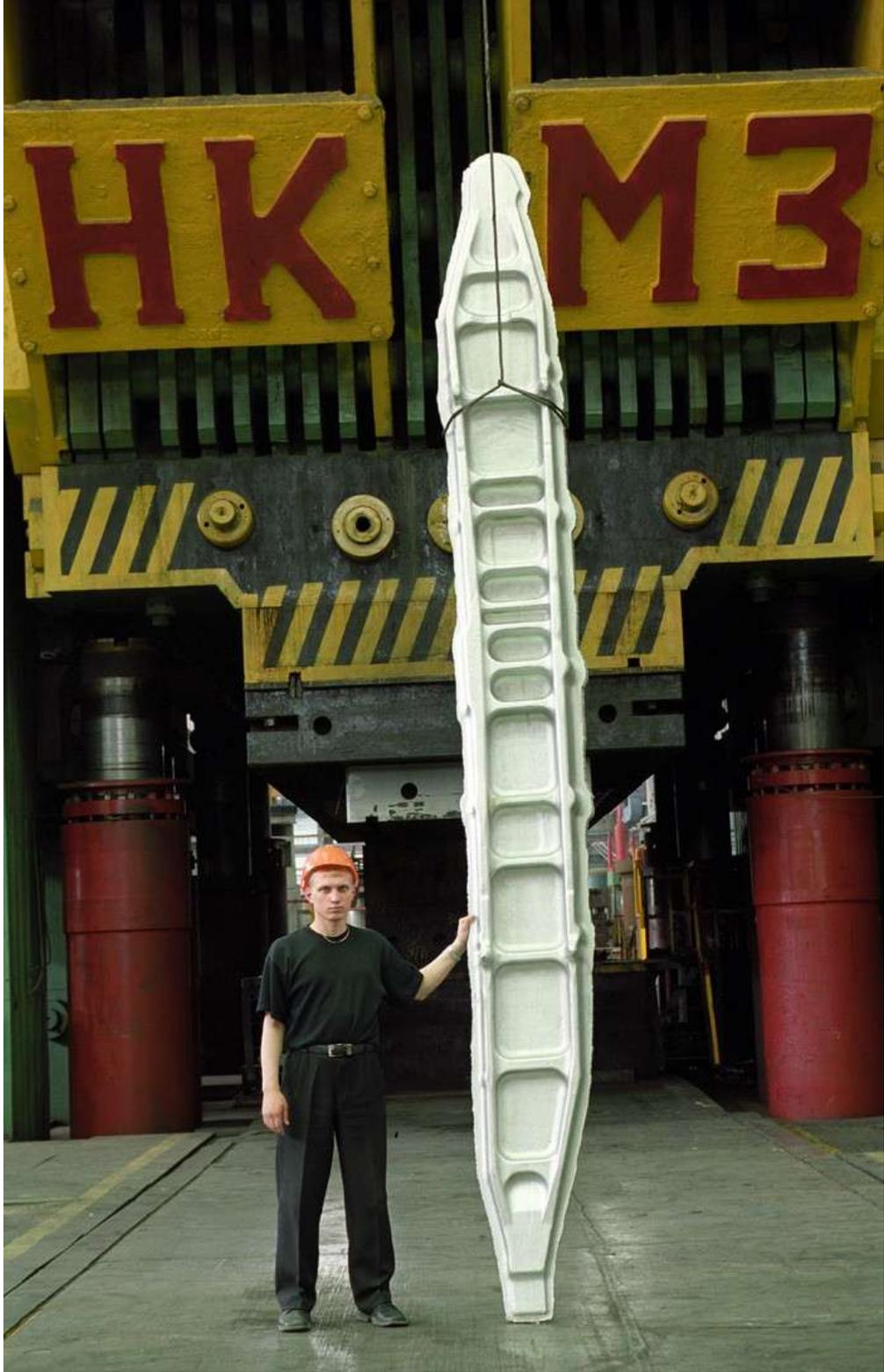


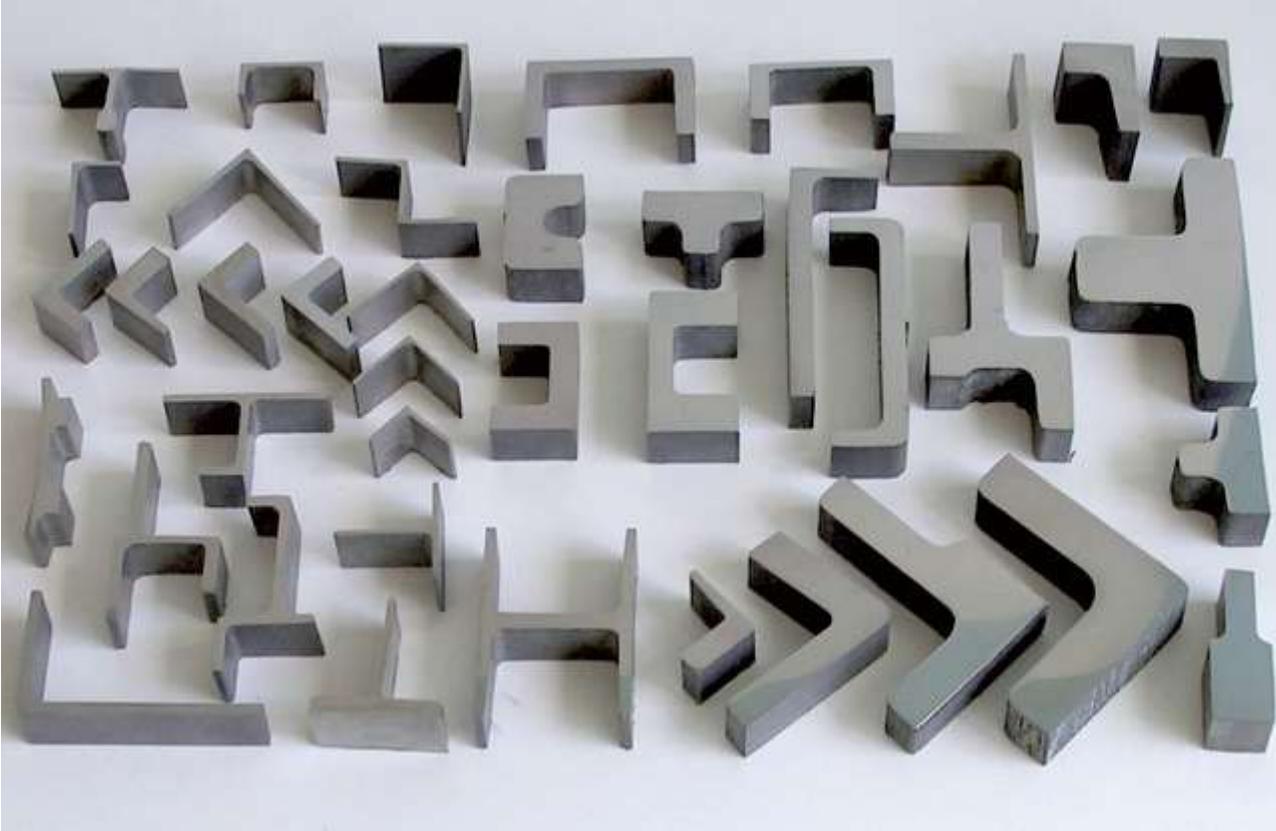
















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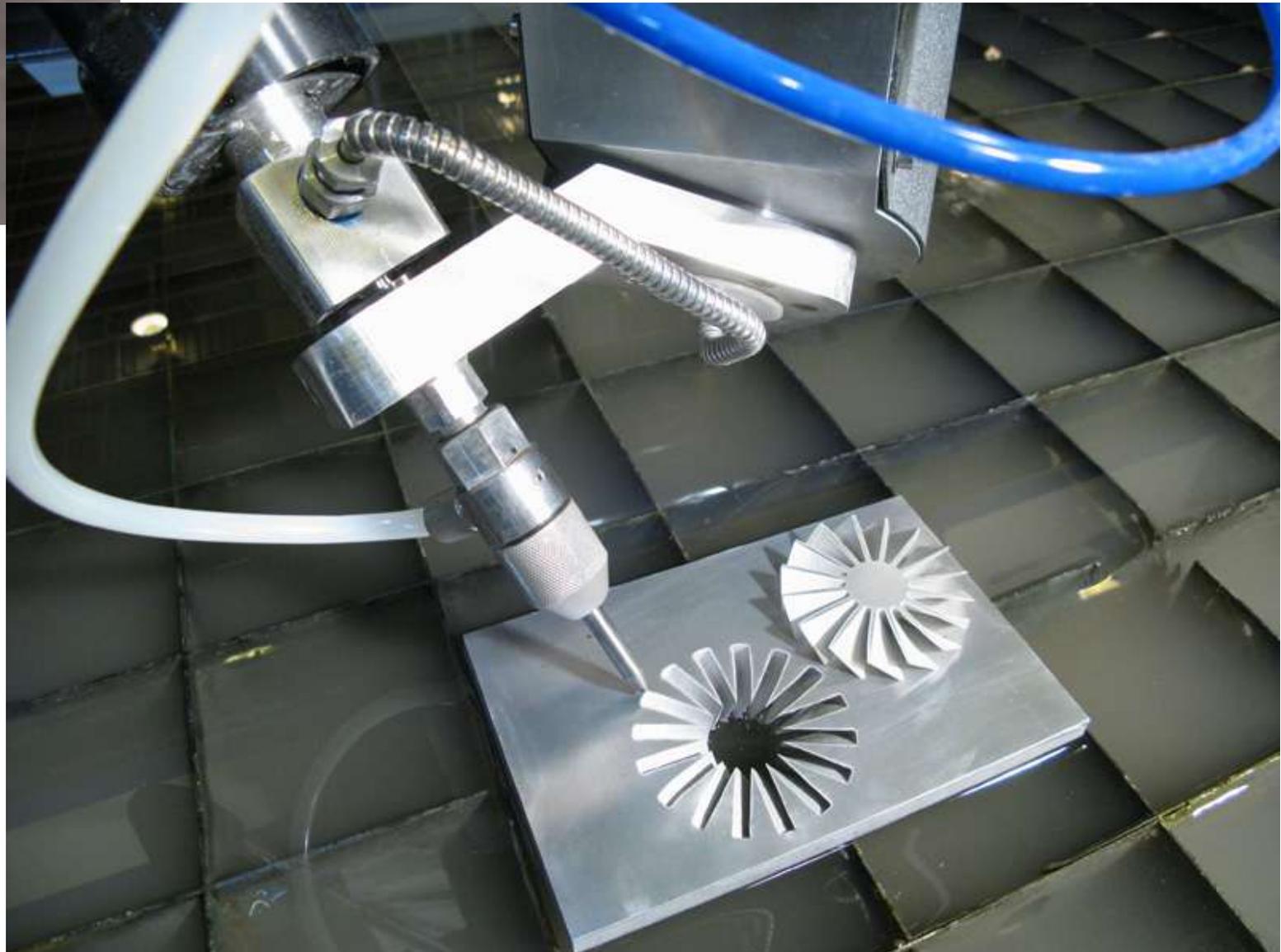


