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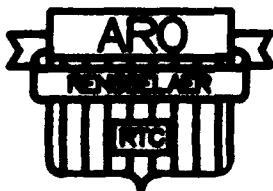
Compendium of Abstracts and Viewgraphs

2nd International Workshop on Composite Materials and Structures for Rotorcraft

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Army Research Office
American Helicopter Society
Rensselaer Polytechnic Institute

September 14 & 15, 1989



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REPORT DOCUMENTATION PAGE				Form Approved OMB No. 0704-0188	
1a. REPORT SECURITY CLASSIFICATION Unclassified			1b. RESTRICTIVE MARKINGS N.A.		
2a. SECURITY CLASSIFICATION AUTHORITY N.A.			3. DISTRIBUTION / AVAILABILITY OF REPORT Unlimited		
2b. DECLASSIFICATION / DOWNGRADING SCHEDULE N.A.					
4. PERFORMING ORGANIZATION REPORT NUMBER(S) N.A.			5. MONITORING ORGANIZATION REPORT NUMBER(S) ARO 26588.1-EG-CF		
6a. NAME OF PERFORMING ORGANIZATION Rensselaer Polytechnic Institute		6b. OFFICE SYMBOL (If applicable) RPI	7a. NAME OF MONITORING ORGANIZATION Army Research Office		
6c. ADDRESS (City, State, and ZIP Code) 110 8th St., Troy, N.Y. 12180			7b. ADDRESS (City, State, and ZIP Code) P. O. Box 12211, Research Triangle Park, N.C. 27709-2211		
8a. NAME OF FUNDING / SPONSORING ORGANIZATION Army Research Office		8b. OFFICE SYMBOL (If applicable) ARO	9. PROCUREMENT INSTRUMENT IDENTIFICATION NUMBER DAAL03-89-G-0003		
8c. ADDRESS (City, State, and ZIP Code) P.O. Box 12211 Research Triangle Park, N.C. 27709-2211			10. SOURCE OF FUNDING NUMBERS		
			PROGRAM ELEMENT NO.	PROJECT NO.	TASK NO.
11. TITLE (Include Security Classification) 2 nd International Workshop on Composite Materials and Structures for Rotorcraft					
12. PERSONAL AUTHOR(S) R. J. Diefendorf					
13a. TYPE OF REPORT (see #16)		13b. TIME COVERED FROM 12/1/88 TO 11/30/89		14. DATE OF REPORT (Year, Month, Day) Sept. 14 & 15, '89	
15. PAGE COUNT N.A.					
16. SUPPLEMENTARY NOTATION Compendium of Abstracts and Viewgraphs (of presentations)					
17. COSATI CODES			18. SUBJECT TERMS (Continue on reverse if necessary and identify by block number) Rotorcraft Composite Materials & Structures		
FIELD	GROUP	SUB-GROUP			
19. ABSTRACT (Continue on reverse if necessary and identify by block number)					
A workshop was conducted, dealing with the fundamentals of composite constituent materials and laminates as they influence applications to advanced rotorcraft developments. Included in the purview of the workshop were the theory, numerical analysis, fabrication, testing, and inspection of thermoset & thermoplastic resin matrix and metal matrix composites as they may have advantage for rotors, fixed airframe, drive system, controls, and engine "cold section" components. A total of 23 technical presentations were made in six sessions. There were, in addition Keynote, Luncheon and Banquet Addresses. Although general announcements were made to 157 leaders in these fields, attendance was by invitation only. A total of 61 workshop participants attended, representing 5 U.S. and 2 European helicopter manufacturers; 8 U.S. and 1 European universities; 6 U.S. government agencies; and 5 U.S. materials industry companies.					
20. DISTRIBUTION / AVAILABILITY OF ABSTRACT ☐ UNCLASSIFIED/UNLIMITED ☒ SAME AS RPT. ☐ DTIC USERS			21. ABSTRACT SECURITY CLASSIFICATION Unclassified		
22a. NAME OF RESPONSIBLE INDIVIDUAL R. G. Loewy			22b. TELEPHONE (Include Area Code) 518-276-6594		22c. OFFICE SYMBOL Institute Professor

RENSSELAER POLYTECHNIC INSTITUTE

workshop on

Composite Materials and Structures

September 14th and 15th, 1989

GENERAL CHAIRMAN - Professor R. J. Diefendorf
Rensselaer Polytechnic Institute

STEERING COMMITTEE -

Dr. Gary Anderson, Chairman	- U.S. Army Research Office
Carl Albrecht	- Boeing Helicopter
G. Reis Alsmiller	- Bell Helicopter
John Dugundji	- M.I.T.
Wolf Elber	- U.S. Army AATD
Samuel Garbo	- Sikorsky Aircraft
William Krueger	- DuPont
Andrew Logan	- McDonnell Douglas Helicopter
John Zugschwert	- AHS

A G E N D A

2nd ARO-AHS-RPI WORKSHOP ON COMPOSITE MATERIALS AND STRUCTURES FOR ROTORCRAFT

Room 4050 CII

September 14th

8:15-8:20 AM **WELCOME** - R. Judd Diefendorf (Rensselaer Polytechnic Institute)

8:20-8:40 AM **KEYNOTE ADDRESS:** Thomas L. House, Technical Director, U.S. Army Aviation Systems Command and Technical Director, American Helicopter Society, "Composite Structures for Rotorcraft— Meeting the Military Application Challenge"

SESSION I: **CHAIRMAN** - Christian K. Gunther (Boeing Helicopters)
Rotor Technology

8:45-9:15 AM ****Rotor Blade Root End Design: To Wind or Drill?***, A. Stevenson, Westland Helicopters Ltd., Yeovil, Somerset, United Kingdom.

9:15-9:45 AM ****Structural Strength and Stiffness Analysis of Composite Rotor Components for Best Material Efficiency***, A. Barth, Messerschmitt-Bolkow Blohm, GmbH, Munich, West Germany.

9:45-10:15 AM **"Stress Analysis of Composite Rotor Blades"**, M. Borri and G. Ghiringhelli, Politecnico di Milano, Milano, Italy.

10:15-10:30 AM **B R E A K** (CII Lounge)

SESSION II: **CHAIRMAN** - Paul A. Lagace (Massachusetts Institute of Technology)
Composite Structural Design

10:30-11:00 AM ****Composite Challenges on the V-22***, M. K. Stevenson, Bell Helicopter, Fort Worth, Texas.

11:00-11:30 AM **"Analysis and Design of Curved Composite Beams"**, O. A. Bauchau and A. W. Peck, Rensselaer Polytechnic Institute, Troy, New York.

11:30-12:00 PM **"Dynamic Characteristics of Thin-Walled Composite Beams"**, L. W. Rehfield, University of California-Davis, Davis, California, A. R. Atilgan and D. H. Hodges, Georgia Institute of Technology, Atlanta, Georgia.

12:00-12:30 PM **"Evaluation of Composite Components on the Bell 206 L and Sikorsky S-76 Helicopters"**, D. J. Baker, NASA-Langley, Hampton, Virginia.

12:30-1:50 PM **L U N C H** (Rensselaer Union, Rm 241-243)

1:15-1:45 PM **LUNCHEON ADDRESS:** Joseph Goldberg, Program Manager, Sikorsky Aircraft-UTC, "Composite Developments in Rotor Systems"

[CONTINUED on PAGE 2]

September 14th

SESSION III: CHAIRMAN - Robert W. Arden (U.S. Army AVSCOM)
Tailored Laminates

- 2:00-2:30 PM "The Reduction of Hygrothermal Effects on Tension-Torsion Coupling in Composite Rotor Blades", S. C. Hill, Rensselaer Polytechnic Institute, Troy, New York.
- 2:30-3:00 PM "Importance of Elastic Tailoring in Design Analysis of Thin-Walled Composite Beams", A. R. Atilgan^(*), L. W. Rehfield^(**), and D. H. Hodges^(*), ^(*)Georgia Institute of Technology, Atlanta, GA, ^(**)University of California-Davis, Davis, California.
- 3:00-3:30 PM "Toward Understanding the Tailoring Mechanisms for Thin-Walled Composite Tubular Beams", L. W. Rehfield, University of California-Davis, Davis, California and A. R. Atilgan, Georgia Institute of Technology, Atlanta, Georgia.
- 3:30-3:45 PM B R E A K (CII Lounge)

SESSION IV: CHAIRMAN - Sanford S. Sternstein (Rensselaer Polytechnic Institute)
Structural Integrity and Damage Mechanisms

- 3:45-4:15 PM "Damage Resistance in Rotorcraft Structures", E. A. Armanios and B. H. Fortson, Georgia Institute of Technology, Atlanta, Georgia.
- 4:15-4:45 PM "Biaxial Fatigue of Epoxy Matrix Composites", E. Krempl, Rensselaer Polytechnic Institute, Troy, New York.
- 4:45-5:15 PM "Structural Tailoring Techniques for Increased Delamination Resistance of Laminated Composites", A. J. Vizzini and W. R. Pogue III, University of Maryland, College Park, Maryland.
- 5:15-5:45 PM "Generalized Structural Integrity Assurance: Application to Rotorcraft", W. T. Matthews, U.S. Army Materials Technology Laboratory, Watertown, Massachusetts.
- 6:00-9:00 PM C O C K T A I L S A N D B A N Q U E T (Sage Dining Hall)
- 7:45-8:15 PM BANQUET SPEAKER: Jack D. Floyd, Deputy Director, Super Team LHX Joint Program Office, Bell Helicopter/McDonnell-Douglas Helicopter Co., "LHX— A New Composite Helicopter"

[CONTINUED on PAGE 3]

September 15th

SESSION V: CHAIRMAN - Jeffrey A. Hinkley (NASA-Langley)
Thermoplastics versus Thermosets

8:15-8:45 AM "The Adhesion of Carbon Fibers to Thermoset and Thermoplastic Polymers", W. D. Bascom, University of Utah, Salt Lake, Utah.

8:45-9:15 AM "Compression Failure and Delamination in Thermoplastic Composites", S. S. Sternstein, Rensselaer Polytechnic Institute, Troy, New York.

9:15-9:45 AM "Advanced Thermoplastic Composite Structures for Rotorcraft Applications", J. F. Pratte, E. I. DuPont De Nemours & Co., Wilmington, Delaware.

9:45-10:15 AM "Thermoplastic Prepreg Product Forms", T. L. Greene, BASF, Charlotte, North Carolina.

10:15-10:45 AM "Advanced Thermoset Resin Systems", W. T. McCarvill, Hercules, Inc., Magna, Utah.

10:45-11:00 AM B R E A K (CII Lounge)

SESSION VI: CHAIRMAN - George J. Schneider (Sikorsky Aircraft Division, UTC)
Intelligent Structures and Active Control

11:00-11:30 AM **Embedded Actuation and Processing in Intelligent Materials", E. F. Crawley, K. B. Lazarus, and D. J. Warkentin, Massachusetts Institute of Technology, Cambridge, Massachusetts.

11:30-12:00 PM "Dynamically-Tunable Smart Composites Featuring Electro-Rheological Fluids", M. V. Gandhi and B. S. Thompson, Michigan State University, East Lansing, Michigan.

12:00-12:30 PM **Active Dynamic Tuning Utilizing SMA Composites", C. A. Rogers, Virginia Polytechnic Institute and State University, Blacksburg, Virginia.

12:30-1:00 PM "A Review of Active Noise Control Strategies for Reduction of Rotorcraft Interior Noise", J. D. Jones, Purdue University, West Lafayette, Indiana.

1:00-2:15 PM L U N C H (Fac/Staff Center Meeting Room - Sage Dining Hall)

A D J O U R N

*INVITED PAPERS

KEYNOTE ADDRESS

**Thomas L. House
Technical Director
U.S. Army Aviation Systems Command
and
Technical Director
American Helicopter Society**

**"Composite Structures for Rotorcraft--
Meeting the Military Application Challenge"**

UNAVAILABLE PRIOR TO PRESENTATION

SESSION I

ROTOR TECHNOLOGY

Christian K. Gunther
Boeing Helicopter Co.
Chairman

**"Rotor Blade Root End Design:
To Wind or Drill?"**

**Andrew Stevenson
Westland Helicopters Ltd., Yeovil, Somerset, U.K.**

**ARO-AHS-RPI 2nd International Workshop on
COMPOSITE MATERIALS AND STRUCTURES
FOR ROTORCRAFT**

September 14 and 15, 1989

**Rensselaer Polytechnic Institute
Troy, New York**

UNAVAILABLE PRIOR TO PRESENTATION

Structural Strength And Stiffness Analysis Of Composite Rotor Components For Best Material Efficiency

Armin Barth

Messerschmitt-Bölkow-Blohm GmbH

Helicopter Division

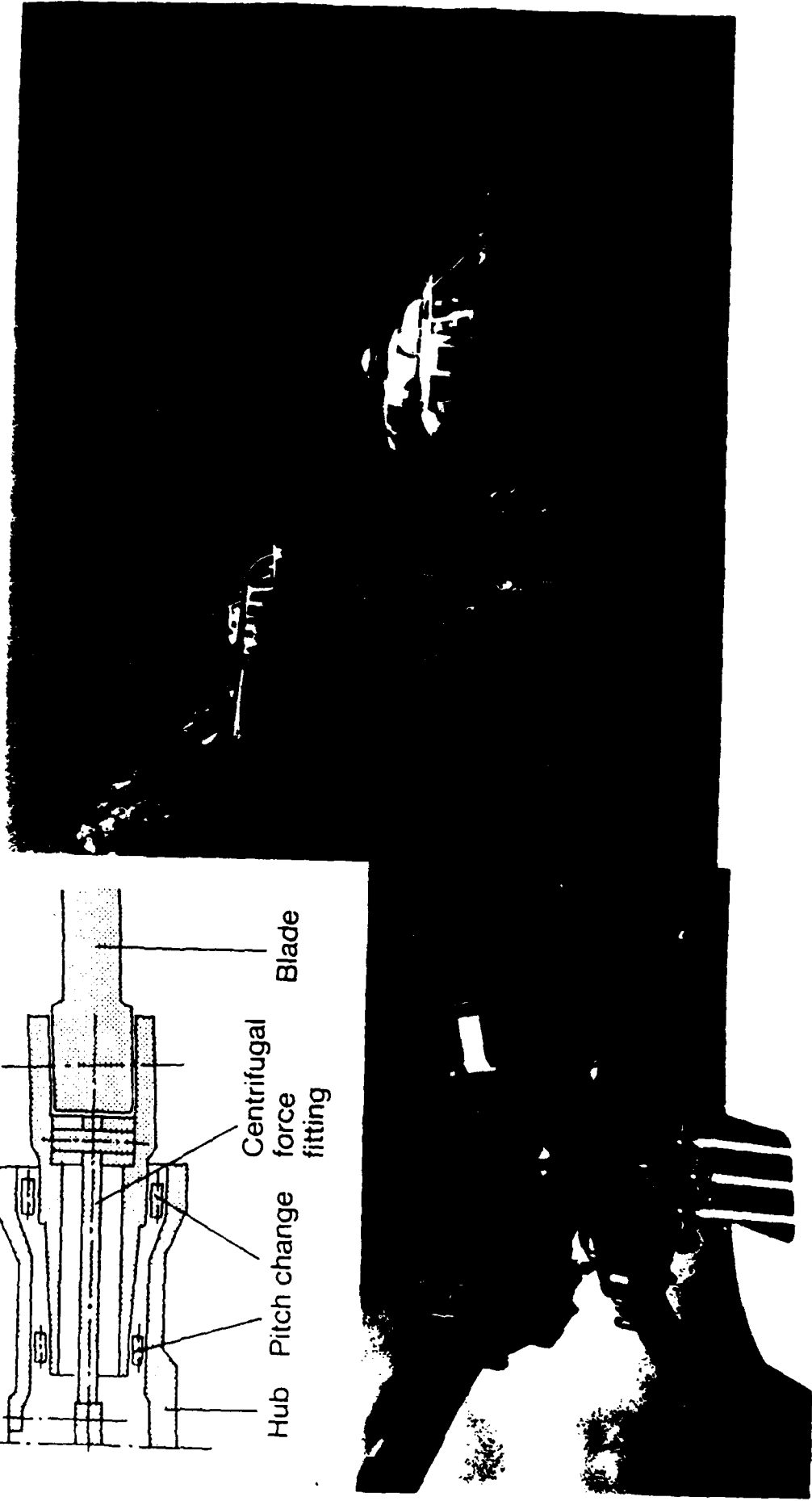
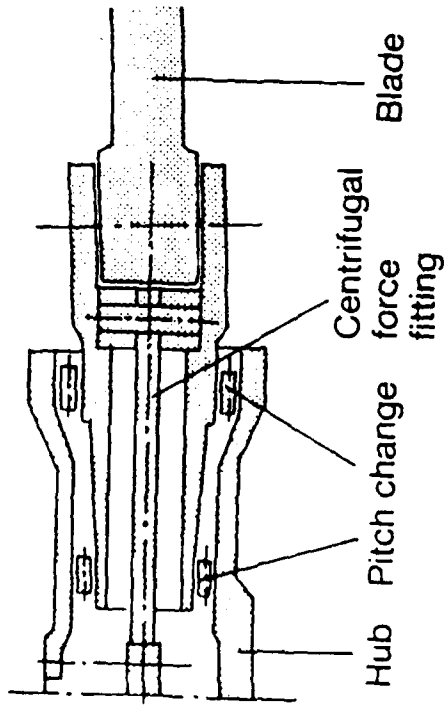
Munich, Germany

Contents

- Rotor Concepts
 - Bearingless Main and Tail Rotors
 - Elastomeric Bearing Main and Tail Rotors (FEL)
- Design of FEL Main Rotor Hub
 - Structural Analysis
 - Experimental Verification

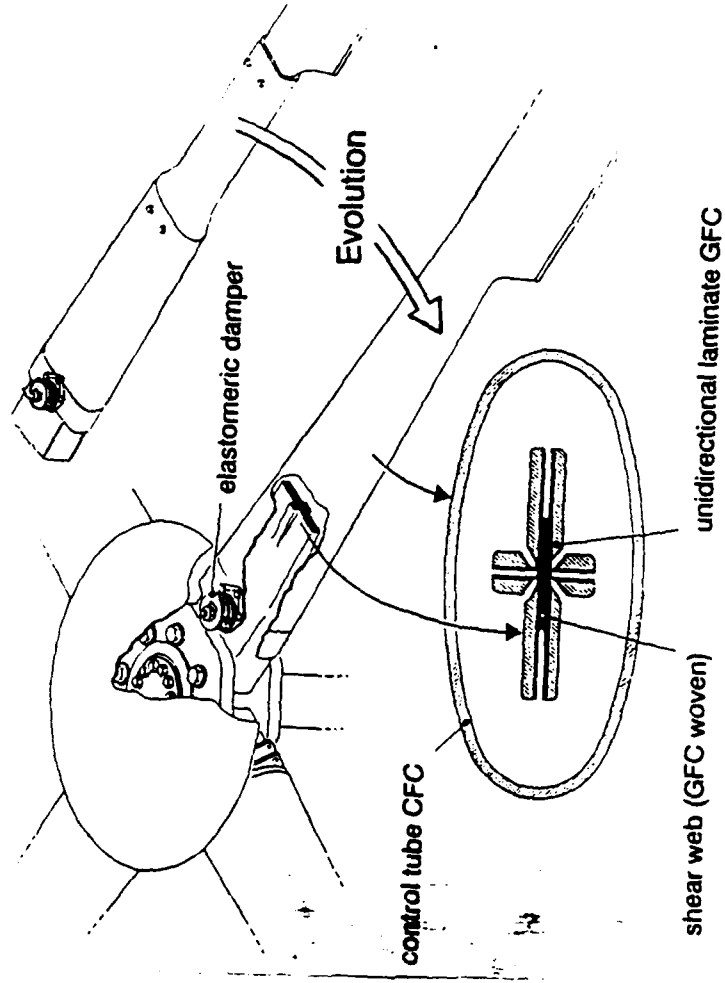
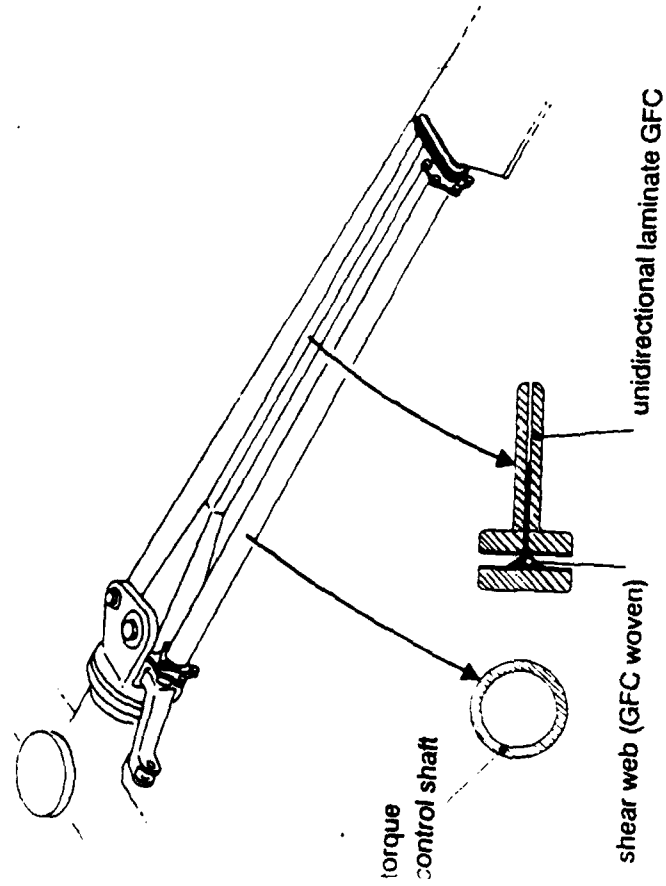
BO 105 / BK 117 Main Rotor (Hingeless)

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Bearingless Rotor Concepts Stages of Development

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Experimental System

Prototype I (Telescopic Control Tube)

Prototype II (Blade With Integrated Control Tube)

Bearingless Rotor Concepts Experimental Rotor

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Experimental Bearingless Rotor on Whirl Tower

Flight Testing on the BO 105

Bearingless Rotor Concepts Prototype I, Telescopic Control Tube

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Prototype I on Whirl Tower

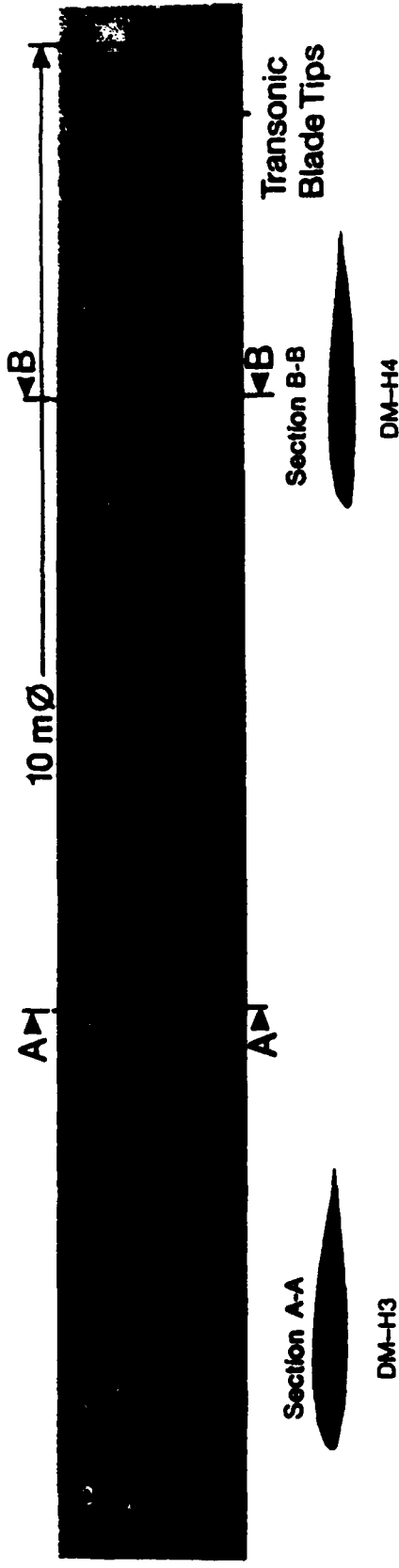


Flight Testing of the Prototype I on the BO 105

Bearingless Rotor Concepts

Prototype II, Blade with Integrated Control Tube

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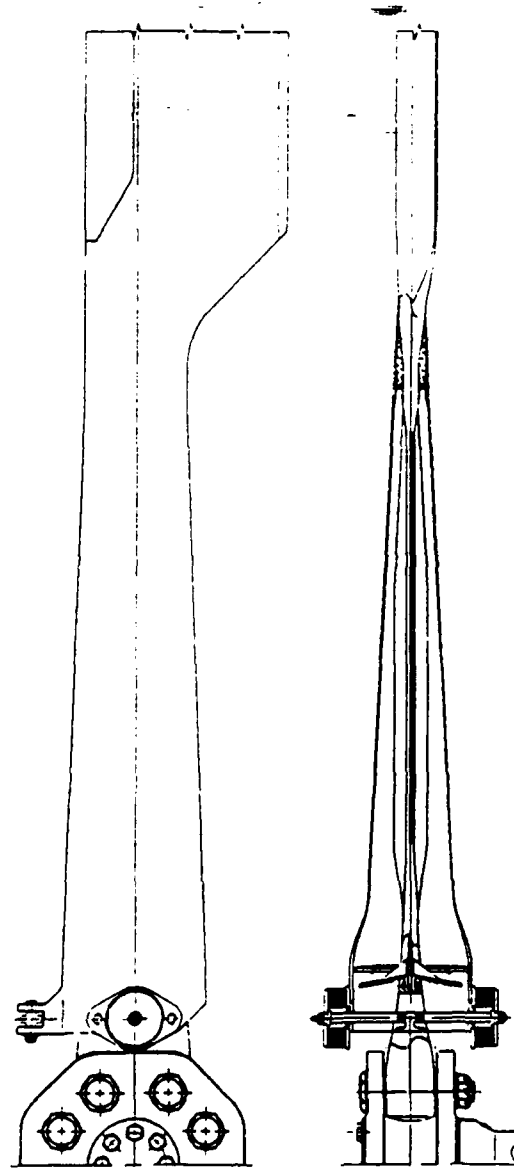


Section A-A

DM-H3

Section B-B

DM-H4

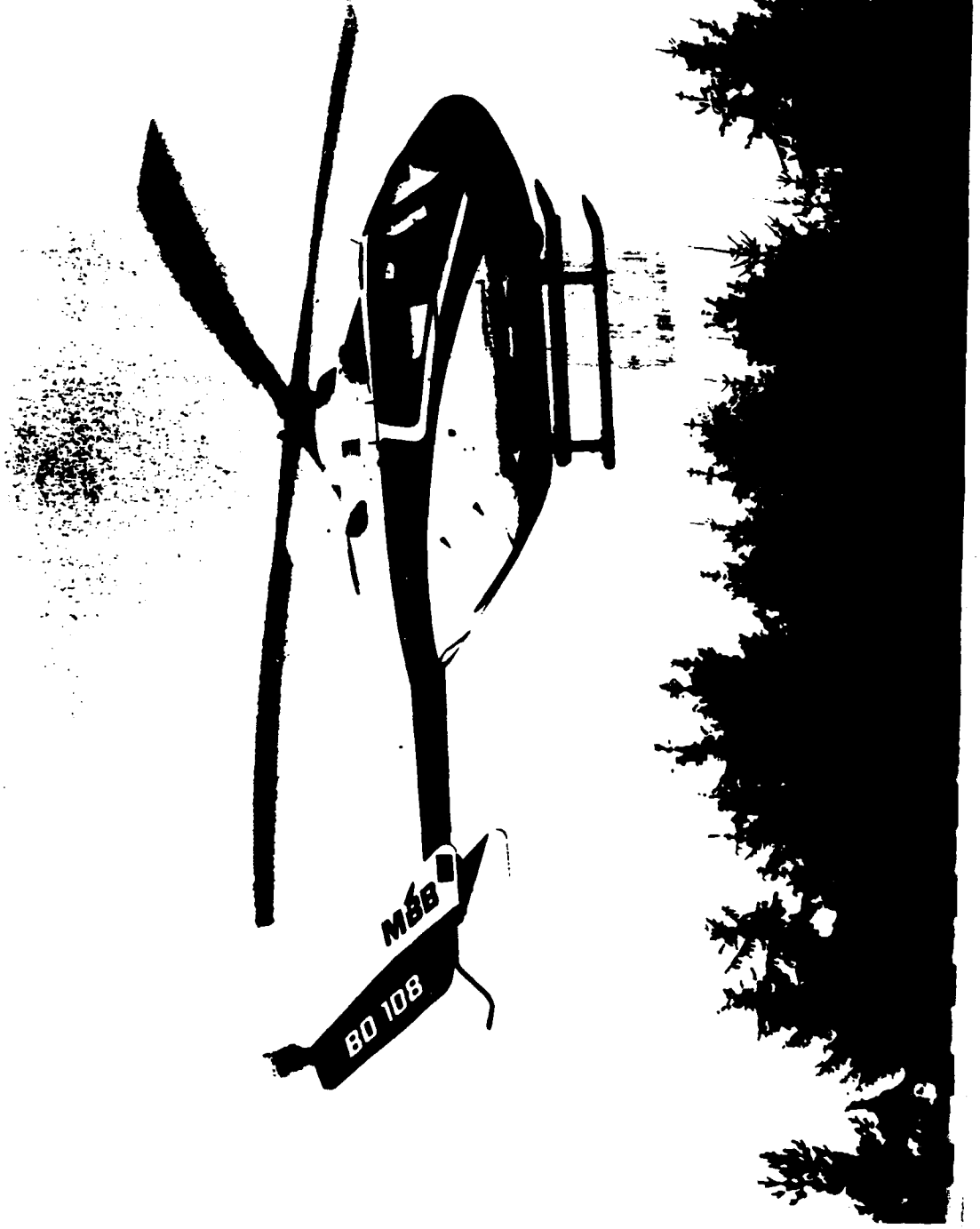


Complexity of Rotor Blade with Blade Attachment

The Bearingless Rotor on the BO 108

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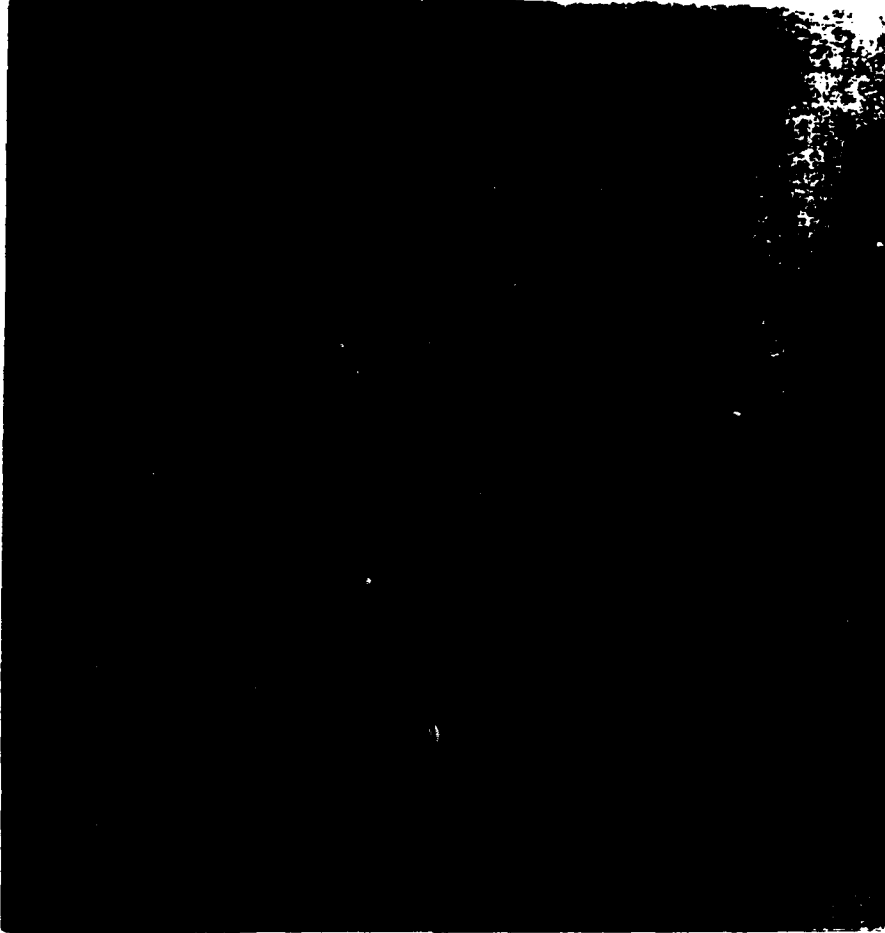
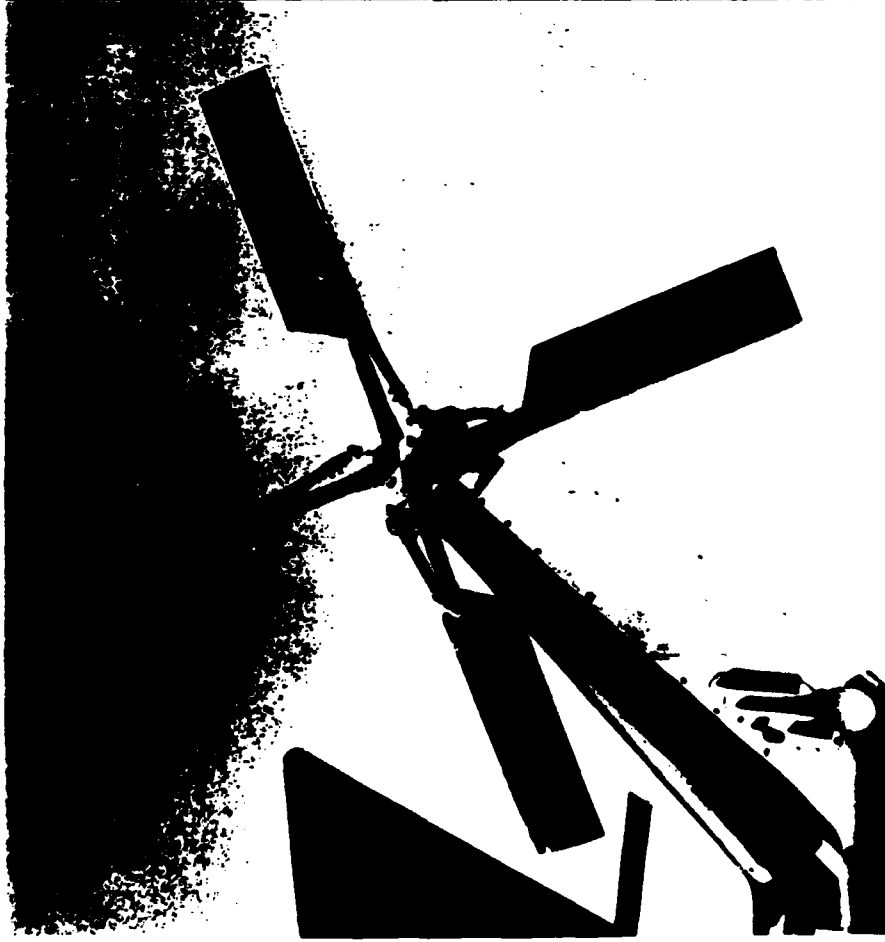
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Bearingless Rotor Concepts Experimental Tail Rotor (Soft Inplane)

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Flight Testing of the Composite Tail Rotor on the BK 117

Bearingless Tail Rotor Bearingless Composite Tail Rotor with Control Tube

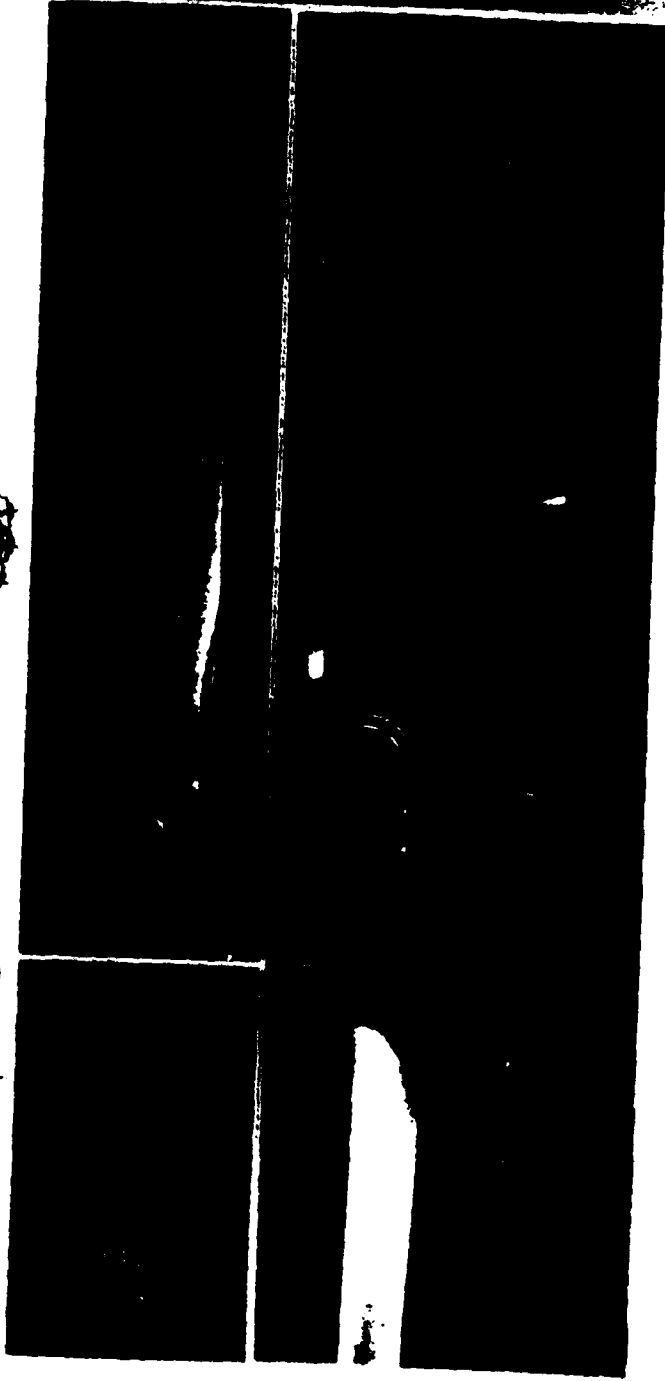
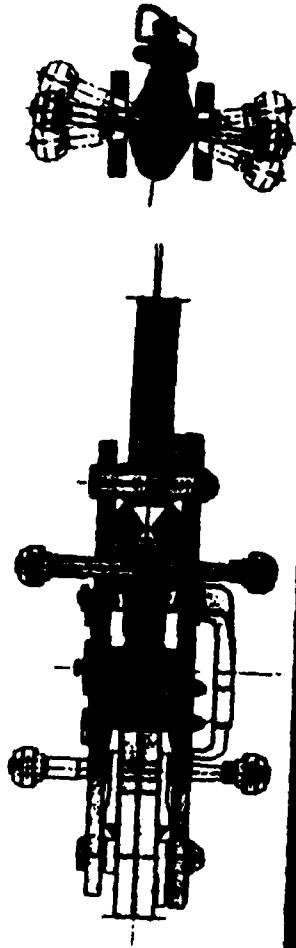
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Fiber Elastomeric Bearing (FEL) Tail Rotor

- Flight tested on BO 105
- In use on the new BO 108



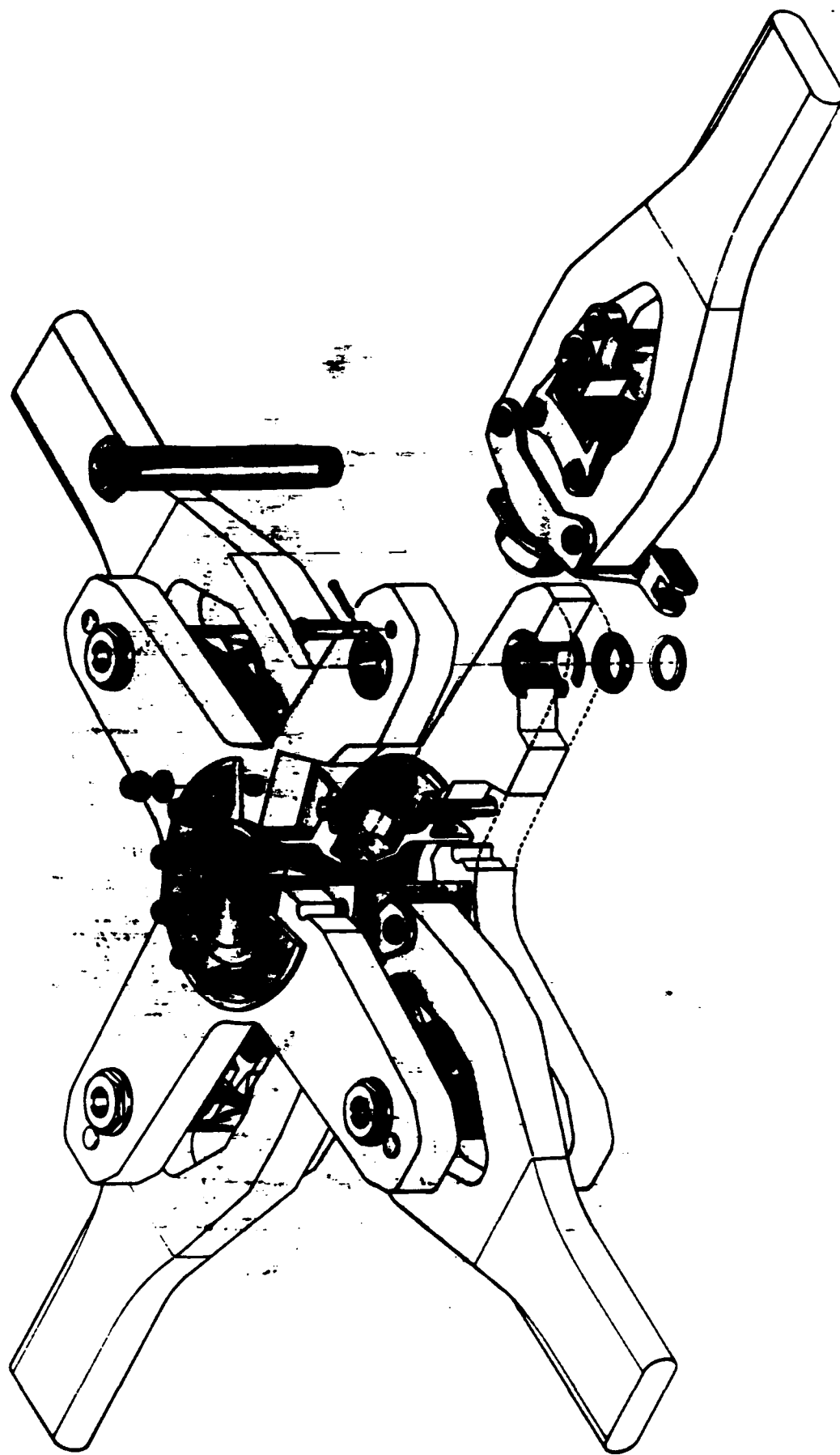
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Main Rotor System with Elastomeric Bearings (FEL)

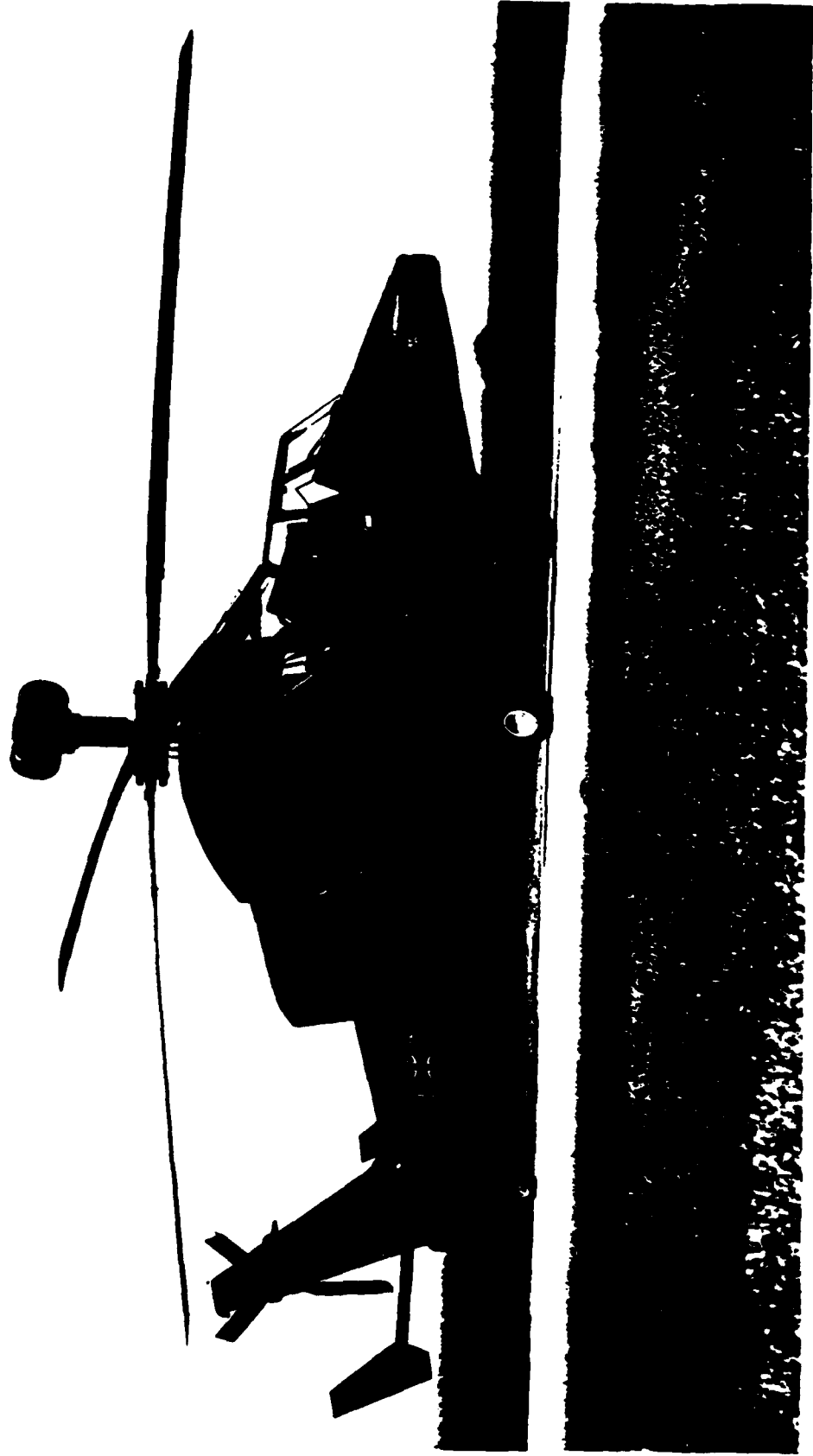
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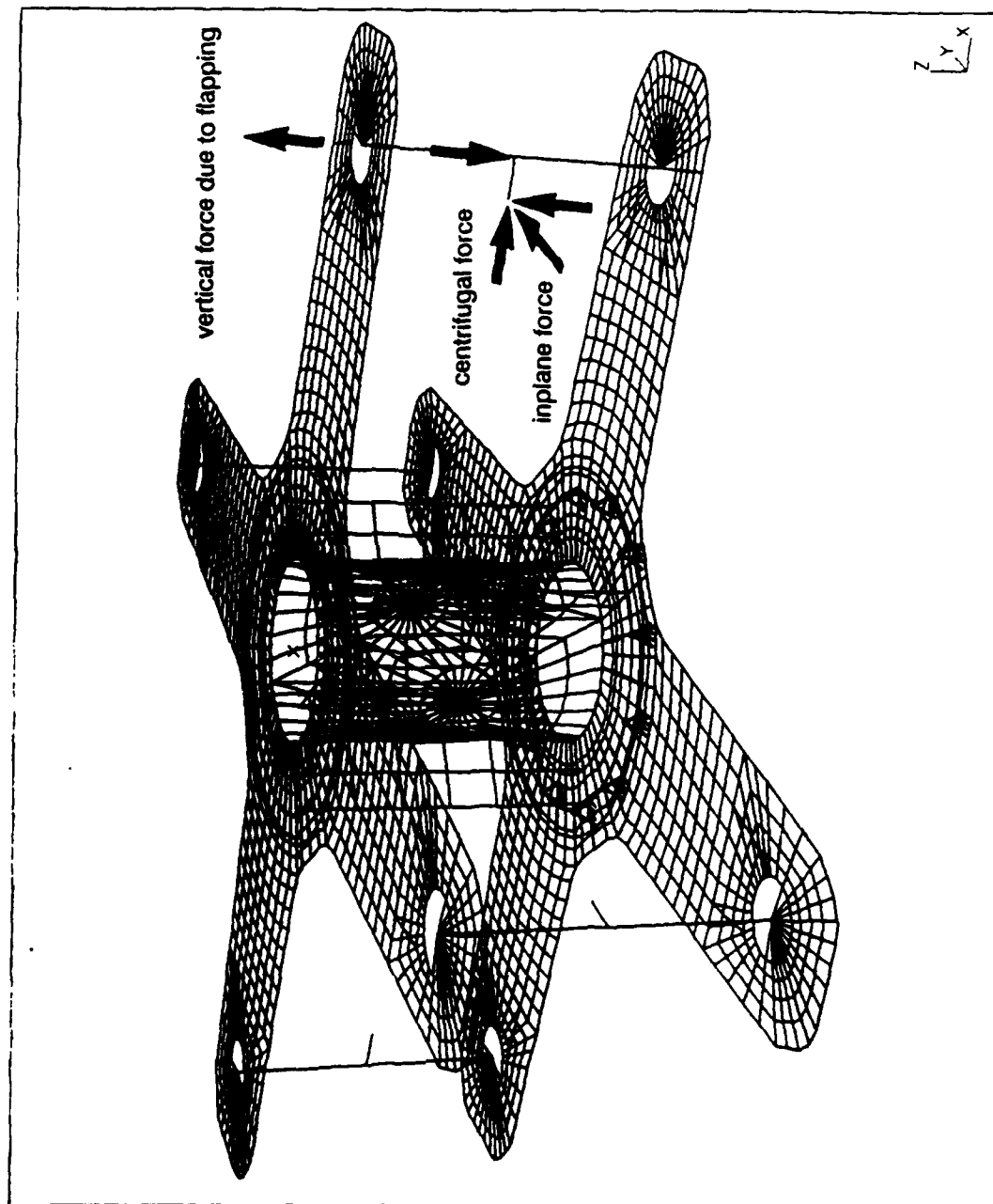
FEL Rotor on the Anti-Tank Helicopter PAH-2

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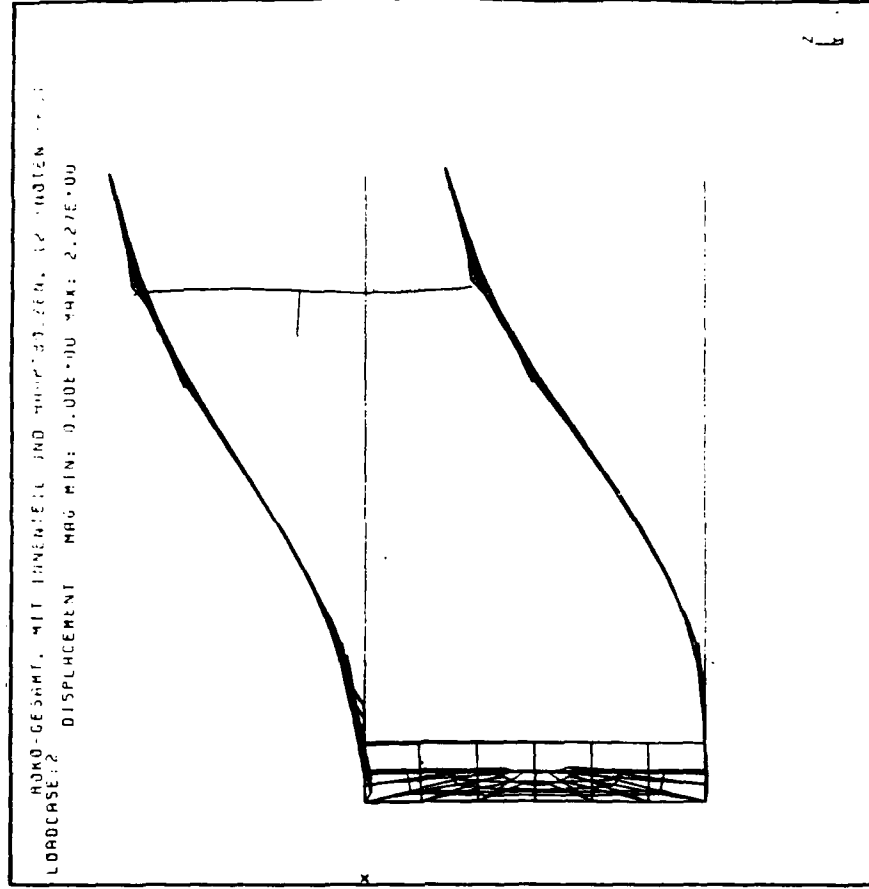
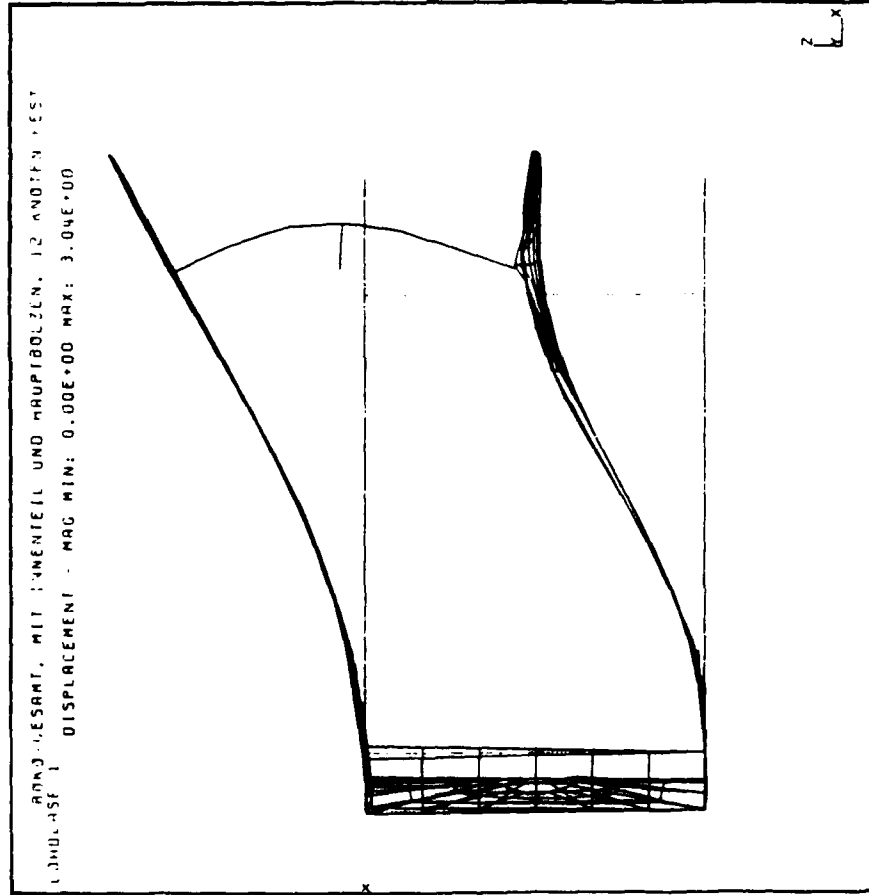
Main Rotor Hub FEM Idealization of the Basic Version

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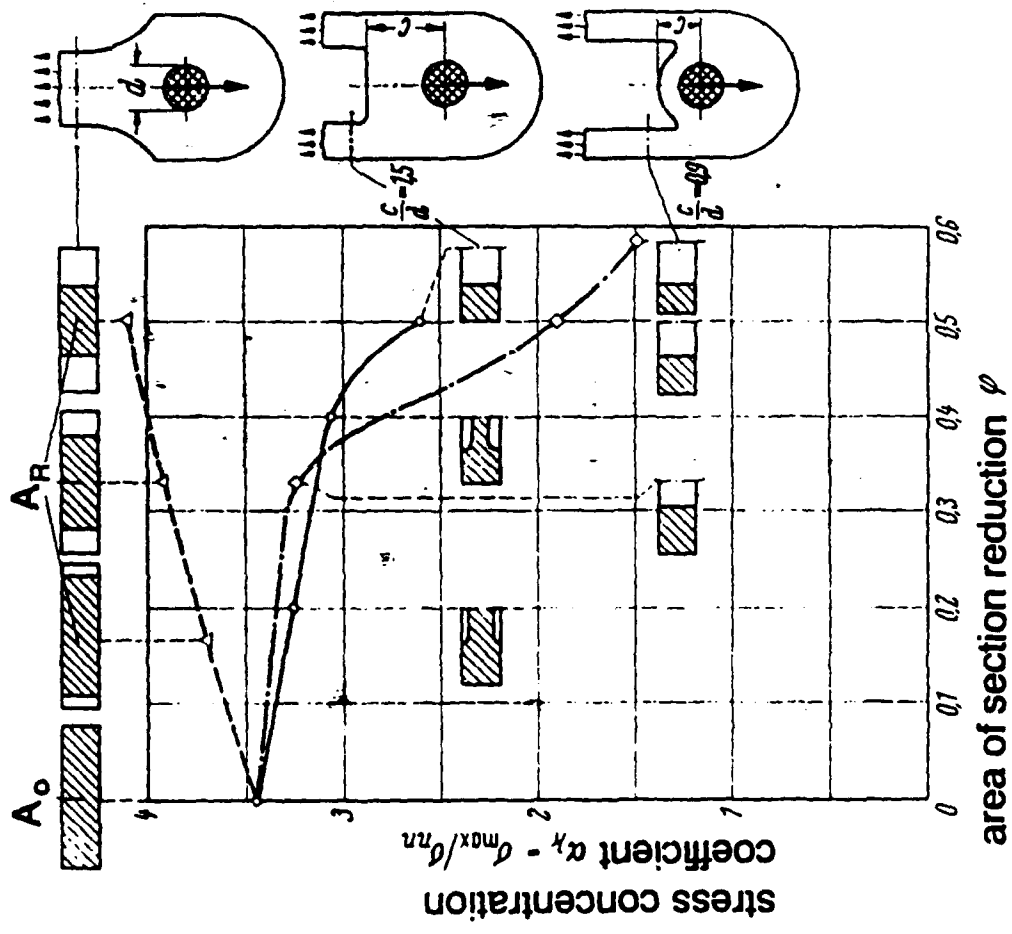


Deformed Geometry Due to Centrifugal Force, Flapping and Lead-Lag Bending

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Shape Influence on Stress Concentration



$$\varphi = 1 - A_R / A_0$$

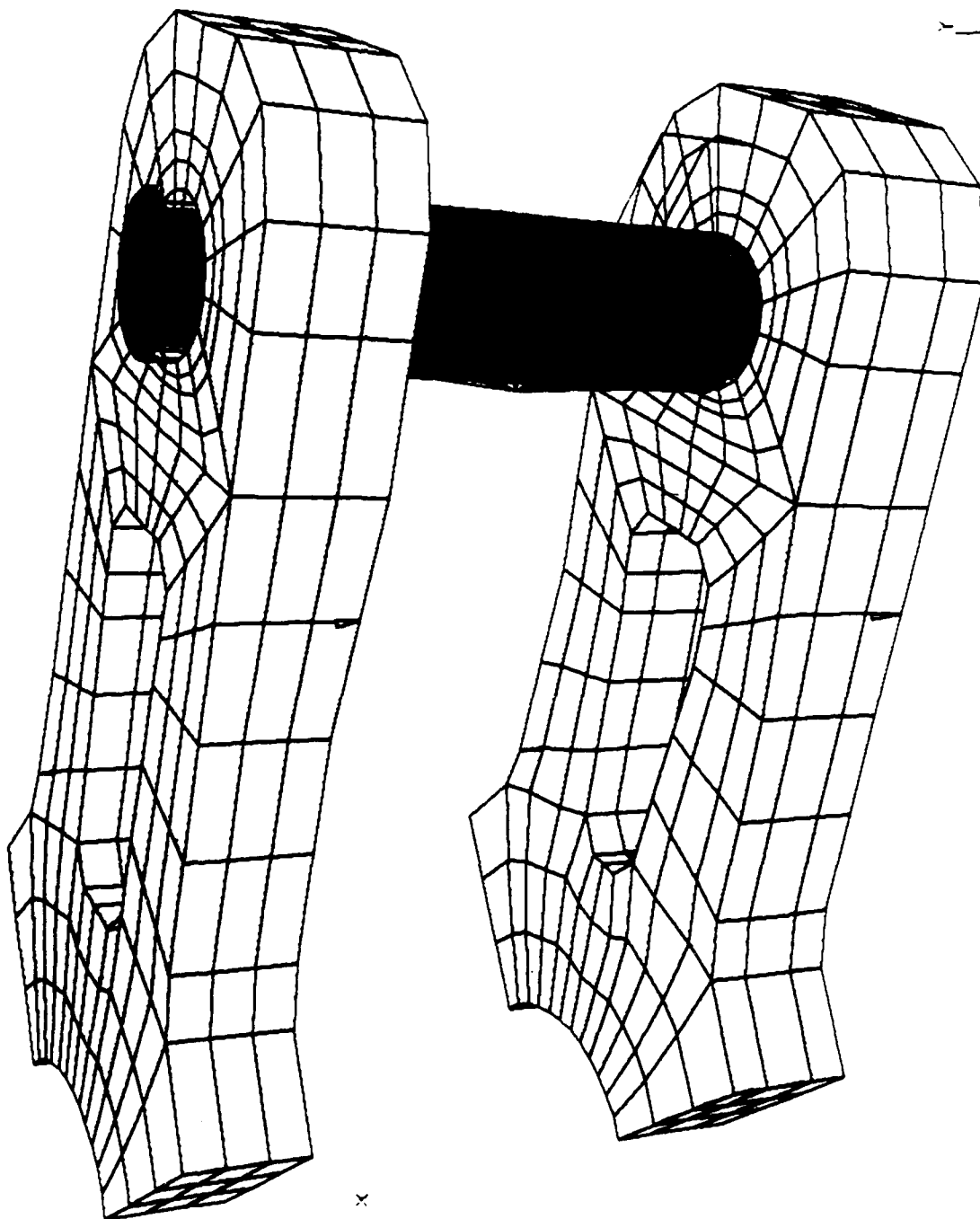
A_R = residual area of section

A_0 = basic area of section

Quarter Model of Main Rotor Hub (Solid Elements) CFC Hub Plates with Cutout

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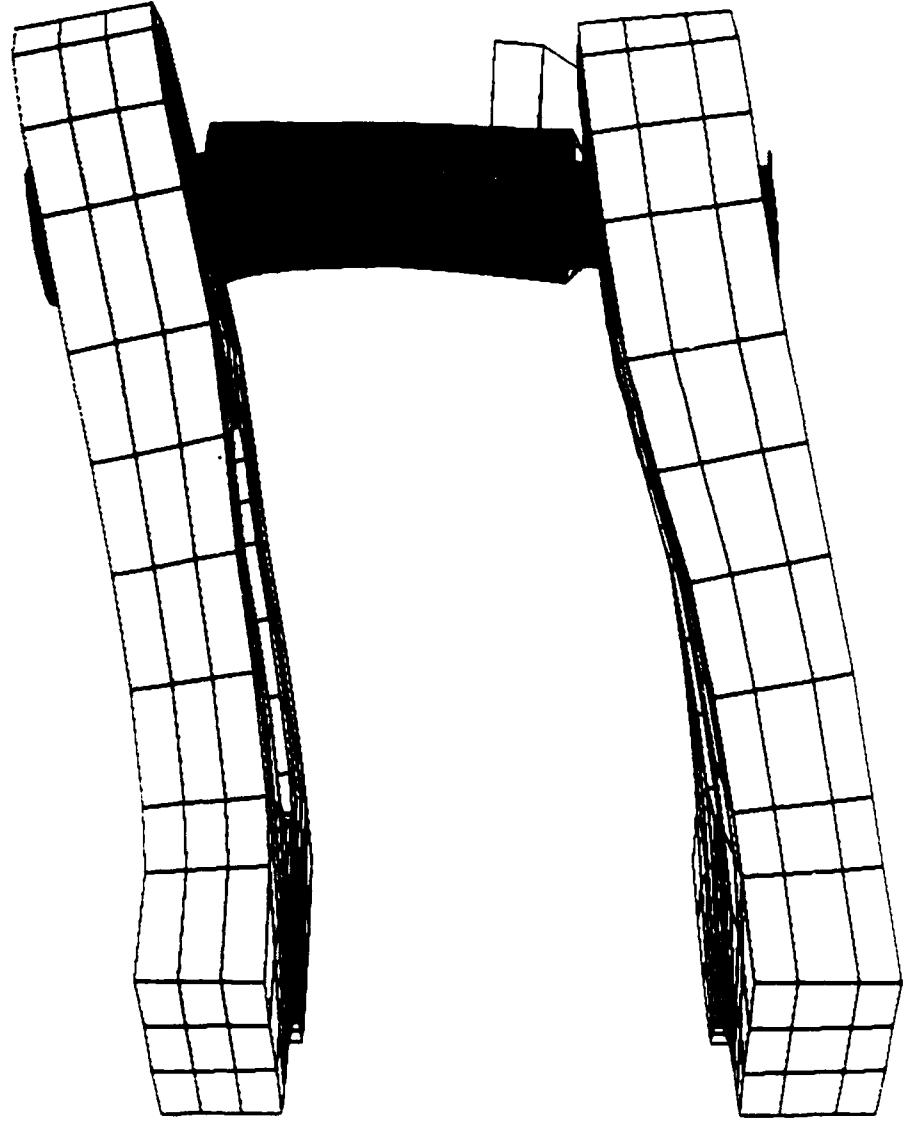


Deformed Geometry Due to Centrifugal Force, Flapping and Lead-Lag Bending

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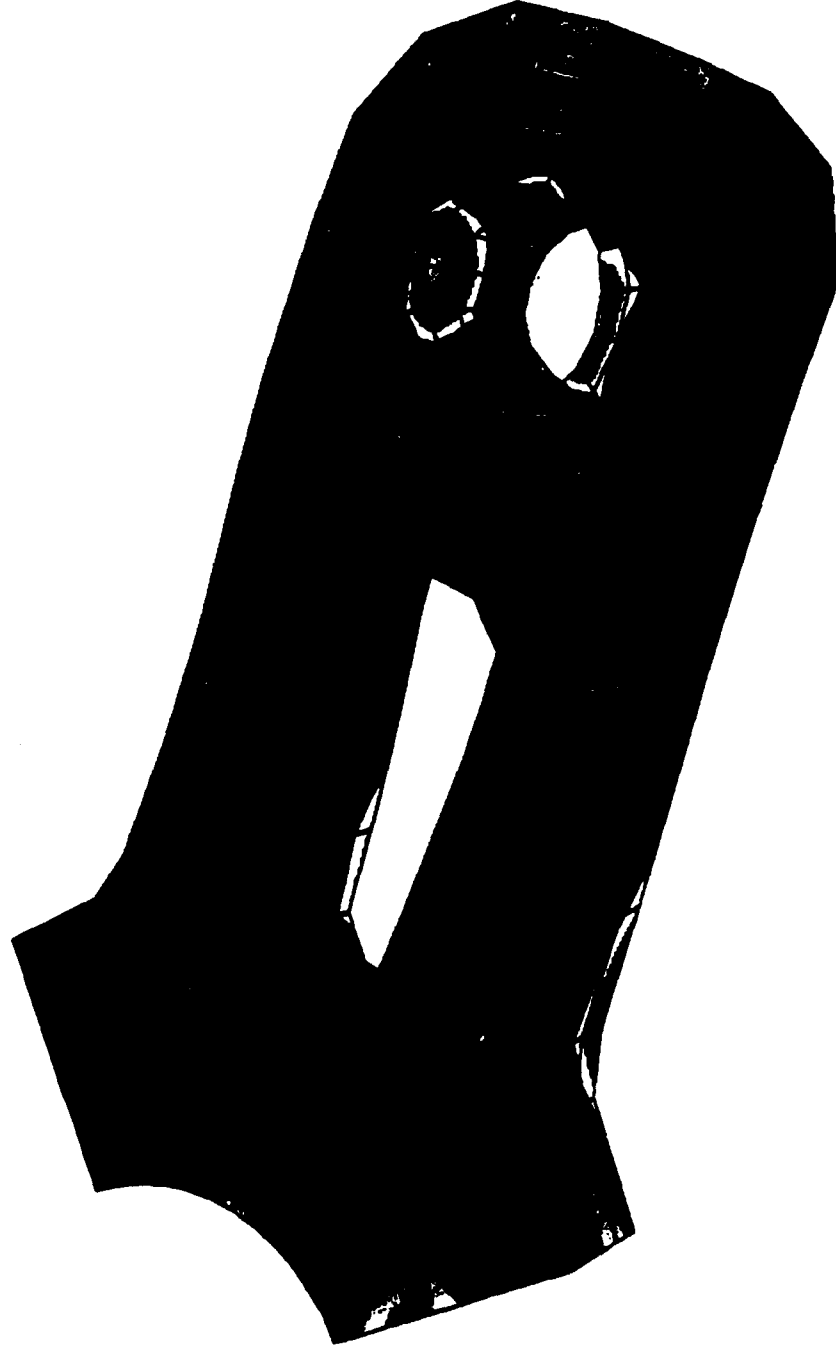
LOADCASE: 3 1.5 / PAM2, HAUPTROTORKOPF-VIERTEL MODELL, 3-DIMENSIONAL
DISPLACEMENT MAG MIN: 4.07E-04 MAX: 5.08E+00



Stress Distribution / Bottom Hubplate

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LOADCASE: 3
I.5 / PAN2, HAUPTTORKOPF-VIERTELMODELL, 3-DIMENSIONAL
FRAME OF REF: GL08AL
STRESS - MAX PRIN MIN: -5.69E+01 MAX: 3.60E+02



2.48E+01

3.28E+02

LEVELS: 12 DELTA: 3.21E+01



Comparison of Stress Distribution in Top and Bottom Hubplate

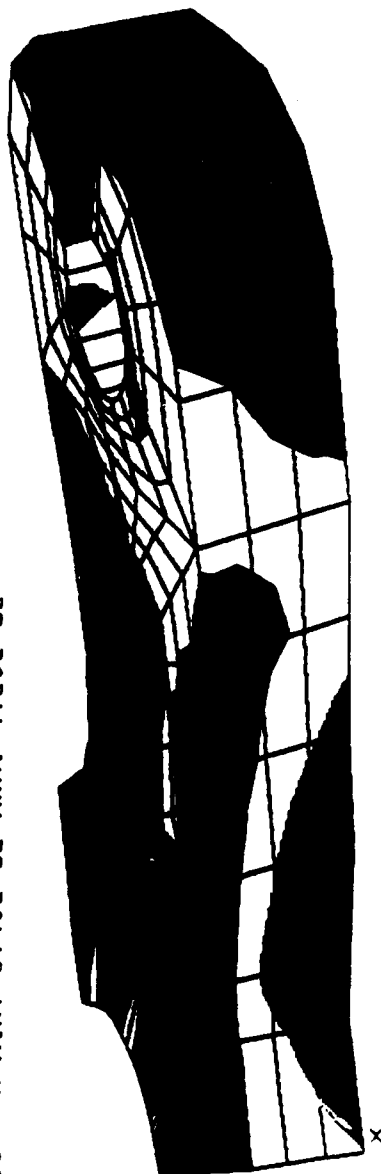
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I.5 / PAH2, HAUPTROTORKOPF - VIERTELMODELL, 3-DIMENSIONAL

LOADCASE: 3
FRAME OF REF: GLOBAL
STRESS - X MIN: -3.49E+02 MAX: 4.25E+02

SHELL SURFACE: TOP



3.89E+02

3.66E+02



2.00E+02

0.16E

Weight Reduction of Different Configurations

Rotor Hub Plate Configuration	Deformation in Centrifugal Force Fitting [mm]	Weight Reduction of Hub Plates [%]
Basic Version Top + Bottom Plate Same Thickness	3.2	0
20% Thickness Reduction of Top Plate 10% Thickness Reduction of Bottom Plate	4.2	-14.
Large Cutout Without Thickness Reduction	4.3	-24.
Small Cutout 20% Thickness Reduction of Top Plate 10% Thickness Reduction of Bottom Plate	4.9	-24.

CFC Test Specimens

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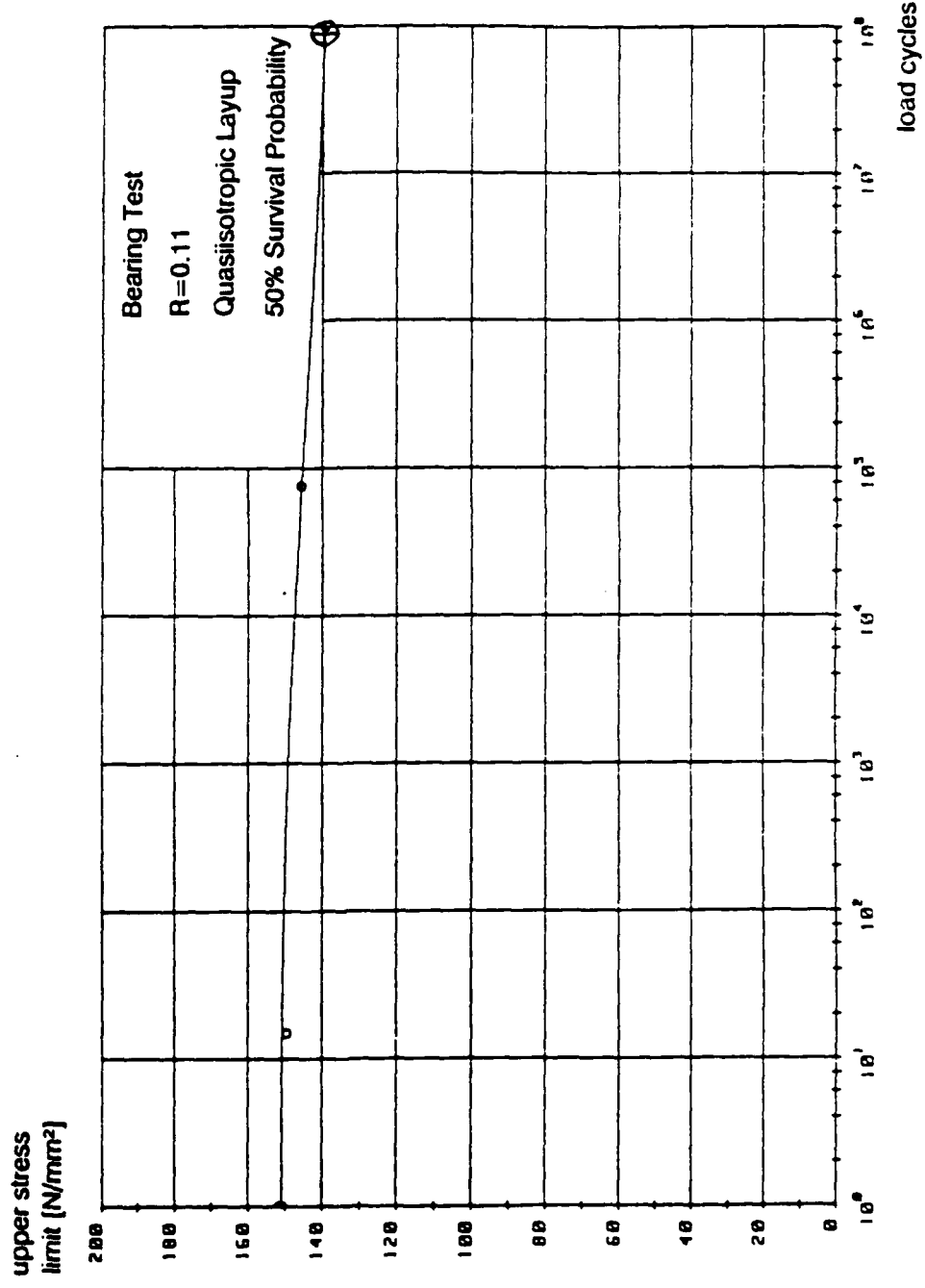
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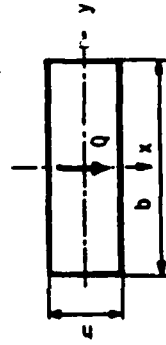
Rupture Due to Dynamic Loading $R=0.11$

Dynamic Strength of the Test Specimens

- Low Decrease of the Strength Versus Load Cycles



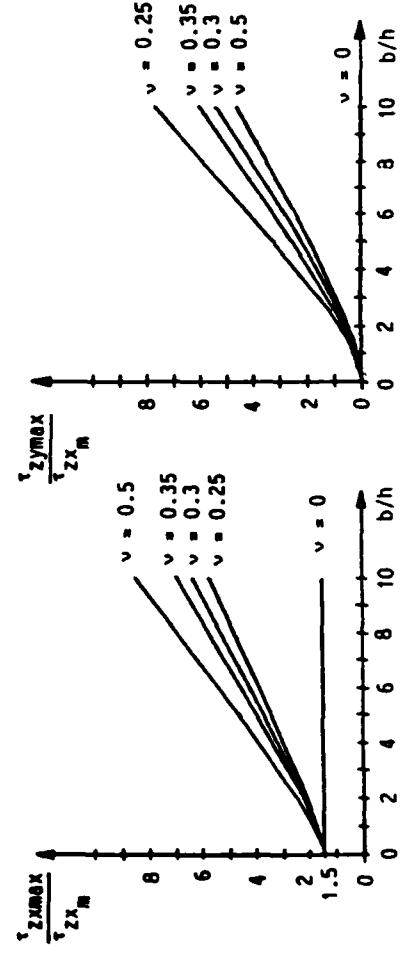
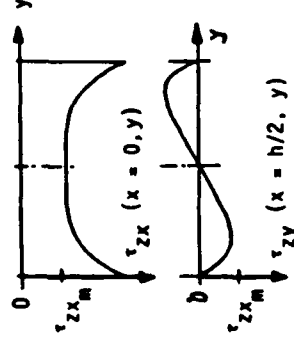
Shear Stress Distribution in Isotropic Beam Cross Sections Due to Transverse Forces



$$\tau_{zx_{max}} \quad (x=0, y=\pm b/2)$$

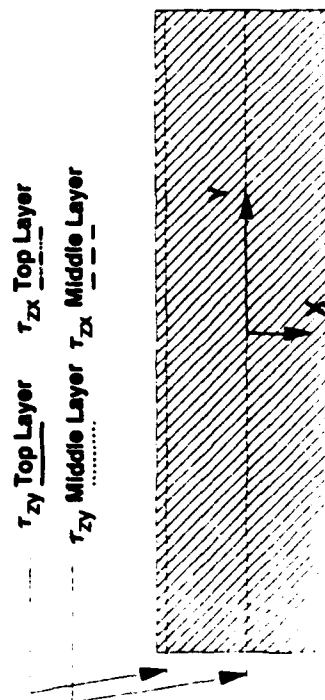
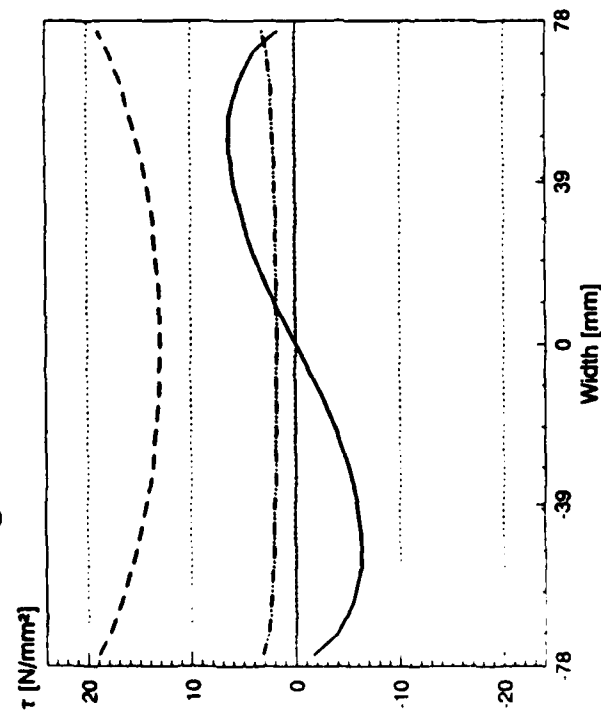
$$\tau_{zy_{max}} \quad (x=\pm h/2, y)$$

$$\tau_{zx_m} = \frac{Q}{b \cdot h}$$

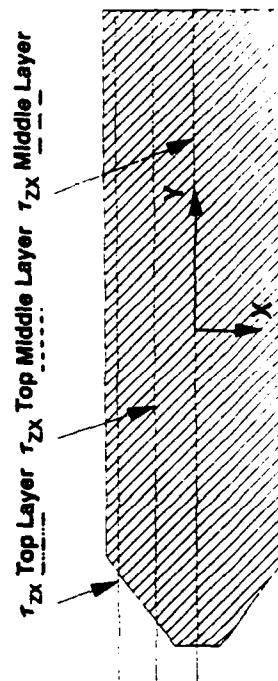
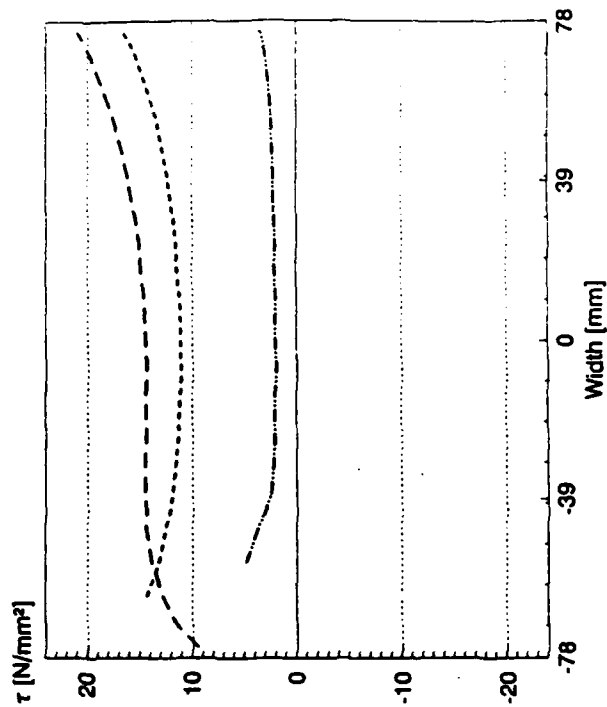


Shear Stress Reduction with Chamfer Rotor Hub Plates

Rectangular Cross Section W/H=3.5



Chamfered Cross Section W/H=3.5



FEL Rotor Hub in Test Rig

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CFC Rotor Hub Under Combined Loads

Stress Analysis of Composite Rotor Blades

Marco Borri

Gianluca Ghiringhelli

Dipartimento di Ingegneria Aerospaziale
Politecnico di Milano - Milano - ITALY

Abstract

The design of Composite Rotor Blades requires the analysis of tridimensional stress states including interlaminar stresses.

