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AFML-TR-66-392

**DYNAMIC SUBCRITICAL CRACK GROWTH PROPERTIES OF
DUPLEX ANNEALED Ti-8Al-1Mo-1V AND
MILL ANNEALED Ti-6Al-4V IN AN
AIR AND CORROSIVE ENVIRONMENT**

G. J. PETRAK

UNIVERSITY OF DAYTON RESEARCH INSTITUTE

TECHNICAL REPORT AFML-TR-66-392

JANUARY 1967

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FOREWORD

This report was prepared by Gerald J. Petrak of the University of Dayton Research Institute with Richard G. Coy serving as Project Leader. The work was performed under USAF Contract AF 33(615)-1312 under Project No. 7381, "Materials Application," Task No. 738106, "Design Information Development." This work was performed under the direction of Mr. Sidney O. Davis, Air Force Materials Laboratory, Research and Technology Division, Project Engineer.

The testing was done utilizing facilities in the Materials Information Branch, Materials Applications Division, Air Force Materials Laboratory.

This report covers work conducted from July 1965 to March 1966.

The manuscript of this report was released by the author November 1966 for publication as an RTD Technical Report.

The author would like to acknowledge Mr. Sidney O. Davis and Nathan G. Tupper, Capt. USAF, Air Force Materials Laboratory for their support and technical advice.

This technical report has been reviewed and approved.



D. A. SHINN

Chief, Materials Information Branch
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ABSTRACT

This program was conducted to determine the dynamic (fatigue) crack growth properties of two titanium alloys (Ti-8Al-1Mo-1V Duplex Annealed and Ti-6Al-4V Mill Annealed) at room temperature in an air and in a 3.5 percent NaCl environment. Dynamic crack growth versus cycles to failure was determined at two loading frequencies (40 cpm and 2 cpm) for the corrosive environment and at a 40 cpm loading frequency for the air environment. A comparison of the air and corrosive environment test data at the 40 cpm loading frequency shows a reduction in cyclic life when exposed to the 3.5 percent NaCl environment. Also a comparison of the corrosive environment test data at loading frequencies of 40 cpm and 2 cpm shows a reduction in cyclic life on both a time and a number of cycles to failure basis at the higher loading frequency.

TABLE OF CONTENTS

SECTION		PAGE
I	INTRODUCTION	1
II	SPECIMENS	2
III	TEST EQUIPMENT	5
IV	TEST PROCEDURES	8
	Crack Length Calibration	8
	Base Line Data Tests	8
	Static Crack Growth Tests	9
	Dynamic Crack Growth Tests	9
V	RESULTS	11
	Base Line Data	11
	Static Crack Growth Data	12
	Dynamic Crack Growth Data	12
VI	DISCUSSION AND ANALYSIS	14
	Ti-6Al-4V Mill Annealed Specimens	14
	Ti-8Al-1Mo-1V Duplex Annealed Specimens	15
VII	CONCLUSIONS	16
VIII	REFERENCES	17
IX	APPENDIX	18

ILLUSTRATIONS

Figures	Page
1. Tensile Specimen	3
2. Fracture Toughness and Stress Corrosion Specimen	3
3. 500X Photomicrographs of Material Tested	4
4. 12,000 Lb. Schenck Fatigue Machine	5
5. 50,000 Lb. Wiedemann Tensile Machine	6
6. 40,000 Lb. Baldwin Creep Machine	6
7. Standard Two-Inch Compliance Gage and Modified Three-Inch Gage	7
8. Three-Inch Deflection Gage and Cup on Specimen	7
9. Typical Load vs. Deflection Curves for Various Crack Lengths	10
10. Typical Crack Lengths vs. Deflection for Various Constant Loads	10
11. Static Crack Growth Tests for Ti-8Al-1Mo-1V DA & Ti-6Al-4V MA	19
12. Crack Length vs. Cycles for Ti-6Al-4V MA at 27 KSI	20
13. Crack Length vs. Cycles for Ti-6Al-4V MA at 28.6 KSI	21
14. Crack Length vs. Cycles for Ti-6Al-4V MA at 31.4 KSI	22
15. Crack Length vs. Cycles for Ti-6Al-4V MA at 32 KSI	23
16. Crack Length vs. Cycles for Ti-6Al-4V MA at 27 KSI for Corrected Initial Crack Length of 0.85 Inch	24
17. Crack Length vs. Cycles for Ti-6Al-4V MA at 28.6 KSI for Corrected Initial Crack Length of 0.85 Inch	25
18. Crack Length vs. Cycles for Ti-6Al-4V MA at 31.4 KSI for Corrected Initial Crack Length of 0.85 Inch	26
19. Crack Length vs. Cycles for Ti-6Al-4V MA for Corrected Initial Crack Length of 0.85 Inch	27

ILLUSTRATIONS (Continued)

Figures	Page
20. Gross Stress vs. Cycles to Failure for Ti-6Al-4V MA . . .	28
21. Crack Length vs. Cycles for Ti-8Al-1Mo-1V DA at 32 KSI .	29
22. Crack Length vs. Cycles for Ti-8Al-1Mo-1V DA at 32 KSI for Corrected Initial Crack Length of 0.85 Inch	30

TABLES

Table	Page
I Materials Data	2
II Tensile Data	11
III Fracture Data	12
IV Crack Initiation Data for Ti-8Al-1Mo-1V DA	13
V Final Crack Length Data for Ti-6Al-4V MA	15

SECTION I

INTRODUCTION

Titanium alloys have been selected as the main-candidate structural materials for the supersonic transport airplane and also for many military aircraft in some structural applications. These materials were selected because of their high strength-to-weight ratios at the expected operating temperatures. They were also selected for their good crack propagation resistance properties and apparent insensitivity to stress corrosion cracking at ambient and elevated temperatures. However, recent test results indicate that the titanium alloys are susceptible to stress corrosion cracking if a crack has been initiated in the material. (See References 1, 2, and 3). The resulting load carrying capability of the material under these conditions is considerably reduced. As a result of these findings, a number of Industry and Government organizations initiated programs to determine the corrosive crack growth resistance characteristics of selected titanium alloys in order to evaluate the degree of degradation of load-carrying properties. The objective of the AFML program was to determine crack growth curves under dynamic loading of fatigue precracked Ti-8Al-1Mo-1V and Ti-6Al-4V at room temperature in both air and salt water environments.

SECTION II

SPECIMENS

The tensile specimens and center-notched fracture toughness specimens were machined to the configuration shown in Figures 1 and 2, respectively. Dynamic crack growth specimens were identical to the fracture toughness specimens. All fracture toughness specimens and crack growth specimens were initially fatigue precracked at a frequency of 1600 cpm. These environmental crack growth or fatigue crack propagation specimens will be referred to as dynamic crack growth specimens throughout the remainder of this report to distinguish them from static crack growth, environmental fracture toughness, or precracked stress corrosion specimen terminology used by other investigators. The materials information as submitted by the supplier is shown in Table I. All specimens were machined with their longitudinal axis parallel to the rolling direction. Photomicrographs of the material, as received from the supplier, are shown in Figure 3.

TABLE I

MATERIALS DATA

Producer - Titanium Metals Corporation of America

Chemical Composition								
Material	C	Fe	N	Al	V	Mo	H	O ₂
Ti-8Al-1Mo-1V DA*	.023	.5	.015	7.8	1.0	1.0	.005	.09
Ti-6Al-4V MA**	Not available							
Mechanical Properties								
Material	Ultimate PSI		Yield PSI		Elongation %			
Ti-8Al-1Mo-1V DA	145,400		131,500		14			
Ti-6Al-4V MA	Not available							
Heat Treatment								
Ti-8Al-1Mo-1V DA	1450°F, 8 hours, furnace cool + 1450°F, 15 min. AC							
Ti-6Al-4V MA	Mill annealed							
Note:	Information as submitted by supplier							
Note:	Actual mechanical properties determined in this investigation are shown in Table II							
*DA	Duplex annealed							
**MA	Mill annealed							