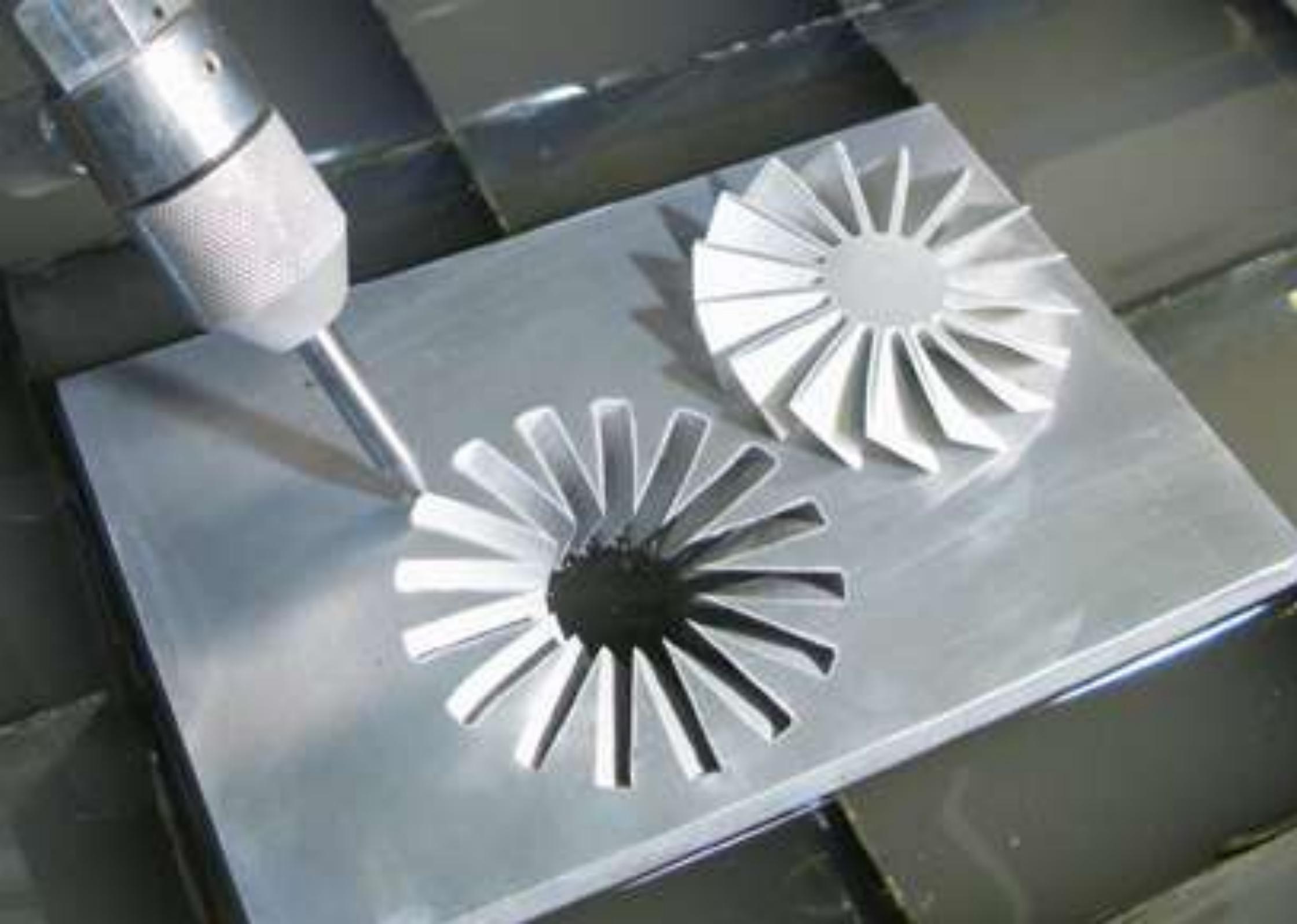
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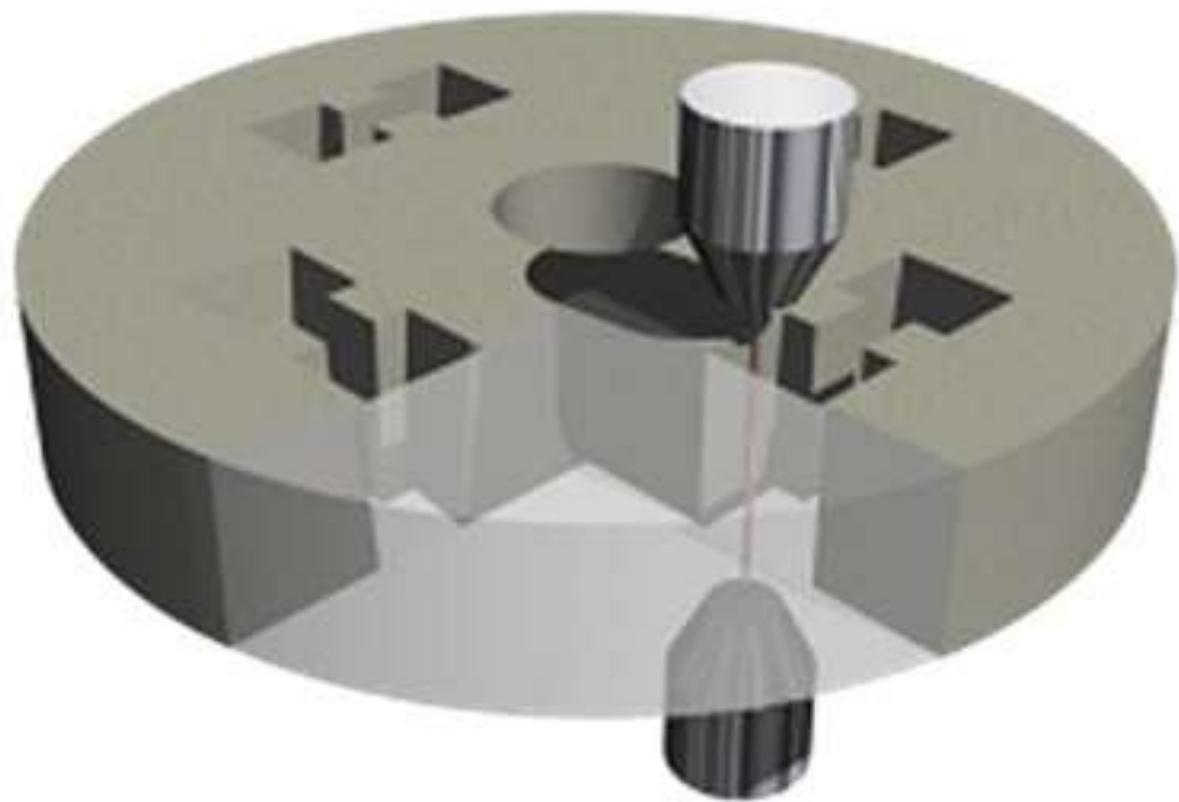
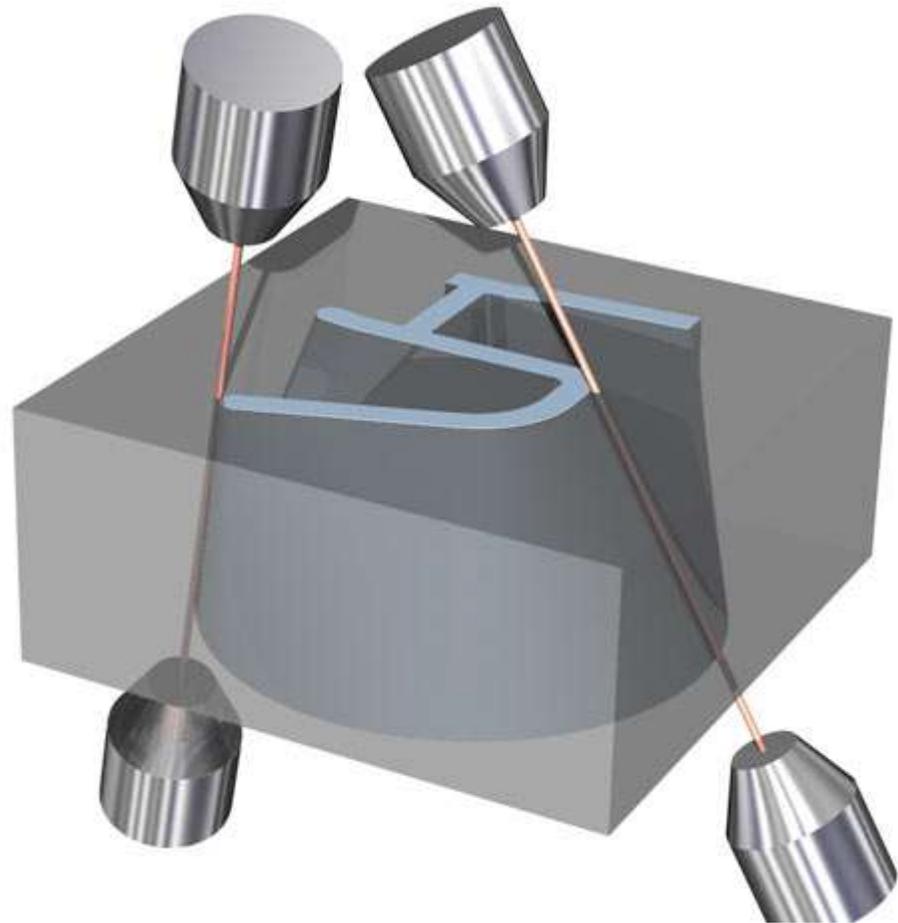