Despite the powerfulness of modern computers, standard tridimensional finite elements approximations of the entire rotor blade are not yet considered feasible, because of the high degree of accuracy required in the material properties of the blade cross section. As a consequence, the problem is generally formulated in two different consecutive steps. The first step considers the stress analysis of the blade cross section. This is modeled as a two dimensional continuum, and the following analyses are performed:

- Eigensolution analysis of self equilibrated modes and of the diffusion lengths
- Particular solutions under prescribed stress resultants

The second step is mainly devoted to the dynamical behavior of the entire blade. Here the blade is usually considered as a one dimensional continuum. Under this approximation, in general, the following computations are performed;

- Trim solution under steady flight conditions
- Linear stability analysis of Floquet's type

The subdivision of the problem into two steps is equivalent to the method of separation of variables first proposed by De S. Venant which, as it is well known, is exact only for slender, straight and untwisted beams under applied loads to the edges, but it is also applicable to curved, twisted and swept

beams undergoing small strains. The present discussion focuses on the cross section analysis. This is useful even if the overall behavior of the beam is geometrically non linear, as it happens in helicopter blades.

In our formalism we take into account the effects of built in twist, curvature and sweep so that geometrical coupling of tension and torsion can be also accounted for. Since in composite helicopter rotor blades the inplane and out of plane warping can strongly influence the stress distribution, we start from the two dimensional Finite Element idealization of the cross section of the blade while an exact integration along the beam axis is performed.

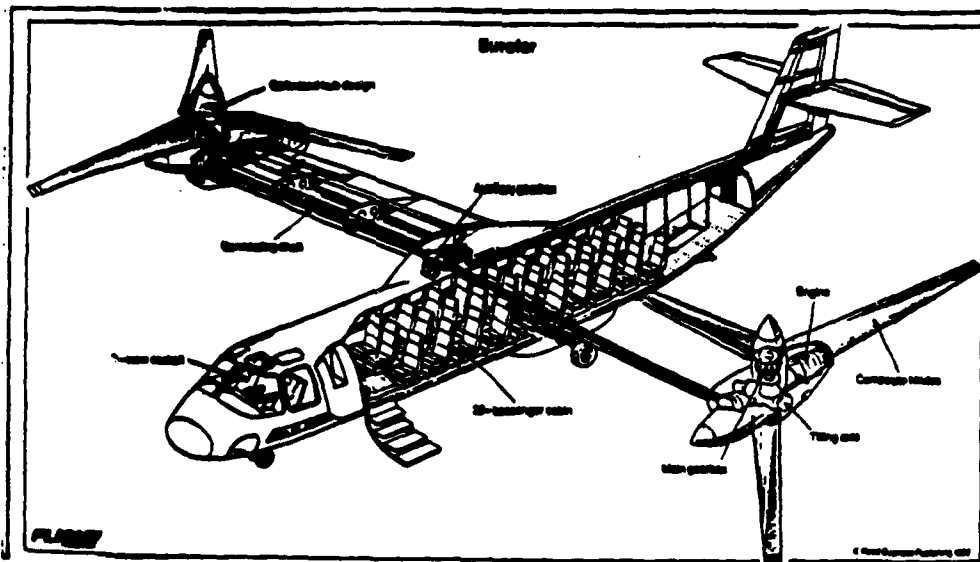
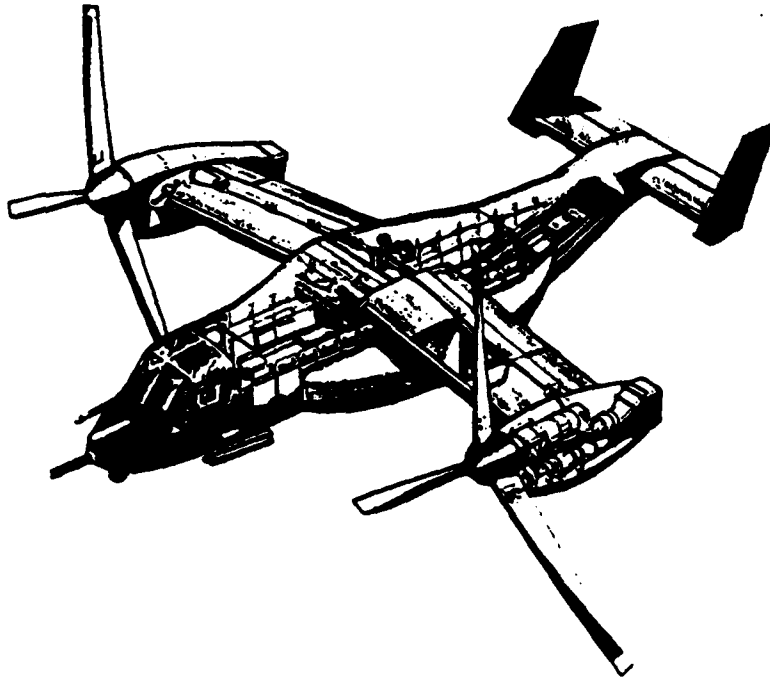
The program developed can supply the following outputs:

- Mass and stiffness matrices with due consideration of all possible couplings e.g. bending-torsion, torsion-tension, shear-tension, that can be achieved with any kind of anisotropic materials.
- All the components of the stress and strain tensors under prescribed forces and moments resultant in the usual beam sense, i.e. discarding the boundary perturbations.
- Eigensolutions in terms of displacement and diffusion length.

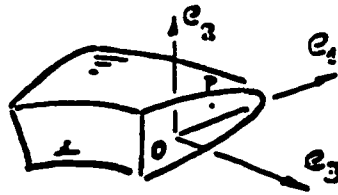
As far as materials are concerned, the program can take into account every kind of nonhomogeneity and anisotropy, and it may also be considered as an advanced and easy-to-use tool for isotropic beam analysis. The effectiveness of this approach mainly resides on the fact that discretization occurs on the cross section only. For instance, an idealization by 500-1000 degrees of freedom of the section leads to a problem of small size; however it enables the performance of a detailed analysis that three dimensional schemes would make extremely expensive and practically unfeasible in the preliminary design phases. As a matter of fact, the program has already been employed also as an analysis modulus in optimization processes for composite blade sections.

Some experimental test performed on straight composite blade specimens had shown a good correlation with the numerical results.

Comparison with three dimensional analysis in the case of twisted and curved beams showed the formidable effectiveness of the present approach.



Twisted and Curved Beams GEOMETRY



$$O = O(y)$$

$$P - O = y^1 e_1 + y^2 e_2$$

- y^1, y^2 cartesian coordinates on the cross section
- $y = y^3$ curvilinear abscissa of the reference line
- $e = e_3 = e_1 \times e_2$ unit normal to the cross section
- $\frac{\partial O}{\partial y} = \tau$ unit tangent to the reference line
- $\frac{\partial e_i}{\partial y} = K \times e_i$ K curvature and twist vector

In general $e \neq \tau$ (screw beam)

- Cross section components of a Tensor

$$N = N_i e_i \quad N_i = N \cdot e_i$$

$$T = e_i T_{ij} e_j \quad T_{ij} = e_i \cdot T \cdot e_j$$

- Convolutional derivative of a Tensor

$$\frac{\partial^* N}{\partial y} = e_i \frac{\partial N_i}{\partial y} = \frac{\partial N}{\partial y} - K \times N$$

$$\frac{\partial^* T}{\partial y} = e_i \frac{\partial T_{ij}}{\partial y} e_j = \frac{\partial T}{\partial y} - K \times I \cdot T + T \cdot K \times I$$

Metric Tensor



$$dP = g_1 dy^1 + g_2 dy^2 + g_3 dy^3$$

- g_k Covariant basis vectors

$$g_1 = e_1 \quad g_2 = e_2 \quad g_3 = \tau + k \times (P - O)$$

$$\sqrt{g} = g_1 \cdot g_2 \cdot g_3 = e_1 \cdot e_2 \cdot g_3 = e_3 \cdot g_3$$

$$\text{Volume element } dV = \sqrt{g} dy^1 dy^2 dy^3$$

- g^k Contravariant basis vectors

$$g^1 = g_2 \times g_3 / \sqrt{g} \quad g^2 = g_3 \times g_1 / \sqrt{g} \quad g^3 = g_1 \times g_2 / \sqrt{g}$$

$$g_k = g_k \cdot e_i = \begin{bmatrix} 1 & 0 & g_{13} \\ 0 & 1 & g_{23} \\ 0 & 0 & g_{33} \end{bmatrix} \quad \begin{aligned} g_{13} &= \tau - k_1 y^2 \\ g_{23} &= \tau + k_2 y^1 \\ g_{33} &= \tau + k_1 y^1 + k_2 y^2 + \sqrt{g} \end{aligned}$$

$$g^k = g^k \cdot e_i = \frac{1}{\sqrt{g}} \begin{bmatrix} \sqrt{g} & 0 & 0 \\ 0 & \sqrt{g} & 0 \\ -g_{13} & -g_{23} & 1 \end{bmatrix}$$

Cross section Components vs Tensorial Components

$$N = N^a g_a = N_a g^a = N^i e_i$$

$$N_i = g^a N_a = g_a N^a$$

$$T = e_i T_{ij} e_j = T_{ik} g^i g^k \text{ etc...}$$

$$T_{ij} = T_{ik} g^i g^j \text{ etc...}$$

$$T_{ij} = N_{ik} g^i g^j = e_i \cdot \frac{\partial N}{\partial y^k} g^k = e_i \cdot \frac{\partial N}{\partial e_a} = \nabla_{e_i} N$$

- T_{ij} are the components with respect to the c.s. basis vectors of the covariant derivative along the basis vectors itself

$$T_{ij} = \frac{\partial N}{\partial y^k} \quad k = 1, 2$$

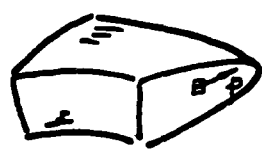
$$T_{ij} = \nabla_{e_i} N \cdot e_j = e_i \cdot \frac{\partial N}{\partial e} \cdot g^k \frac{\partial N}{\partial y^k} + g^3 \kappa \times N \cdot e_j$$

- Covariant derivative along the normal to the cross section

$$\nabla_e N = e \cdot \nabla N = g^k \frac{\partial N}{\partial y^k} + g^3 \kappa \times N$$

Virtual Work Principle for a Beam Slice

$$dA = dy' dy''$$



$$\frac{\partial}{\partial y} \int_A p \cdot \delta A dA + \int_A \sigma : \delta \epsilon T \delta dA$$

p cross section traction

σ stress tensor 6 components

ϵ strain tensor 6 components

δA virtual displacement

$$T = \int_A p dA$$

stress resultant

$$M = \int_A (r \cdot o) \times p dA$$

stress moment resultant

Referring to the cross section basis vectors

$$\frac{\partial}{\partial y} \int_A p_i \delta A_i dA + \int_A \sigma_{ij} \delta \epsilon_{ij} T_{ij} dA$$

$$\delta \epsilon_{ij} = \delta A_{ij} + \delta A_{ji}$$

Finite Element Approximation

$$\bullet \frac{\partial}{\partial y} \int_A \delta s \cdot p \, dA = \int \delta \epsilon : \sigma \, dV$$

$$\sigma = D \epsilon$$

$$\bullet s = N(y; y') U \quad \delta s = N(y; y') U' \quad () = \frac{\partial}{\partial y}$$

$$\epsilon = A(y; y') U' + \beta(y; y') U$$

$$\begin{bmatrix} \delta U' \\ \delta U \end{bmatrix}^T \begin{bmatrix} P \\ P' \end{bmatrix} = \begin{bmatrix} \delta U' \\ \delta U \end{bmatrix}^T \begin{bmatrix} M & C^T \\ C & E \end{bmatrix} \begin{bmatrix} U' \\ U \end{bmatrix}$$

$$P = \int_A N^T p \, dA \quad P' = \frac{\partial}{\partial y} \int_A N^T p \, dA$$

$$M = \int_A \rho^T D \rho \, dV, C = \int_A \beta^T D \rho \, dV, E = \int_A \beta^T D \beta \, dV$$

$$\begin{bmatrix} P \\ P' \end{bmatrix} = \begin{bmatrix} M & C^T \\ C & E \end{bmatrix} \begin{bmatrix} U' \\ U \end{bmatrix} \quad \text{FIRST ORDER EQUILIBRIUM EQUATION}$$

or

$$M U'' + (C^T - C) U' + E U = 0 \quad \text{SECOND ORDER EQUILIBRIUM EQUATION}$$

$\uparrow$ symmetric
 $\uparrow$ skew symmetric
 $\uparrow$ symmetric

- Eigen analysis
 - Eigen values
 - Eigen vectors
 - diffusion length
 - self equilibrated modes

Particular solution under prescribed stress resultant

- Equilibrated stress resultants

$$\frac{\partial}{\partial y} T + K \times T = 0 \quad T = \int p \, dA$$

$$\frac{\partial}{\partial y} M + K \times M + T \times T = 0 \quad M = \int (P_0) \times p \, dA$$

- Displacement resolution

$$d = u + \varphi \times (P_0) + w \quad \text{6 times Redundant}$$

$$u = u(y) \quad \text{Rigid translation of the cross section}$$

$$\varphi = \varphi(y) \quad \text{Rigid rotation of the cross section}$$

$$w = w(y, y', y'') \quad \text{3D warping of the cross section}$$

- Appropriate definition of the warping

$$\int w \cdot p \, dA = 0 \quad w \text{ true warping}$$

- Internal virtual work in terms of stress resultants only

$$\int \delta \epsilon : \sigma \, dA = \delta \left(\frac{\partial u}{\partial y} + \tau \times \varphi \right) \cdot T + \delta \frac{\partial \varphi}{\partial y} \cdot M$$

$$\frac{\partial u}{\partial y} + \tau \times \varphi \quad \text{Linear cross section strain}$$

$$\frac{\partial \varphi}{\partial y} \quad \text{Angular cross section strain}$$

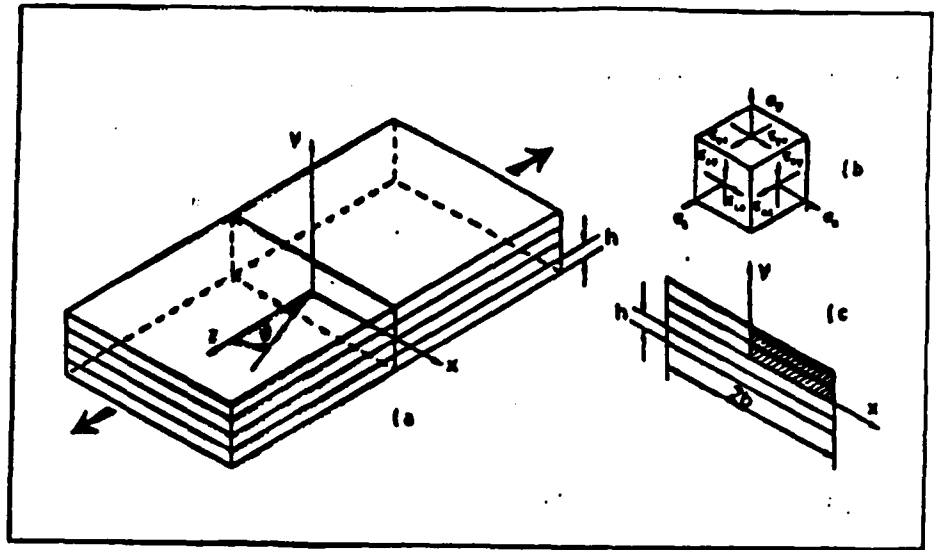


Fig. 2. a) Four plies laminate configuration; b) 3-D Stress components; c) a $z = \text{constant}$ plane.

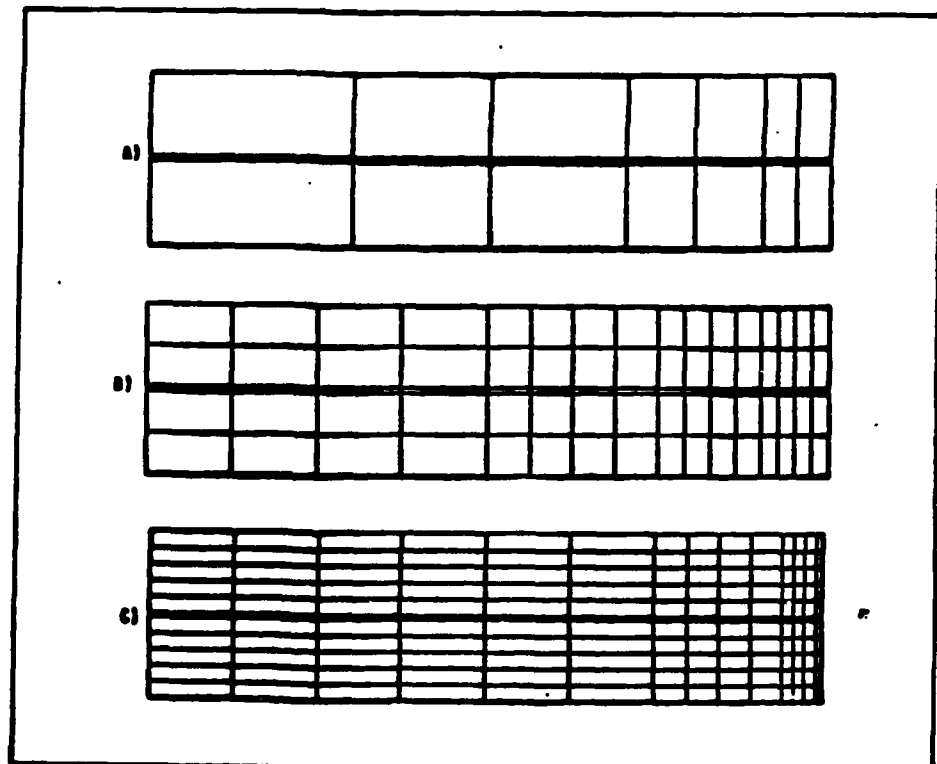


Fig. 3. A) Coarse mesh; B) Medium mesh; C) Fine mesh.

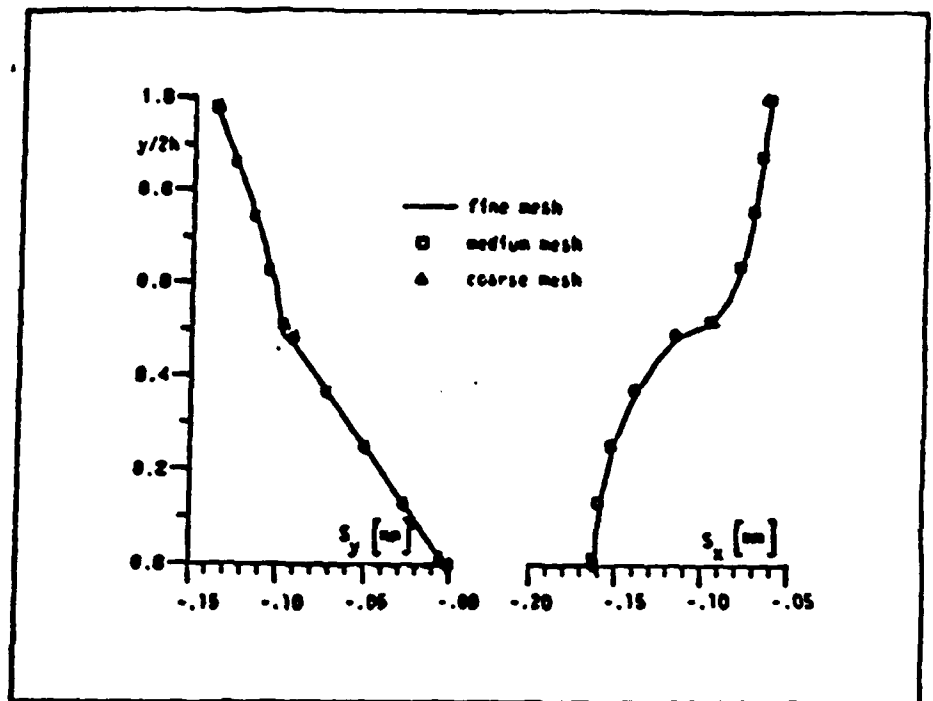


Fig. 5. Significant warping components s_x and s_y .

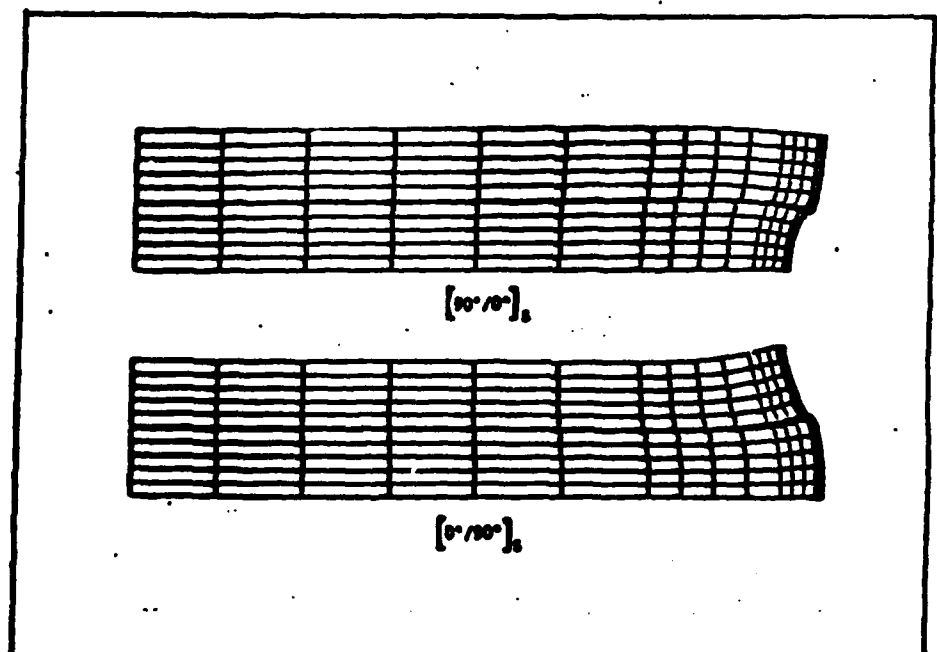


Fig. 6. Fine mesh deformed shapes.

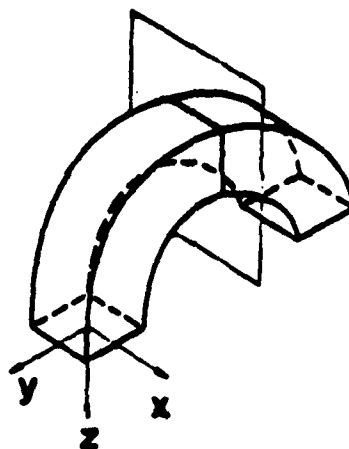
ESEMPI DI APPLICAZIONE

TRAVE A SEZIONE QUADRATA
DIMENSIONI DELLA SEZIONE

120x120 mm

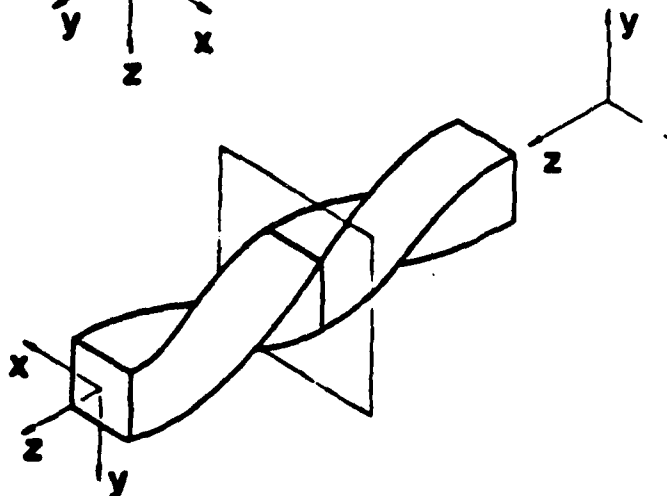
TRAVE CURVA

RAGGIO DI CURVATURA 200 mm
LUNGHEZZA 200x3.14 mm

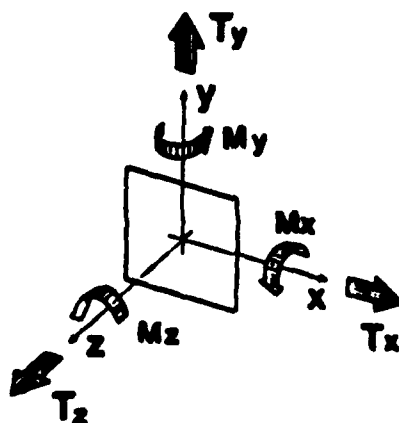


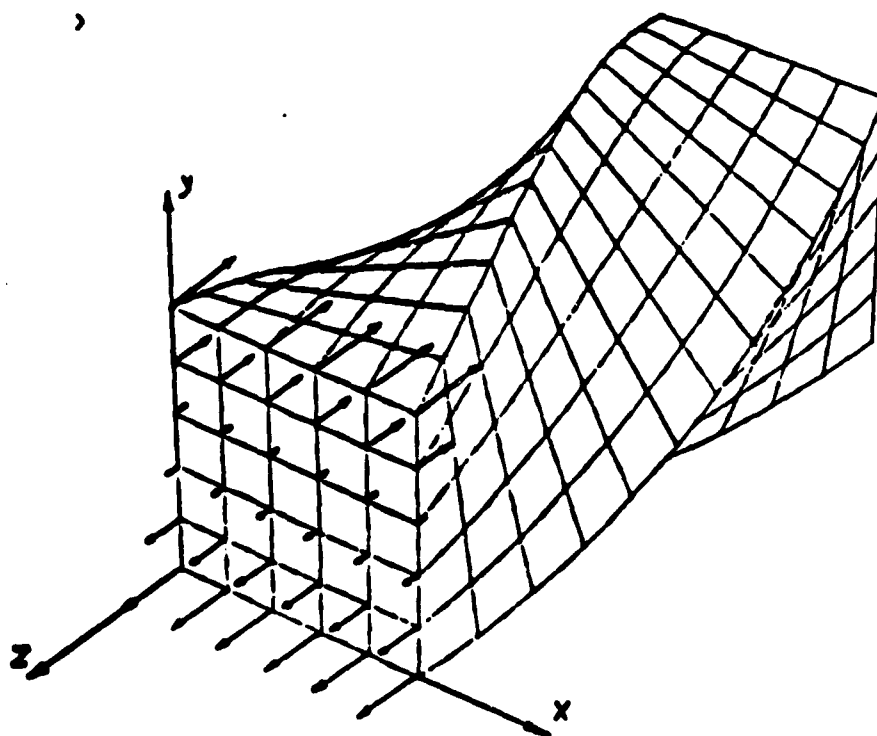
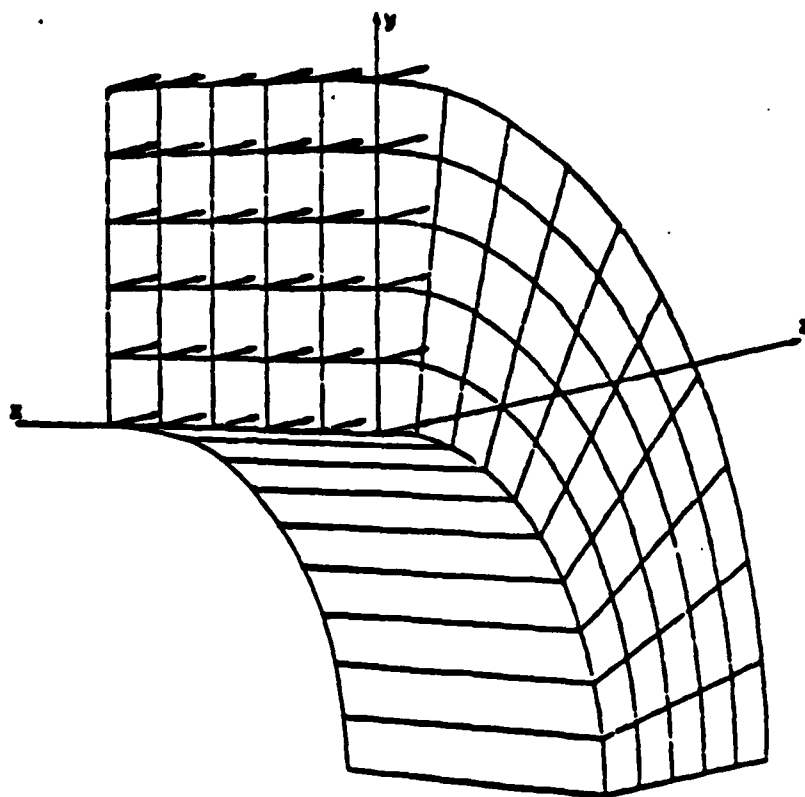
TRAVE SVERGOLA

ROTAZIONE ESTREMITA' 180°
LUNGHEZZA 628.3 mm

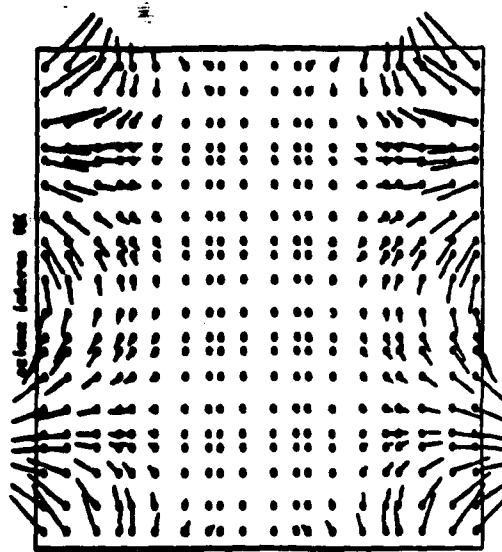
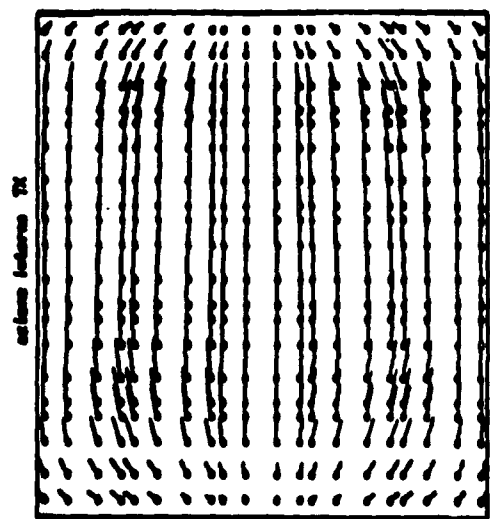
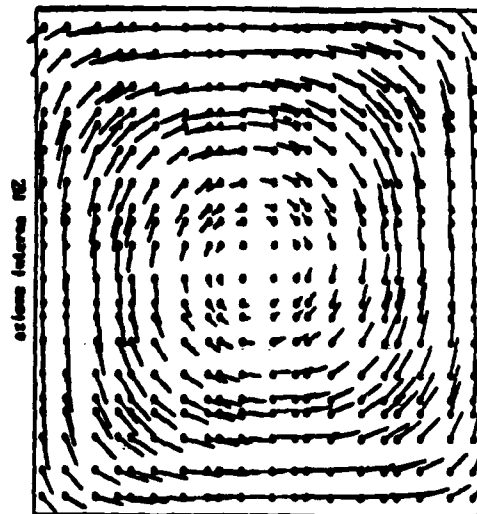
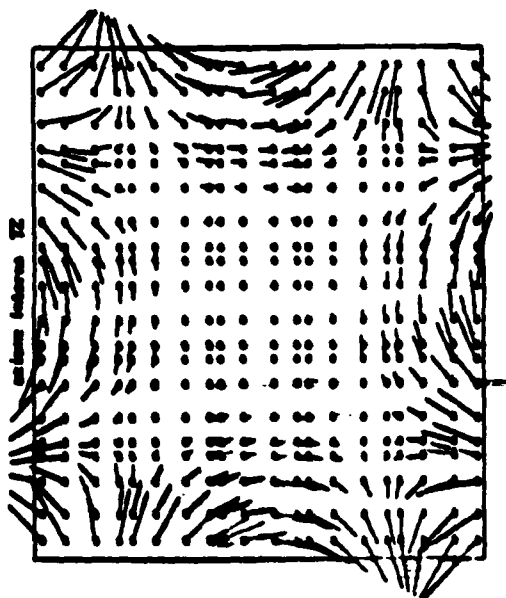


CONDIZIONI DI CARICO

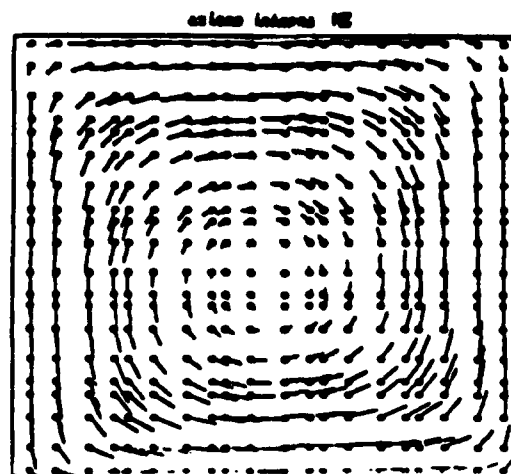
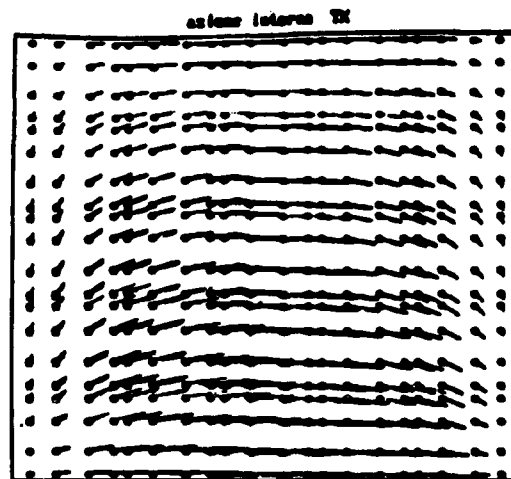
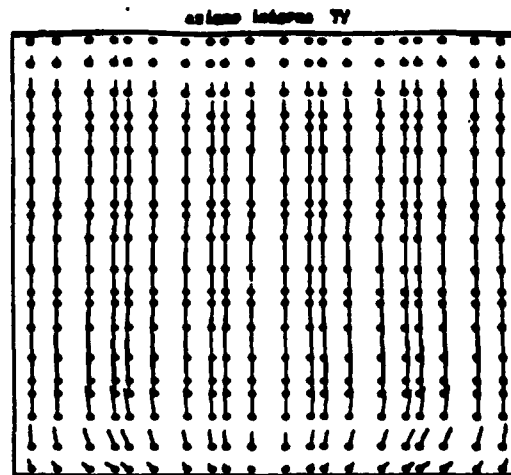




SCHEMA AD ELEMENTI FINITI TRI-DIMENSIONALE
 PER ANALISI DI CONFRONTO



DISTRIBUZIONE NEI LA * NEI PIANO SEZIONE DELLA TRAVE SVERGOLA



DISTRIBUZIONE DELLA T NEL PIANO

SEZIONE DELLA TRAVE CURVA

SESSION II

COMPOSITE STRUCTURAL DESIGN

Paul A. Lagace
Massachusetts Institute of Technology
Chairman

"Composite Challenges on the V-22"

**M. Keith Stevenson
Bell Helicopter, Fort Worth, Texas**

**ARO-AHS-RPI 2nd International Workshop on
COMPOSITE MATERIALS AND STRUCTURES
FOR ROTORCRAFT**

September 14 and 15, 1989

**Rensselaer Polytechnic Institute
Troy, New York**

UNAVAILABLE PRIOR TO PRESENTATION

**ANALYSIS AND
DESIGN OF CURVED
COMPOSITE BEAMS**

**ARO-AHS-RPI WORKSHOP ON
COMPOSITE MATERIALS AND
STRUCTURES FOR ROTORCRAFT
TROY, NY**

September 14-15, 1989

O.A. BAUCHAU

A.W. PECK

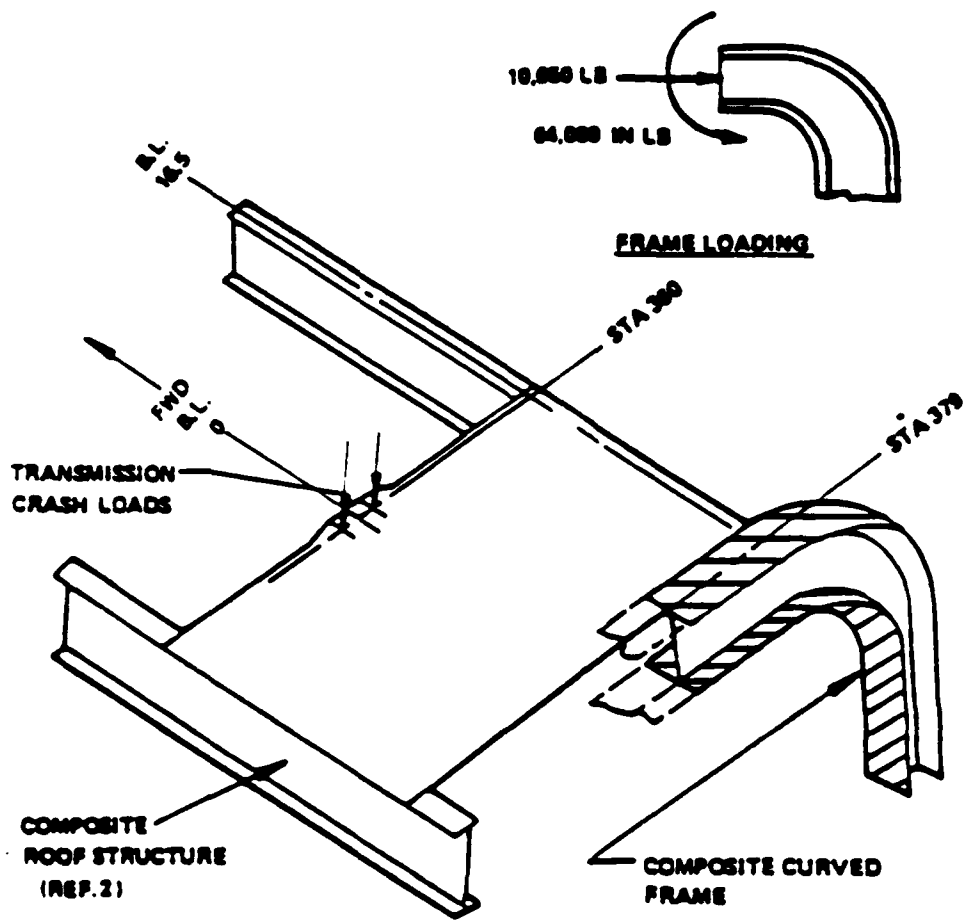


Figure 1. Composite Curved Frame Selected from BLACK HAWK Cabin Fuselage

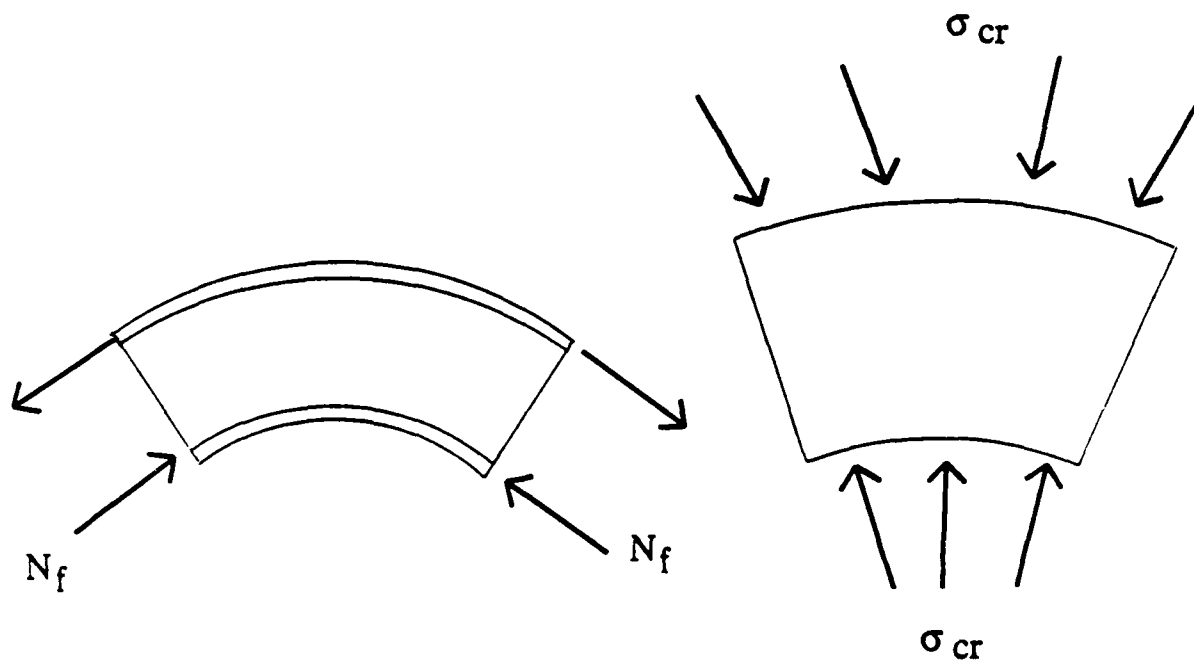
Design of Straight and Curved I-Beams

STRAIGHT I-BEAM

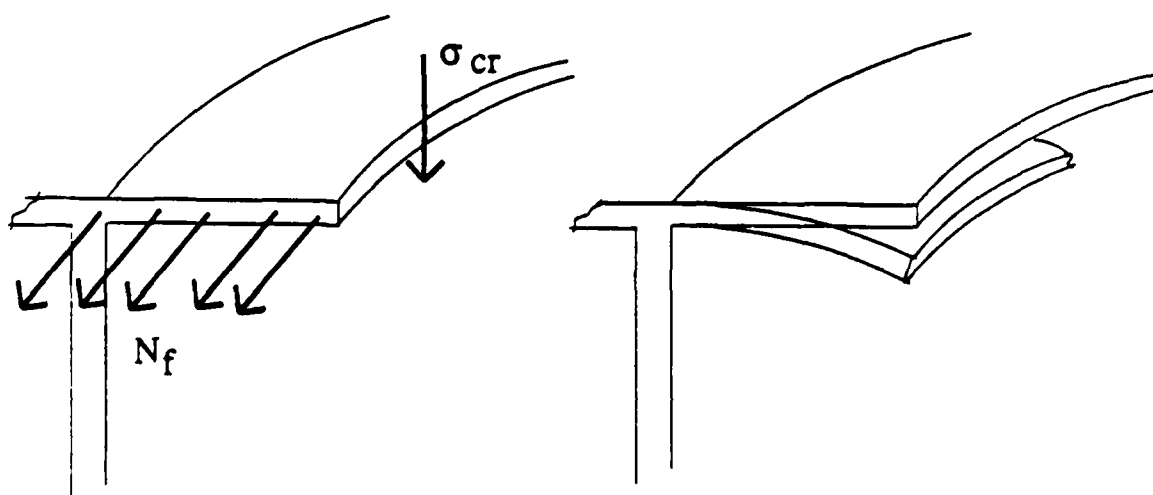
- The web carries the shear force (shear stresses)
- The flanges carry the bending moment (axial stresses)

CURVED I-BEAM

- The web must carry the shear force (shear stresses) AND resist the crushing stresses
- The flanges must carry the bending moment (axial stresses) AND the curling stresses

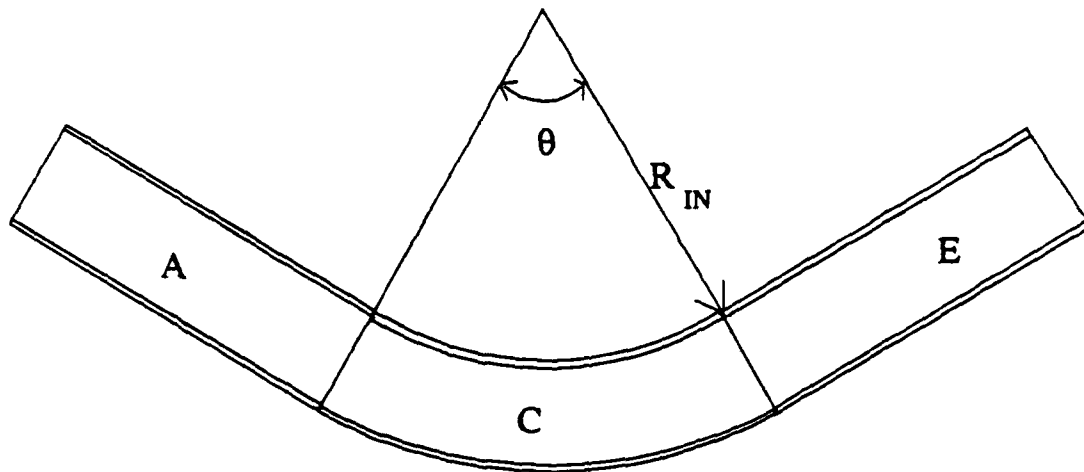


CRUSHING OF THE WEB

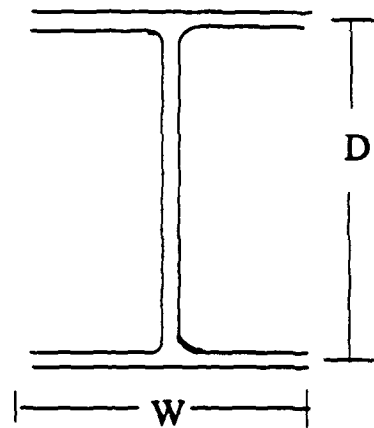


CURLING OF THE FLANGES

Specimen Configuration



$$\begin{aligned} R_{IN} &= 8.0 \text{ in} \\ D &= 4.0 \text{ in} \\ W &= 2.0 \text{ in} \\ \theta &= 60.0^\circ \end{aligned}$$

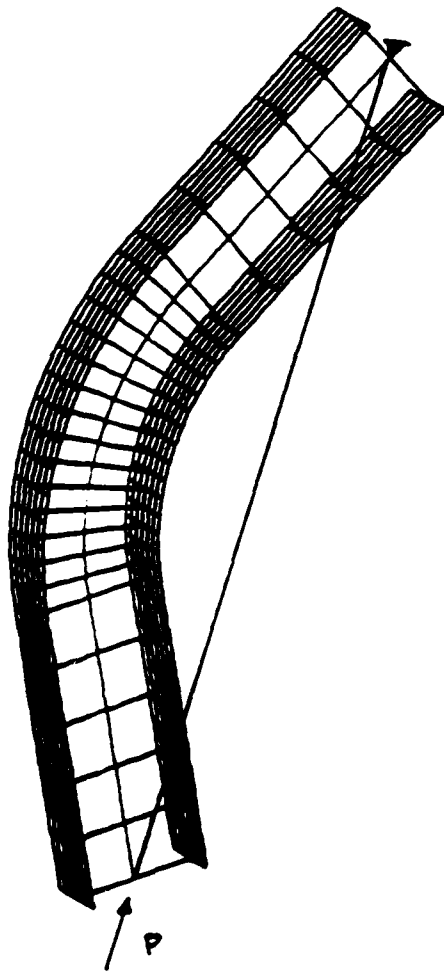


MATERIAL

Graphite prepreg tape (250° F cure)
Fiberite HY -E12481F

Numerical Investigation

Finite element model of the test specimen was performed using the ABAQUS code



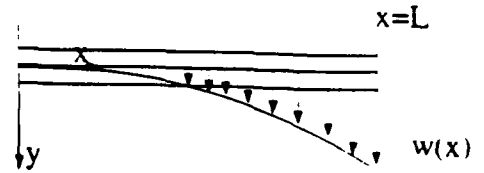
- 1500 grid points (~7000 DOF's)
- 350 8-noded shell elements

ANALYTICAL SOLUTION

General Differential Equation

$$D_{22}w^{iv} + \frac{E_{11}t_f}{R_f^2}w = \frac{\sigma_0 t_f}{R_f}$$

$$\bar{x} = \frac{x}{L} \quad \bar{w} = \frac{w}{t_f}$$



Non - Dimensional Form

$$\bar{w}^{iv} + 4\alpha^4 \bar{w} = \bar{\sigma}_0$$

$$\alpha^4 = \left[3 \frac{E_{11}}{D_{22}} \frac{1}{\left(\frac{R_f}{L}\right)^2 \left(\frac{t_f}{L}\right)^2} \right]$$

$$\bar{\sigma}_0 = 12 \left(\frac{\sigma_0}{D_{22}} \right) \frac{1}{\left(\frac{t_f}{L}\right)^3 \left(\frac{R_f}{L}\right)}$$

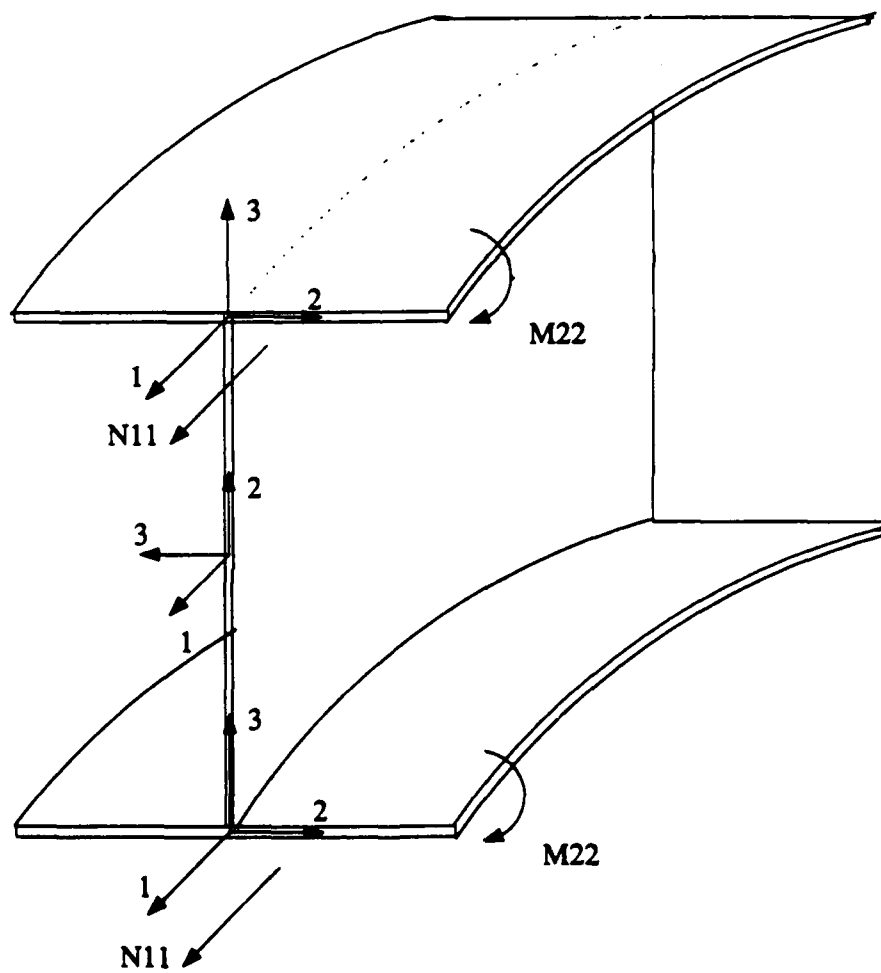
Strain Relation

$$\epsilon = \epsilon_0 - \frac{w}{R_f} = \epsilon_0 C(\alpha, \bar{x})$$

where $C(\alpha, \bar{x}) = c(\alpha) \text{ch}(\alpha \bar{x}) -$

$$\frac{1}{\text{ch}^2(\alpha) + c^2(\alpha)} [\text{ch}(\alpha) \text{sh}(\alpha) + c(\alpha) s(\alpha)] \times [c(\alpha \bar{x}) \text{sh}(\alpha \bar{x}) - s(\alpha \bar{x}) \text{ch}(\alpha \bar{x})]$$

$$+ [\text{ch}^2(\alpha) - c^2(\alpha)] \times [s(\alpha \bar{x}) \text{sh}(\alpha \bar{x})]$$

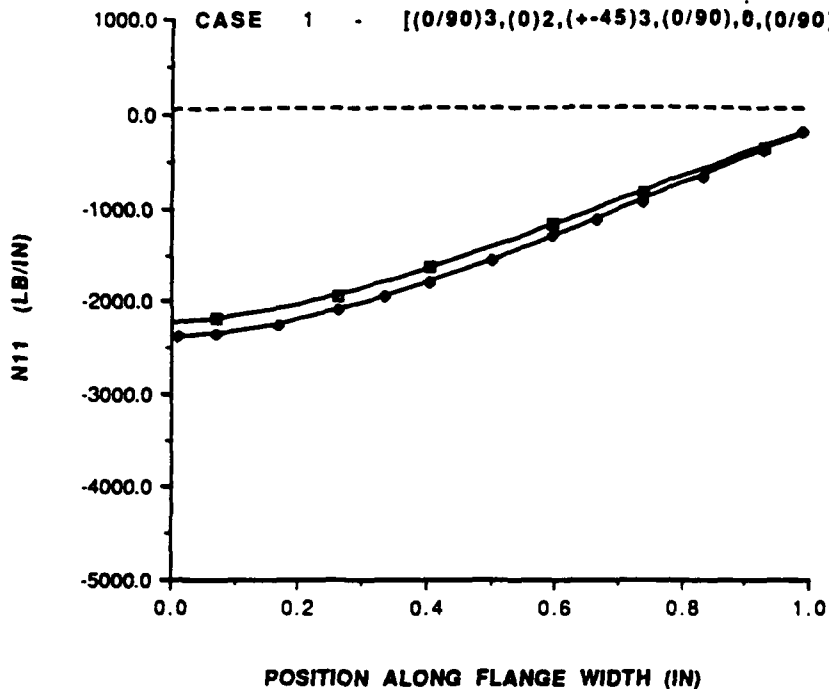


CURVED BEAM LOCAL COORDINATE AXES

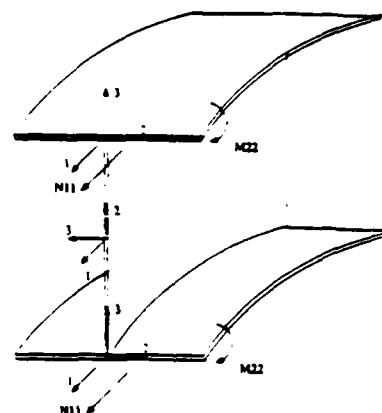
N11 VS FLANGE POSITION

LOWER FLANGE, GR/EP T300-5208

CASE 1 - [(0/90)3,(0)2,(+45)3,(0/90),0,(0/90),0,(0/90)]



■ N11,FEM
◆ N11,ANALYTICAL

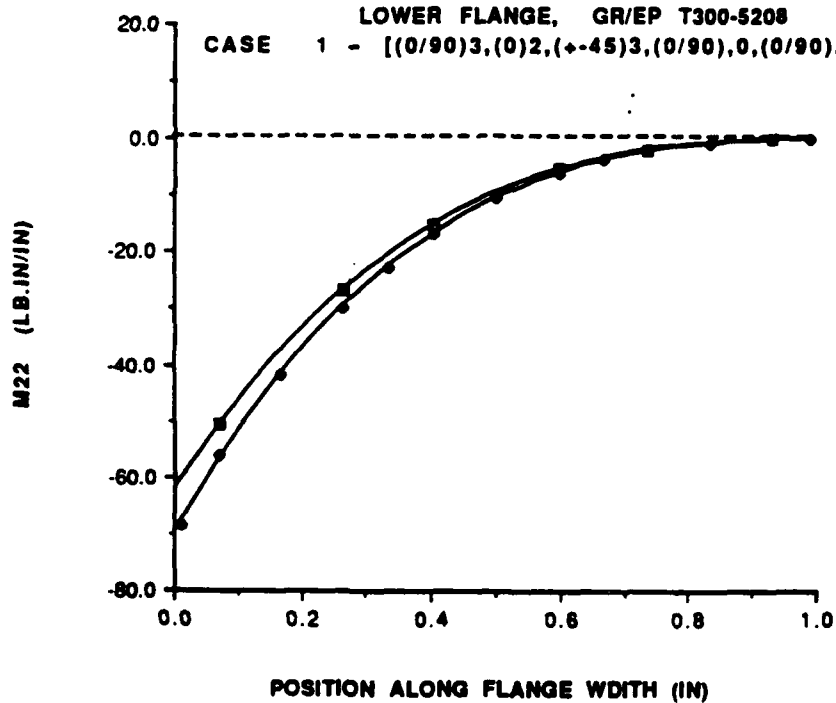


CURVED BEAM LOCAL COORDINATE AXES

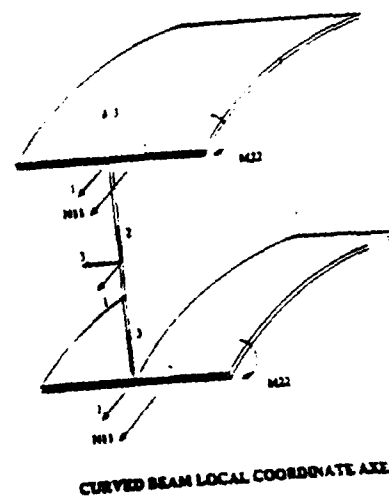
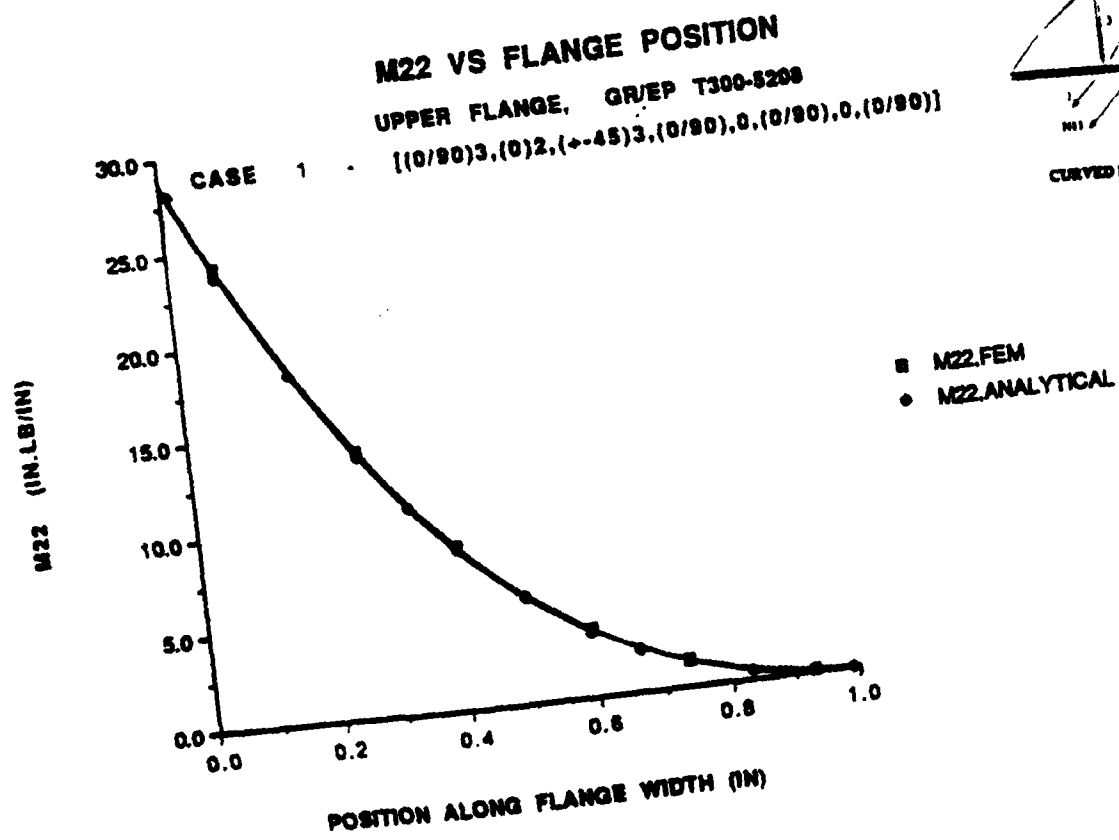
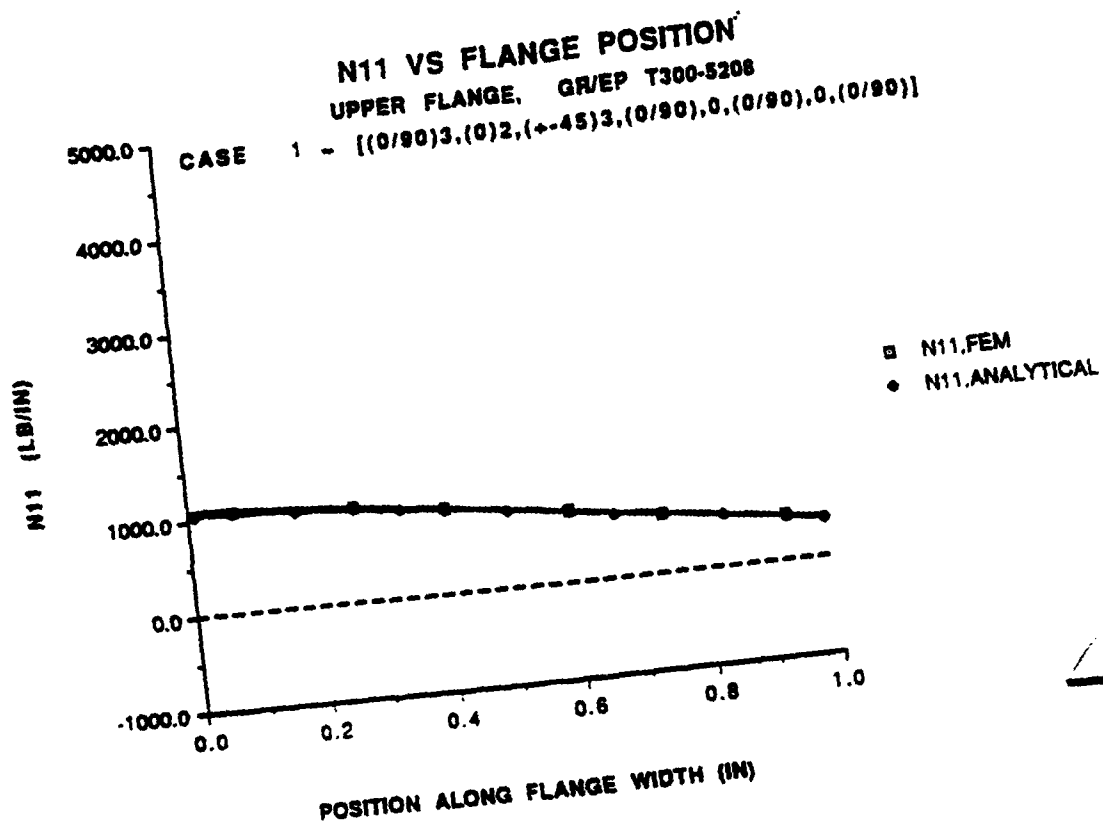
M22 VS FLANGE POSITION

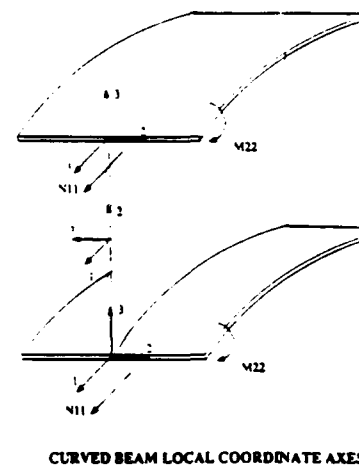
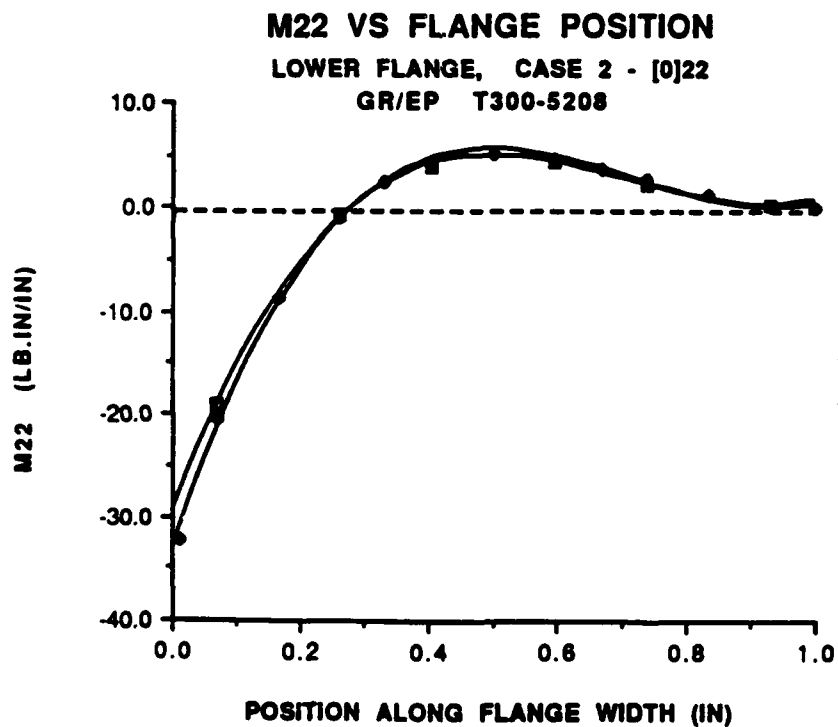
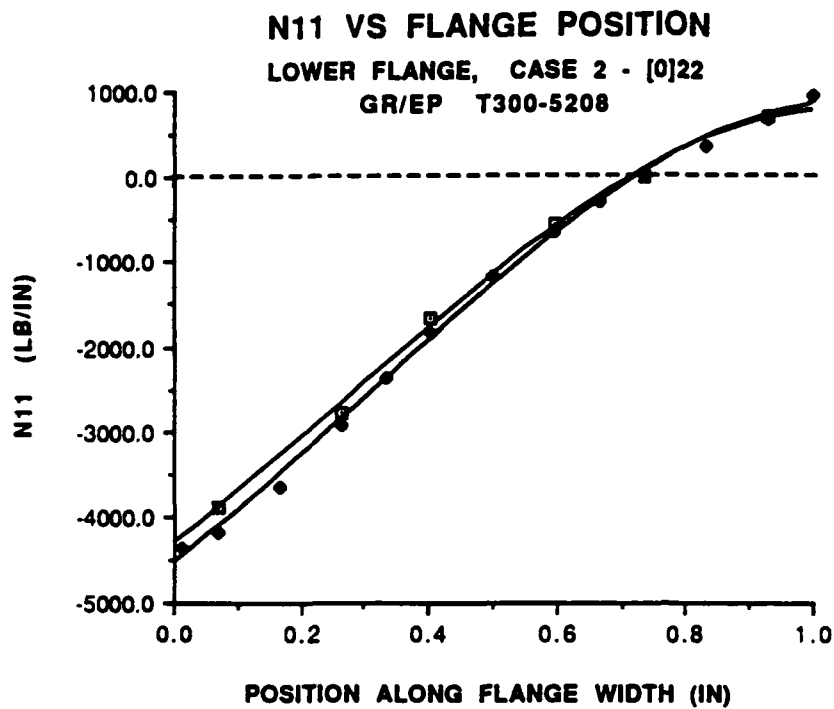
LOWER FLANGE, GR/EP T300-5208

CASE 1 - [(0/90)3,(0)2,(+45)3,(0/90),0,(0/90),0,(0/90)]



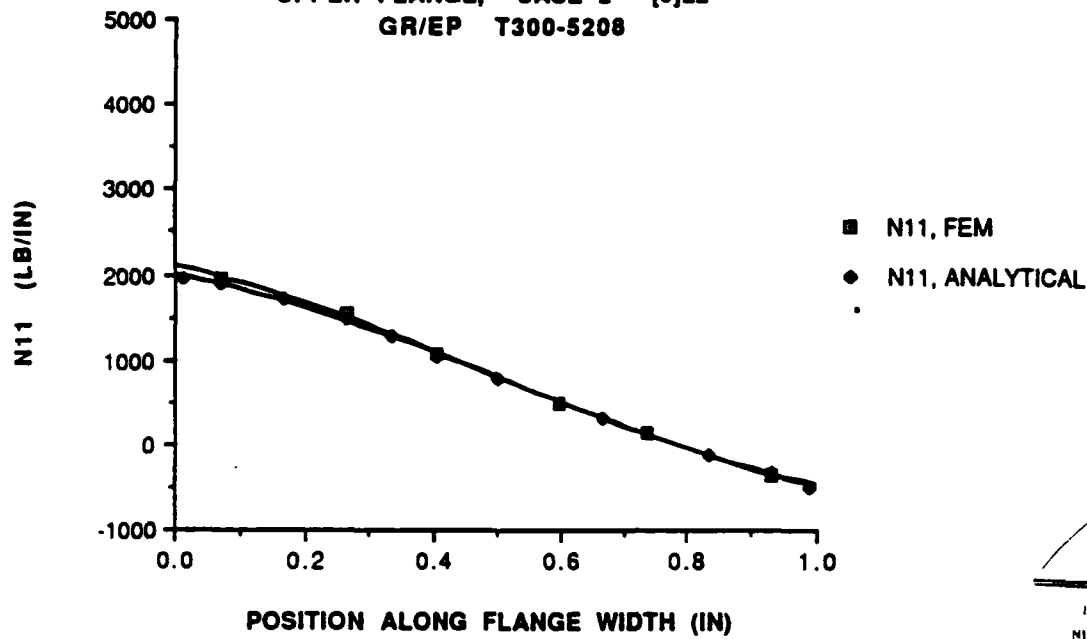
■ M22,FEM
◆ M22,ANALYTICAL





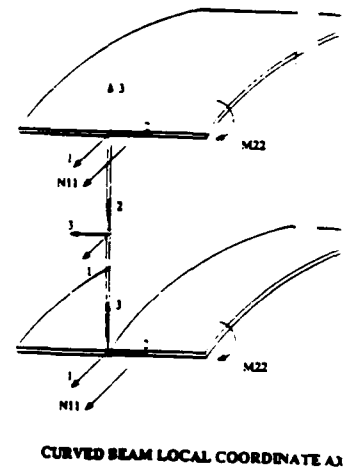
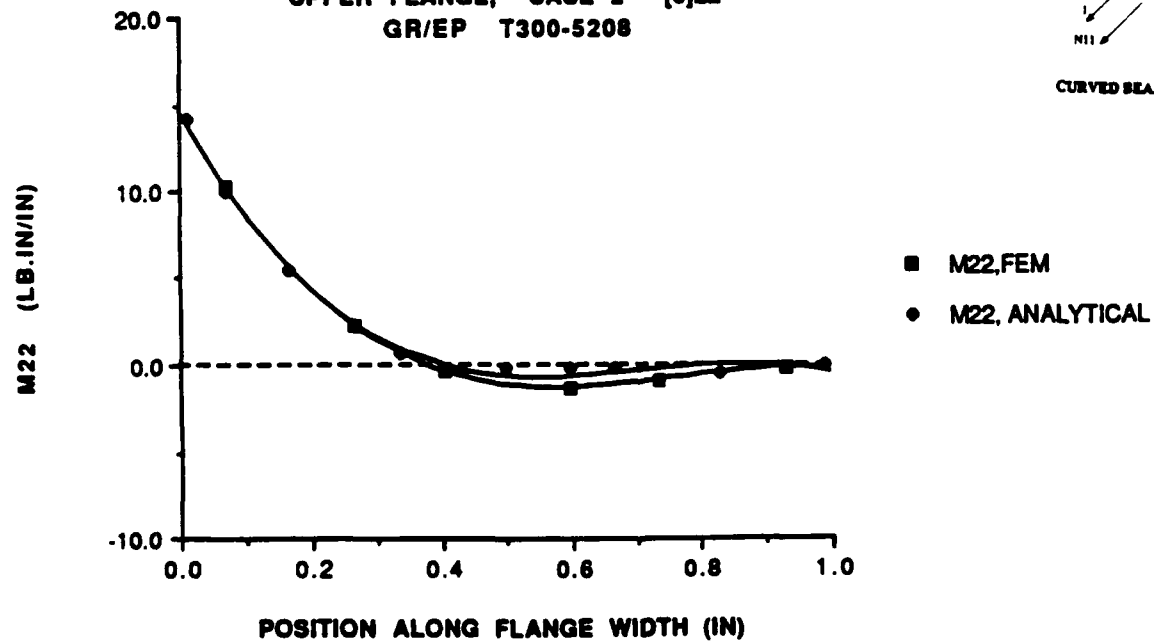
N11 VS FLANGE POSITION

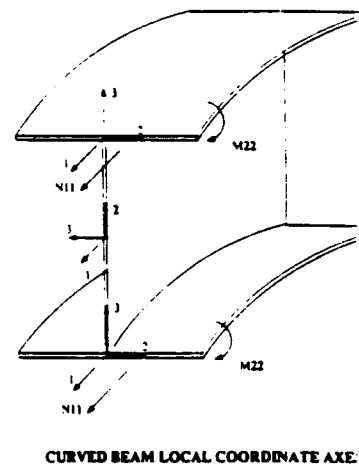
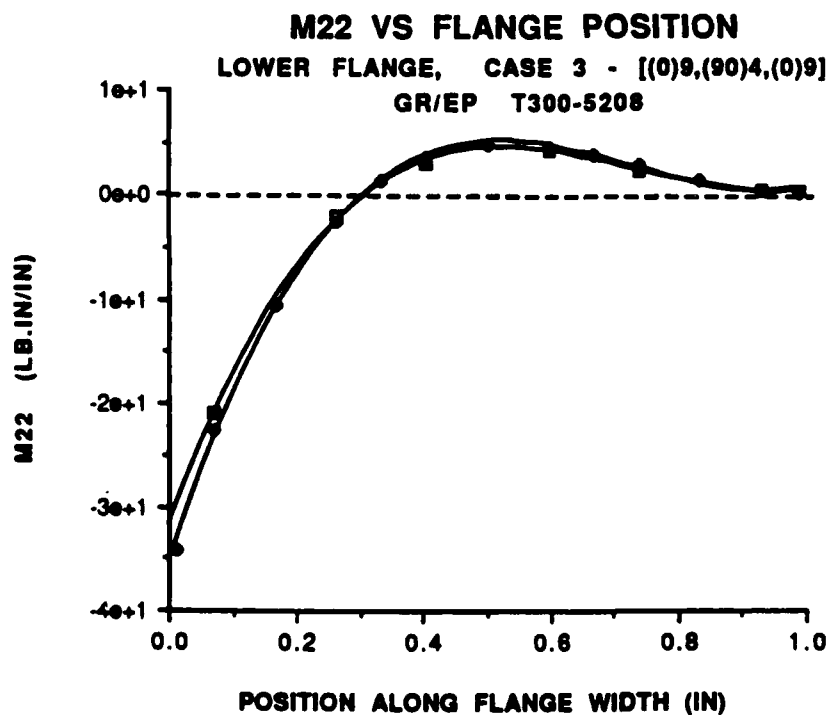
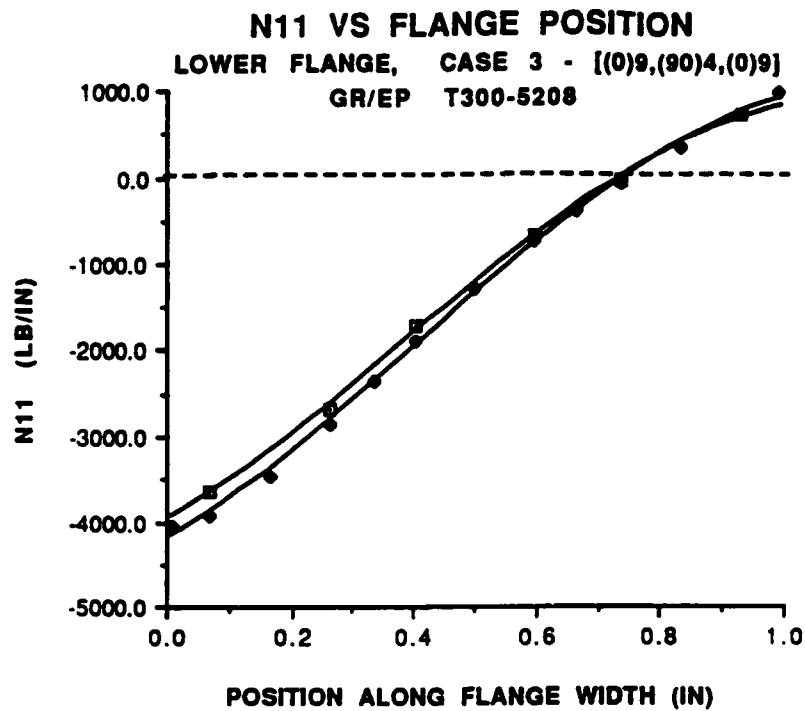
UPPER FLANGE, CASE 2 - [0]22
GR/EP T300-5208

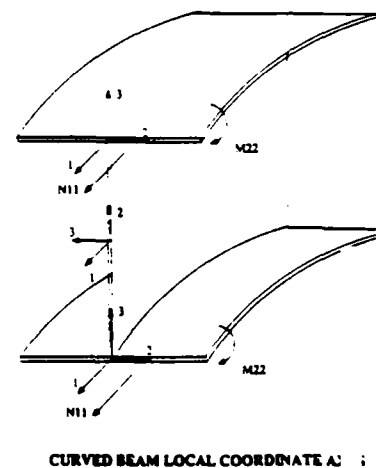
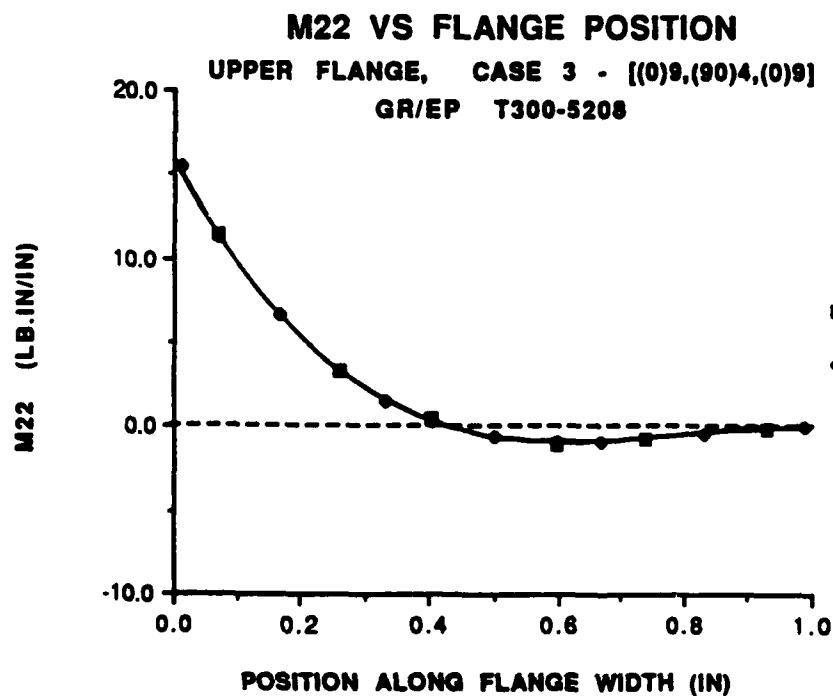
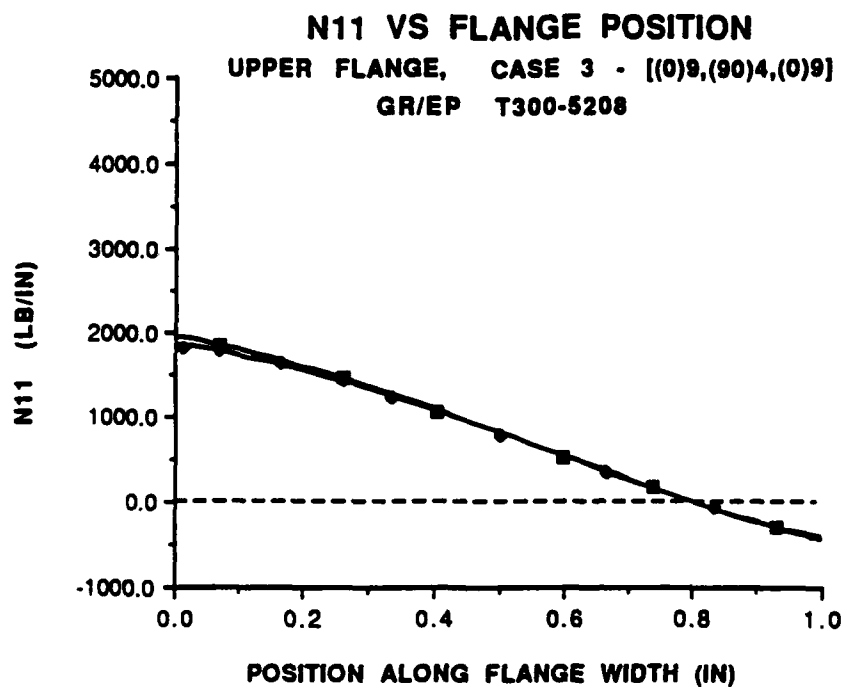