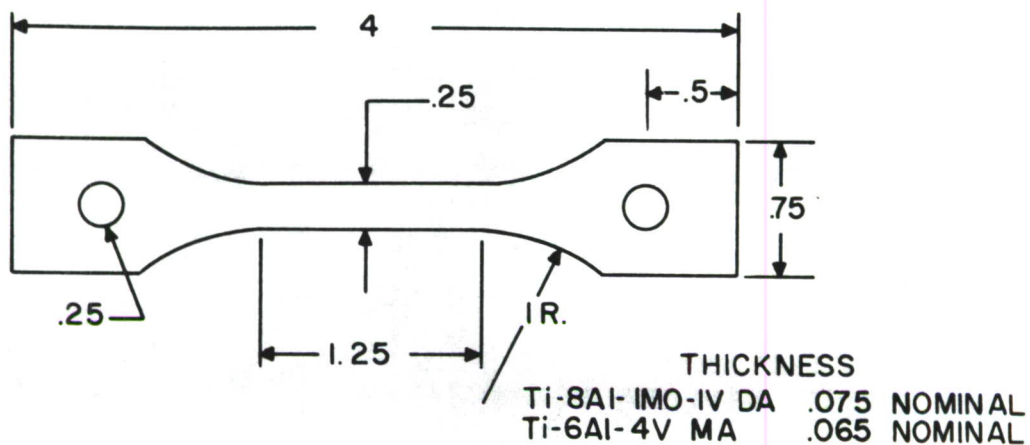


Figure 1. Tensile Specimen

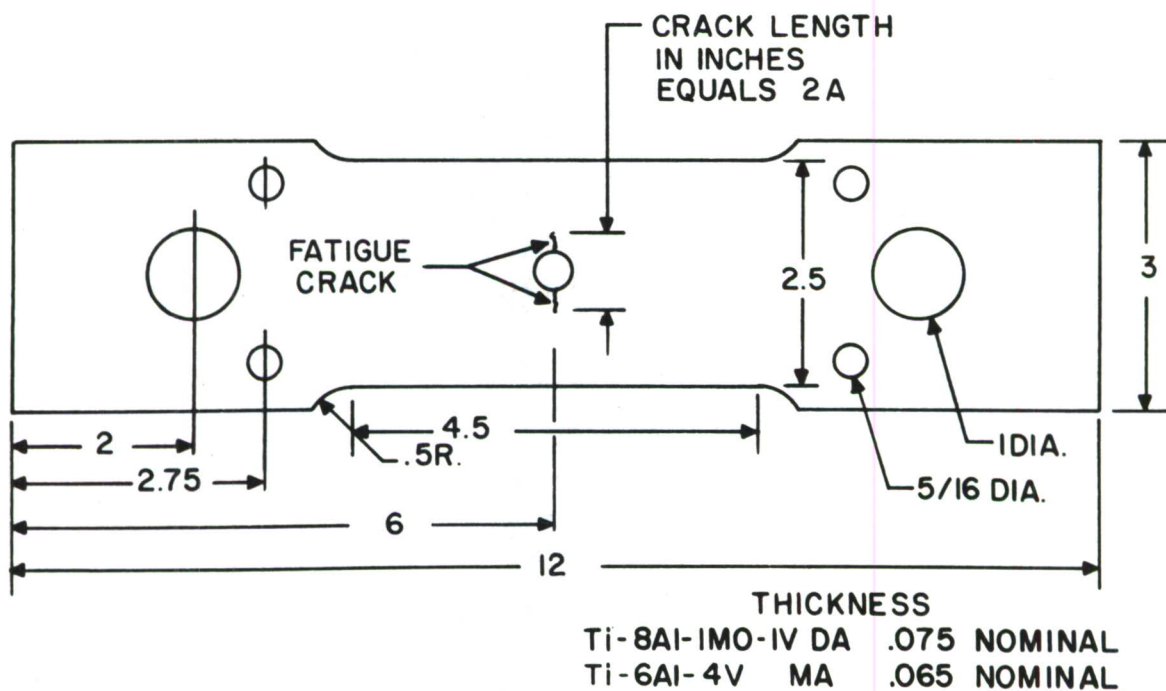
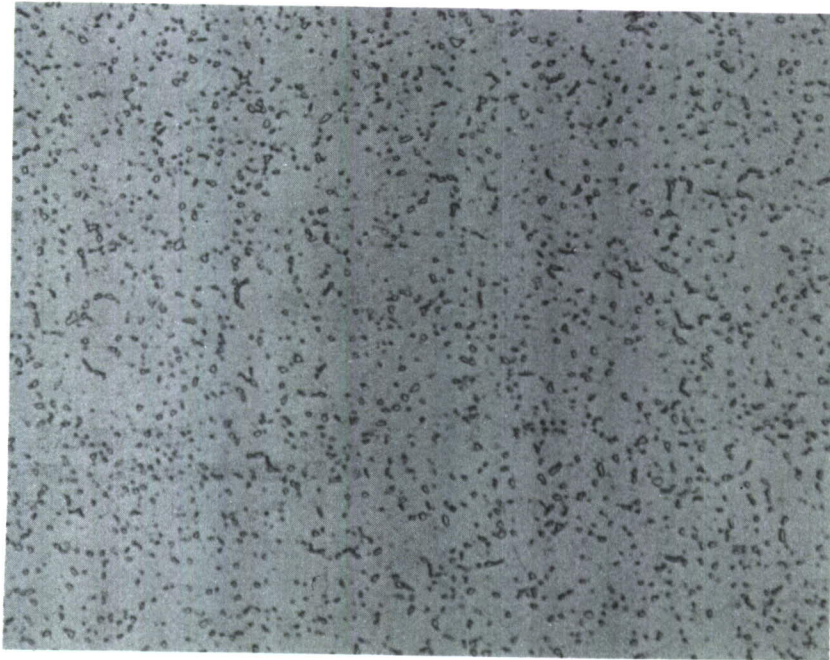
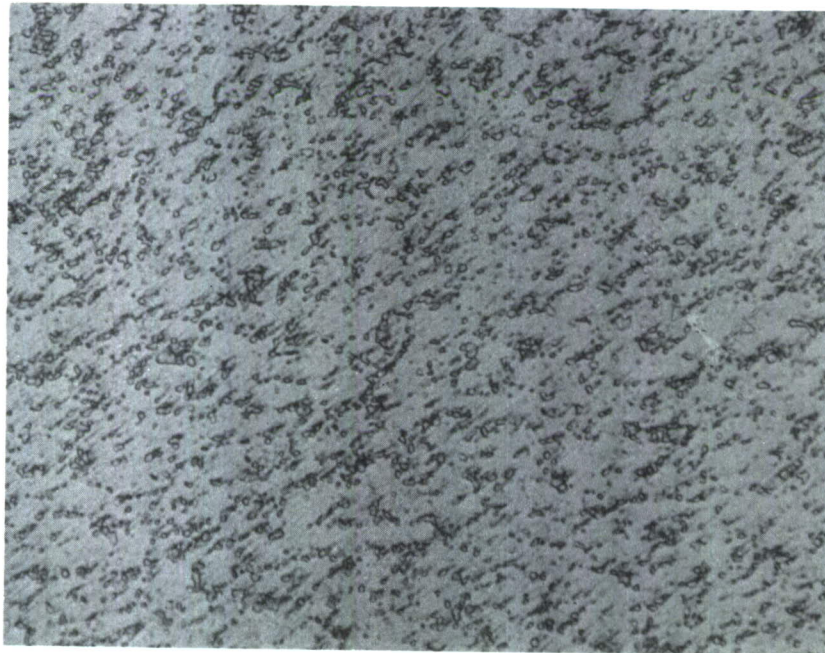


Figure 2. Fracture Toughness and Stress Corrosion Specimen



Ti-8Al-1Mo-1V Duplex Annealed



Ti-6Al-4V Mill Annealed

Figure 3. 500X Photomicrographs of Material Tested

SECTION III

TEST EQUIPMENT

The testing machines utilized included a 12,000 lb capacity Schenck tension-compression fatigue machine with low and high speed loading capabilities (approximately 40 cpm and 1300 to 2000 cpm respectively); a 50,000 lb Wiedemann tensile machine equipped with an automatic cyler for low cycle fatigue testing; a 10,000 lb Instron tensile machine; and a 40,000 lb Baldwin creep testing machine. Typical test set-ups using these machines are shown in Figures 4 through 6.

A Sanborn recorder was used to record load versus time data during low cycle fatigue testing on the Schenck fatigue machine.

A Boyle compliance gage was modified for a three-inch gage length as shown in Figure 7. The increase in gage length was required in order to insert a cup around the specimen to include the induced crack area. See Figure 8. A sufficient quantity of a 3.5 percent NaCl solution was added to the cup to assure that the crack area was totally immersed during the tests. The modified gage was equipped with a two-inch microformer coupled with an Automatic Timing and Controls, Inc. demodulator and a Leeds and Northrup Co. recorder to permit measurement of the deflection within the gage length of the specimen.