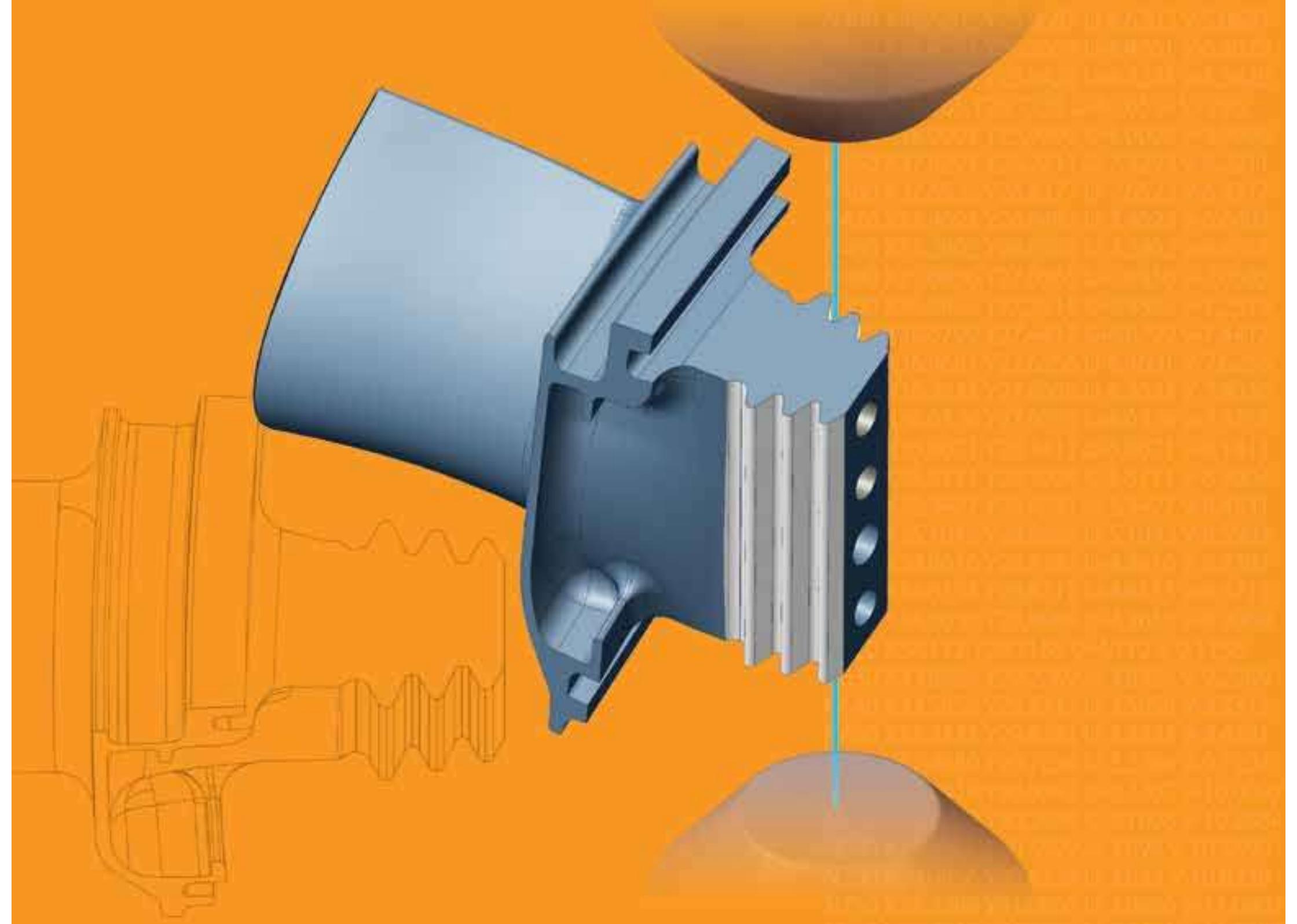


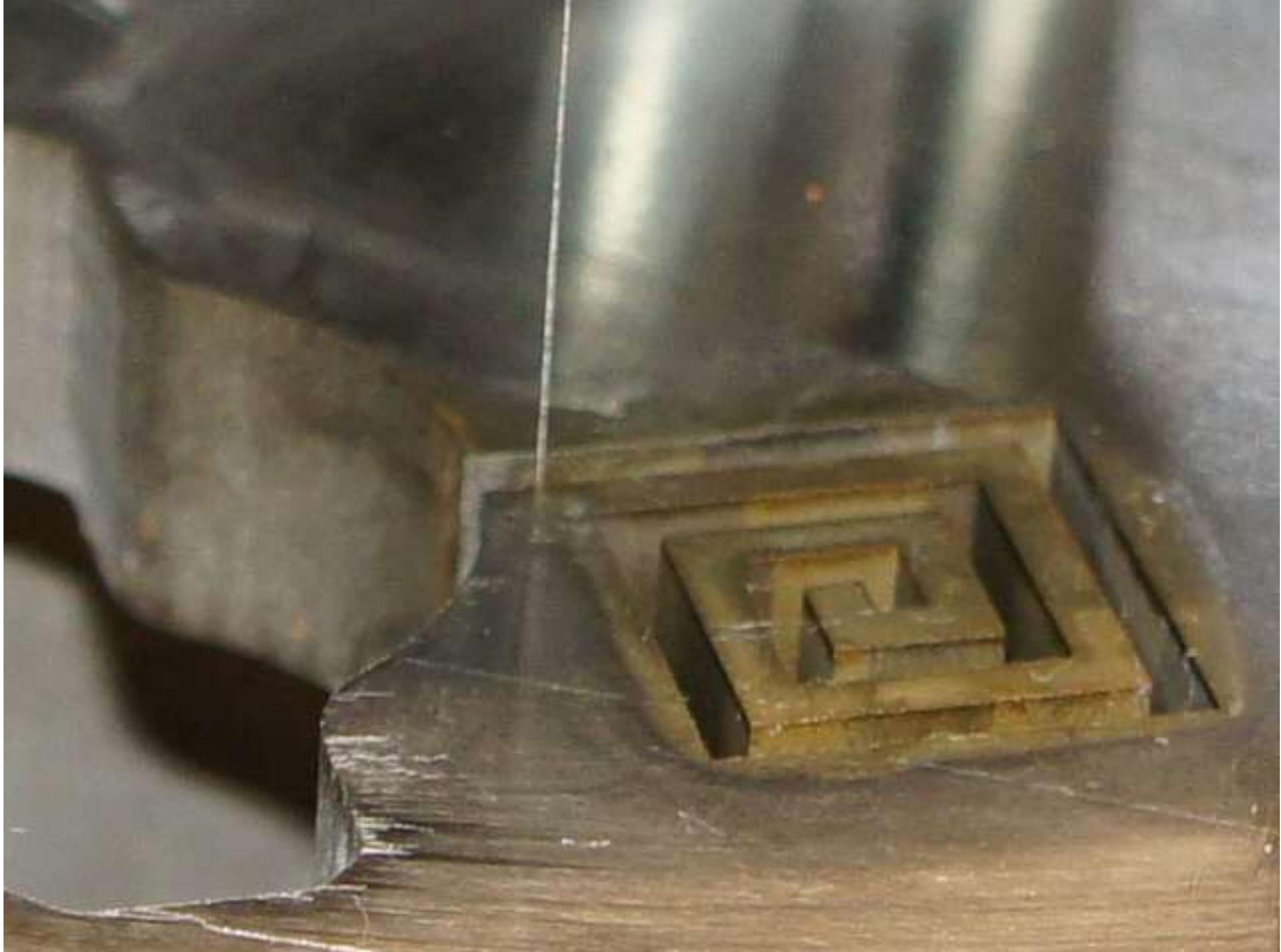


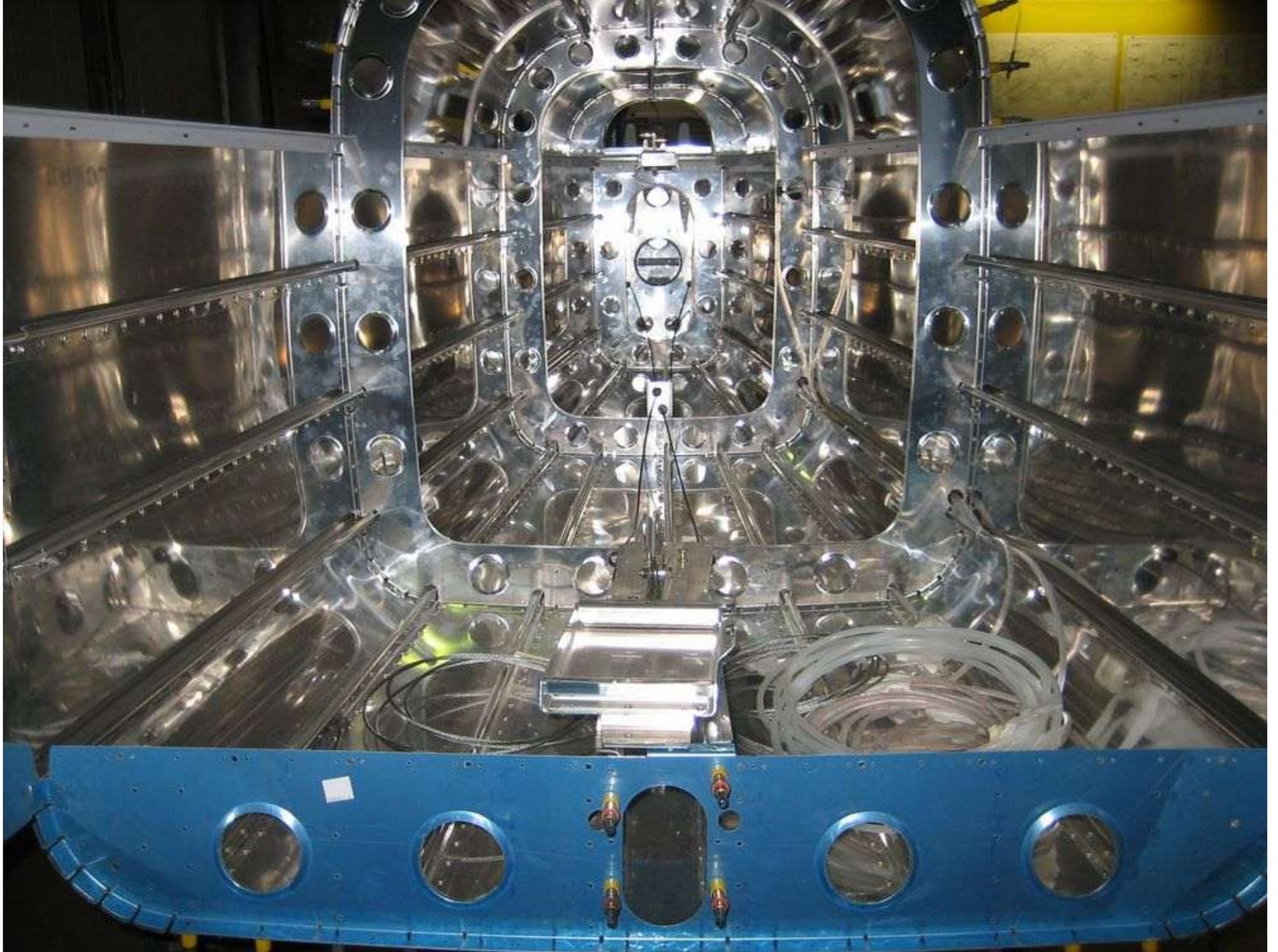






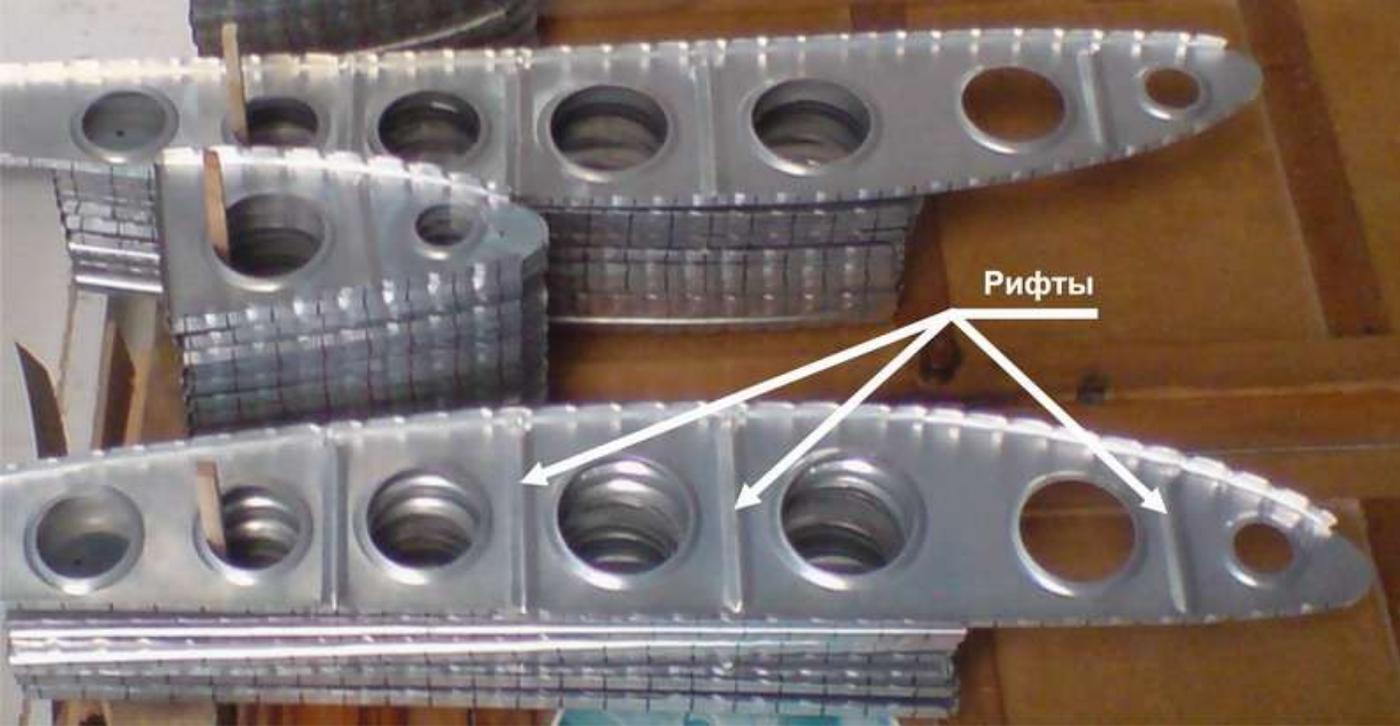










