

AD-774 086

**HOOK BOUNCE TEST OF THE E-2A AIRPLANE
ARRESTING GEAR "A" FRAME**

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15 December 1973

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UNCLASSIFIED

Security Classification

AD-774086

DOCUMENT CONTROL DATA - R & D

Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified

1. ORIGINATING ACTIVITY (Corporate author) NAVAL AIR DEVELOPMENT CENTER AIR VEHICLE TECHNOLOGY DEPARTMENT WARMISTEER, PENNSYLVANIA 18974		2a. REPORT SECURITY CLASSIFICATION UNCLASSIFIED	
3. REPORT TITLE HOOK BOUNCE TEST OF THE E-2A AIRPLANE ARRESTING GEAR "A" FRAME		2b. GROUP	
4. DESCRIPTIVE NOTES (Type of report and inclusive dates) FINAL REPORT			
5. AUTHOR(S) (First name, middle initial, last name) CARRAN, ROBERT B.			
6. REPORT DATE 15 DECEMBER 1973	7a. TOTAL NO. OF PAGES 14 15	7b. NO. OF ILLUSTRATIONS 4	
8a. CONTRACT OR GRANT NO.	9a. ORIGINATOR'S REPORT NUMBER(S) NADC-72218-VT, Rev. A		
8b. PROJECT NO. AIRTASK A510-5103/001-4/3510-000-002	9b. OTHER REPORT NUMBER(S) (Any other numbers that may be assigned this report)		
8c. WORK UNIT WJ560			
10. DISTRIBUTION STATEMENT APPROVED FOR PUBLIC RELEASE; DISTRIBUTION UNLIMITED			
11. SUPPLEMENTARY NOTES		12. SECURITY/STAFF AUTHORITY NAVAL AIR SYSTEMS COMMAND DEPARTMENT OF THE NAVY WASHINGTON, D. C. 20361	
13. ABSTRACT A laboratory hook bounce test was performed on an E-2A arresting gear "A" frame to determine whether the "A" frame could sustain the effects of 3,000 arrested landings. A total of 6,000 simulated hook bounce cycles were applied to the "A" frame during the test with no structural failures. With a test scatter factor of 2, the 6,000 test cycles are equivalent to 3,000 service arrested landings.			

DD FORM 1473

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PLATE NO. 21851

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Security Classification

S/N 0102-014-6600

DEPARTMENT OF THE NAVY
NAVAL AIR DEVELOPMENT CENTER
WARMINSTER, PA 18974

AIR VEHICLE TECHNOLOGY DEPARTMENT

REPORT NO. NADC-72218-VT

15 DECEMBER 1973

HOOK BOUNCE TEST OF THE E-2A
AIRPLANE ARRESTING GEAR "A" FRAME

FINAL REPORT
AIRTASK NO. A510-5103/001-4/3510-000-002
WORK UNIT HJ560

THIS REPORT COMPLETELY CANCELS AND SUPERSEDES THE BASIC REPORT

A laboratory hook bounce test was performed on an E-2A arresting gear "A" frame to determine whether the "A" frame could sustain the effects of 3,000 arrested landings. A total of 6,000 simulated hook bounce cycles were applied to the "A" frame during the test with no structural failures. With a test scatter factor of 2, the 6,000 test cycles are equivalent to 3,000 service arrested landings.

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INTRODUCTION

A limit of 500 arrested landings has been established for the E-2A airplane by the Naval Air Systems Command (NAVAIRSYSCOM). Service usage records indicate that 500 arrested landings will be insufficient to satisfy projected operational requirements for the airplane. A more realistic requirement is the capability to sustain 3,000 arrested landings.

Prior to the fatigue tests for the hook bounce condition, the E-2A "A" frame test specimen had been subjected to 6,000 axial load cycles during the full-scale arrested landing fatigue tests of the E-2A aircraft as per references (a) and (b).

In order to substantiate the fatigue strength of the E-2A "A" frame it must sustain 6,000 test cycles of the hook bounce condition (vertical bending) as per reference (c).

DESCRIPTION OF TEST SPECIMEN

A new E-2A arresting gear "A" frame (Part No. 123CVM10004-1) was procured for the full-scale E-2A airframe arrested landing fatigue tests. See Figure No. 1. Subsequently, this same "A" frame was fatigue tested for the hook bounce condition. See reference (d).

TEST PROGRAM

Since the E-2A test article was drawn from the supply system, it had experienced no arrested landings, the entire 3,000 arrested landings hook bounce condition had to be simulated by testing. A test scatter factor of two (2) required that the number of simulated hook bounce arrestments be increased to 6,000.