M22 VS FLANGE POSITION

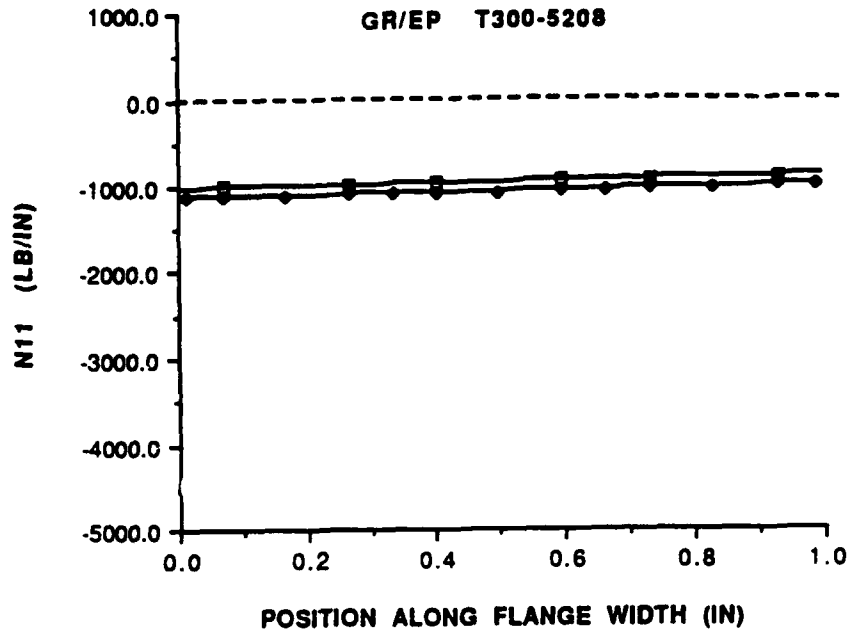
UPPER FLANGE, CASE 2 - [0]22
GR/EP T300-5208



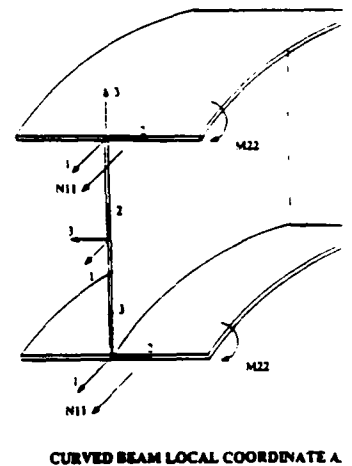




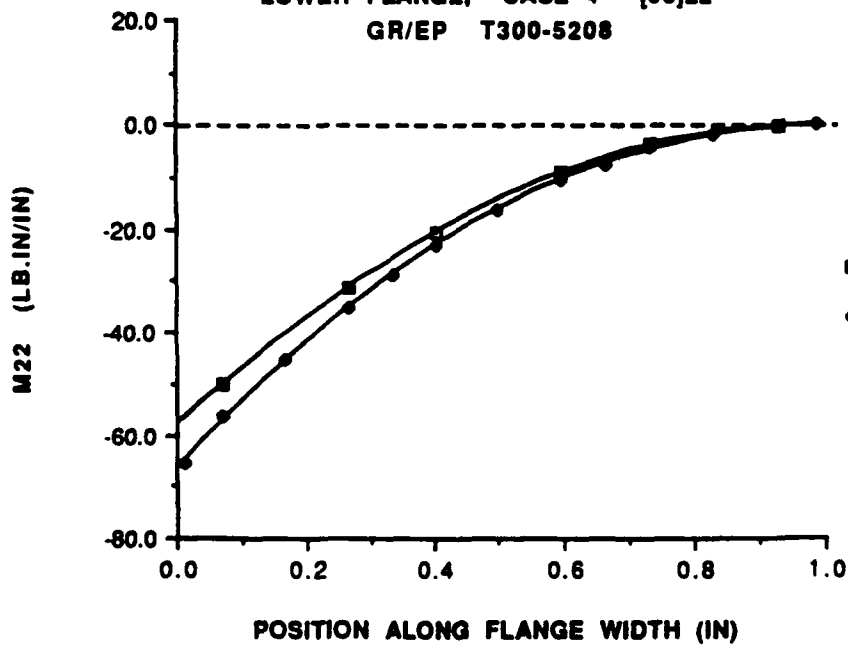
N11 VS FLANGE POSITION **LOWER FLANGE, CASE 4 - [90]22** **GR/EP T300-5208**



□ N11, FEM
 ● N11, ANALYTICAL



M22 VS FLANGE POSITION **LOWER FLANGE, CASE 4 - [90]22** **GR/EP T300-5208**

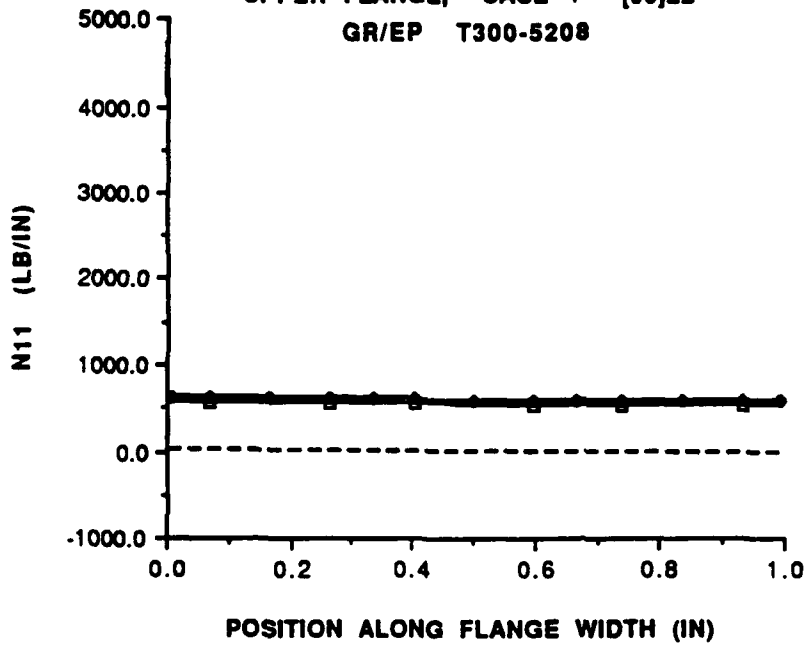


□ M22, FEM
 ● M22, ANALYTICAL

N11 VS FLANGE POSITION

UPPER FLANGE, CASE 4 - [90]22

GR/EP T300-5208

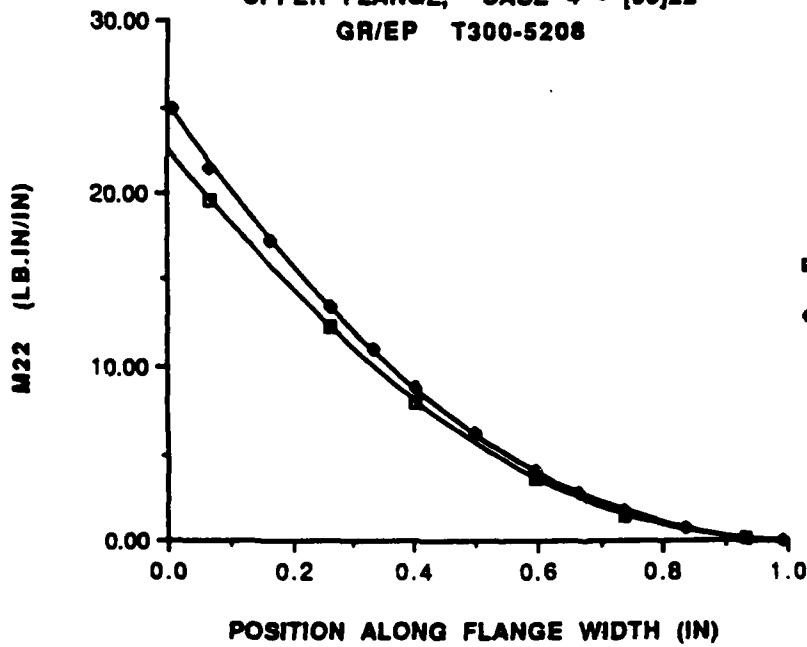


- N11, FEM
- N11, ANALYTICAL

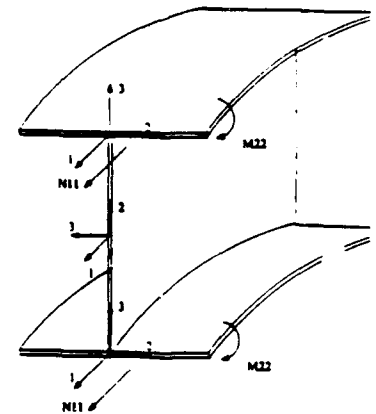
M22 VS FLANGE POSITION

UPPER FLANGE, CASE 4 - [90]22

GR/EP T300-5208

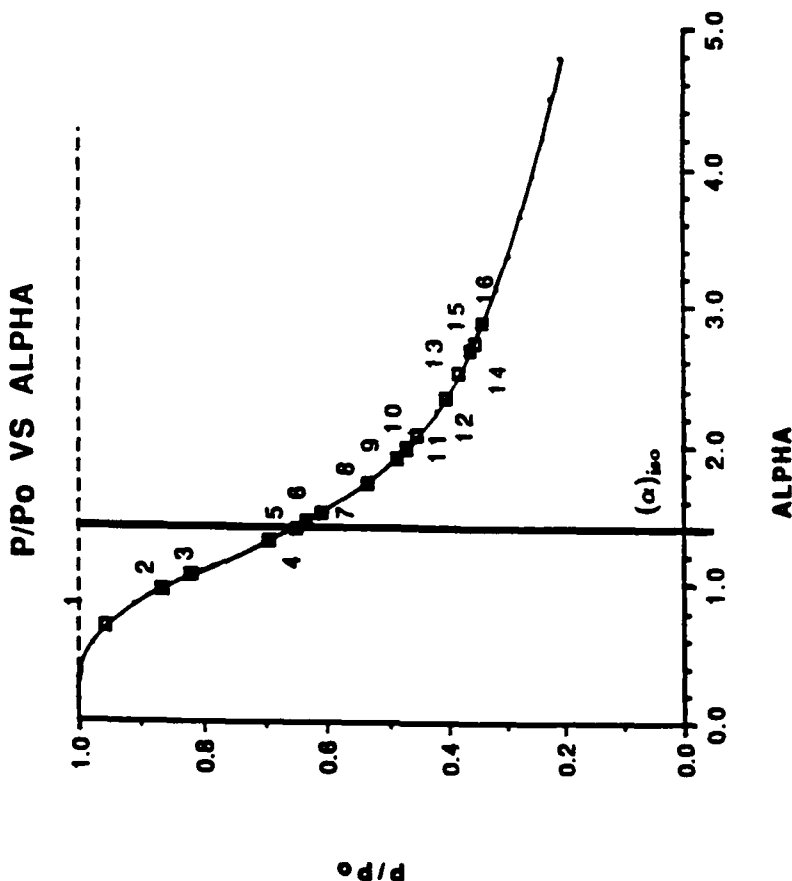


- M22, FEM
- M22, ANALYTICAL



CURVED BEAM LOCAL COORDINATE XES

- 1 - $[90]_{22}$
- 2 - $[\pm 60]_{11}$
- 3 - $[(90)_8, (0)_8, (90)_8]$
- 4 - $[(0)_3, (90)_{16}, (0)_3]$
- 5 - $[(\pm 45)]_{11}$
- 6 - $[(0/90)_2, (\pm 45)_2, (0)_2, (90)]_{\text{SYM}}$
- 7 - $[(0)_4, (90)_{14}, (0)_4]$
- 8 - $[(0/90)_2, (0)_{14}, (0/90)_2]$
- 9 - $[(\pm 45)_2, (0)_6, (\pm 45), (0)_6, (\pm 45)_2]$
- 10 - $[(0)_4, (\pm 45)_7, (0)_4]$
- 11 - $[(\pm 30)]_{11}$
- 12 - $[(0)_6, (\pm 45)_5, (0)_6]$
- 13 - $[(\pm 20)]_{11}$
- 14 - $[(0)_9, (90)_4, (0)_9]$
- 15 - $[(0)_9, (\pm 45)_2, (0)_9]$
- 16 - $[0]_{22}$



P = Total Load in Flange, With Curling

P₀ = Total Load in Flange, Without Curling

$$\frac{P}{P_0} = \frac{1 \sin(\alpha) \cos(\alpha) + \sinh(\alpha) \cosh(\alpha)}{\alpha \cos(\alpha) + \cosh(\alpha)}$$

$$\alpha^4 = \left[3 \left(\frac{E_{11}}{D_{22}} \right) \frac{1}{\left(\frac{R_f}{L} \right)^2 \left(\frac{t}{L} \right)^2} \right]$$

$$\left[\frac{\alpha}{(\alpha)_{i=0}} \right]^4 = \left[\left(\frac{E_T}{E_L} \right) \cdot \left(\frac{E_L}{E_T} \right) \right]$$

GEOMETRY

$t_f = 0.110$ in $R_f = 7.975$ in

$L = 1.000$ in

MATERIAL

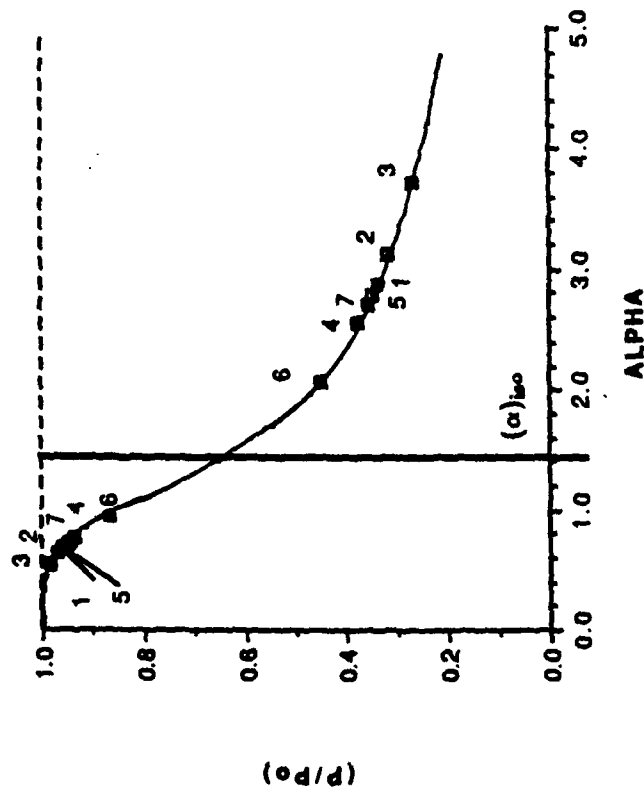
T300 - 5208 GR/EP

$\alpha = [0.688, 2.880]$

Minimum and Maximum Values of Alpha and Corresponding (P/Po) for Various Materials

MATERIAL NUMBER	MATERIAL TYPE	E _x (GPa)	E _y (GPa)	MIN ALPHA	(P/Po)	MAX ALPHA	(P/Po)
1	T300-5208 Gr/Ep	181.0	10.3	0.6863	0.9586	2.8770	0.3403
2	Hi Modulus Gr 500 GPa	245.0	10.0	0.6316	0.9697	3.1260	0.3162
3	Hi Modulus Gr 700 GPa	490.0	10.0	0.5311	0.9845	3.7170	0.2685
4	B(4)/5505 Boron/Ep	204.0	18.5	0.7711	0.9365	2.5600	0.3755
5	AS/3501 Gr/Ep	138.0	8.96	0.709	0.9532	2.7830	0.3501
6	Scotchply 1002	38.6	8.27	0.956	0.8682	2.0650	0.4500
7	Kevlar 49/Ep	76.0	5.5	0.729	0.9483	2.7090	0.3582
	Isotropic			1.4051	0.6519	1.4051	0.6519

P/P₀ VS ALPHA



MATERIALS

- 1 - T300 - 5208, GR/EP
- 2 - High Modulus Graphite, 500 GPa
- 3 - High Modulus Graphite, 700 GPa
- 4 - B(4)/5505, B/EP
- 5 - AS/3501, GR/EP
- 6 - SCOTCHPLY 1002
- 7 - KEVLAR 49/EP

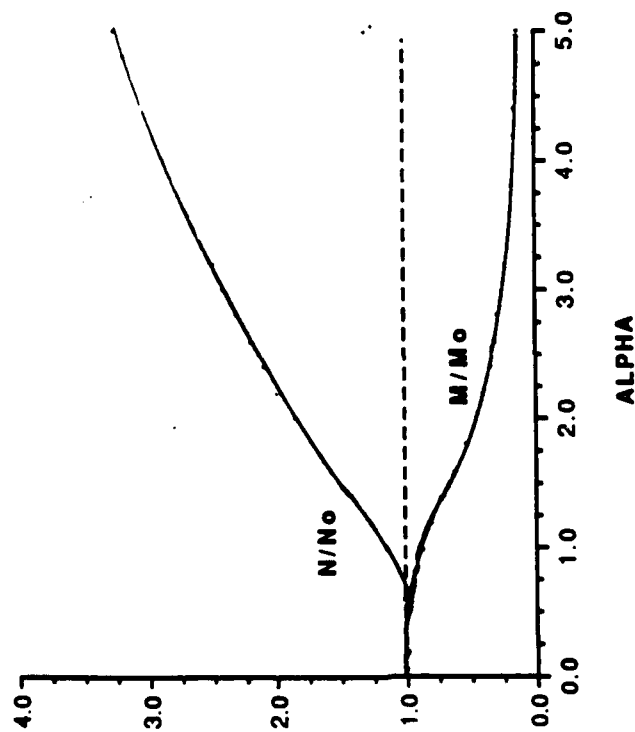
GEOMETRY

$t_f = 0.110$ in $R_f = 7.975$ in
 $L = 1.00$ in

P = Total Load in Flange, With Curling
 P_0 = Total Load in Flange, Without Curling

$$\frac{P}{P_0} = \frac{1}{\alpha} \frac{\sin(\alpha)\cos(\alpha) + \sinh(\alpha)\cosh(\alpha)}{\cos(\alpha) + \cosh(\alpha)}$$

(N/N₀), (M/M₀) VS ALPHA



$$\alpha^4 = \left[3 \left(\frac{E_{11}}{D_{22}} \right) \frac{1}{\left(\frac{R_t}{L} \right)^2 \left(\frac{t}{L} \right)^2} \right]$$

$$\left[\frac{\alpha}{(\alpha)_{iso}} \right]^4 = \left[\left(\frac{E_T}{E_L} \right) \cdot \left(\frac{E_L}{E_T} \right) \right]$$

GEOMETRY

$t_t = 0.110$ in $R_t = 7.975$ in
 $L = 1.000$ in

MATERIAL

T300 - 5208 GR/EP

N_r Axial Load at the root, With Curling

$N_{r,w/o}$ = Axial Load at the root, Without Curling

$$\frac{N_r}{N_{r,w/o}} = \frac{E_{11} \epsilon(\alpha, \bar{x} = 0.)}{E_{11} \epsilon(\alpha = 0., \bar{x} = 0.)}$$

M_r = Moment at the root, With Curling

$M_{r,w/o}$ = Moment at the root, Without Curling

$$\frac{M_r}{M_{r,w/o}} = \left(\frac{N_r}{N_{r,w/o}} \right) \frac{1}{\alpha^2} \frac{\sin^2(\alpha) + \sinh^2(\alpha)}{\cos^2(\alpha) + \cosh^2(\alpha)}$$

- 1 - [90₁, (±45)₄, 0₁]_{sym}
- 2 - [90₂, (±45)₃, 0₁]_{sym}
- 3 - [90₂, (±45)₃, 0₂]_{sym}
- 4 - [90₁, (±45)₃, 0₃]_{sym}
- 5 - [90₅, (±45)₂, 0₁]_{sym}
- 6 - [90₄, (±45)₂, 0₂]_{sym}
- 7 - [90₃, (±45)₂, 0₃]_{sym}
- 8 - [90₂, (±45)₂, 0₄]_{sym}
- 9 - [90₂, (±45)₂, 0₅]_{sym}
- 10 - [90₇, (±45)₁, 0₁]_{sym}
- 11 - [90₆, (±45)₁, 0₁]_{sym}
- 12 - [90₅, (±45)₁, 0₃]_{sym}
- 13 - [90₄, (±45)₁, 0₄]_{sym}
- 14 - [90₃, (±45)₁, 0₅]_{sym}
- 15 - [90₂, (±45)₁, 0₆]_{sym}
- 16 - [90₁, (±45)₁, 0₇]_{sym}

$$\alpha^4 = \left[3 \left(\frac{E_{11}}{D_{22}} \right) \frac{1}{\left(\frac{R_t}{L} \right)^2 \left(\frac{t}{L} \right)^2} \right]$$

$$\left[\frac{\alpha}{(\alpha)_{iso}} \right]^4 = \left[\left(\frac{E_T}{E_L} \right) \cdot \left(\frac{E_L}{E_T} \right) \right]$$

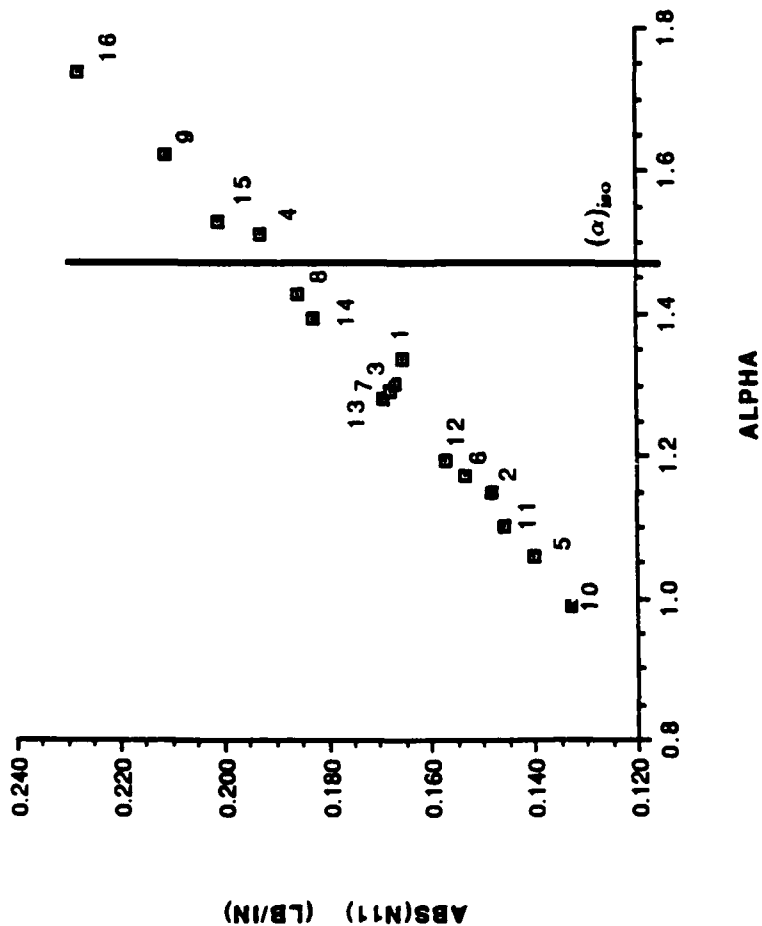
GEOMETRY

$t_f = 0.100$ in $R_t = 7.975$ in
 $L = 1.00$ in

MATERIAL

T300 - 5208 GR/EP

ABS(N11) VS ALPHA



LAMINATE LAY - UPS

- 1 - [90₁, (±45)₄, 0₁]_{sym}
- 2 - [90₃, (±45)₃, 0₁]_{sym}
- 3 - [90₂, (±45)₃, 0₂]_{sym}
- 4 - [90₁, (±45)₃, 0₃]_{sym}
- 5 - [90₅, (±45)₂, 0₁]_{sym}
- 6 - [90₄, (±45)₂, 0₂]_{sym}
- 7 - [90₃, (±45)₂, 0₃]_{sym}
- 8 - [90₂, (±45)₂, 0₄]_{sym}
- 9 - [90₂, (±45)₂, 0₅]_{sym}
- 10 - [90₇, (±45)₁, 0₁]_{sym}
- 11 - [90₆, (±45)₁, 0₁]_{sym}
- 12 - [90₅, (±45)₁, 0₃]_{sym}
- 13 - [90₄, (±45)₁, 0₄]_{sym}
- 14 - [90₃, (±45)₁, 0₅]_{sym}
- 15 - [90₂, (±45)₁, 0₆]_{sym}
- 16 - [90₁, (±45)₁, 0₇]_{sym}

$$\alpha^4 = \left[3 \left(\frac{E_{11}}{D_{22}} \right) \frac{1}{\left(\frac{R_T}{L} \right)^2 \left(\frac{t}{L} \right)^2} \right]$$

$$\left[\frac{\alpha}{(\alpha)_{\infty}} \right]^4 = \left[\left(\frac{E_T}{E_L} \right) \cdot \left(\frac{E_L}{E_T} \right) \right]$$

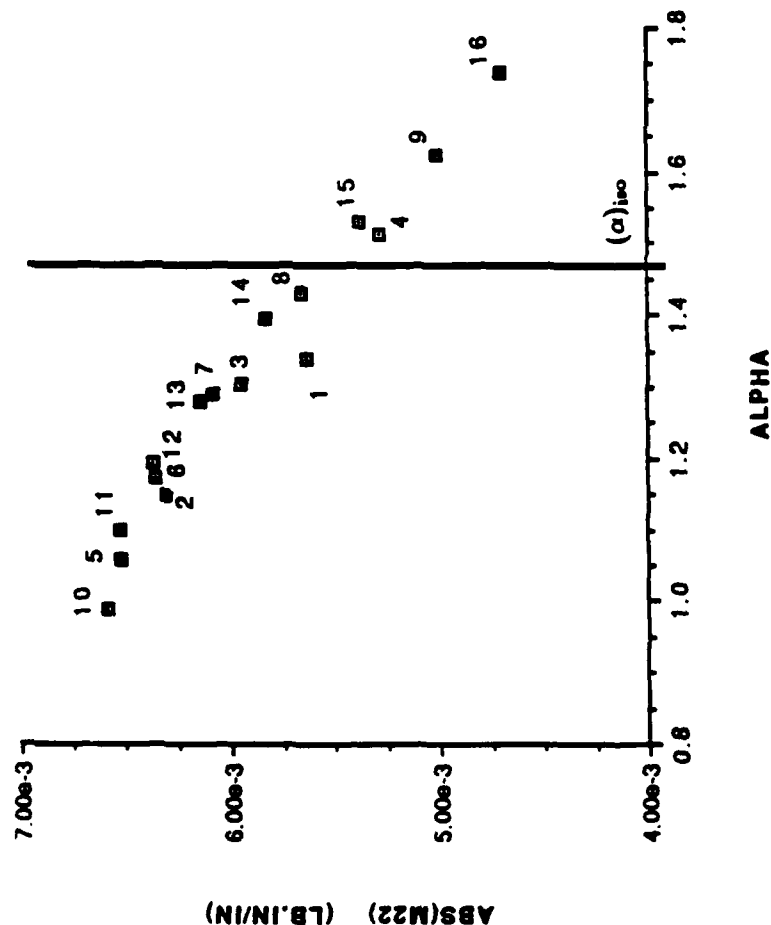
GEOMETRY

$t_f = 0.100$ in $R_f = 7.975$ in
 $L = 1.00$ in

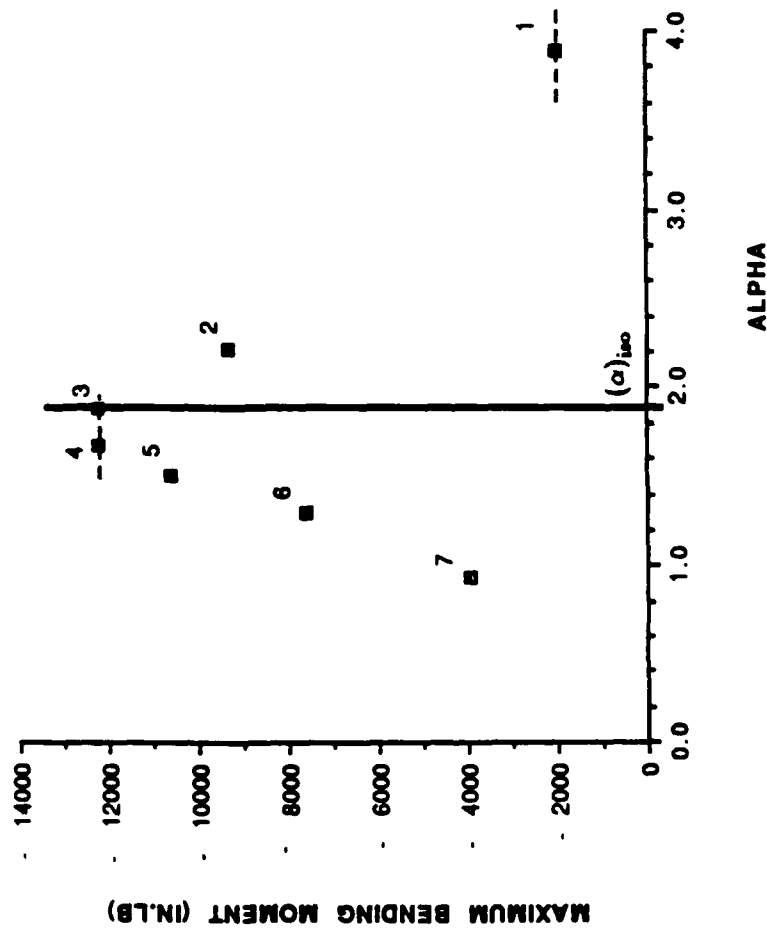
MATERIAL

T300 - 5208 GR/EP

ABS(M22) VS ALPHA



MAXIMUM BENDING MOMENT VS ALPHA



LAMINATE LAY - UPS

- 1 - $[0_6]_{sym}$
- 2 - $[90, 0_5]_{sym}$
- 3 - $[90_2, 0_4]_{sym}$
- 4 - $[90_3, 0_3]_{sym}$
- 5 - $[90_4, 0_2]_{sym}$
- 6 - $[90_5, 0]_{sym}$
- 7 - $[90_6]_{sym}$

$$\alpha^4 = \left[3 \left(\frac{E_{11}}{D_{22}} \right) \frac{1}{\left(\frac{R_t}{L} \right)^2 \left(\frac{t}{L} \right)^2} \right]$$

$$\left[\frac{\alpha}{(\alpha)_{iso}} \right]^4 = \left[\left(\frac{E_T}{E_L} \right) \cdot \left(\frac{E_L}{E_T} \right) \right]$$

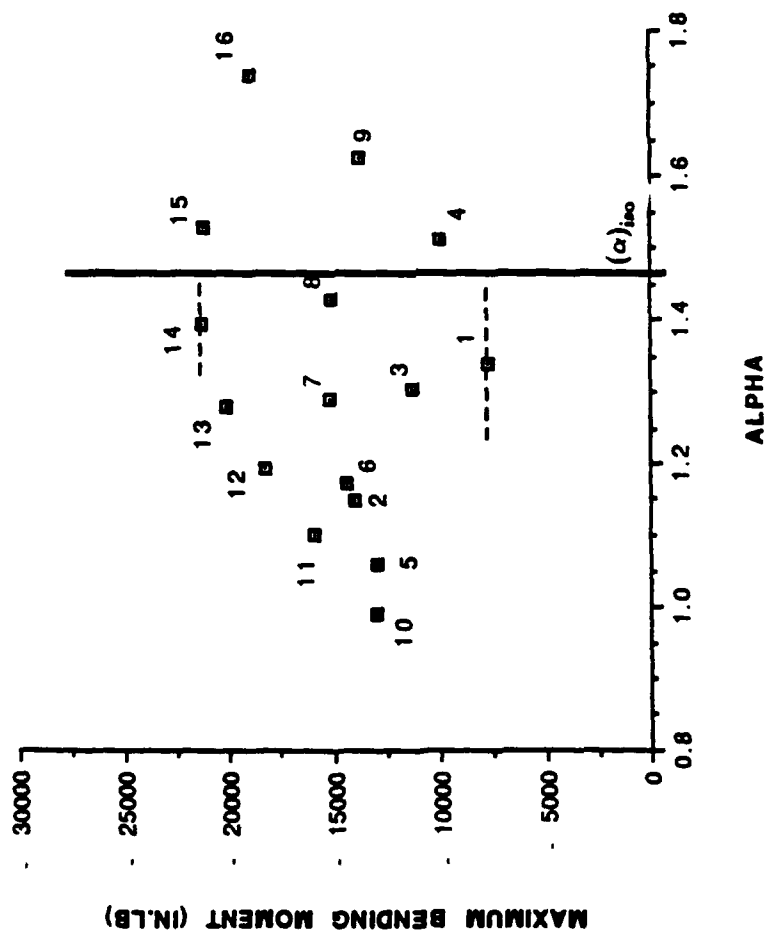
GEOMETRY

$t_f = 0.060$ in $R_t = 7.975$ in
 $L = 1.00$ in

MATERIAL

T300 - 5208 GR/EP

MAXIMUM BENDING MOMENT VS ALPHA



- 1 - $[90_1, (\pm 45)_4, 0_1]_{\text{ayuu}}$
- 2 - $[90_3, (\pm 45)_3, 0_1]_{\text{ayuu}}$
- 3 - $[90_2, (\pm 45)_3, 0_2]_{\text{ayuu}}$
- 4 - $[90_1, (\pm 45)_3, 0_3]_{\text{ayuu}}$
- 5 - $[90_2, (\pm 45)_2, 0_1]_{\text{ayuu}}$
- 6 - $[90_4, (\pm 45)_2, 0_2]_{\text{ayuu}}$
- 7 - $[90_3, (\pm 45)_2, 0_3]_{\text{ayuu}}$
- 8 - $[90_2, (\pm 45)_2, 0_4]_{\text{ayuu}}$
- 9 - $[90_2, (\pm 45)_2, 0_5]_{\text{ayuu}}$
- 10 - $[90_7, (\pm 45)_1, 0_1]_{\text{ayuu}}$
- 11 - $[90_6, (\pm 45)_1, 0_1]_{\text{ayuu}}$
- 12 - $[90_5, (\pm 45)_1, 0_3]_{\text{ayuu}}$
- 13 - $[90_4, (\pm 45)_1, 0_4]_{\text{ayuu}}$
- 14 - $[90_3, (\pm 45)_1, 0_5]_{\text{ayuu}}$
- 15 - $[90_2, (\pm 45)_1, 0_6]_{\text{ayuu}}$
- 16 - $[90_1, (\pm 45)_1, 0_7]_{\text{ayuu}}$

$$\alpha^4 = \left[3 \left(\frac{E_{11}}{D_{22}} \right) \frac{1}{\left(\frac{R_T}{L} \right)^2 \left(\frac{L}{l} \right)^2} \right] \left[\frac{\alpha}{(\alpha)_{i=0}} \right]^4 = \left[\left(\frac{E_T}{E_L} \right) \cdot \left(\frac{E_L}{E_T} \right) \right]$$

$$t_f = 0.100 \text{ in} \quad R_f = 7.975 \text{ in}$$

MATERIAL

[illegible]

Conclusions

- 1 – Good correlation was found between the predictions of a 3-D FEM model of laminated composite I-beams with a strong curvature and a “Strength of Material” analytical model.
- 2 – The stress distribution in the flanges is characterized by a single parameter

$$\alpha^4 = \left[3 \frac{E_{11}}{D_{22}} \frac{1}{\left(\frac{R}{L}\right)^2 \left(\frac{t}{L}\right)^2} \right]$$

Material stiffness effects are

$$\left(\frac{\alpha}{\alpha_{iso}} \right)^4 \in \left[\frac{E_L}{E_T}, \frac{E_T}{E_L} \right]$$

- 3 – The lay-up and stacking sequence of the flanges drastically affects overall load carrying capability. Up to a factor of 5 was observed.
- 4 – A nearly “quasi-isotropic” lay-up seems to yield the highest strength.
- 5 – The question remains open as to whether the I configuration is desirable in beams with strong curvature.

"Dynamic Characteristics of Thin-Walled Composite Beams"

Lawrence W. Rehfield

University of California, Davis, California

Ali R. Atulgan and Dewey H. Hodges

Georgia Institute of Technology, Atlanta, Georgia

DERIVATION BY PRINCIPLE OF VIRTUAL WORK

- CONSISTENCY
- SIMPLICITY OF DERIVATION
- GOVERNING KINETIC EQUATIONS
- NATURAL/GEOMETRIC BOUNDARY CONDITIONS

KINEMATICS

$$\gamma_{xy}^0 = \beta_z + v_{,x} \quad (1)$$

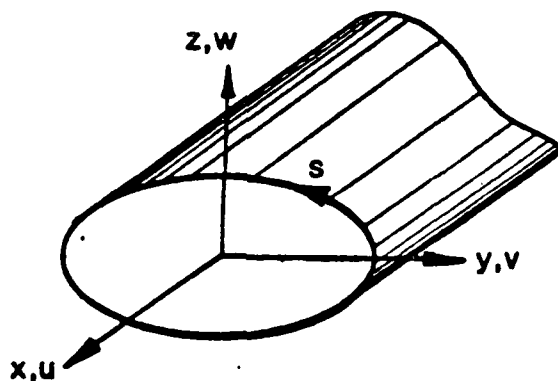
$$\gamma_{xz}^0 = \beta_y + w_{,x} \quad (2)$$

$$\gamma_{xs}^0 = \gamma_{xy}^0 \frac{dy}{ds} + \gamma_{xz}^0 \frac{dz}{ds} + \frac{2Ae}{c} \phi_{,x} \quad (3)$$

$$u = U(x) + y\beta_z + z\beta_y + \underline{\psi(s)\phi_{,x}} \quad (4)$$

$$v = V(x) - z\phi(x) \quad (5)$$

$$w = W(x) + y\phi(x) \quad (6)$$



GENERALIZED FORCE RESULTANTS

$$(N, M_y, M_z) = \oint N_{xx}(l, z, y) ds$$

$$(Q_y, Q_z) = \oint N_{xs} \left(\frac{dy}{ds}, \frac{dz}{ds} \right) ds$$

$$M_x = \frac{2A_e}{c} \oint N_{xs} ds$$

$$Q_w = \oint N_{xx} \psi ds$$

CONSTITUTIVE RELATIONS

$$\begin{bmatrix} N_{xx} \\ N_{ss} \\ N_{xs} \end{bmatrix} = \underline{A} \begin{bmatrix} \epsilon_{xx}^o \\ \epsilon_{ss}^o \\ \gamma_{xs}^o \end{bmatrix}$$

$$N_{ss} \approx 0$$

$$\begin{bmatrix} N_{xx} \\ N_{xs} \end{bmatrix} = \underline{K} \begin{bmatrix} \epsilon_{xx}^o \\ \gamma_{xs}^o \end{bmatrix}$$

ELASTIC LAW

$$\begin{bmatrix} N \\ Q_y \\ Q_z \\ M_x \\ M_y \\ M_z \\ Q_w \end{bmatrix} = \frac{C}{7 \times 7} \begin{bmatrix} U_{,x} \\ \gamma_{xy}^o \\ \gamma_{xz}^o \\ \phi_{,x} \\ \beta_{y,x} \\ \beta_{z,x} \\ \phi_{,xx} \end{bmatrix}$$

25 INDEPENDENT STIFFNESSES

VIBRATION BEHAVIOR

- EXTENSION - TWIST
- BENDING

CONSIDER LOWER MODES ONLY

EXTENSION-TWIST VIBRATION

$$C_{11}U'' + \underline{C_{14}\phi''} + M\omega^2U = 0$$

$$\underline{C_{14}U''} + C_{44}\phi'' + I\omega^2\phi = 0$$

MODELING APPROXIMATIONS

- Coupled modes
- Statically uncoupled modes (M or I neglected)
- Uncoupled modes (C_{14} neglected)

STATICALLY UNCOUPLED FREQUENCIES

ARE RELATED TO CLASSICALLY

UNCOUPLED FREQUENCIES

$$\omega_{IT} = (\omega_{IT})_{CL} (1-\beta)^{1/2}$$

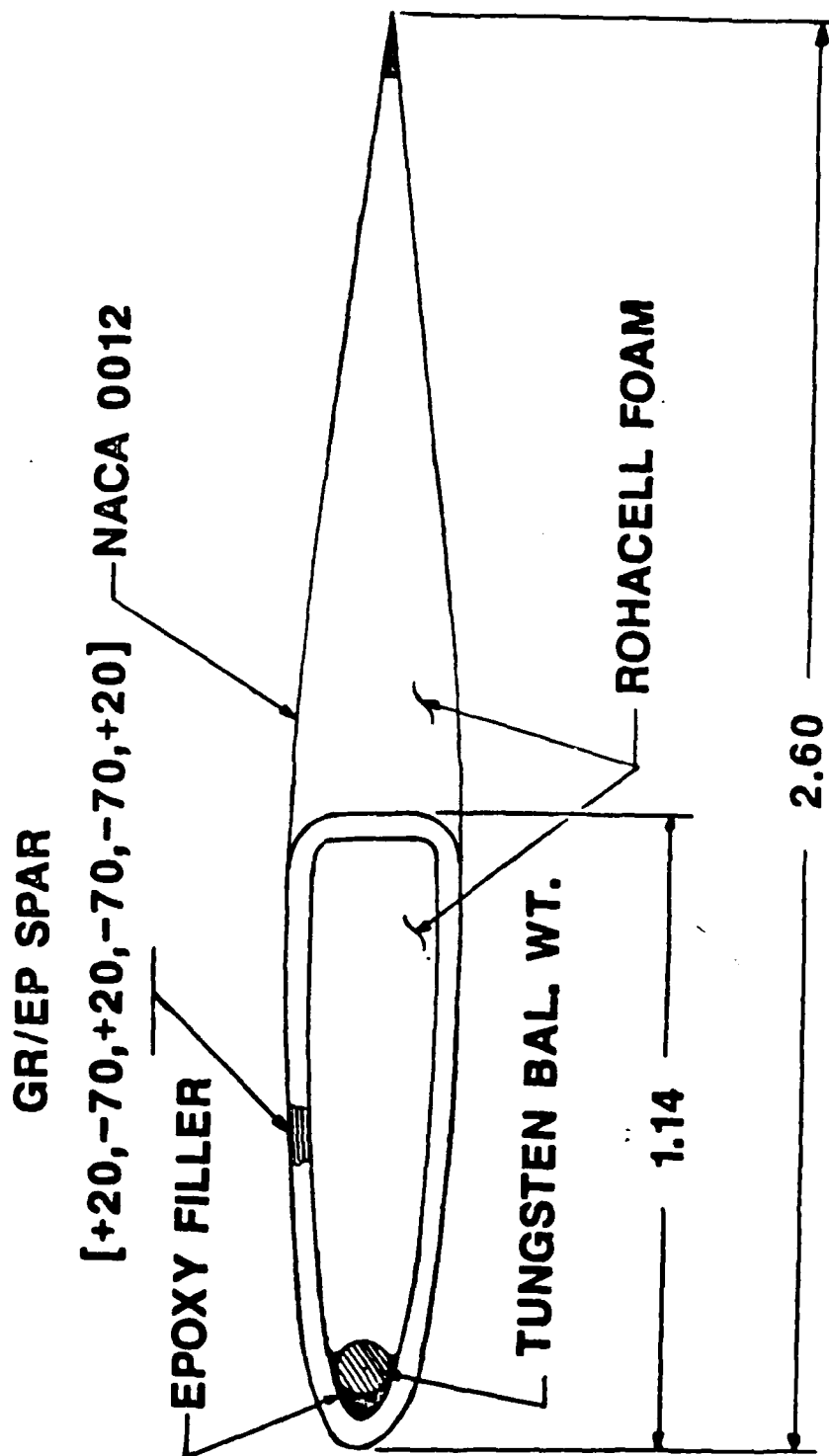
$$\omega_{IE} = (\omega_{IE})_{CL} (1-\beta)^{1/2}$$

COUPLED FREQUENCIES

$$\omega_{1,2}^2 = \frac{(\omega_{IT}^2 + \omega_{IE}^2) \pm \left[(\omega_{IT}^2 - \omega_{IE}^2)^2 + 4\beta \omega_{IT}^2 \omega_{IE}^2 \right]^{1/2}}{2(1-\beta)}$$

FIG. 1

MODEL ROTOR CROSS SECTION



LANGLEY MODEL ROTOR BLADE
EXTENSION-TWIST VIBRATION FREQUENCIES

COUPLED MODES

$$\omega_1 = 10.33$$

$$\omega_2 = 33.81$$

STATICALLY UNCOUPLED MODES

$$\omega_{IT} = 10.96$$

$$\omega_{IE} = 22.80$$

CLASSICALLY UNCOUPLED MODES

$$(\omega_{IT})_{CL} = 15.34$$

$$(\omega_{IE})_{CL} = 31.92$$

BENDING VIBRATIONS

- IGNORE SHEAR DEFORMATION
EFFECTS IF $L/d \gg 1$.
(SLENDER BEAMS)
- MODES ARE (ALMOST) UNCOUPLED

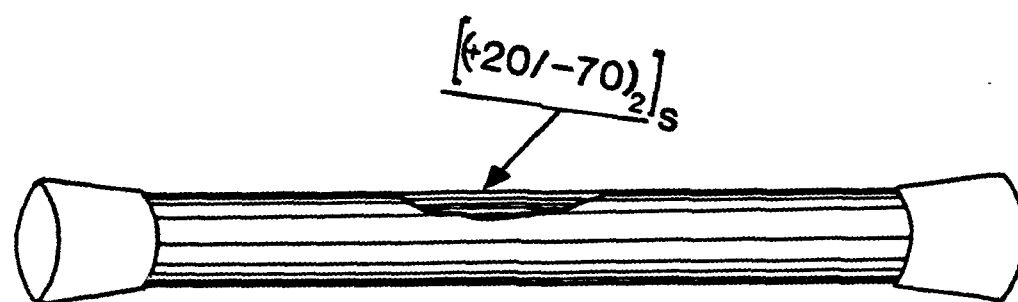
BENDING VIBRATIONS

$$\circ C_{55}^* = C_{55} (1 - \beta_1)$$

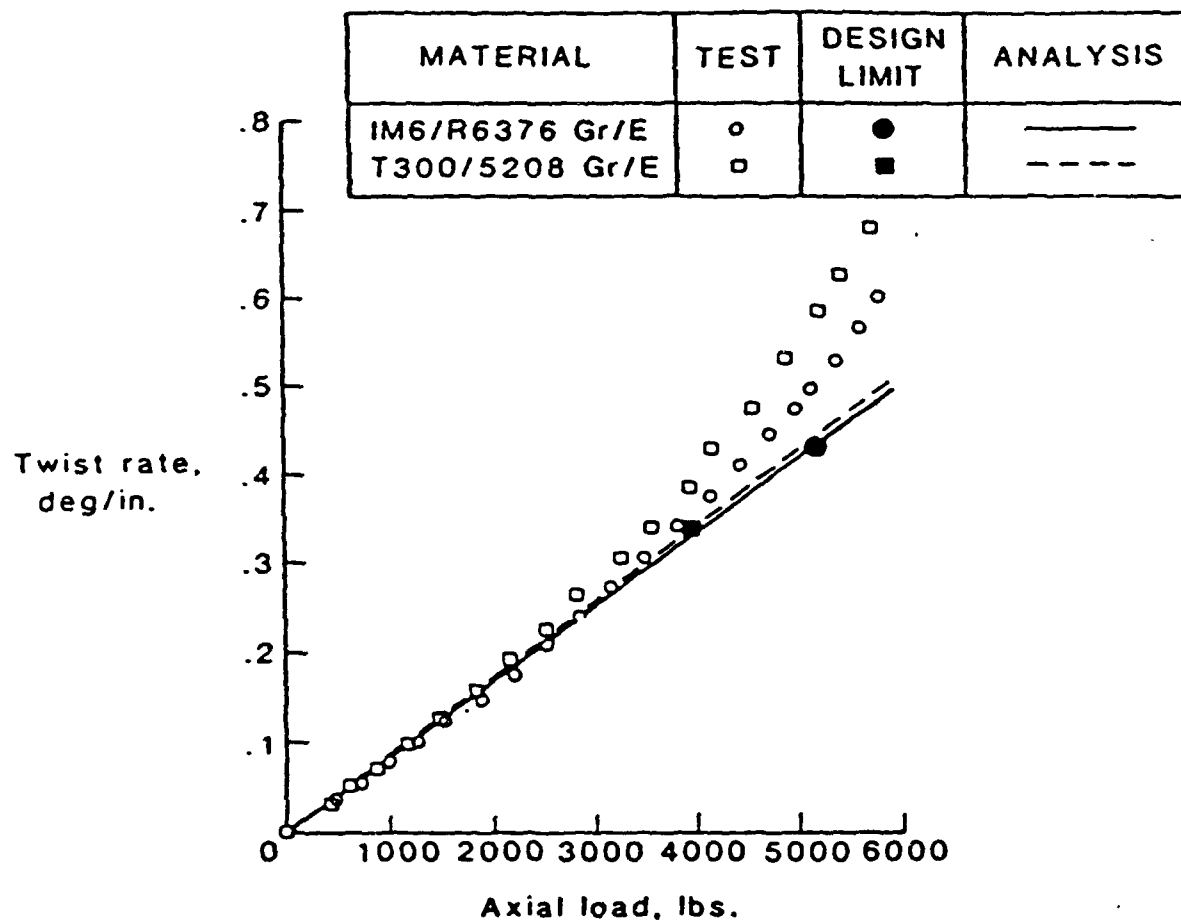
$$\circ \omega = \omega_{BE} (1 - \beta_1)^{1/2}$$

$$(\omega_{BE})_1 = 5.89$$

$$\omega_1 = 4.05$$



Schematic of the Langley model composite tube

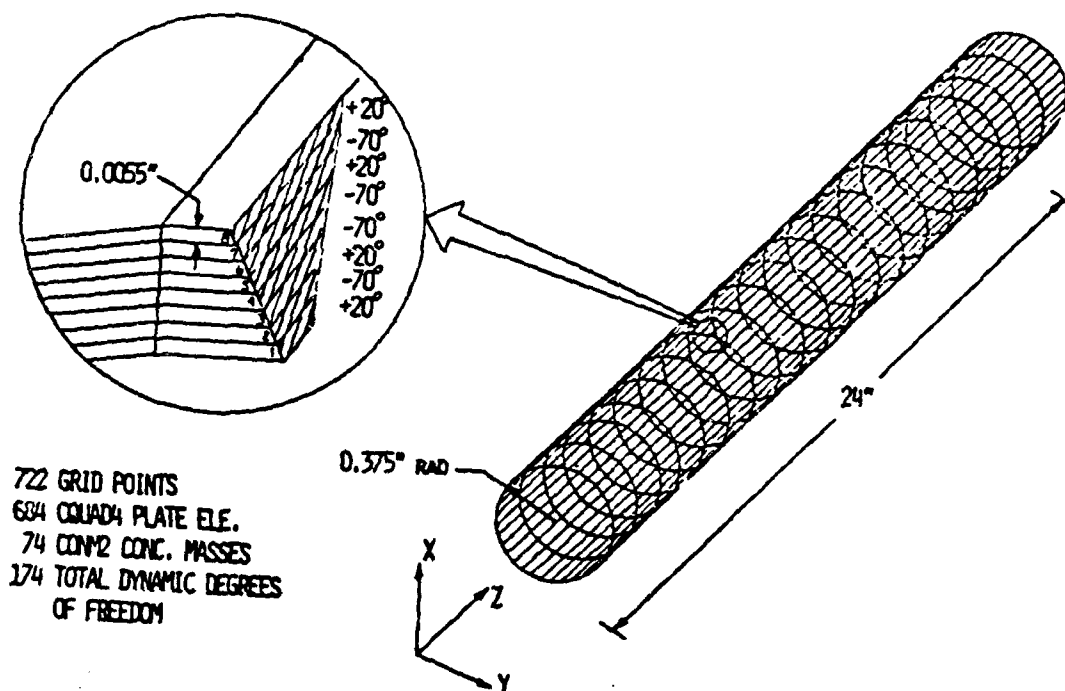


Static test correlations for Langley model tube

Stiffnesses of the Langley model tube

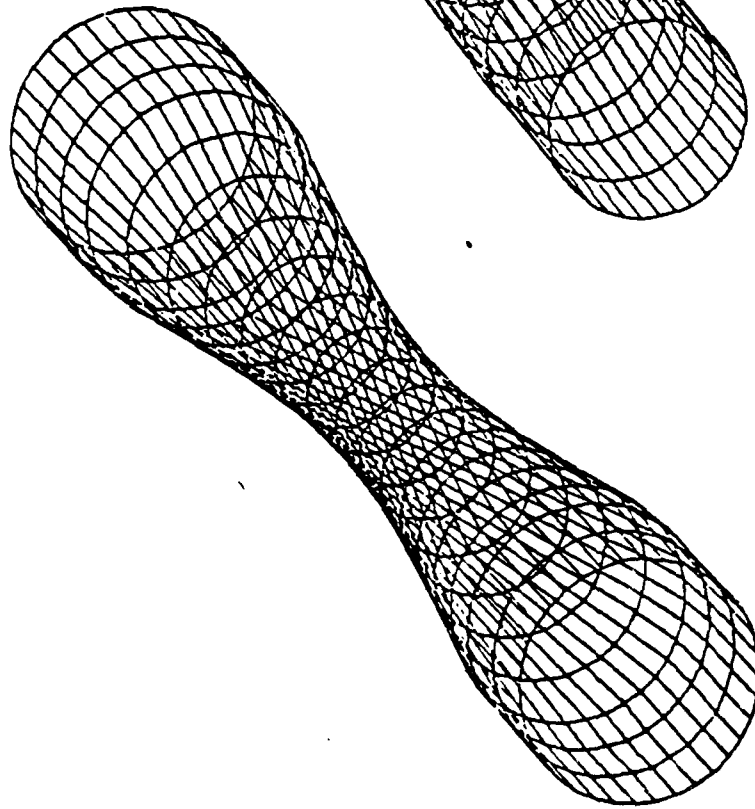
Stiffnesses	Calculated Values
C_{11}, lb	0.8456×10^6
C_{22}, lb	0.1056×10^6
C_{33}, lb	0.1056×10^6
$C_{44}, lb - in^2$	0.2771×10^5
$C_{55}, lb - in^2$	0.5681×10^5
$C_{66}, lb - in^2$	0.5681×10^5
$C_{14}, lb - in$	0.9735×10^5
$C_{25}, lb - in$	-0.4867×10^5
$C_{36}, lb - in$	0.4867×10^5

T300/5208 COMPOSITE CYLINDER

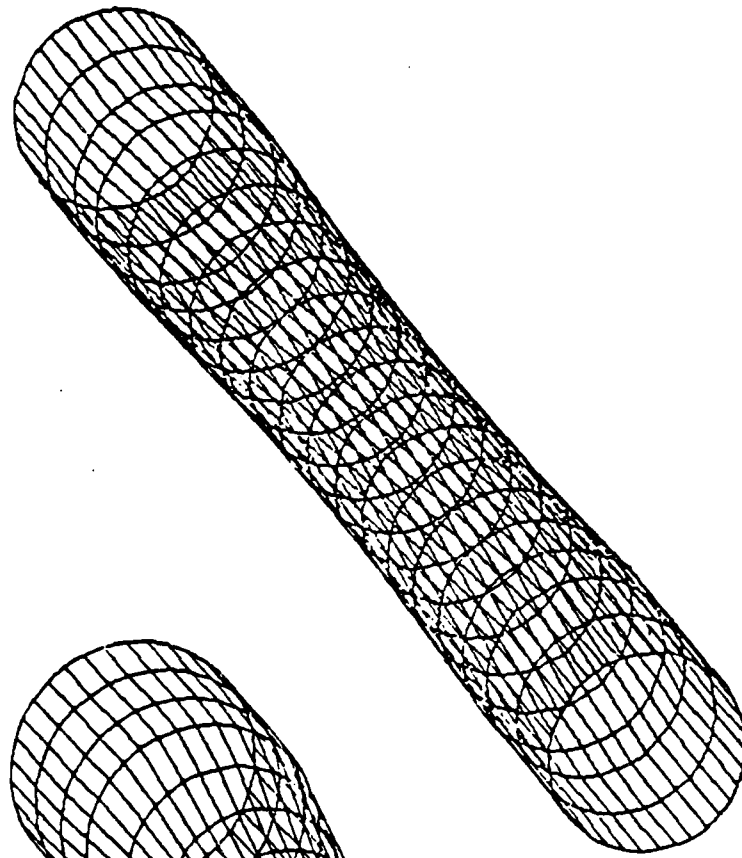


The finite element model of the Langley tube

MODE SHAPES: Coupled Modes



1st torsion



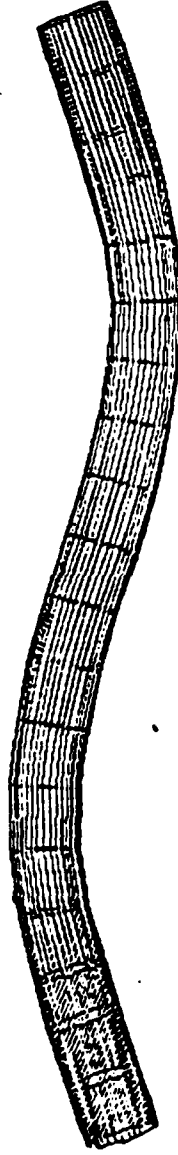
1st extension

MODE SHAPES:

Finite Element Analysis



1st bending



2nd bending



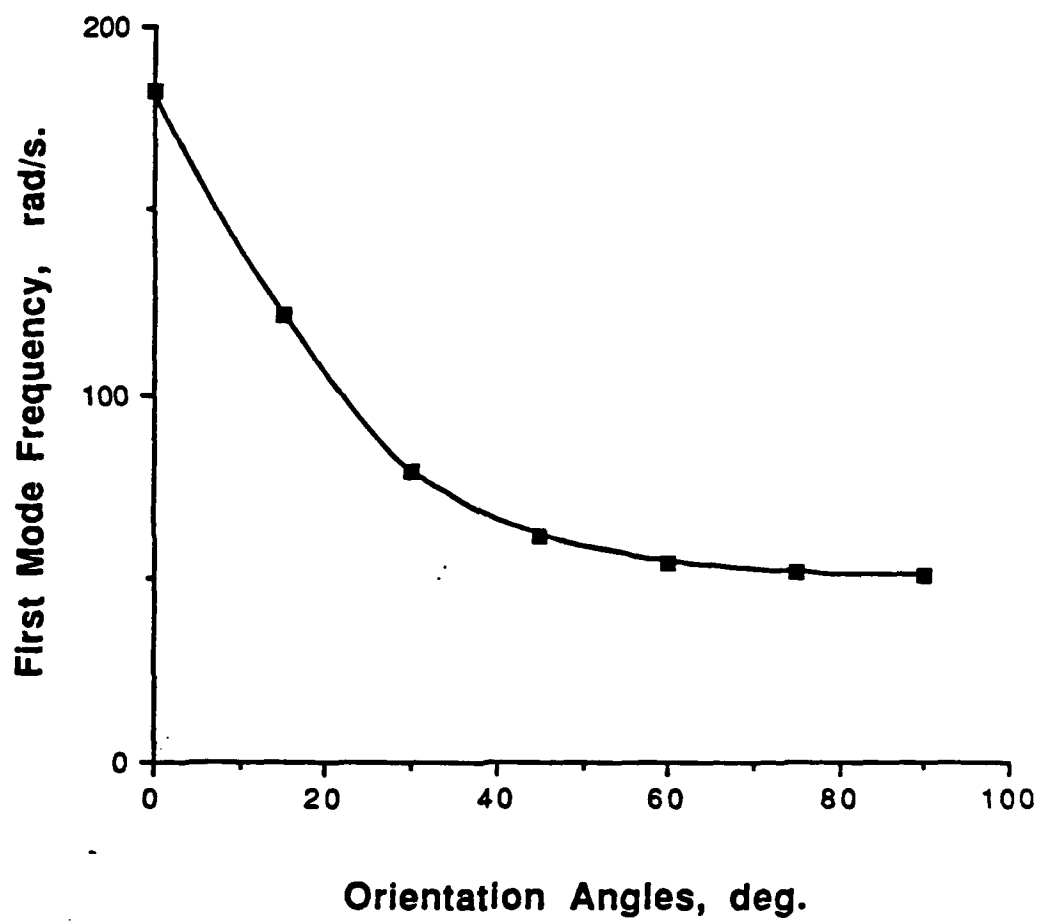
3rd bending

Free-free vibration results for the Langley model tube

MODE	EXPERIMENTAL	FEM 1 (SHELL)	FEM 2 (BEAM)	ANALYTICAL MODEL
BENDING	319	337	337	341
TORSION	583	592	653	606

Clamped-free vibration results for the Langley model tube

Modes	Transfer Matrix	Analytical Method
Coupled bending	58.73	58.88
Coupled extension-torsion	312.07	312.11



Alteration of the first mode bending frequency with the orientation

angle

VIBRATION SUMMARY

- EXTENSION-TWIST MODES MUST BE TREATED AS COUPLED.

- BENDING MODES ARE UNCOUPLED
 - SCALE BE RESULTS
 - REDUCE STIFFNESSES FOR MASS COUPLING

EVALUATION OF COMPOSITE COMPONENTS ON THE BELL 206L AND SIKORSKY S-76 HELICOPTERS

Donald J. Baker

**Aerostructures Directorate
USAAFTA (AVSCOM)**

**NASA Langley Research Center
Hampton, Virginia**

COMPOSITE COMPONENT DURABILITY PROGRAM OBJECTIVES

- Determine durability and maintainability of flight components
- Determine strength and stiffness retention of components after flight service
- Determine effect of environment on statically exposed specimens
- Compare strength retention of flight components and exposed specimens

OUTLINE

206L Program	● Component description
	● Flight service evaluation
S-76 Program	● Residual strength tests
	● Ground based environmental exposure tests
	● Summary

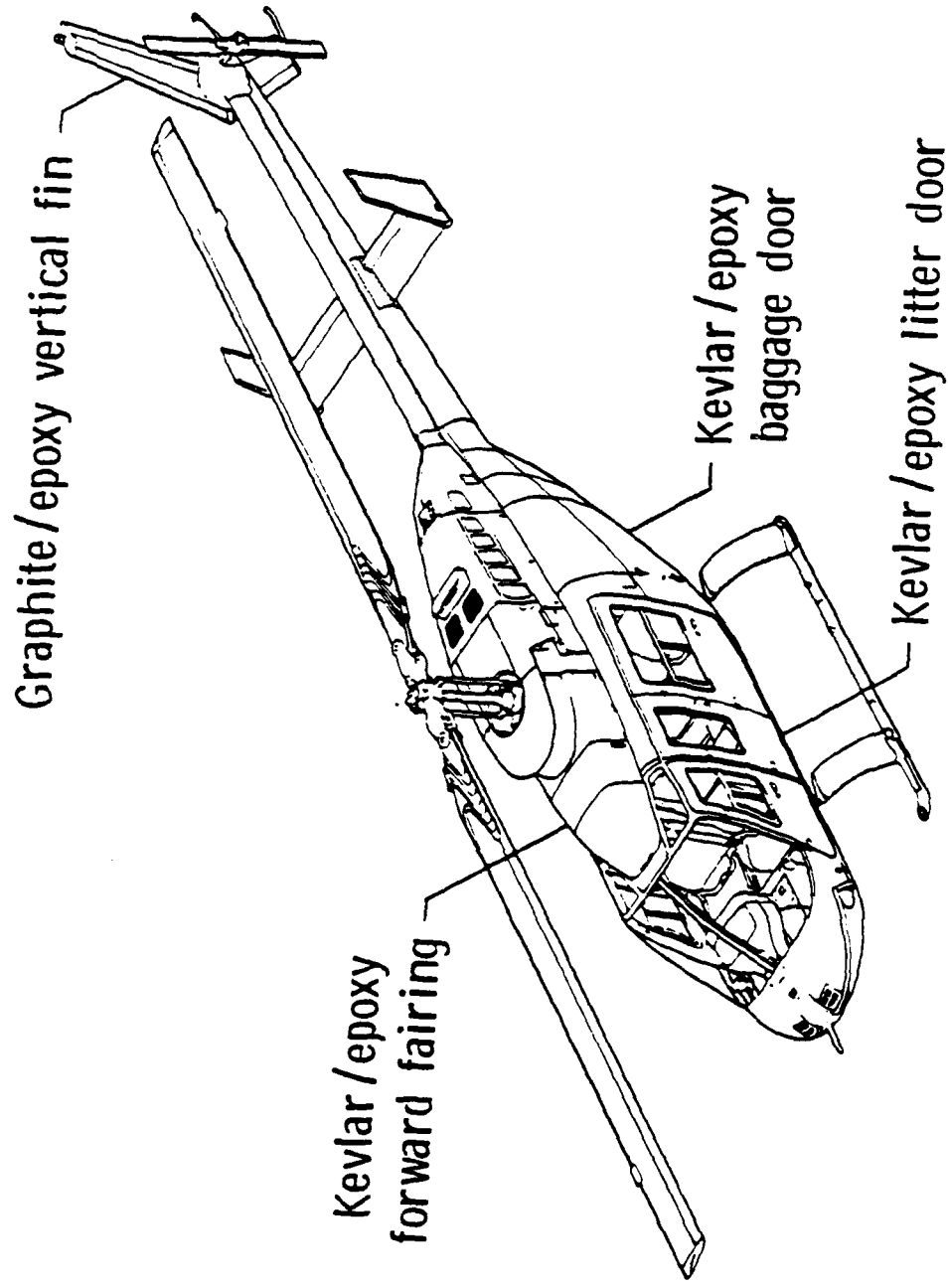
OBJECTIVE OF BELL 206L PROGRAM

- Determine the durability of composite airframe structures in the commercial helicopter environment
- Establish confidence and accelerate acceptance of composite structures in commercial helicopters

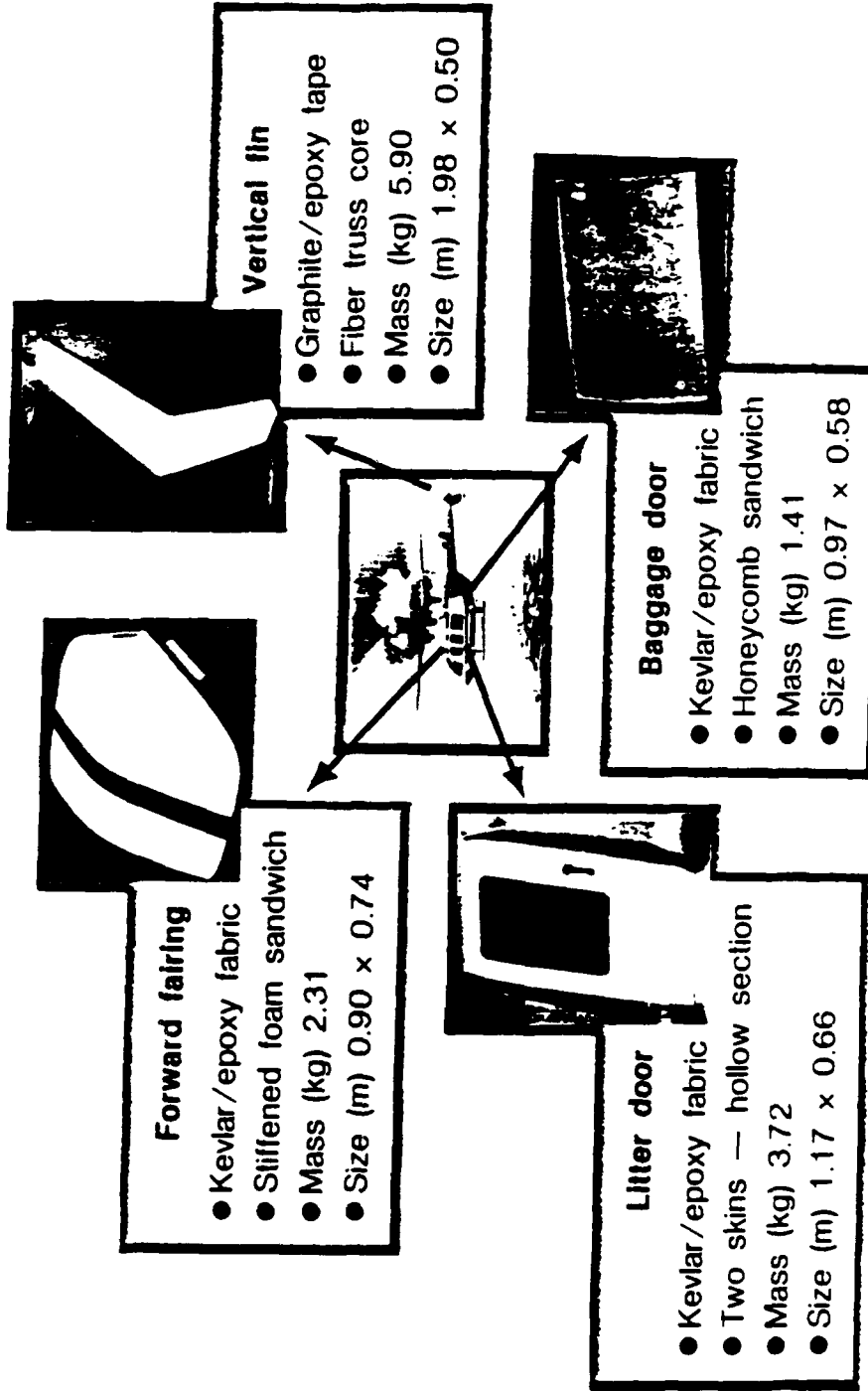
SCOPE OF FLIGHT SERVICE EVALUATION

- Forty shipsets of components installed by operators
- Four general locations in the U. S. and Canada
- Periodic inspections
- Six shipsets removed at 1, 3, 5, 7 and 10 year intervals and returned for static test

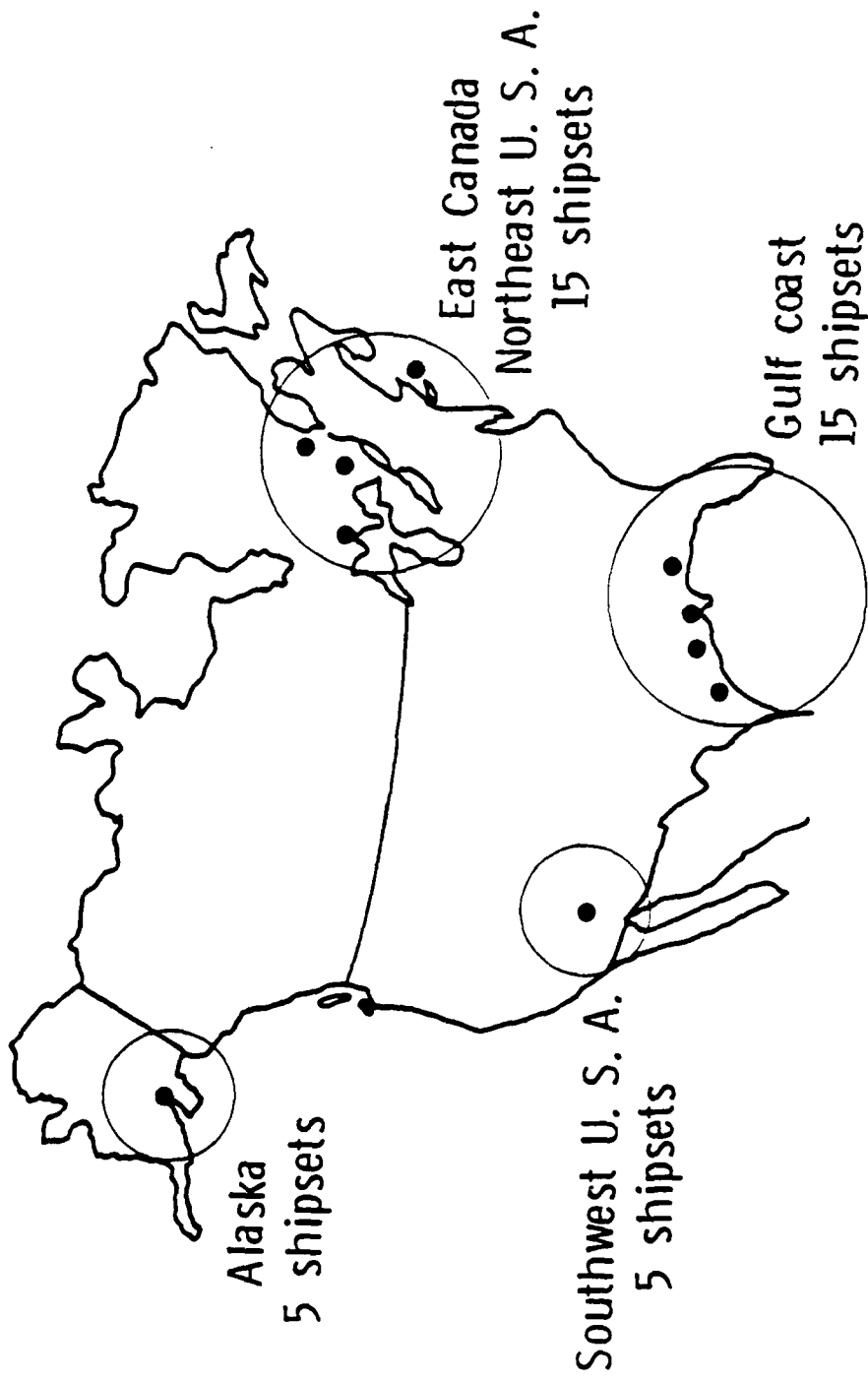
LOCATION OF COMPOSITE COMPONENTS ON BELL MODEL 206L HELICOPTER



BELL 206L HELICOPTER COMPOSITE COMPONENTS



DISTRIBUTION OF BELL 206L HELICOPTERS WITH COMPOSITE COMPONENTS



SUMMARY OF FLIGHT HOURS BY REGION

Region	Flight hours through 1988
Gulf of Mexico	67919
Northeast USA and East Canada	38195
Southwest USA	7920
Alaska	8321
Total	122355

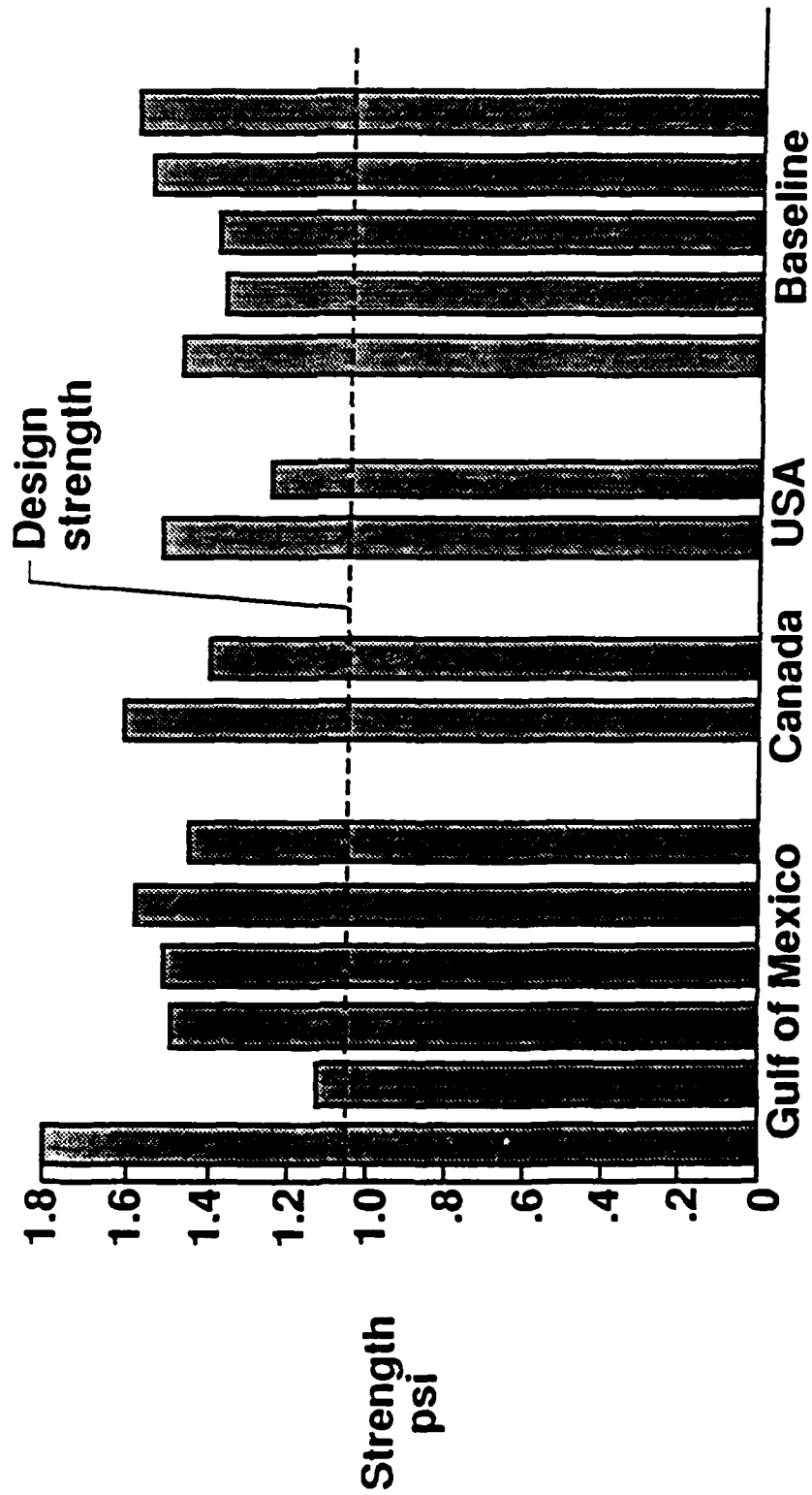
SERVICE EXPERIENCE

- Forward fairing
 - Cracks on inner skin near latch on two doors revealed by 1985 inspection
 - Operators bonded a metal plate to underside of fairing for antenna grounding
- Vertical fin
 - Cracked paint on Kevlar leading edge caused by ground handling personnel
 - Lightning strikes on two fins

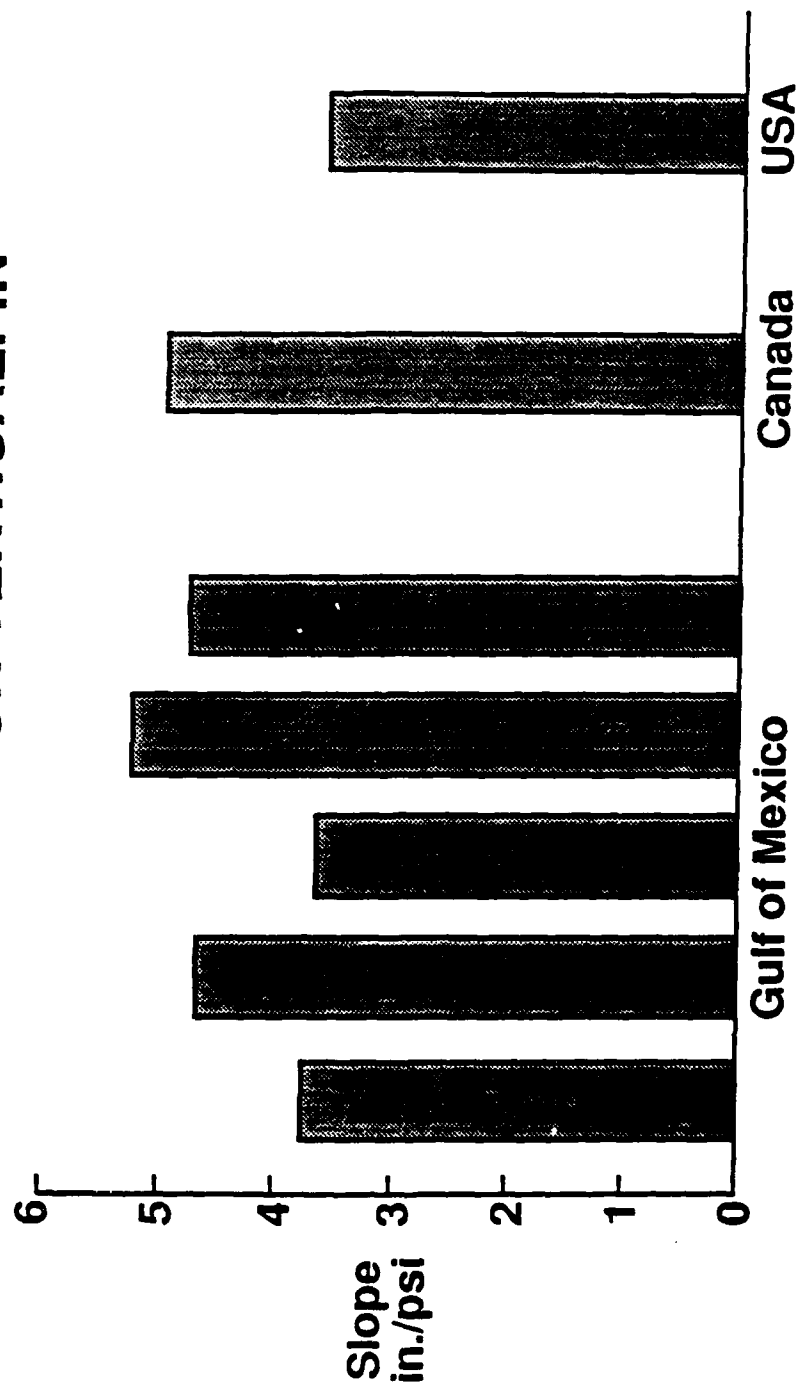
SERVICE EXPERIENCE

- Litter door
 - Metal hinge failures
 - Skin buckling on four doors located in Southwest U. S. A.
- Baggage door
 - Cracking of unsupported corners
 - Large disbonds between outer skin and NOMEX core

