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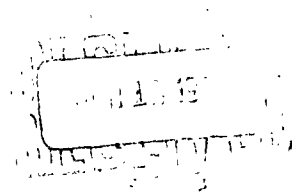
Report No. 8926-168

Material - Adhesive Fiberglass Cloth to Metal Attaching

Screening Evaluations

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Material - Adhesive Fiberglass Cloth to Metal Attaching

Screening Evaluations

Abstract:

Thirty-two formulations of adhesive materials containing epoxy, polyester, polysulfide, polyamide, polyurethane or phenolic resins were screened by means of peel tests and bend tested to determine their possible utility for attaching fiberglass cloth to metal at room and elevated temperatures. Fourteen of these formulations were promising for room temperature application and ten were promising for elevated temperature (cured) application.

Reference: Hunt, H. H., Jenkins, R. W., Picotte, G. L., Sutherland, W. M.,
"Bonding of Structural Fiberglass Cloth Laminates to Metal,"
General Dynamics/Convair Report MP 56-309, San Diego,
California, 29 March 1957. (Reference attached).



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SAN DIEGO

REPORT 56-309

DATE 3-29-57

MODEL ALL
(MRS 56-188)

TITLE

REPORT NO. 56-309
BONDING OF STRUCTURAL FIBER GLASS
CLOTH LAMINATES TO METAL •

(MRS 56-188)

MODEL ALL

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NO. OF PAGES 10

NO. OF DIAGRAMS 2

REVISIONS

[illegible]

ANALYSIS

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REPORT NO. 56-309
BONDING OF STRUCTURAL FIBER GLASS
CLOTH LAMINATES TO METAL

INTRODUCTION:

Exact information on the properties and possibilities of laminates is required for their efficient use in aircraft. While the basic types of polymers are not numerous, the number of compounds of resins available and in production is very large. A first step toward the effective use of these materials therefore is to define principle uses anticipated and select a limited number for more extensive testing.

OBJECT:

To screen resins available and methods of application for laminating fiberglass, cloth to sheet aluminum for selection of methods and materials of probable value for the following uses:

- a. Dampening flutter and vibration in sheet aluminum to reduce fatigue damage.
- b. Dampening sonic vibration.
- c. Thermal barriers.
- d. Protection of metal surfaces from corrosion and erosion.

CONCLUSIONS:

The formulations 2-5, 7-10, 14-16, 19, 21, 22 listed in Table I are promising materials with room temperature cures where service temperatures are not expected to exceed 150° F. for a., b., and d. The formulations from 23 to 32 with high temperature cures appear to be more suitable where higher temperatures are expected.

TEST SPECIMENS:

Laminated panels 0.050" x 20" were manufactured for this test by Department 49 (Production Plastics), Plant I, Convair San Diego. The aluminum sheet used was 7075-T6 bare 0.025" in thickness factory cleaned prior to fabrication with the sodium dichromate--sulfuric acid etch. Each panel had two layers of Volan 181 A glass cloth bonded to one aluminum surface with the appropriate resin.

Peel test strips one inch wide and conical mandrel test strips three inches wide were cut from these panels.

ANALYSIS**PREPARED BY** Hunt/Jenkins/Picotte**CHECKED BY** W. M. Sutherland**REVISED BY****C O N V A I R**A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO**PAGE** 2**REPORT NO.** 56-309**MODEL** ALL**DATE** 3-29-57**TEST PROCEDURE:**

Drum peel tests on three specimens from each panel were made on the peel test machine in the Engineering Test Laboratory, Convair, San Diego and the average peel strength recorded. Compression and expansion bend tests were made on a 1.5" - .25" dia. conical mandrel on two to three specimens from each panel and the damage recorded. (See Table II). The above tests were all at room temperature.

Ruffer box tests, 0-17 psi, 10 cycles/min., 6" x 6" opening, 1/8" center deflection. 10,000 cycles at room temperature followed by 10,000 cycles at -65°F. were run on five panels. See Report 56-560 (attached).

The hours allotted for this test did not permit other tests scheduled to be carried out under this authorization.

FIELD TRIAL:

Rocket blast heat barriers were installed on a spin test airplane under supervision of R. W. Jenkins on 25 January 1957. The laminates were five by fifteen feet by one tenth inches thick. The composition was 181 Velan A glass cloth, epoxy wing to laminate bond, and polyester with antimony trioxide and chlorowax fillers for the heat barrier. The wet layup was installed with contact pressure and rub down. The cure was one day without heat followed by forced curing for eight hours with heat lamps giving temperatures from 120° to 150°F. The airplane has been successfully test flown and spun a number of times.