The simulated hook bounce loads were applied to a "hook point bar" attached to the E-2A "A" frame as shown in Figure No. 2. Figure No. 3 shows the test set up.

Applied loads, at the "hook point", cycled from 150 pounds minimum to a maximum load of 2,100 pounds at a cyclic rate of 10 cycles per minute.

The control loads, at the dash pot locations, ranged from a minimum of 50/200 pounds to a maximum of 10,000/10,800 pounds, port and starboard, respectively.

When the port and starboard dash pot loads reached 10,000/10,800 pounds respectively, the system would start to unload.

Test loads were applied to the "hook point" by a hydraulic actuator which was part of an electro-hydraulic, servo-controlled, closed loop loading system. Load control was provided by a punched tape reader.

The input load was recorded on a single pen strip chart recorder while the output loads were recorded on a dual pen strip chart recorder. Figures No. 4 and No. 5 show typical sections of these charts.

TEST METHOD

The test specimen was supported in the horizontal position, with the input load actuator in a vertical position.

The input loads were applied perpendicularly to the arresting hook, with the "A" frame free to pivot, the reaction loads being taken out by a pair of 20,000 pound load cells at the dash pot positions, as shown in Figure No. 6. The loads at the pivot points and load cells were taken out by a "strong back" as shown in Figure No. 3.

The cyclic loading was continuous until 6,000 cycles were achieved.

Prior to, and after testing, the "A" frame was X-rayed, and magnetic particle inspection was performed.

RESULTS

A total of 6,000 cycles of hook bounce loading was sustained by the E-2A "A" frame. The X-ray and magnetic particle inspection showed the "A" frame to be structurally sound.

CONCLUSIONS

The E-2A "A" frame is capable of sustaining the effects of 3,000 arrested landings, for the hook bounce condition, without structural modifications.

RECOMMENDATIONS

As a result of this test, it is recommended that the limit of 500 arrested landings be increased to 3,000 for the hook bounce condition.

REFERENCES

- (a) MADC Test Plan Report, MADC-72047-VT of 1 May 1972, "Test Plan Report for Arrested Landing Fatigue Test of Model E-2A/B Airplane."
- (b) MADC letter VTSD (7846) of 27 September 1972, "E-2A Airplane Arrested Landing and Catapult Fatigue Test, Interim Report."
- (c) NAVAIR AIRTASK NO. A-510-5103/001-4/3510-000-002, Work Unit HJ560.
- (d) MADC Test Plan Report MADC-72216-VT of 7 November 1972, "Test Plan to Substantiate the Capacity of the E-2A Arresting Hook "A" Frame to Sustain 3,000 Arrested Landings."

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Figure No. 1. E-2A "A" Frame

Figure No. 2. "A" Frame with Simulated Hook

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Figure No. 3. E-2A Test Set Up

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Figure No. 4. Sample of Test Record - Input

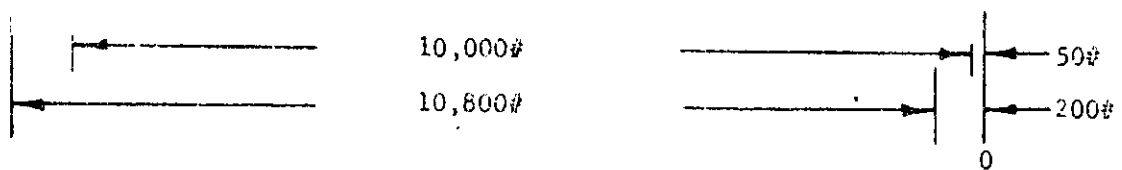
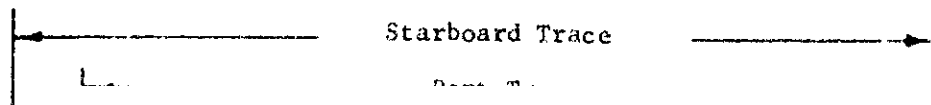


Figure No. 5. Sample of Test Record - Output

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Figure No. 6. E-2A Load Diagram

APPENDIX A

The sketch of the E-2A "A" frame depicts the mid points of the areas subjected to X-ray and magnetic particle inspection. Of primary importance are the tube welds, pivot fittings, and the dash pot tie in locations.

NADC-72218-VI

*E-2A ARRESTING GEAR "A" FRAME
LOCATION OF X-RAY & MAGNETIC PARTICLE INSPECTION*

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