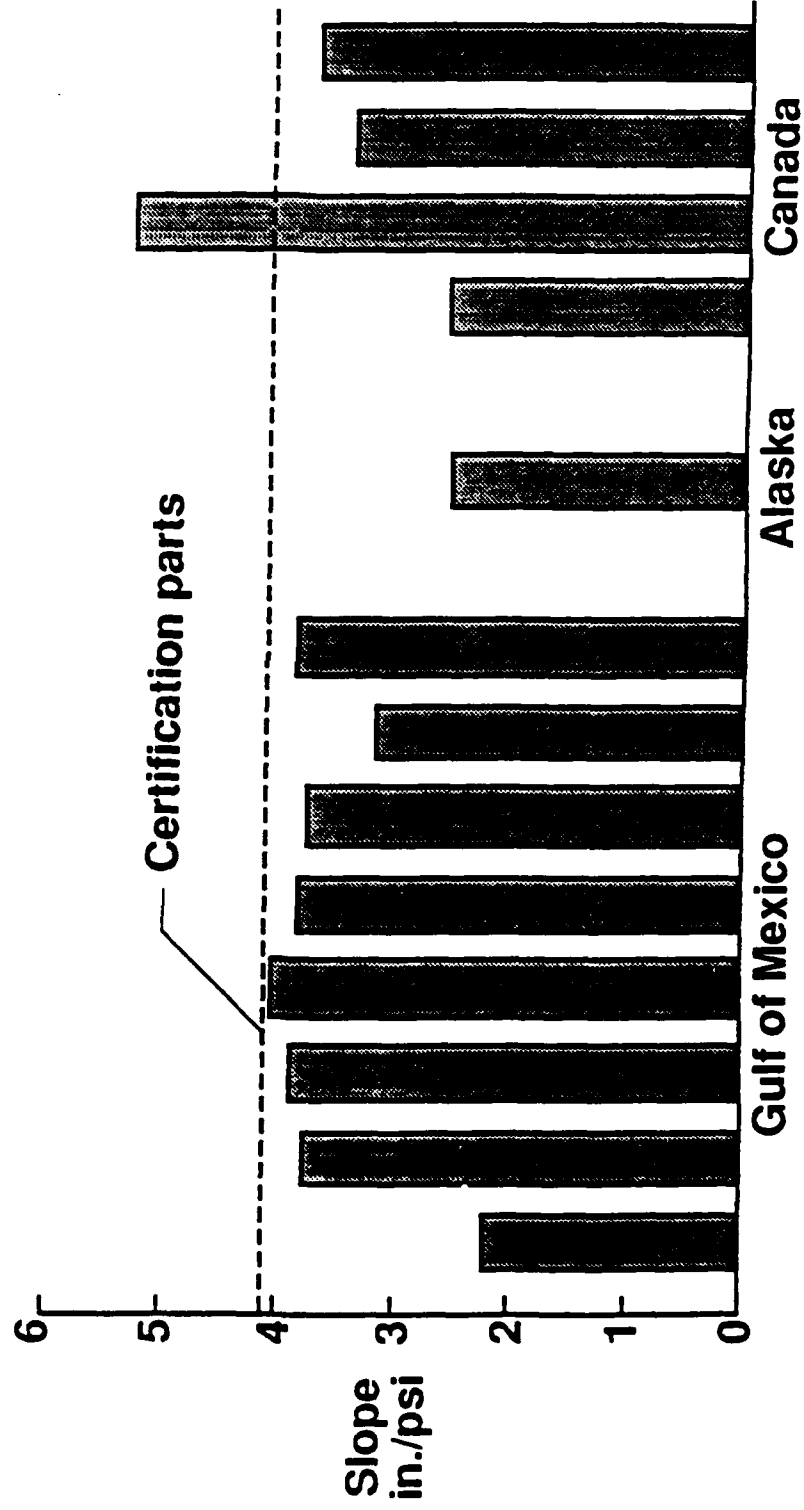
FAILURE LOADS FOR VERTICAL FIN



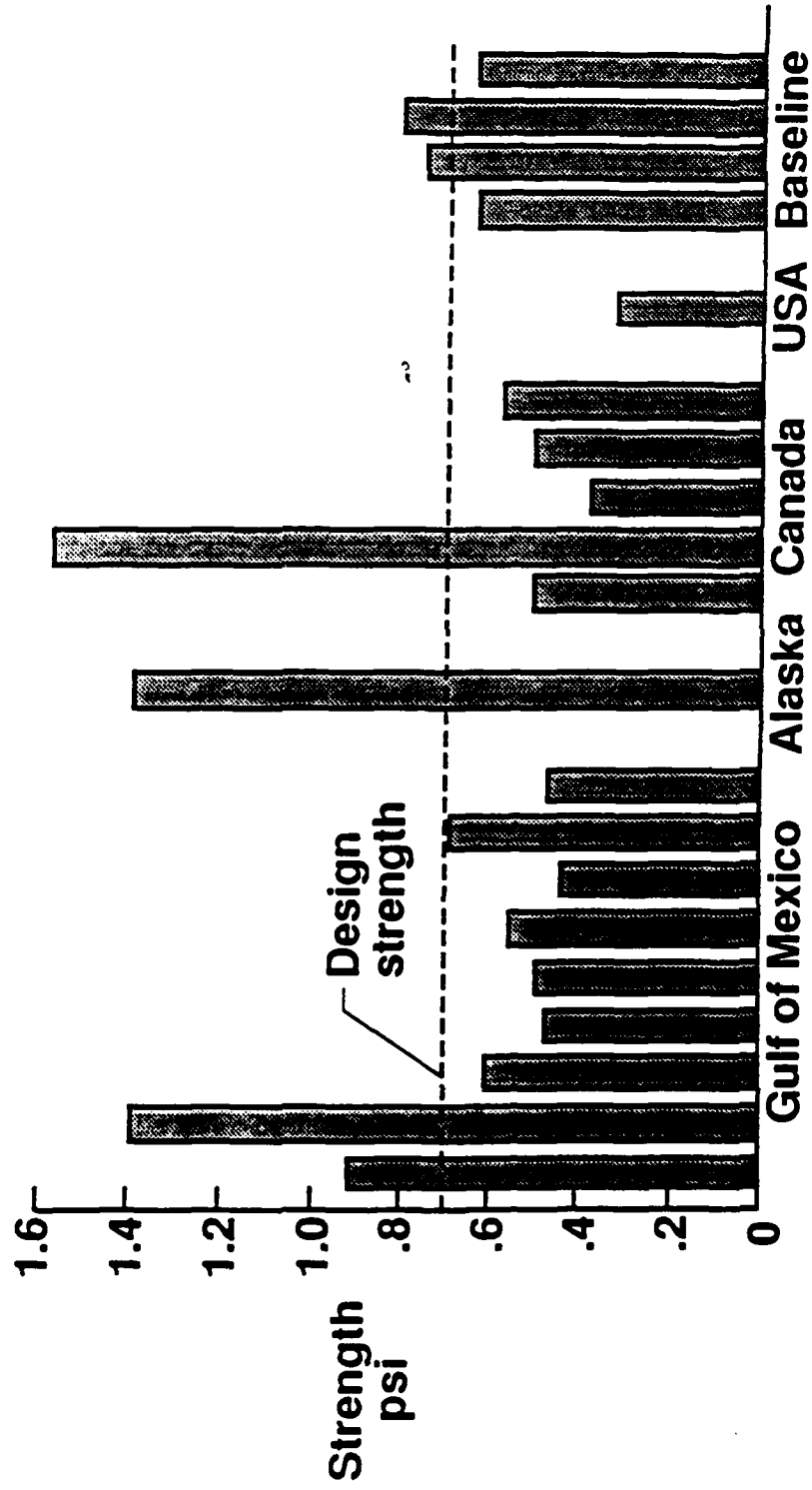
SLOPE OF LOAD DEFLECTION CURVES FOR VERTICAL FIN



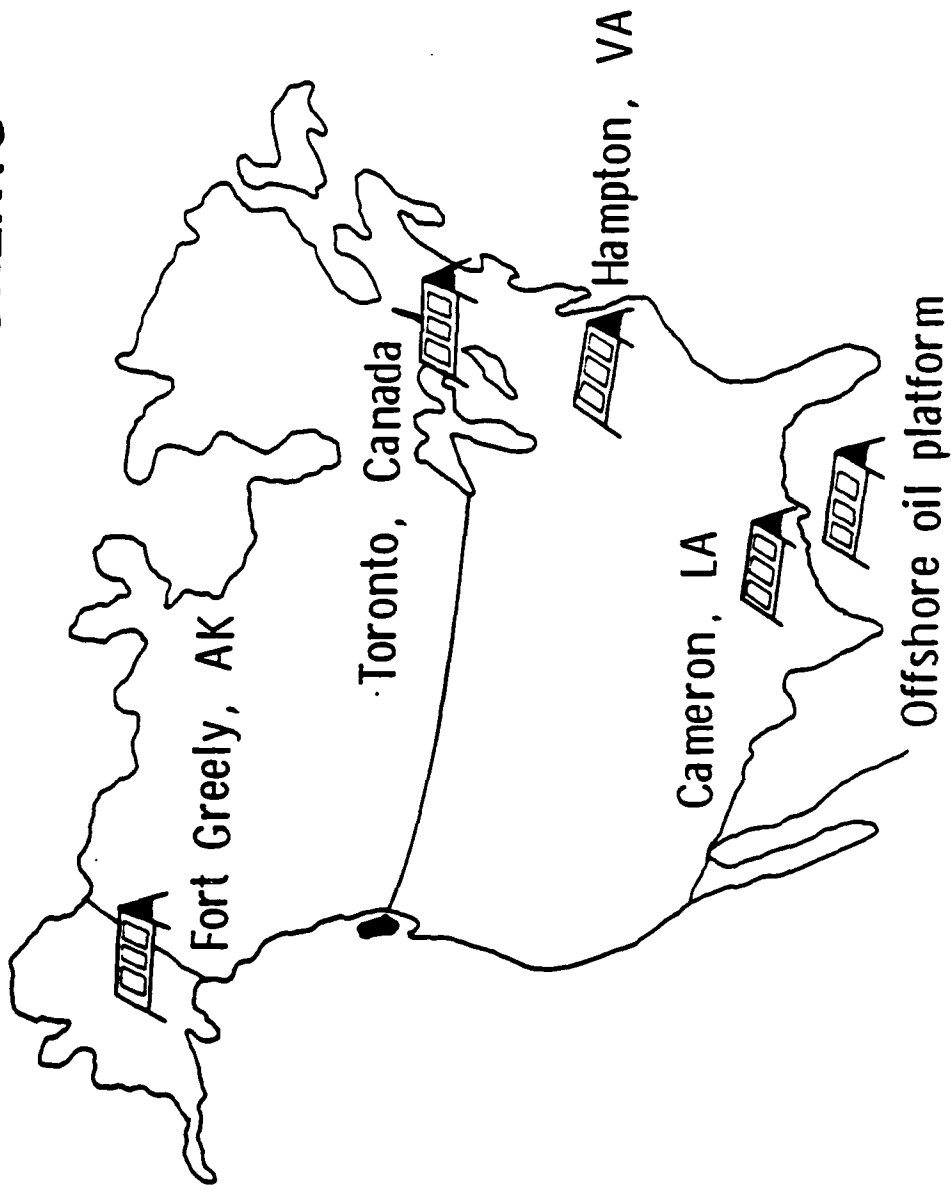
SLOPE OF LOAD DEFLECTION CURVES FOR BAGGAGE DOORS



FAILURE LOADS FOR BAGGAGE DOORS



LOCATIONS OF GROUND BASED ENVIRONMENTAL EXPOSURE OF COMPOSITE MATERIALS USED IN BELL 206L COMPONENTS



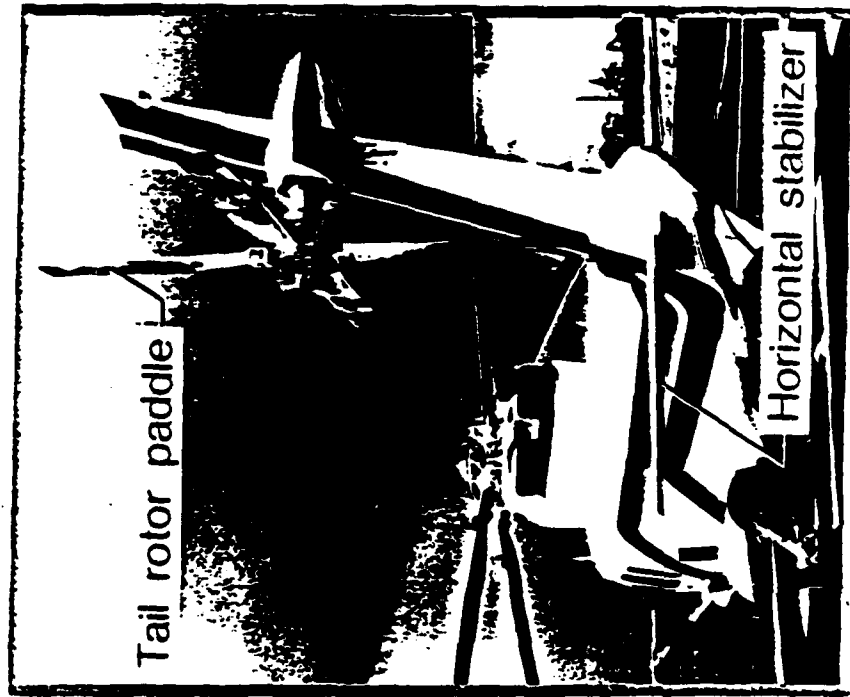
SUMMARY OF BELL 206L PROGRAM

- Composites have performed well in service
 - 122,000 hours of flight service accumulated
 - Very few problems in service
 - Strength of vertical fin exceeded the required design strength after service
 - 35 percent of baggage doors exceeded the design strength after service
- Residual short beam shear and compression strengths of ground exposure specimens exceed 88 percent of baseline after 5 years of exposure

OBJECTIVE OF SIKORSKY S-76 PROGRAM

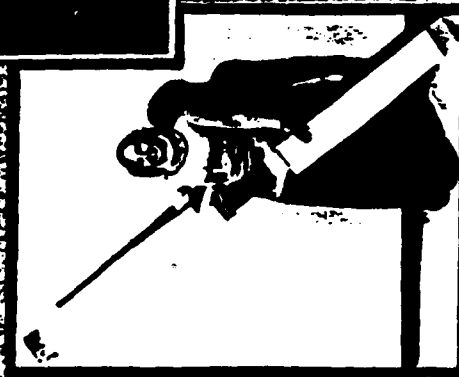
- Determine the effects of flight service on statically and dynamically loaded composite components in production helicopter's
- Correlate real-time in-service environmental effects with accelerated laboratory tests

COMPOSITE COMPONENTS IN FLIGHT SERVICE ON SIKORSKY S-76 HELICOPTER



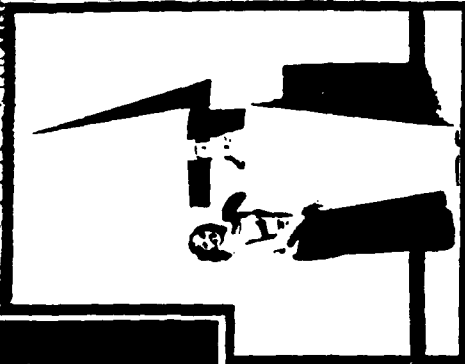
EVALUATION OF PRIMARY COMPOSITE COMPONENTS

FROM SIKORSKY S-76 HELICOPTER



Tail rotor

- Graphite/epoxy spar
- Glass/epoxy skin
- Weight (kg) 6.6
- Size (m) 2.4 x .2



Horizontal stabilizer

- Graphite-Kevlar/epoxy spar
- Kevlar/epoxy skin
- Nomex honeycomb sandwich
- Weight (kg) 18.1
- Size (m) 2.9 x .8

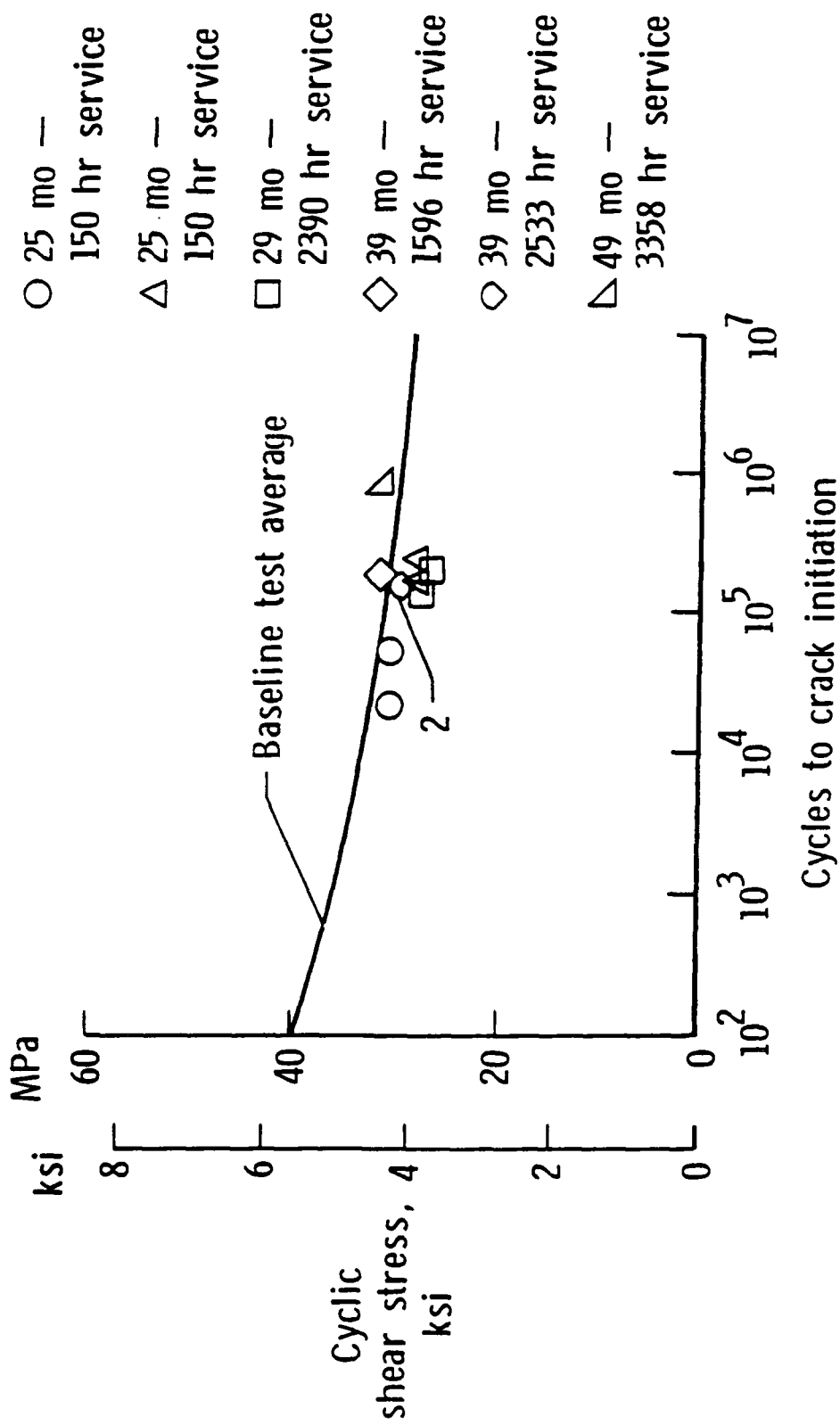
SCHEDULE FOR REMOVAL OF S-76 COMPONENTS FROM SERVICE

Component	Years of service								
	2	3	4	5	6	7	8	9	
Horizontal stabilizer	X		X		X		X		
Tail rotor spar	X	X	X	X		X		X	
		X		X		X			
		X							

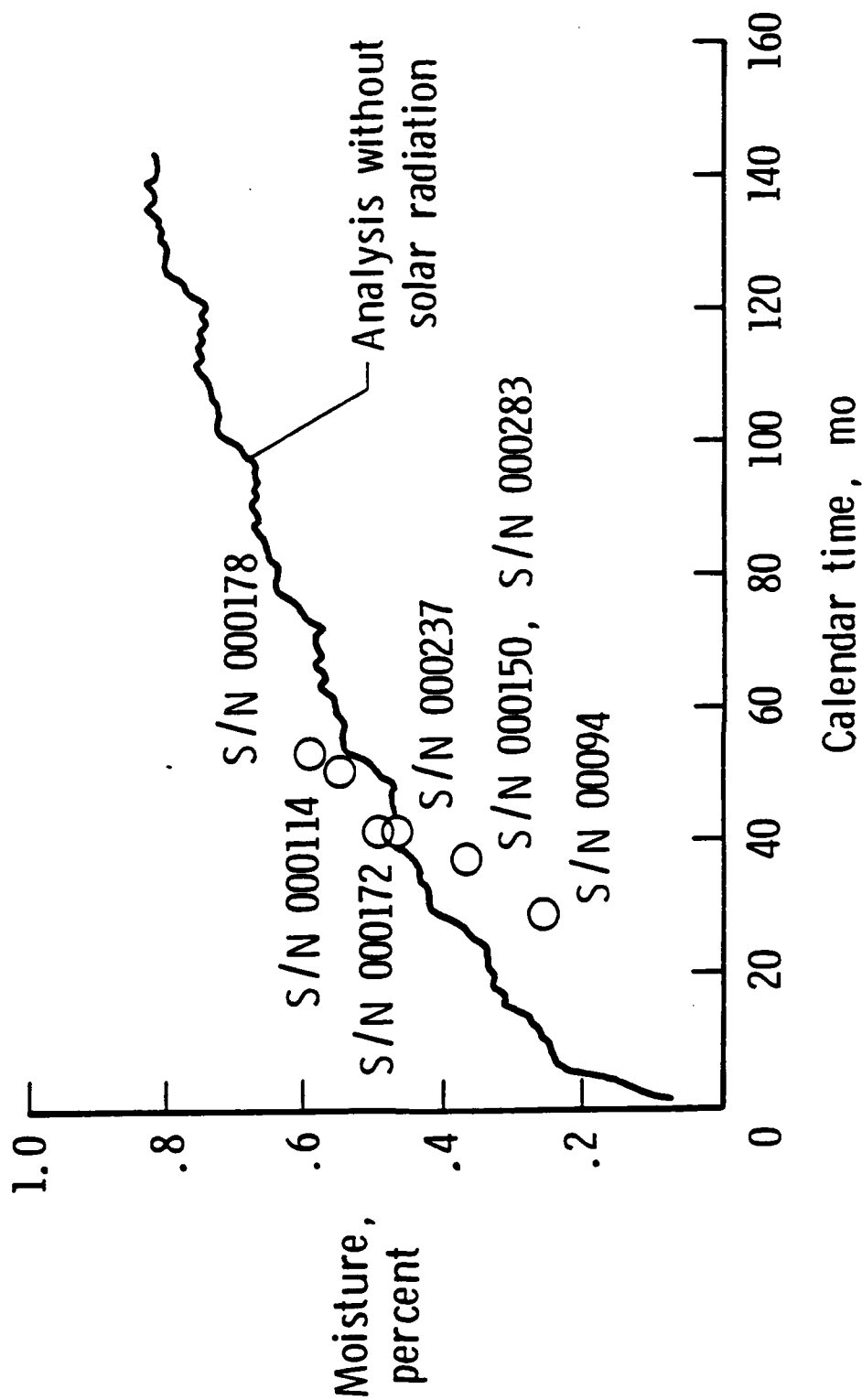
EFFECT OF FLIGHT SERVICE ON STRENGTH OF SIKORSKY S-76 COMPOSITE HORIZONTAL STABILIZER

Stabilizer test condition	Flight time, hr	Service region	Failure		Remarks
			Maximum static load, % DLL	Fatigue cycles	
After 17 months of commercial service	1600	Louisiana Gulf Coast	220	—	Torque box h/c core and splice plate failure
After 56 months of commercial service	3999	Louisiana Gulf Coast	—	Completed 500 000 at baseline certification load + 302 000 cycles at 105 % of baseline	No failure
					Failure
After 59 months of commercial service	4051	Louisiana Gulf Coast	—	Completed 500 000 cycles at baseline certification load + 59 980 cycles at 123 % of baseline	No failure
					Failure

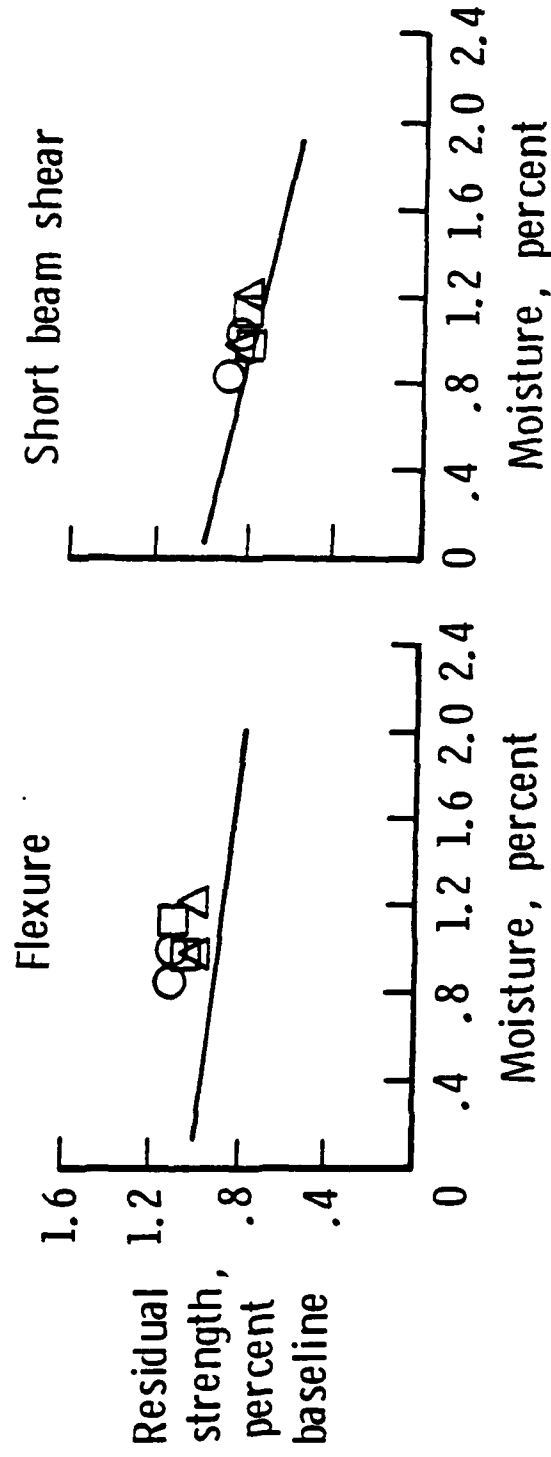
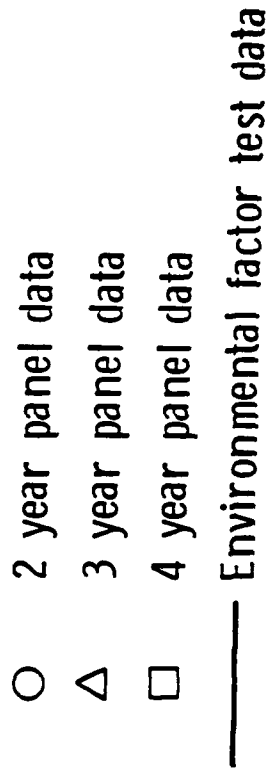
EFFECT OF SERVICE ENVIRONMENT ON S-76 COMPOSITE TAIL ROTOR SPARS



MOISTURE CONTENT OF S-76 TAIL ROTOR SPARS



EFFECT OF MOISTURE ON THE RESIDUAL STRENGTH OF ASI/6350 GRAPHITE EPOXY



SUMMARY OF SIKORSKY S-76 PROGRAM

- **53146 hours accumulated on 14 components**
- **Residual strength of stabilizer with 17 months service was 220 percent of design ultimate load**
- **Fatigue lives of stabilizers with 56 and 66 months of service exceeded certification**
- **Tail rotor spars retained 94 percent of baseline strength after 5 years**
- **Residual flexure and short beam shear strengths exceed the accelerated tests after outdoor exposure**

LUNCHEON ADDRESS

**Joseph Goldberg
Program Manager
Sikorsky Aircraft-UTC**

"Composite Developments in Rotor Systems"

UNAVAILABLE PRIOR TO PRESENTATION

SESSION III

TAILORED LAMINATES

**Robert W. Arden
U. S. Army AVSCOM
Chairman**

**THE REDUCTION OF HYGROTHERMAL EFFECTS
ON TENSION-TORSION COUPLING IN COMPOSITE
ROTOR BLADES**

Stephen C. Hill

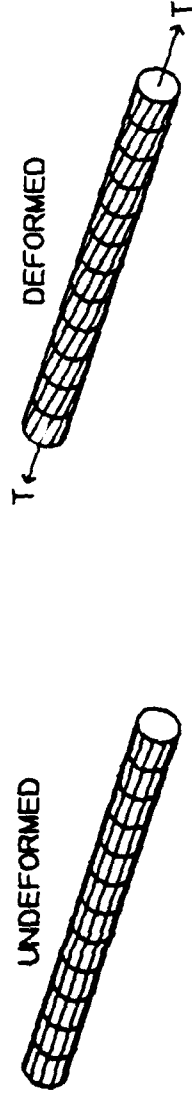
Rensselaer Polytechnic Institute

September 14, 1989

THE REDUCTION OF HYGROTHERMAL EFFECTS ON TENSION-TORSION COUPLING IN COMPOSITE ROTOR BLADES

- Introduction and Background
- Theoretical Work
 - Tension-Torsion Coupling
 - Hygrothermal Model
- Experimental Work
- Conclusions

TENSION-TORSION COUPLING: Twisting response of rotor blade to axial tension.



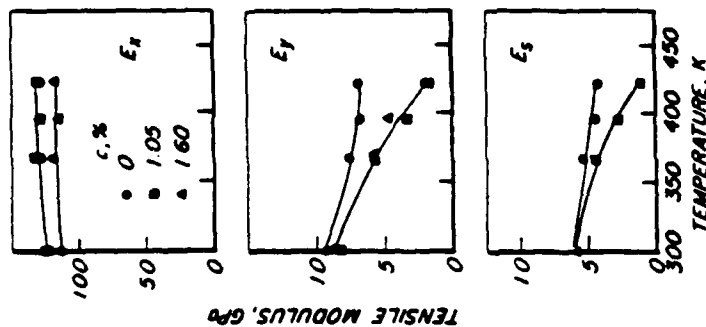
HYGROTHERMAL EFFECTS (TEMPERATURE AND MOISTURE): Change the properties of the matrix which can alter the coupling response.

RESEARCH THRUST:

- Measure changes in coupling caused by HT effects.
- Develop predictive mathematical models of coupling.
- Minimize changes in coupling from HT effects while preserving the coupling.

BACKGROUND

HYGROTHERMAL EFFECTS



Test. S. V. and Hahn. H. T.
Introduction to Composite Materials
 Technomic, 1980. p. 364.

COUPLING

• Performance

Nixon. M. - NASA Langley
 Bauchau. O.. and Bryan. P.
 - Rensselaer Polytechnic

• Aeroelastic Tailoring

Hong and Chopra
 -University of Maryland

Why is coupling desirable?

- Variation of performance with changing rotor speeds.
- Aeroelastic tailoring.

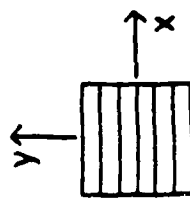
Current rotor blades do *not* use tension-torsion coupling.

Why aren't HT effects as great a concern for current rotor blades?

- HT changes affect matrix properties.
- Current designs use 0° fibers for bending and $\pm 45^\circ$ fibers for torsion. These modes are fiber-dominated. (Coupling depends on matrix-dominated modes.)

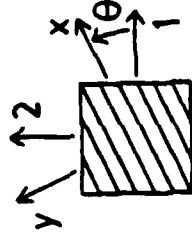
WHERE DOES COUPLING COME FROM?

- Single unidirectional ply:



$$\begin{Bmatrix} \sigma_z \\ \sigma_y \\ \sigma_s \end{Bmatrix} = \begin{bmatrix} Q_{zz} & Q_{zy} & 0 \\ Q_{zy} & Q_{yy} & 0 \\ 0 & 0 & Q_{ss} \end{bmatrix} \begin{Bmatrix} \epsilon_z \\ \epsilon_y \\ \epsilon_s \end{Bmatrix}$$

- Transform to laminate axes.



$$\begin{Bmatrix} \sigma_1 \\ \sigma_2 \\ \sigma_6 \end{Bmatrix} = \begin{bmatrix} Q_{11} & Q_{12} & Q_{16} \\ Q_{12} & Q_{22} & Q_{26} \\ Q_{16} & Q_{26} & Q_{66} \end{bmatrix} \begin{Bmatrix} \epsilon_1 \\ \epsilon_2 \\ \epsilon_6 \end{Bmatrix}$$

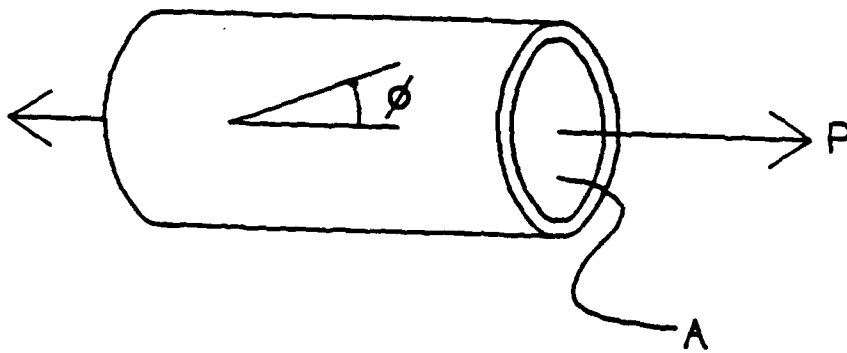
Note: Non-zero Axial-Shear Coupling Term.

- Integrate through laminate thickness.

$$\begin{Bmatrix} N_1 \\ N_2 \\ N_6 \end{Bmatrix} = \begin{bmatrix} A_{11} & A_{12} & A_{16} \\ A_{12} & A_{22} & A_{26} \\ A_{16} & A_{26} & A_{66} \end{bmatrix} \begin{Bmatrix} \epsilon_1 \\ \epsilon_2 \\ \epsilon_6 \end{Bmatrix} \Rightarrow \begin{Bmatrix} \epsilon_1 \\ \epsilon_2 \\ \epsilon_6 \end{Bmatrix} = \begin{bmatrix} a_{11} & a_{12} & \boxed{a_{16}} \\ a_{12} & a_{22} & a_{26} \\ \boxed{a_{16}} & a_{26} & a_{66} \end{bmatrix} \begin{Bmatrix} N_1 \\ N_2 \\ N_6 \end{Bmatrix}$$

↑
Coupling between axial force
and shear deformation.

FOR THIN-WALLED TUBES:



TWIST RATE

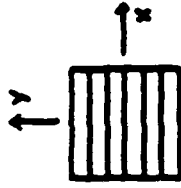
$$\phi' = - \frac{\sigma_{12}}{2 A} P$$

NOTE DEPENDENCE ON TENSION-TORSION COUPLING TERM (σ_{12})

THERMAL STRAIN AND ISOTROPY

- SHEAR STRAIN MAY ALSO BE CREATED BY THERMAL EFFECTS.

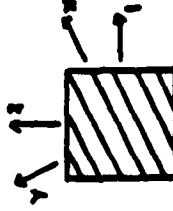
- PLY AXES



$$\left\{ \begin{matrix} \epsilon_x \\ \epsilon_y \\ \epsilon_z \end{matrix} \right\} \text{ THERMAL} = \left\{ \begin{matrix} \alpha_x \\ \alpha_y \\ 0 \end{matrix} \right\} \Delta T$$

NOTE: NO THERMAL SHEAR STRAIN IN PLY AXIS SYSTEM

- TRANSFORM TO LAMINATE AXES



$$\left\{ \begin{matrix} \epsilon_x \\ \epsilon_y \\ \epsilon_z \end{matrix} \right\} \text{ THERMAL} = \left\{ \begin{matrix} \alpha_x \\ \alpha_y \\ \alpha_z \end{matrix} \right\} \Delta T$$

↑ THERMAL SHEAR STRAIN WILL PRODUCE TUBE TWIST DUE TO TEMPERATURE CHANGE.

- $[0/0+90]$, LAMINATES USED FOR TUBE WALLS

- THERMALLY ISOTROPIC : $\alpha_z \text{ LAMINATE} = 0$, NO THERMAL SHEAR
- TENSION-TORSION COUPLING EXISTS : $\alpha_{16} \neq 0$

MODEL OF HYGROTHERMAL EFFECTS

- Lump HT effects into single parameter. $\eta: \eta(T, c)$
- Use this as a modifier of shear modulus

$$Q_{ss} = \bar{Q}_{ss} \eta(T, c)$$

$\bar{Q}_{ss}$ is some reference value of shear modulus.

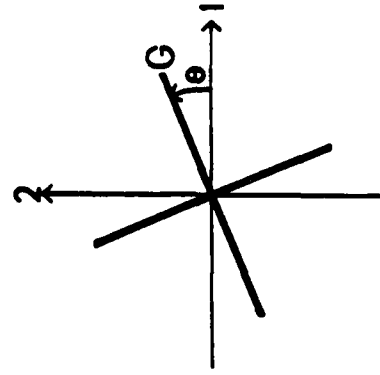
- Why only modify shear modulus?
 - Shear modulus dominates tension-torsion coupling.
 - Other matrix-dominated parameters show smaller effects.

- Example of η from experimental data:

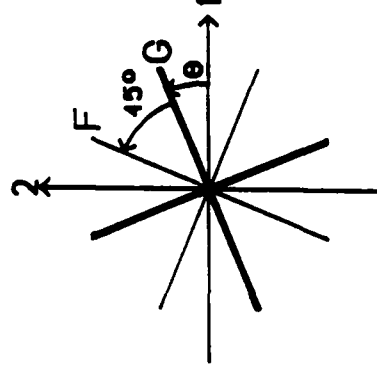
$$\eta(T, c) = (0.9449) + (5.578 \times 10^{-3})T - (68.83 \times 10^{-6})T^2$$

LAMINATES STUDIED

- Built from hygrothermally-isotropic laminates.
- Single Material
 - $[(\theta/\theta+90)]_r$
- Hybrid laminates (more than one material)
 - Since shear effects play most important role. use reinforcing fibers to counteract shear.
 - $[(\theta/\theta+90)]_r^2 / [(\theta \pm 45)]_r^2$



$[(\theta/\theta+90)]_r$



$[(\theta/\theta+90)]_r^2 / [(\theta \pm 45)]_r^2$

OPTIMAL LAYUP FOR HYBRID LAMINATE

- Tension-torsion coupling term has same form for both laminates:

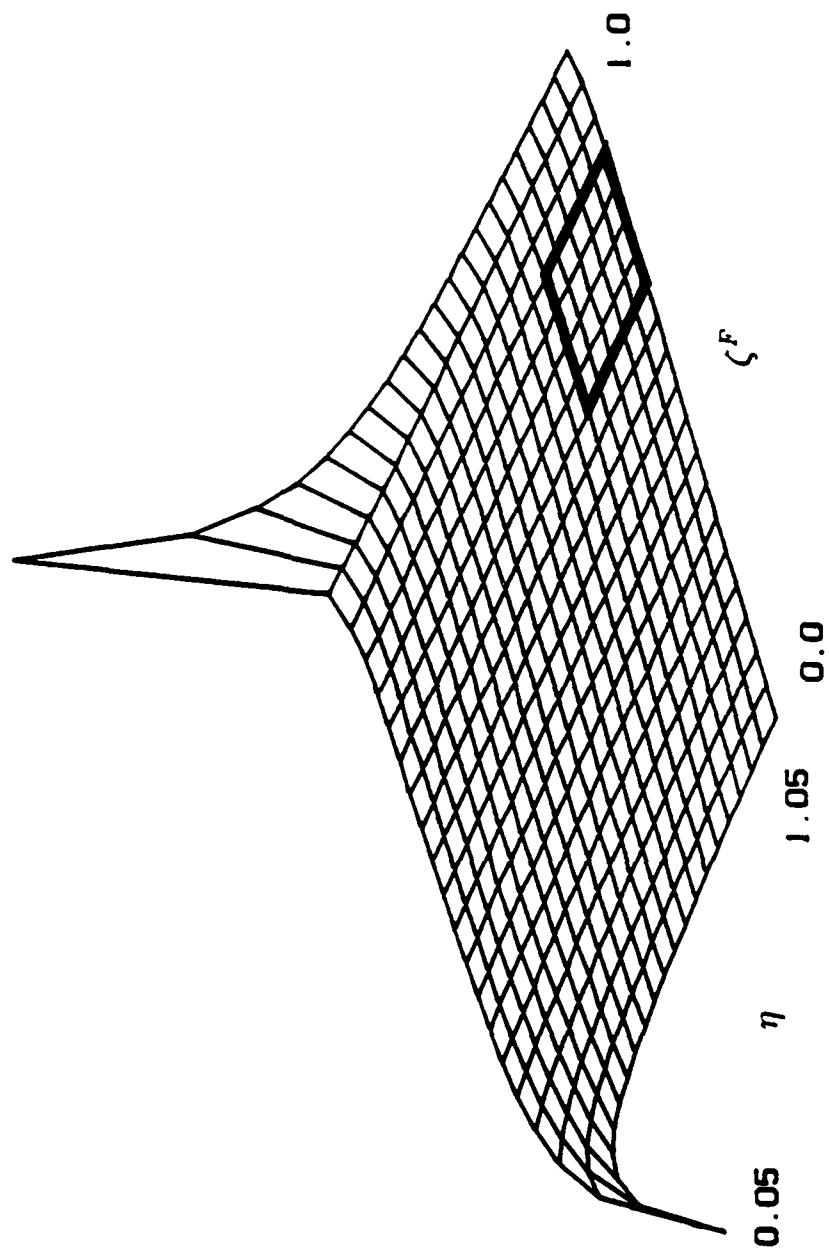
$$\bar{a}_{16} = \frac{1}{4} (\sin 4\theta) \bar{a}_C^0(\eta)$$

Optimization of coupling due to geometric (θ) and

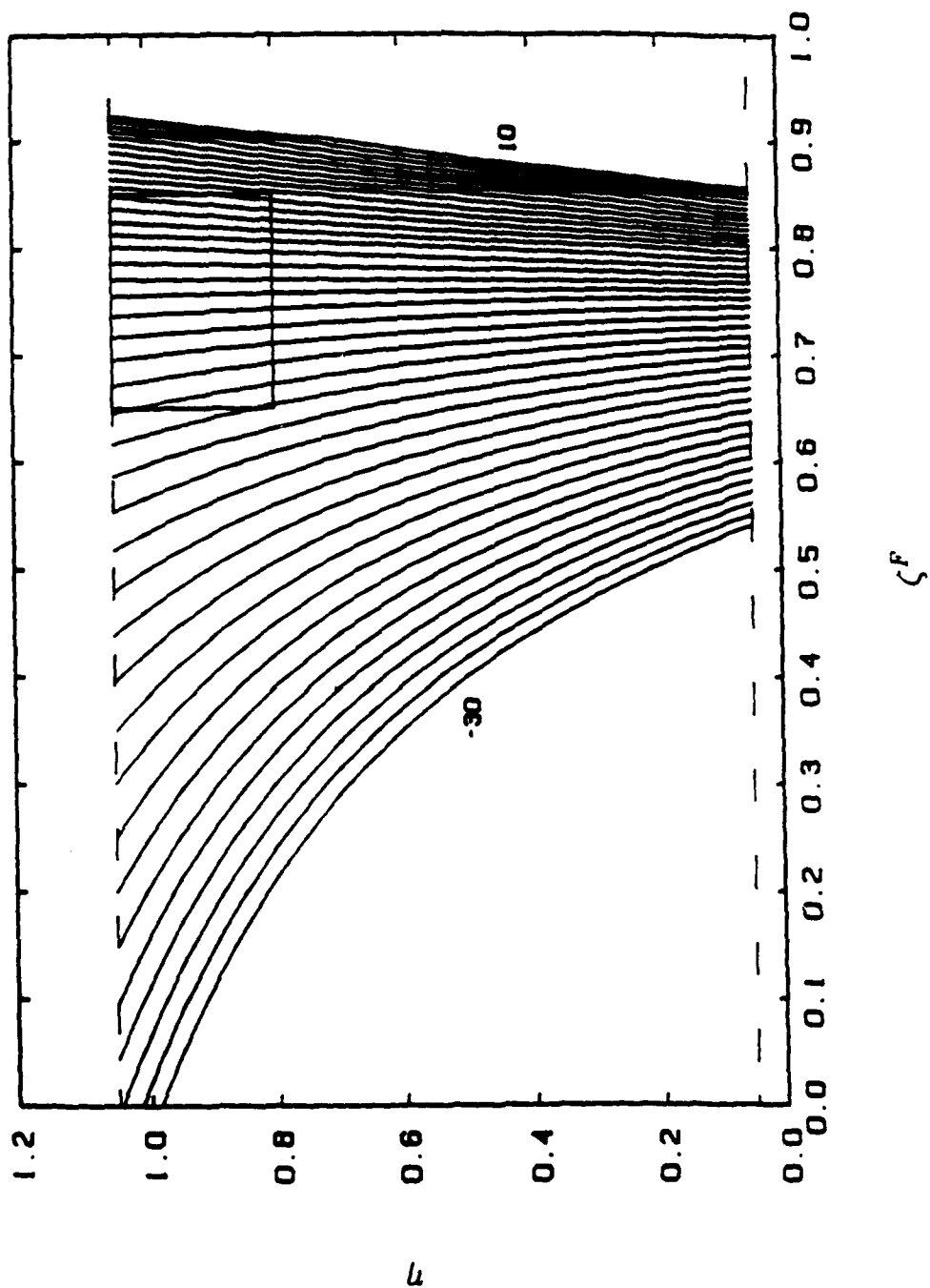
HT (η) effects may be performed separately.

- Geometry used to maximize coupling: $\theta = 22.5^\circ$
- Want to minimize effect of η on coupling
 - Need ζ' which minimizes change in coupling due to HT effects.
 - This results in cubic equation for ζ' .
 - Difficult to get feel for what happens physically from solution to this equation.
 - Rely on numerical results.

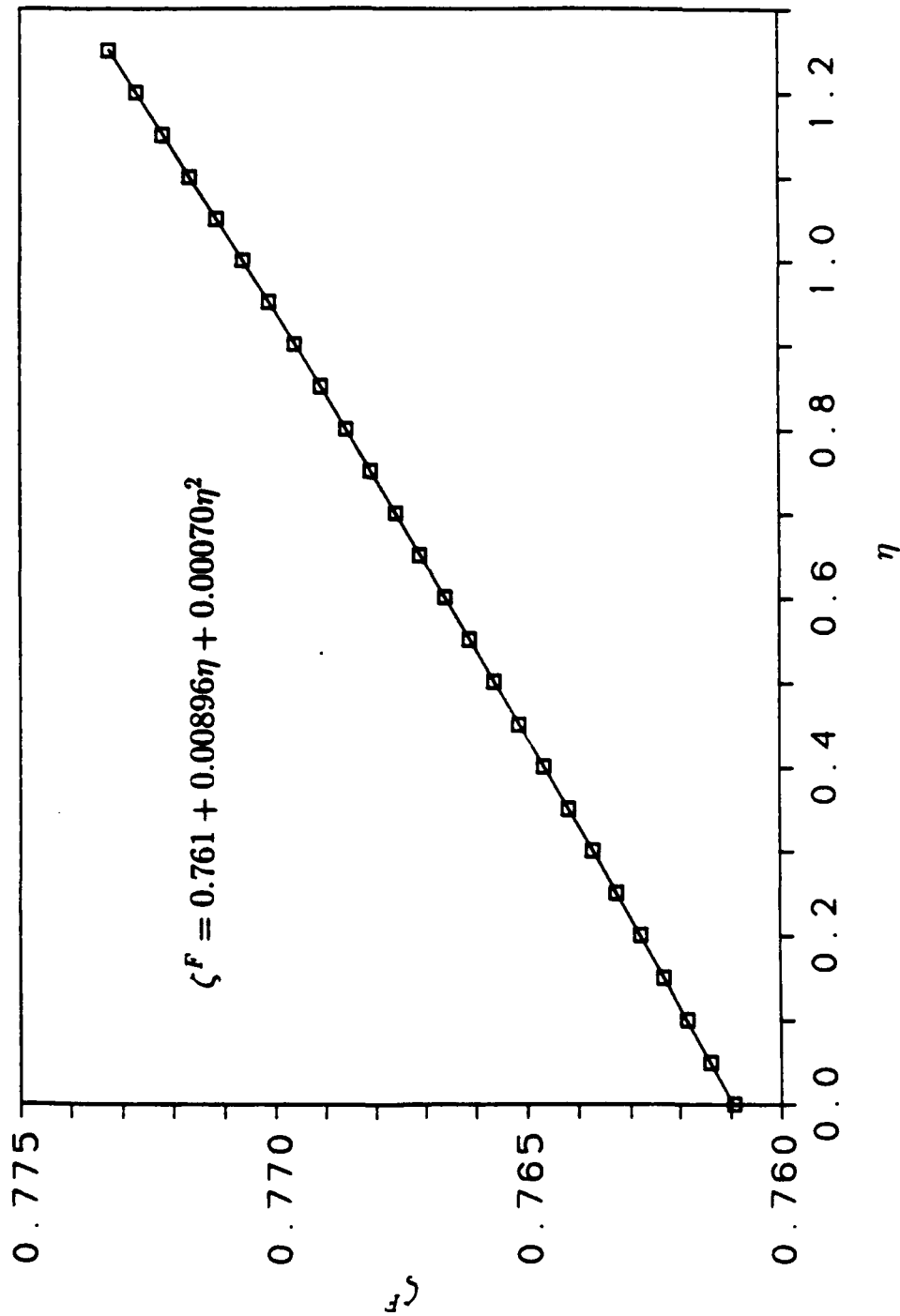
Theoretical Coupling, $\bar{a}_{16}$
(TPa^{-1})



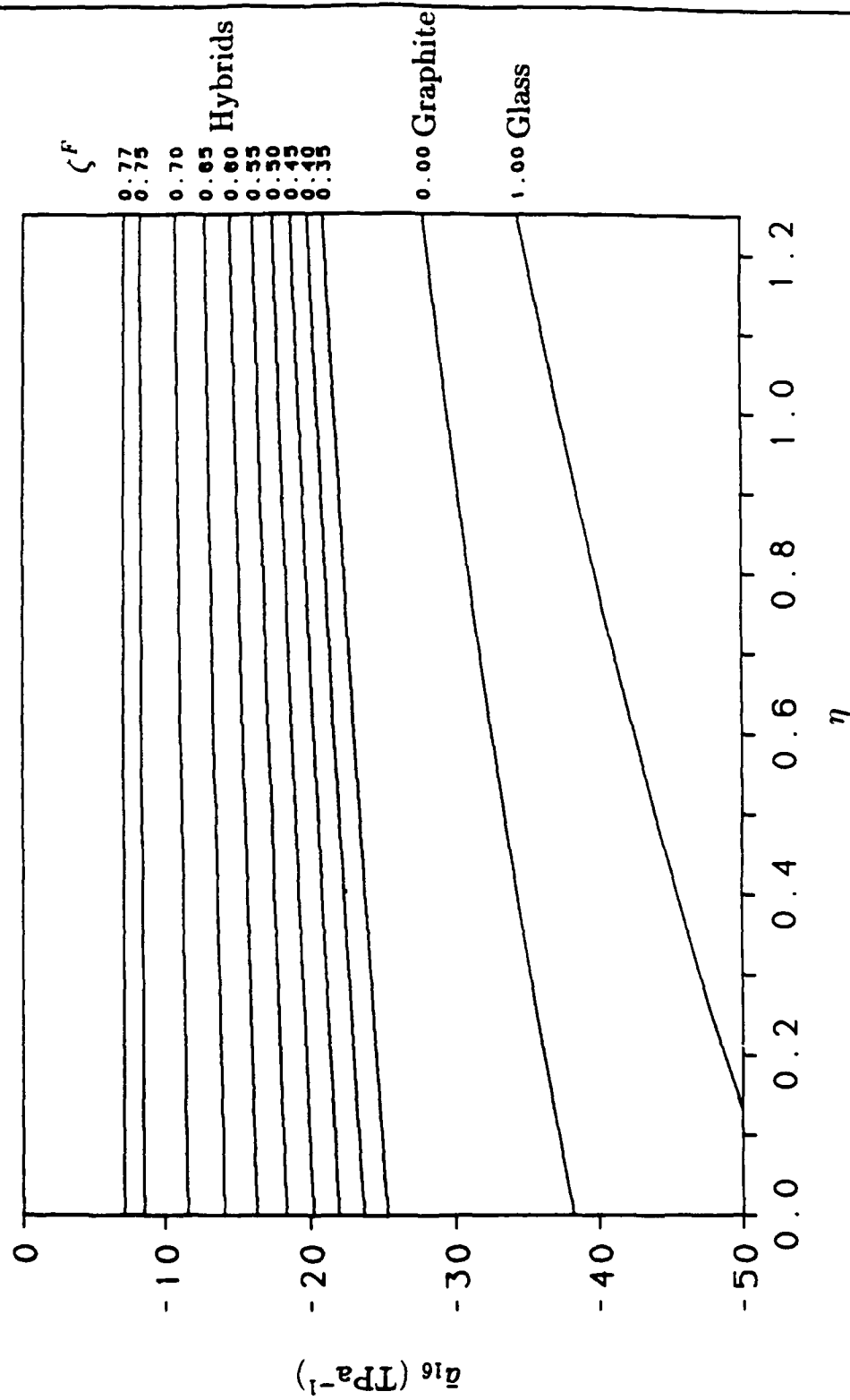
Theoretical Coupling, $\bar{a}_{16}$
(TPa^{-1})



Thickness Ratio ζ^F as Function of η for $[(\Theta/\Theta + 90)\zeta_G^G / (\Theta \pm 45)\zeta_F^F]_T$
Laminates



Theoretical Hygrothermal Variation of Coupling $\bar{a}_{16}$ for Various ζ^F 's for
 $[(\Theta/\Theta + 90)_{\zeta^G}^G / (\Theta \pm 45)_{\zeta^F}^F]_T$ Laminates



EXPERIMENTAL WORK

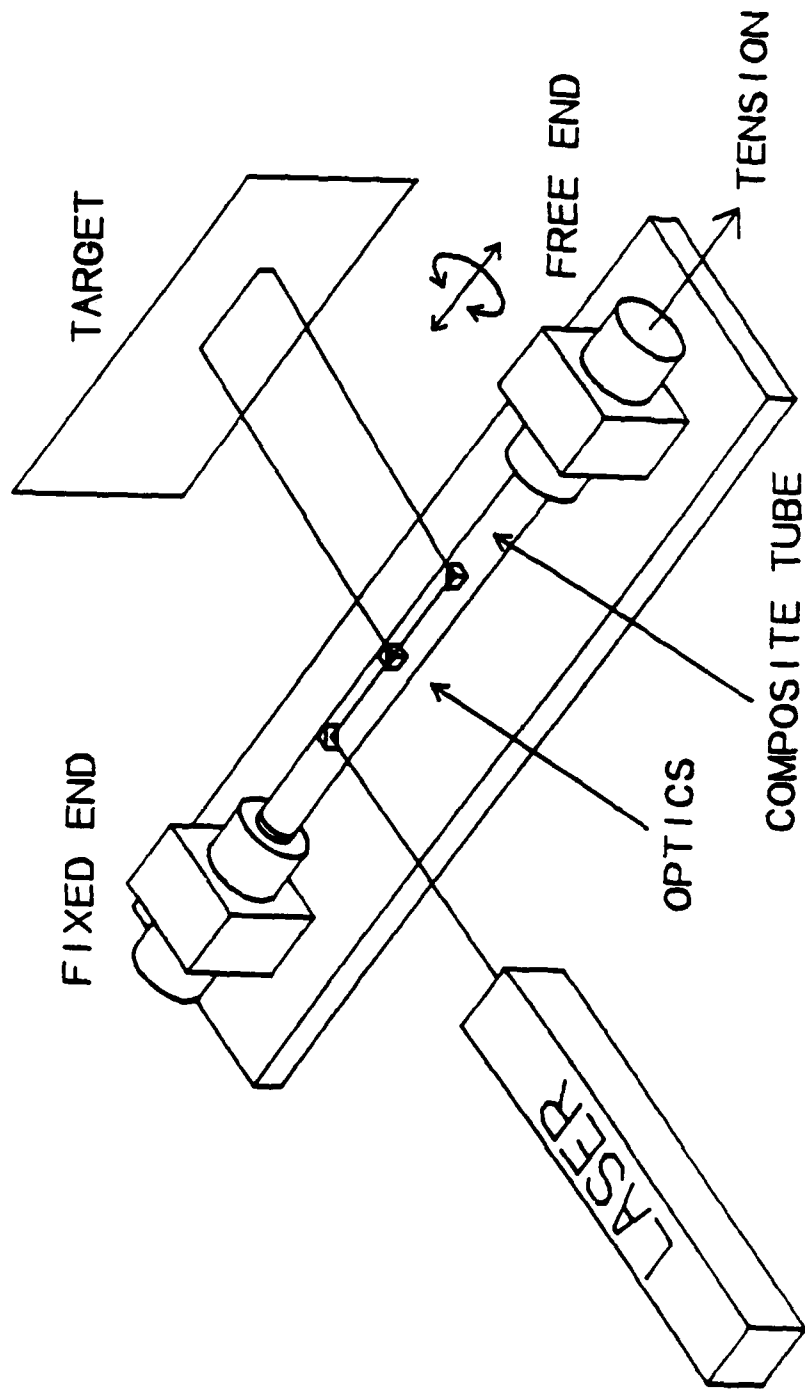
TEST SPECIMENS

- Circular Cylinders
 - 12" long. 1" diameter
 - Thin-walled
- Why circular cross-section?
 - Ease of construction
 - Similarity to rotor blade torque box
 - Does not warp out-of-plane
 - Simplifies mounting

TESTS

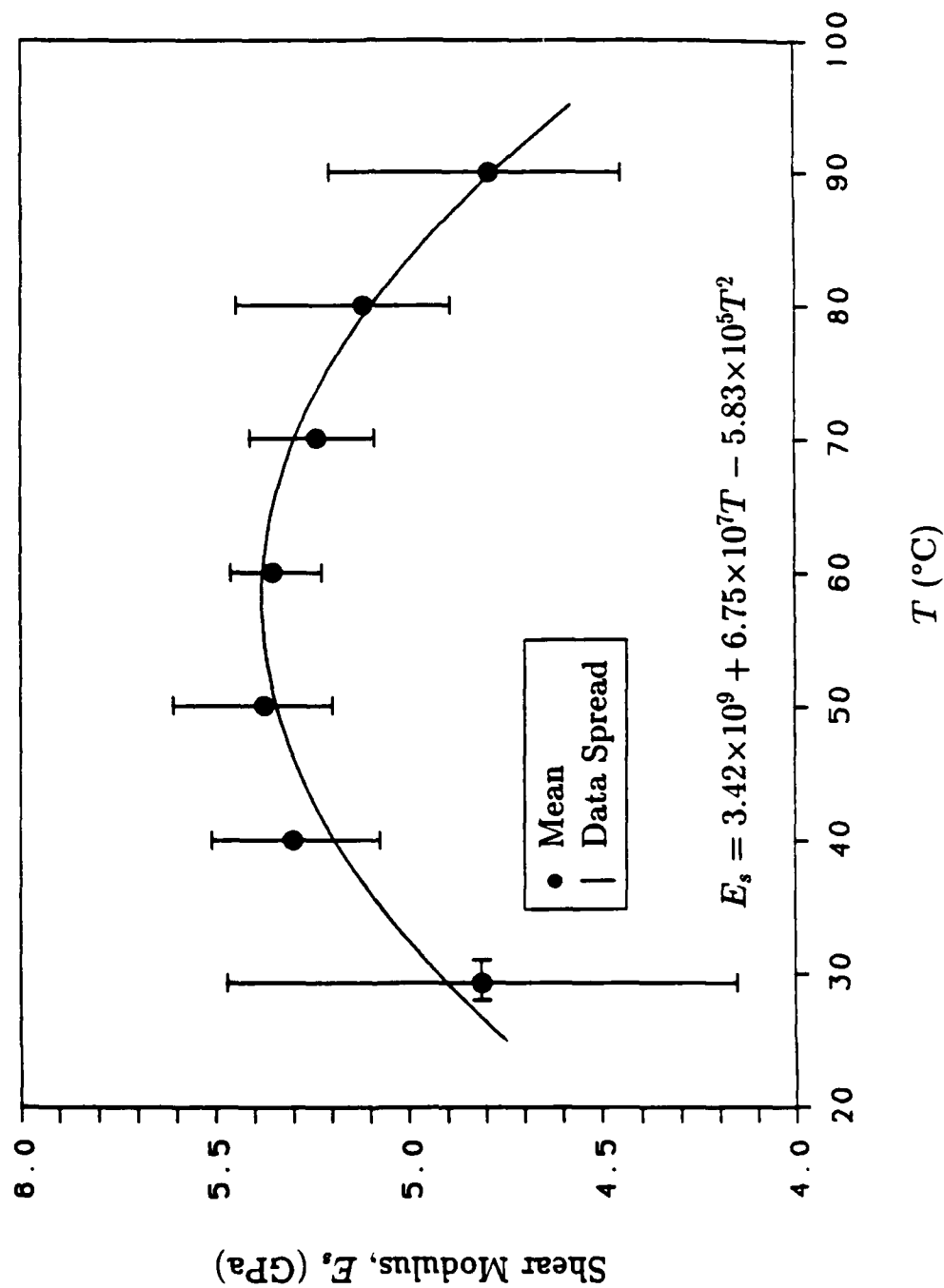
- Vary temperature and moisture content
- Applied Torsion
 - Unidirectional laminates
102 hr
 - Measure shear modulus
- Applied Tension
 - Various laminates
10/0+90 hr etc.
 - Measure coupling

TEST RIG

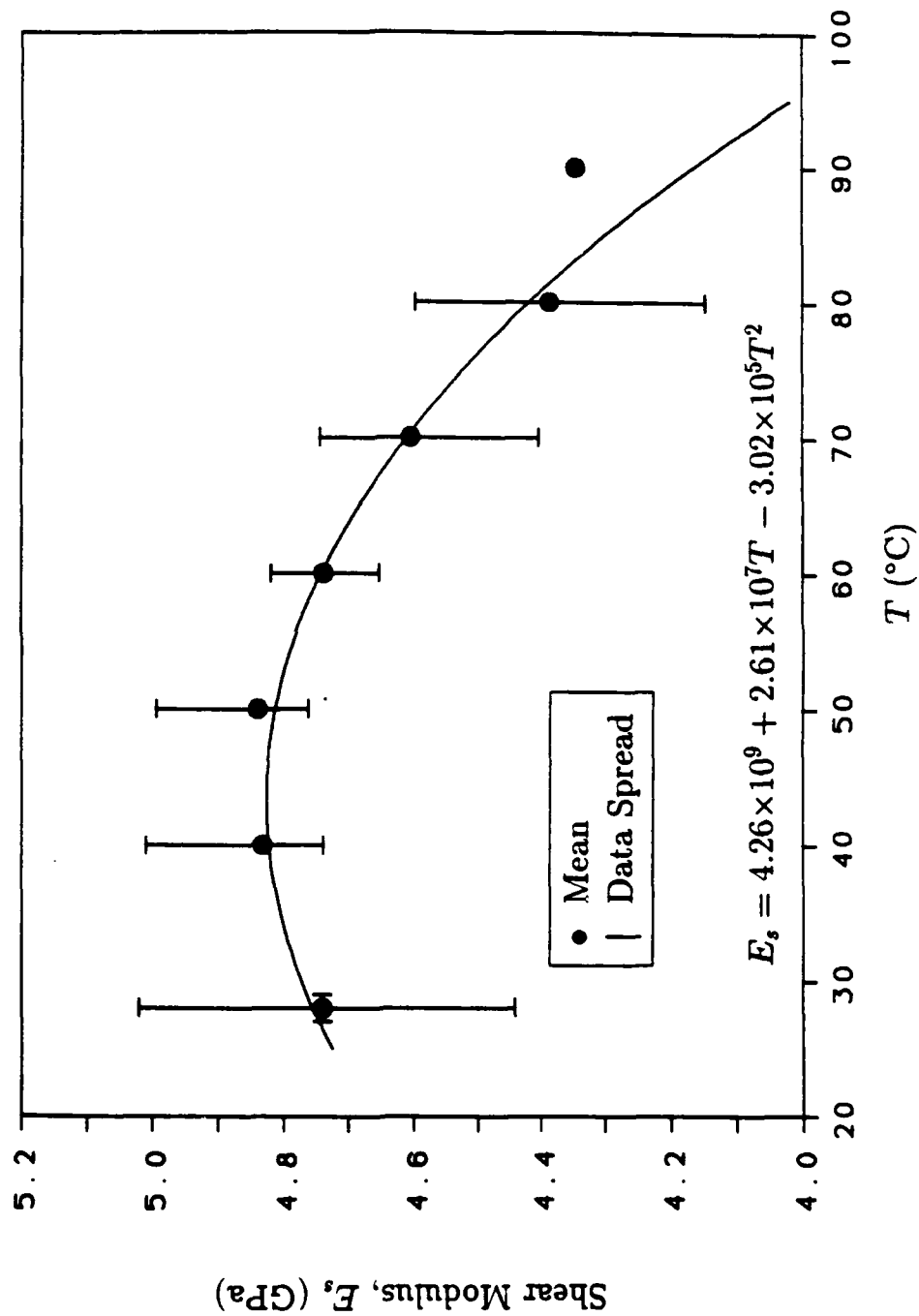


Experimental Shear Modulus for Dry Conditions

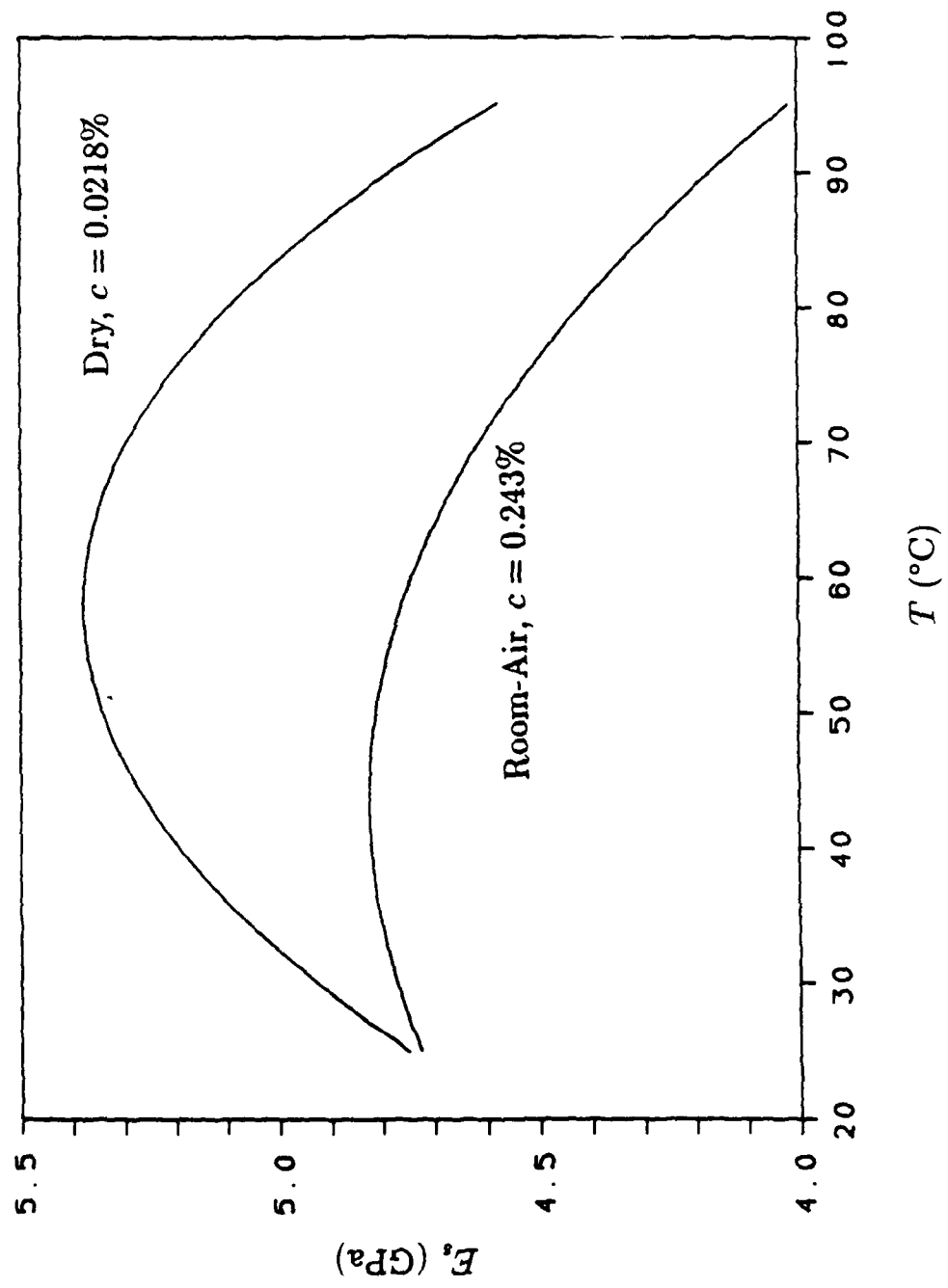
$c = 0.0218\%$



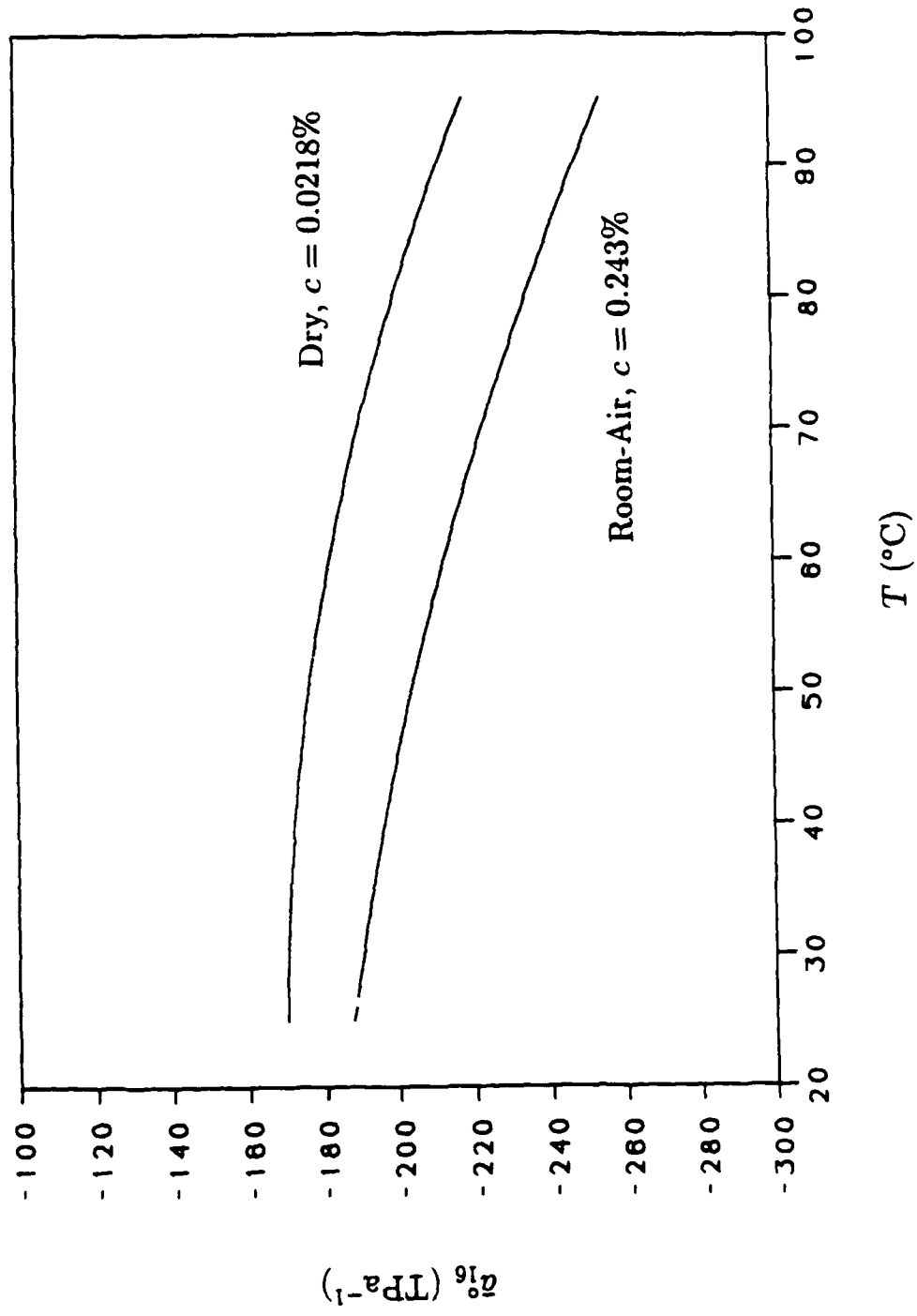
Experimental Shear Modulus for Room-Air Conditions
 $c = 0.243\%$



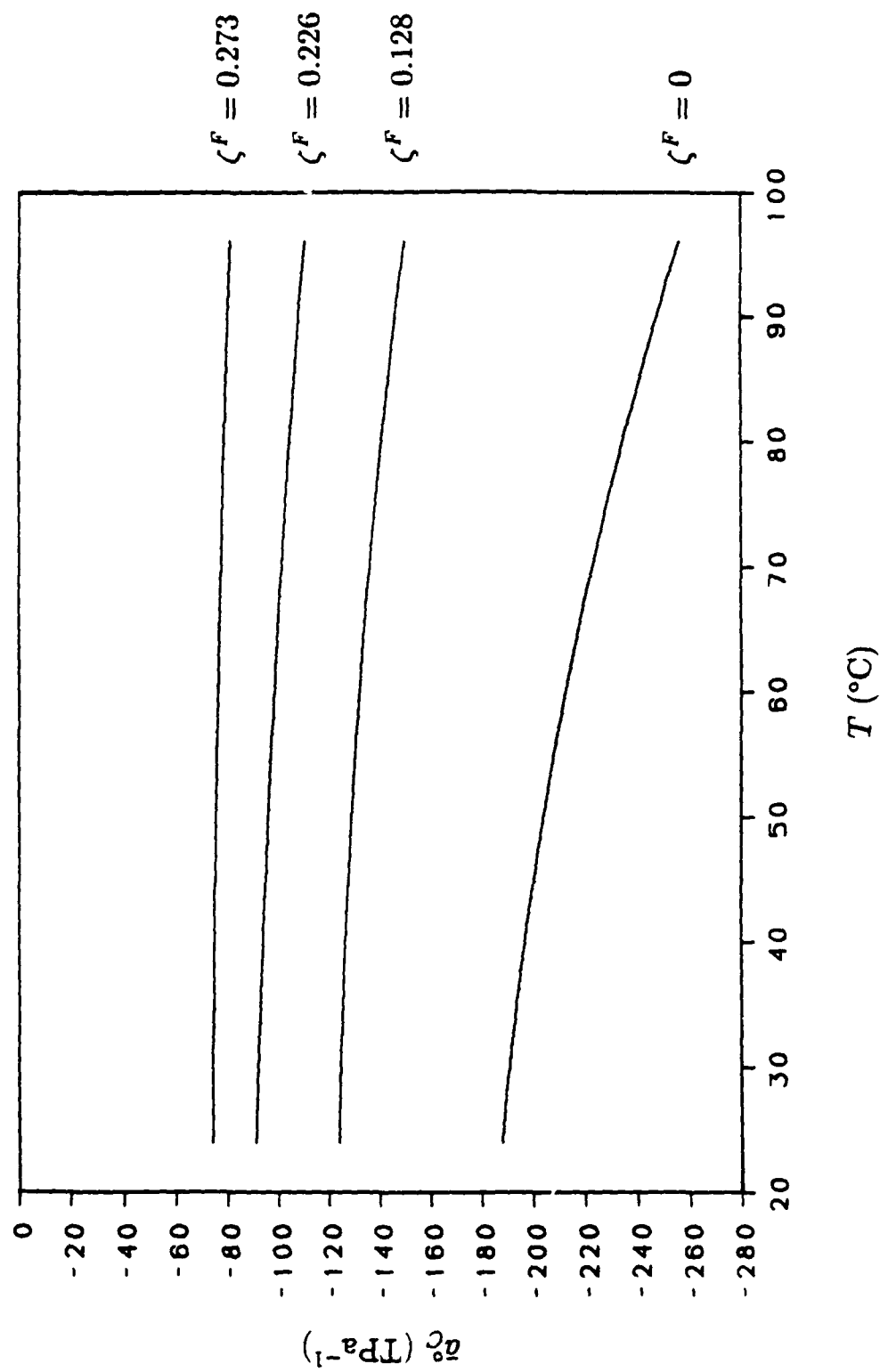
Experimental Shear Modulus



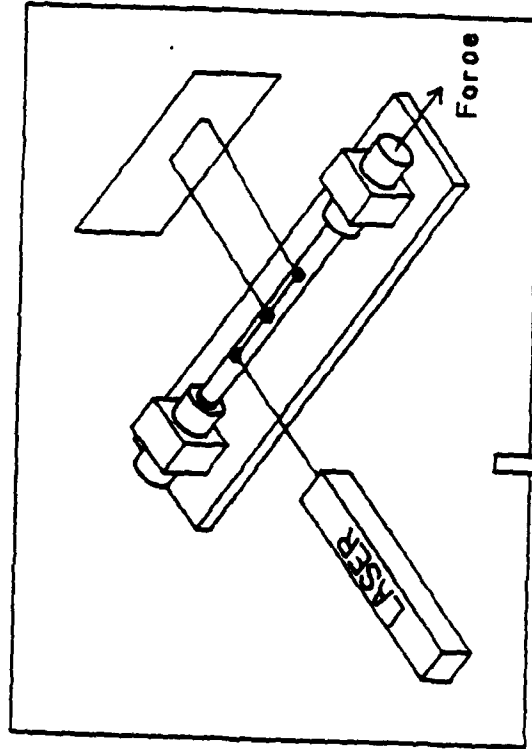
Experimental Coupling for $[\Theta/\Theta + 90]_{mT}$ Laminates



Experimental Variation of Coupling, $\bar{a}_C$, for Various ζ^F 's
 Room Air, $[(\Theta/\Theta + 90)\zeta_G^C / (\Theta \pm 45)\zeta_F^F]_T$ Laminates



EXPERIMENTAL WORK
COMPOSITE TUBES

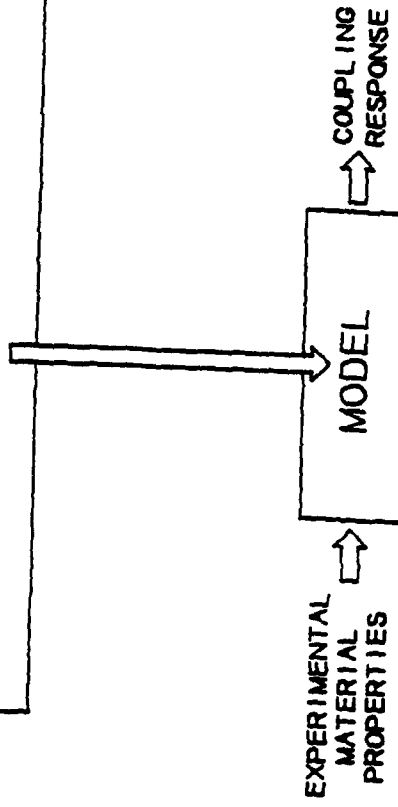


EXPERIMENT

⇌ COUPLING RESPONSE

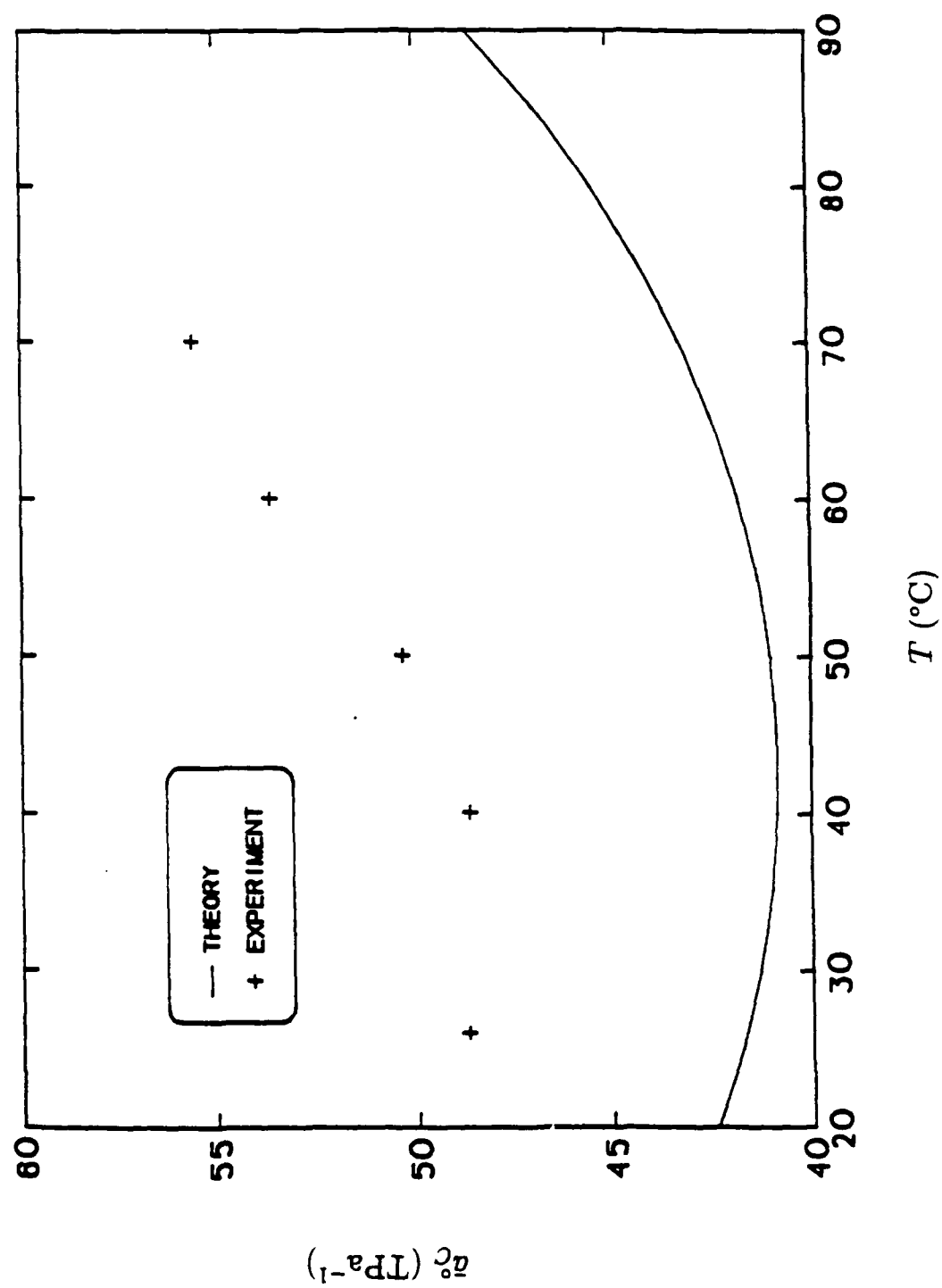
THEORETICAL WORK
PREDICTIVE MODEL

Develop models to predict coupling given material properties as functions of HT effects.