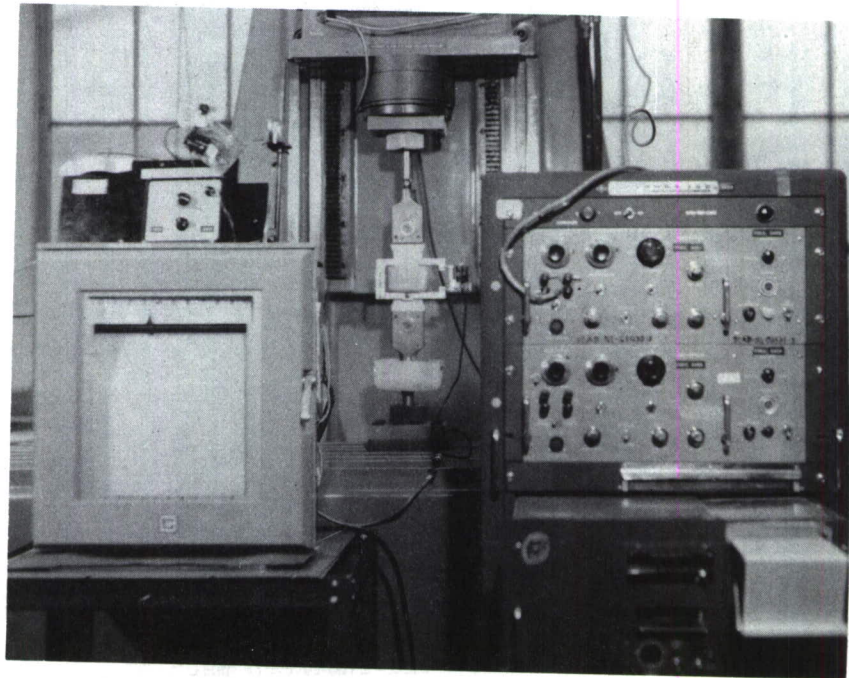


Figure 4. 12,000 lb Schenck Fatigue Machine

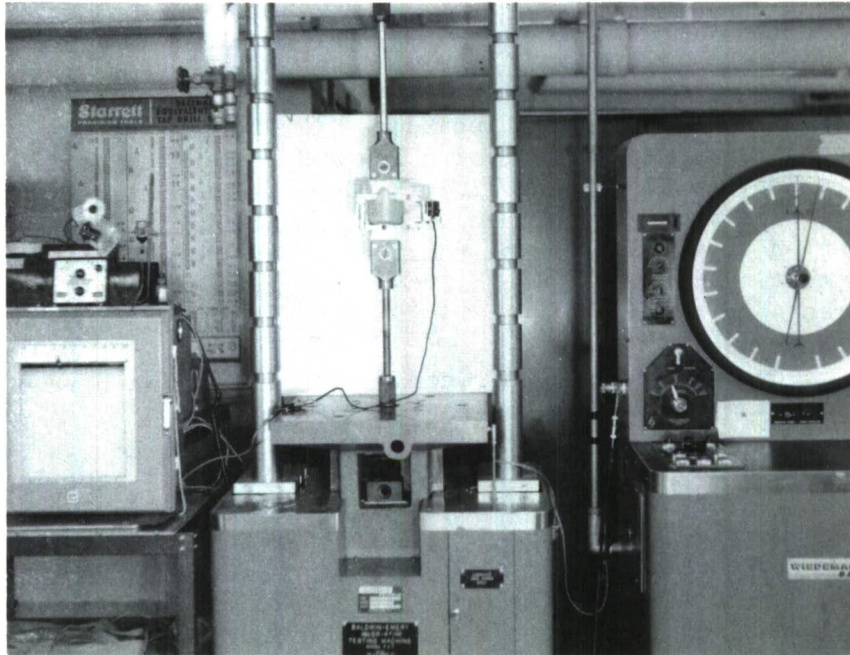


Figure 5. 50,000 lb Wiedemann Tensile Machine

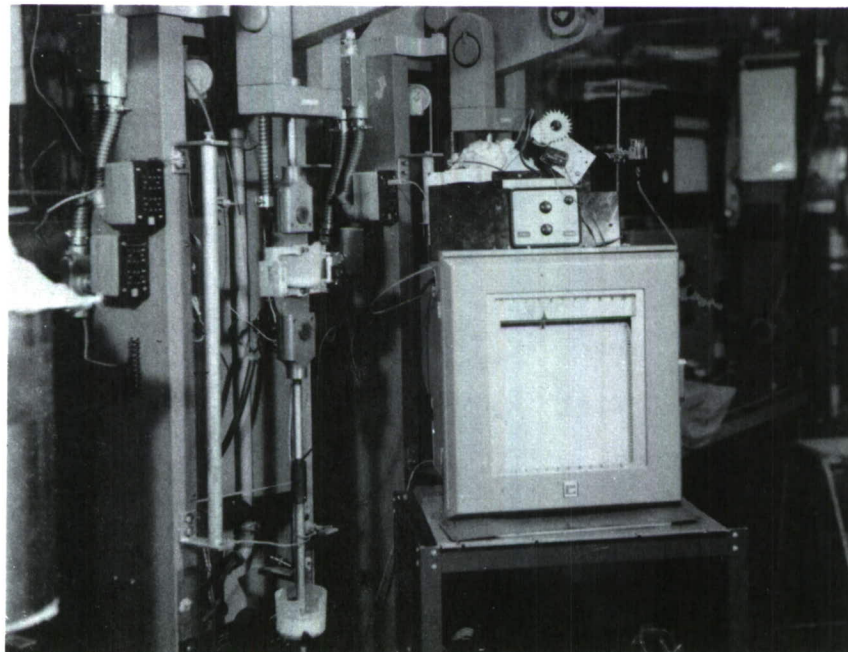


Figure 6. 40,000 lb Baldwin Creep Machine

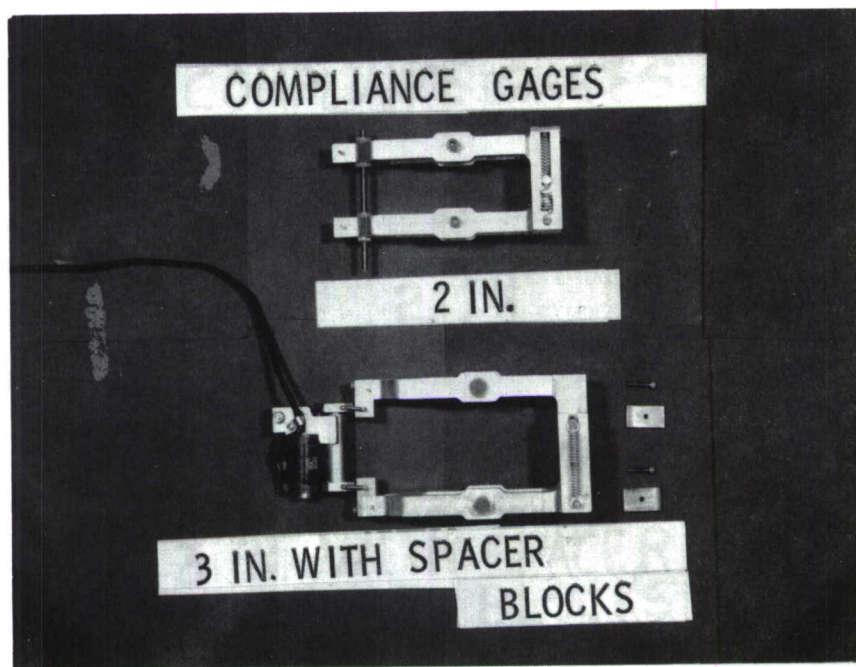


Figure 7. Standard Two-Inch Compliance Gage and Modified Three-Inch Gage

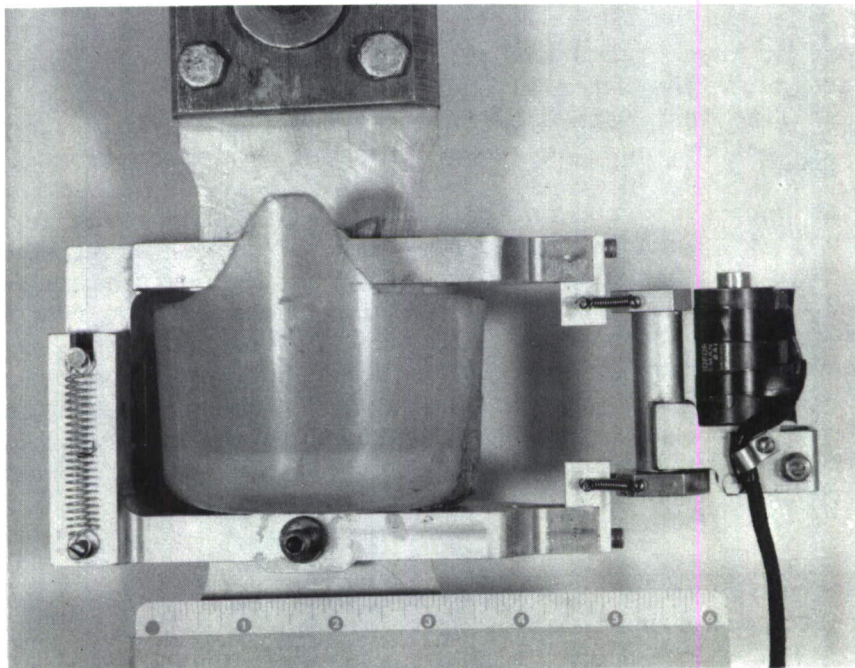


Figure 8. Three-Inch Deflection Gage and Cup on Specimen

SECTION IV

TEST PROCEDURES

CRACK LENGTH CALIBRATION

In order to determine the crack length as a function of time or load cycles it was necessary to perform a special calibration referred to as a displacement calibration technique. A calibration specimen (configuration shown in Figure 2) with a sawed-in crack of known length was loaded in the Instron Tensile machine to a gross stress slightly below the deviation from linearity* (elastic response). The modified three inch compliance gage, previously described, with a magnification of 1000X was used to monitor the deflection in the three-inch gage section. Load versus deflection was continuously recorded on a X-Y recorder. This procedure was continued using the same specimen but with various sawed-in crack lengths. From this calibration a family of load versus deflection curves for various crack lengths was obtained as shown in Figure 9. These curves were then converted to crack length versus deflection for constant load as illustrated in Figure 10. The constant load curves were used to convert deflection versus cycles curves obtained from test data to crack length versus cycles. It should be noted that the maximum calibration load for each sawed-in crack length was selected to be below the deviation from linearity of the material to insure linear elastic response of the specimen and to prevent plastic deformation and crack extension.

BASE LINE DATA TESTS

The purpose of these tests was to obtain basic materials properties data in order to categorize the material and to insure the material met specifications. The base line test data used in this report are: yield strength, stress intensity factors, and the gross stress at deviation from linearity.

These tests were performed on the 50,000 lb Wiedemann tensile machine which is equipped with an autographic recorder. Tensile tests (specimen configuration shown in Figure 1) were run at room temperature utilizing a head speed of 0.05 inches per minute. Fatigue cracks for the fracture toughness specimens (configuration shown in Figure 2) were initiated and extended to approximately 0.8 inches in the 12,000 lb Schenck fatigue machine. The fracture tests were performed in the 50,000 lb Wiedemann. A standard 2 inch Boyle gage with a magnification of 470X was used to determine compliance.** Stress intensity factors (K_C and K_{IC})** were calculated by a computer program (see Reference 4).

* Deviation from linearity: Point on the load versus deflection curve from a fracture toughness specimen at which the curve becomes nonlinear.

** Compliance: Stiffness; extension to load ratio; used in plane stress fracture toughness tests to determine crack length at onset of catastrophic fracture.

*** K_C : Plane stress stress intensity factor;
 K_{IC} : Plane strain stress intensity factor.

STATIC CRACK GROWTH TESTS

The static environmental crack growth tests were performed to determine whether the titanium alloys in this investigation performed in the same manner as indicated in the literature. Fatigue precracked specimens (one from each alloy under investigation) were loaded in the Baldwin creep machine. The specimens were instrumented with the three-inch deflection gage and a 3.5 percent NaCl solution surrounded the crack area. The static loads used were sufficient to insure gross stresses equal to or greater than the gross stress at deviation from linearity. During these tests deflection versus time was continuously monitored on a L & N recorder.

DYNAMIC CRACK GROWTH TESTS

The dynamic crack growth specimens were tested in the Schenck and Wiedemann testing machines at frequencies of 40 cpm and 2 cpm respectively. The deflection within the three-inch gage section was recorded at a constant stress ratio "R" where $R = \frac{\sigma_{\min}}{\sigma_{\max}} = 0.1$.

Deflection versus time charts generated from the crack growth tests were used to determine crack length versus cycles by the procedure outlined previously. The total deflection corresponding to the maximum load during the first cycle was the reference point used to determine further crack growth. The crack length at the beginning of the low frequency fatigue was determined by post test inspection of the failed specimens. As a consequence of knowing the initial crack length, deflection, and the corresponding load (for this case the highest load), further deflections were converted to total crack length by means of the calibration curves already determined.

Two specimens of the Ti-8Al-1Mo-1V DA series (D-8 and D-9) which were not used for crack growth tests were used to study fatigue crack initiation in a corrosive environment. In these tests all crack initiation parameters were the same as in the fatigue precracking prior to performing low frequency dynamic crack growth tests except that a corrosive environment (3.5 percent NaCl solution) was added.

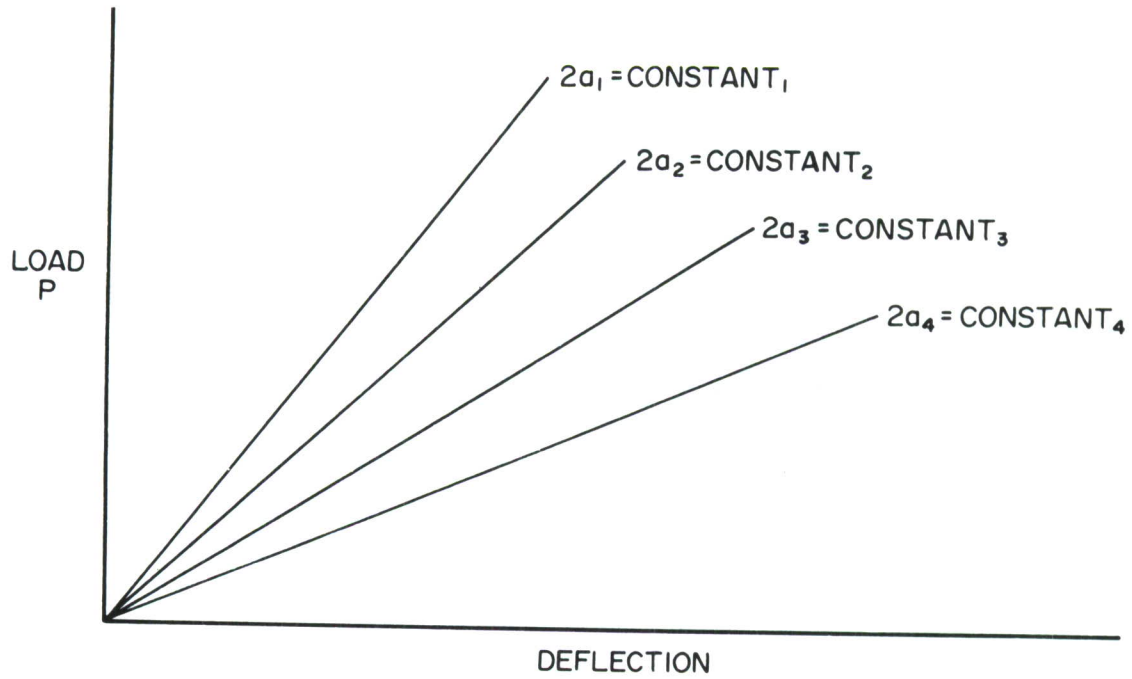


Figure 9. Typical Load vs. Deflection Curves for Various Crack Lengths

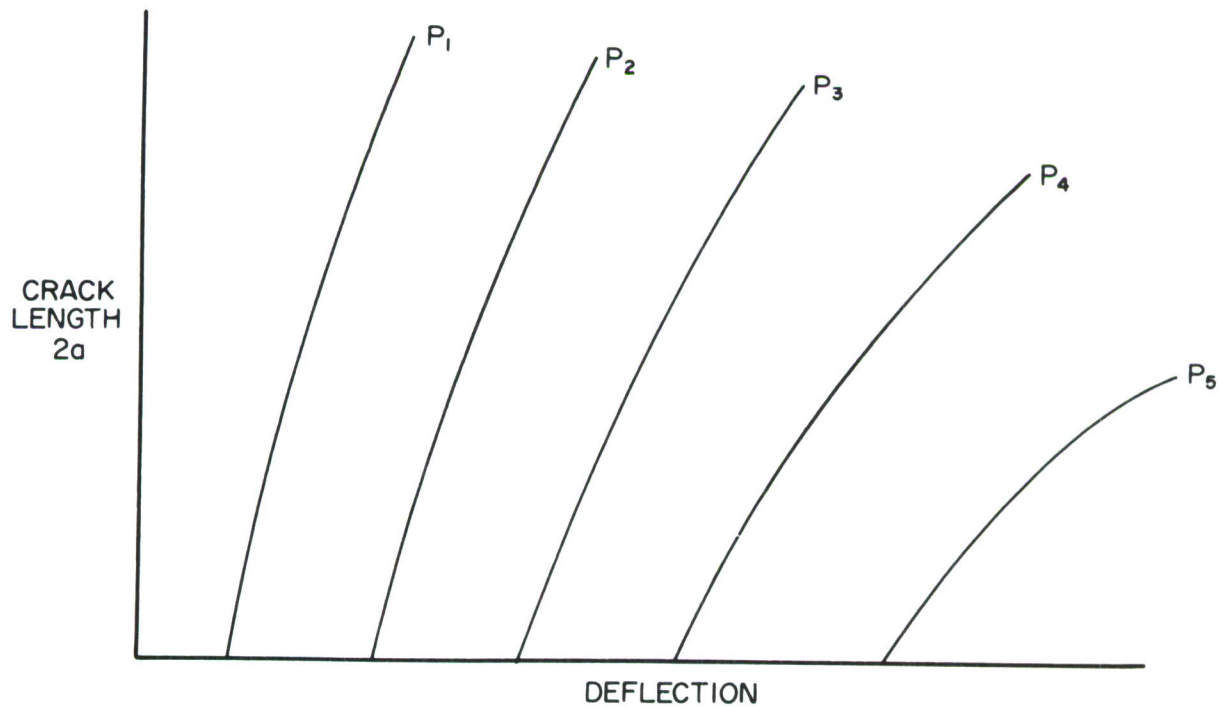


Figure 10. Typical Crack Length vs. Deflection for Various Constant Loads

SECTION V

RESULTS

BASE LINE DATA

The data from the tensile tests are presented in Table II. All tests were run at room temperature. The results are the average of the number of tests indicated.