CONCURRENT TESTS:

Prior to the conclusion of this initial test program, a number of separate tests became necessary because of urgent immediate applications. The data contained in these Test Reports is adopted as a part of this report.

Report No. 56-241 - Qualification Test for Laminates of Fiberglas Cloth No. 181 - Fabricated with Pelyite 8000, 20 July 1956.

Report No. 56-329 - Qualification Test for Laminates of Fiberglas Cloth No. 120 - Fabricated with Pelyite 8000, 15 August 1956.

Report No. 56-560 (7E596) - Adhesives-Room Temperature Cure for Bonding Polyester and Silicone glass laminate to Aluminum, 18 December 1956.

Report No. 56-840 - Qualification Test for Laminates of 181 Velan A Glass Fabric Fabricated with Selectron 50 lb. Polyester Resin, 31 January 1957.

Report No. 56-793 - Skin Panel Evaluations Damping Characteristics, Development of Test Procedures, 6 February 1957.

Report No. 56-884 - Skin Panel Evaluations Fuselage Skin, Model 22, Convair Development Specimens, Damping Characteristics Determination, 11 February 1957.

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DISCUSSION OF PROCEDURE:

The basic requirement of resins for the uses considered is good adhesion to metal surfaces and to glass cloth. It should have good internal (cohesive) strength.

When plastic laminates are bonded to metal sheet of given dimensions, resonance characteristics are altered both by the added mass and by the increase in stiffness. On an airframe added mass must pay its way. In addition to improvements in dampening characteristics due to changes in structural properties, we hope for an added improvement due to absorption of energy by the resin. We believe that some flexibility will be a desirable characteristic. This opinion is based on the possibility of using up part of the kinetic energy in a flexed plate to heat the resin.

Protection of metal surfaces requires material which will not crack readily in service. We assume that a desirable general characteristic of resins used for thermal barriers will be the retention of strength at elevated temperatures. The use of resins as sacrifice material, however, will sometimes be justified.

Peel strength is affected by three variables—directly by adhesion and cohesion and inversely by hardness. For this test we have tentatively assumed it to be a first order equation in the general form:

$$P = KAC/H$$

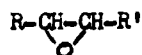
Where P is the measured peel strength per unit width, A the adhesive strength per unit area, C the cohesive strength per unit area, K an unknown constant, and H the hardness.

Peel strength in itself in the absence of other data is not conclusive evidence of the quality of an adhesive. A very low peel strength, however, is inconsistent with the properties desired in resins for uses described in this test. It is therefore a good initial screening test.

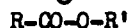
Bending over a conical mandrel is an exceedingly severe test of the ability of the laminate to withstand flexing.

DISCUSSION OF RESULTS:

The adhesive resins are usually very long chain polymers of high molecular weights. The general structures of common monomers indicated as follows:



Epoxy



Ester



Amide

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DISCUSSION OF RESULTS: (Continued)

R-S -R'	Sulfide
R-CH-NH-R' COOH	Amine
R-NH-O-CO-R'	Urethane

Extensive cross linking of the chains results in a very hard, brittle resin. Excessive cross linking may be blocked by compounding a resin with a large number of groups available for cross linking with resins which have few such groups. Thus the epoxies in Table I, which are hard and brittle, are compounded with softer polyamides and polysulfides to secure the desired properties.

There are practical limits to compounding within the aircraft industry. The physical properties of resins are affected by many other factors such as the lengths and groups in the side chains. Resin manufacturers are not inclined as a rule to reveal the raw materials and proportions used in their products. Tests to determine the suitability of each product offered are necessary.

Exercise caution in using the data in Table II. It is not a reliable measurement of the quality of adhesive formulations in the absence of other data. See Report No. 56-560 (attached) for tensile shear and peel strengths and puffer box tests at -65°F., 80°F., and 180°F. on two of these adhesives.

The epoxies in this test show good adhesion to metal. These resins, however, must be modified to reduce their brittle characteristics for uses where flexibility is desirable.

Of the polyesters only Plaskon 9500 gave an acceptable performance.

There were no humidity tests in this series.

Primer EC 1293 gave good results with epoxies, poor results with polyesters. Plaskon 9500 was satisfactory without EC 1293 and entirely unsatisfactory when used with it.