SAME RESULT?

Comparison of Experimental and Theoretically-Predicted Coupling



CONCLUSIONS

- Hygrothermal effects can have a significant influence on material properties.
- It is possible to design laminates with the desired tension-torsion coupling which exhibit minimal or no variation due to hygrothermal effects.

**"Importance of Elastic Tailoring in Design Analysis of
Thin-Walled Composite Beams"**

Ali R. Atılgan

Georgia Institute of Technology, Atlanta, Georgia

Lawrence W. Rehfield

University of California, Davis, California

and

Dewey H. Hodges

Georgia Institute of Technology, Atlanta, Georgia

ACCOMPLISHMENTS IN MODELING FOR THIN-WALLED COMPOSITE BEAMS

- Rehfield and Atilgan (1986) (New Coupling Mechanisms, Warping and Shear Deformation Models)
- Rehfield and Atilgan (1987) (Single Cell)
- Rehfield, Atilgan and Hodges (1988) (Multicell)
- Rehfield, Hodges and Atilgan (1988) (Nonclassical Effects)
- Rehfield and Atilgan (1989) (Tailoring Mechanisms)
- Rehfield and Atilgan (1989) (Buckling Behavior)
- Rehfield, Atilgan and Hodges (1989) (Dynamic Characteristics)
- Rehfield, Atilgan and Hodges (1989) (Shear Center and Elastic Axis Revisited)

SIMPLE ANALYTICAL METHODS PROVIDE

- INSIGHT, INTUITION, "FEEL" - THE ESSENCE OF GOOD DESIGN
- UNDERSTANDING OF BEHAVIOR IN TERMS OF BASIC PRINCIPLES
 - CAUSE/EFFECT RELATIONSHIPS
 - INTRINSIC POTENTIAL/LIMITATIONS
- RELIABLE TREND INFORMATION
 - EVALUATE COMPETITIVE CONCEPTS
 - SELECT CONFIGURATION
- RAPID, EFFICIENT, ECONOMICAL ANALYSIS TURNAROUND FOR THE DESIGN ENVIRONMENT

Assuming membrane behavior of the plies

$$\begin{Bmatrix} N_{xx} \\ N_{ss} \\ N_{xs} \end{Bmatrix} = [A] \begin{Bmatrix} \epsilon_{xx} \\ \epsilon_{ss} \\ \gamma_{xs} \end{Bmatrix}$$

With the hoop stress equal to zero or

$$N_{ss} = 0$$

we have

$$\begin{Bmatrix} N_{xx} \\ N_{xs} \end{Bmatrix} = [K] \begin{Bmatrix} \epsilon_{xx} \\ \gamma_{xs} \end{Bmatrix}$$

The K 's are stiffnesses given by

$$K_{11} = A_{11} - \frac{A_{12}^2}{A_{22}}$$

$$K_{12} = A_{16} - \frac{A_{12}A_{26}}{A_{22}}$$

$$K_{22} = A_{66} - \frac{A_{26}^2}{A_{22}}$$

The principle of virtual work leads to generalized internal forces of the form

$$\oint_I N_{xx}(1, z, -y, \psi) ds = (N, M_y, M_z, Q_\omega)$$

$$\oint_I N_{xs} \left(\frac{dy}{ds}, \frac{dz}{ds}, \frac{2A}{c} \right) ds = (Q_y, Q_z, M_x)$$

The constitutive relations can be put into a matrix form relating the generalized strains u to the generalized forces F

$$F = Cu$$

$$u = SF$$

where

$$u = \langle U_x \gamma_{xy} \gamma_{xz} \phi_x \beta_{y,x} \beta_{z,x} \phi_{,xx} \rangle^T$$

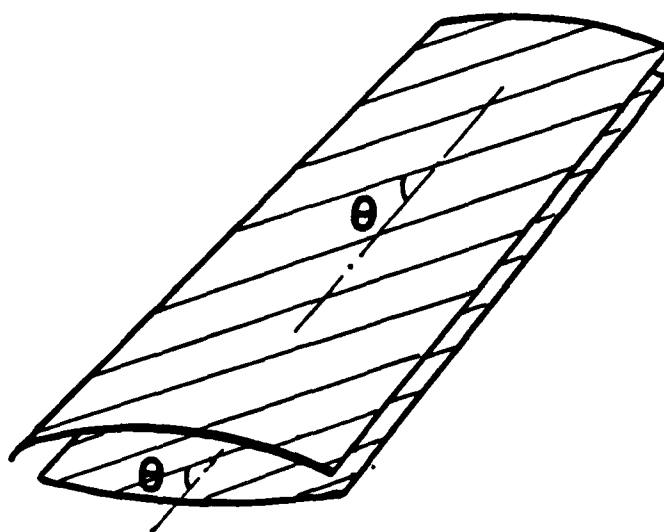
$$F = \langle N Q_y Q_z M_x M_y M_z Q_\omega \rangle^T$$

A choice of the reference axis so that

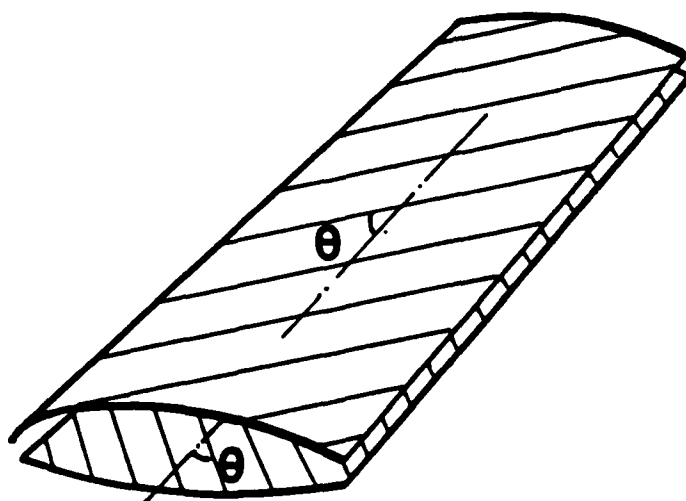
$$\oint_V K_{11} y ds = \oint_V K_{11} z ds = \oint_V K_{11} yz ds = 0$$

leaves the stiffness matrix C consisting of 25 independent constants

The compliance matrix S is simply the inverse of C



Ply orientation for circumferentially asymmetrical stiffness



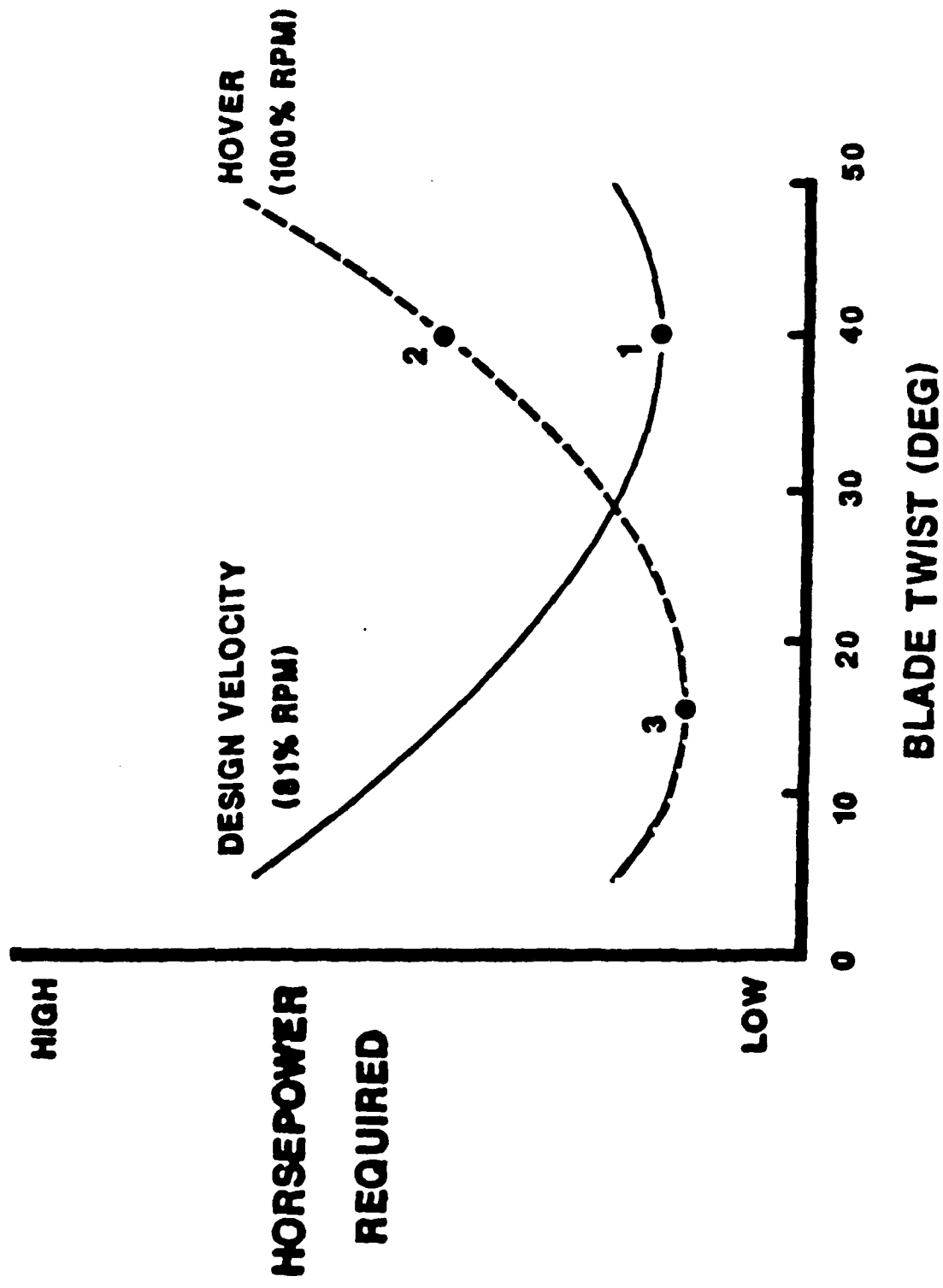
Ply orientation for circumferentially uniform stiffness

EXTENSION-TWIST COUPLING

CREATES BLADE PITCH

CHANGES WITH RPM

TILT ROTOR PERFORMANCE TRENDS



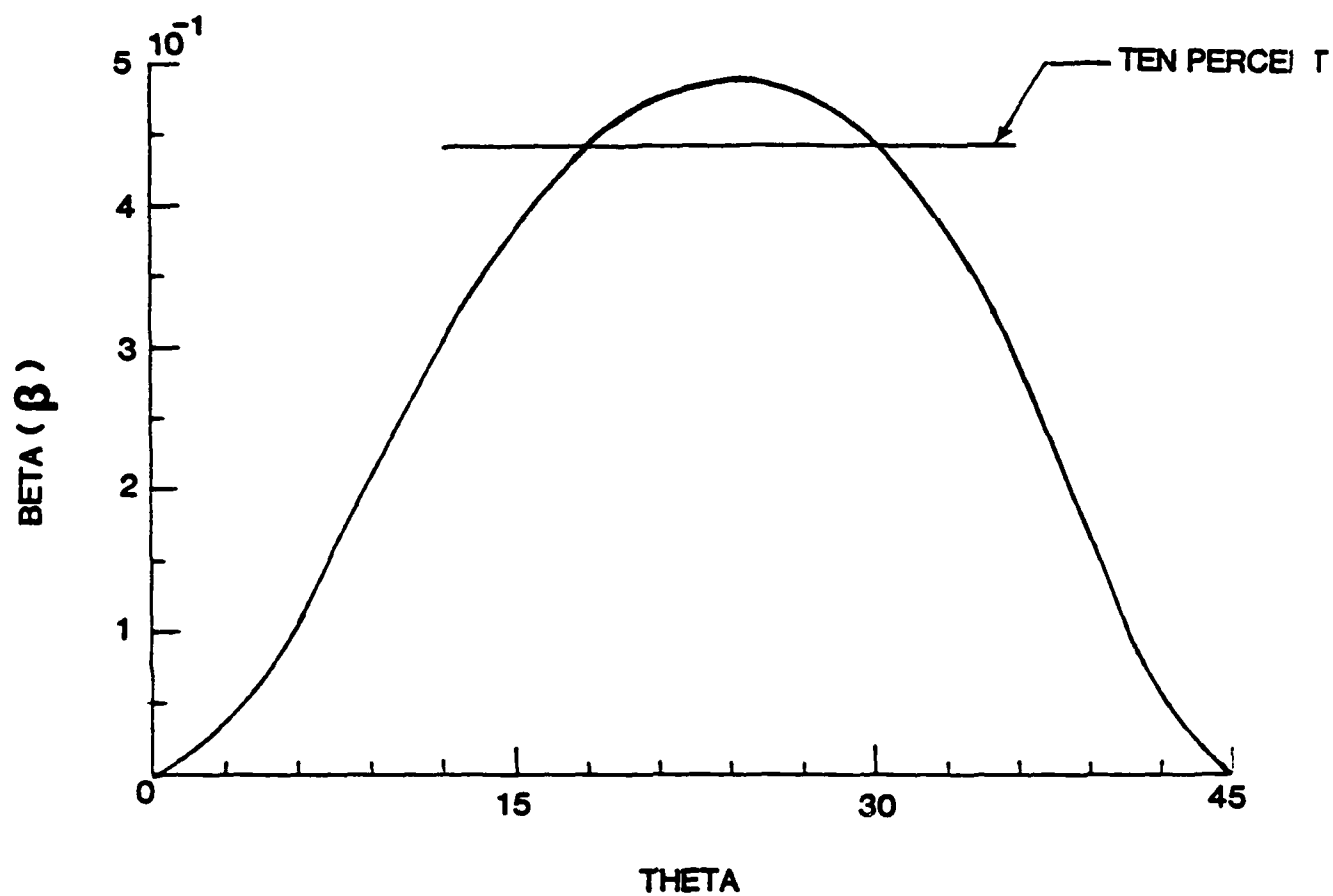
TAILORING PARAMETER

$$\beta = c_{14}^2 / c_{11} c_{44} = k_{12}^2 / k_{11} k_{22}$$

$$\beta_1 = c_{25}^2 / c_{22} c_{55} = g_1 \beta$$

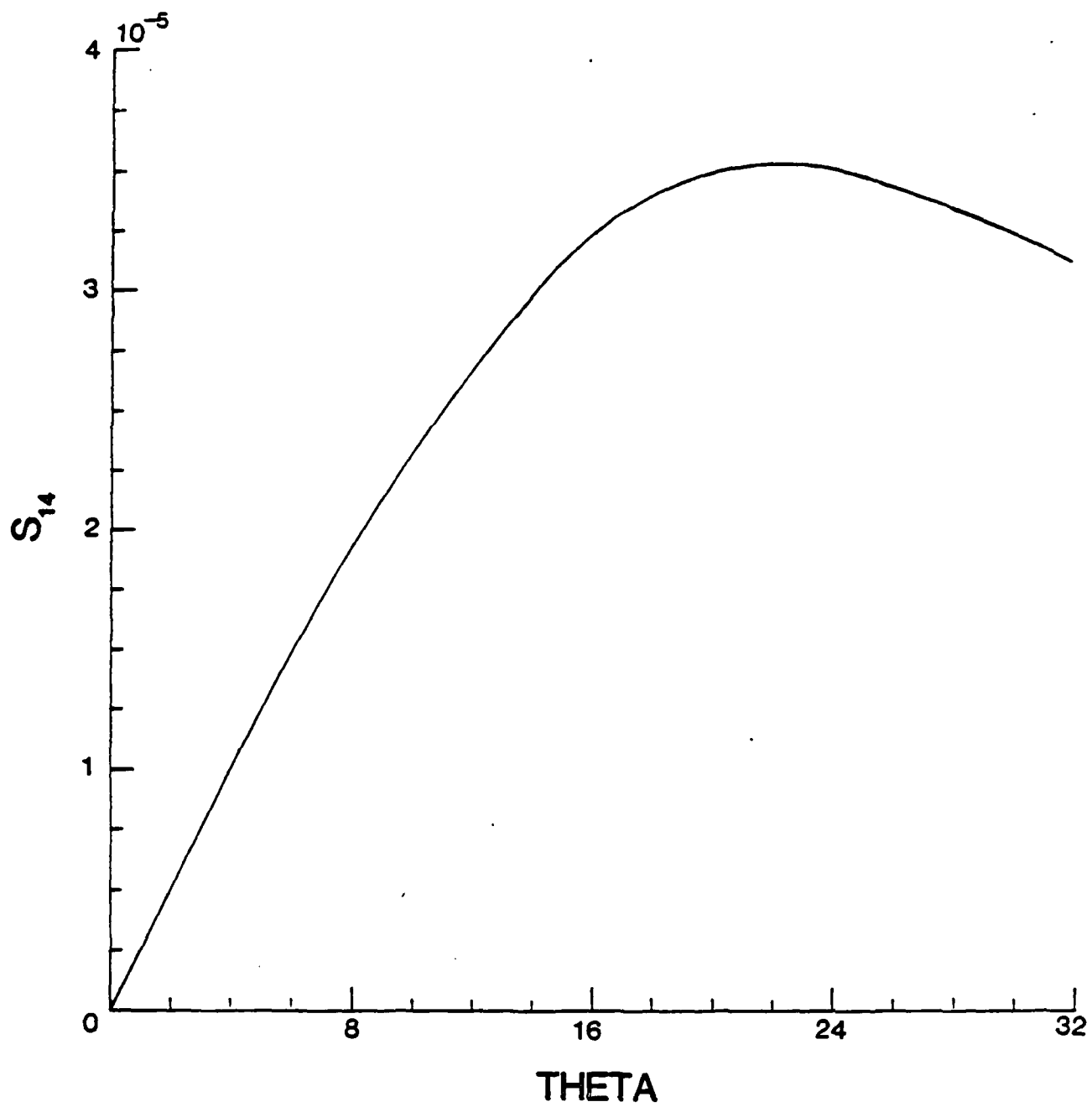
$$\beta_2 = c_{36}^2 / c_{33} c_{66} = g_2 \beta$$

β = TAILORING PARAMETER

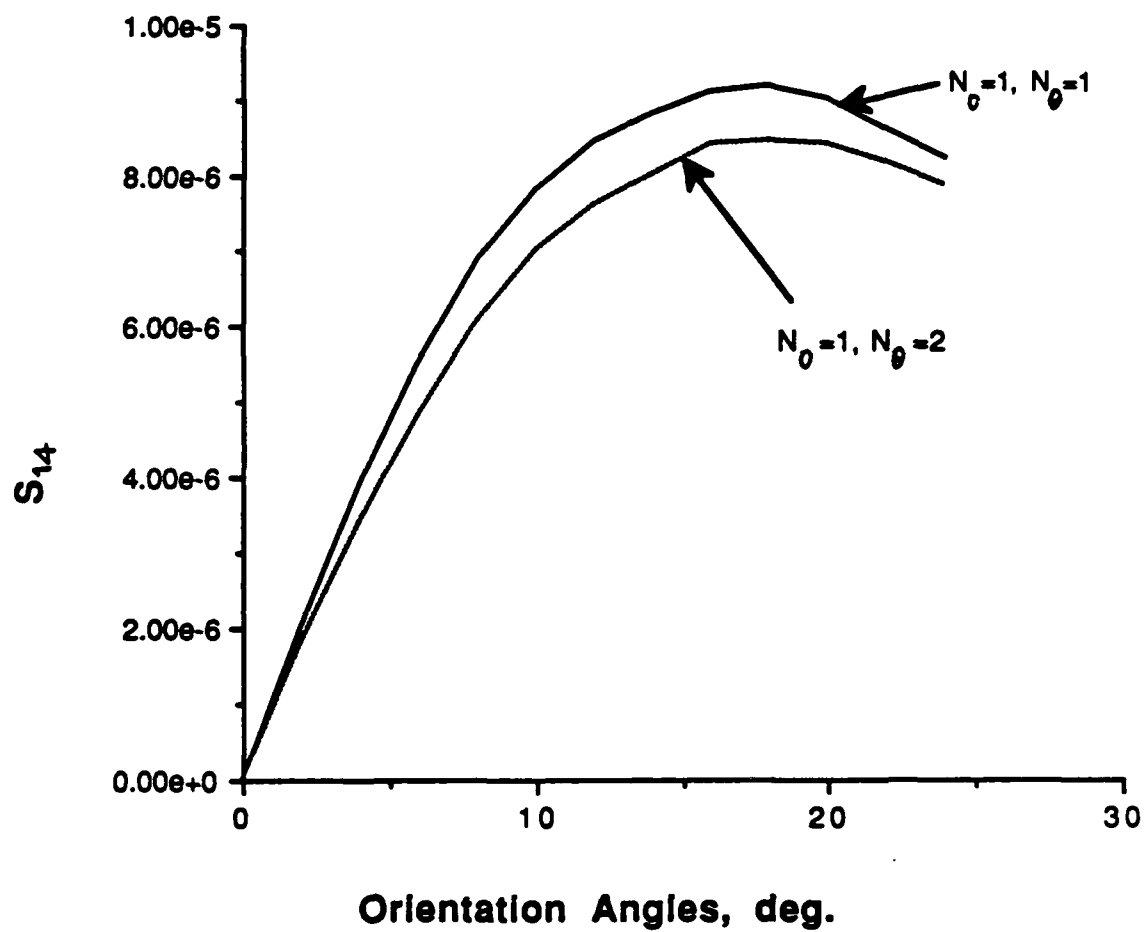


Alteration of the elastic tailoring parameter with the orientation

angle



Alteration of the extension-twist flexibility with the orientation
angle



Effect of 0° and angle plies on the extension-twist flexibility

TWIST ANGLE PREDICTIONS

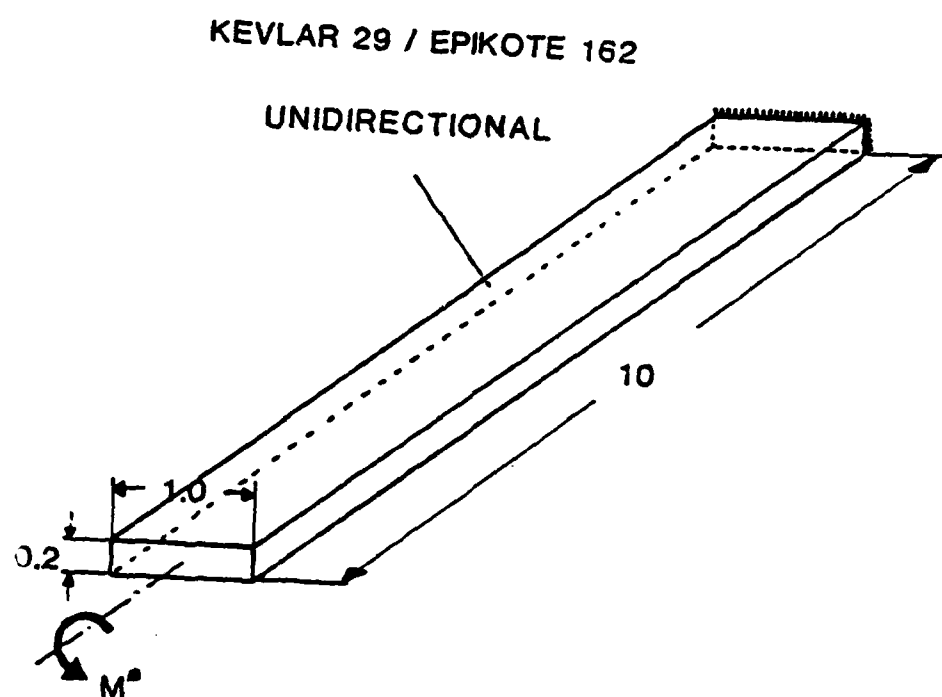
- ADDITION OF TORSION-RELATED WARPING EFFECTS

$$\bar{M}_x = C_T \phi_{,x} - \underline{C_{77} \phi_{,xxx}}$$

- REDUCED STIFFNESS (ELASTIC COUPLING)

$$C_T/C_{44} = 0.51$$

$$\lambda^2 = \frac{C_T L^2}{C_{77}}$$



Slender cantilever beam with rectangular cross section subjected
to end moment

The underlined term is the influence of warping, the effect of which on the tip twist angle is obvious

$$\phi|_{\xi=1} = \frac{M_x^* L}{C_T} \left(1 - \frac{1}{\lambda}\right)$$

For isotropic beams the decay length parameter is

$$\lambda^2 = \frac{G}{E} \frac{12L^2}{\alpha^2(1 - \alpha)^2}$$

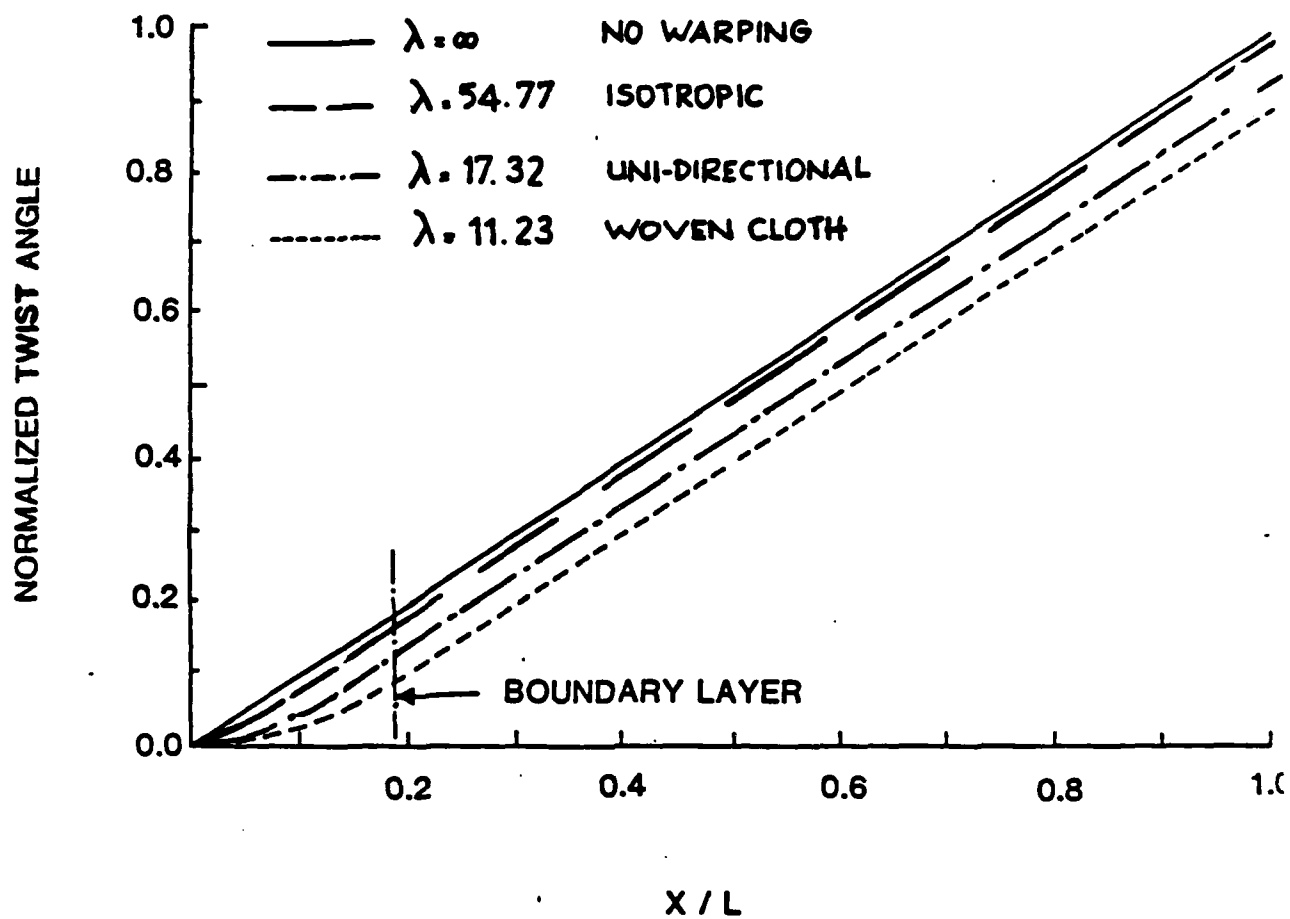
which, because of material properties, is always large

However, for composite beams with a uniform layup (K 's constant)

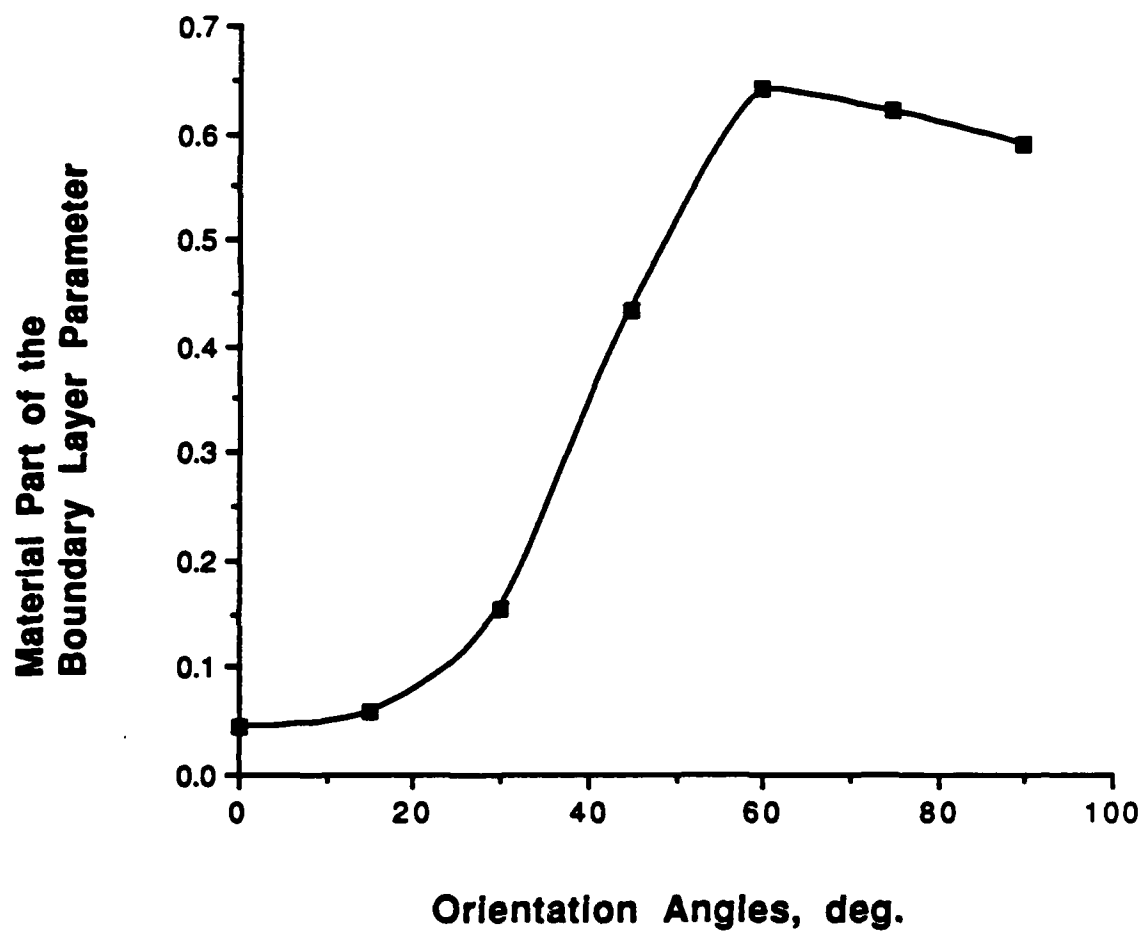
$$\lambda^2 = \frac{K_{22}(1 - \beta)}{K_{11}} \frac{12L^2}{\alpha^2(1 - \alpha)^2}$$

where

$$\beta = \frac{C_{14}^2}{C_{11}C_{44}}$$

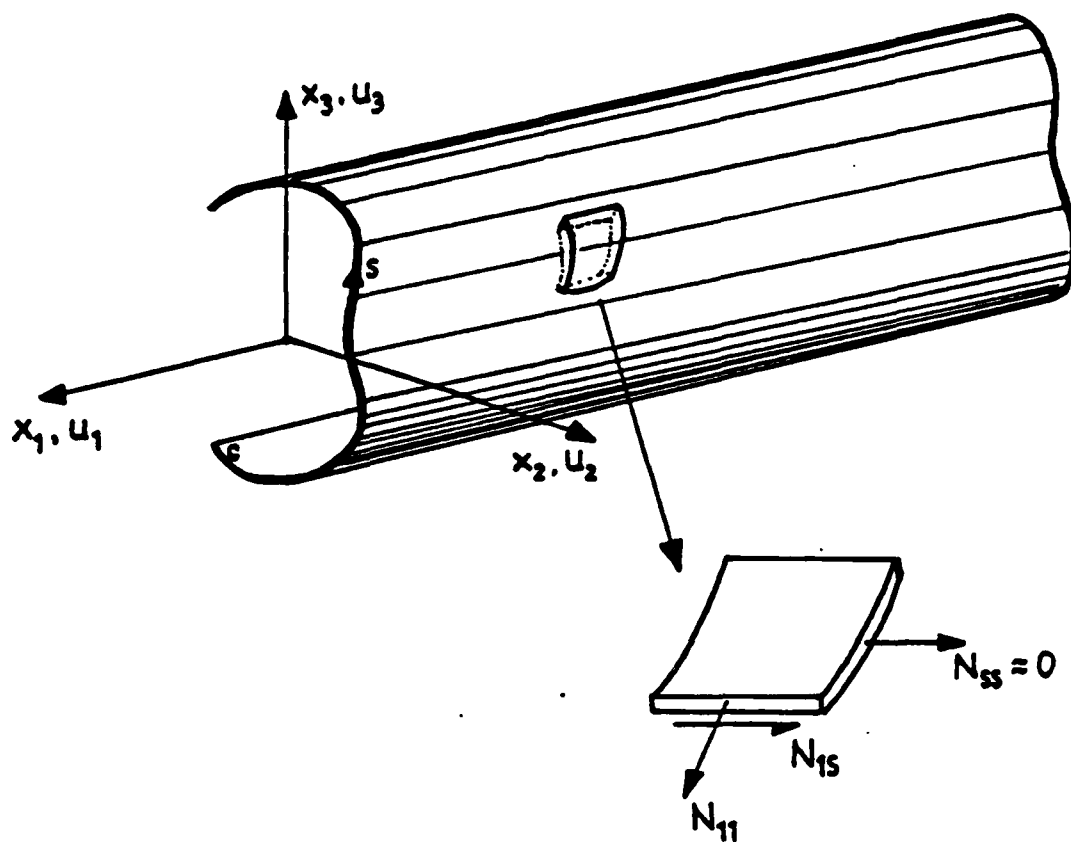


Twist angle predictions due to end torque with different material systems.



Alteration of the boundary layer parameter with the orientation

angle



Thin-walled open cross section beam model

KINEMATICS

$$u_1 = U_1(x) + x_2\beta_3 + x_3\beta_2 + \psi(s)\phi'$$

$$u_2 = U_2(x) - (x_3 - x_3^s)\phi(x_1)$$

$$u_3 = U_3(x) - (x_2 - x_2^s)\phi(x_1)$$

$$\gamma_{12} = \beta_3 + U_2'$$

$$\gamma_{13} = \beta_2 + U_3'$$

$$\gamma_{1s} = \gamma_{12} \frac{dx_2}{ds} + \gamma_{13} \frac{dx_3}{ds}$$

$$\gamma_{11} = U_1' + x_2\beta_3' + x_3\beta_2' + \psi\phi'' + \frac{1}{2}u_2'^2 + \frac{1}{2}u_3'^2$$

COMPRESSIVE BUCKLING EQUATIONS

$$-M_3'' + P(U_2'' + x_3^s \phi'') = 0$$

$$-M_2'' + P(U_3'' - x_2^s \phi'') = 0$$

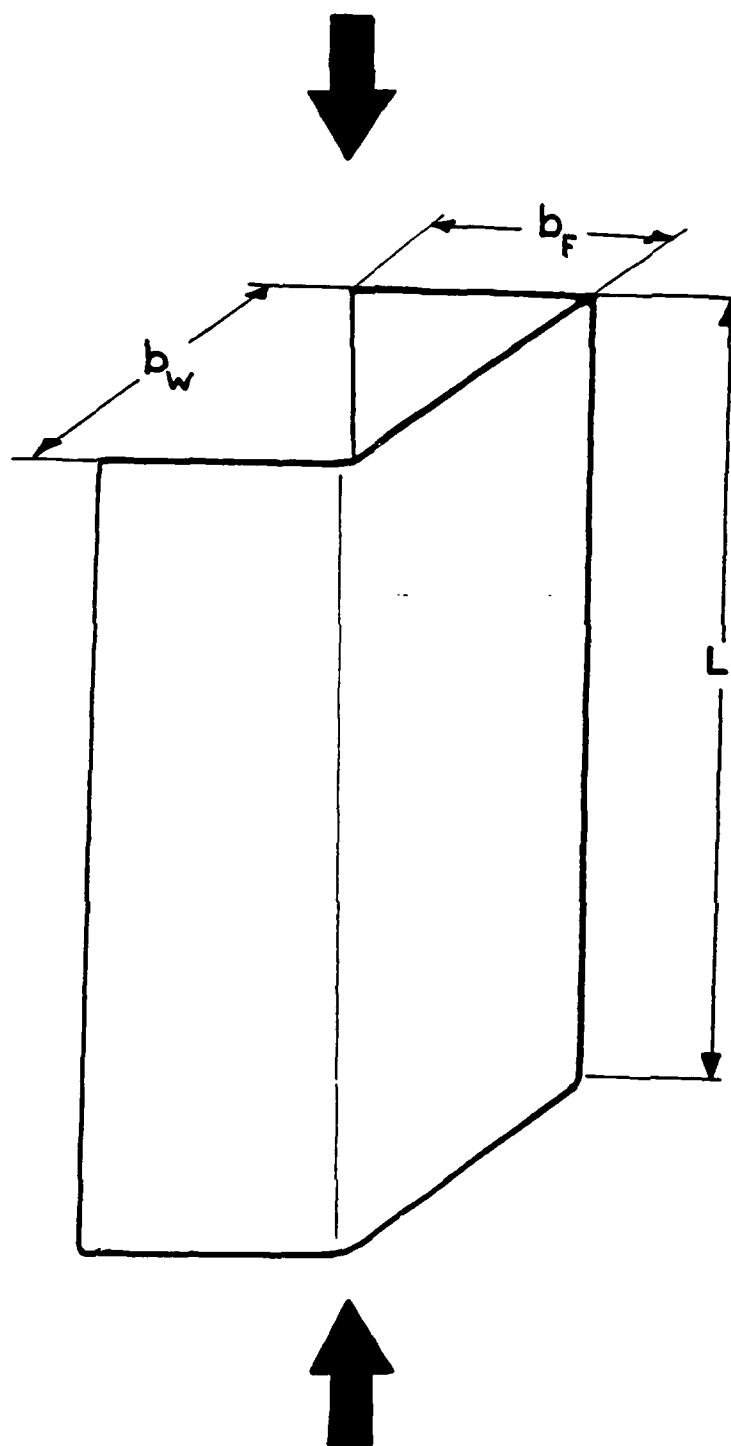
$$-M_1' + P\left(\frac{C_p}{C_{11}}\phi'' + x_3^s U_2'' - x_2^s U_3''\right) = 0$$

CONSTITUTIVE EQUATIONS

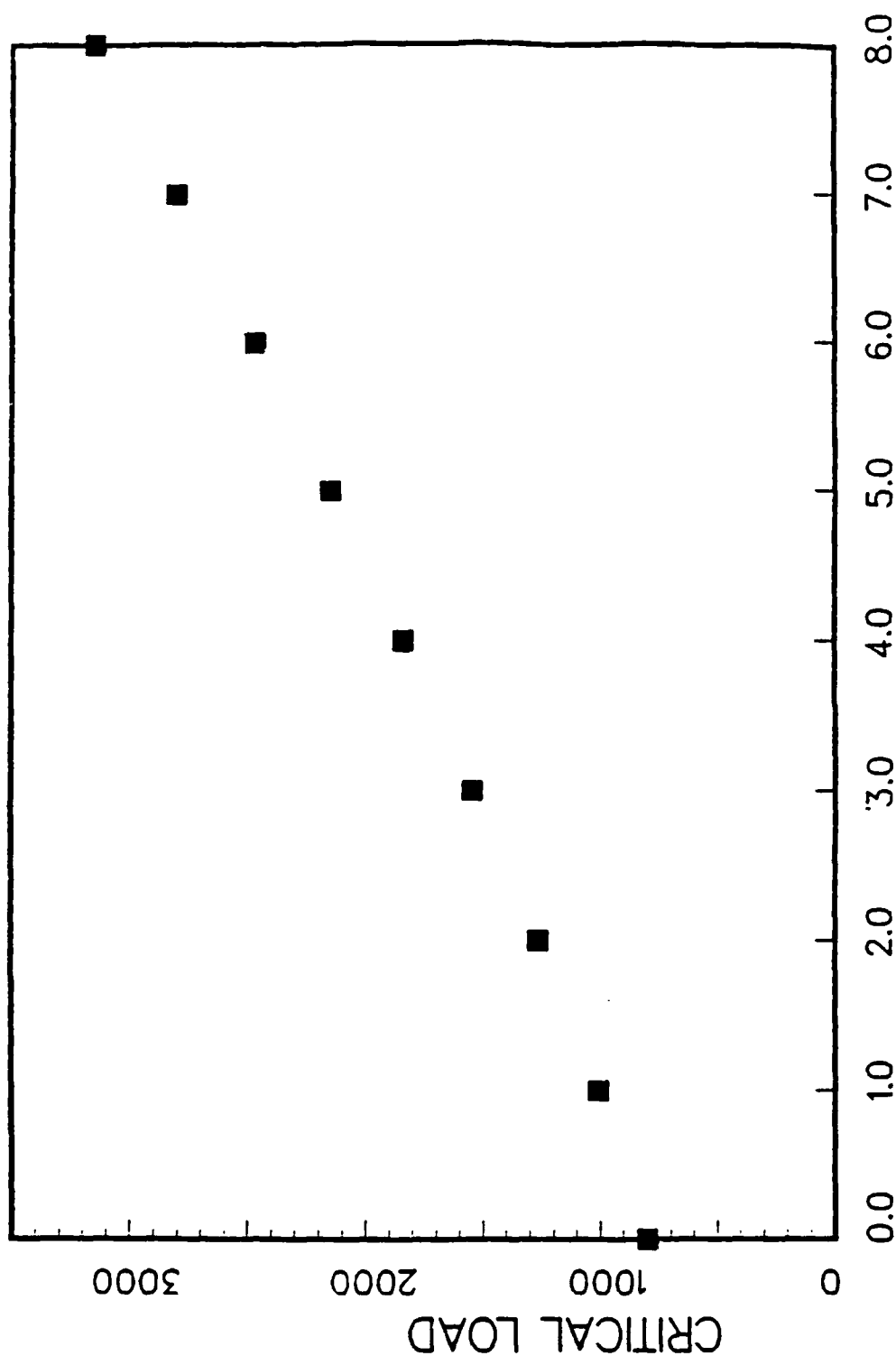
$$M_3 = C_{26}\gamma_{12} + C_{36}\gamma_{13} + C_{66}\beta'_3$$

$$M_2 = C_{25}\gamma_{12} + C_{35}\gamma_{13} + C_{55}\beta'_2$$

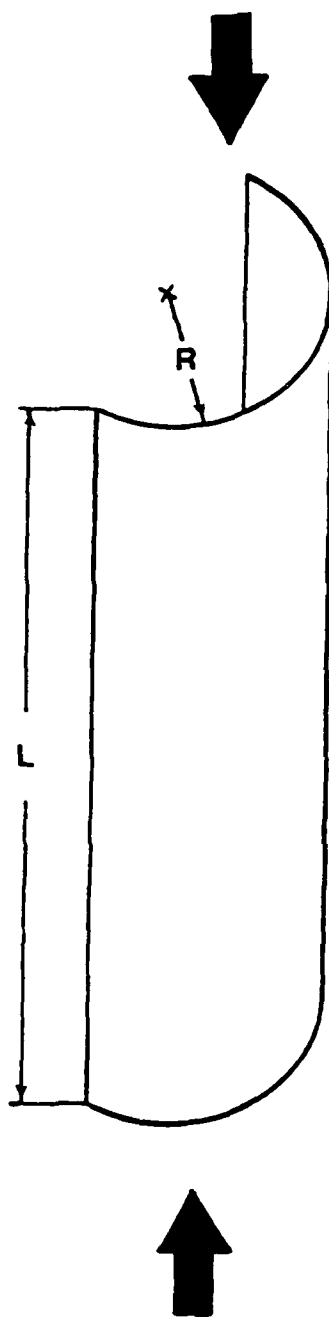
$$M_1 = C_{44}\phi' - C_{77}\phi''$$



Schematic of a channel section subjected to compressive loading

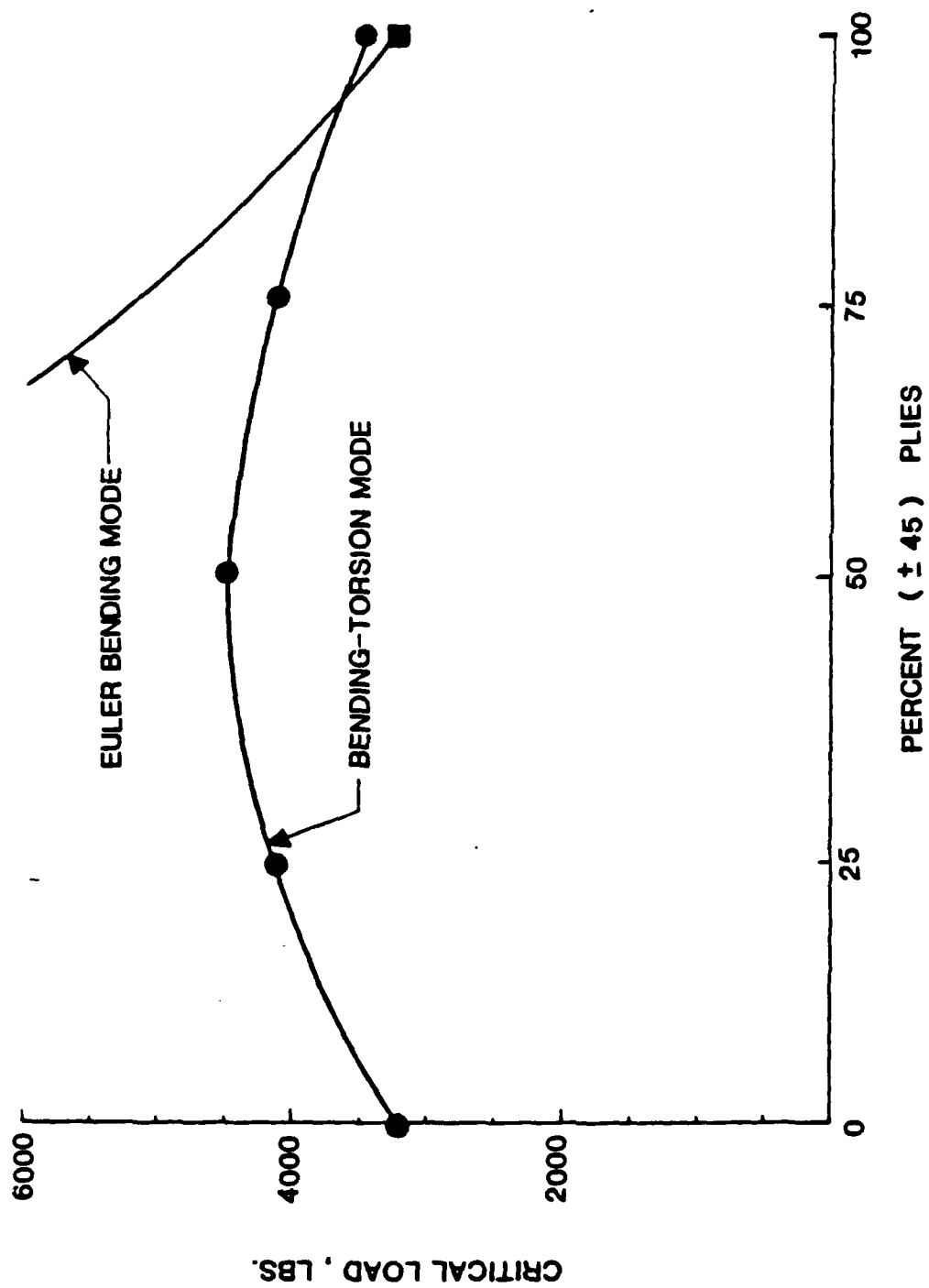


CRITICAL buckling loads for a channel section with different ply orientations.



loading

Schematic of a semi-circular cross section subjected to compressive



Critical buckling loads for a semi-circular cross section with different ply orientations (AS-4/3501-6 Gr/E, $\frac{l}{R} = 15$)

Beam Cross-Section and Specimen No.	Dimensions	Material Properties	Ply Layup
Channel 1	L (Beam Length): 19 in. b_F (Flange Width): 1.25 in. b_w (Web Width): 1.25 in. t_w (Wall Thickness): 0.080 in. R (Corner Radius): 0.125 in.	Material: AS4-3502 GR/EP E_1 : 17.8×10^6 psi E_2 : 1.51×10^6 psi ν_{12} : 0.331 G_{12} : 0.844×10^6 psi	$[\pm 45/0/90]_{2s}$
Channel 2	L (Beam Length): 19 in. b_F (Flange Width): 1.25 in. b_w (Web Width): 1.25 in. t_w (Wall Thickness): 0.080 in. R (Corner Radius): 0.125 in.	Material: AS4-3502 GR/EP E_1 : 18.3×10^6 psi E_2 : 1.51×10^6 psi ν_{12} : 0.331 G_{12} : 0.844×10^6 psi	$[\pm 45/\mp 45/90/0]_3$
Channel 3	L (Beam Length): 12 in. b_F (Flange Width): 0.75 in. b_w (Web Width): 1.25 in. t_w (Wall Thickness): 0.080 in. R (Corner Radius): 0.125 in.	Material: AS4-3502 GR/EP E_1 : 18.1×10^6 psi E_2 : 1.51×10^6 psi ν_{12} : 0.331 G_{12} : 0.844×10^6 psi	$[\pm 45/0/90]_{2s}$

Beam cross section dimensions, material properties and ply layup
for buckling load comparison

Beam Cross Section and Specimen No.	Buckling Load, lbs.		
	Experiment	Present	Vlasov Analysis
Channel 1	7000	7943	9872
Channel 2	6830	8917	12540
Channel 3	9670	11565	15830

Comparison of buckling loads for clamped-free boundary condition

Channel-4 Properties

Material: AS4/3501-6

L (Beam Length)	: 12in.	$E_1 = 20.2 \cdot 10^6$
b_f (Flange Width)	: 1.75in.	$E_2 = 1.61 \cdot 10^6$
b_w (Web Width)	: 1.75in.	$\nu_{12} = 0.3$
t_w (Wall Thickness)	: 0.06in.	$G_{12} = 0.87 \cdot 10^6$

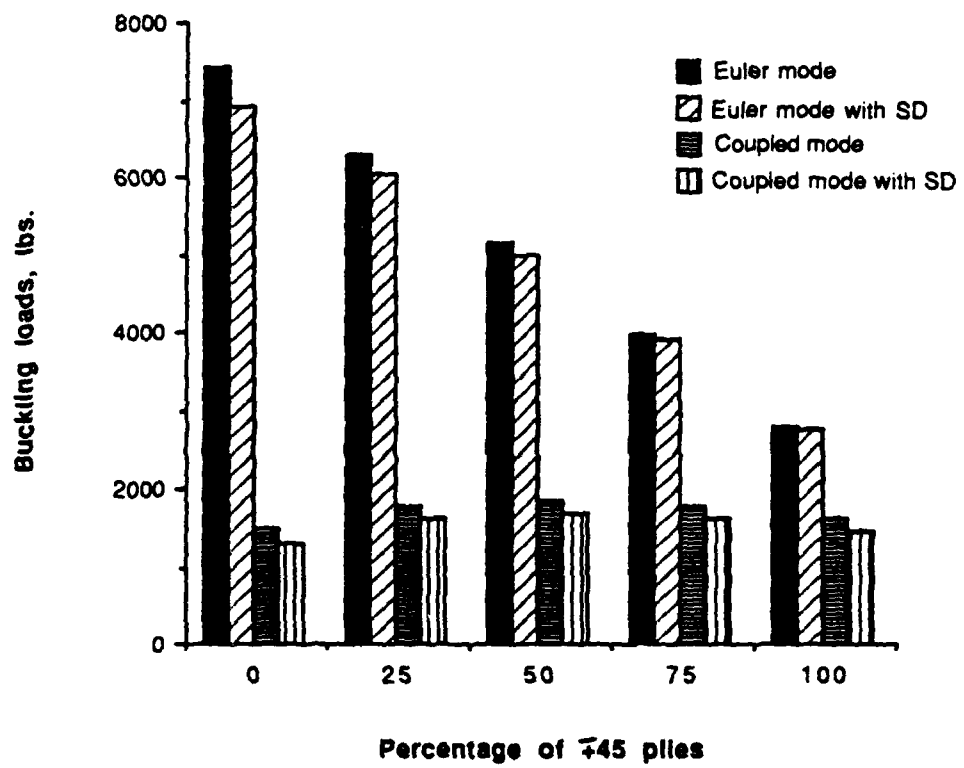
Buckling Load, lbs.

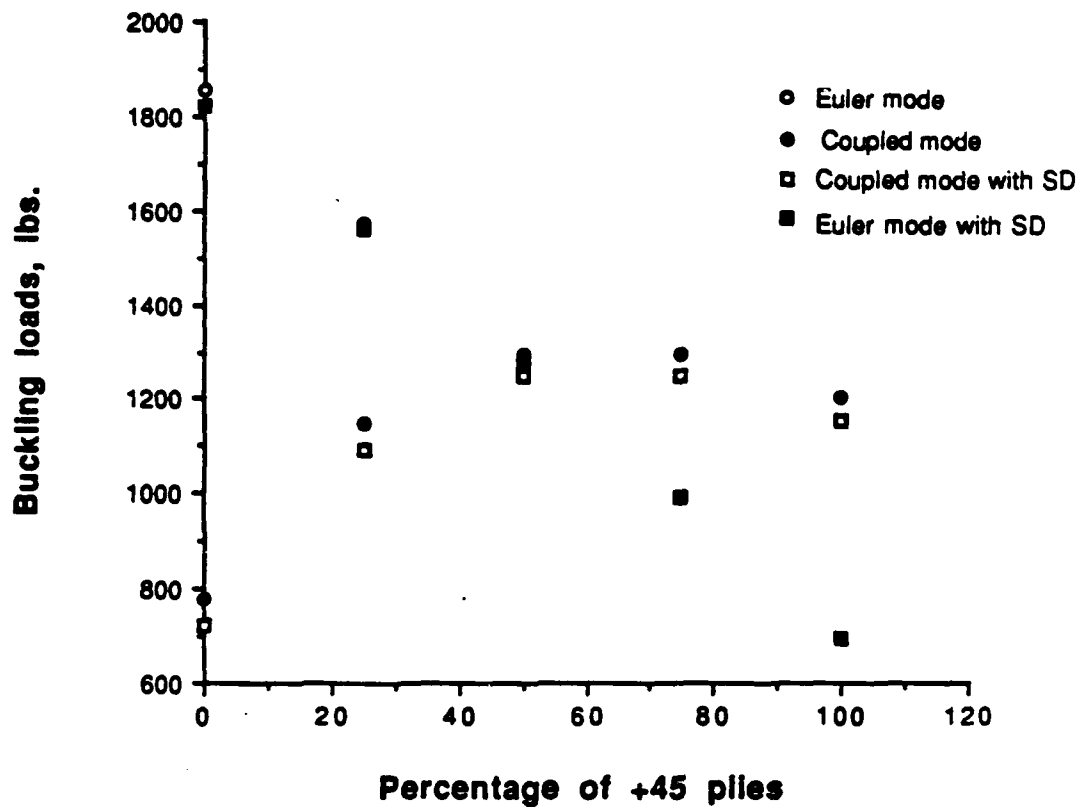
Layup	Analysis	Experiment	Present
$[\pm 15/0]_{75}$	2061	2144	2313

Comparison of buckling loads for simply supported boundary
condition

Cross sections	Buckling Load, lbs.		
	SD	Hybrid SD	Error %
Channel - 1	7943	8365	5.3
Channel - 2	8917	9630	8.0
Channel - 3	11565	12048	4.2

Comparison of buckling loads





Critical buckling loads for a semi-circular cross section with different ply orientations (S2/5245C G/E. $\frac{l}{R} = 30$)

GENERAL OBSERVATIONS

- TAILORING PARAMETER IDENTIFIED
- STIFFNESSES ARE REDUCED BY
ELASTIC COUPLING

- SIMPLE RULES

**"Toward Understanding the Tailoring Mechanisms for
Thin-Walled Composite Tubular Beams"**

Lawrence W. Rebfield
University of California, Davis, California

and

Ali R. Atilgan
Georgia Institute of Technology, Atlanta, Georgia

COMPOSITE ROTOR BLADE MODELING

OBJECTIVE

**DEVELOP A THEORETICAL MODEL SUITABLE FOR
REPRESENTING COMPOSITE ROTOR BLADE DESIGNS**

- **DYNAMIC AND OVERALL STRESS ANALYSES**
- **AEROELASTIC TAILORING**

SIMPLE COMPOSITE BEAM MODELS

- MANSFIELD AND SOBEY (1979)
- MANSFIELD (1981)
- VALISETTY AND REHFIELD (1984)
- BAUCHAU (1985)
- REHFIELD (1985)
- REHFIELD AND ATILGAN (1987)
- REHFIELD AND ATILGAN (1987)

THEORY FOR COMPOSITE SINGLE CELL BEAMS

- KINEMATICALLY BASED
- CONSISTENT
- SIMPLE TO DERIVE
- ARBITRARY WALL LAYUP AND ELASTIC COUPLING

KINEMATICS

$$\gamma_{xy}^0 = \beta_z + v_{,x} \quad (1)$$

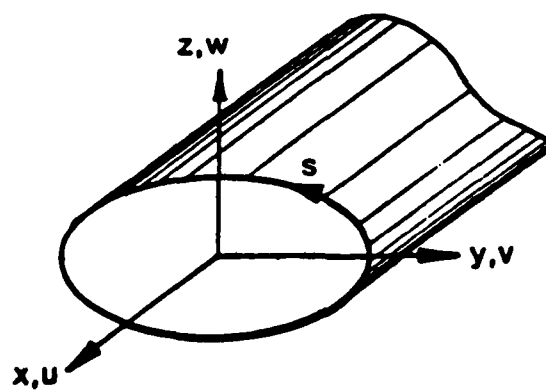
$$\gamma_{xz}^0 = \beta_y + w_{,x} \quad (2)$$

$$\gamma_{xs}^0 = \gamma_{xy}^0 \frac{dy}{ds} + \gamma_{xz}^0 \frac{dz}{ds} + \frac{2Ae}{c} \phi_{,x} \quad (3)$$

$$u = U(x) + y\beta_z + z\beta_y + \underline{\psi(s)\phi_{,x}} \quad (4)$$

$$v = V(x) - z\phi(x) \quad (5)$$

$$w = W(x) + y\phi(x) \quad (6)$$



GENERALIZED FORCE RESULTANTS

$$(N, M_y, M_z) = \oint N_{xx}(l, z, y) ds$$

$$(Q_y, Q_z) = \oint N_{xs} \left(\frac{dy}{ds}, \frac{dz}{ds} \right) ds$$

$$M_x = \frac{2A_e}{c} \oint N_{xs} ds$$

$$Q_w = \oint N_{xx} \psi ds$$

FUNDAMENTAL ASSUMPTIONS

- N_{ss} NEGLECTED
- CROSS SECTIONS PRESERVED

$$(N_{xx} \ N_{xs})^T = \begin{bmatrix} K_{11} & K_{12} \\ K_{12} & K_{22} \end{bmatrix} (\epsilon_{xx} \ \gamma_{xs})^T$$

ELASTIC LAW

$$\begin{bmatrix} N \\ Q_y \\ Q_z \\ M_x \\ M_y \\ M_z \\ Q_w \end{bmatrix} = \frac{C}{7 \times 7} \begin{bmatrix} U_{,x} \\ \gamma_{xy}^o \\ \gamma_{xz}^o \\ \phi_{,x} \\ \beta_{y,x} \\ \beta_{z,x} \\ \phi_{,xx} \end{bmatrix}$$

25 INDEPENDENT STIFFNESSES

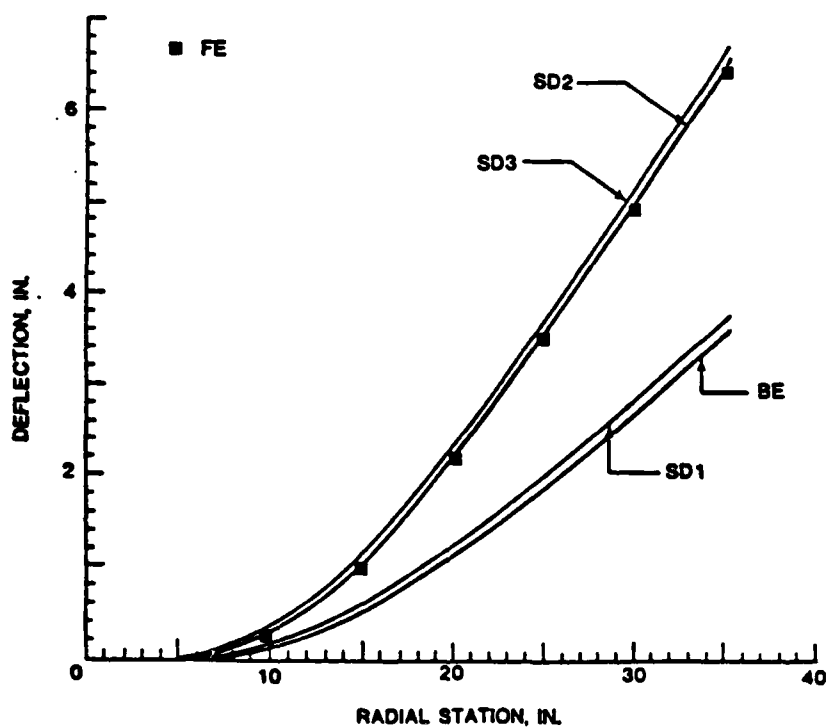
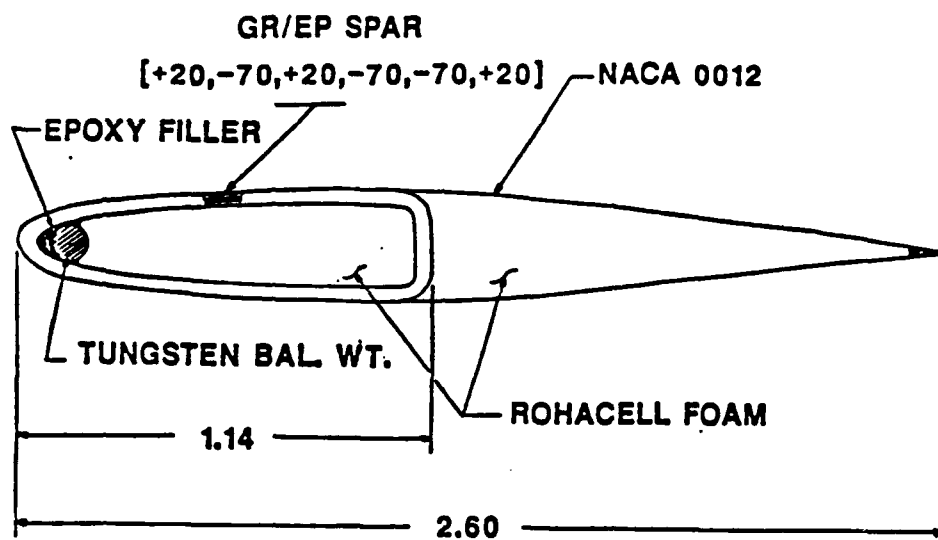
IMPROVED TWISTING KINEMATICS

- SHEAR CENTER OFFSET
- VARIABLE SHEAR STRAIN

$$\gamma_T = \frac{2A}{c} \phi_{,x} \alpha(s)$$

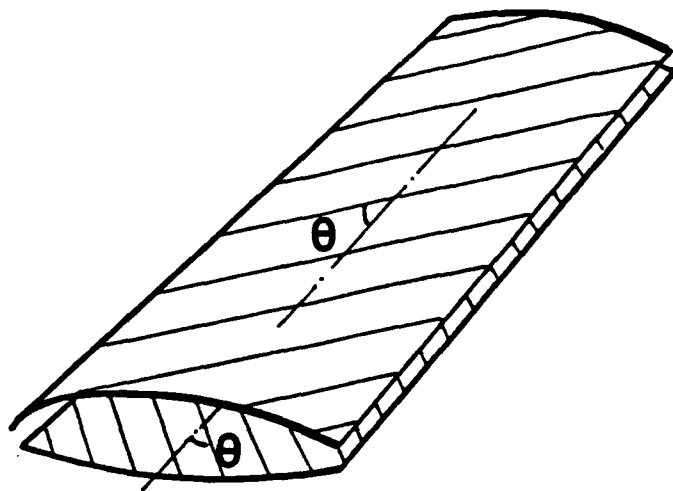
$$\alpha(s) = c / \left(K_{22} (1-\beta) \int \frac{ds}{K_{22}(1-\beta)} \right)$$

$$\beta = (K_{12})^2 / K_{11} K_{22}$$

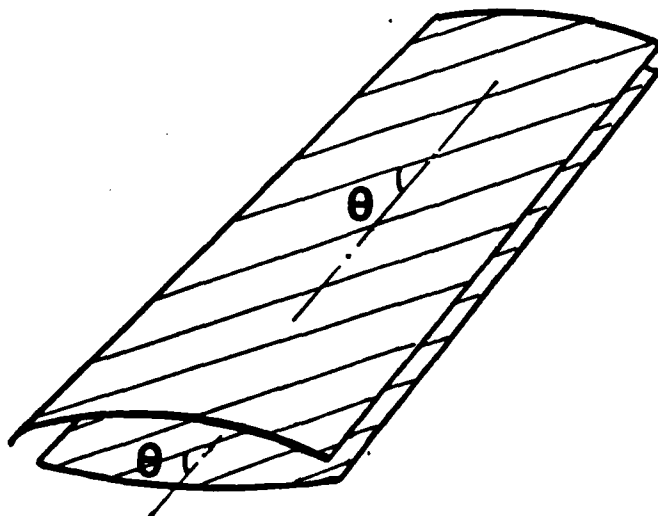


ARCHETYPE MECHANISMS FOR
ELASTIC TAILORING

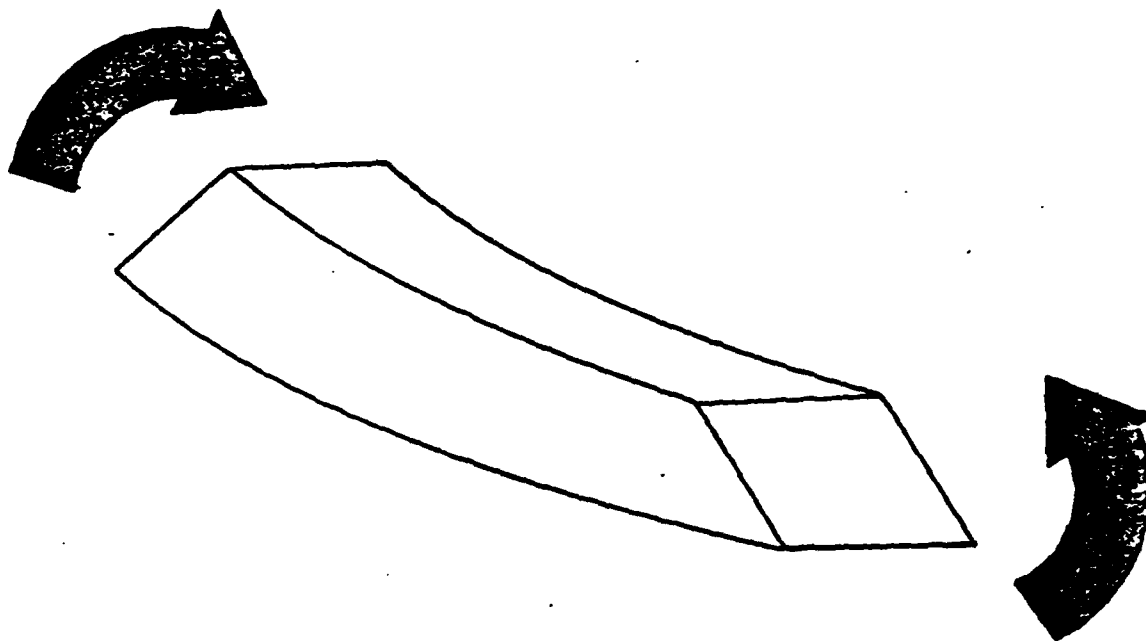
- EXTENSION-SHEAR COUPLING IN CRYSTALS:
W. VOIGT, 1928
- BENDING-TWIST COUPLING (CRYSTALS):
W.F. BROWN, JR., 1940
- EXTENSION-SHEAR COUPLING IN WOOD AND
PLYWOOD; R.F.S. HEARMON, 1943
- EXTENSION-TWIST COUPLING (PROPELLERS):
M.M. MUNK, 1949
- TWO NEW COUPLING MECHANISMS (TUBES):
L.W. REHFIELD, 1985
L.W. REHFIELD, A.R. ATILGAN



Ply Orientation for Circumferentially Uniform Stiffness



Ply Orientation for Circumferentially Asymmetrical Stiffness



BENDING - TRANSVERSE SHEAR COUPLING

SHEAR-BENDING COUPLING

$$\beta_{y,x} = S_{25} Q_y + S_{55} \underline{M_y}$$

$$\beta_{z,x} = S_{36} \underline{Q_z} + S_{66} M_z$$

$$\beta_y = \gamma_{xz}^{\circ} - W_{,x}$$

$$\beta_z = \gamma_{xy}^{\circ} - V_{,y}$$

PRIMARY NONCLASSICAL EFFECTS

$$\text{SD2 MODEL: } W_{,xx} = - S_{55} M_y$$

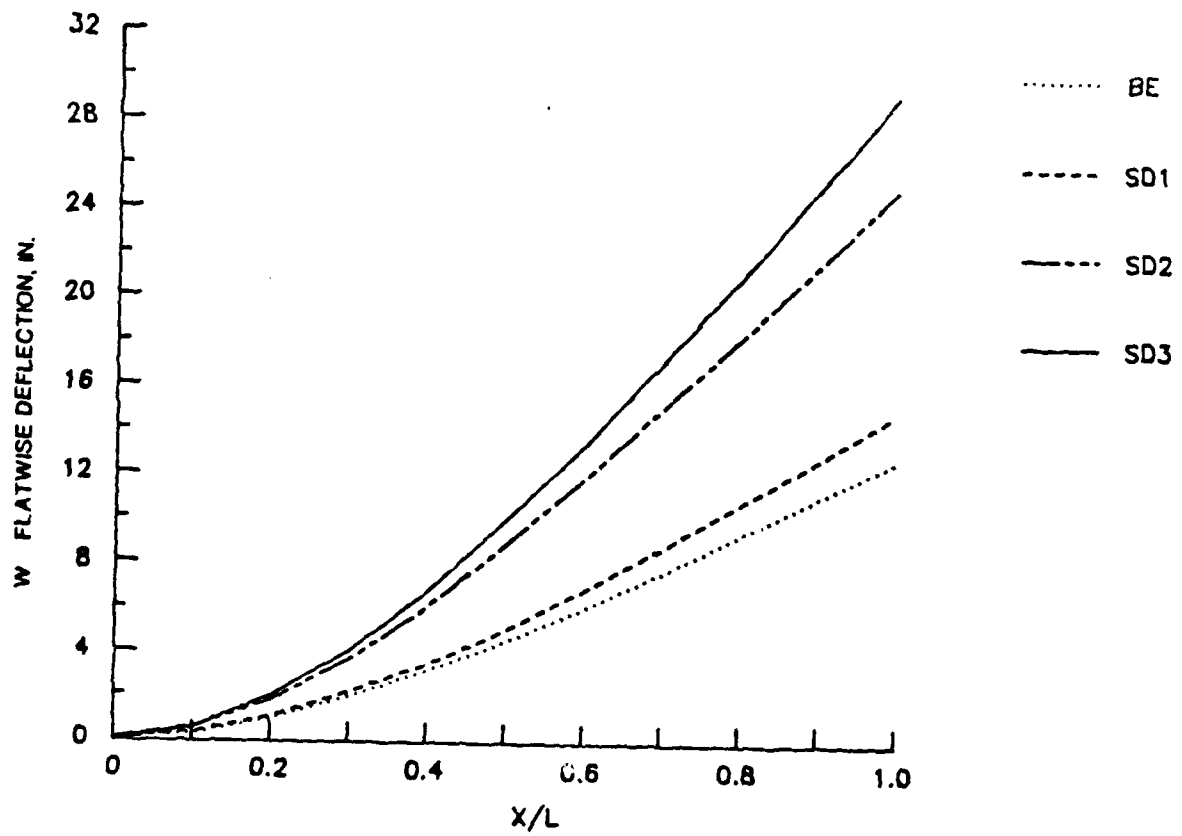
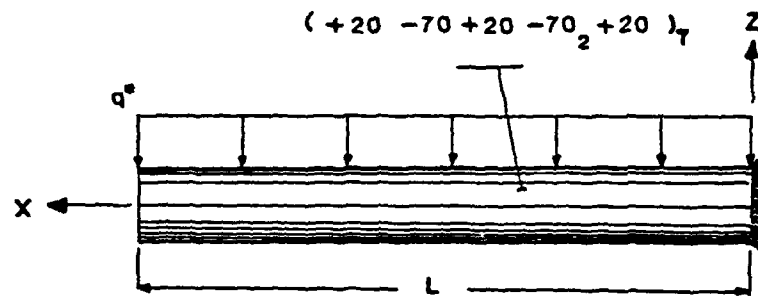
$$S_{55} = (C_{55} - \frac{C_{25}^2}{C_{22}})^{-1}$$

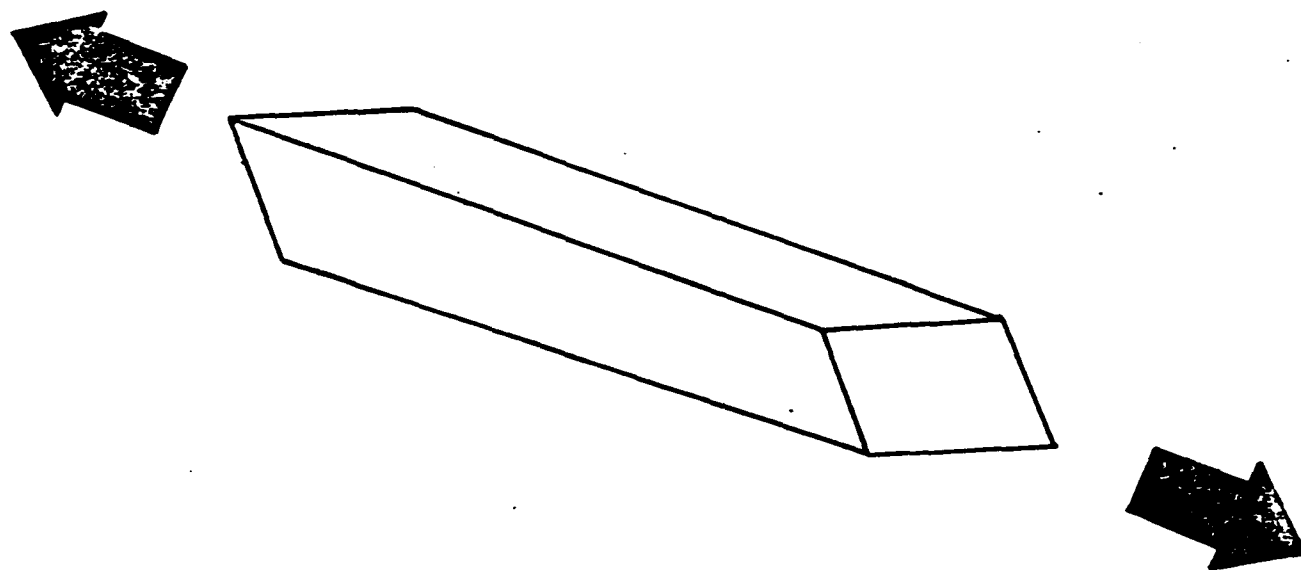
$$(S_{55} C_{55})^{-1} = 0.51$$

$$V_{,xx} = (S_{25} - S_{36}) Q_z$$

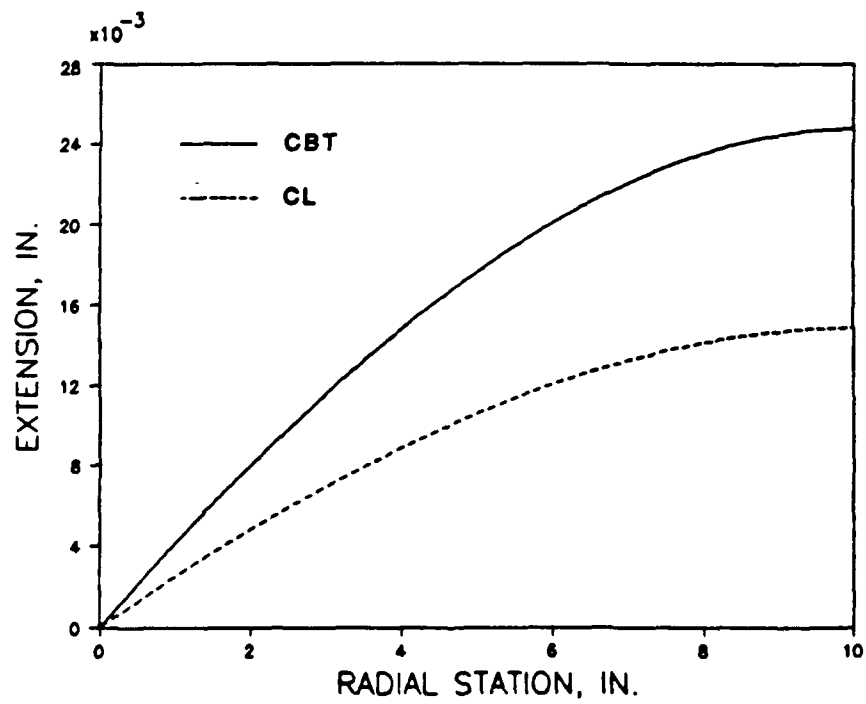
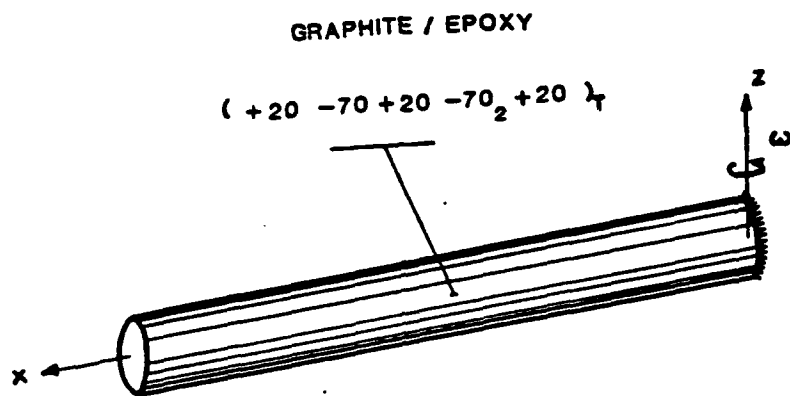
- INCREASED DIRECT FLEXIBILITY
- OFF AXIS BENDING