TABLE II

Tensile Data

Alloy	Ti-8Al-1Mo-1V DA	Ti-6Al-4V MA
Nr. of tests	4	7
σ_{tu}^* , KSI	169.7	132.6
σ_{ty}^* , KSI	154.1	122.1
%e*	15.6	17.0

Note: σ_{tu}^* = ultimate tensile strength

σ_{ty}^* = tensile yield strength

%e: = percent elongation

Fracture toughness test results are presented in Table III. These results are from one test of each alloy.

It should be noted that the only valid use that can be made of the fracture data is to show the approximate toughness of the two materials tested. The plane strain stress intensity factor (K_{IC}), as calculated from the deviation from linearity of the load versus deflection curves, gives only an indication of crack initiation resistance of the material. There was not enough elastic constraint at crack initiation to cause a plane strain "pop-in" condition. Therefore, no distinct "pop-in" was observed. Also, for the plane stress stress intensity factor (K_C), the ratio of the average net section stress to the tensile yield stress greatly exceeds the 0.8 upper limit (Reference 5) for accurate plane stress measurement.

TABLE III

Fracture Data

Alloy	Ti-8Al-1Mo-1V DA	Ti-6Al-4V MA
2a initial, inches	.851	.835
2a final, inches	1.387	1.34
Gross stress for K_{nc}^* , KSI	36.49	37.9
Net stress ratio for K_{nc}	.42	.47
Net stress ratio for K_C	1.33	1.43
Plastic zone correction, inches	.0193	.0247
K_{nc} basic, KSI $\sqrt{IN}$.	44.4	45.6
K_C^* basic, KSI $\sqrt{IN}$.	134.2	132.9

* K_{nc} : plane strain stress intensity factor computed from deviation from linearity.

* K_C : plane stress stress intensity factor

STATIC CRACK GROWTH DATA

One specimen from both the Ti-8Al-1Mo-1V DA and Ti-6Al-4V MA sheets was tested to obtain the data shown in Figure 11 in the Appendix. The gross stresses these specimens were able to sustain for a considerable period of time were well above the deviation from linearity for both materials (36.49 KSI for Ti-8Al-1Mo-1V and 37.9 KSI for Ti-6Al-4V). A literature search indicated titanium alloys undergo their greatest degradation of properties in the first hour or less (See References 1, 2, 3). Reference 2 indicates that at a gross stress of 50 KSI Ti-8Al-1Mo-1V DA specimens should fail in one hour. Crack length versus time was not plotted because the crack length determination calibration is not accurate above the deviation from linearity. It is only accurate in the elastic compliance range of a material.

DYNAMIC CRACK GROWTH DATA

Dynamic crack growth curves for Ti-6Al-4V MA are presented in Figure 12 to 15. Each curve represents the results of one specimen test. The curves are labeled with the appropriate gross stress, environment, and frequency of fatigue. The pH of the salt solution, when indicated, was 6.6 to 6.8. The initial crack length of each specimen in Figures 12 to 15 was not identical. Therefore, the curves of Figures 12, 13, and 14 were shifted horizontally as shown in Figures 16, 17, and 18 to begin all crack-growth curves with an initial crack length of 0.85 inch. The curve for specimen E-7 in Figure 15

was not altered because it had an initial crack length of 0.85 inch. The curves were shifted to the same initial crack length to present a comparison of the crack growth as a function of the various parameters (frequency and environment). A composite plot of selected curves from Figure 15, 16, 17, and 18 is presented in Figure 19. When two specimens were tested at one load level and environment, the average of the two curves was plotted in Figure 19. The form of curve F-8 is questionable because of the limited number of test data points. Therefore, the lower portion of curve F-8 on Figure 19 was adjusted to follow the general form of curves E-8, F-10 and F-13. Figure 20 was obtained by plotting the maximum gross stress values from static and dynamic tests versus the corresponding crack propagation life. Inasmuch as the data on Figure 20 was obtained at a test frequency of 40 cpm, the data from Specimen E-10 (tested at 2 cpm) was not included. Thus, Figure 20 contains two "S-N curves" for representing the low frequency fatigue crack propagation life of Ti-6Al-4V MA.

Crack length versus cycle curves for the Ti-8Al-1Mo-1V DA are presented in Figure 21 for one gross stress level (32 KSI). The curves of Figure 21 were shifted horizontally in Figure 22 to begin all crack-growth curves with an initial crack length of 0.85 inch just as the curve of the Ti-6Al-4V MA were shifted. Again, this was done to present a comparison of the relative crack growth as a function of the various parameters (frequency and environment).

The results of the corrosive fatigue crack initiation tests are presented in Table IV along with the data obtained from air-environment fatigue precracking exercises. The precrack lengths were measured optically directly from the specimen.

TABLE IV

Crack Initiation Data for Ti-8Al-1Mo-1V DA*

Specimen	Environment	Max. Gross Stress (KSI)	Cycles to Initiate and Propagate Crack	Precrack Length (inches)
C-3	Air	25	51,800	0.82
C-8	Air	25	32,900	0.79
D-6	Air	25	25,000	0.78
D-7	Air	25	23,000	0.85
D-8	NaCl	25	10,000	0.80
D-9	NaCl	25	15,400	1.20

*Data in this Table for air environment specimens were obtained from fatigue precracking of crack growth specimens.

SECTION VI

DISCUSSION AND ANALYSIS

Ti-6Al-4V MILL ANNEALED SPECIMENS

Referring to Figures 15 to 19, nothing unusual is observed except for the curve of crack growth of specimen E-10 in Figure 16. This specimen was tested at a frequency of two cpm and had a longer fatigue life than the specimen run at 40 cpm in the same NaCl environment. At all stress levels, the specimens tested in the salt solution failed in fewer cycles than corresponding specimens run in air. Specimens which had an initial unsymmetrical fatigue crack (cracks that grew asymmetrically with respect to the center line of the specimen) initially reacted as if the crack was symmetric. But, as the crack grew toward instability the unsymmetrical cracks grew faster than the symmetrical cracks.

Specimen E-10 was tested at the two cpm loading rate to determine what parameters contributed to the reduction of cyclic life in the corrosive environment. For example, if the cyclic life was exposure time dependent specimens E-9 (40 cpm) and E-10 (2 cpm) would have failed in the same amount of time and E-10 would have failed at 1/20th of the number of cycles of E-9.

If the cyclic life was dependent on the number of cycles to failure, both specimens would have lasted an equal number of cycles and E-10 exposure time would have been 20 times longer than E-9.

Based on the test results obtained E-10 (2 cpm) lasted 41 times longer and required approximately 3 times as many cycles to reach the equivalent crack length of E-9 (40 cpm). This suggests a complex frequency dependent relationship with lower frequencies requiring more load cycles to fail the specimen. Of course, this is the result of only one test, but it is further substantiated in the tests of the Ti-8Al-1Mo-1V DA which are discussed later in this section.

In attempting to determine the final mode of failure (the onset of catastrophic crack growth) the final (critical) values of the stress intensity factors and the net stress were calculated. The crack length prior to final failure was determined by visual inspection of the fracture faces. The area of the fracture faces where low cycle fatigue had caused slow crack growth was different from either the high cycle fatigue area of the fatigue pre-cracking or the catastrophic area of fracture. Results of the inspection and calculation are presented in Table V. From Table V it can be seen that the final critical stress intensity factor is not equal to either the K_{NC} or K_C value (46 and 133 KSI $\sqrt{IN}$, respectively, obtained statically) of the material. Since the net stress at failure was approximately equal to the ultimate strength of the material (132.6 KSI from tensile tests) the specimens probably failed from overload and not because of crack sensitivity.

TABLE V

Final Crack Length Data for Ti-6Al-4V MA

Specimen	Environment	σ_g max KSI	2a final IN.		K_{CD}^* KSI $\sqrt{IN}$	σ_{nc}^* KSI
E-8	Air	27	2.01			
E-9	NaCl	27	2.00	2.013	75	136
E-10	NaCl	27	2.03			
F-7	NaCl	28.6	1.85	us. crack		
F-8	Air	28.6	2.00	1.975	76	133
F-11	NaCl	28.6	1.95			
F-10	Air	31.4	1.95			
F-12	NaCl	31.4	1.92	1.93	81	137
F-13	Air	31.4	1.92			
E-7	NaCl	32	1.86	1.89	80.5	132
E-6	Air	32	1.92			

* K_{CD} : Critical dynamic stress intensity factor

* σ_{nc} : Net critical stress

Ti-8Al-1Mo-1V DUPLEX ANNEALED SPECIMENS

Crack growth tests of the Ti-8Al-1Mo-1V DA specimens were primarily oriented toward evaluation of the frequency relationship observed in specimens E-9 and E-10 of the Ti-6Al-4V MA series of tests. An inspection of the curves in Figure 22 indicates the same general trend as was noticed in the previously described Ti-6Al-4V MA curves. Dynamic environmental crack growth was much faster in the 3.5 percent NaCl solution than in the air environment for the same loading rate. Again, the lower cyclic rate (2 cpm) caused an increase in the number of cycles to failure for the same stresses in the corrosive environment tests.

Final critical crack lengths for the Ti-8Al-1Mo-1V DA specimens were scattered and questionable and therefore are not presented. The longest length was 2.05 inches and the shortest (neglecting specimen C-6 which had an unsymmetrical fatigue crack) was 1.84 inches. Because of the scattered final crack length values subsequent calculations of the critical stress intensity factors and the critical net stress values were not made.

Referring to Table IV it will be observed that the number of cycles to initiate and grow a crack to some predetermined length is considerably reduced in a salt solution. Three possibilities exist for this phenomenon. Either the initiation time is reduced, the propagation time is reduced, or both are reduced. The possibility of the reduction being restricted solely to initiation time cannot exist, since all previous data presented for propagation have shown a reduction in cyclic life in a salt solution as opposed to an air environment.

From Figure 22 it can be observed that the propagation time in a salt solution compared to an air environment is reduced by a factor approximately equal to five for a constant frequency. With this factor of five in mind, it is possible that the initiation time of a crack under cyclic loading is the same for the two environments and only the propagation time is changed. Not enough data are available to make a definite statement concerning the fatigue crack initiation in a salt solution. All that can be said is that the combined initiation and propagation time is reduced.

SECTION VII

CONCLUSIONS

1. Dynamic crack growth resistance of the titanium alloys tested is reduced in a NaCl solution as compared to an air environment.
2. The cyclic life of titanium alloys under dynamic loading in a corrosive environment is dependent on the frequency of cycling with lower frequencies causing longer cyclic life on both a time and a cycles to failure basis.
3. More effort is required to obtain conclusive data on the effect of cyclic frequency on crack propagation of titanium in an aqueous medium.

SECTION VIII

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1. B. F. Brown, "A New Stress-Corrosion Cracking Test Procedure for High-Strength Alloys." Paper presented at Sixty-Eighth Annual Meeting of the American Society for Testing and Materials, June 1965.
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5. J. E. Srawley and W. F. Brown, Jr., "Fracture Toughness Testing," NASA TN D-2599, January 1965.