Visual examination of panels subjected to cycling in the puffer box disclosed no failures. Bending on the conical mandrel and peel testing disclosed no significant change.

Additional data for which need is anticipated in connection with the possible uses outlined in this report are:

- (a) Adhesive and cohesive strength through the range of service temperatures anticipated (From tensile shear data).
- (b) The brittle point (°F.).

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DISCUSSION OF RESULTS: (Continued)

- (c) Temperature at which degradation on decomposition occurs.
- (d) Hardness curve (-65°F. to 216°F.).
- (e) Effect of accelerated weathering.
- (f) Effect of accelerated erosion.
- (g) Kindling temperature.

NOTE: This report was prepared from data recorded in Engineering Test Laboratory Record Book No. 943.

COMPOSITION OF TEST PANELS

[illegible]

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TABLE II

PANEL No	Spec. No	Conical Mandrel Compression Bend	Expansion Bend	Delamination	Peel Strength (Drum) (Lbs/inch width)	Spec.
1	A	Damaged		Delamination	< 5 Lbs	J
	B			"	"	K
	F	Damaged		"	"	L
2	A	Slight Damage		Fab. Failure + Delam.	10	J
	B	"		"	8	K
	D	"		"	8	L
3	A	OK		Fabric Failure	30	J
	E	OK		"	25	K
4	A	OK		Delamination	25	L
	E	Slight Damage		Fabric Failure	11	J
	F	"		"	11	K
5	A	"		"	11	L
	D	OK		"	17	J
	F	Slight Damage		"	19	K
6	A	Delamination		Delamination	17	L
	D	Damaged		"	< 5#	J
	F	"		"	< 5#	K
7	A	"		Fabric Failure	< 5#	L
	D	"		"	12.6	J
	F	"		"	10.5	K
8	A	OK		OK	9.5	L
	E	OK		OK	19	J
					25	K
					21	L

After cycling in puffer box

K 12 Lbs
L 10 Lbs

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TABLE II (continued)

PANEL No.	Spec.	Conical Mandrel Compression Bend	Expansion Bend	Peel Strength (Dram) (Lbs/inch width) Spec.	
18	A	Delamination	O.K.	J	} Not Measurable
	D	"	O.K.	K	
	F	"	O.K.	L	
19	A	O.K.	Fabric Failure	J	15
	D	Damaged	Delamination	K	16
	F	"	O.K.		
20	A	Damaged	O.K.	J	} Not Measurable
	D	Slight Damage	O.K.	K	
	F	Delaminated	O.K.	L	
21	A	Slight Damage	Fabric Failure	J	19
	D	"	"	K	17
	F	"	"	L	16
22	1	Slight Damage	"	3	17.5 } Cycled in puffer box
	2	"	"	4	20 } see Report No 56-520
				5	13
				6	16
23	A	Damaged	Delamination	J	6
	D	O.K.	"	K	8
	E	Damaged	"	L	6
24	A	Slight Damage	Delamination	J	12
	D	O.K.	"	K	11
	F	O.K.	"		
25	A	O.K.	Fabric Failure	K	42
	D	O.K.	"	L	35
	E	O.K.	"		

(Failure 100% plastic to fiberglass)

(Failure 95% plastic to fiberglass)

TABLE II (continued) TN 56-309

PANEL No.	Spec	Conical Compression Bend	Mandrel Expansion Bend	Peel Strength (lbs./inch width) Spec
26	A	Slight Damage	Delamination	J } No valid measurements - Fabric breaks at about 16-17 lbs
	E	"	"	K } 14 lbs
				L } No measurements - Fabric brittle
27	A	OK.	"	J } 9 lbs
	D	OK.	"	K } Material too brittle for peel tests
	F	OK.	"	L } " " "
28	A	Slight Damage	"	J } " " "
	D	Damaged	"	K } " " "
	F	"	"	L } " " "
29	A	"	"	J } " " "
	D	"	"	K } " " "
	F	"	"	L } " " "
30	A	OK	Slight Damage	J } Good adhesion to metal - Failure would not be started for peel test.
	D	OK	Damaged	K } " " "
	F	OK	"	L } " " "
31	A	OK	Delamination	J } 28
	D	OK	"	K } 28
	F	OK	"	L } 17
32	A	OK.	OK.	J } 18
	D	OK.	Slight Damage	K } 19
	F	OK.	"	L } " " "