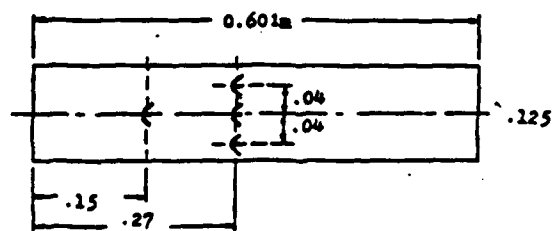
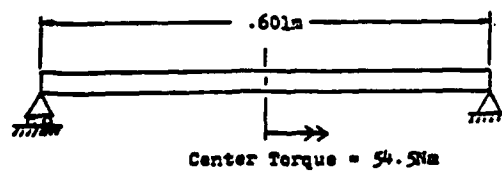
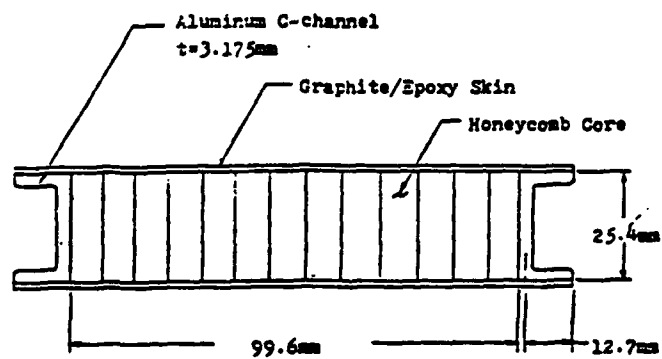
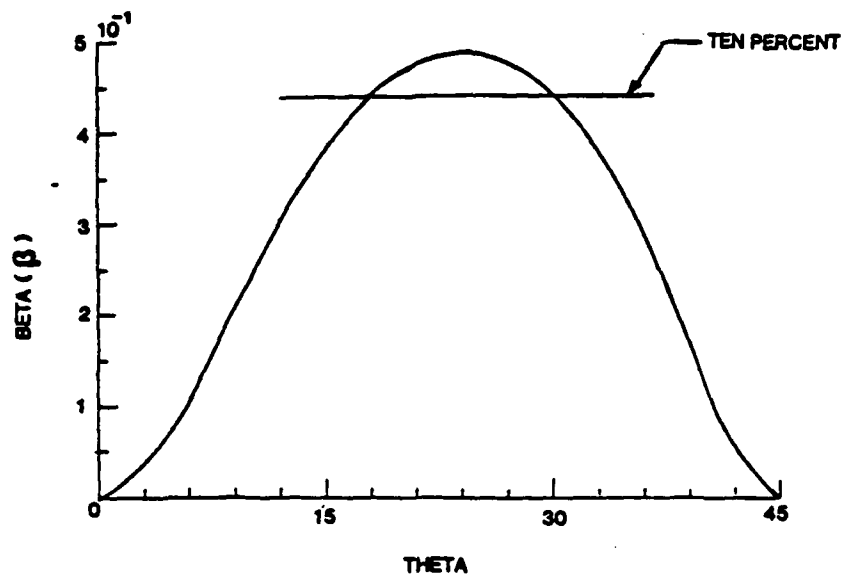
GRAPHITE / EPOXY

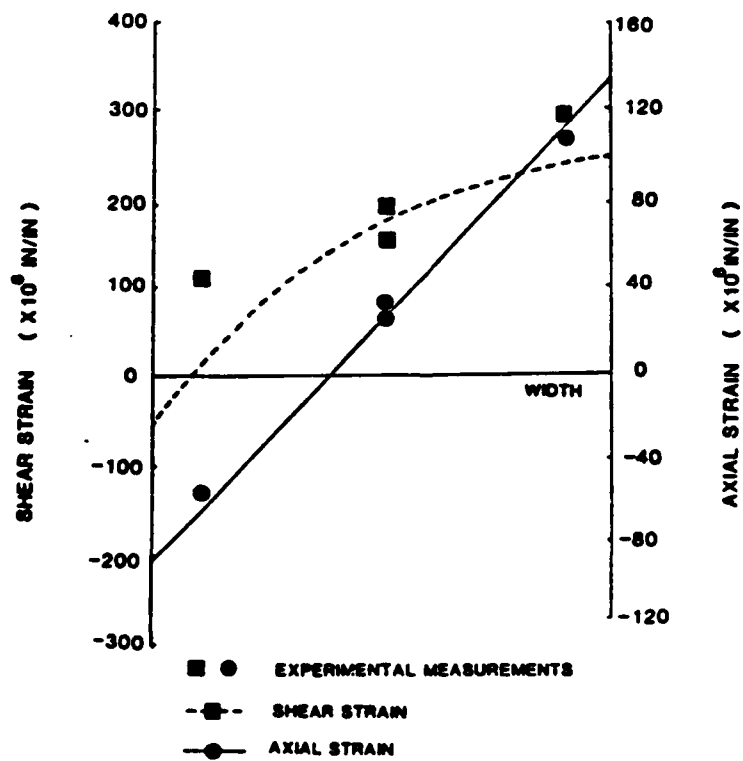
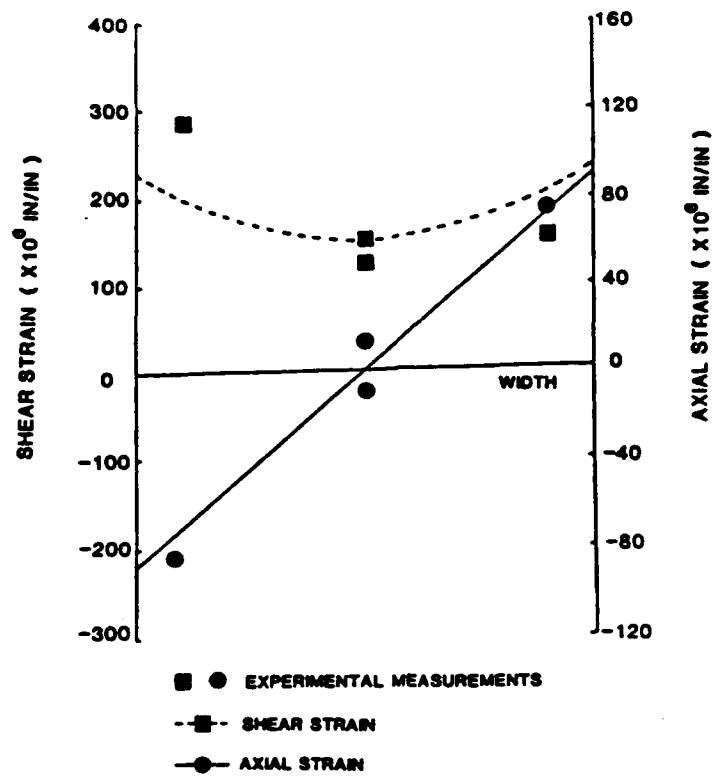




EXTENSION - TRANSVERSE SHEAR COUPLING







CONCLUSIONS

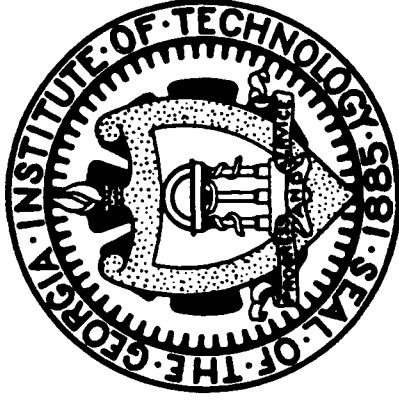
- STRUCTURAL TECHNOLOGY BASE ADEQUATE
- EFFECTIVE STIFFNESSES ARE REDUCED BY ELASTIC COUPLING
- CONSEQUENCES ON SYSTEM PERFORMANCE MUST BE ASSESSED

SESSION IV

STRUCTURAL INTEGRITY AND DAMAGE MECHANISMS

Sanford S. Sternstein
Rensselaer Polytechnic Institute
Chairman

DAMAGE RESISTANCE IN ROTORCRAFT STRUCTURES

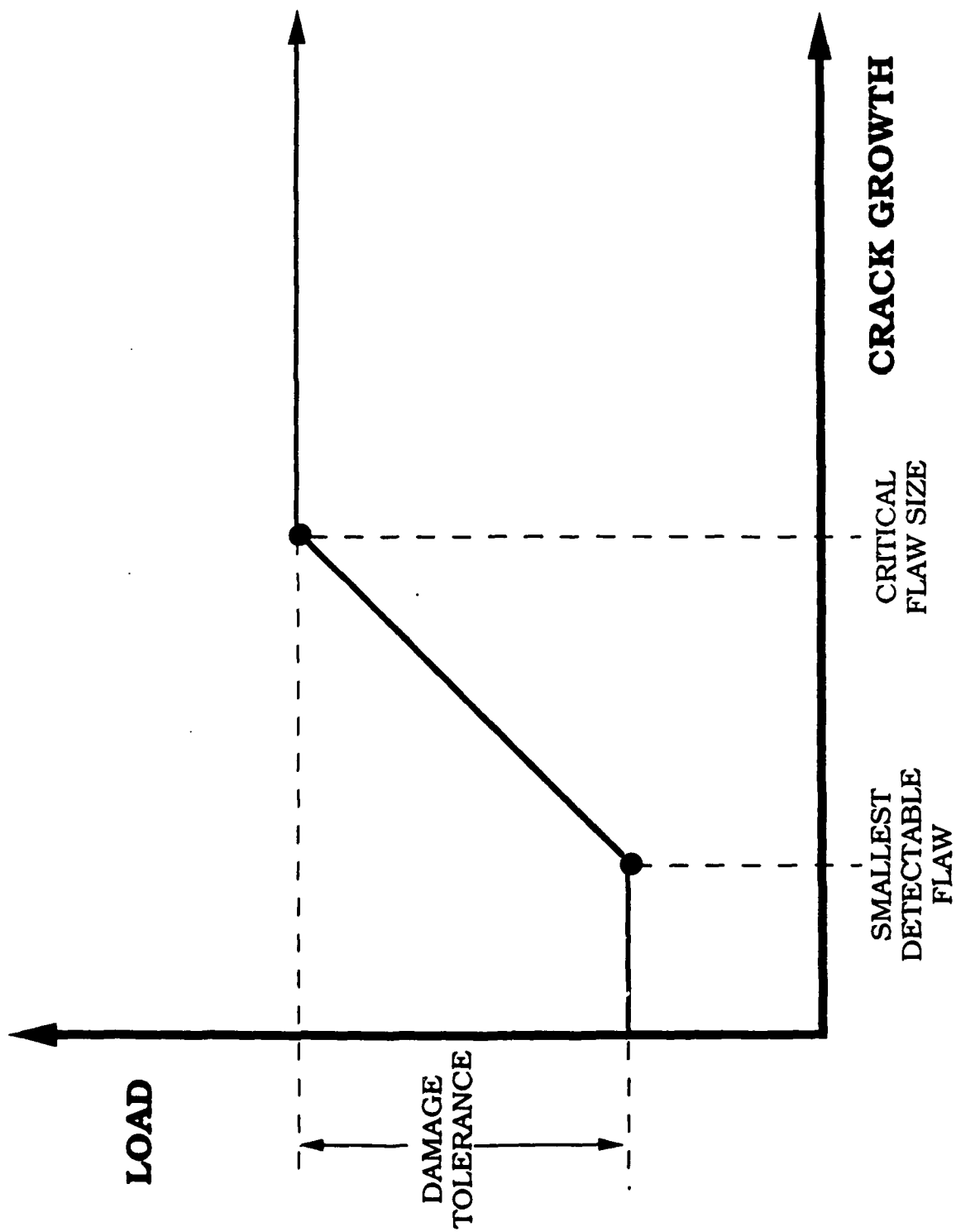


Erian A. Armanios and Bryan H. Fortson
Center of Excellence for Rotary Wing Aircraft Technology
Georgia Institute of Technology
Atlanta, Georgia 30332-0150

2nd ARO-AHS-RPI Workshop
on Composite Materials and Structures for Rotorcraft
September 14th, 1989

FUNDAMENTAL ISSUE

- Resistance to Damage Growth is Essential to :
 - Detection
 - Damage Tolerance
 - Retirement for Cause

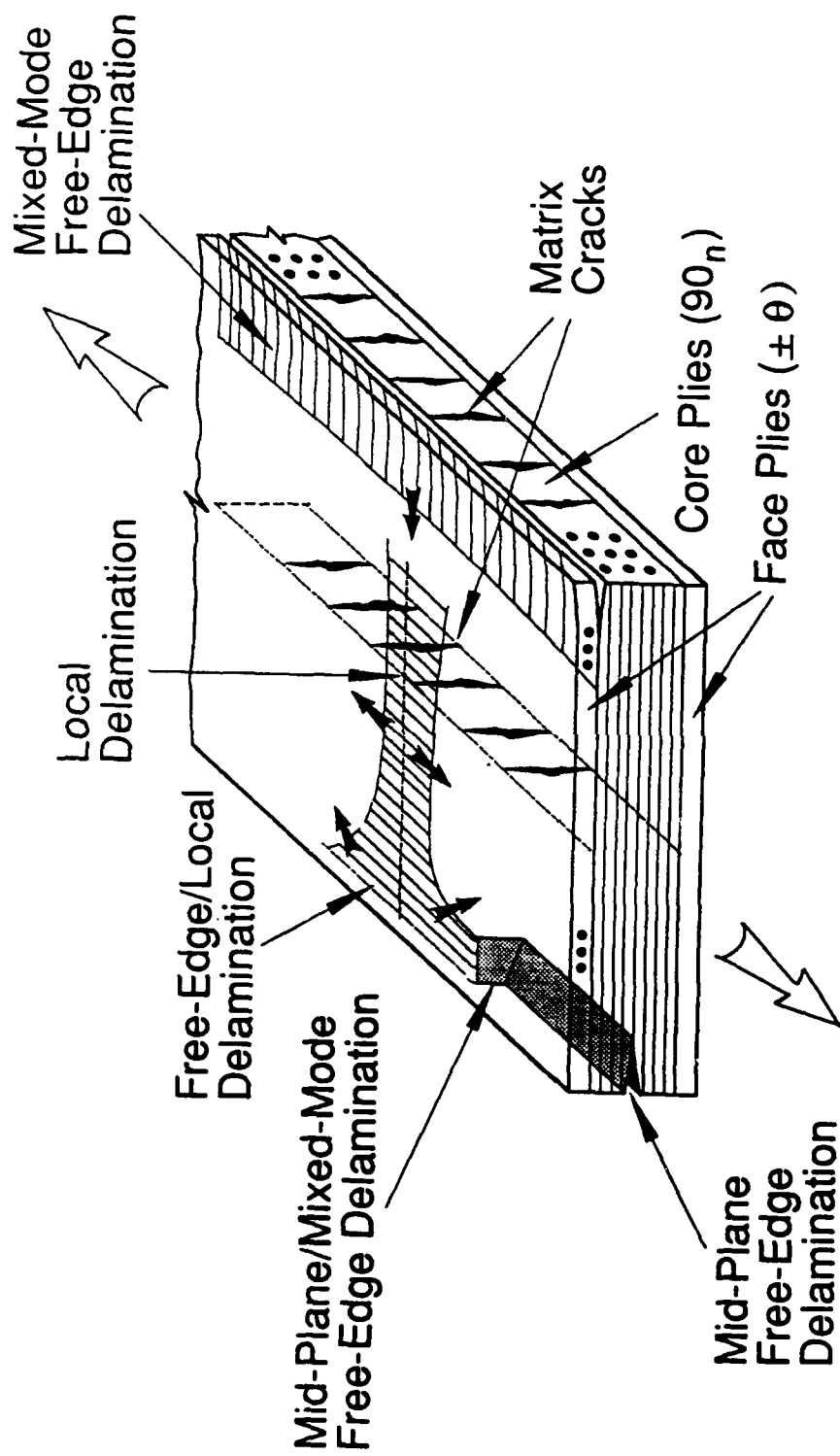


OBJECTIVES

- Identify damage modes in laminated composites
- Obtain a fundamental understanding of behavior
 - Primary modes
 - Accompanying secondary modes
- Investigate interaction of damage modes
 - Resistance and containment of primary modes

DAMAGE MODES IN LAMINATED COMPOSITE ROTOCRAFT STRUCTURES

- Delamination
 - Free Edge
 - Local
- Fiber Pullout and Breakage
- Matrix Microcracking
- Interaction of Damage Modes



DAMAGE MODES

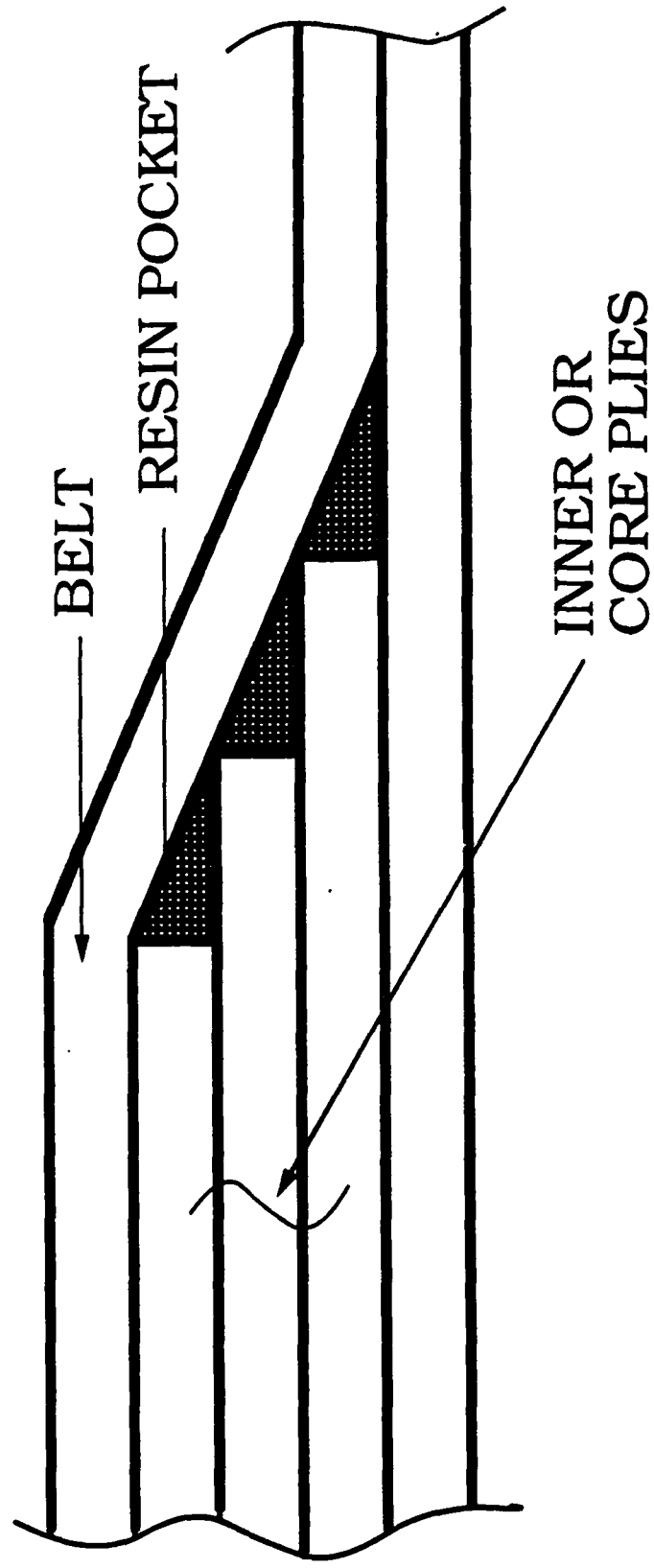
APPROACH

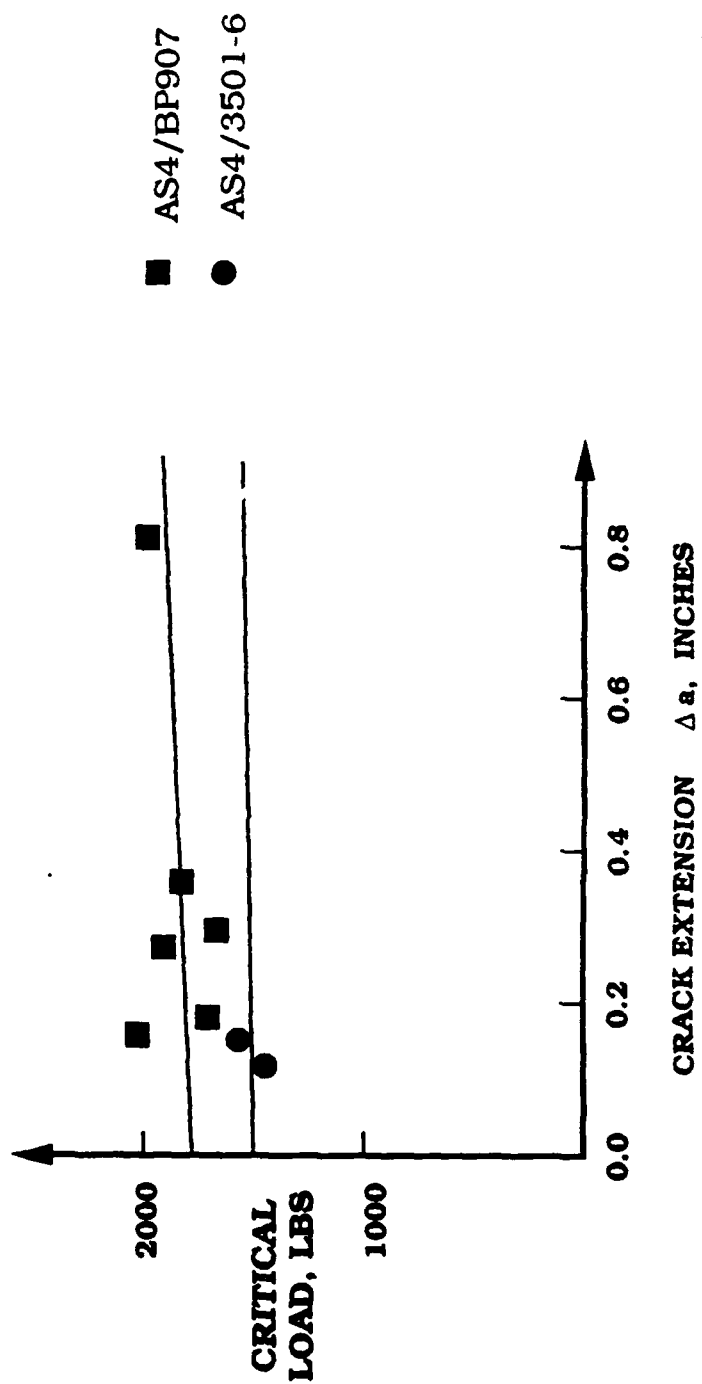
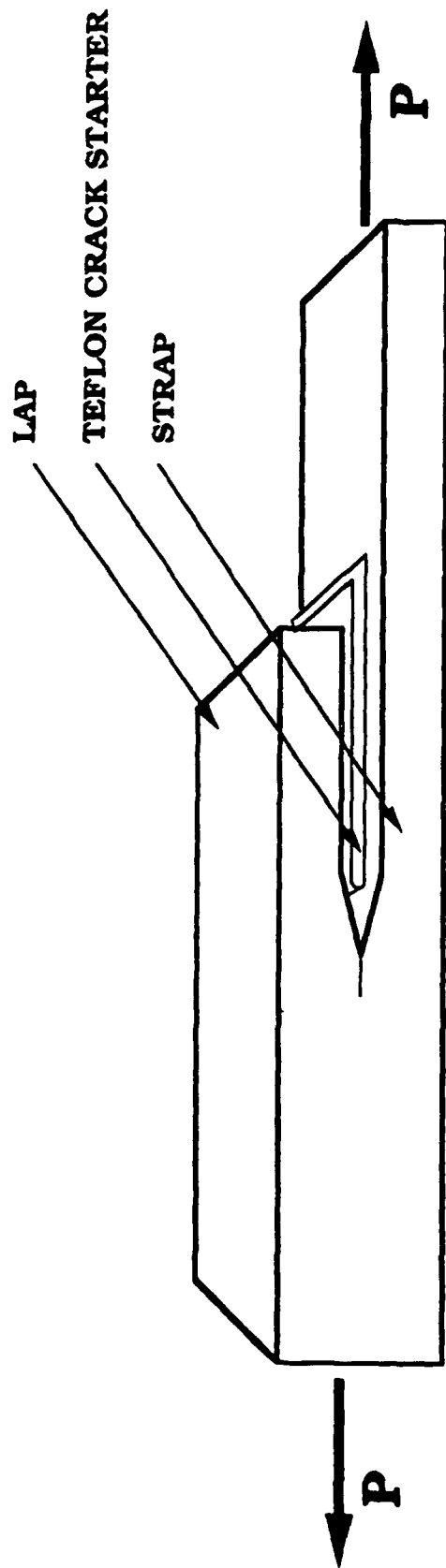
- Design and test generic laminate configurations to isolate a primary damage mode
 - geometry
 - material
- Characterize damage growth
 - load vs. growth data
- Correlate with fracture surface morphology

CONFIGURATION DESIGN

- Ply drop / Taper
 - Unidirectional layup
 - Two material systems:
 - * AS4/3501-6
 - * AS4/BP907

PLY-DROP CONFIGURATION



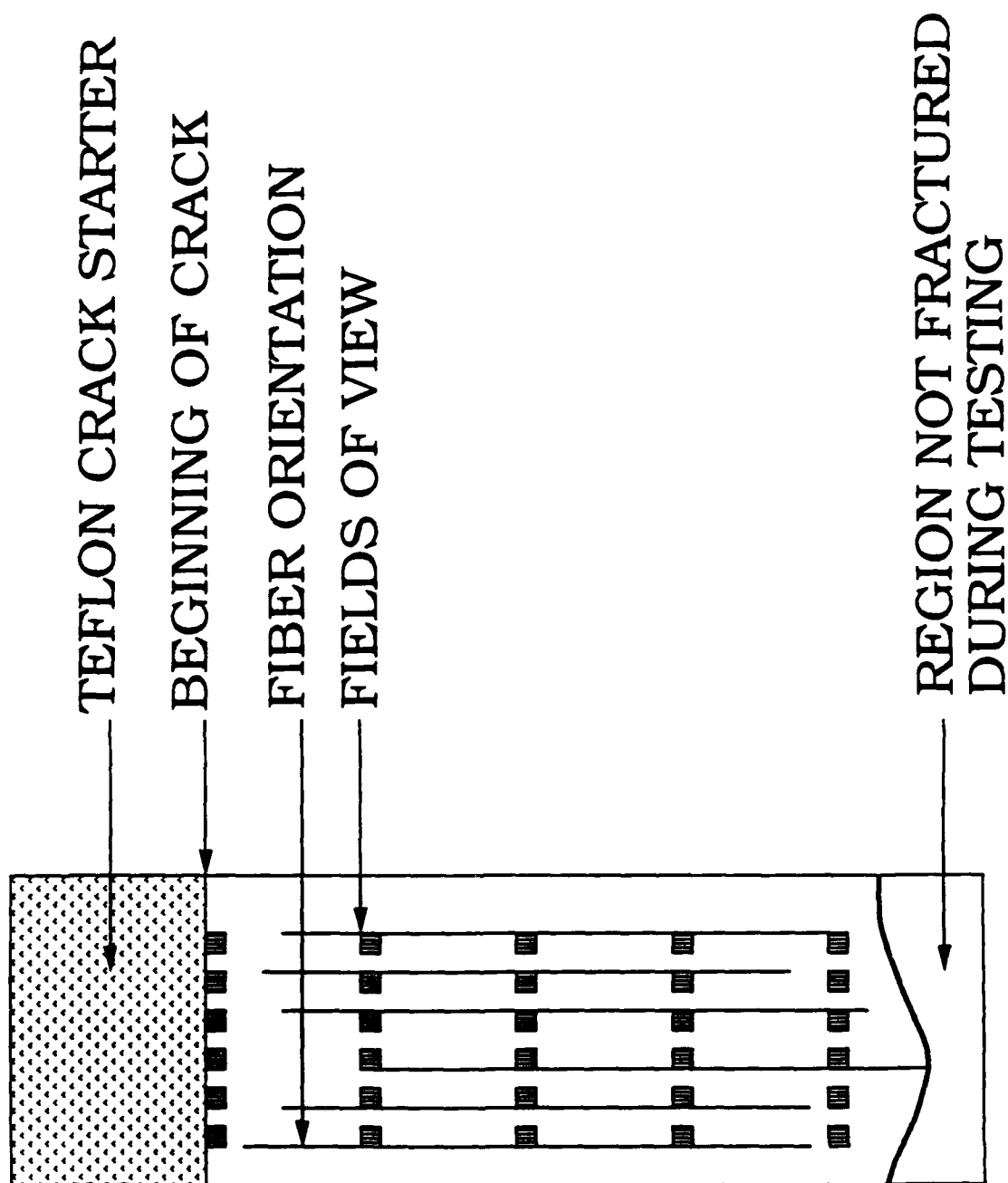


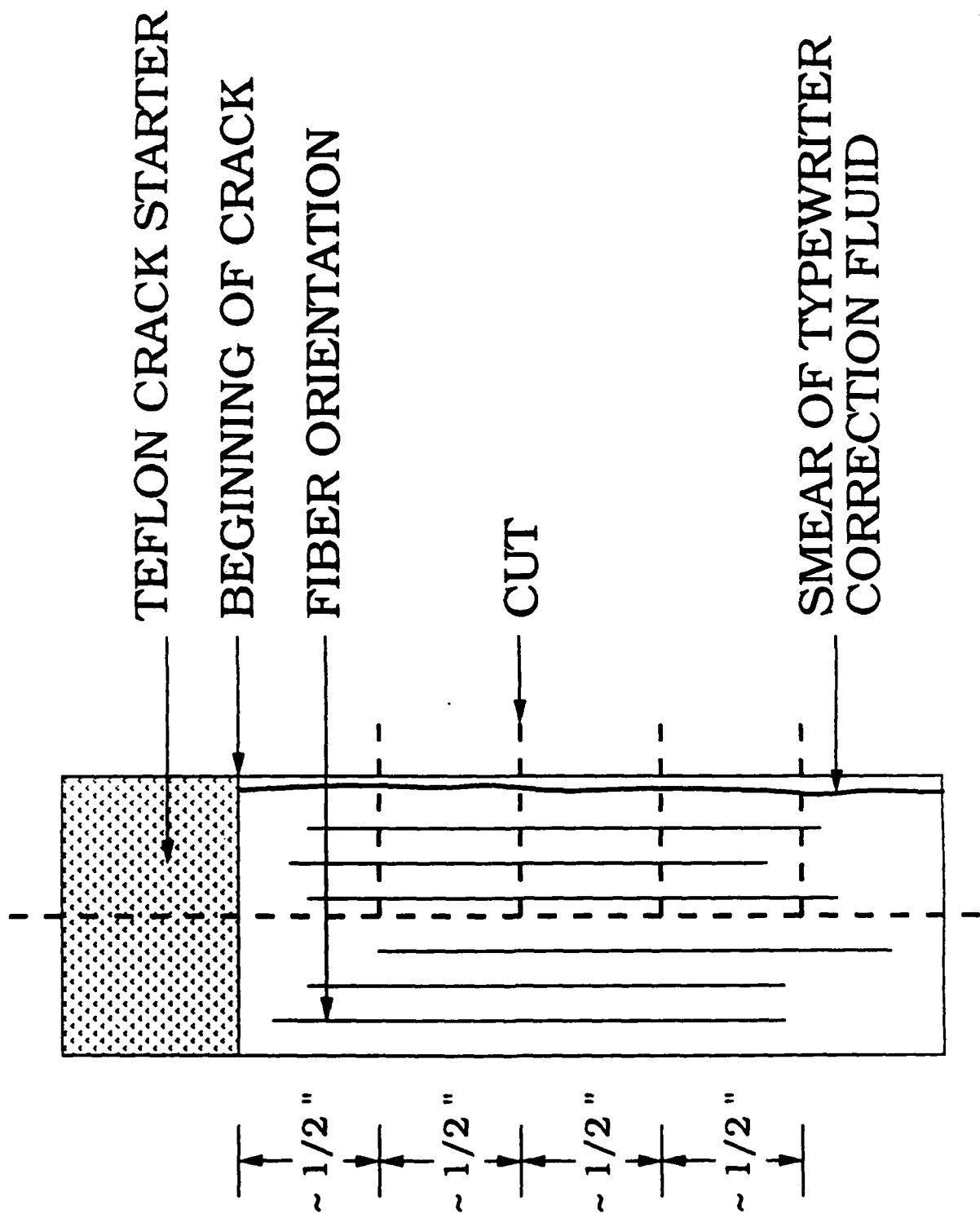
FRACTURE SURFACE MORPHOLOGY

- Use of statistical approach to quantify damage modes
 - Interface failure
 - Matrix shear
 - Matrix cracking
 - Defects
- Correlate with load vs. crack growth

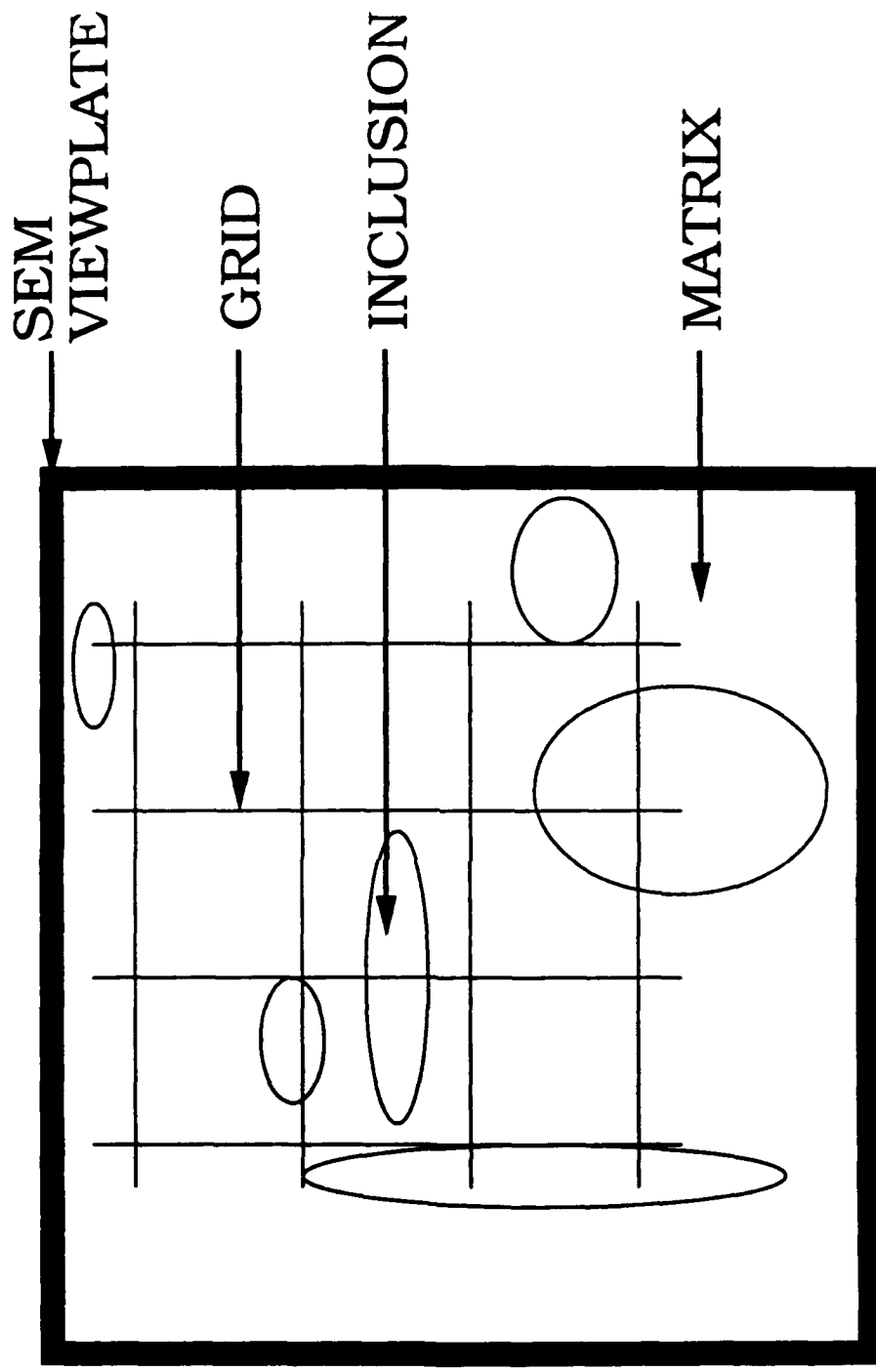
STATISTICAL APPROACH

- Mann-Whitney U-test
 - Nonparametric
 - Requires no knowledge of distribution
 - 95% efficient
- Compare area fractions of morphologies in adjacent data sets





POINT-COUNTING APPROACH



AN EXAMPLE FROM A BRITTLE SYSTEM

<u>STATISTICAL RANGE</u>	<u>ARREST LOCATION</u>
15.6 mm - 17.6 mm	18.3 mm
26.2 mm - 28.2 mm	24.4 mm

BRITTLE SYSTEM EXAMPLE

(continued)

- FIRST ARREST:

- Interface failure increases
- Shearing failure decreases
- Matrix cracking increases

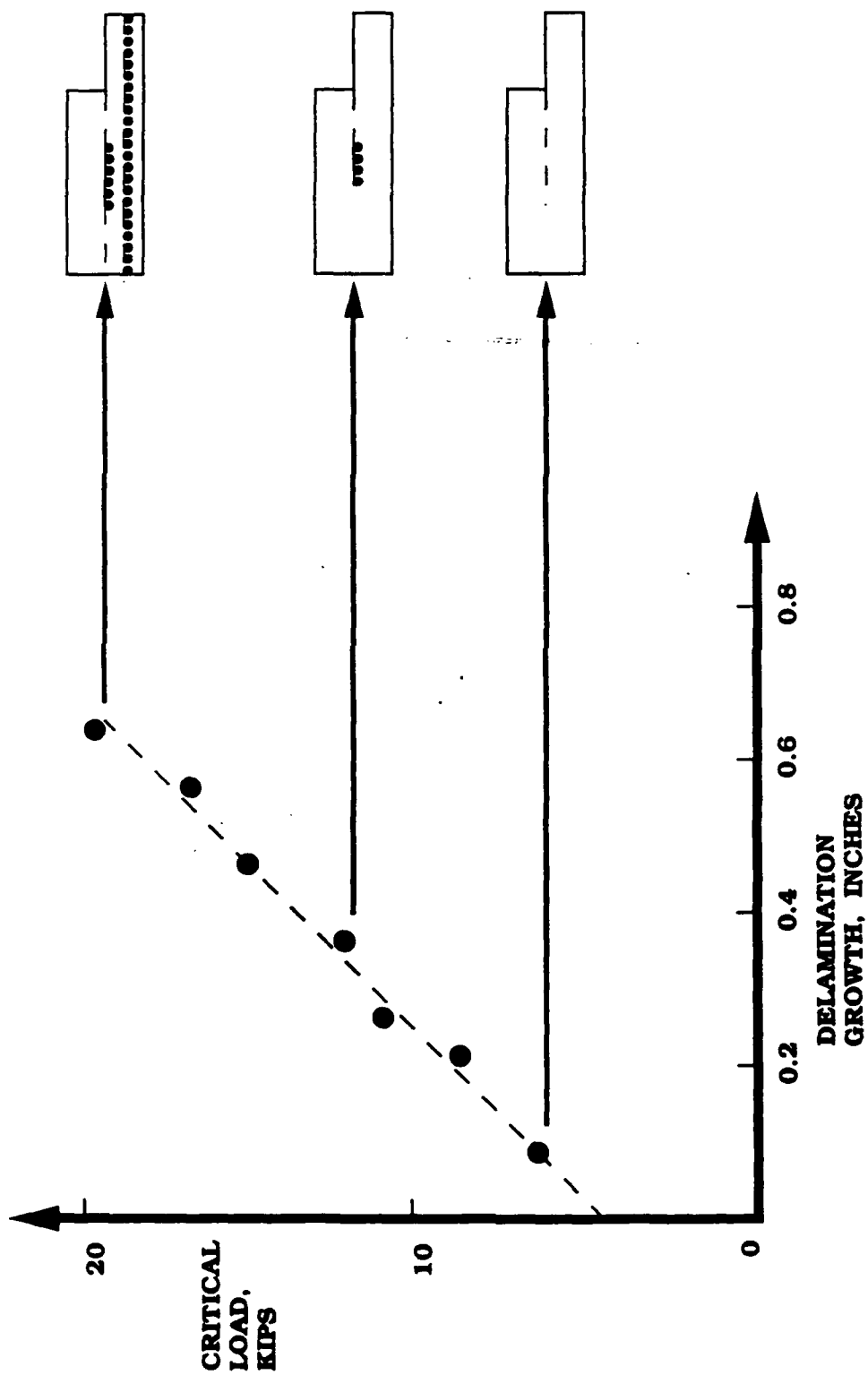
- SECOND ARREST:

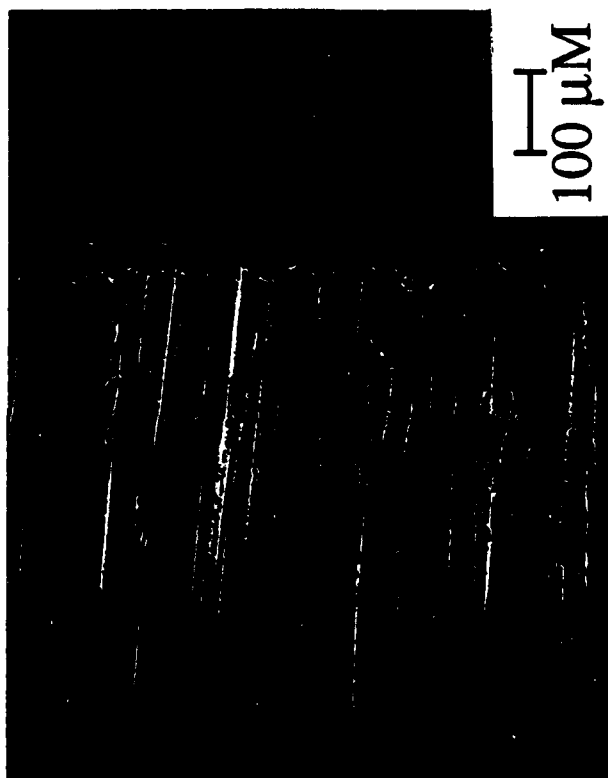
- Above events reversed

- SUGGESTS ARREST IS TRANSITION BETWEEN DAMAGE MODES

DAMAGE RESISTANCE DESIGN

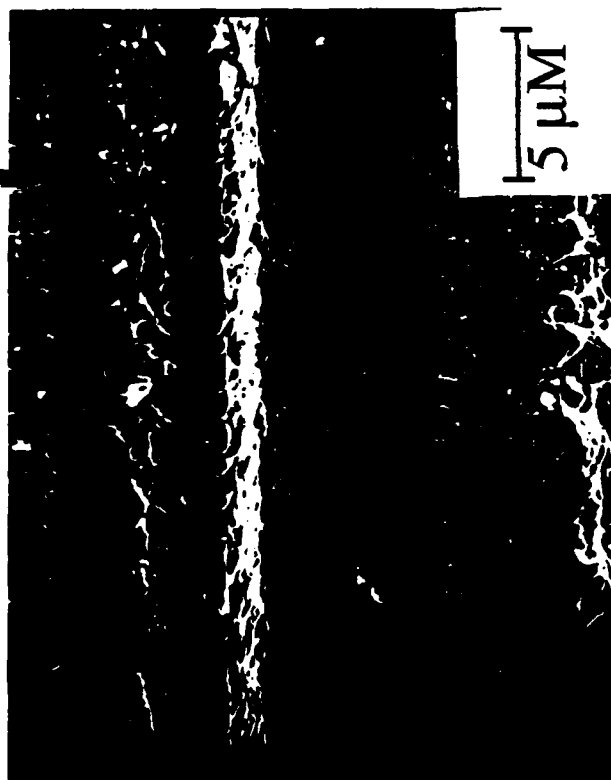
- Develop a secondary vehicle to retard delamination
 - Matrix microcracking at delamination front
- Alter layup
 - Increase matrix loading
 - Quasi-isotropic layup

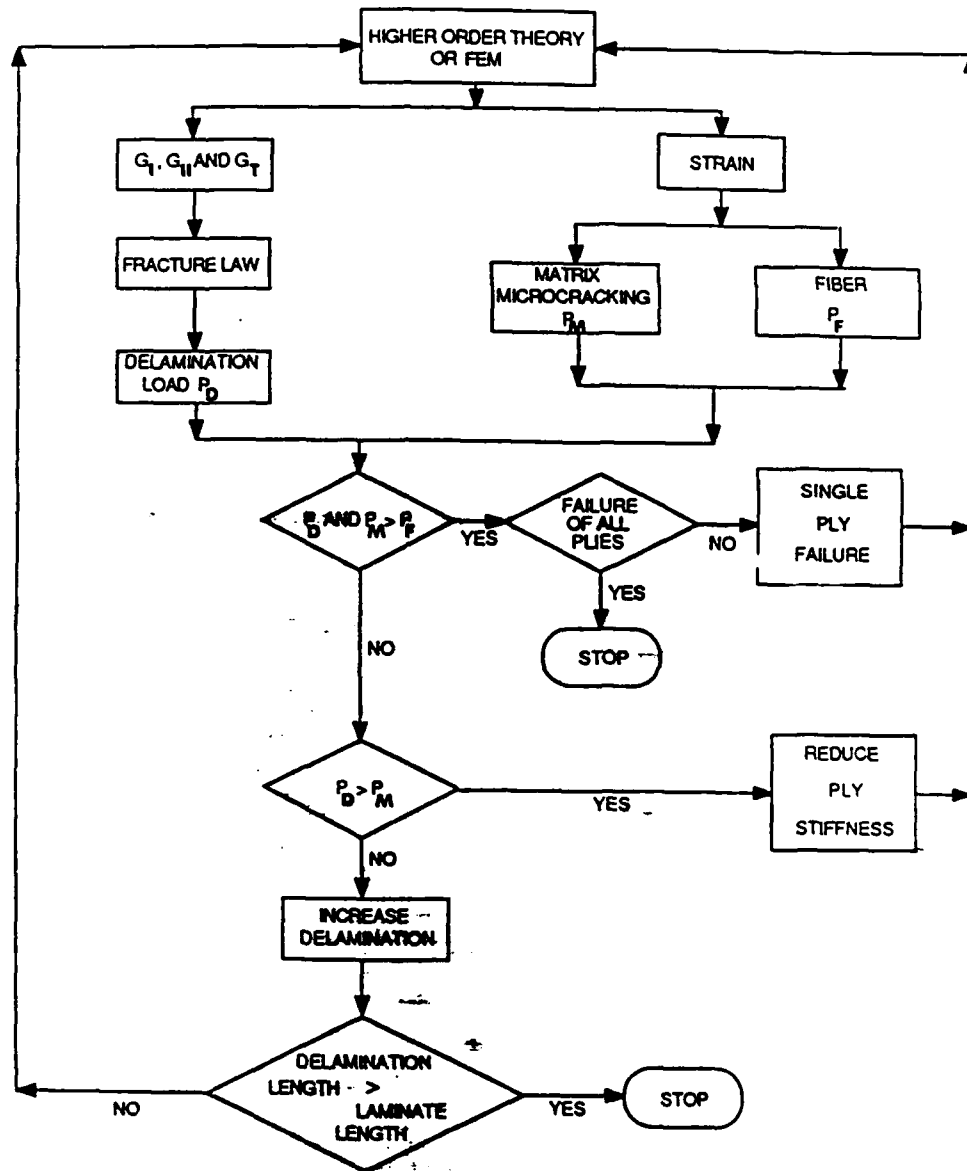




I
100 μ M







CONCLUSION

- Interaction of damage modes can lead to improvement in damage resistance by tailoring
 - Ply thickness
 - Ply orientation
 - Matrix and fiber material

Biaxial Fatigue and Deformation Behavior of Gr/E Composites

Erhard Krempf

**Department of Mechanical Engineering,
Aeronautical Engineering & Mechanics
Rensselaer Polytechnic Institute
Troy, N. Y. 12180-3590**

The Effect of Interlaminar Normal Stresses on the Uniaxial
Zero-to-Tension Fatigue Behavior of Graphite/Epoxy Tubes

Erhard Krempl and Deukman An*
Mechanics of Materials Laboratory
Rensselaer Polytechnic Institute, Troy, NY 12180-3590

During the past several years, the Mechanics of Materials Laboratory of RPI has developed a method to obtain biaxial fatigue data under axial/torsion loading. A thin-walled tubular specimen can be made from preregs by a lay-up procedure and tested in an MTS servohydraulic axial/torsion testing machine with computer control. We have provided completely reversed load-controlled fatigue data on Gr/Epoxy materials under uniaxial and combined loadings using $[\pm 45]_s$ and $[0/\pm 45]_s$ lay-ups [1-3]. The edgeless specimen eliminates suspected end effects and can be used for tests involving significant compressive loading. Near unidirectional Gr/Epoxy and Kevlar/Epoxy specimens were fatigue tested in uniaxial loading for negative R-ratios [3].

It was suspected that the thin-walled tubular specimen would not provide "true material fatigue data" because of the presence of interlaminar tensile stresses introduced by the curvature. They would promote early delamination of the plies. To check on this hypothesis zero-to-tension fatigue tests were run on Gr/Epoxy $[\pm 45]_s$ tubes with and without pressurization. The pressure levels were chosen so as to compensate the suspected interlaminar tensile stresses. Fatigue test results in the range from 10^4 to 10^6 cycles with and without pressurization are within the same reasonable scatterband. It is concluded that the interlaminar tensile stresses do not affect the fatigue performance.

Restraint of lateral motion by inserting a tightly fitting metal mandrel into the bore of the tube had a significant beneficial effect on the static and the fatigue strength of the tubes. This improvement could be used in practical applications.

REFERENCES

- [1] Krempl, E. and Niu, T. M., *Journal of Composite Materials*, 16, 1982, pp. 172-187.
- [2] Niu, T. M., "Biaxial Fatigue of Graphite/Epoxy $[\pm 45]_s$ Tubes," D. Eng. thesis, Rensselaer Polytechnic Institute, May 1983.
- [3] Krempl, E., Elzey, D. M., Hong, B. Z., Ayar, T. and Loewy, R. G., *Journal of the American Helicopter Society*, 33, 1988, pp. 3-10.

*Now at Pusan National University, Pusan, Korea.



- I. SPECIMEN, EQUIPMENT
- II. BIAXIAL FRACTURE SURFACE
- III. BIAXIAL FATIGUE RESULTS
- IV. DISCUSSION

Fatigue Test Specimens in Use

Strip (ASTM)

Thinwalled tubes

Cruciform (plane) Specimen

Test Specimens

Strip

tensile loading

edge effects

axial loading

off-axis shear only

Tubular

tension/compress.

no edge effects

axial, torsion, press.

on/off-axis shear

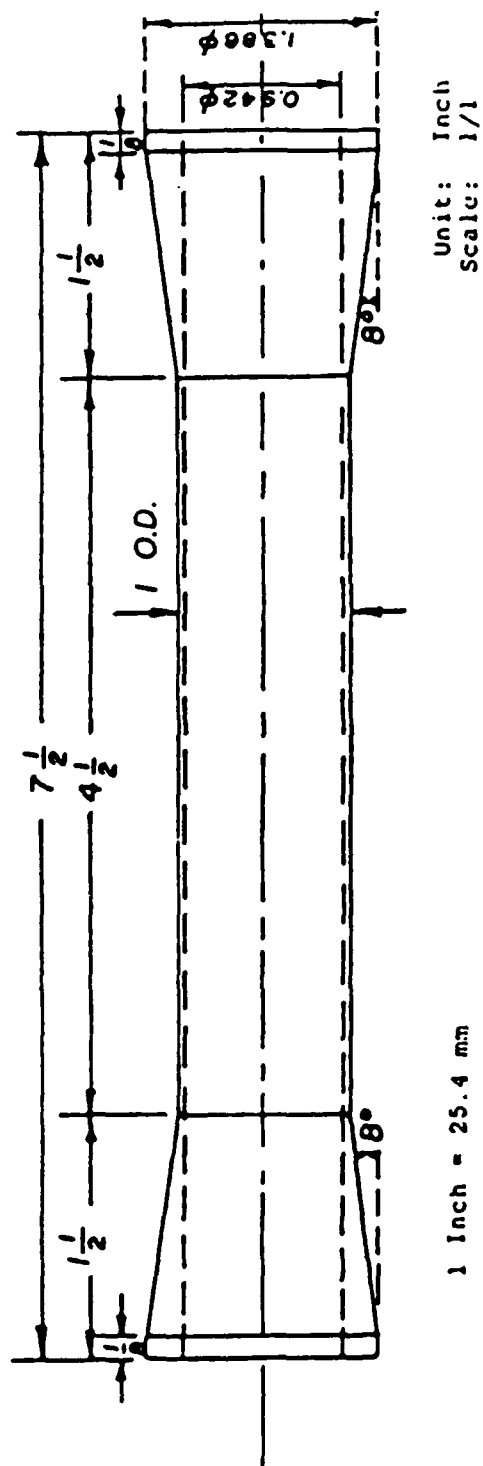
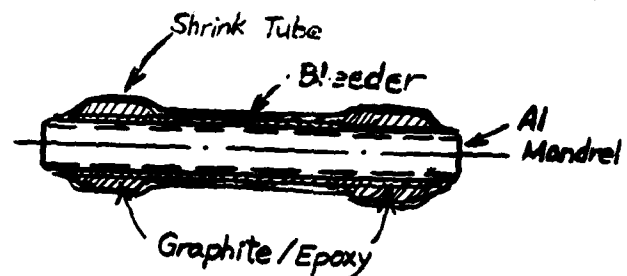


Figure 1 Thin-walled tube specimen.

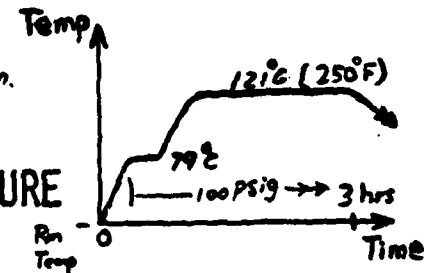
SPECIMEN



MATERIAL:

FIBERITE HY-E 1048 A1E PREPREG
T-300 UNION CARBIDE GR FIBER

Cure { 79°C : 20 MIN PREHEAT, HOLD 30 min.
121°C 150 MIN 0.69 MPA CURING
SLOW COOLING TO ROOM TEMPERATURE



60% FIBER VOLUME

THIN-WALLED TUBES. OD 25.4 MM;
WALL THICKNESS 1.5 MM; LENGTH 190 MM
[± 45]_s

{ AXIAL: MATRIX BEHAVIOR DOMINATES DEFORMATION
TORSION: FIBER BEHAVIOR DOMINANT

J. COMPOSITE MATERIALS 11, 172-187 (1982)

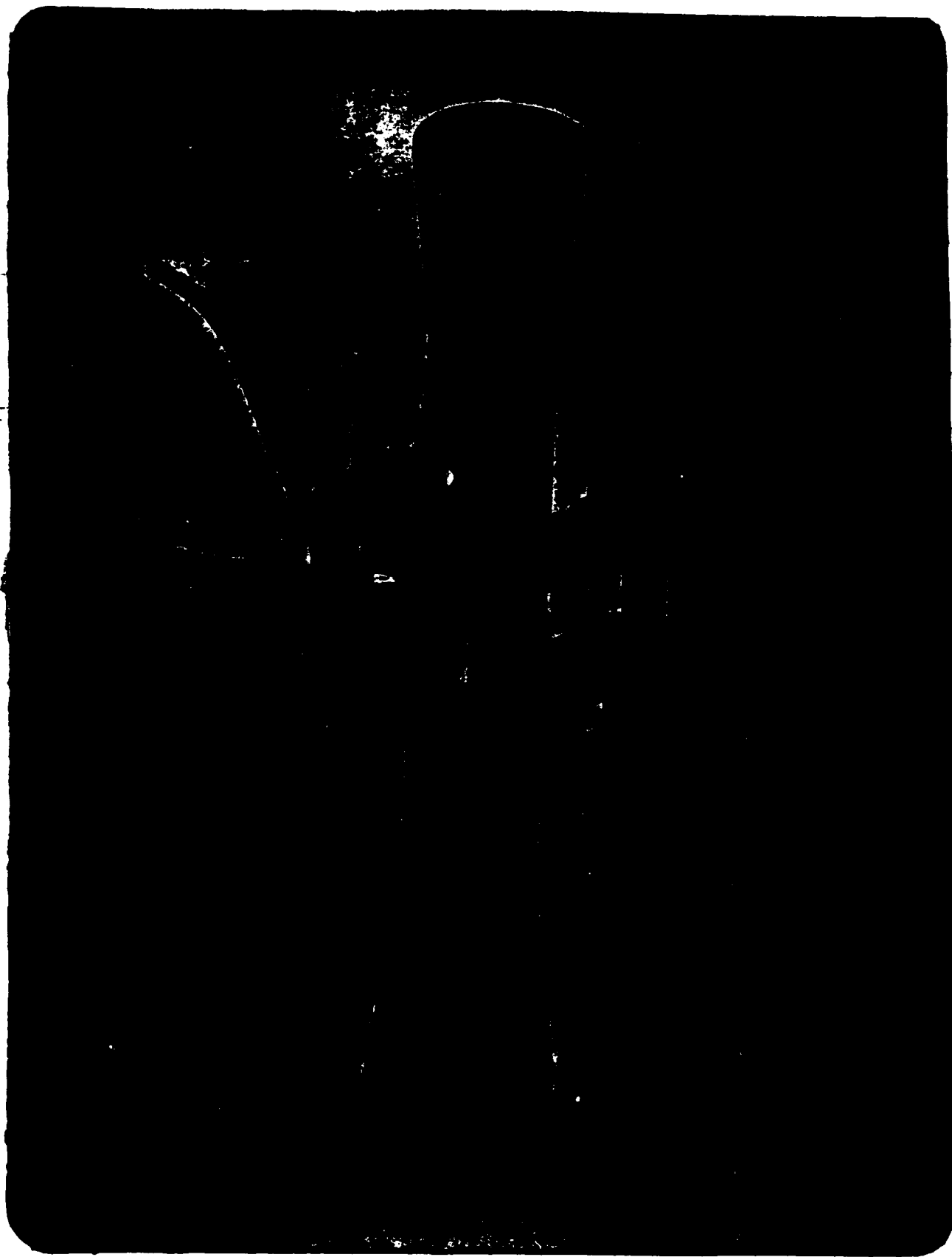
SPECIMEN I FIXTURE

EXTENSOMETER

- DIAMETRAL, AXIAL
- BIAXIAL. AXIAL AND ANGULAR DISPLACEMENT

TESTING MACHINE

- MTS TENSION-TORSION SERVOHYDRAULIC
TEST SYSTEM
- MTS 463 CONTROL AND DATA INTERFACE,
TEKTRONIX 4025 TERMINAL



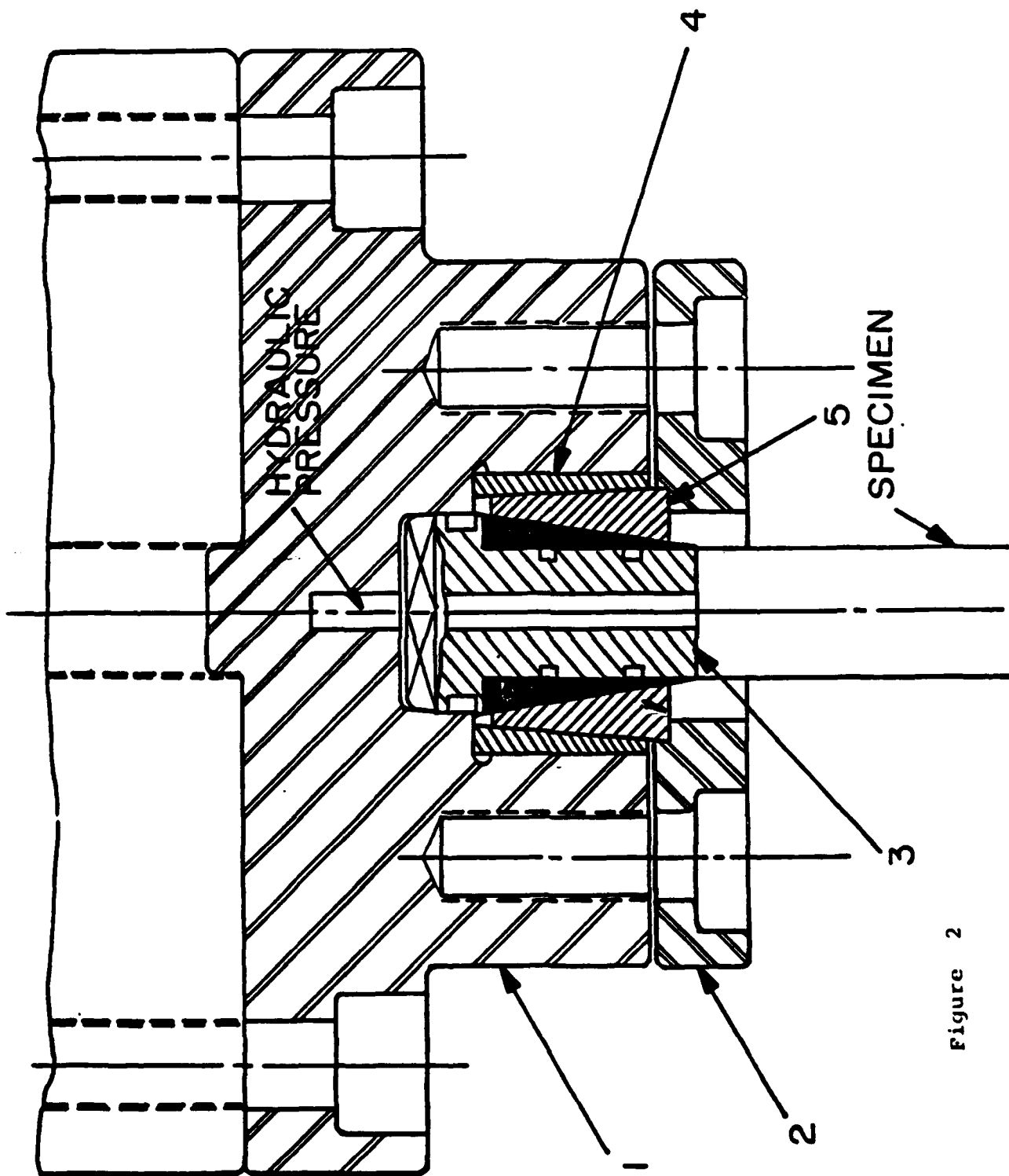


Figure 2

I. SPECIMEN, EQUIPMENT



II. BIAXIAL FRACTURE SURFACE

III. BIAXIAL FATIGUE RESULTS

IV. DISCUSSION

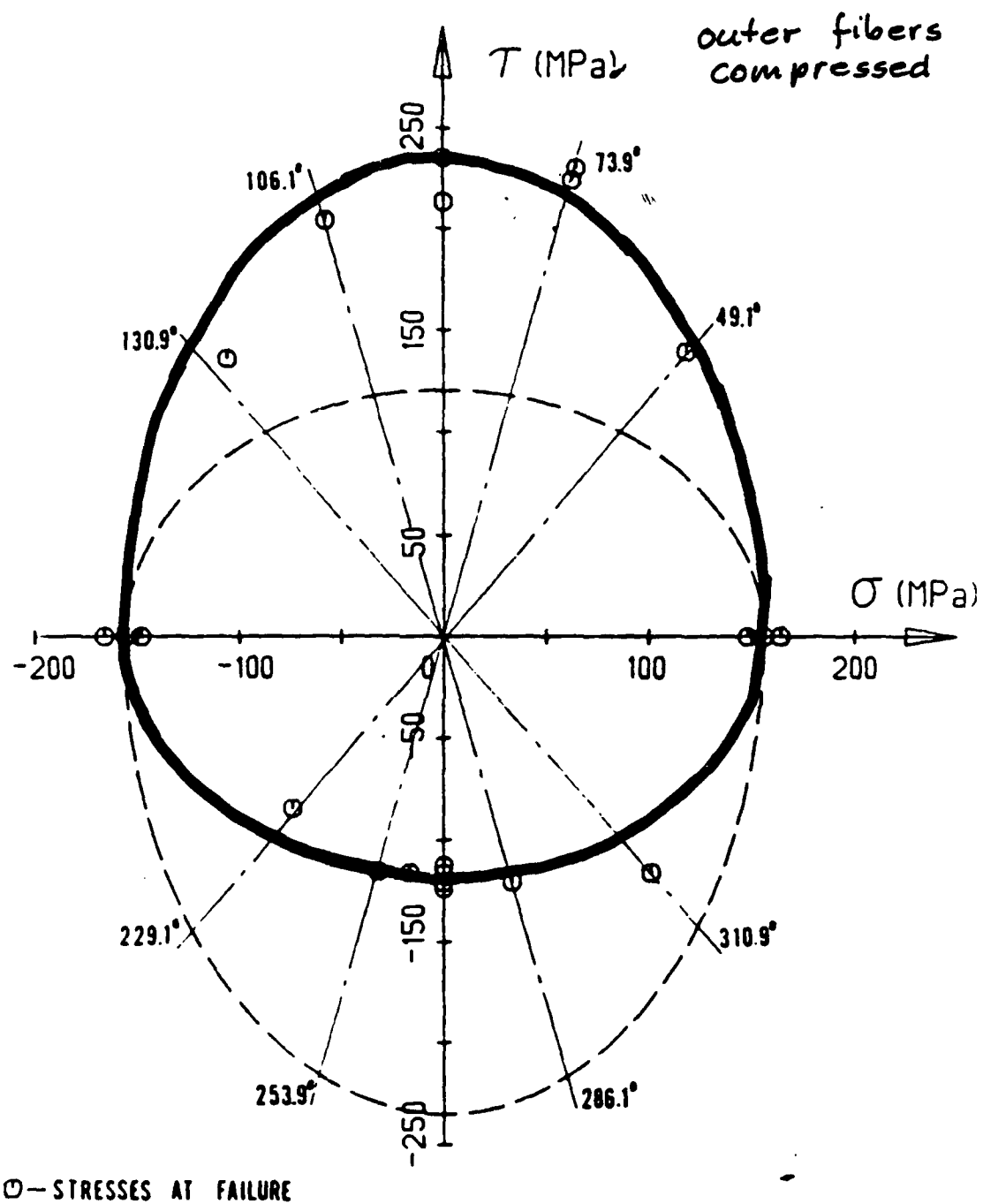


Figure 22 Fracture locus of graphite/epoxy $[\pm 45]_s$ tubes. It can be composed of two distinct surfaces.

STATIC TEST RESULTS $[\pm 45]_s$

- ELASTIC MODULI IN TENSION, COMPRESSION ($\pm$ TORSION) ARE EQUAL
- INELASTIC, TIME-DEPENDENT DEFORMATION BEYOND 25% OF AXIAL ULTIMATE AND BEYOND 50% OF TORSIONAL ULTIMATE
- TENSILE AND COMPRESSIVE STRENGTH EQUAL ± 150 MPa
- ULTIMATE TORSION STRENGTH DEPENDS STRONGLY ON DIRECTION OF TWIST
 - + 190 MPa (OUTER FIBERS COMPR.)
 - 130 MPa (OUTER FIBERS TENS.)

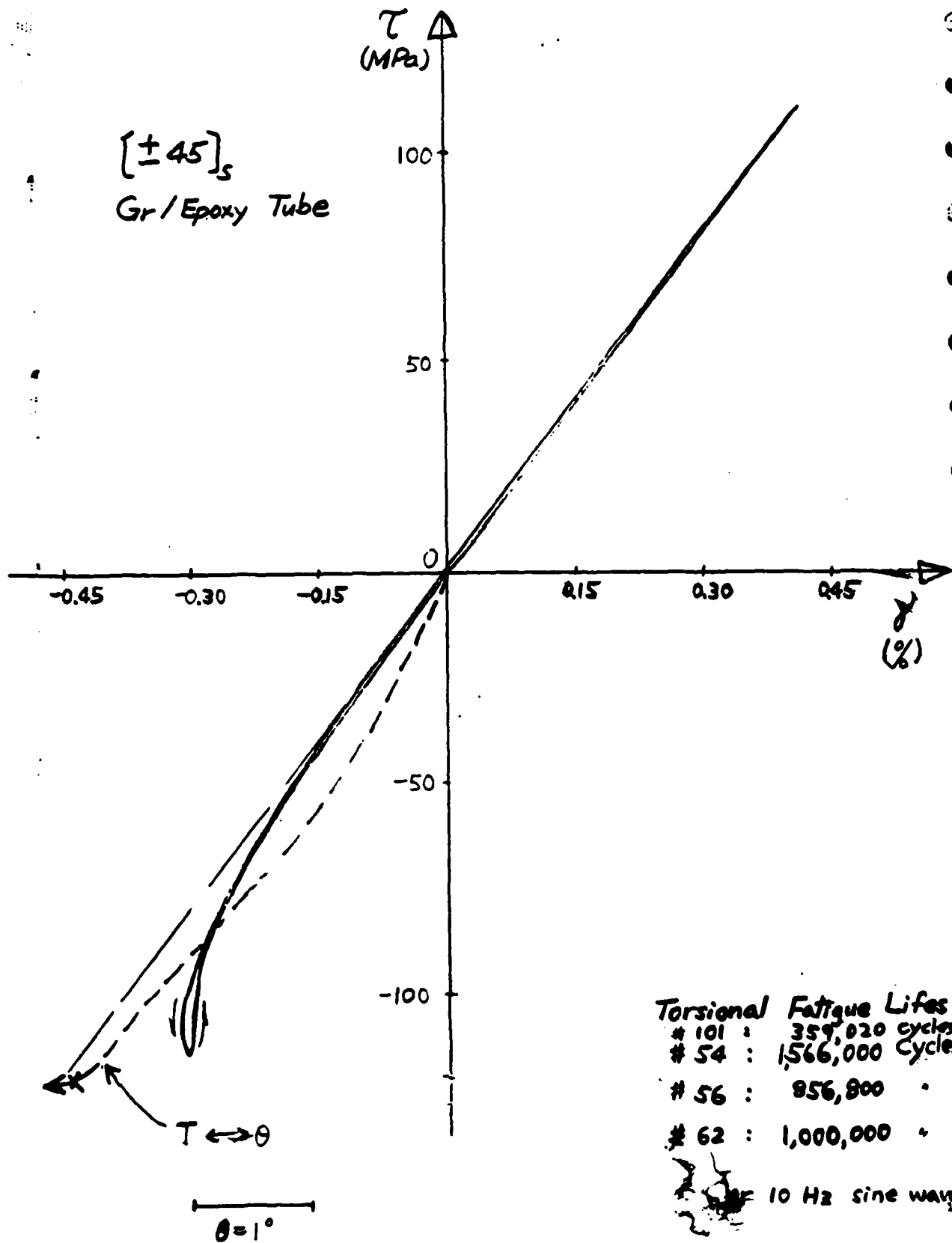
WHY IS STATIC TORSION STRENGTH HIGHER WHEN
OUTSIDE FIBERS ARE COMPRESSED?

EFFECTIVE RIGIDITY IS HIGHER IN THIS CASE
THAN WHEN OUTER FIBERS ARE TENSED.

FAILURE MODE IS LOCAL (NOT EULER) BUCKLING.
DELAMINATION ENHANCED DURING NEGATIVE TWIST.

WORST CASE NEGATIVE TWIST AND COMPRESSION
($\theta = 49^\circ$).

PECULIAR SHAPE OF $\tau - \gamma$ DIAGRAM DUE TO
LOCAL BUCKLING.



I. SPECIMEN, EQUIPMENT

II. BIAXIAL FRACTURE SURFACE

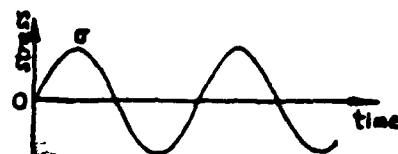
 III. BIAXIAL FATIGUE RESULTS

IV. DISCUSSION

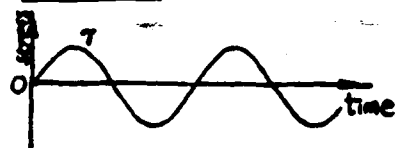
FATIGUE TEST CONDITIONS FOR COMPOSITE TUBES

1) Uniaxial Fatigue

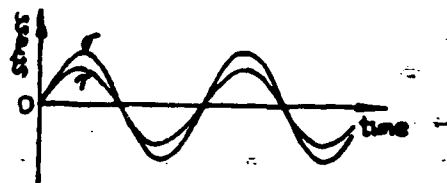
i. Axial



ii. Torsional



2) In-phase Biaxial Fatigue ($\phi = 0^\circ$)



3) Out-of-phase Biaxial Fatigue ($\phi \neq 0^\circ$)

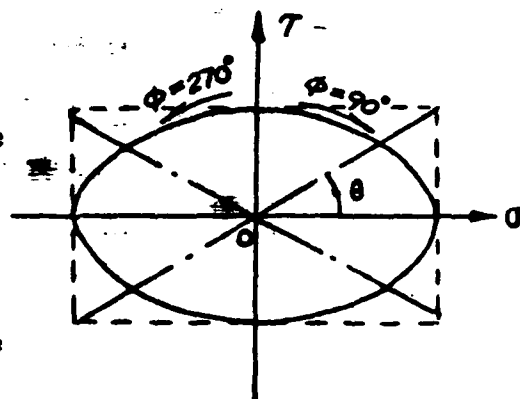
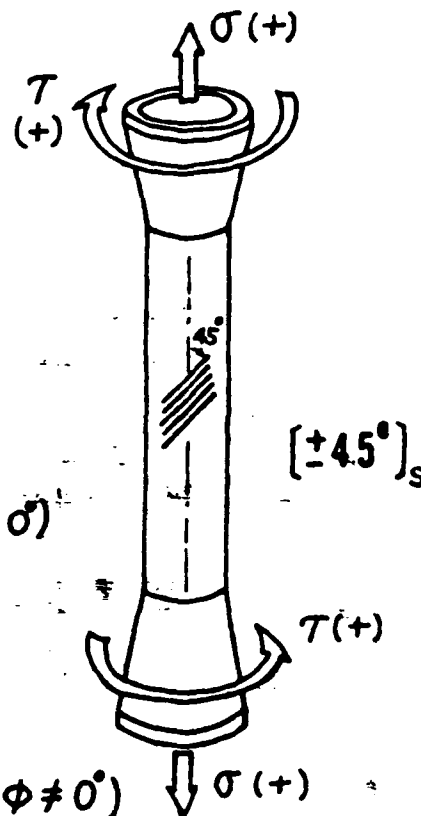
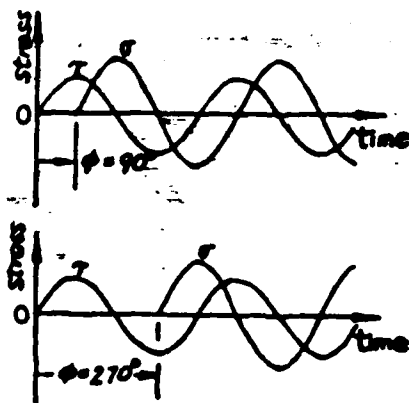


Figure 7 The fatigue test conditions and the image of the loading paths in σ - τ plane.

PARAMETERS

ROOM TEMPERATURE, AIR LOAD CONTROL, $R = -1$

IN PHASE

$\theta = 49^\circ, 74^\circ, 106^\circ, 131^\circ$

$\text{TAN } \theta = \text{SHEAR ST.A.} / \text{AXIAL ST.A.}$

OUT OF PHASE

$\theta = 49^\circ$ ONLY

$\phi = 90^\circ$ AND 270°

FREQUENCY

1 Hz

0.1 Hz AND 0.01 Hz FOR AXIAL AND $\theta = 49^\circ$

IN-PHASE TESTS

CYCLES-TO-FAILURE

$10^2 - 10^6$

MAJORITY $< 10^5$

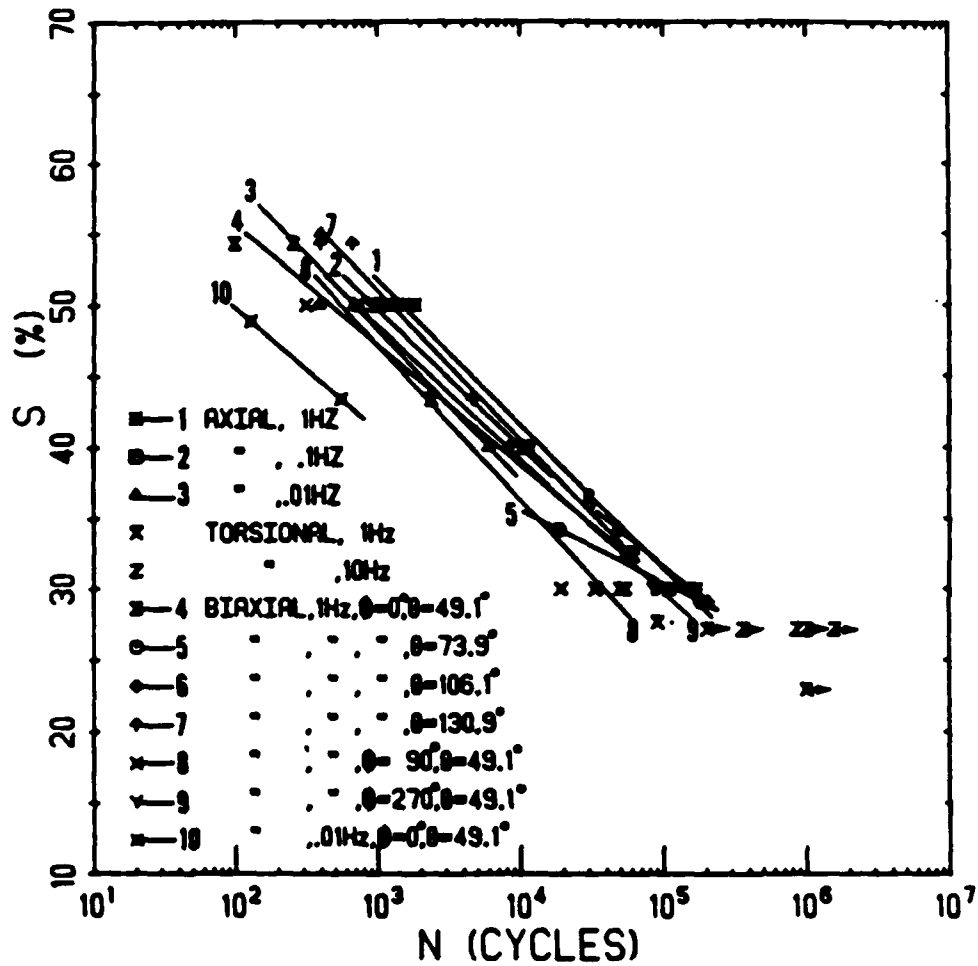


Figure 76 Fatigue life based on biaxial equivalent stress, sinusoidal loading, $R=-1$.

$$S^2 = \left(\frac{\sigma_a}{\sigma_u} \right)^2 + 0.078 \left(\frac{I_a}{L_u} \right)^2$$

EFFECTIVE STRESS

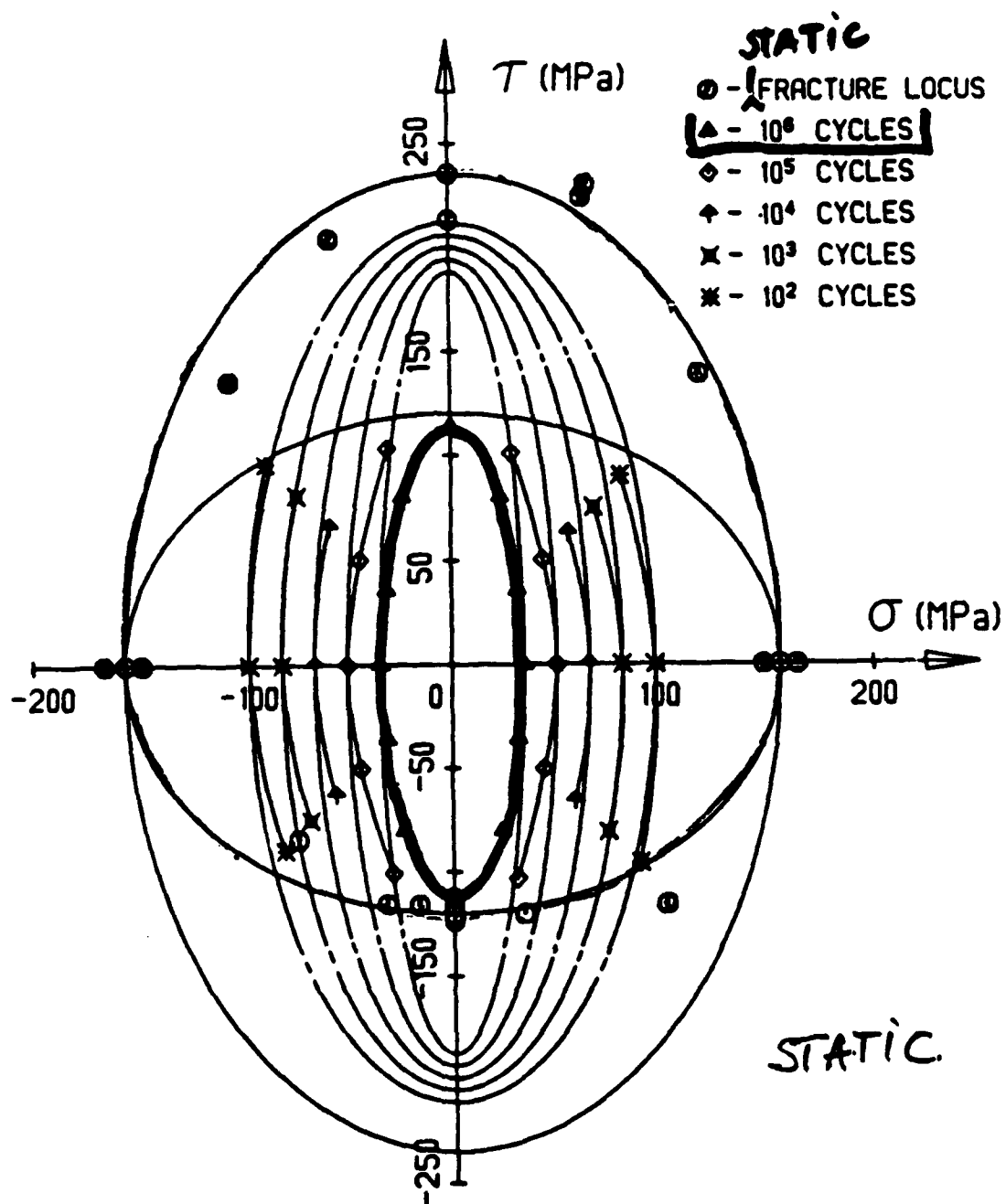


Figure 77 Iso-fatigue life curves of $[\pm 45]_s$ graphite/epoxy tubes based in the σ - τ plane at $R=-1$ and 1 Hz. The solid contours with symbols represent the fatigue lives in the presence of buckling; the concentric ellipses would represent the fatigue lives without buckling. Static results are also shown.