SECTION IX

APPENDIX

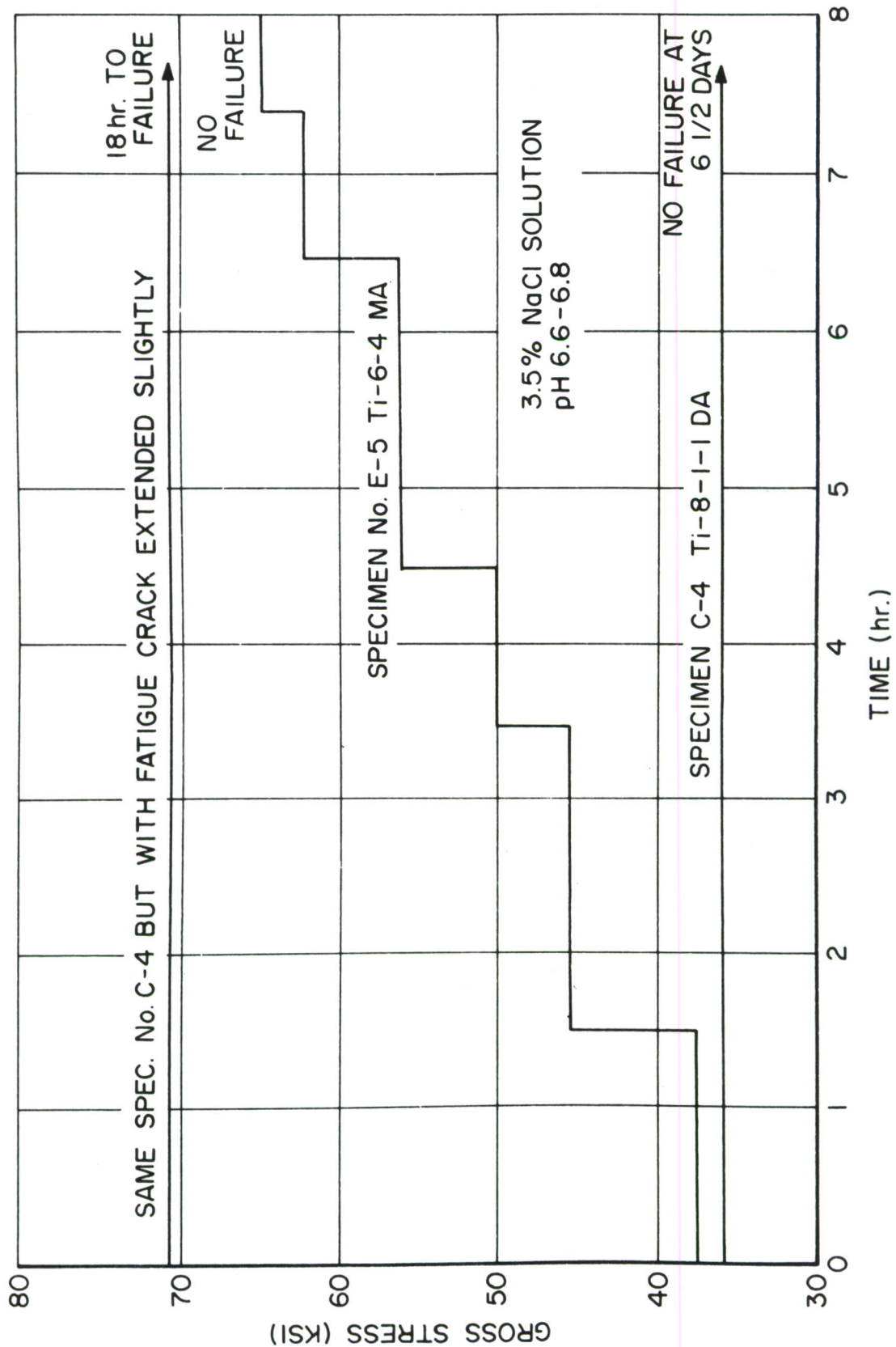


Figure 11. Static Crack Growth Tests for Ti-8Al-1Mo-1V DA & Ti-6Al-4V MA

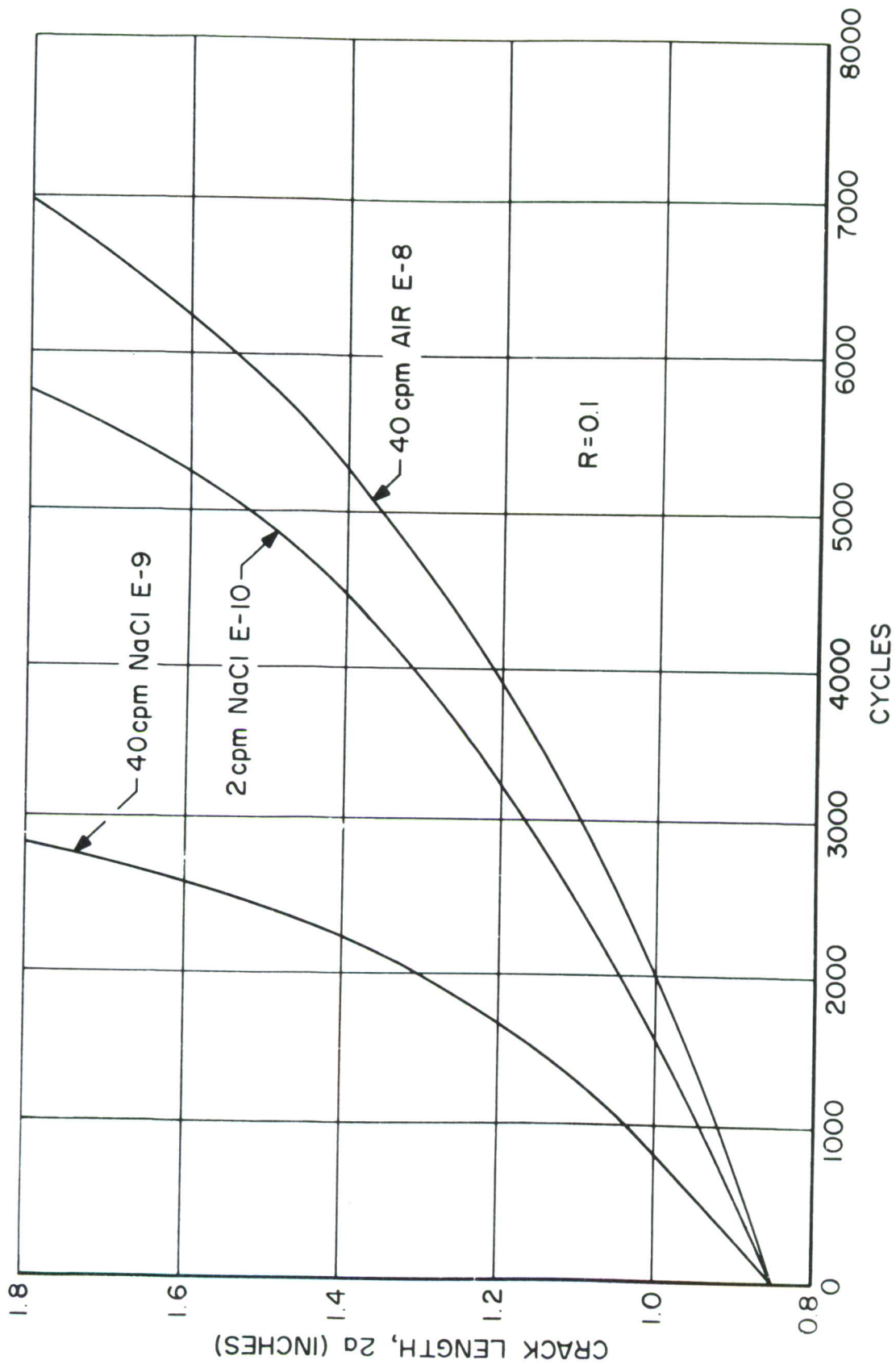


Figure 12. Crack Length vs. Cycles for Ti06Al-4V MA at 27 KSI

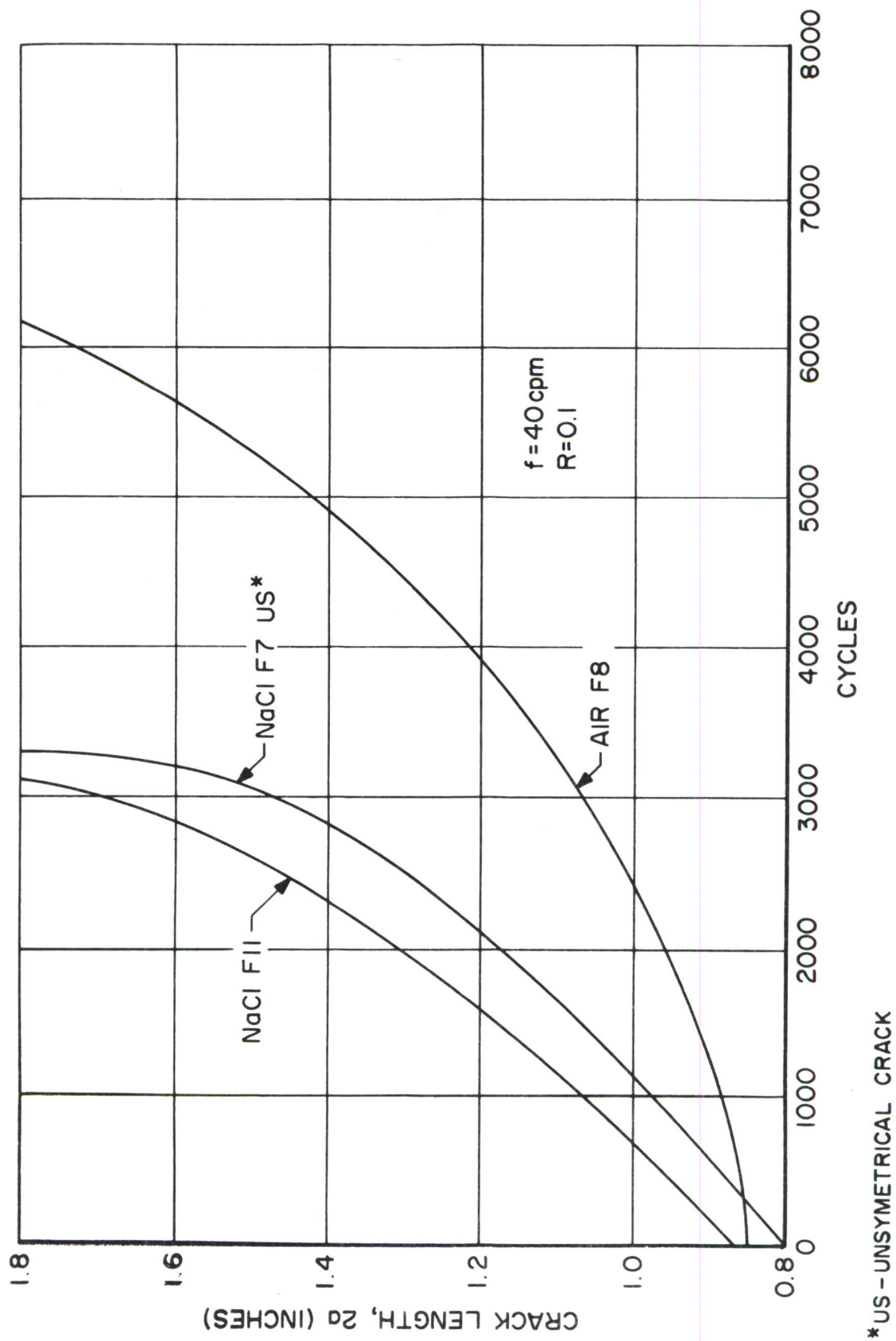


Figure 13. Crack Length vs. Cycles for Ti-6Al-4V MA at 28.6 KSI