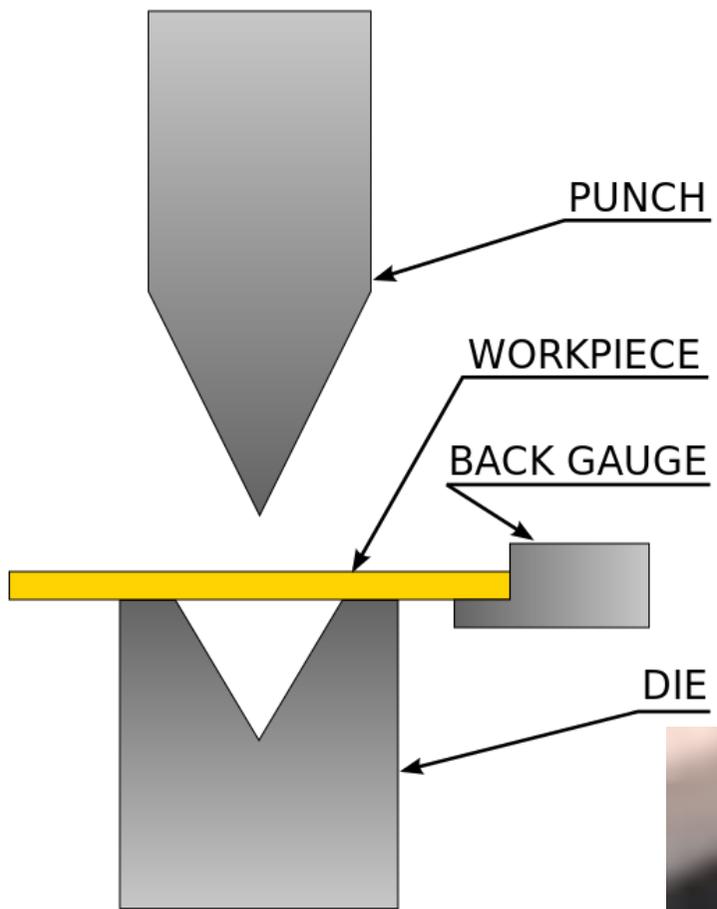


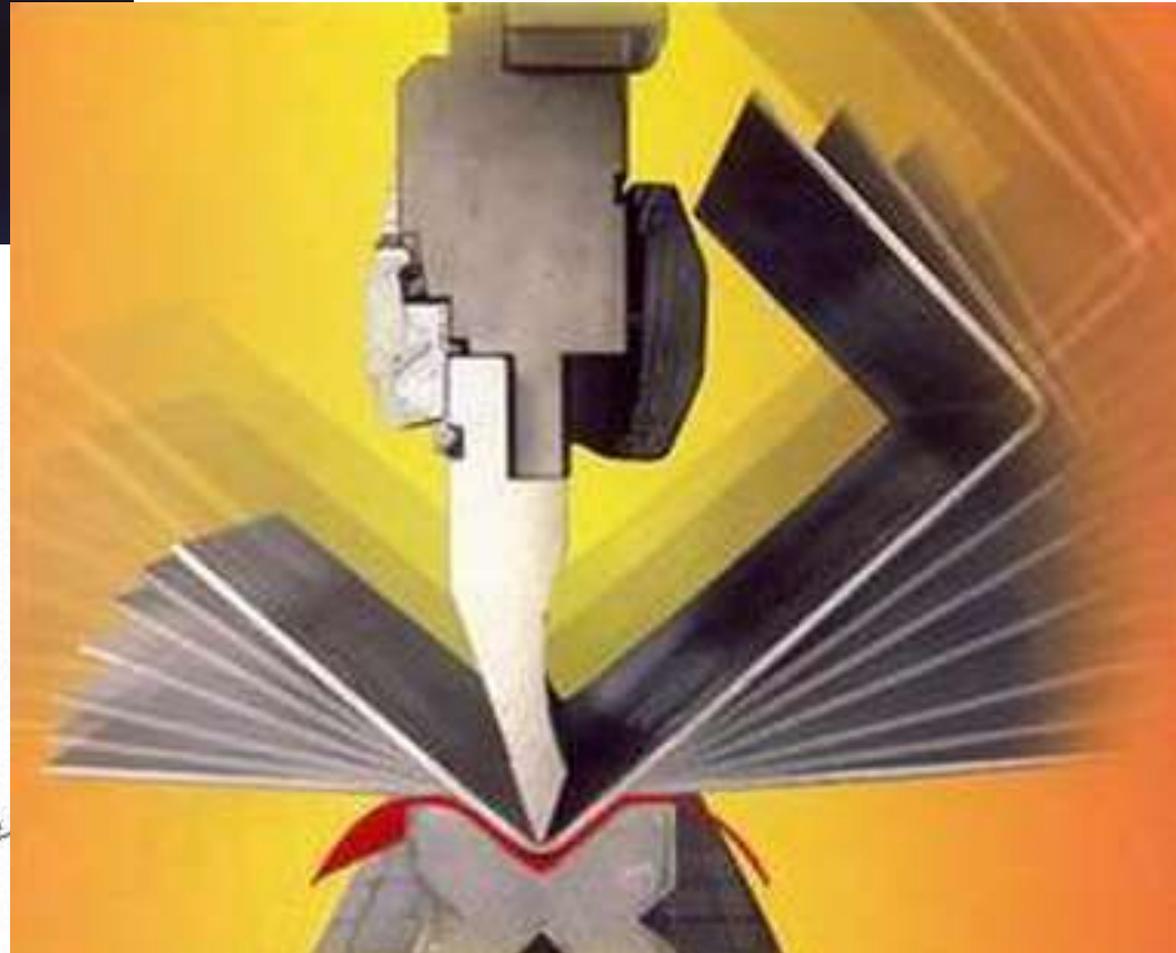
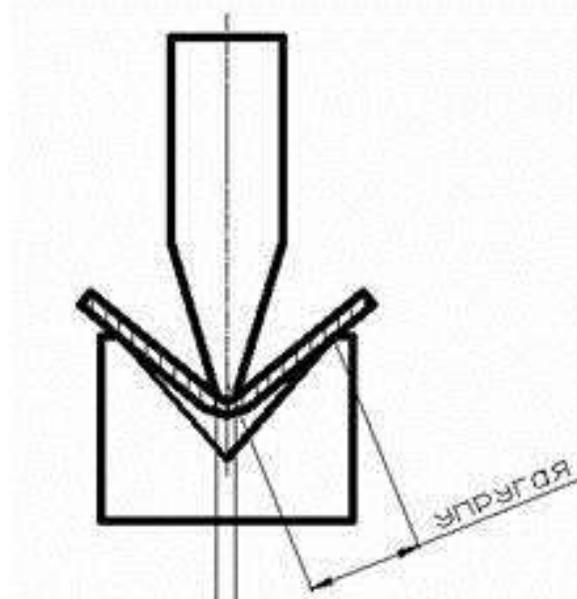
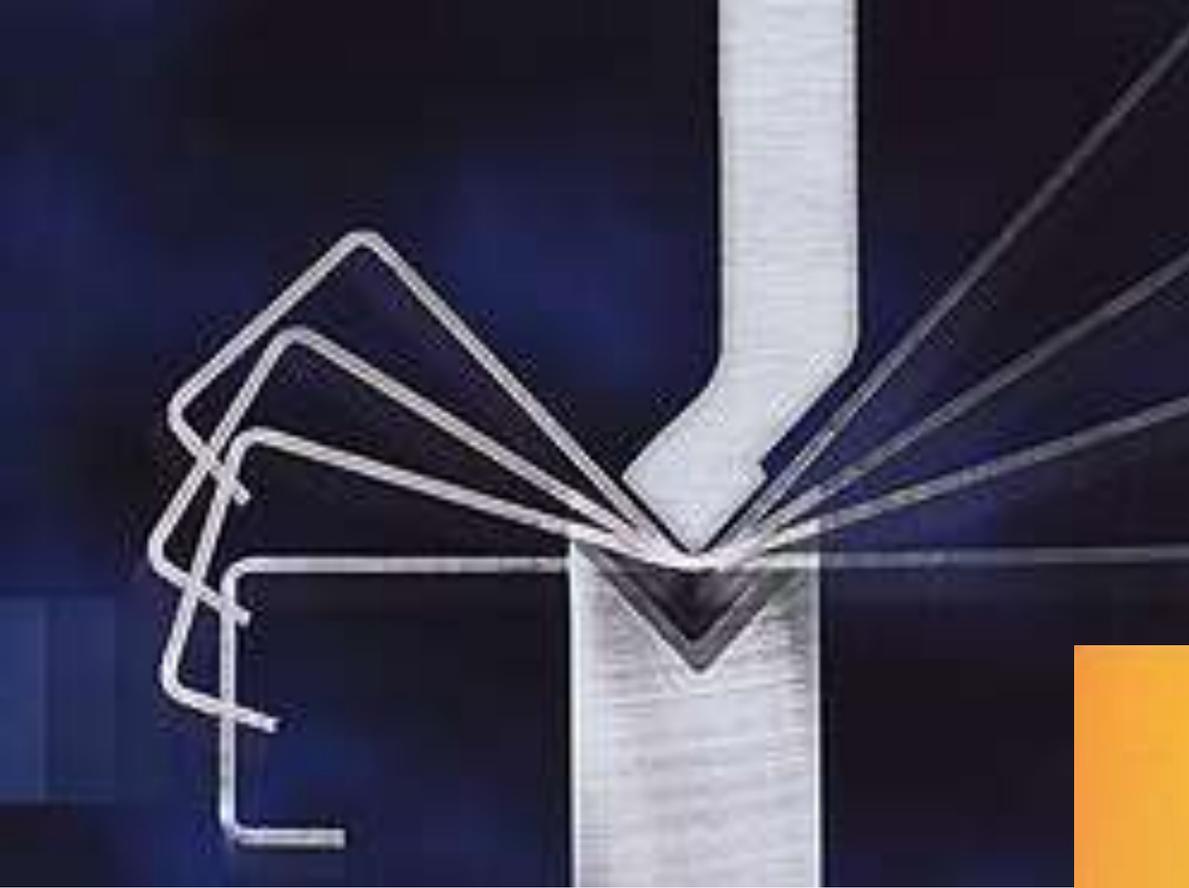














