

code. One tap may mean not fully seated, hit it again, while two taps may mean good rivet, and three taps may mean bad rivet, remove and drive another. Radio sets are also available for communication between the technicians.

Once the rivet is installed, there should be no evidence of rotation of rivets or looseness of riveted parts. After the trimming operation, examine for tightness. Apply a force of 10 pounds to the trimmed stem. A tight stem is one indication of an acceptable rivet installation. Any degree of looseness indicates an oversize hole and requires replacement of the rivet with an oversize shank diameter rivet. A rivet installation is assumed satisfactory when the rivet head is seated snugly against the item to be retained (0.005-inch feeler gauge should not go under rivet head for more than one-half the circumference) and the stem is proved tight.

Countersunk Rivets

An improperly made countersink reduces the strength of a flush-riveted joint and may even cause failure of the sheet or the rivet head. The two methods of countersinking commonly used for flush riveting in aircraft construction and repair are:

- Machine or drill countersinking.
- Dimpling or press countersinking.

The proper method for any particular application depends on the thickness of the parts to be riveted, the height and angle of the countersunk head, the tools available, and accessibility.

Countersinking

When using countersunk rivets, it is necessary to make a conical recess in the skin for the head. The type of countersink required depends upon the relation of the thickness of the sheets to the depth of the rivet head. Use the proper degree and diameter countersink and cut only deep enough for the rivet head and metal to form a flush surface.

Countersinking is an important factor in the design of fastener patterns, as the removal of material in the countersinking process necessitates an increase in the number of fasteners to assure the required load-transfer strength. If countersinking is done on metal below a certain thickness, a knife edge with less than the minimum bearing surface or actual enlarging of the hole may result. The edge distance required when using countersunk fasteners is greater than when universal head fasteners are used.

The general rule for countersinking and flush fastener installation procedures has been reevaluated in recent years because countersunk holes have been responsible for fatigue cracks in aircraft pressurized skin. In the past, the general rule for countersinking held that the fastener head must be contained

within the outer sheet. A combination of countersinks too deep (creating a knife edge), number of pressurization cycles, fatigue, deterioration of bonding materials, and working fasteners caused a high stress concentration that resulted in skin cracks and fastener failures. In primary structure and pressurized skin repairs, some manufacturers are currently recommending the countersink depth be no more than $\frac{2}{3}$ the outer sheet thickness or down to 0.020-inch minimum fastener shank depth, whichever is greater. Dimple the skin if it is too thin for machine countersinking. [Figure 4-91]

Keep the rivet high before driving to ensure the force of riveting is applied to the rivet and not to the skin. If the rivet is driven while it is flush or too deep, the surrounding skin is work hardened.

Countersinking Tools

While there are many types of countersink tools, the most commonly used has an included angle of 100°. Sometimes types of 82° or 120° are used to form countersunk wells. [Figure 4-84] A six-fluted countersink works best in aluminum. There are also four- and three-fluted countersinks, but those are harder to control from a chatter standpoint. A single-flute type, such as those manufactured by the Weldon Tool Company®, works best for corrosion-resistant steel. [Figure 4-92]

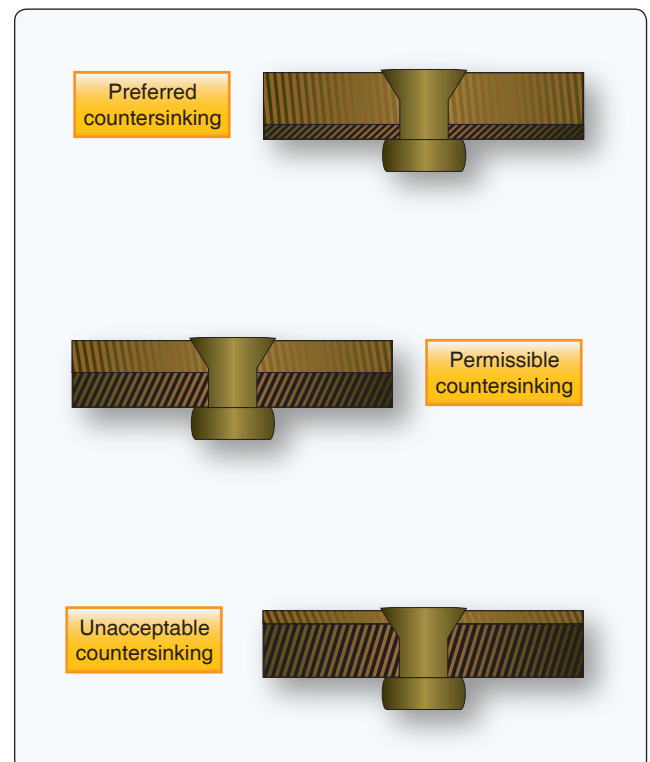


Figure 4-91. Countersinking dimensions.