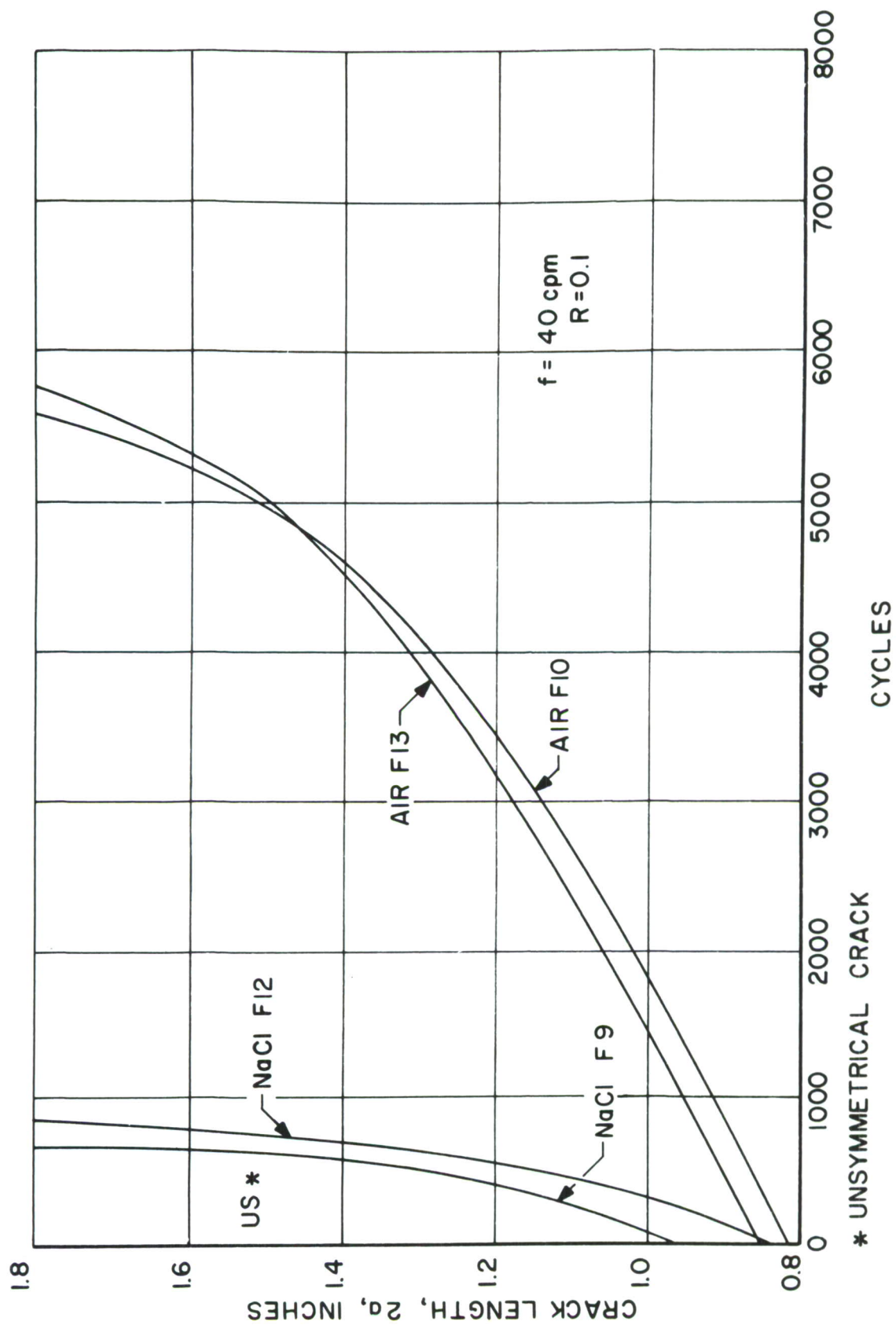


Figure 14. Crack Length vs. Cycles for Ti-6Al-4V MA at 31.4 KSI

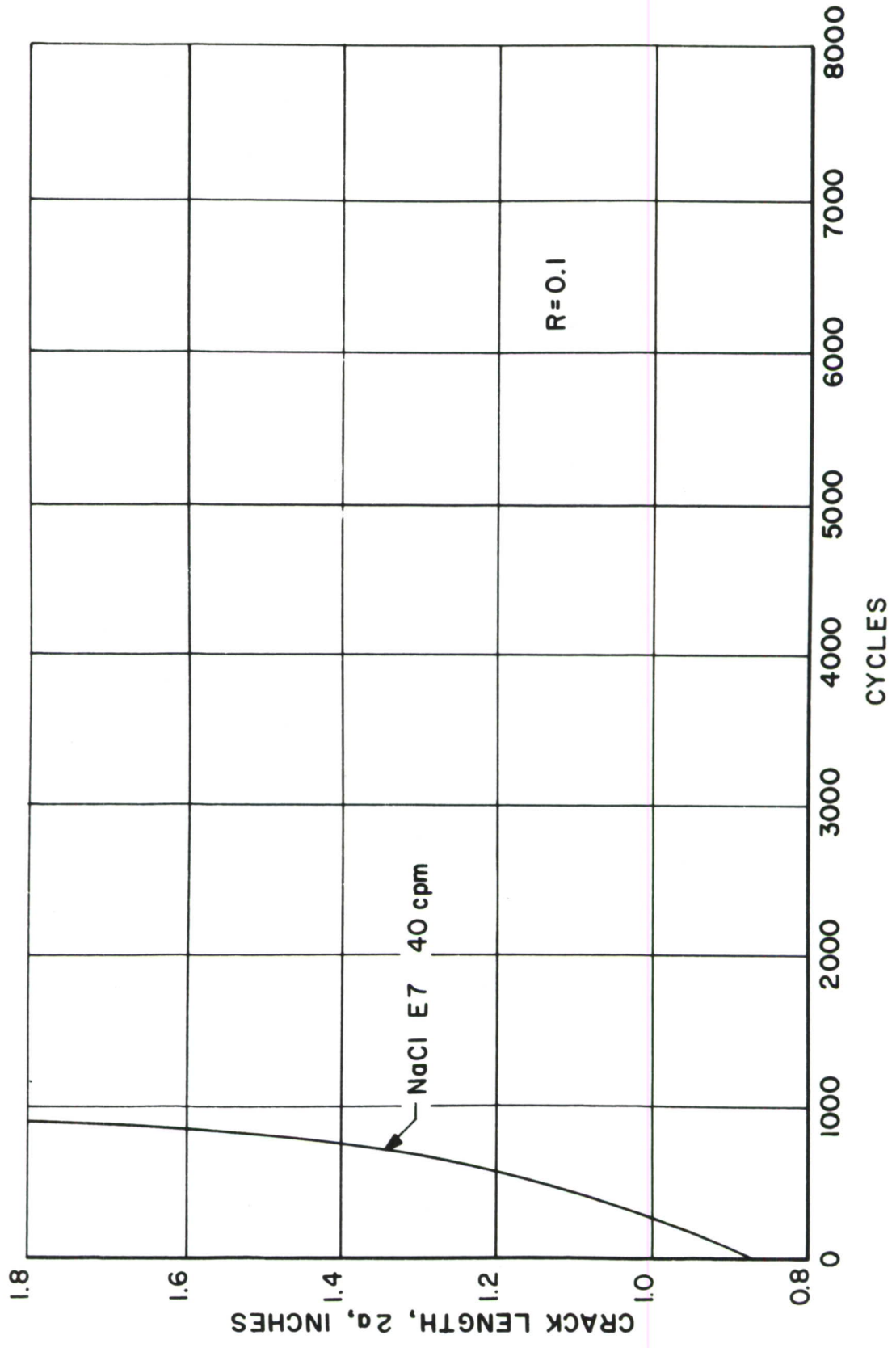


Figure 15. Crack Length vs. Cycles for Ti-6Al-4V MA at 32 KSI

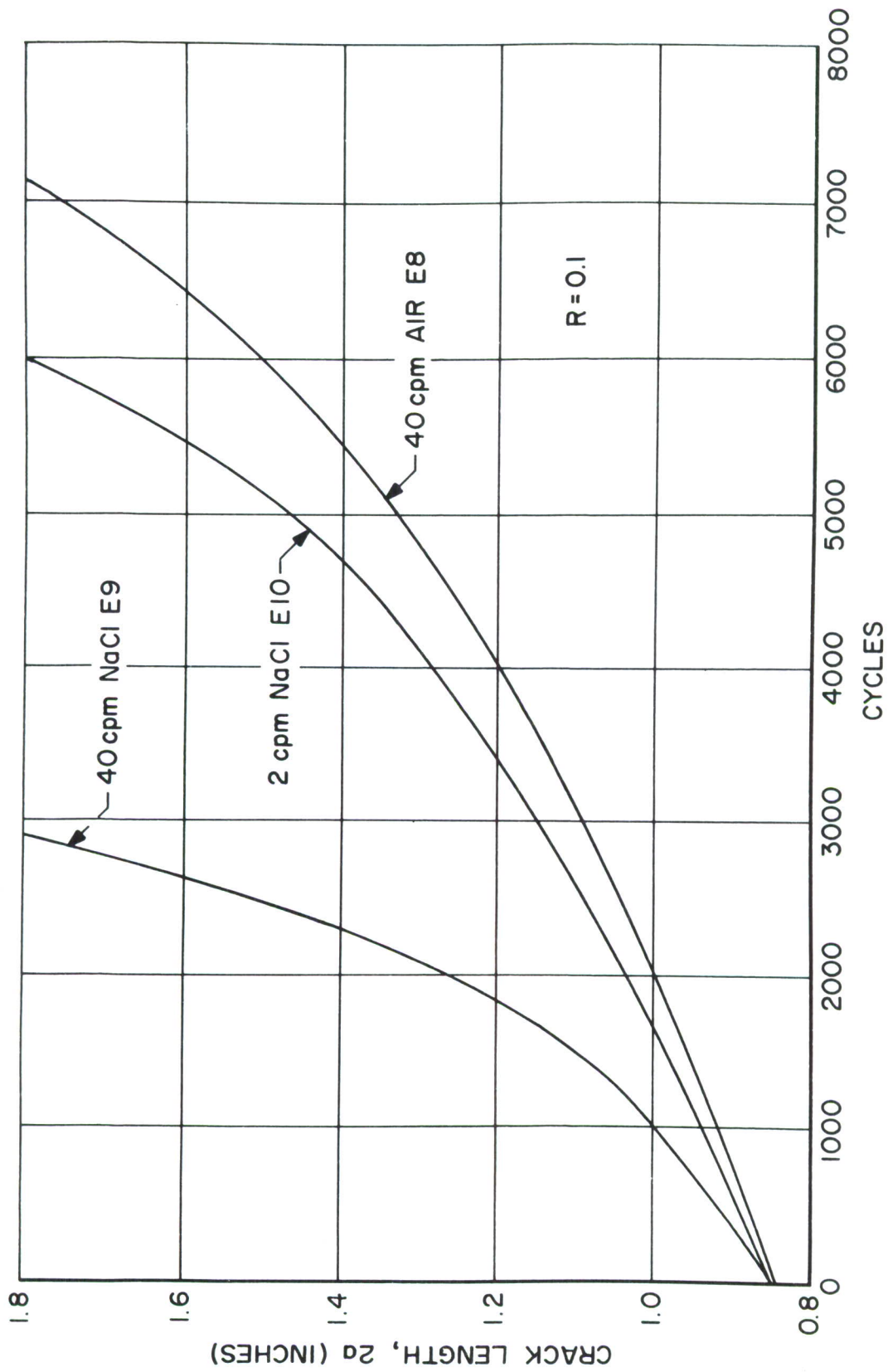


Figure 16. Crack Length vs. Cycles for Ti-6Al-4V MA at 27 KSI for Corrected Initial Crack Length of 0.85 IN.