A schematic of air bending with a backgauge





AMS 4462

ALCLAD 2024-T3

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AMS 701

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AMS 4462

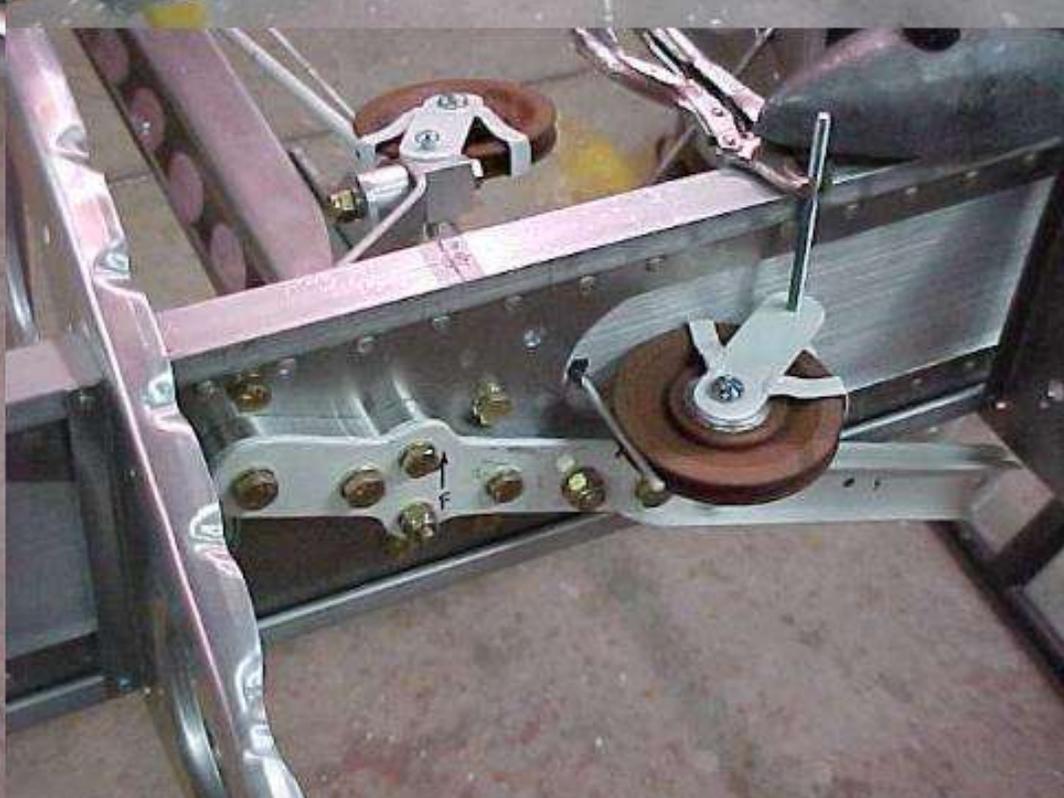
AMS 701

AMS 4462

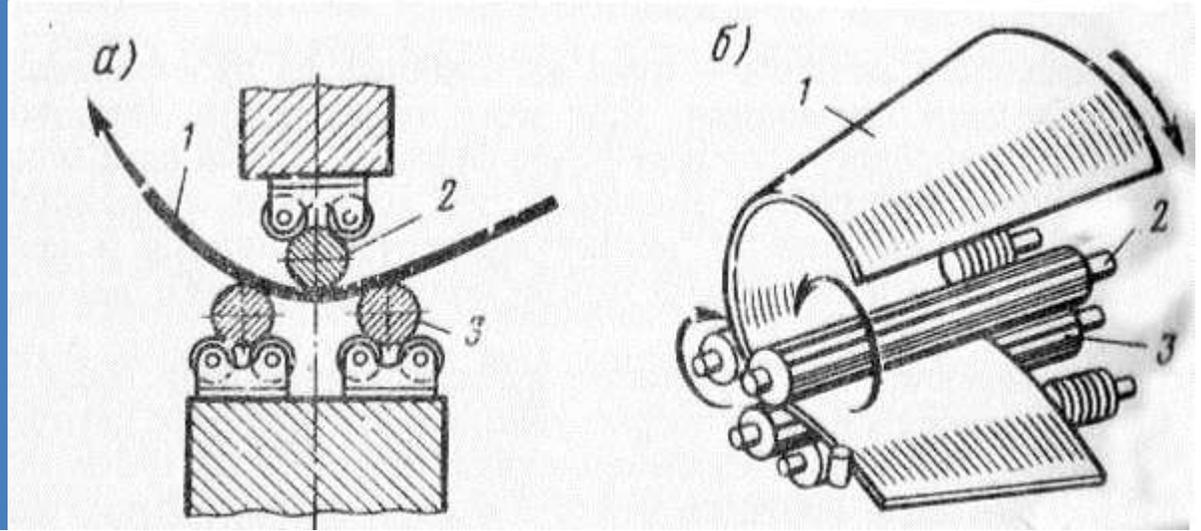
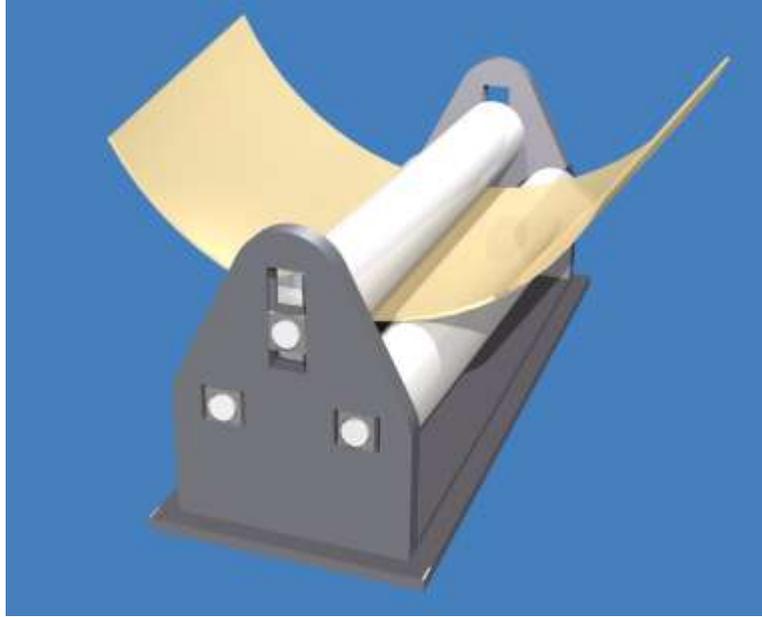
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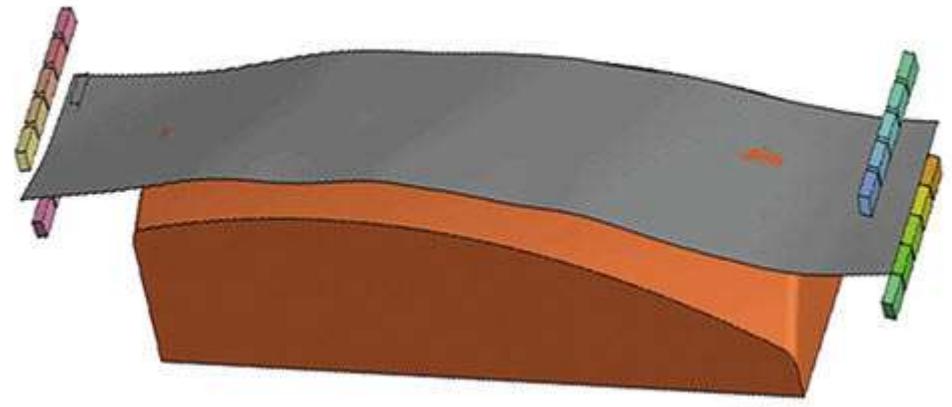
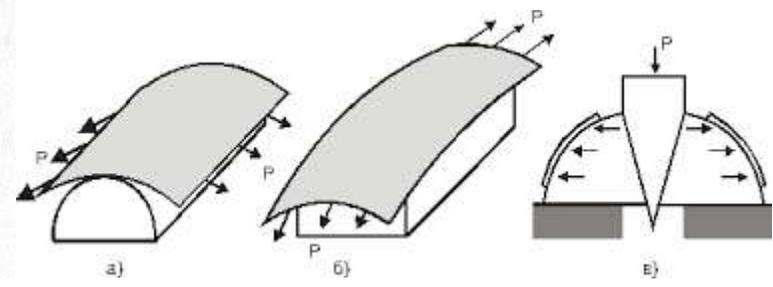
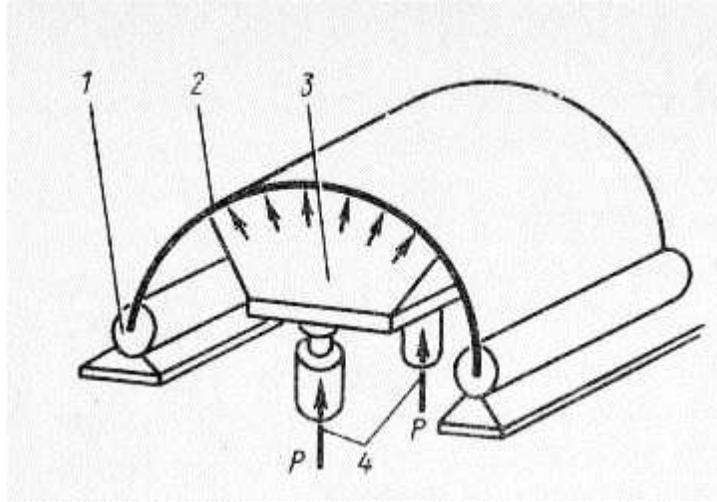