FATIGUE PERFORMANCE LIMITED BY LOCAL BUCKLING

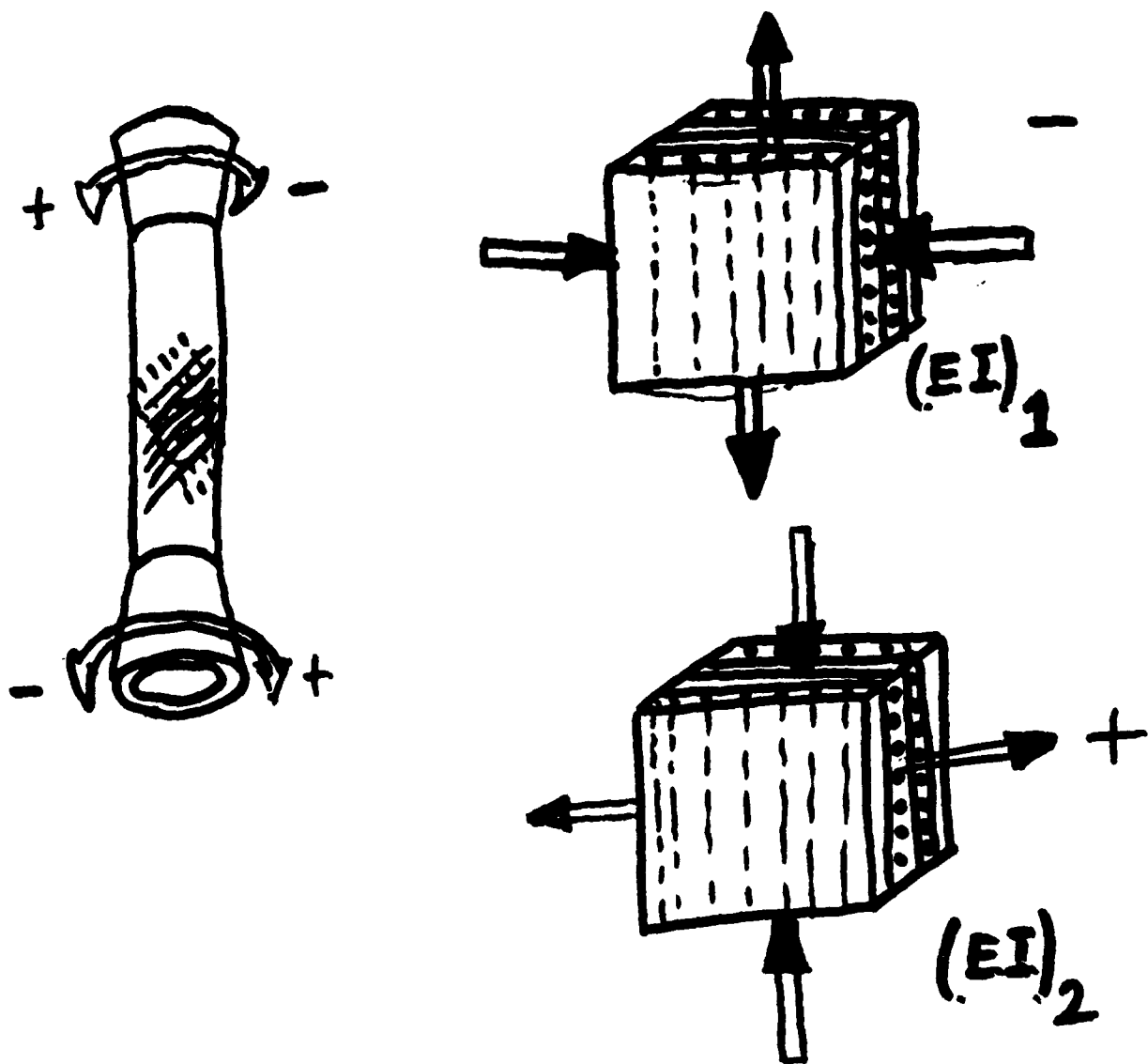
TIME DEPENDENCE CAUSES A REDUCTION OF FATIGUE
LIFE

I. SPECIMEN, EQUIPMENT

II. BIAXIAL FRACTURE SURFACE

III. BIAXIAL FATIGUE RESULTS

 IV. DISCUSSION



$$(EI)_1 < (EI)_2$$

EFFECTIVE RIGIDITY IS HIGHER IN THIS CASE
THAN WHEN OUTER FIBERS ARE TENSED.

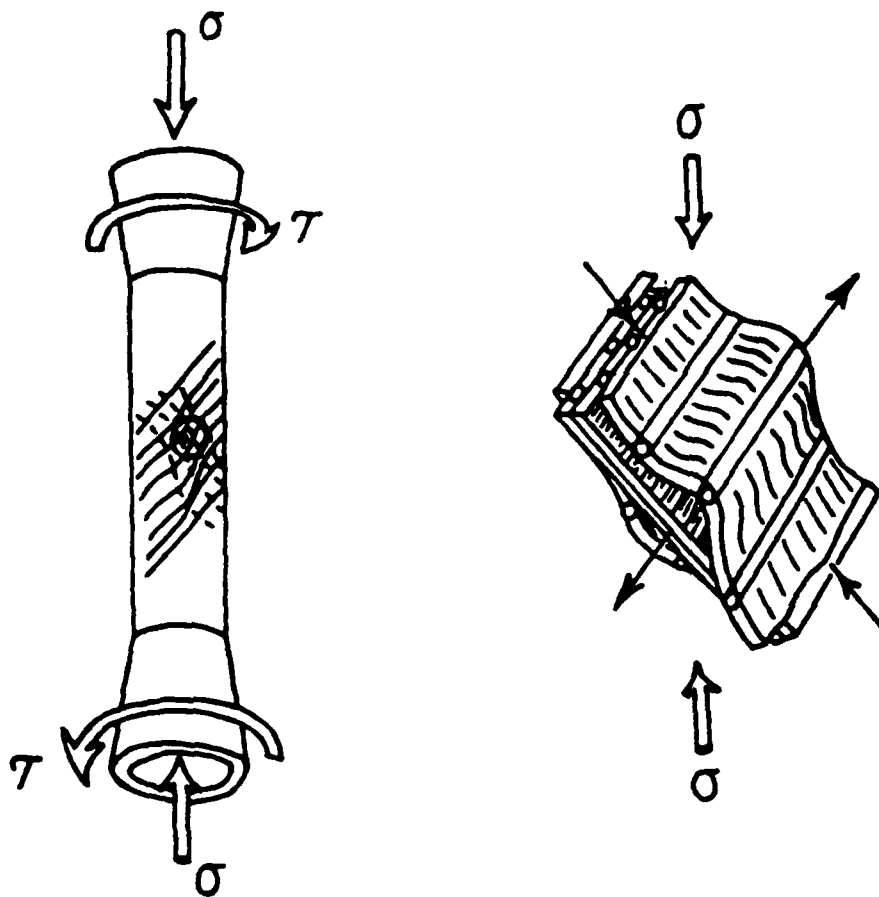


Figure 74 Sketch of deformation of a $[\pm 45]_s$ tube under combined compression and negative twist.

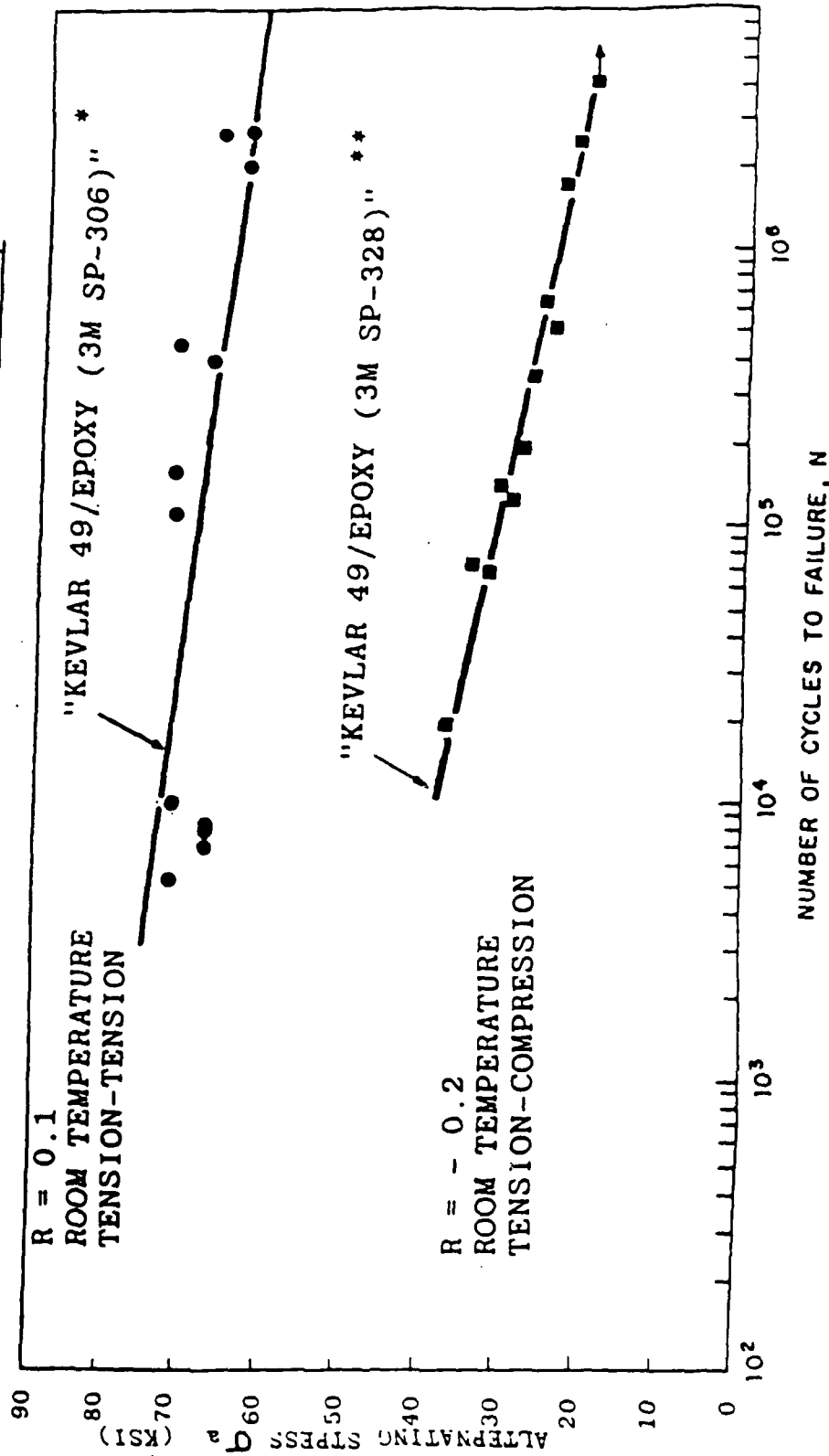
WORST CASE NEGATIVE TWIST AND COMPRESSION
 ($\theta = 49^\circ$).

FATIGUE TEST RESULTS

$R = -1$. LOAD CONTROL AXIAL LOADING

- FATIGUE STRENGTH IS LOW
- THERE IS AN INFLUENCE OF FREQUENCY
- CHANGES IN HYSTERESIS LOOP SIGNIFICANT
TOWARDS END OF LIFE
- APPEARANCE OF FATIGUE FRACTURE NOT
DIFFERENT FROM STATIC FRACTURE

FATIGUE BEHAVIOR OF
UNIDIRECTIONAL COMPOSITES (KEVLAR 49/EPOXY)



* Courtesy DU PONT Co. DATA MANUAL FOR KEVLAR 49 ARAMID III.
** ARO-RPI Composite Fatigue Research

**FATIGUE FAILURE MODES
TENSION-COMPRESSION LOADING
SPECIFIC 8P-328 (15): TUBES**

MS4-A-010	MS4-A-010	MS4-A-010	MS4-A-010
37.34 ksi	37.34 ksi	37.5 ksi	37.5 ksi
1.69×10^5	1.69×10^5	1.65×10^5	1.65×10^5

MS4-A-010
37.34 ksi
 1.69×10^5

MS4-A-010
37.5 ksi
 1.65×10^5

Structural Tailoring Techniques for Increased Delamination Resistance of Laminated Composites

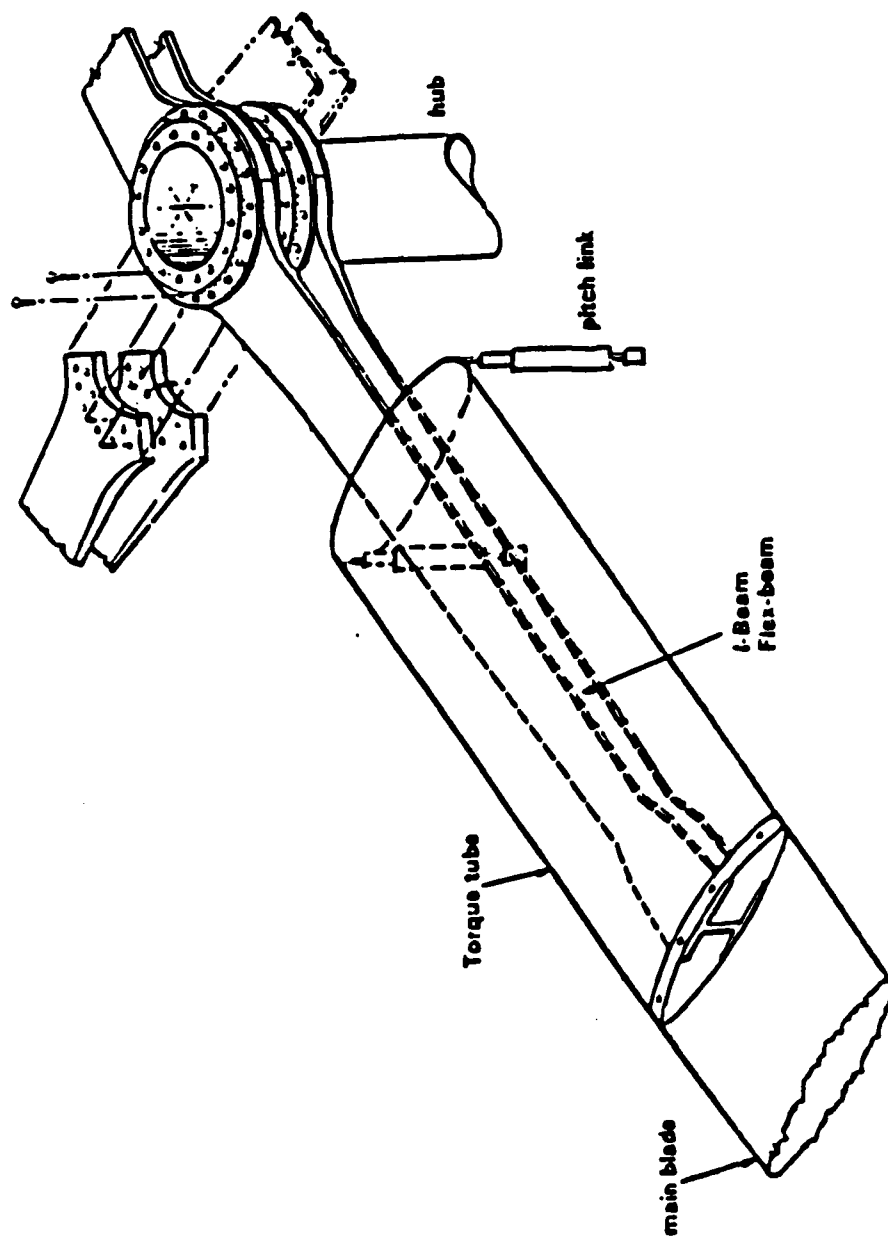
Anthony J. Vizzini
Assistant Professor

William R. Pogue, III
Research Engineer

**2nd AR0-AHS-RPI Workshop on Composite
Materials and Structures for Rotorcraft**
September 14-15, 1989

Composites Research Laboratory
Center for Rotorcraft Education and Research
Department of Aerospace Engineering
University of Maryland
College Park, Maryland

Bearingless Rotor Hub



Motivation

To increase the service strength of delamination-critical structures

1. Performance can be increased by delaying or preventing the occurrence of delamination.
2. Techniques include the introduction of other materials, geometric changes, stacking sequence changes.
3. Method should be easily integrated in design and manufacturing phases.

Objectives

Alter significantly the state of interlaminar stress without altering *significantly* the component

1. Interlaminar effects occur within a small boundary layer.
2. Certain interfaces more critical than others.
3. Alter by removal, addition, replacement and/or relocation of material near edge.

Delamination Mechanism

1. Mismatch of elastic properties
Solution: Affect elastic moduli, stacking sequence, material choice
2. Stress-free edge, Discontinuity
Solution: Remove discontinuity
3. Interlaminar stresses
Solution: Alter interlaminar stress state
4. Interply failure, Delamination
Solution: Increase interface strength

Discontinuity==>

Interlaminar Stress==>

Failure of Interface

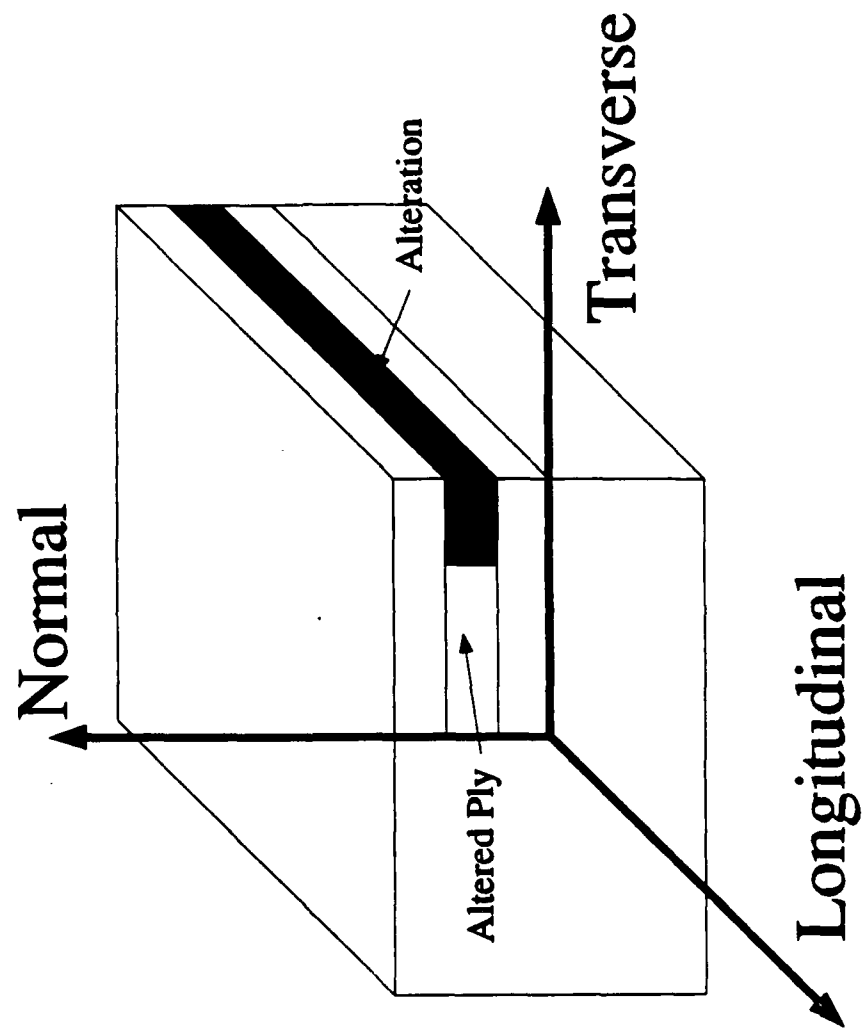
Stronger interface prevents delamination by treating the symptom, *i.e.*, interfacial failure.

Alter the stress state and delamination is prevented by treating the primary cause.

Current Techniques

1. **Stacking sequence**
Alteration of performance, particularly bending
2. **Softening strip**
Nonhomogeneous component, thickness gradient
3. **Stitching**
Delamination arrester, not interlaminar shear
4. **Ply wrap**
Precludes trimming, inspection, monitoring
5. **Vertical ply drop**
Thickness gradient, fewer load carrying fibers
6. **Angle alteration**
Internal discontinuity

Schematic of Edge Alteration



Types of Edge Alterations

1. Discontinuous Alterations:

- Vertical Ply Drop
- Hybridization
- Angle Alteration

2. Continuous Alteration:

- Skewed Angle Alteration
- Unaltered

Overall Approach

Analytical:

1. Model edge alterations
2. Calculate full 3-D states of stress at the free and internal edges via FEM
3. Select appropriate alterations
4. Determine expected performance

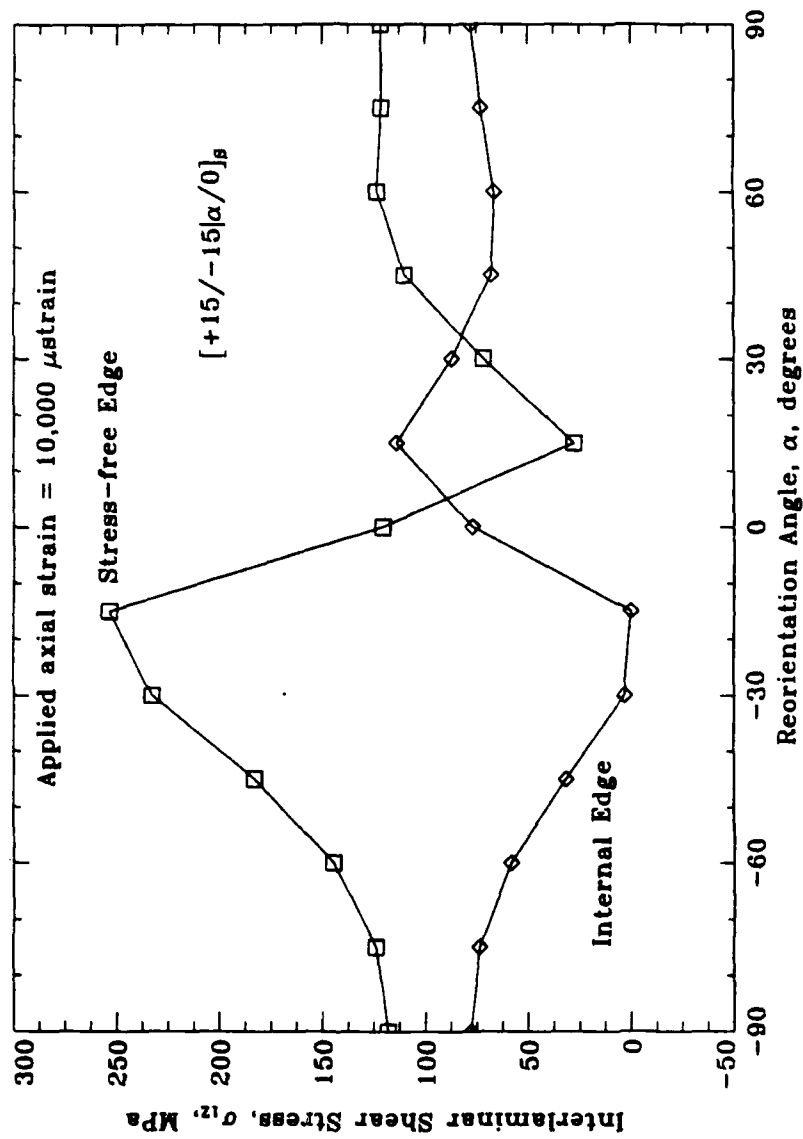
Experimental:

1. Develop edge-alteration specimens for each type of alteration
2. Manufacture specimens, unaltered and edge-altered
3. Evaluate stresses and strains

Analytical Program

1. Quasi-three-dimensional finite element model with assumed constant uniaxial strain
2. Assumed-stress hybrid element, 4 node, 12 dof
3. Two mesh schemes, one refined at the free edge, the other refined at the internal edge
4. Results in the interlaminar state of stress at the free and internal edges

Interlaminar Shear Stresses



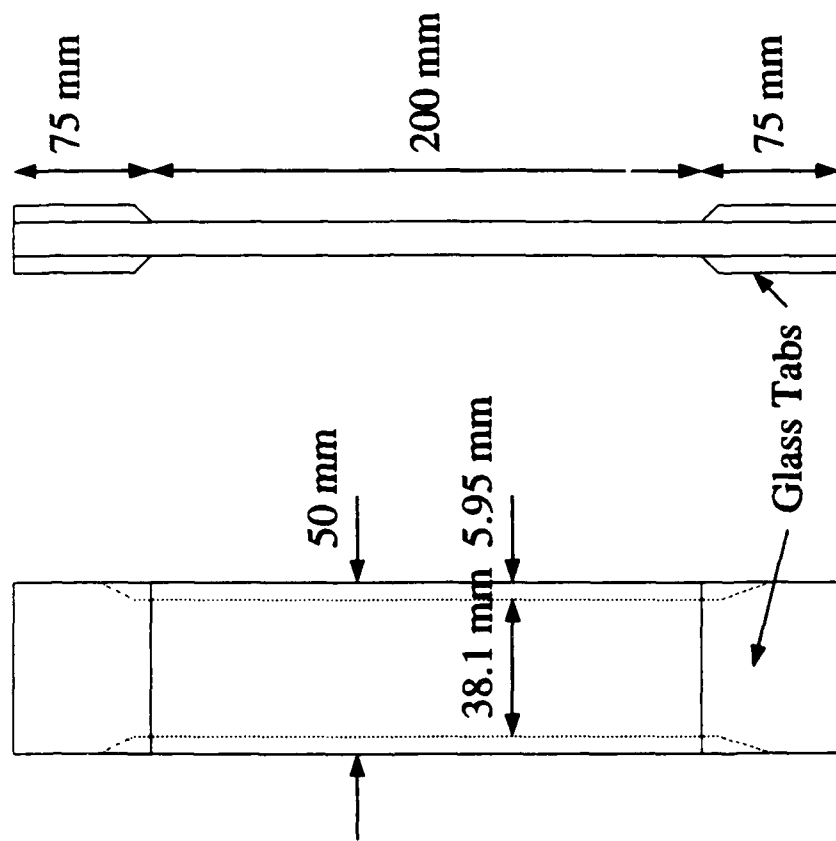
Analytical Results

1. Introduction of edge alteration redistributes interlaminar stresses over the two interfaces.
2. Qualitative interlaminar states of stress at free and internal edges
3. Optima exist for specific edge alterations, *e.g.*, filler modulus, angle reorientation

Experimental Program

1. 20 unaltered, 75 edge-altered specimens
 - AS4/3501-6 Graphite/Epoxy
 - $[0/\pm 15]_s$; $+15^\circ$ or -15° plies altered
 - $[\pm 15/0]_s$; -15° or 0° plies altered
 - Vertical ply drop, hybridization, angle alteration (replacement and skewing)
2. Quasistatic uniaxial tension to failure
3. Delamination initiation monitored visually, audibly, and via strain gage and load cell data

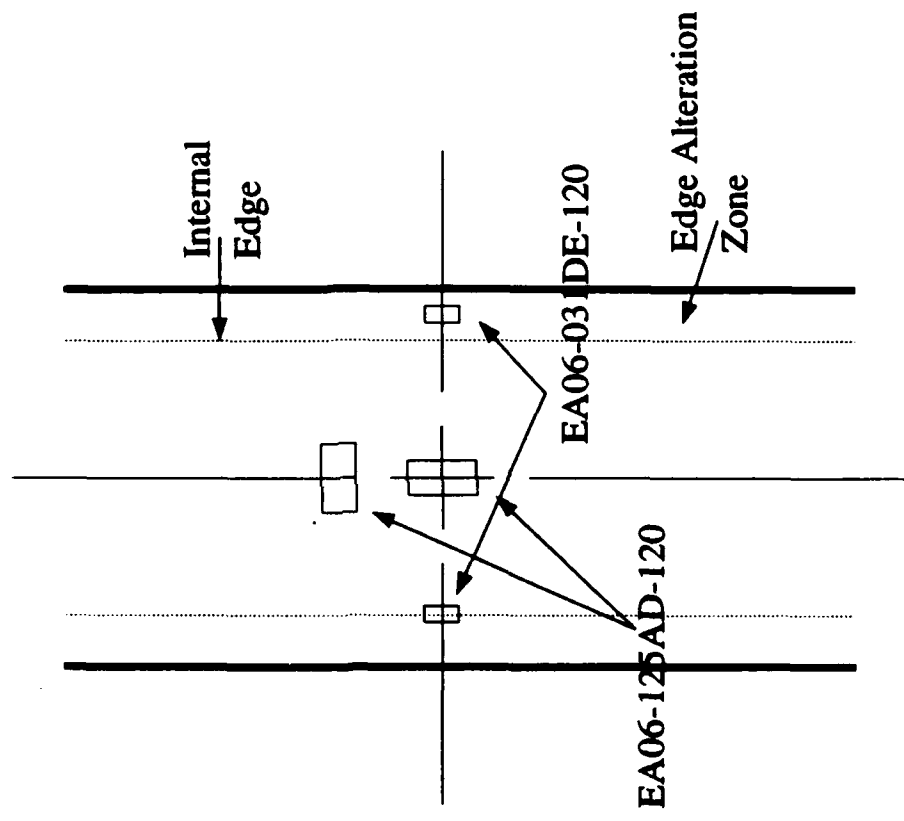
Schematic of Edge Alteration Specimen



Skew Manufacturing Process

1. Angle ply is clamped between sets of parallel plates.
2. Backing paper is removed and skew area is heated via hot air gun.
3. Plates are then skewed up to 15° .
4. Ply is then transferred to the laminate.

Strain Gage Locations



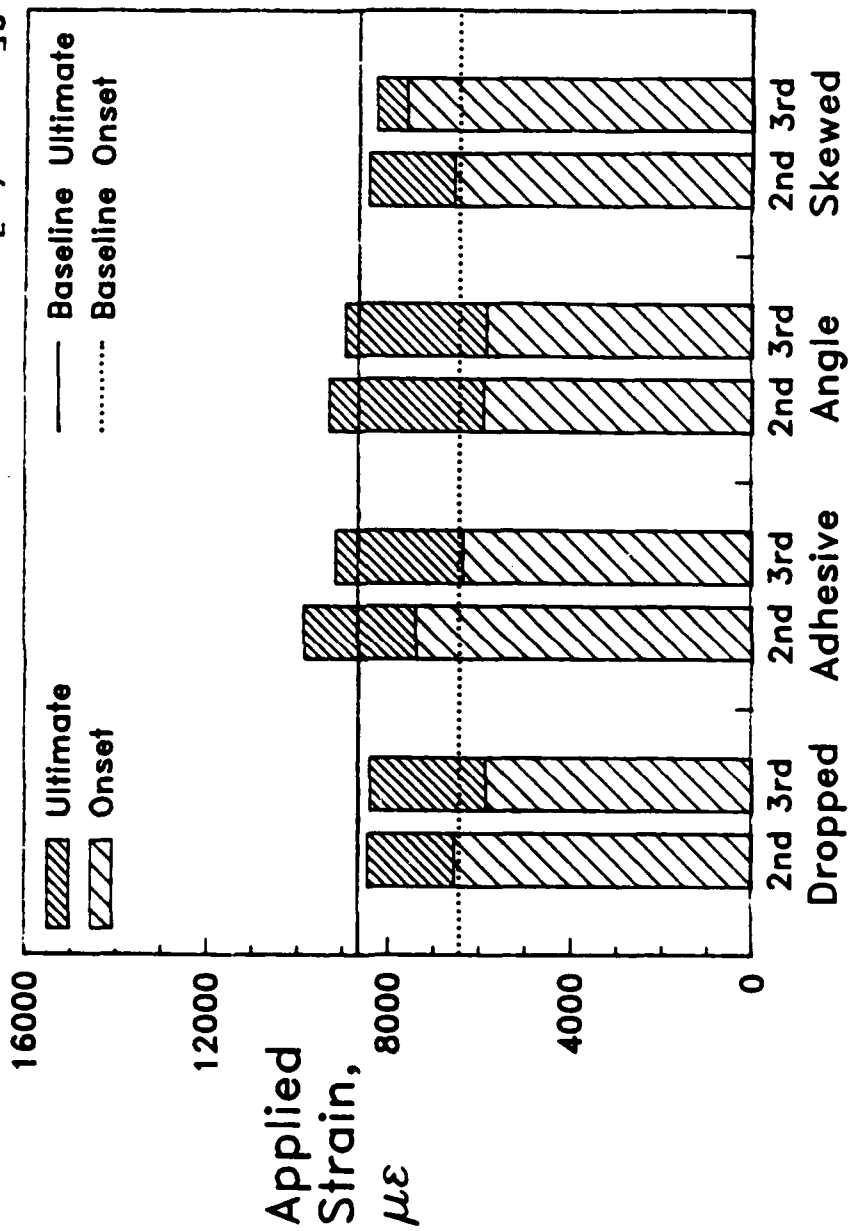
Testing Procedure

1. MTS 810 220 kip testing machine with hydraulic grips.
2. Specimen edges painted white to highlight damage.
3. Stroke rate of 0.762 mm/min, equivalent to a strain rate of 3800 μ strain/min.
4. Test held at first indication of damage and visually inspected.
5. Test resumed, specimen loaded to final failure, photographed, and removed.

Experimental Results

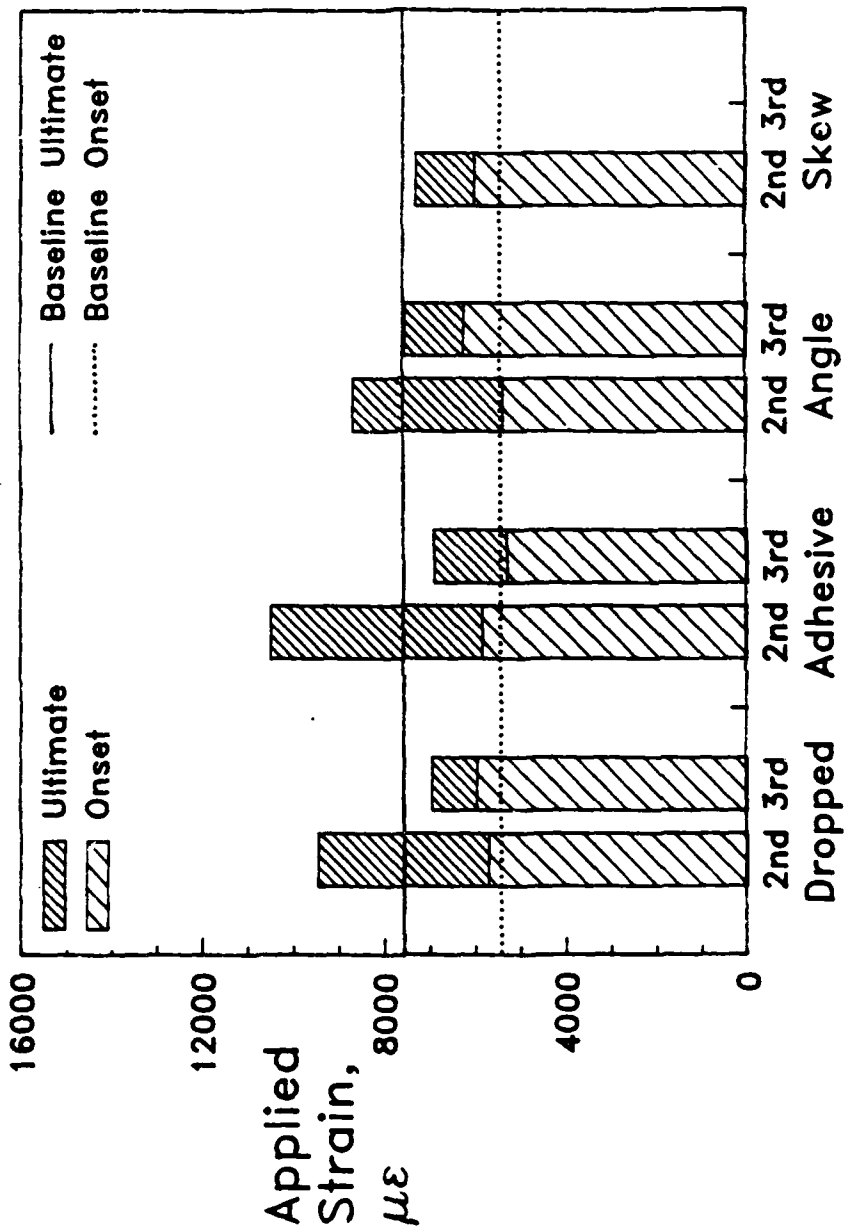
1. Failure Mode
2. Delamination Onset Stress
3. Ultimate Failure Stress
4. Internal Edge Performance

DELAMINATION AND FAILURE STRAINS $[0/\pm 15]_s$



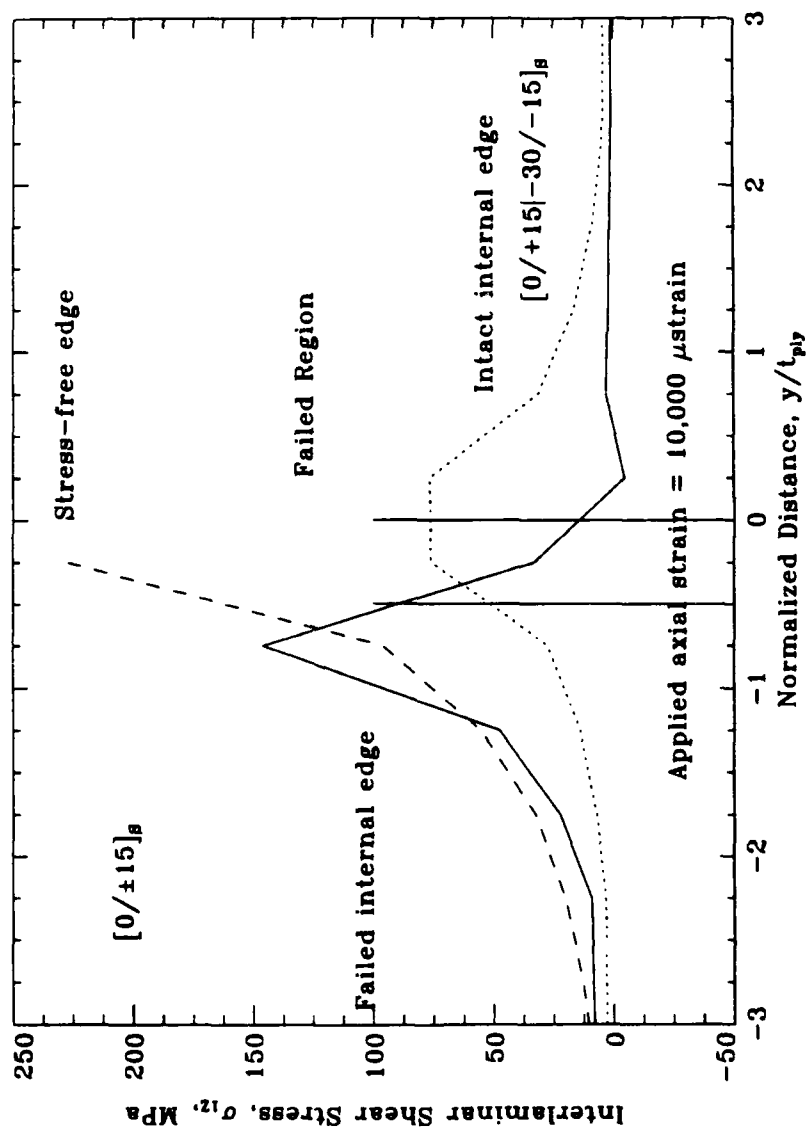
**Front and side photographs of unaltered
and skewed $[0/\pm 15]_S$ laminates**

DELAMINATION AND FAILURE STRAINS [$\pm 15/0$]_s

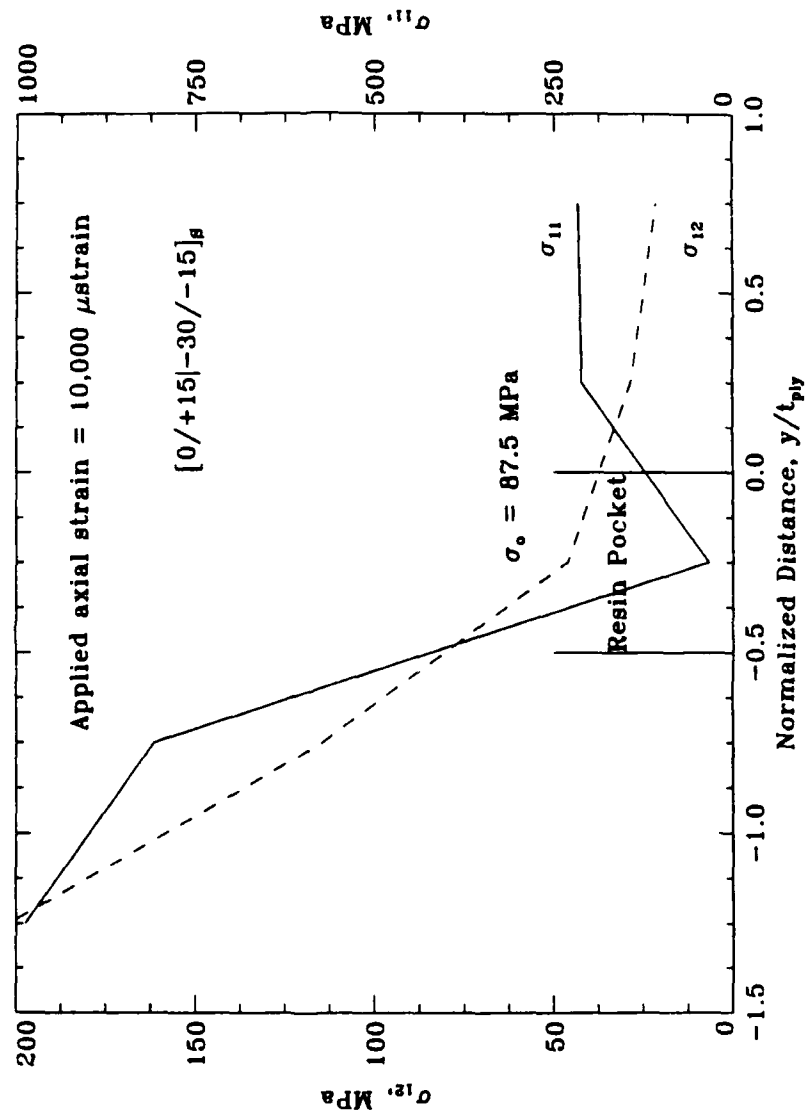


**Front and side photographs of unaltered
and skewed $[\pm 15/0]_S$ laminates**

Interlaminar Stresses at the Internal Edge



In-Plane Stresses at Internal Edge



Conclusions

1. Structural tailoring is effective in preventing the occurrence of delamination by changing beneficially the overall state of stress at the discontinuities.
2. The effect of a edge alteration is dependent upon stacking sequence and location of the alteration.
3. The internal edge create by discontinuous edge alterations may fail in plane resulting in an increase in the interlaminar stress state and a decrease in the apparent delamination onset strain.

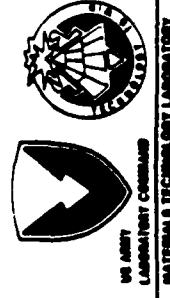
Conclusions (cont.)

4. An undelaminated edge zone constrains delamination growth by constraining the sublaminae more so than a free-edge delamination.
5. Although certain alterations work in most instances, *extreme* care must be taken to avoid errant "fixes".

GENERALIZED STRUCTURAL INTEGRITY ASSURANCE APPLICATION TO ROTORCRAFT

**WILLIAM T. MATTHEWS
ARMY MATERIALS TECHNOLOGY LABORATORY
WATERTOWN, MA**

**ARO-AHS-RPI WORKSHOP ON COMPOSITE
MATERIALS AND STRUCTURES FOR ROTORCRAFT
SEPTEMBER 14 & 15, 1989**



OUTLINE

- **MTL INVOLVEMENT IN SIA**
- **STRUCTURAL DESIGN & INTEGRITY ISSUES**
- **GENERALIZED SIA**
- **DISCUSSION OF APPLICATION TO ROTORCRAFT**

MTL - SIA INVOLVEMENT

- METALS - FRACTURE MECHANICS R&D
- COMPOSITES - JOINT STUDIES, SPECIMEN DEVELOPMENT
FRACTURE STUDIES, MIL-STD-17/ STATISTICS
- ARMY MATERIEL FAILURE STUDIES
- SPONSORED NATIONAL MATERIAL ADVISORY BOARD STUDY
"ASSURING STRUCTURAL INTEGRITY IN ARMY SYSTEMS"
NMAB- 417, 1985
- DRAFTED AMC POLICY GUIDANCE STATEMENT
REQUIRING SIA FOR ARMY MATERIEL SYSTEMS
ADOPTED- 1986
LAPSED - 1987

NATIONAL MATERIAL ADVISORY BOARD STUDY

CONCLUSION:

"A formal structural integrity program would be highly desirable in Army system development and procurement"

RECOMMENDATION:

"The development of a standard defining a structural integrity program considered as generic for all Army equipment"

SIA DEFINITION:

**THE ASSURANCE THAT CRITICAL STRUCTURE WILL NOT FAIL
IN SERVICE ENVIRONMENT DURING SPECIFIED LIFETIME**

GENERALIZED SIA TECHNOLOGY PROGRAM:

**A SET OF FORMAL REQUIREMENTS & GUIDELINES
EXPRESSING FUNDAMENTAL SIA CONCEPTS & METHODS
APPLICABLE TO ALL STRUCTURAL DESIGNS**

SURVEY OF SIA- AIRWORTHINESS ACTIVITIES

- **U.S. AIRFORCE**
AIRFRAMES: MIL-STD-1530,MIL-STD-87221
ENGINES: MIL-STD-1783
PUBLICATIONS: "Lessons Learned"
- **NAVY AIRFORCE**
NMAB-417 SUMMARY
CONTRACTOR REPORTS
NASIP
- **FAA**
AIRWORTHINESS STANDARDS:
AIRPLANES, ROTORCRAFT, AIRCRAFT ENGINES
ADVISORY CIRCULARS
- **U.K. MILITARY AIRWORTHINESS**
TECHNICAL SPECIALIST PUBLICATIONS
- **U.S. INDUSTRY - POWER GENERATION, PIPELINE**
NMAB-417 SUMMARY

SIA SURVEY CONCLUSION

- **NO WIDELY ACCEPTED FUNDAMENTAL SERVICE LIFE
SIA APPROACH OR CONCEPT**
- **ALL PROGRAMS DRIVEN BY AD HOC CONSIDERATIONS**

MAJOR ELEMENTS OF STRUCTURAL DESIGN ROLE OF STRUCTURAL INTEGRITY

✱ INITIAL IMPLICIT <u>FACTORS</u> Failure Consequences System Performance Precision of Information Material "Quality" In-Service "Abuse" Factor of Safety	<u>ANALYSIS</u> •Formulations •Computations	<u>TESTING</u> •Lab Structural Failure Criteria?	IN-SERVICE <u>PROGRAM</u> Usage Monitoring Inspection Maintenance
✱ EMPHASIS IN CONVENTIONAL DESIGN & MECHANICS STUDIES			
✓ AIR FORCE STRUCTURAL INTEGRITY METALLIC AIRFRAME PROGRAM DEVELOPMENT & EMPHASIS			
✱ TYPICALLY CONSIDERED ON AD HOC BASIS			

INFLUENCE OF IMPLICIT FACTORS IN GENERALIZED SIA

IMPLICIT ➡➡ MODELING ➡➡ QUALIFICATION TEST
FACTORS DEFINITION & EVALUATION

MODELING DEPENDS UPON ENGINEERING JUDGEMENT

MATERIAL: "Quality", Toughness, Variability, Etc.

LOADING: "Precision", Amplitude, Rate, Etc.

ENVIRONMENT: "Precision", Temperature, Humidity, Etc.

IN-SERVICE "ABUSE": Surface Damage, Impact

IN-SERVICE PROGRAM: Usage Monitoring, Etc.

FACTOR OF SAFETY: All Uncertainties Quantified

QUALIFICATION TEST DEFINITION & INTERPRETATION
(TESTS ARE QUITE ARTIFICIAL)

SIMULATION ? MATERIAL QUALITY, IN-SERVICE "ABUSE"

TIME DURATION: Drastically Reduced -Loading Deleted

ENVIRONMENTAL EFFECTS: Simulated By Load Adjustments

ONE/ FEW TESTS REPRESENT ENTIRE POPULATION

Time Duration Adjustment

Load Level Adjustment

Load-Time Adjustments

INFLUENCE OF IMPLICIT FACTORS IN GENERALIZED SIA

**ISSUES INITIALLY OMITTED (ON BASIS OF IMPLICIT FACTORS)
ARE NOT LIKELY TO BE ASSESSED IN QUALIFICATION TESTING**

//

SIA ACTIVITIES - HARDWARE SYSTEM DEVELOPMENT

**EVERY SIA ACTION & INACTION POTENTIALLY
INFLUENCES OVERALL HARDWARE SYSTEM ISSUES:**

SAFETY

PERFORMANCE [(Weight)]

DOWNTIME / READINESS

COST

SCHEDULING

THUS:

**HARDWARE SYSTEM AUTHORITY (NOT SIA EXPERTS ALONE)
MUST ESTABLISH CRITERIA FOR SIA IMPLEMENTATION -
WITHIN FRAMEWORK OF GENERALIZED
FUNDEMENTALLY SOUND SIA TECHNOLOGY**

12

DESIRABLE ATTRIBUTES GENERALIZED SIA TECHNOLOGY PROGRAM

- * INCLUDE IMPLICIT ISSUES
- * MOTIVATE MOST APPROPRIATE MODELING & CRITERIA
- * ESTABLISH PROPER RELATIONSHIPS BETWEEN TASKS
- * PERMIT SPECIFIC HARDWARE SYSTEM AUTHORITY
TO EXERCISE ITS RESPONSIBILITY
- * APPLICABLE TO ALL DESIGNS & MATERIALS
(CONVENTIONAL & INNOVATIVE)
- * PERMIT FLEXIBILITY: MODELING & METHODS
- * ANALYTICAL CAPABILITY TO ASSESS AFTER FIELDING:
IN-SERVICE DAMAGE,USAGE CHANGES,LIFE EXTENSION

GENERALIZED SIA CONCEPT

- 1) DEFINE GENERALIZED SI PARAMETERS WHICH CHARACTERIZE SI
- 2) ESTABLISH REQUIREMENTS & GUIDELINES -
HARDWARE SYSTEM AUTHORITY SPECIFICS:
Measures of Generalized SI Parameters
Criteria/ Allowables of Measures
Modeling Methods(Optional)
- 3) GENERALIZED SIA PARAMETERS MUST BE EVALUATED
WITH RESPECT TO ACCEPTANCE CRITERIA SPECIFIED
BY HARDWARE SYSTEM AUTHORITY
- 4) CLARIFY:
INFLUENCE- IMPLICIT FACTORS, MEASURES & CRITERIA
APPLICATION & LIMITATIONS
Documented Basis & Rationale

GENERALIZED SIA CONCEPT

1) GENERALIZED SIA PARAMETERS DEFINED:

- * RESISTANCE TO MAXIMUM LOADING**
- * SERVICE LIFE BASE LINE DESIGN**
- * SERVICE LIFE DESIGN SUFFERANCE**

LIMITED DURATION SERVICE LIFE:

- * UNREPAIRED DAMAGE /SURVIVABILITY**
- * REPAIRED DAMAGE /BATTLE DAMAGE**

1) GENERALIZED SI PARAMETERS

- SERVICE LIFE BASE LINE DESIGN:
Nominal Design Conditions
Majority of System Units
System Life Requirements
- SERVICE LIFE DESIGN SUFFERANCE (Must Be Evaluated)
(CAPACITY TO ENDURE "HARDSHIP")

Design Conditions Not Considered In Nominal Design

GENERALIZED CHARACTERIZATION IN THE SPIRIT OF
DAMAGE TOLERANCE OF CRACKS:
AIR FORCE MIL STD- 1530
- MOTIVATE DETAILED CONSIDERATION OF DESIGN CONDITIONS
IN BASE LINE & DESIGN SUFFERANCE MODELING
- BASIS & RATIONALE DOCUMENTED BY DEFINED
GENERALIZED SIA SPECIFICATION PROCESS

1) DESIGN SUFFERANCE SI PARAMETER MODELING GUIDELINES

- EXPLICIT CRACK,FLAW,DAMAGE MODEL
WHEN BASE LINE MODEL IS NON-FLAW BASED(Safe Life)
- LARGER THAN NOMINAL EXPLICIT INITIAL:
CRACKS,FLAWS- Metals,Ceramics
DAMAGE - Advanced/Engineered Materials
- LOSS OF NEAR SURFACE CONDITIONS WHICH PROMOTE SI:
FAVORABLE RESIDUAL STRESSES
ENVIRONMENTAL PROTECTION(Corrosion,Molsture)
- UNINTENDED OUT OF PLANE LOADING:
ENGINEERED/ TAILORED MATERIALS
- LARGER THAN NOMINAL UNDETECTED IMPACT DAMAGE
- MULTIPLE SITE /WIDE SCALE DAMAGE & DEGRADATION
- HARDWARE SYSTEM AUTHORITY MAY SPECIFY MODELING OR
MODELING MAY BE CHOSEN BY SYSTEM DEVELOPER:
DOCUMENTATION OF BASIS & RATIONALE REQUIRED

OTHER THAN NOMINAL SERVICE CONDITIONS GENERALIZED SIA APPROACH

- **INNOVATIVE DESIGN/ EMERGING MATERIALS:**

**QUANTITATIVE ESTIMATES OF "OTHER THAN NOMINAL"
DESIGN CONDITIONS ARE UNCERTAIN**

EXPERIENCE BASE IS LACKING

- **CONDITIONS BEST CHARACTERIZED BY
DIRECT FUNDAMENTAL MODELING**

- **AS DEFINED BY DESIGN SUFFERANCE SI PARAMETER**

- **FACTOR OF SAFETY: ALL OTHER UNCERTAINTIES**

MODELING PRECISION

MATERIAL QUALITY

LOADING DEFINITION

ENVIRONMENT DEFINITION

QUALIFICATION BASED ON ONE/ FEW TESTS

2) ESTABLISH REQUIREMENTS & GUIDELINES HARDWARE SYSTEM AUTHORITY SPECIFIES:

FOR SPECIFIC CLASS OF STRUCTURE:

Measures of Generalized SI Parameters
Critical /Allowable Values

• RESISTANCE TO MAXIMUM LOADING MEASURES

Strength,Strain Limit,Fracture,Displacement
Creep,Buckling

CRITERIA

Yield,Ultimate,Strain Limit Allowable,
KIC,JIC,R-Curve,Displacement Limit

• SERVICE LIFE MEASURES

Life (Specified Loading)
Fatigue Strength (Specified Life)

CRITERIA

Time,Total,Dominant Load Cycle

**3) SI PARAMETERS MUST BE EVALUATED
WITH RESPECT TO ACCEPTANCE CRITERIA**

ESTABLISHED BY HARDWARE SYSTEM AUTHORITY

- **EVALUATION BASED ON ALL OF THE FOLLOWING:**

QUALIFICATION TEST RESULTS

VALIDATED ANALYSIS

**Based On Design Development,
Qualification Tests**

MANUFACTURING QUALITY CONTROL PROGRAM:

Inherent Defects,Cracks,Surface Conditions

IN-SERVICE PROGRAM:

Usage Monitoring,Inspection,Maintenance

- **HARDWARE SYSTEM AUTHORITY HAS OPTION:
ACCEPTANCE NEED NOT BE BASED ON
ALL DEFINED SI PARAMETERS**

4) CLARIFY FACTORS, MEASURES, LIMITATIONS Documented Basis & Rationale

- MOTIVATE MOST APPROPRIATE MODELING & CRITERIA
- DOCUMENT BUILDING BLOCK-ADV. MATERIAL DESIGN DEVELOPMENT
- GENERALIZED SIA SPECIFICATION PROCESS
 - a) Generalized SIA Approach Documents:
Factors To Be Specified
Issues To Be Considered
 - b) Hardware Authority Specifies For
Classes of Structure (To Extent Feasible)
 - c) If Factor Can Not Be Specified By Hardware
System Authority
Materiel System Developers Make Interim
Determinations of SIA Factors Based on Issues
Cited by Generalized SIA Technology Program
 - d) Specifications of SIA Factors Shall Be Supported By
Documentation of Basis & Rationale

GENERALIZED STRUCTURAL INTEGRITY ASSURANCE TECHNOLOGY PROGRAM

TASK I DESIGN INFORMATION	TASK II DESIGN ANALYSES AND MATERIAL CHARACTERIZATION	TASK III DESIGN DEVELOPMENT TESTING	TASK IV QUALIFICATION TESTS FORCE MANAGEMENT DATA	TASK V FORCE MANAGEMENT
A. SIA PLAN B. CHARACTERIZATION • MAX LOADING RESISTANCE • SERVICE LIFE BASE LINE • DESIGN SUFFERENCE LIMITED DURATION SERVICE LIFE C. DESIGN FOR SIA D. SERVICE LIFE SIA PLAN E. DESIGN SERVICE LIFE AND DESIGN USAGE F. MATERIALS, PROCESSES, JOINT METHODS SELECTION	A. MAX LOAD ANALYSIS B. SERVICE LOAD ANALYSIS C. CHEMICAL/THERMAL ENVIRONMENT D. MECHANICAL PROPERTIES CHARACTERIZATION E. MECHANICS ANALYSES F. SIA ANALYSES AT MAX LOADING G. SERVICE LIFE ANALYSES • BASE LINE • DESIGN SUFFERENCE H. LIMITED DURATION SERVICE LIFE ANALYSES/SURVIVABILITY	A. SERVICE LOAD AND ENVIRONMENTAL TESTS B. JOINTS-MECHANICAL TESTS C. BUILDING BLOCK: ADVANCE MATERIAL TESTING D. MAX LOADING RESISTANCE E. SERVICE LIFE • BASE LINE • DESIGN SUFFERENCE F. LIMITED DURATION SERVICE LIFE G. MANUFACTURING QUALITY CONTROL SUMMARY	A. MAX LOADING RESISTANCE B. SERVICE LIFE • BASE LINE • DESIGN SUFFERENCE C. LIMITED DURATION SERVICE LIFE D. QUALIFICATION TEST SUMMARY E. FORCE MANAGEMENT DATA PACKAGE • MANUFACTURING QUALITY CONTROL SUMMARY • SIA ANALYSIS SUMMARY • OPERATIONAL ENVIRONMENT • FORCE SIA MAINTENANCE PLAN • IN-SERVICE MONITORING PLAN F. SIA EVALUATION	A. SIA MANAGEMENT B. OPERATION ENVELOPE IMPLEMENTATION C. FORCE SIA MAINTENANCE IMPLEMENTATION D. IN-SERVICE USAGE MONITORING E. IN-SERVICE SIA DATABASE: FEEDBACK TO ANALYSIS SUMMARY

DESIRABLE ATTRIBUTES GENERALIZED SIA TECHNOLOGY PROGRAM

- MOTIVATE MOST APPROPRIATE MODELING & CRITERIA
DEFINED SIA PARAMETERS, MEASURES, CRITERIA, RATIONALE
- ESTABLISH PROPER RELATIONSHIP BETWEEN ALL SIA TASKS
TECHNOLOGY PROGRAM DOCUMENT- DRAFT
- PERMIT SPECIFIC HARDWARE SYSTEM AUTHORITY
TO EXERCISE ITS RESPONSIBILITY
ACCEPTANCE CRITERIA-EVALUATION OF PARAMETERS
SPECIFIES MEASURES & CRITERIA, MODELING
- APPLICABLE TO ALL DESIGNS
FLEXIBILITY: MODELING & METHODS
GENERALIZED SI PARAMETERS,
MEASURES & CRITERIA, MODELING
- ANALYTICAL CAPABILITY TO ASSESS AFTER FIELDING:
IN-SERVICE DAMAGE, USAGE CHANGES, LIFE EXTENSION
EVALUATION BASIS- VALIDATED ANALYSIS
- INCLUDE IMPLICIT ISSUES
DOCUMENTED BASIS & RATIONALE

BENEFITS

GENERALIZED SIA:

IMPROVED:

MODELING & EVALUATIONS "OTHER THAN NOMINAL" CONDITIONS

CLARIFIES:

LIMITATION OF METHODS--(Advanced Materials)
APPLICATION TO INNOVATIVE DESIGN

COMPLETE GENERALIZED/SPECIFIC SIA TECHNOLOGY PROGRAM

PROMOTE SAFETY

EARLY DISCOVERY OF SIA DEFICIENCIES
COMMUNICATION BETWEEN AUTHORITIES & DEVELOPERS

CLARIFIES TECHNOLOGY GAPS /R&D FOCUS
RETAINS TECHNICAL EXPERTISE

GENERALIZED SIA SUMMARY

NEW GENERALIZED SIA TECHNOLOGY APPROACH

- DEFINITION OF NEW PARAMETERS CHARACTERIZING SIA
- NEW DESIGN SUFFERANCE PARAMETER CHARACTERIZING 'OTHER THAN NOMINAL' SERVICE LIFE DESIGN CONDITIONS
- EVALUATION OF SIA: HARDWARE SYSTEM AUTHORITY ESTABLISHES CRITERIA FOR ACCEPTANCE
- GENERALIZED REQUIREMENTS ARE PERMANENT ; EXCEPTIONS FOR PARTICULAR MATERIAL/STRUCTURAL SYSTEMS
- DOCUMENTATION OF BASIS & RATIONALE REQUIRED

GENERALIZED SIA APPLICATION TO ROTORCRAFT

ARMY

- FLEXIBILITY IN METHODS FOR AIRFRAME, DYNAMIC COMPONENTS
- CLARIFY APPLICATION OF LIFE ASSURANCE TESTS: FATIGUE, DAMAGE TOLERANCE, DURABILITY
- INNOVATIVE DESIGN/ ADVANCED MATERIALS:
 - PROVIDES FOR FORMAL DOCUMENTATION TO PROMOTE UNDERSTANDING OF APPLICATIONS & LIMITATIONS
- STATISTICAL ISSUES: BASIS FOR DESIGN ALLOWABLES

TRI-SERVICE

- FLEXIBILITY: EACH SERVICE CONTROLS METHODS & CRITERIA
- PROVIDES BASIS FOR TRI-SERVICE "COOPERATION"
- PROMOTES TECHNOLOGY TRANSFER

BANQUET SPEAKER

Jack D. Floyd
Deputy Director
Super Team LHX Joint Program Office
Bell Helicopter/McDonnell-Douglas Helicopter Company

"LHX-- A New Composite Helicopter"



MCDONNELL DOUGLAS

SUPERTEAM

BELL HELICOPTER TEXTRON

LHX

A New Composite Helicopter



Composite Technology



COMPOSITE '41 '42

BELL ACAP PROGRAM APPROVED

-22% WEIGHT SAVINGS

-17% COST SAVINGS

- EXCEEDED ALL REQUIREMENTS

V-22

1) WING

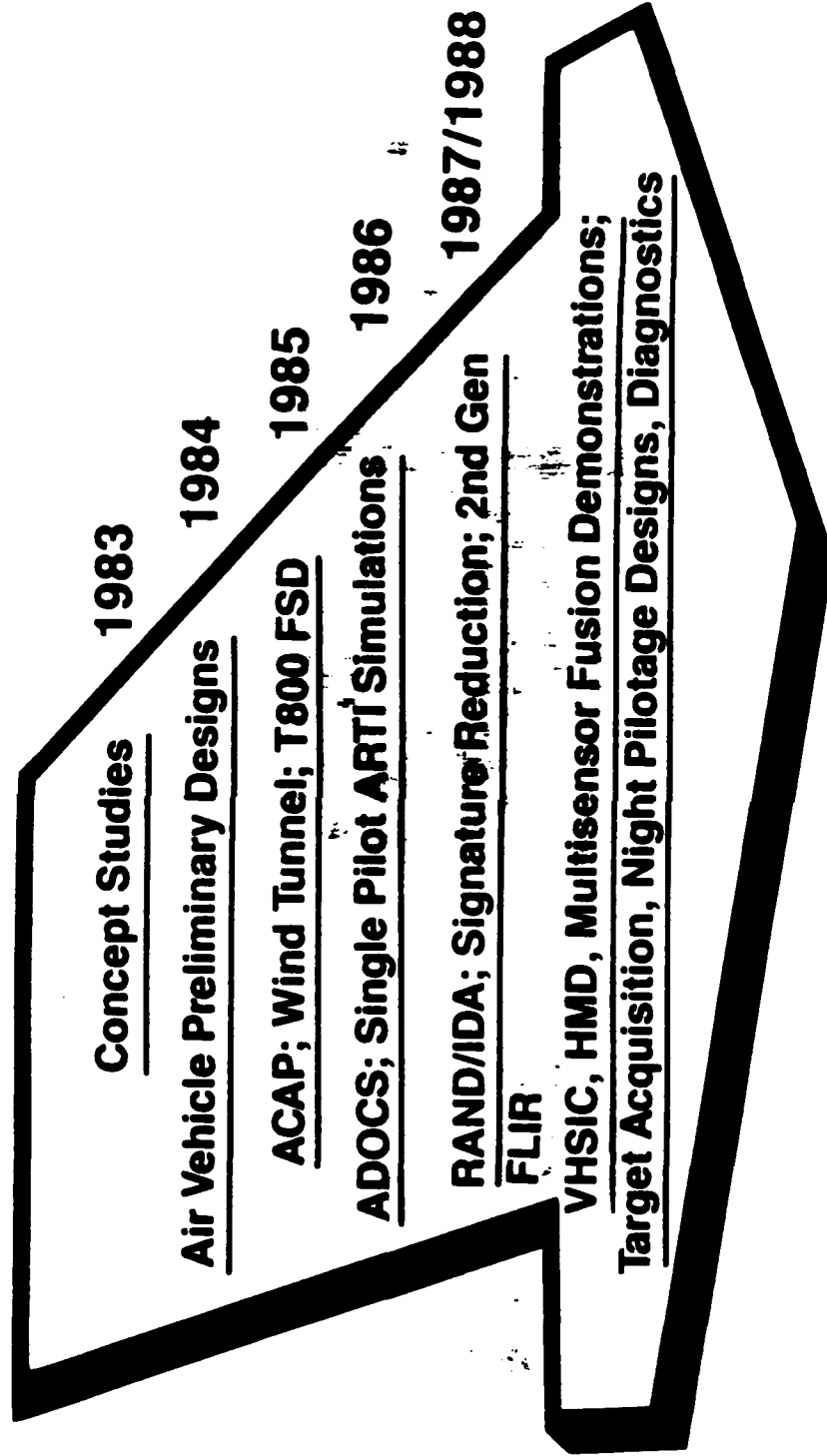
2) FUSELAGE

C- 17

PICTURE OF F/A 18

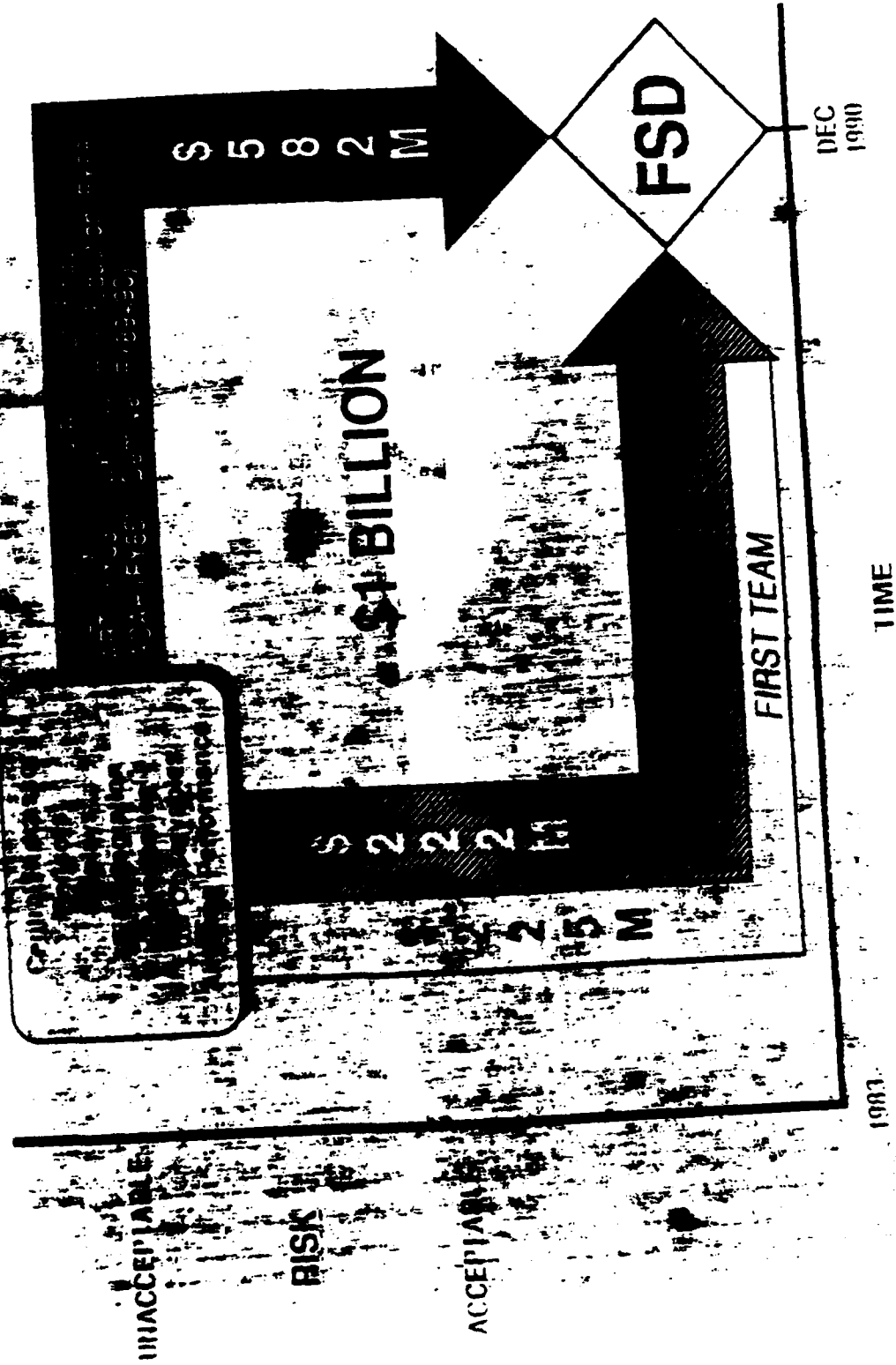


LHX Concept Exploration

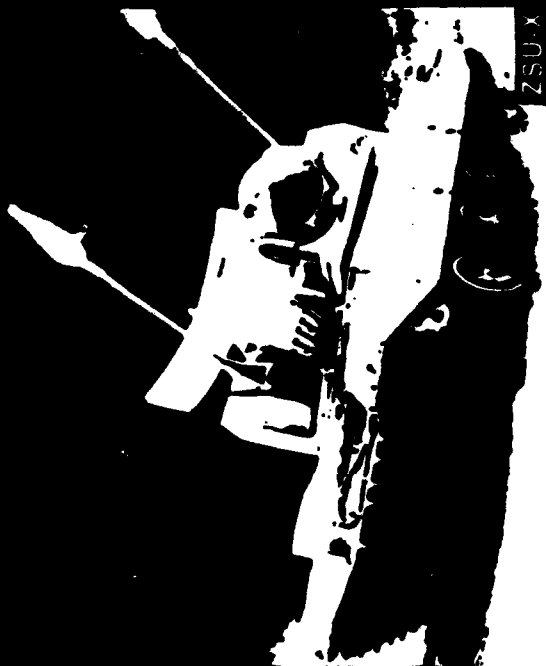


Dem/Val Oct 88

\$1B Risk Reduction for FSD



Emerging Threat



ZSU-23

SA-14 GREMLIN



SA-14 GREMLIN

Mi-24 HIND

Mi-28 HAVOC

Plus: ► Electro Optical Jammers ► Enhanced Radars ► Acoustic Detectors ► Nuclear Biological Chemical Threats

GREMLIN

LHX ➔ MISSION LOADS (MIDEAST MISSION)