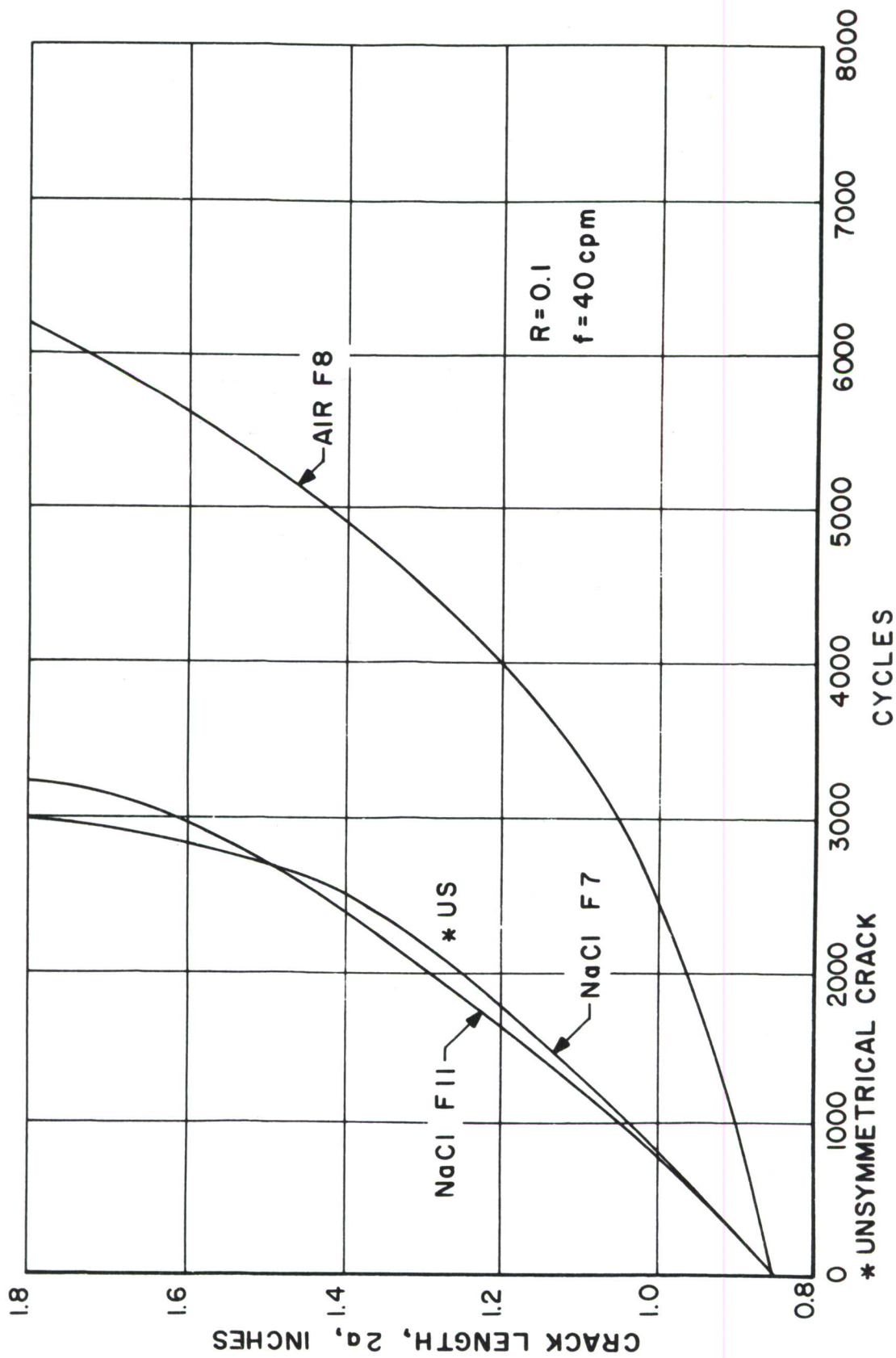


Figure 17. Crack Length vs. Cycles for Ti-6Al-4V MA at 28.6 KSI for Corrected Initial Crack Length of 0.85 IN.

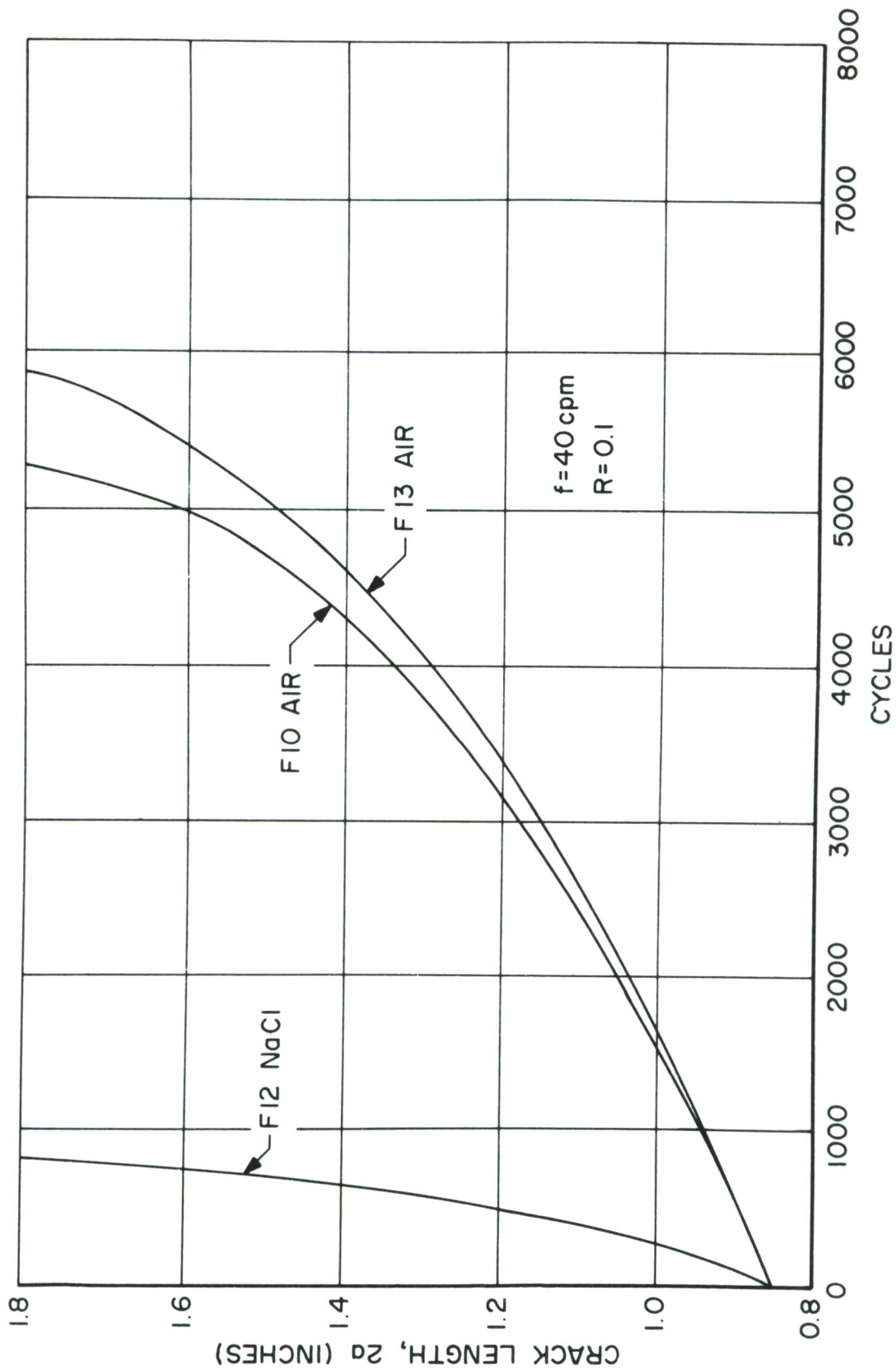


Figure 18. Crack Length vs. Cycles for Ti-6Al-4V MA at 31.4 KSI for Corrected Initial Crack Length of 0.85 IN.

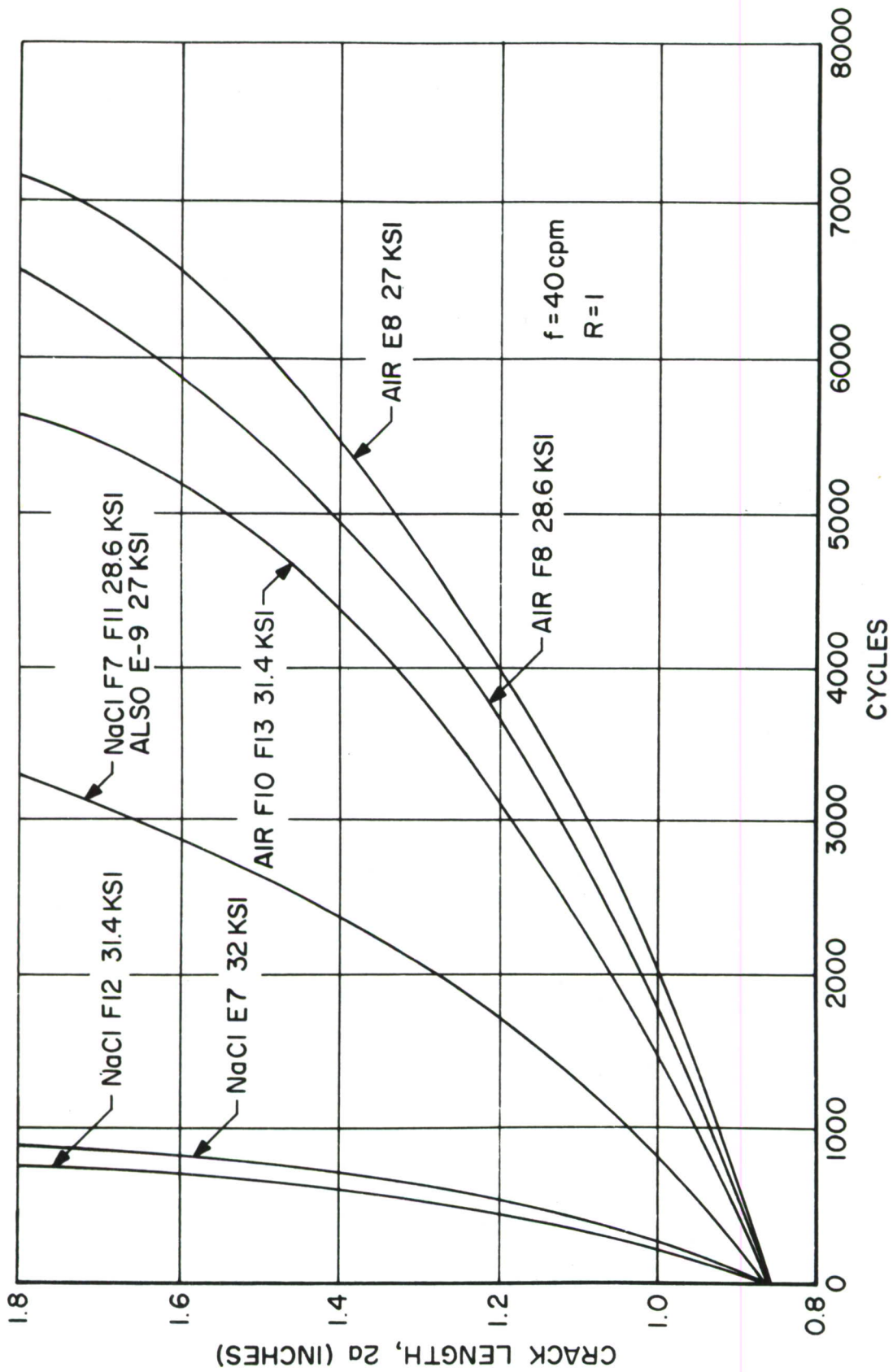


Figure 19. Crack Length vs. Cycles for Ti-6Al-4V MA for Corrected Initial Crack Length of 0.85 IN.