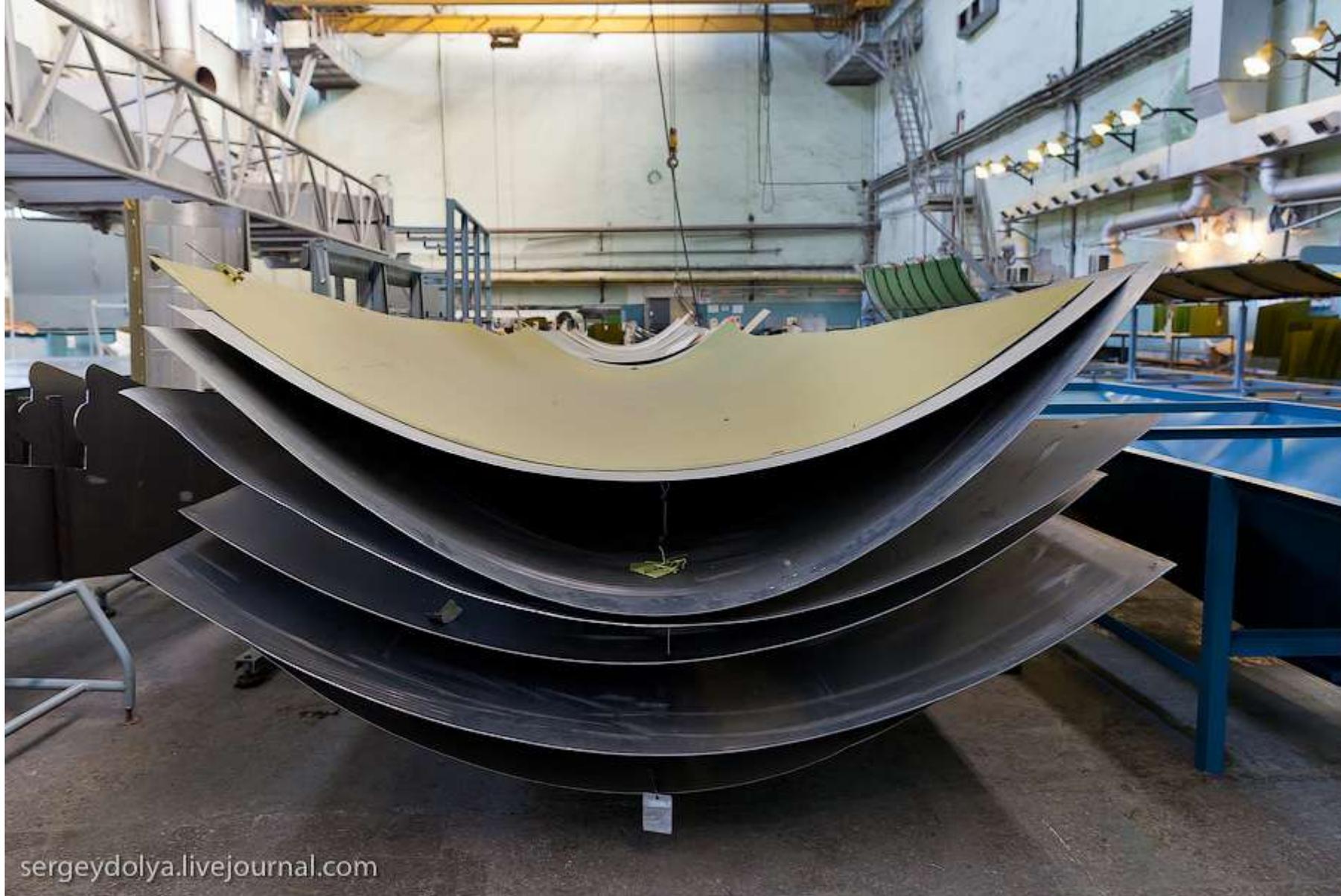




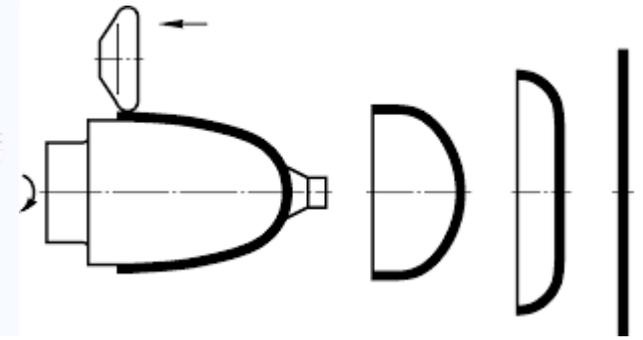
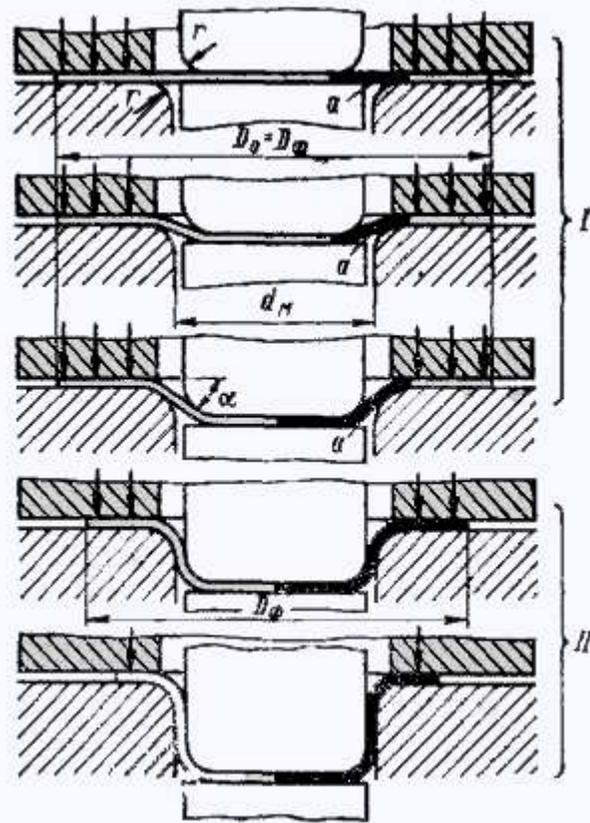
Roll bending

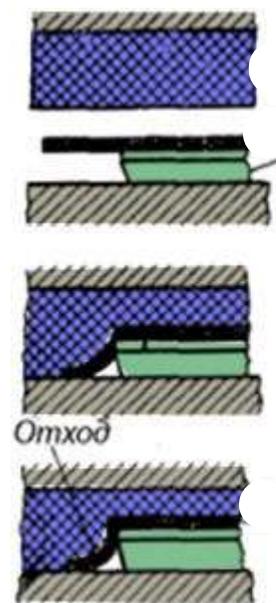




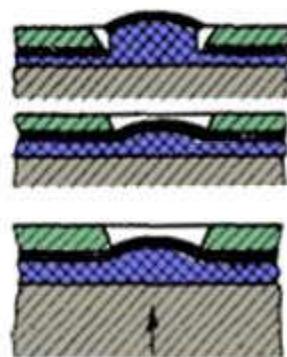


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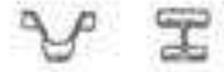
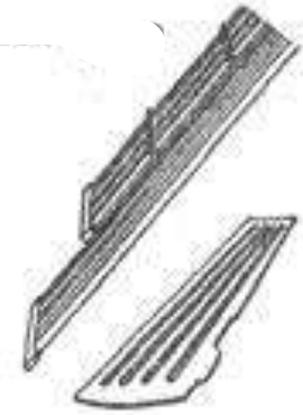
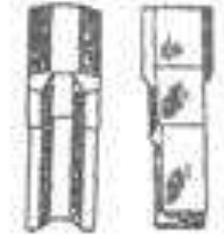


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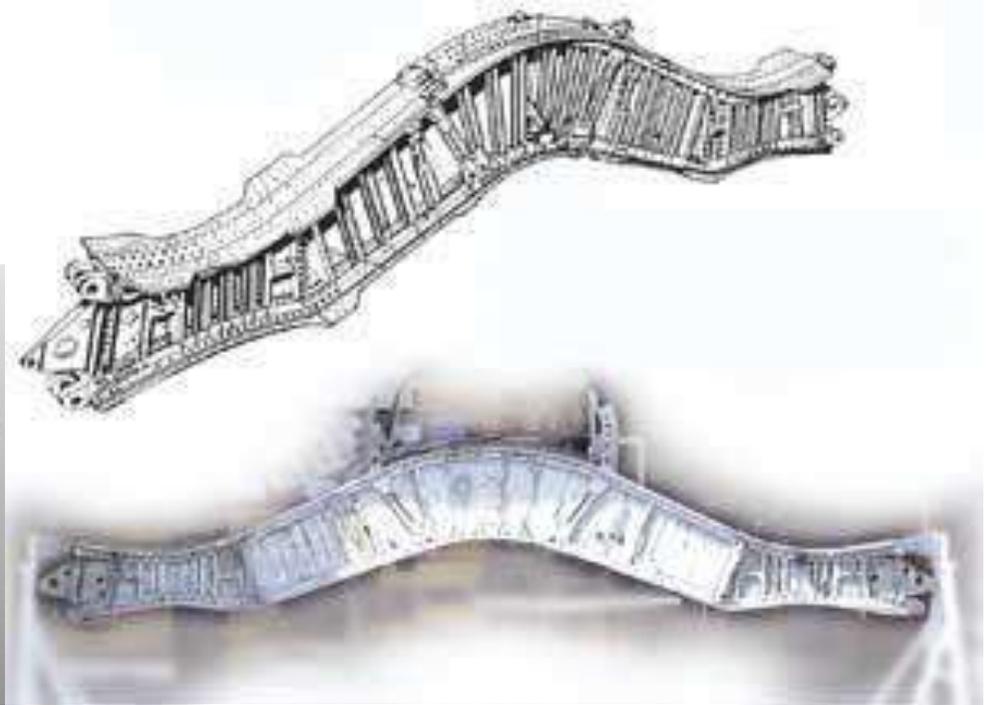
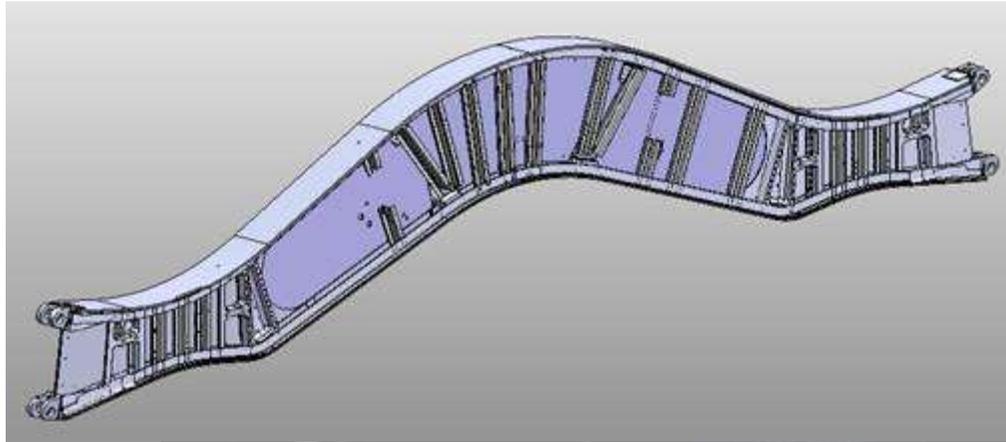


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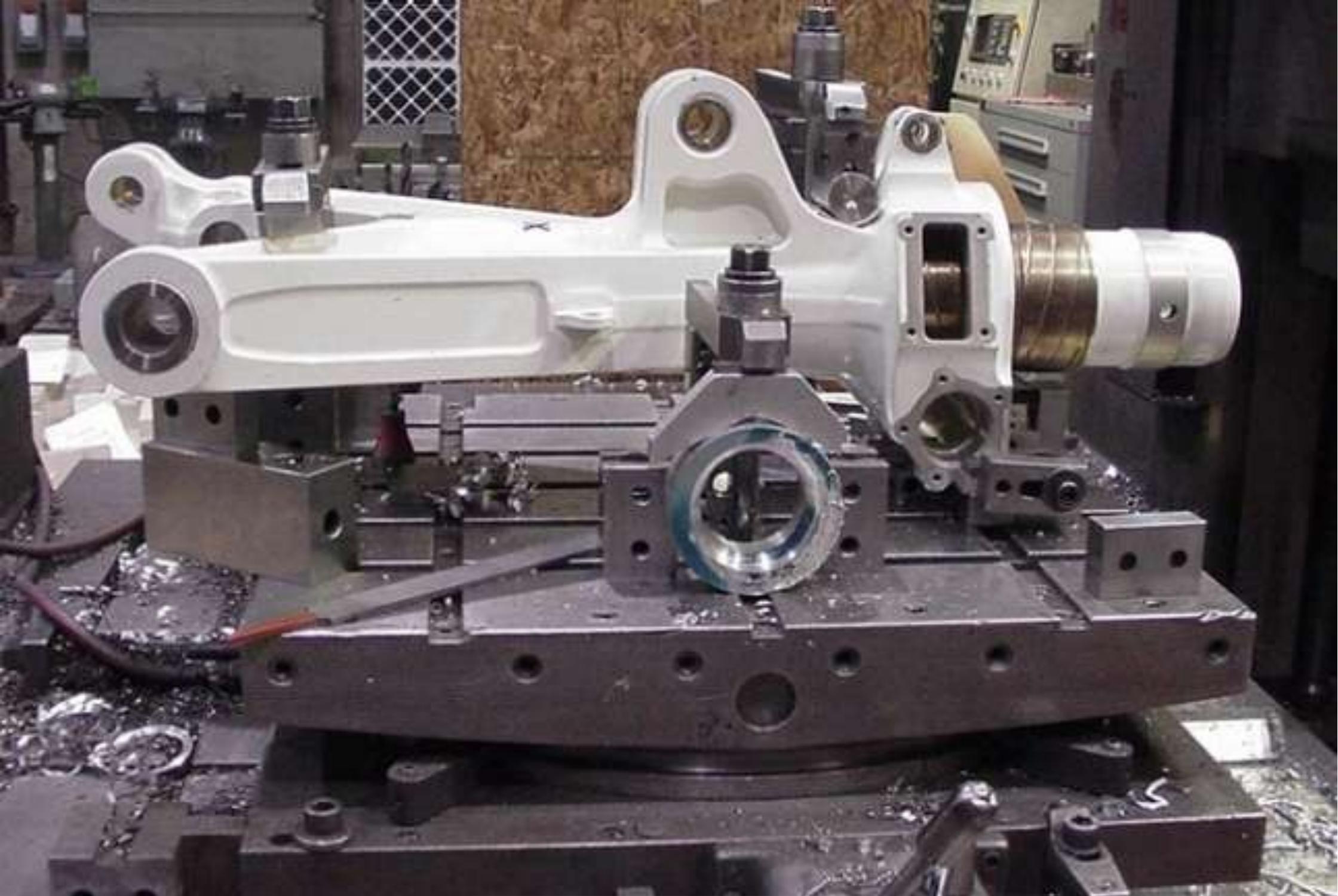


Newly manufactured wing landing gear main strut. <http://merrillaviation.com/capabilities/aviation-capabilities/aviation-landing-gear>