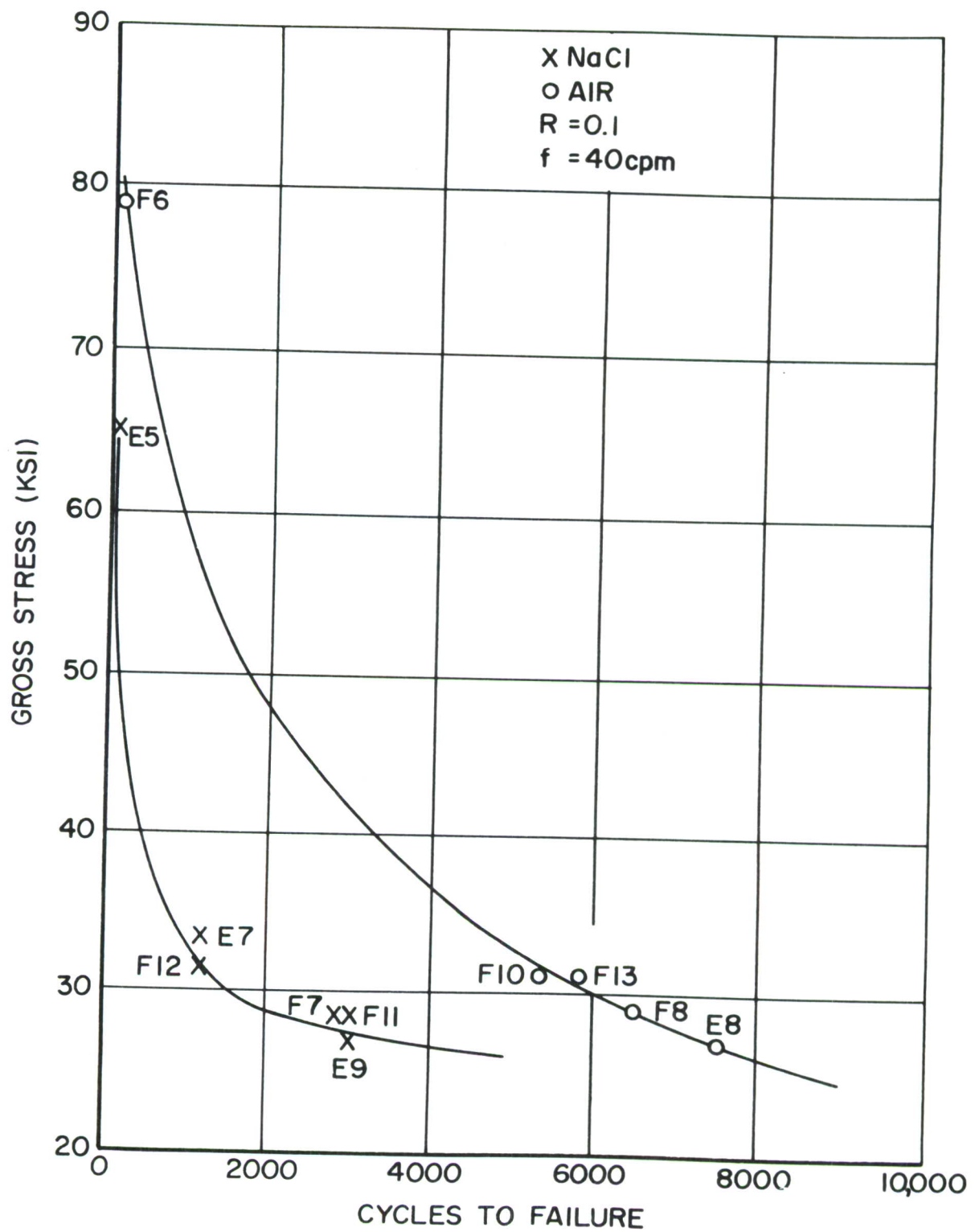
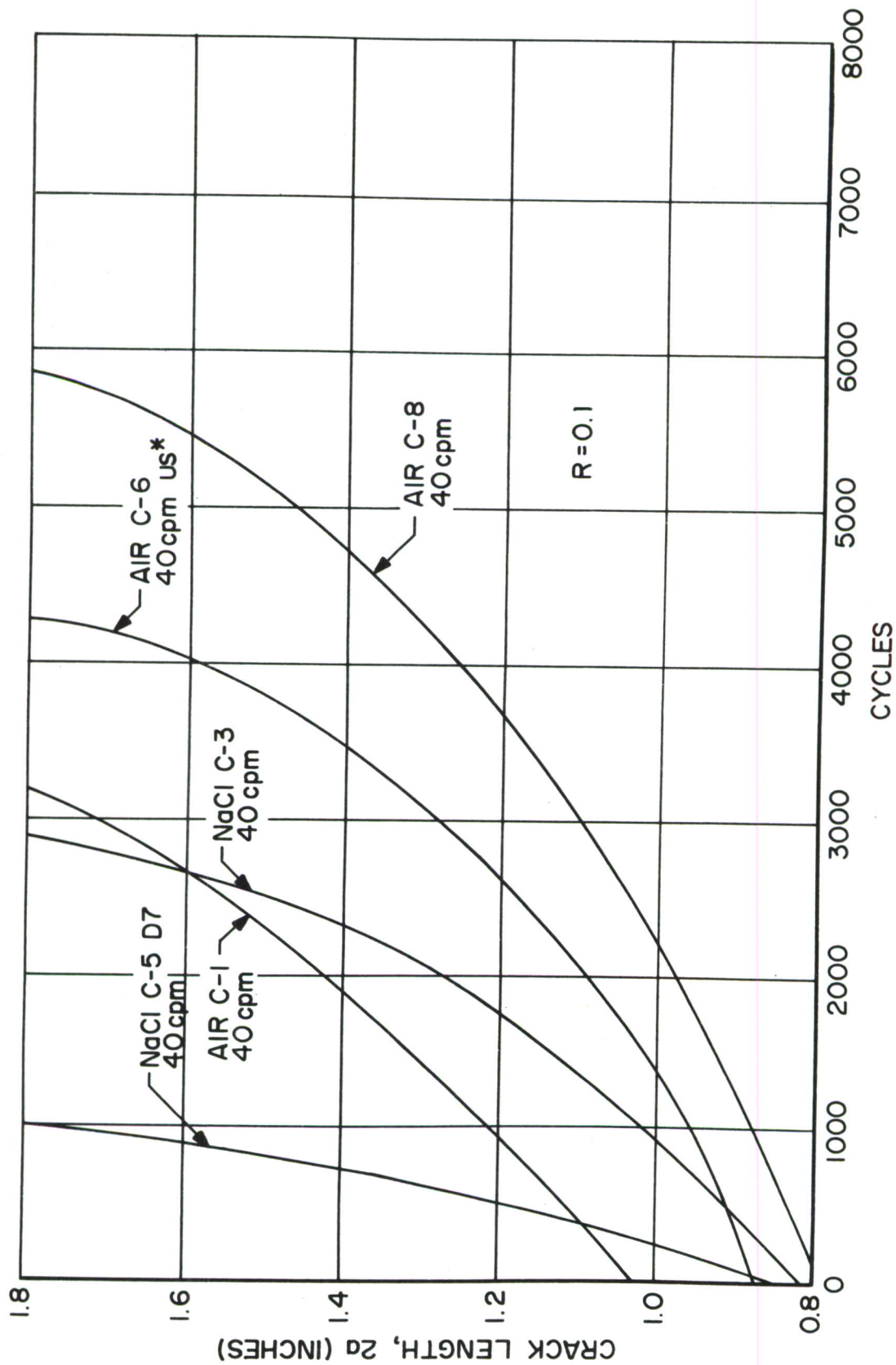
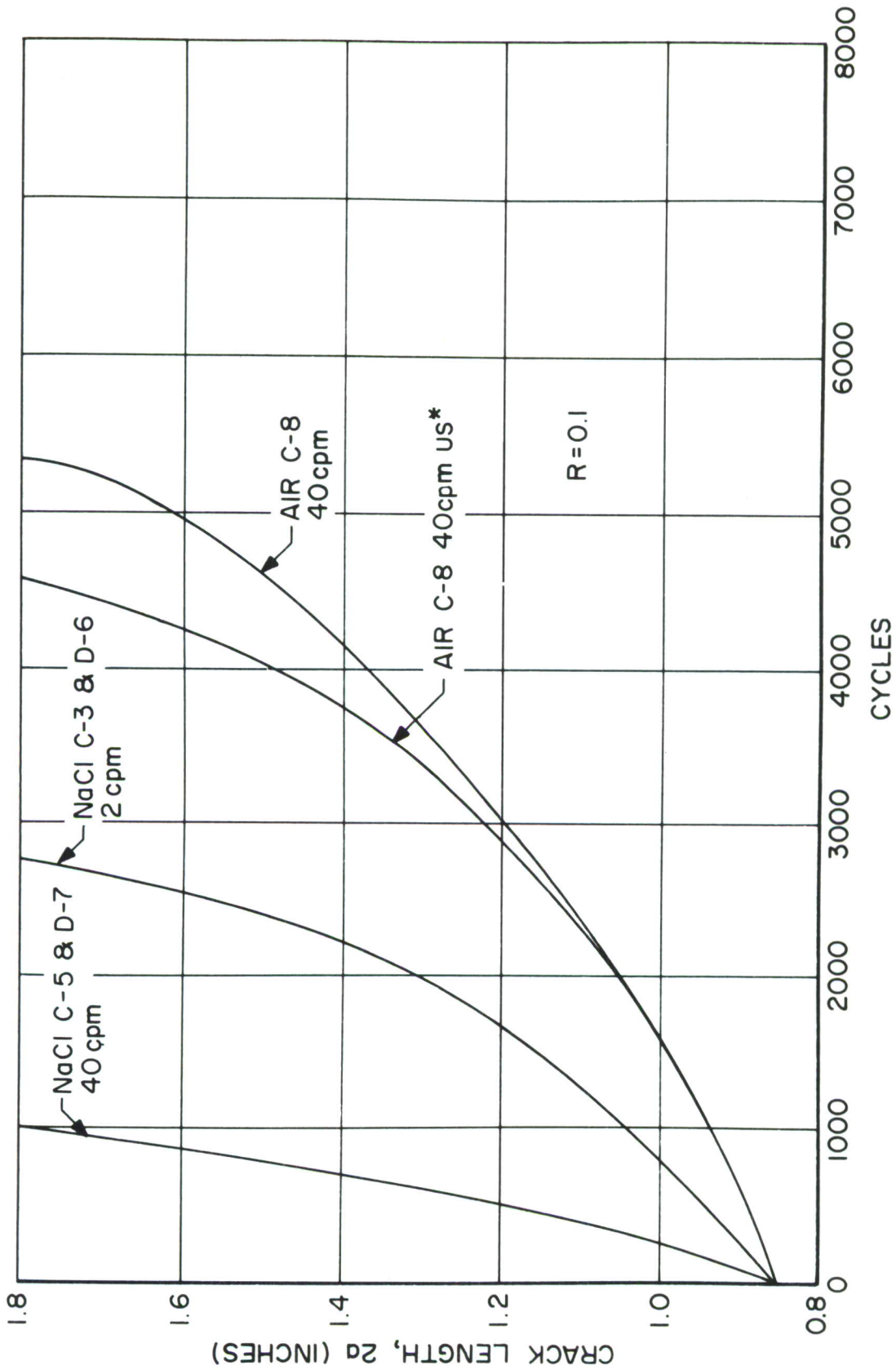


Figure 20. Gross Stress vs. Cycles to Failure for Ti-6Al-4V MA



*US - UNSYMMETRICAL CRACK

Figure 21. Crack Length vs. Cycles for Ti-8Al-1Mo-1V DA at 32 KSI



*US - UNSYMMETRICAL CRACK

Figure 22. Crack Length vs. Cycles for Ti-8Al-1Mo-1V DA at 32 KSI for Corrected Initial Crack Length of 0.85 IN.

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		2b. GROUP	
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11. SUPPLEMENTARY NOTES		12. SPONSORING MILITARY ACTIVITY Air Force Materials Laboratory Research and Technology Division Wright-Patterson Air Force Base, Ohio	
13. ABSTRACT This program was conducted to determine the dynamic (fatigue) crack growth properties of two titanium alloys (Ti-8Al-1Mo-1V Duplex Annealed and Ti-6Al-4V Mill Annealed) at room temperature in an air and in a 3.5 percent NaCl environment. Dynamic crack growth versus cycles to failure was determined at two loading frequencies (40 cpm and 2 cpm) for the corrosive environment and at a 40 cpm loading frequency for the air environment. A comparison of the air and corrosive environment test data at the 40 cpm loading frequency shows a reduction in cyclic life when exposed to the 3.5 percent NaCl environment. Also a comparison of the corrosive environment test data at loading frequencies of 40 cpm and 2 cpm shows a reduction in cyclic life on both a time and a number of cycles to failure basis at the higher loading frequency.			

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