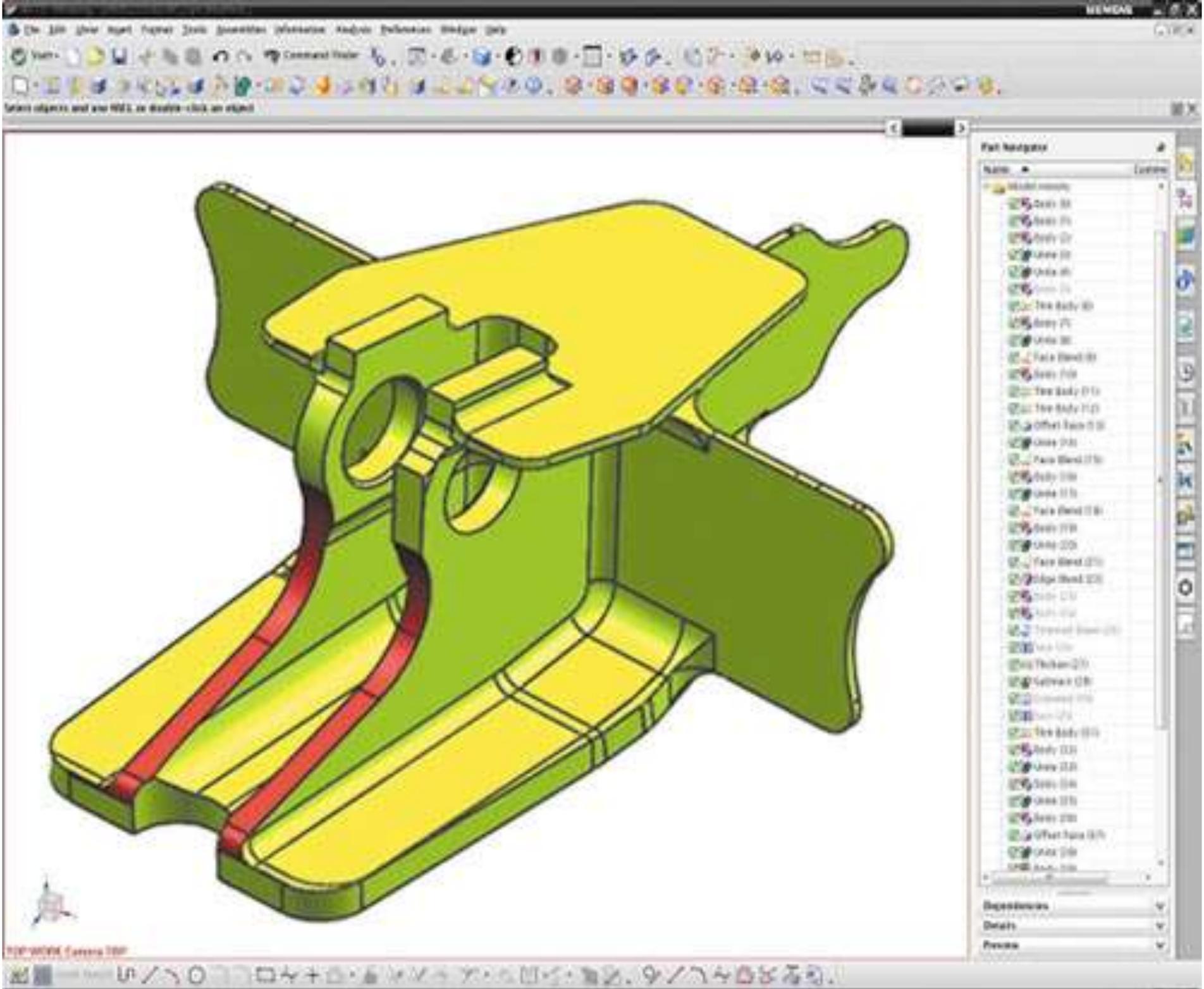




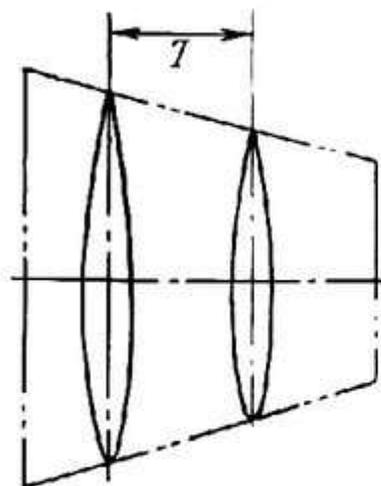


Nose landing gear main fitting corrosion removal.

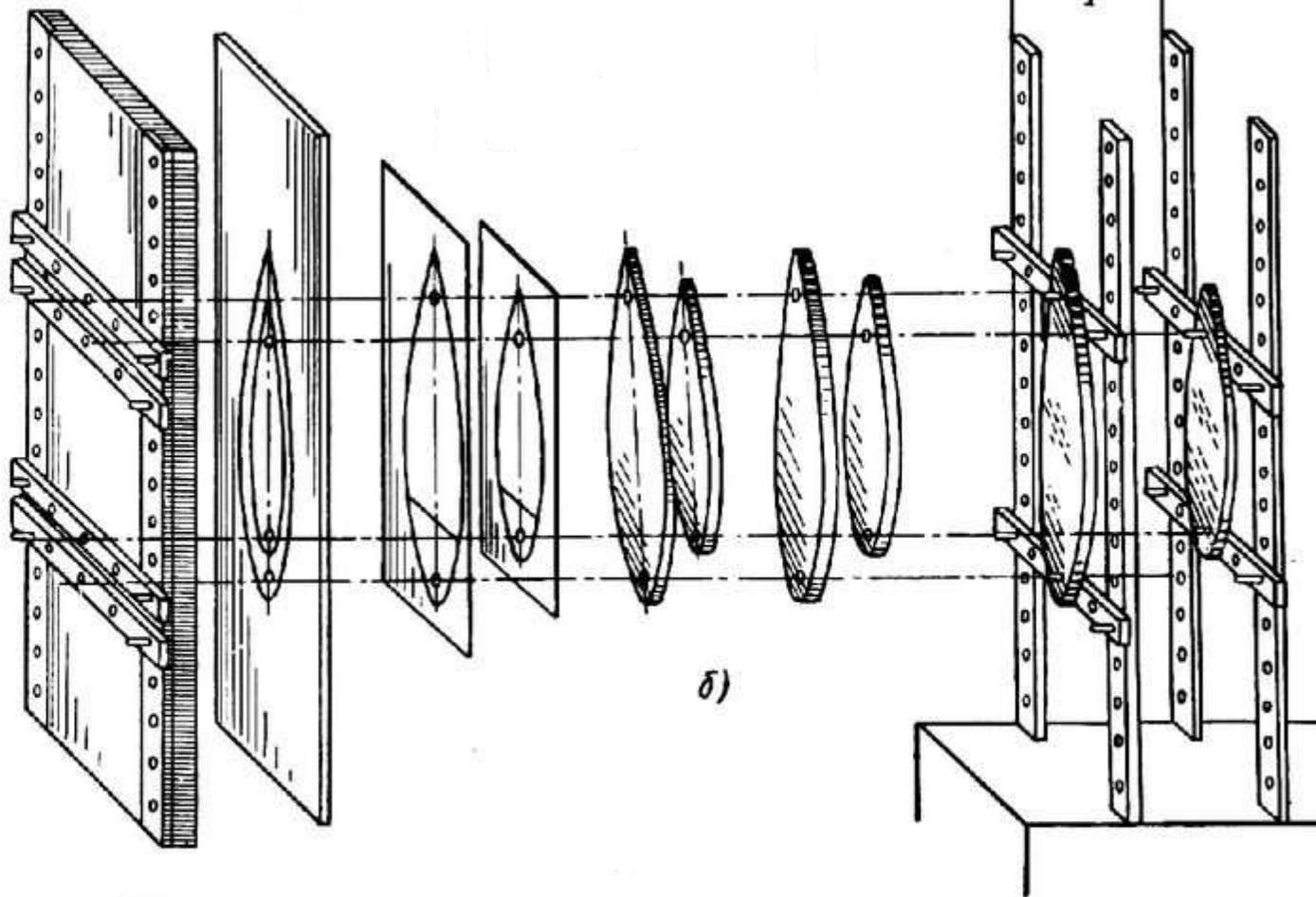






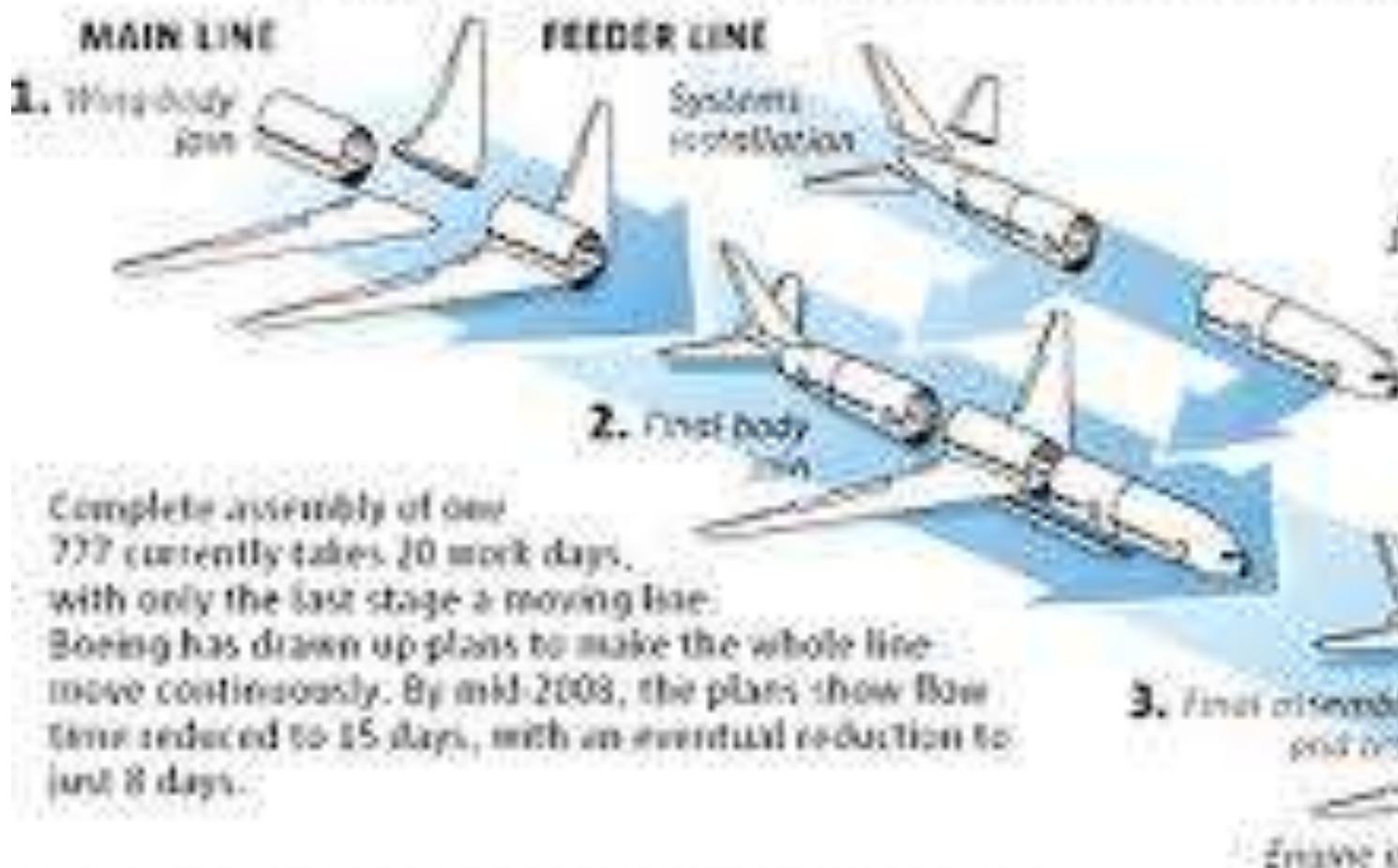


a)



b)





The Boeing model: A moving assembly line

Boeing's vision for 777 production in Everett: a line of planes, nose-to-tail, moves steadily forward as assembly progresses.

Complete assembly of one 777 currently takes 20 work days, with only the last stage a moving line. Boeing has drawn up plans to make the whole line move continuously. By mid-2008, the plans show flow time reduced to 15 days, with an eventual reduction to just 8 days.

Source: Airbus, Boeing. Internal Boeing documents obtained by the Seattle Times.

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