ATTACK

8 Hellfire
2 Stinger
500 Rds Gun
1.8 Hrs Fuel

ARMED RECON

4 Hellfire
4 Stinger
320 Rds Gun
2.5 Hrs Fuel



MCDONNELL DOUGLAS

SUPERTEAM

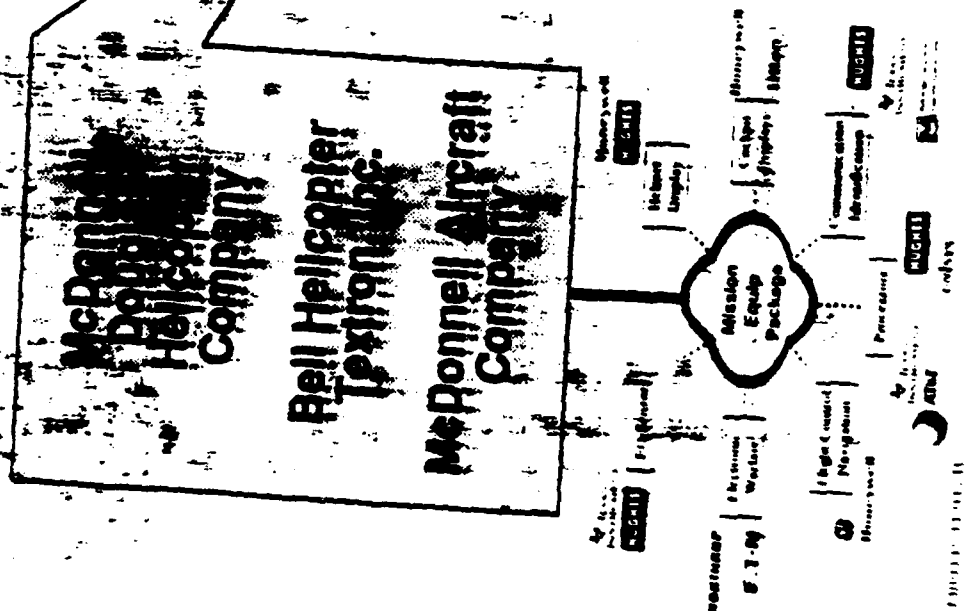
BELL HELICOPTER TEXTRON

COMPETITION SENSITIVE

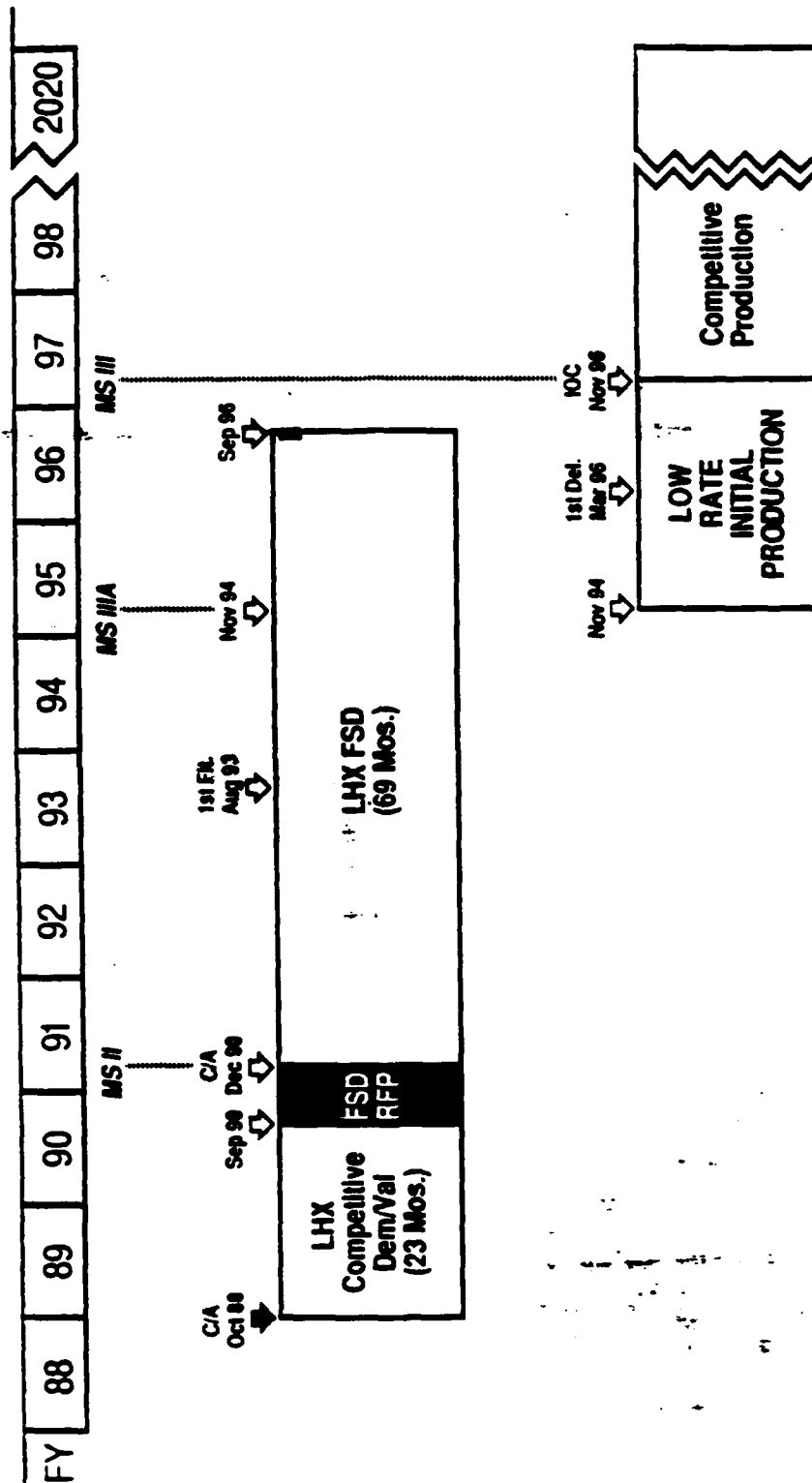
LHX - The Combat Helicopter

The SuperTeam

One Location

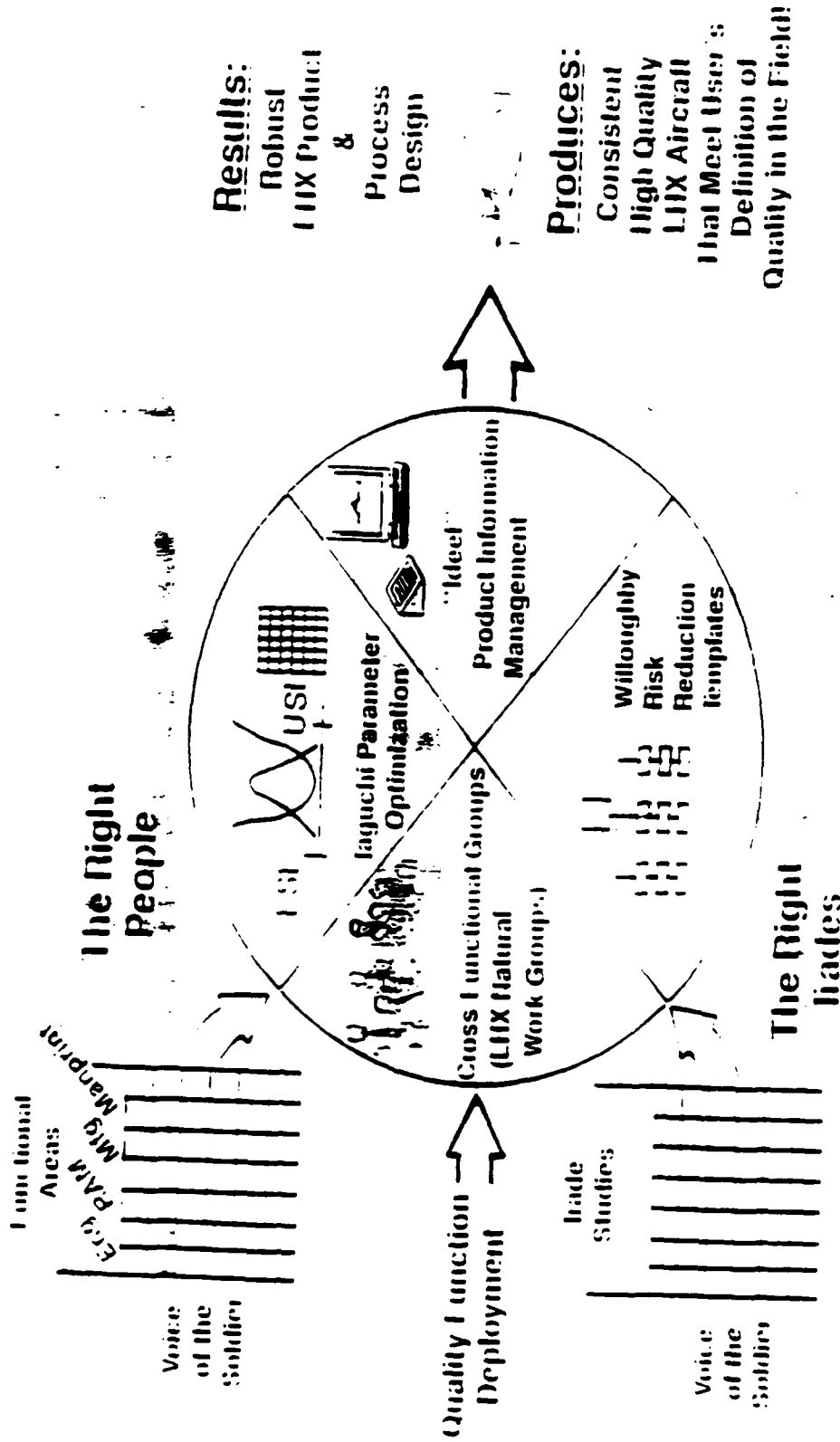


The Army's 30-Year LHX Plan



LHX COMPETITION SENSITIVE

LHX SuperTeam's Dem/Val TQM Process



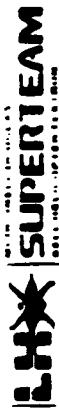


COMPETITION SENSITIVE

Voice of the Soldier – SuperTour



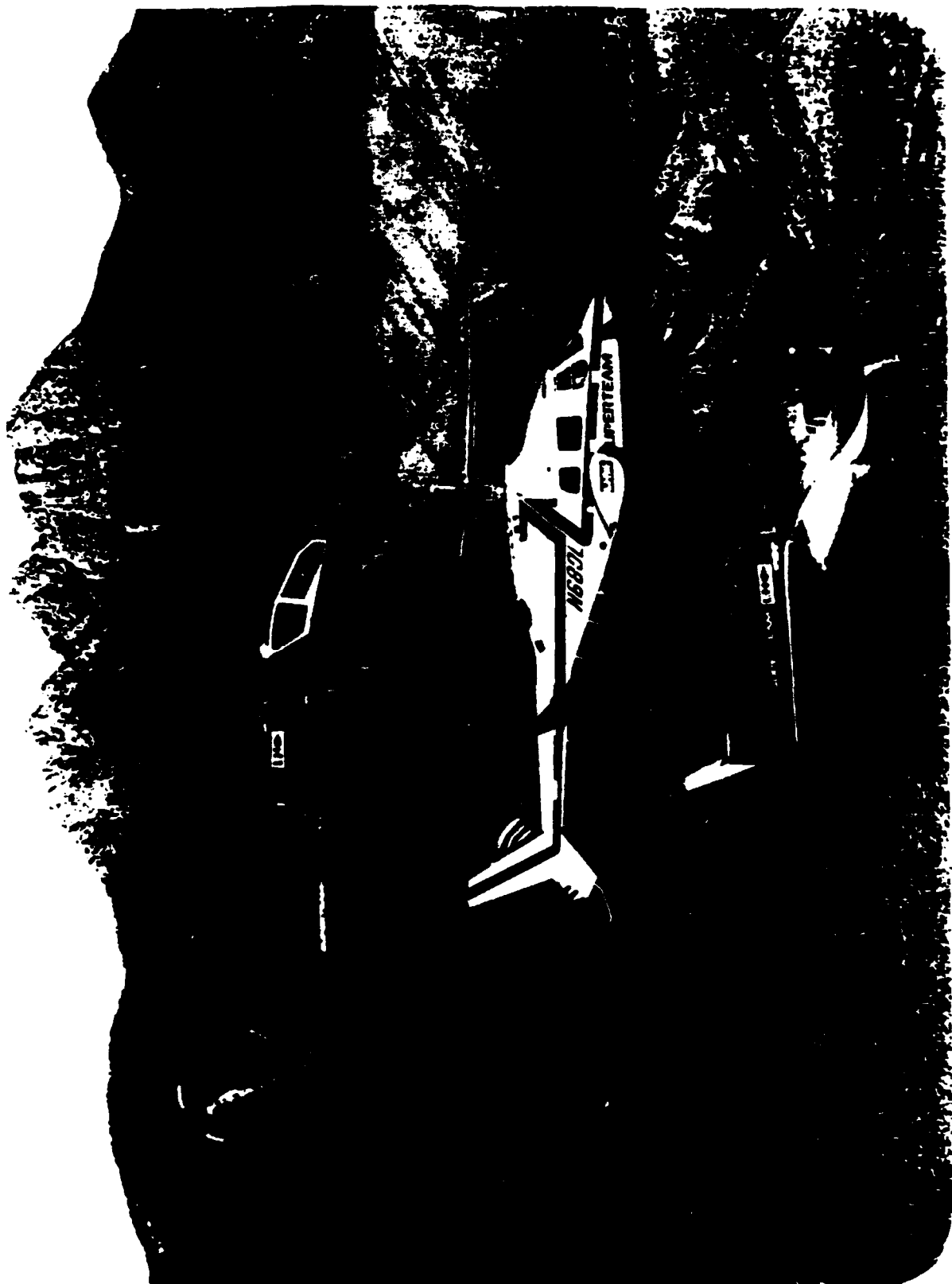
COMPETITION SENSITIVE



Voice of the Soldier – SuperTour

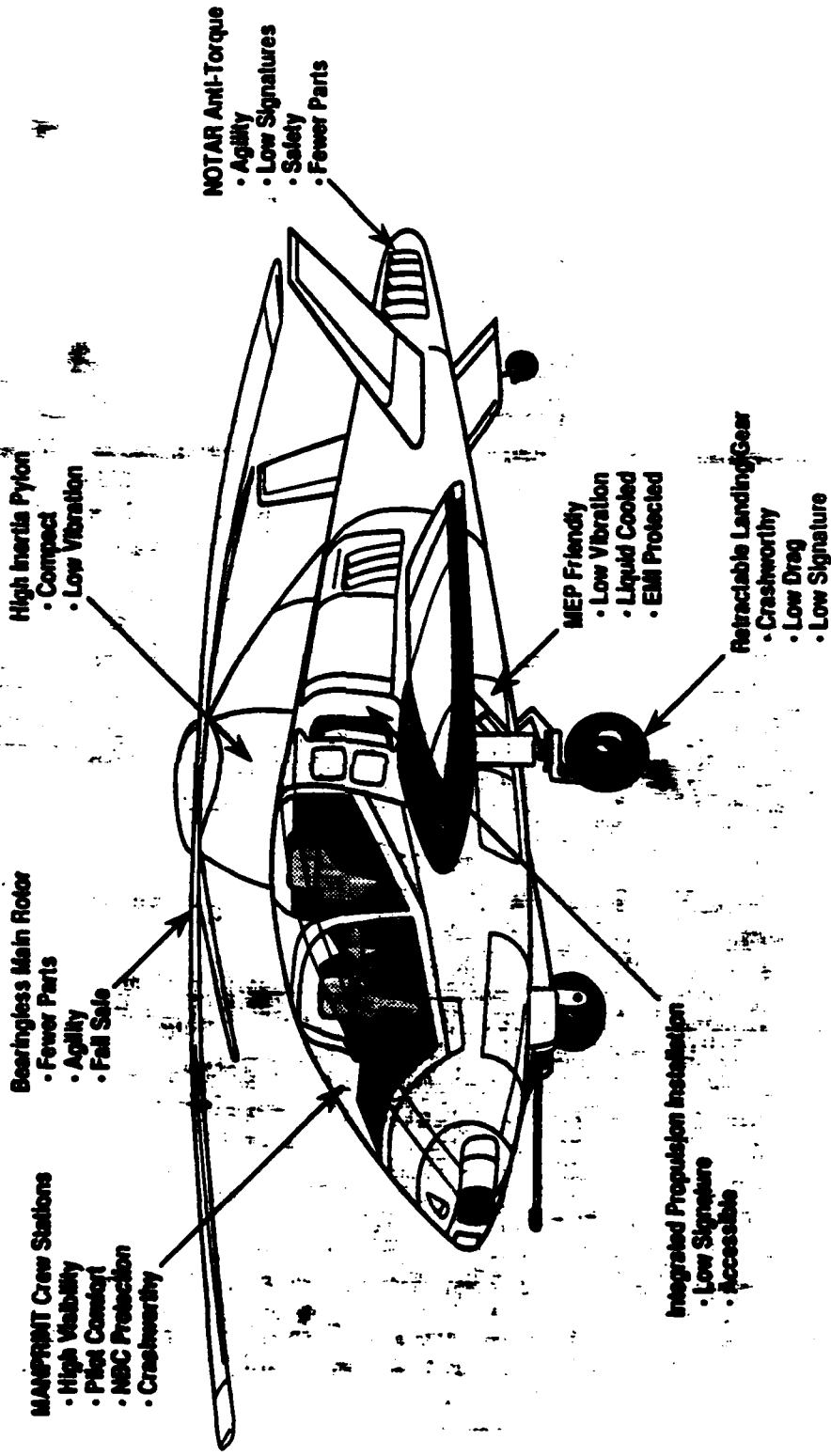


COMBAT INFORMATION SYSTEM



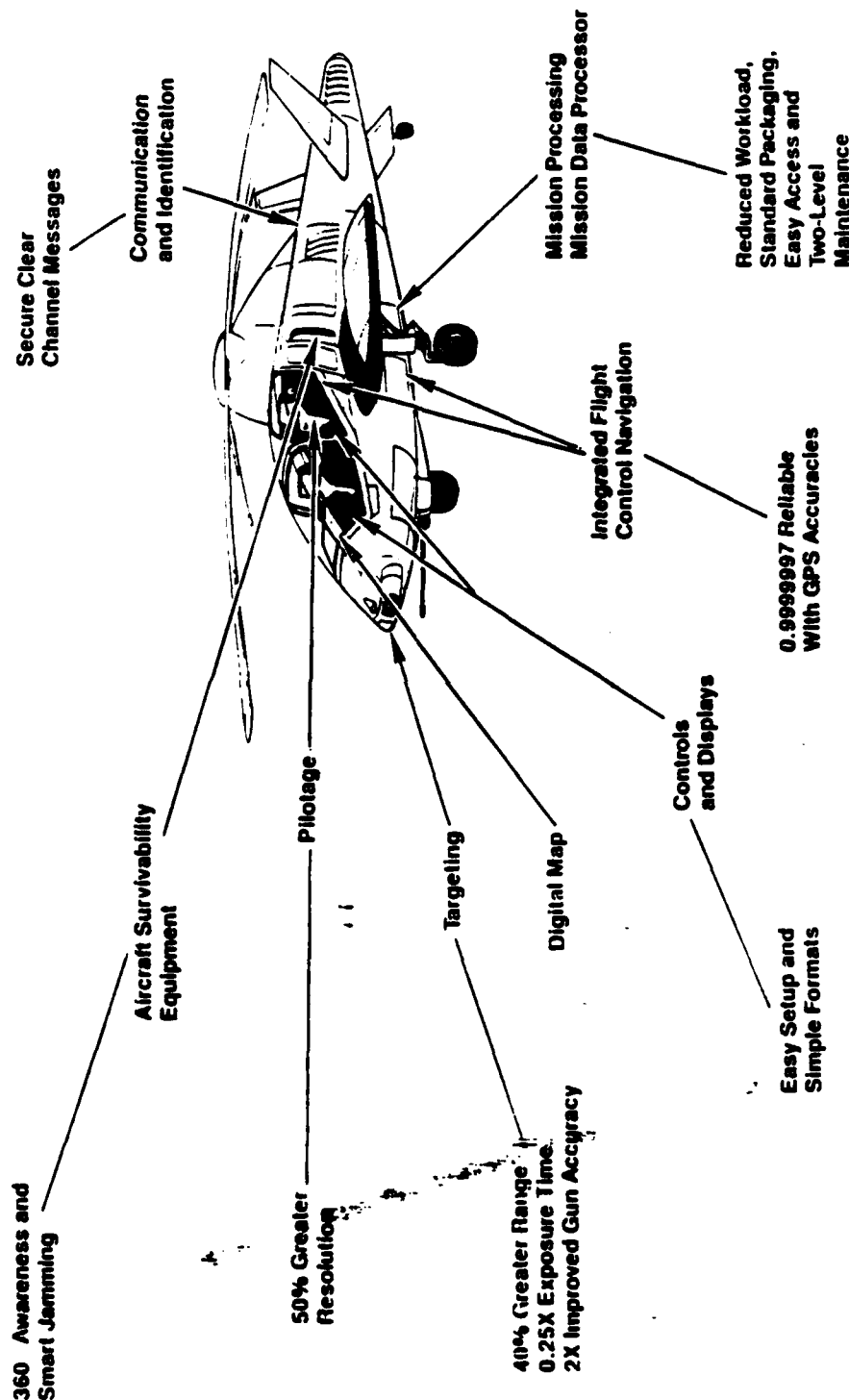
COMPETITION SENSITIVE

Air Vehicle Characteristics/Benefits



COMPETITION SENSITIVE

MEP Characteristics/Benefits





ADVANCED FLIGHT SIMULATION

6-1067

SuperTeam LHX

A Warfighter...by design

- A pilot's helicopter
- A maintainer's aircraft
- A commander's weapon system

LHX

SuperTeam

We Put the Fight

Into LHX

 **GEMINI** 

SESSION V

THERMOPLASTICS VERSUS THERMOSETS

Jeffrey A. Hinkley
NASA-Langley
Chairman

**THE ADHESION OF CARBON FIBERS TO THERMOSET
AND THERMOPLASTIC POLYMERS**

**W. D. Bascom
K-J. Yon**

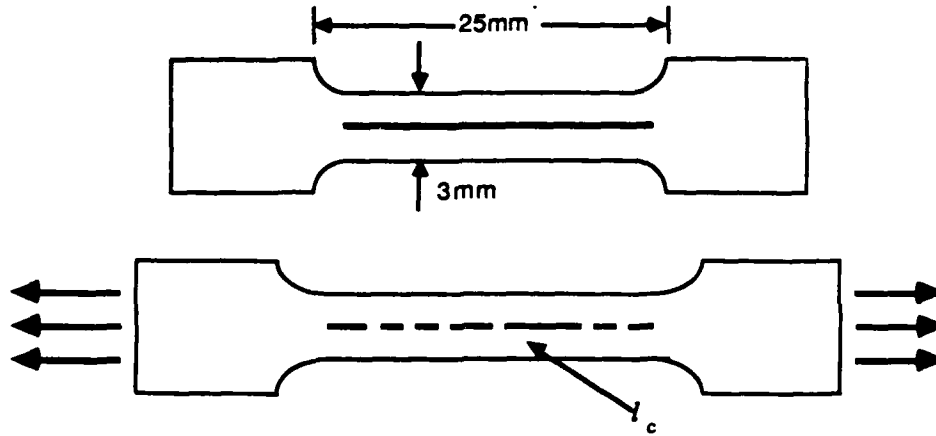
**Materials Science and Engineering Department
University of Utah, Salt Lake City 84112**

**R. M. Jensen
L. Cordner**

**Graphite Fibers Development
Hercules Aerospace, Magna Ut**

**PRESENTED AT THE
2ND ARO-AHS-RPI WORKSHOP ON COMPOSITE MATERIALS
AND STRUCTURES FOR ROTORCRAFT**

THE SINGLE EMBEDDED FILAMENT TEST



- micro-specimens are pulled in tension until the filament is fully fragmented and the length of the fragments (l_c) is then measured
- the critical length is related to the interphase shear strength by,

$$\tau_c = \frac{\sigma_c d}{2l_c}$$

τ_c = interphase shear strength

σ_c = fiber strength

d = fiber diameter

l_c = fiber critical length

however the fiber strength has some statistical distribution $\Sigma\sigma_c$ so that,

$$\tau_c = \frac{d}{2l_c} \Sigma\sigma_c$$

rearranging,

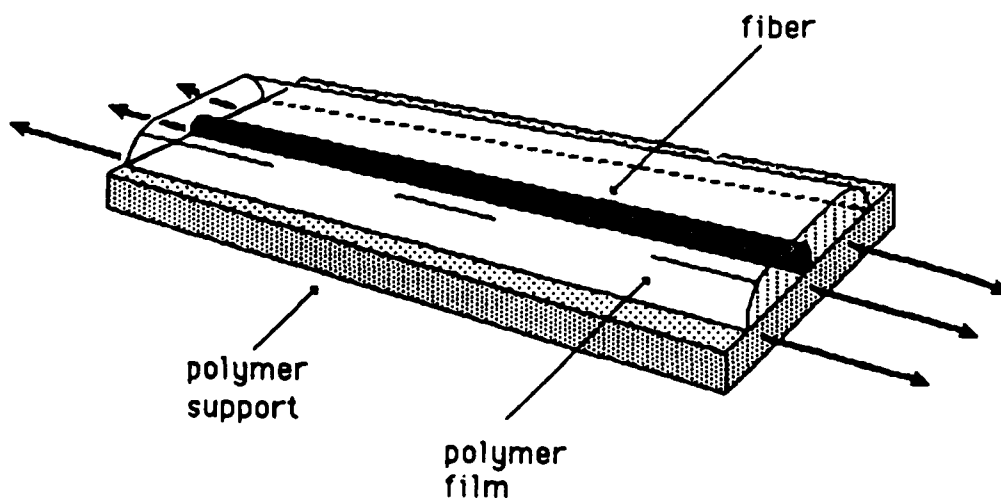
$$\frac{l_c}{d} = \frac{1}{2\tau_c} \Sigma \sigma_c$$

If $\Sigma \sigma_c$ is essentially constant then $\frac{l_c}{d}$ is an inverse measure of the interphase shear strength

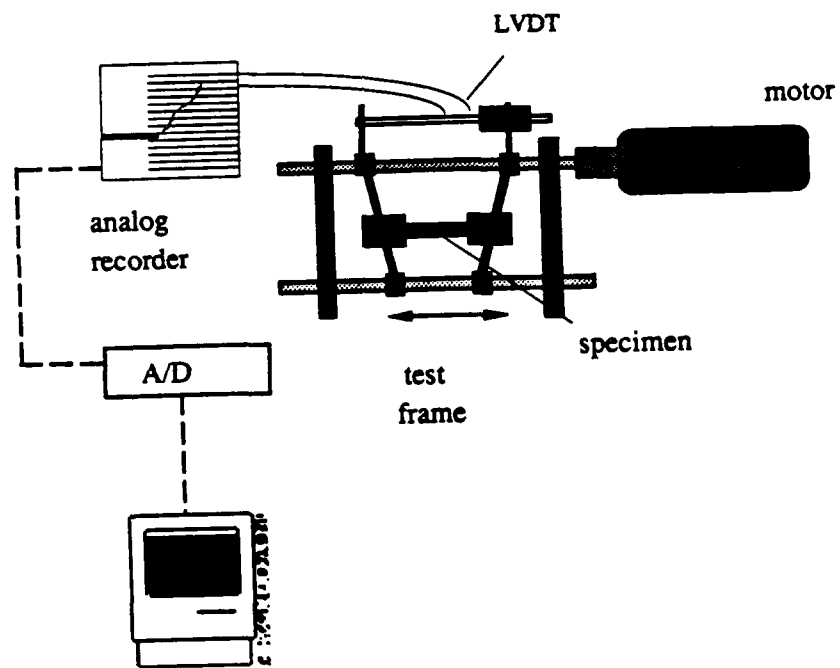
EXPERIMENTAL TECHNIQUE

Epoxy specimens were made by placing the filament in a silicone mold, encapsulating in the liquid resin and heat curing.

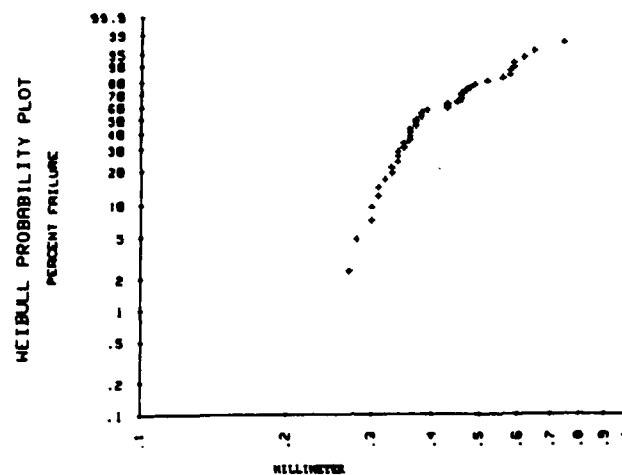
The thermoset specimens were prepared by placing a single filament on a small plate of the polymer and then coating the filament with the same polymer from a volatile solvent;



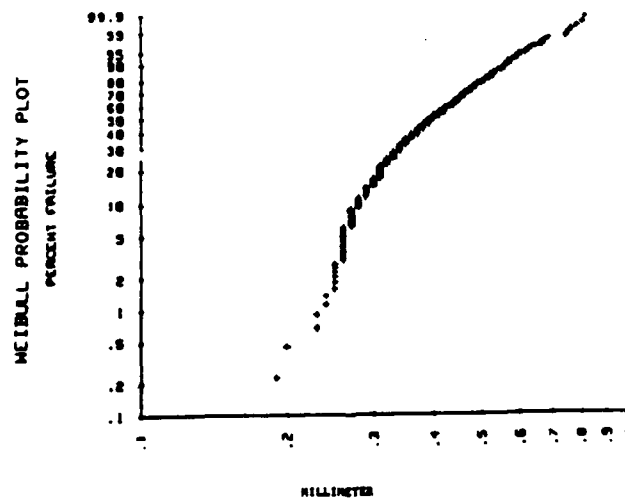
The specimens were placed in a tensile test fixture that fits on the stage of a light microscope;



THE CRITICAL LENGTH DATA EXHIBIT A BROAD STATISTICAL DISTRIBUTION



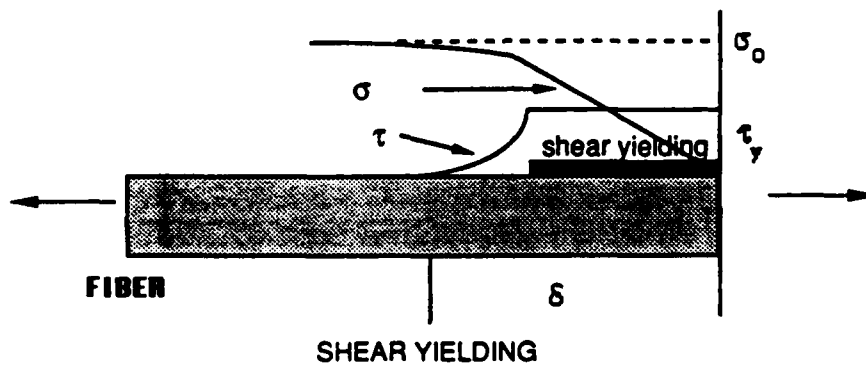
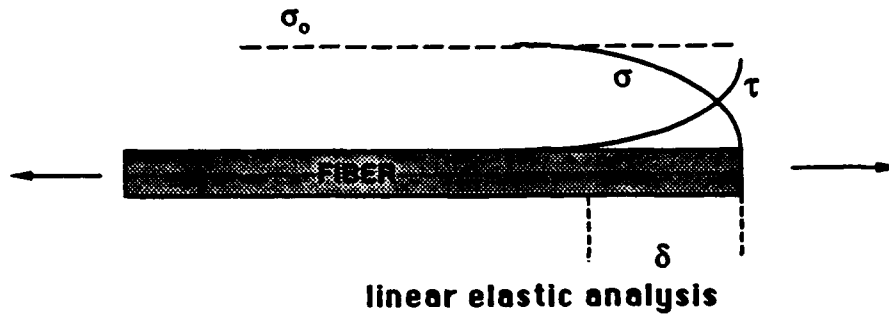
Typical l_c data from one specimen



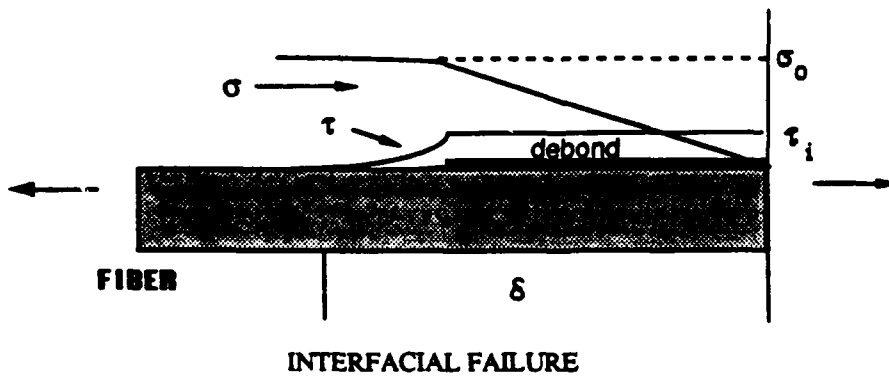
Combined l_c data for 10 specimens

The data were analyzed by calculating the normal mean and the 99% confidence limits on the mean.

STRESS DISTRIBUTION AT FIBER BREAKS



A



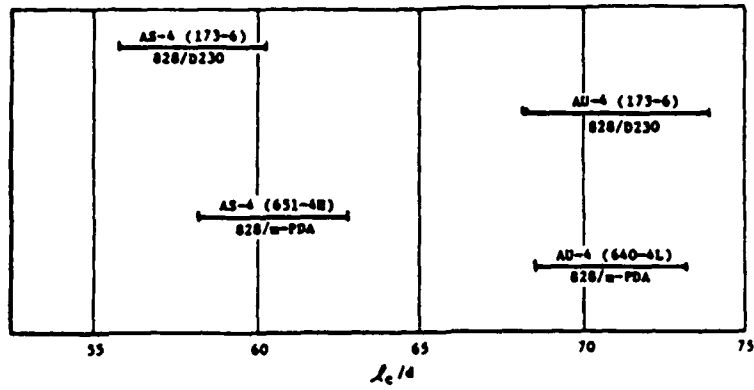
B

The polymers used in this study were transparent and stress birefringent and so the experiment revealed information about the stress distribution at fiber breaks.

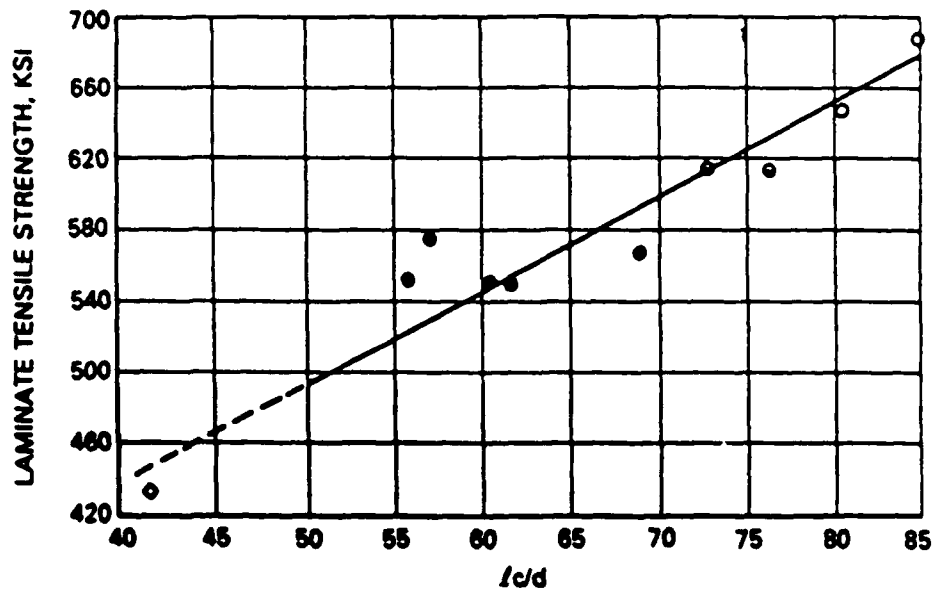


STRESS BIREFRINGENCE PATTERNS
A Strong adhesion B Weak adhesion

EFFECT OF SURFACE TREATMENT ON ADHESION



EFFECT OF FIBER TYPE



ADHESION TO THERMOPLASTICS

A Study of the adhesion of three fiber types,

Hercules AS1

Hercules AS4

Hysol-Grafil HAS^a

revealed a similar adhesion to epoxy polymers but an unexpected difference in adhesion to thermoplastics

^a now Courtaulds Grafil, 33-650

Critical Aspect Ratio for Carbon Fiber/Epoxy Systems

Carbon Fiber	Epoxy	Critical Lengths (mm)	Critical Aspect Ratio, l_c/d mean	99% confidence on the mean
AS1 ^a	828/mPDA	0.3	42	-----
AS4	828/mPDA	0.38	55	53 - 57
AS4	828/D230	0.41	60	58 - 62
XAS	828/m-PDA	0.21	32	31 - 33

^a Drzal, L. T.; Rich, M.J.; and Lloyd, P.F.; "Adhesion of Graphite Fibers to Epoxy Matrices; I. The Role of Fiber Surface Treatment, "J. Adhesion, 16 1 (1983)

Critical Aspect Ratio for AS4 in Thermoplastic Polymers

Matrix limits	Critical Lengths mm	Critical Aspect Ratio, l_c/d	
		mean	99% confidence
polycarbonate	0.74	108	101-115
polyphenylene oxide	0.83	121	115-125
polyetherimide	0.64	93	90-96
polysulfone	0.83	121	114 - 128
PPO/PS (75/25) ^a	1.41	206	193 - 218

^awt. %

Critical Aspect Ratio for AS1 in Thermoplastics

Matrix	Critical Lengths mm	Critical Aspect Ratio, l_c/d	
		mean	99% confidence limits
polycarbonate	0.95	119	114 - 124
polyetherimide	0.67	84	80 - 88

Critical Aspect Ratio for XAS in Thermoplastic Polymers

Matrix	Critical Lengths mm	Critical Aspect Ratio, l_c/d	
		mean	99% confidence limits
polycarbonate	0.36	54	52 - 56
polyphenylene oxide	0.37	55	53 - 58
polysulfone	0.36	55	--
polyetherimide	0.36	55	52 - 57
PPO/PS (75/25) ^a	0.41	61	58 - 64

^awt. %

In all of the thermoplastics, the HAS gave a smaller l_c/d than the AS4 or AS1.

This indicates stronger adhesion of the HAS to these polymers than for the AS fibers.

The birefringence patterns confirmed this difference

WHY ?

We tested the following possibilities;

wettability

adsorbed specie on the AS fibers

surface roughness

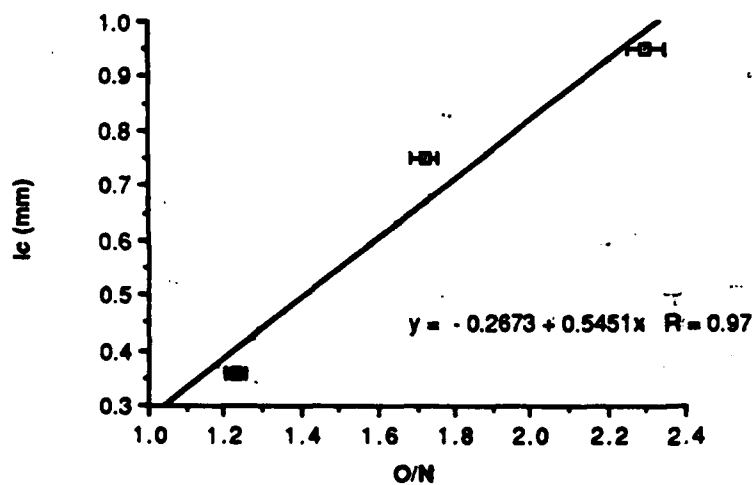
None of these provided an explanation

SURFACE CHEMICAL ANALYSIS

XPS ANALYSIS REVEALED DIFFERENCES IN THE CHEMICAL CONSTITUTION OF THE FIBERS.

XPS ANALYSIS			
	C	O	N
	Atom Percent		
AS1	81.0	11.2	5.6
AS4	88.6	7.6	3.8
XAS	80.5	10.5	7.9

THE ONLY CORRELATION BETWEEN XPS RESULTS AND ADHESION WAS WITH THE O/N RATIO



However, acid-base analysis of the fibers using inverse phase chromatography revealed a difference in basic character not evident from the HPS analyses.

γ_s^D = nonpolar surface energy

$$I_{sp} = \Delta G^{\circ}_{sp} / aN$$

I_{sp} = specific interaction

ΔG°_{sp} = free energy of interaction

a = surface area of adsorbed molecule

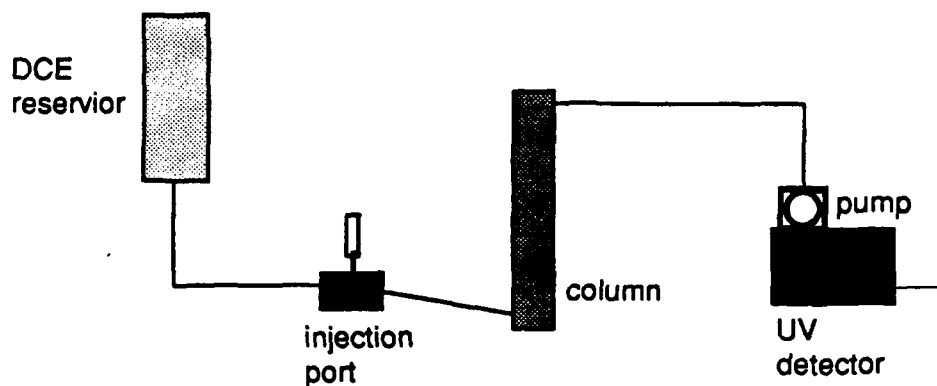
N = Avogadro's number

ACID-BASE ANALYSIS^c

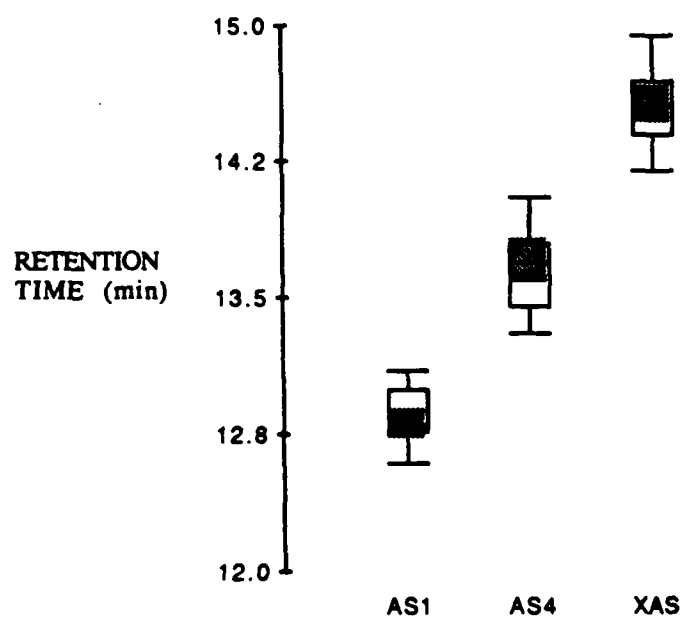
probe molecule	character	$I_{sp}(\text{mJ/m}^2)$	
		AS4	XAS
CHCl ₃	acidic	-	21.9
CCl ₄	acidic	12.8	11.6
CH ₃ COCH ₃	amphoteric	14.9	87.2
THF	basic	15.0	92.7
.....		γ_s^D (mJ/m ²)	
n-alkanes	nonpolar	40.0	39.3

^c Determined by Prof. T. Ward, Virginia Tech

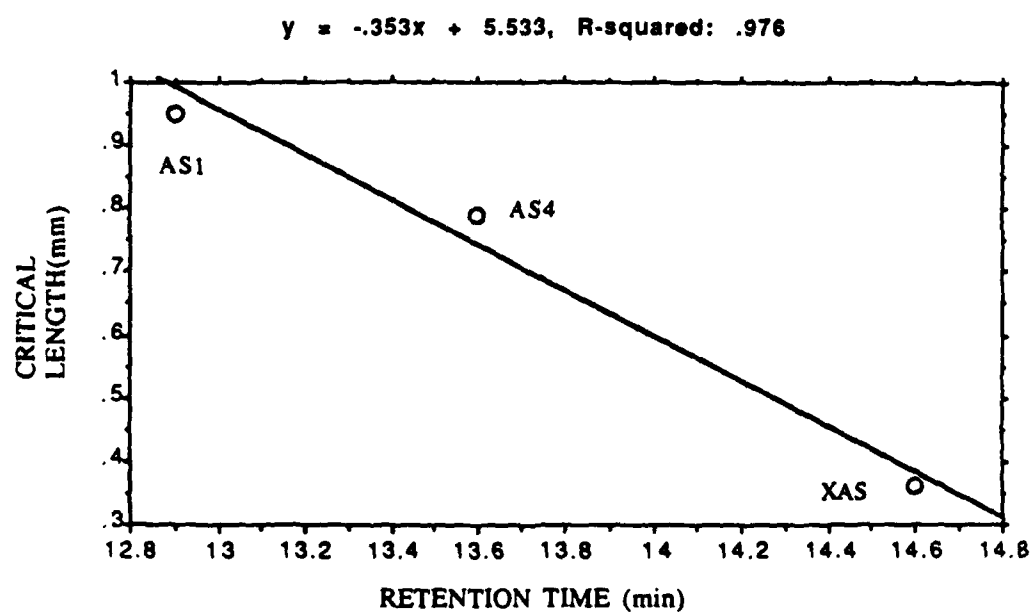
RETENTION TIME CHROMATOGRAPHY



Statistical analysis of the data indicated a clear distinction in the absorptivity of polycarbonate on the different fibers:



There was a good correlation between the retention time and the critical length



**PRELIMINARY EXPERIMENTS SUGGEST THAT PLASMA TREATMENT IN
AMMONIA IMPROVES THE ADHESION OF AS4 TO POLYCARBONATE**

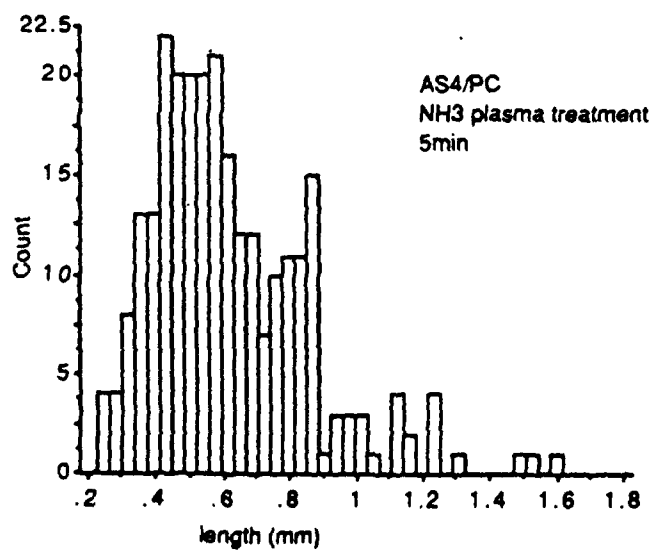
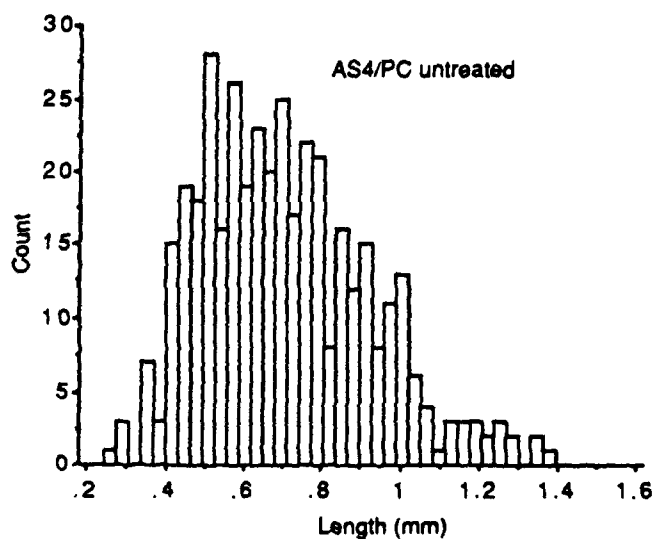
**EFFECT OF PLASMA TREATMENT IN AIR
AS4/Polycarbonate**

treatment time min	critical length, mm	
	average	SD
control	0.71	0.22
1	0.80	0.20
2	0.74	0.21
5	0.75	0.23

**EFFECT TO PLASMA TREATMENT IN AMMONIA GAS
AS4/Polycarbonate**

treatment time min	critical length, mm	
	average	SD
control	0.71	0.22
1	0.65	0.19
3	0.49	0.15
5	0.67	0.21

THE EFFECT OF THE NH_3 PLASMA APPEARS TO BE NONUNIFORM



CONCLUSIONS

- Both the KAS and the AS fibers exhibit strong adhesion to the epoxy polymers
- The KAS exhibits strong adhesion to the thermoplastics whereas the AS4 and AS1 fibers exhibit weak adhesion to the thermoplastics
- The differences in adhesion to the thermoplastics could not be explained in terms of weak boundary layers, or differences in wettability or surface roughness
- The three fiber types differ in their surface chemistry
 - from XPS analysis
 - from acid-base characterization
- The only correlation found thus far between adhesion and surface chemical properties is with the XPS O/N ratio
- A correlation was found between the reverse phase LC retention time and the adhesion of polycarbonate.
- The difference in the adhesion of the three fibers to the thermoplastics appears to be due to a subtle but yet unidentified difference in their surface chemical composition
- Preliminary studies suggest that exposure of the AS4 fiber to NH_3 plasma improves the adhesion to polycarbonate

REFERENCES

Fraser, W. A, Ancker F. H. and DiBenedetto, A.T., Proc. Conf. on Reinforced Plastics, SPI , 1975, Section 22A, p.1

Fraser, W.A., Ancker, F. H., DiBenedetto, A. T. and Elbirli, B., Polym. Comp., 4 238 (1983)

Drzal, L.T., Rich, M.J. and Lloyd, P.F., J. Adhesion, 16 1 (1982)

Drzal, L. T., Rich, M. J. Koenig, M. F. and Lloyd, P. F. . J. Adhesion, 16 133 (1983)

Bascom W. D. and Jensen, R. M., J. Adhesion, 19 219 (1986)

Bascom, W. D., and Drzal, L. T., "The Surface Properties of Carbon Fibers and Their Adhesion to Organic Polymers", NASA Contractor Report 4084, NASA Scientific and Technical Information Office. Washington DC, 1987

**COMPRESSION FAILURE AND DELAMINATION IN
THERMOPLASTIC COMPOSITES**

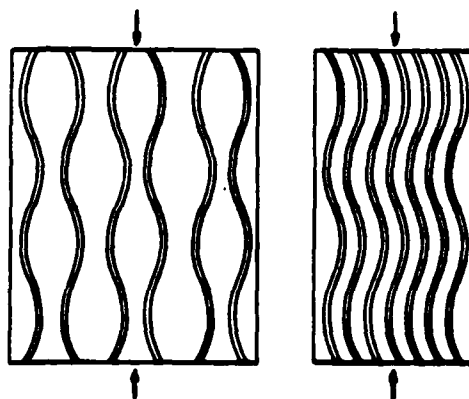
**Prof. S. S. Sternstein
Rensselaer Polytechnic Institute
Troy, New York**

**Workshop on Composite Materials and
Structures for Rotocraft**

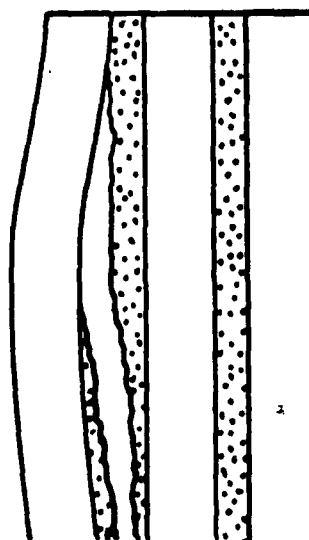
**Held at Rensselaer Polytechnic Institute
14-15 September, 1989**

IDEALIZED IN PLANE AND OUT OF PLANE
COMPRESSION FAILURE

IN PLANE 'MICROBUCKLING'

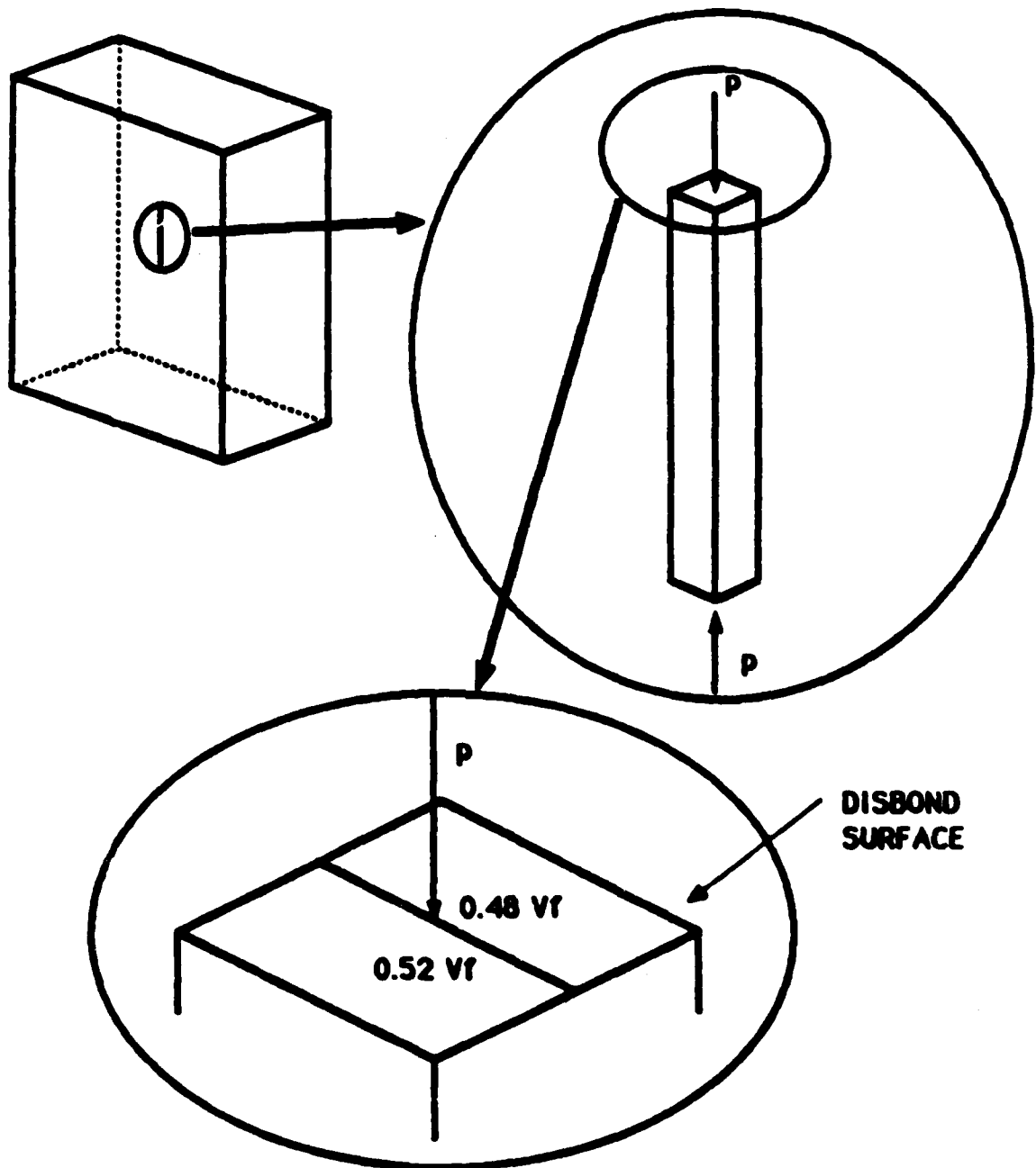


OUT OF PLANE FAILURE

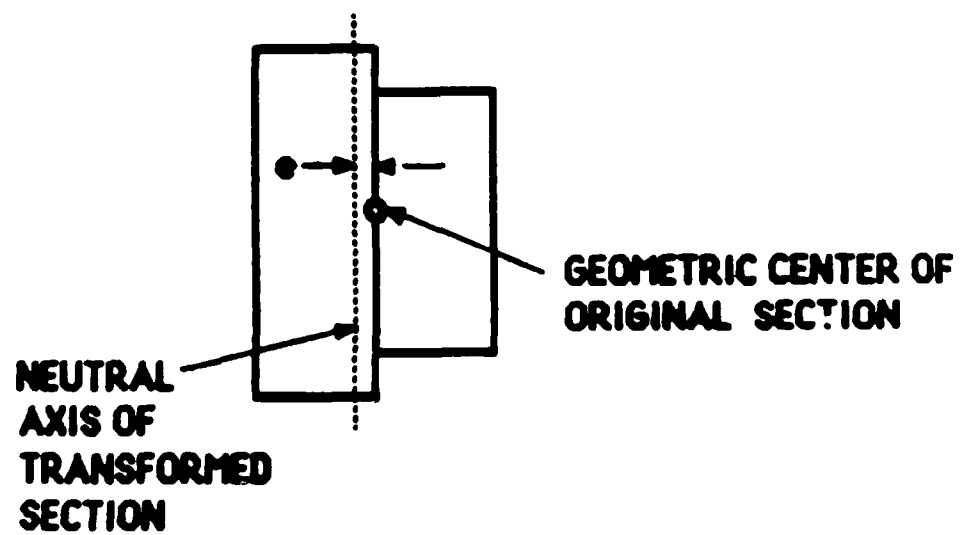
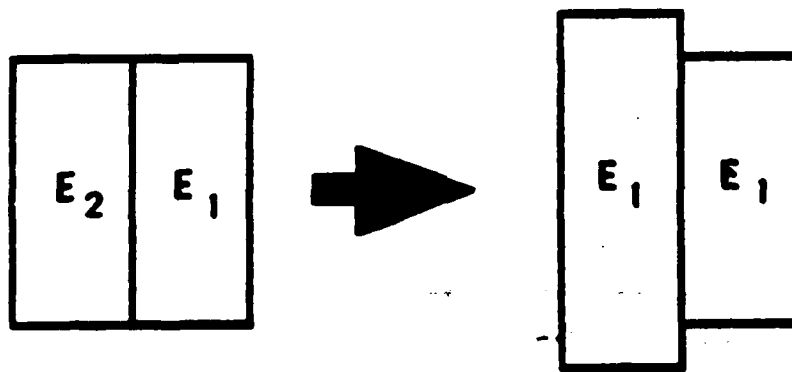




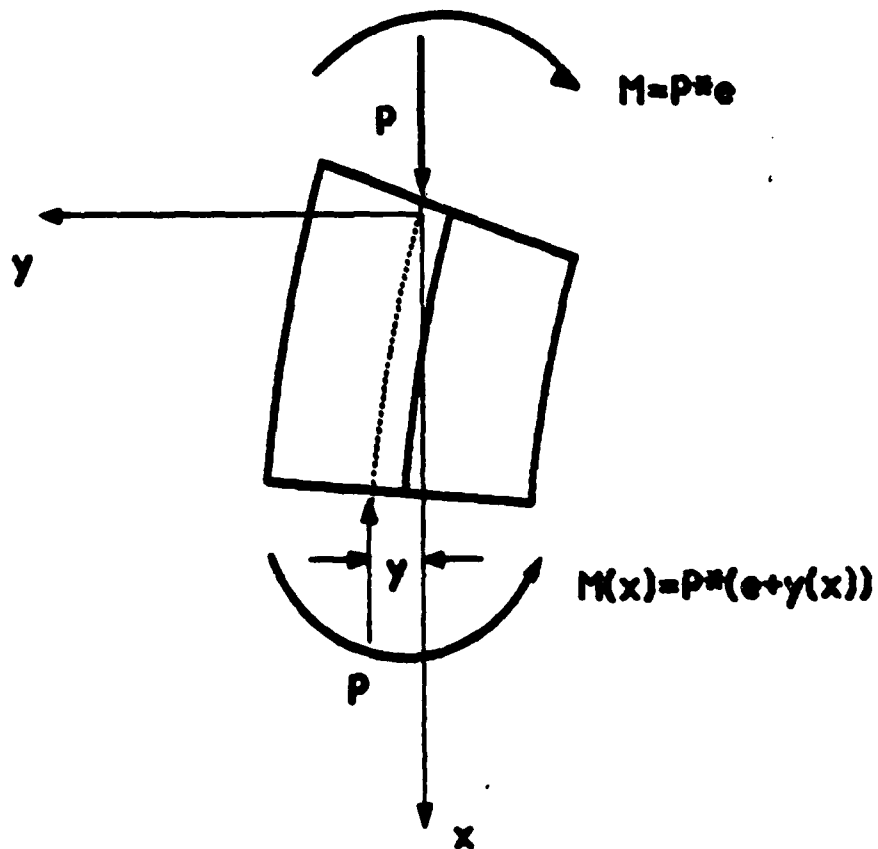
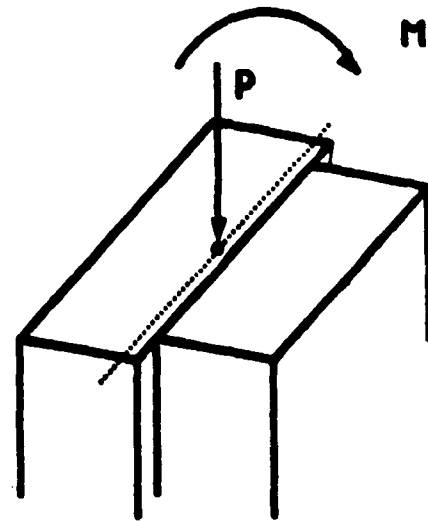
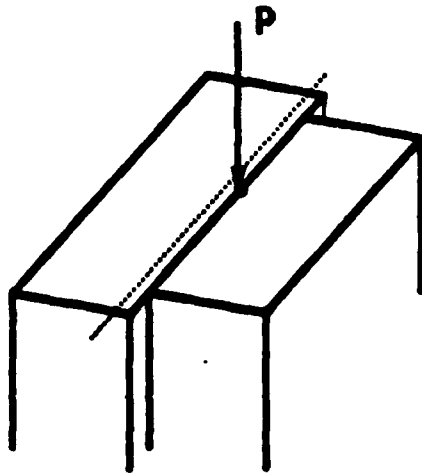
THE MICROBUCKLING ELEMENT



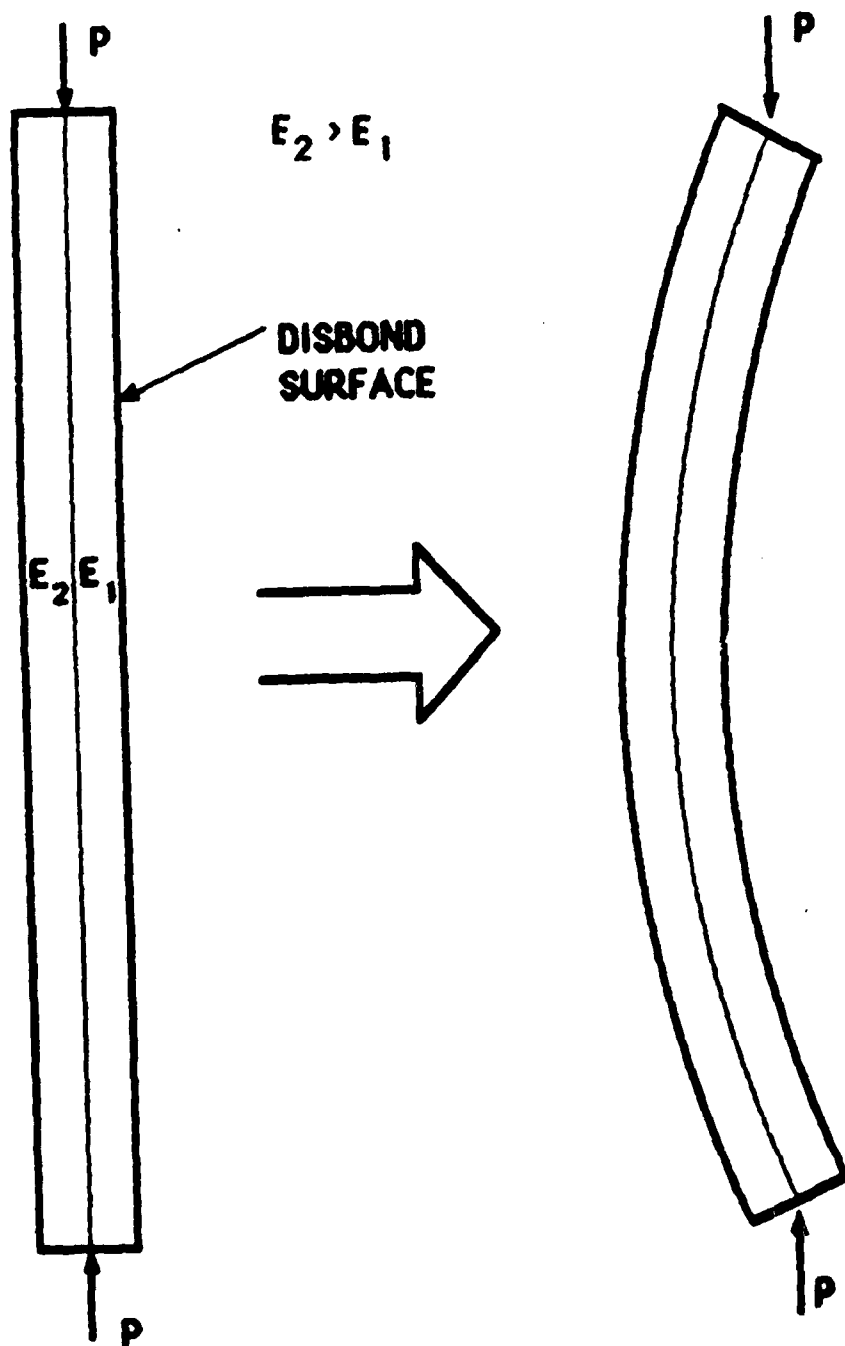
TRANSFORMATION TO EQUIVALENT CROSS SECTION



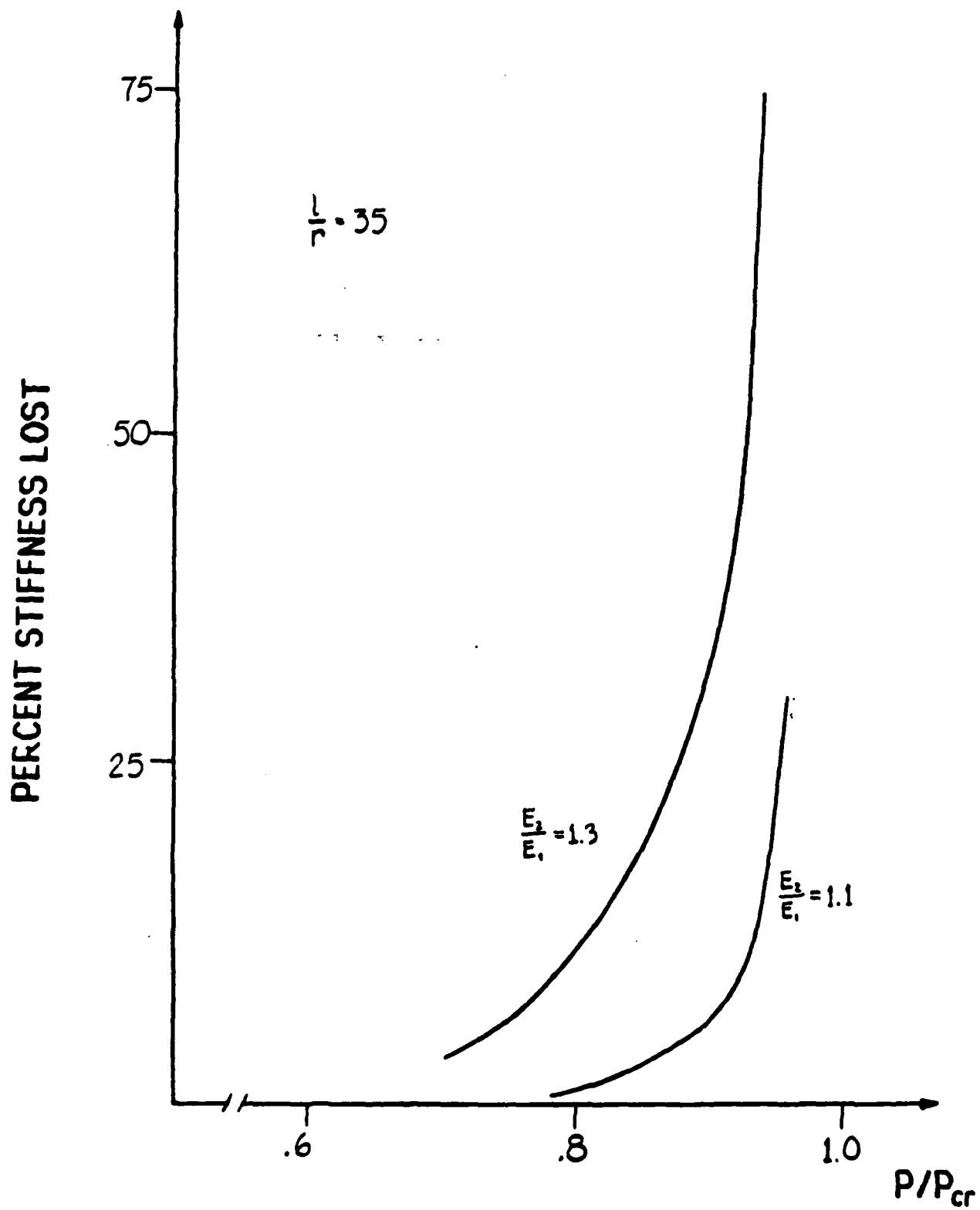
DEVELOPMENT OF AN INTERNAL MOMENT DUE TO NONUNIFORM STRUCTURE



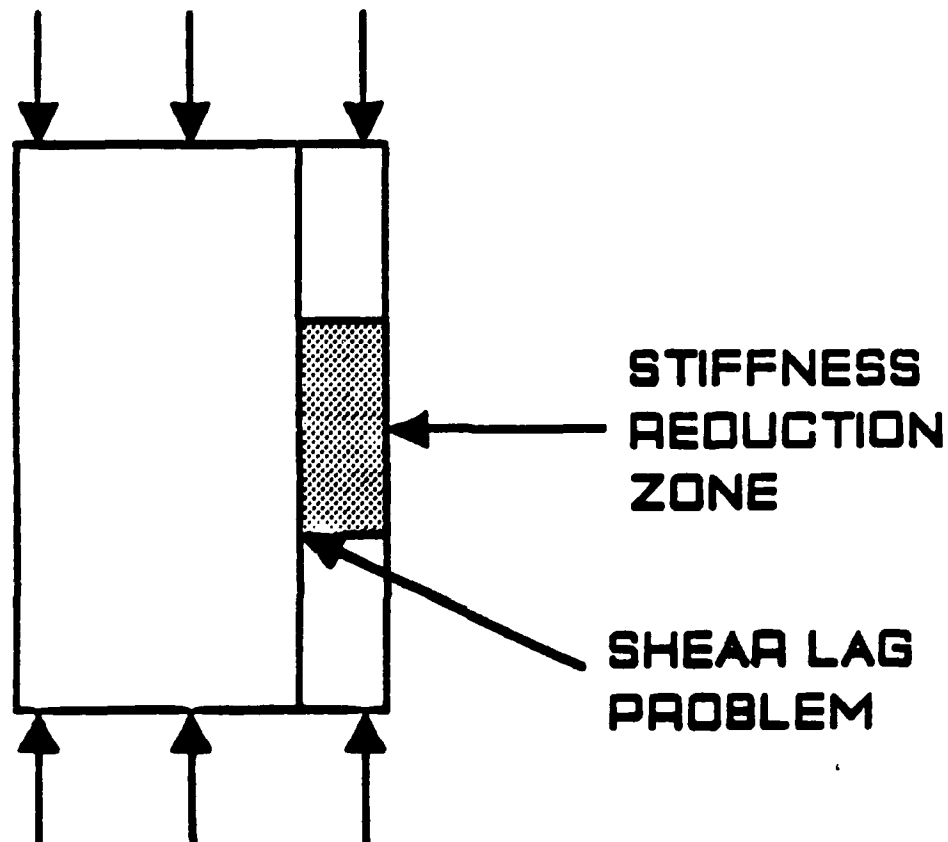
OUT OF PLANE DEFORMATION OF THE SURFACE PAIR



PERCENT STIFFNESS LOST vs P/P_{cr}

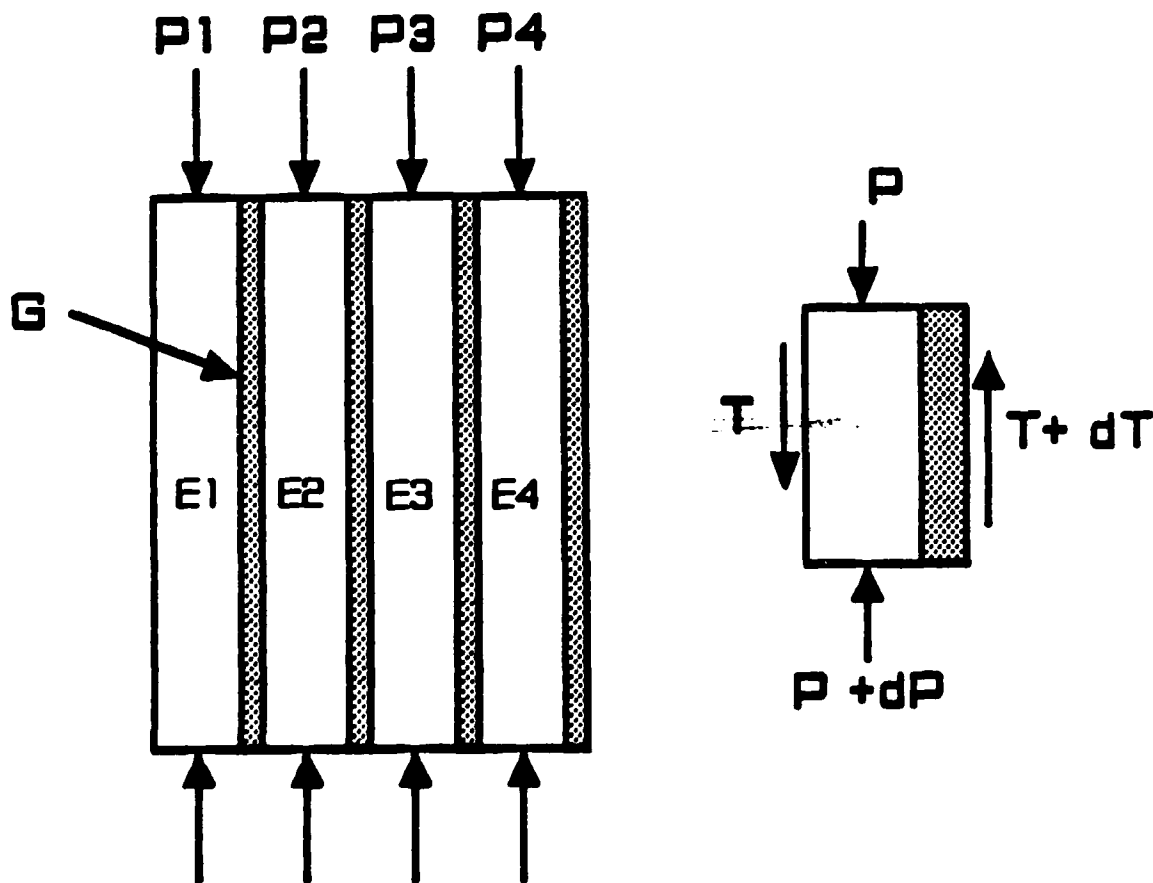


ORIGIN OF THE SHEAR LAG PROBLEM



END CONDITIONS DETERMINE THE
BOUNDARY CONDITIONS FOR THE
SHEAR LAG PROBLEM

BASIC SHEAR LAG MODEL



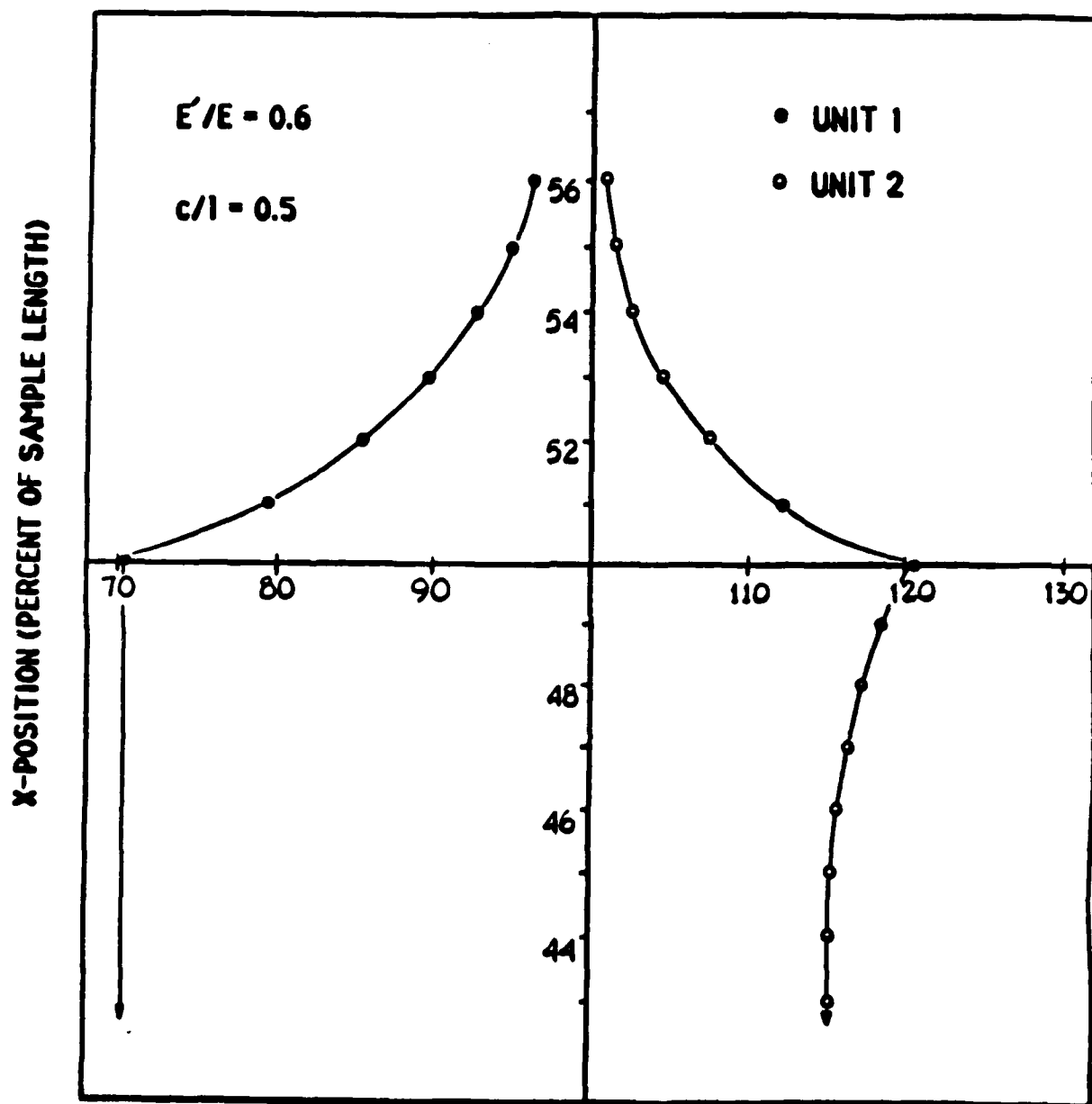
ASSUMPTIONS

NO SHEAR IN E LAYERS

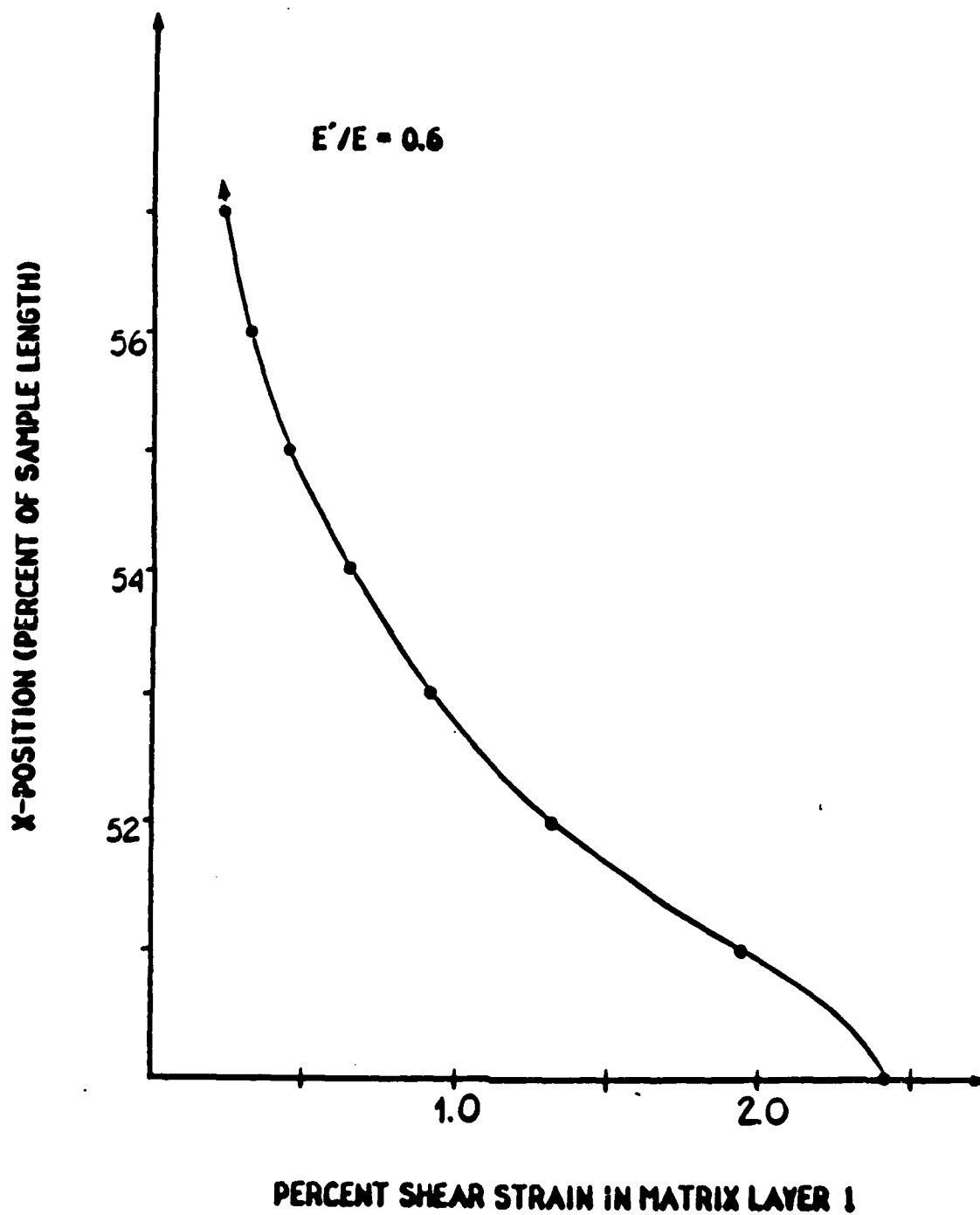
ONLY SHEARS IN G LAYERS

AXIAL (NO TRANSVERSE) GRADIENTS

WITHIN LAYERS



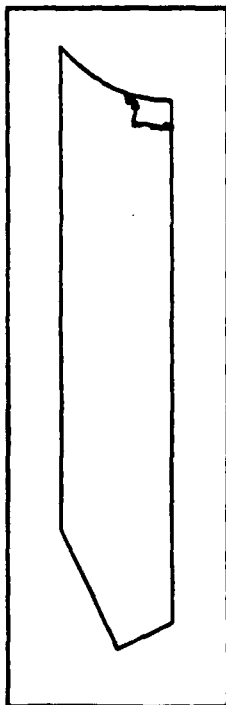
PERCENT OF APPLIED LOAD BEING CARRIED



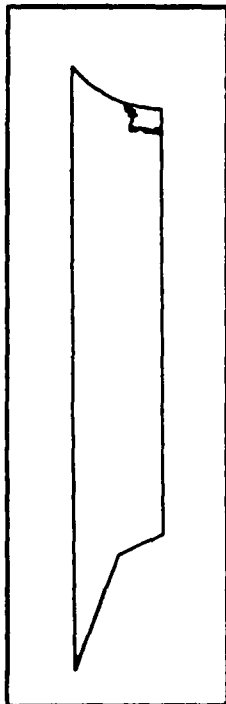
DISSIPATED ENERGY DENSITY RATE

0.8 CRACK RADII LAYER THICKNESS.

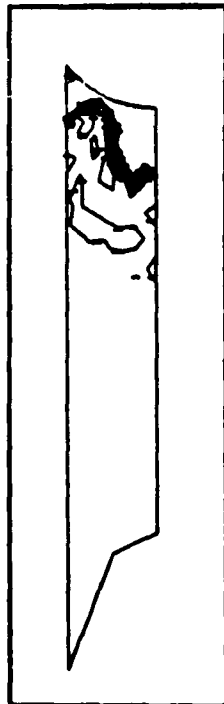
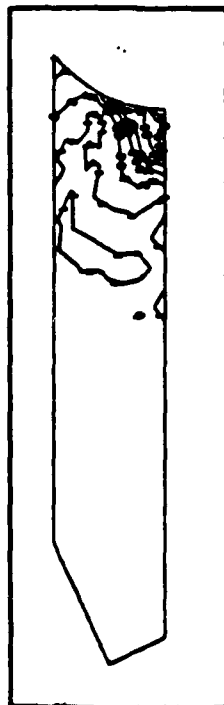
Load Rate : 1 N/sec.



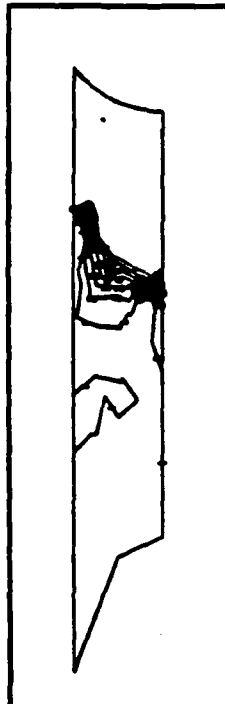
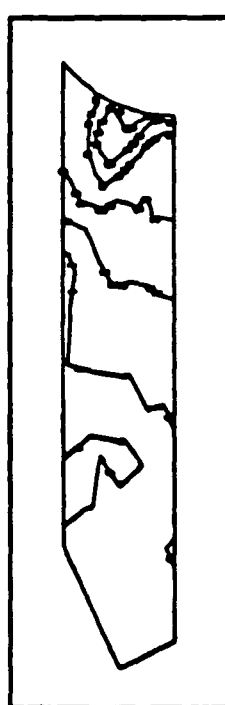
Load Rate : 10 N/sec.



Applied Load : 10N



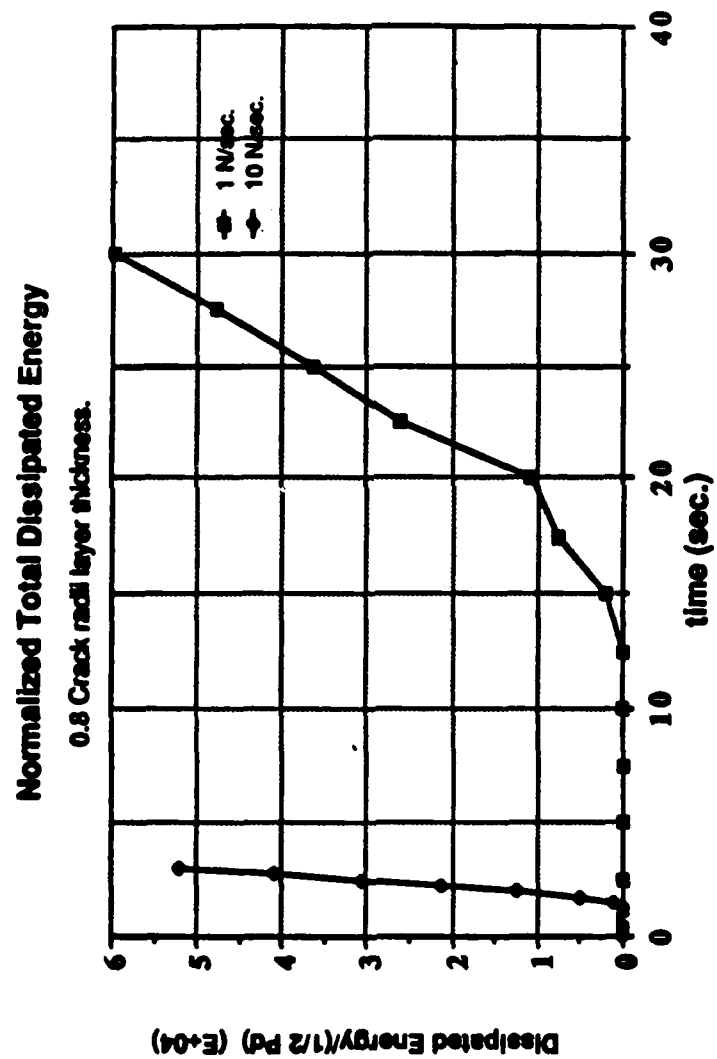
Applied Load : 20N



Applied Load : 30N

Dissipated Energy Density Rate Contours. (J/m3/sec)

1	0.051	4	1.50E+05	7	3.00E+05
2	5.00E+04	5	2.00E+05		
3	1.00E+05	6	2.50E+05		



CONCLUSIONS

(DESTINED TO BE CONTROVERSIAL)

COMPRESSION STRENGTH IS NOT A MATERIAL PROPERTY, INsofar AS REAL ENGINEERING STRUCTURES ARE CONCERNED.

MICROSTRUCTURE WILL DETERMINE COMPRESSION PERFORMANCE, BUT MUST BE CONSIDERED IN CONJUNCTION WITH LOAD AND GEOMETRY GRADIENTS.

MATRIX VISCOELASTICITY WILL AFFECT COMPRESSION PROPERTIES THROUGH SHEAR REDISTRIBUTION OF LOAD CONCENTRATIONS.

PROCESS CONTROL FOR THE PREPEG AND LAMINATE MAY BE MORE IMPORTANT FOR COMPRESSION PERFORMANCE THAN FOR ANY OTHER ULTIMATE PROPERTY.

MICROSTRUCTURE UNIFORMITY REQUIREMENTS MUST BE QUANTIFIED.

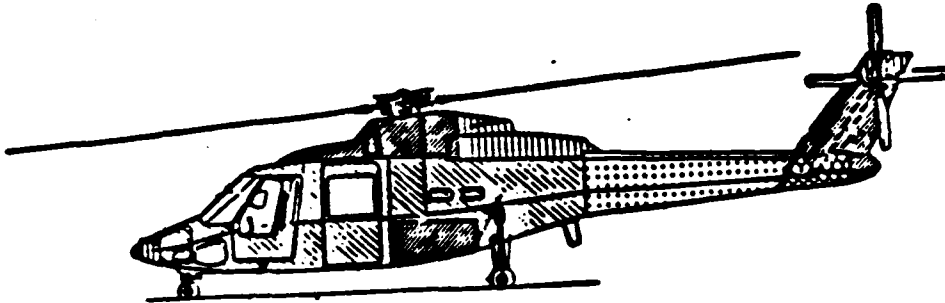
ADVANCE THERMOPLASTIC
COMPOSITE STRUCTURES FOR
ROTORCRAFT APPLICATIONS

J. F. PRATTE
E. I. DU PONT DE NEMOURS & CO.
SEPTEMBER 15, 1989

Outline

- Rotorcraft Needs
- Thermoplastic Composites
 - Features
 - Du Pont's Material Systems
 - PEKK Resin System
 - Low Cost PEKK Composite Parts
- LDF™ Technology
 - Overview
 - General Thermoforming Process
 - Structural Component Configurations
 - Composite Performance
- Summary

Rotorcraft Structural/Operational Needs

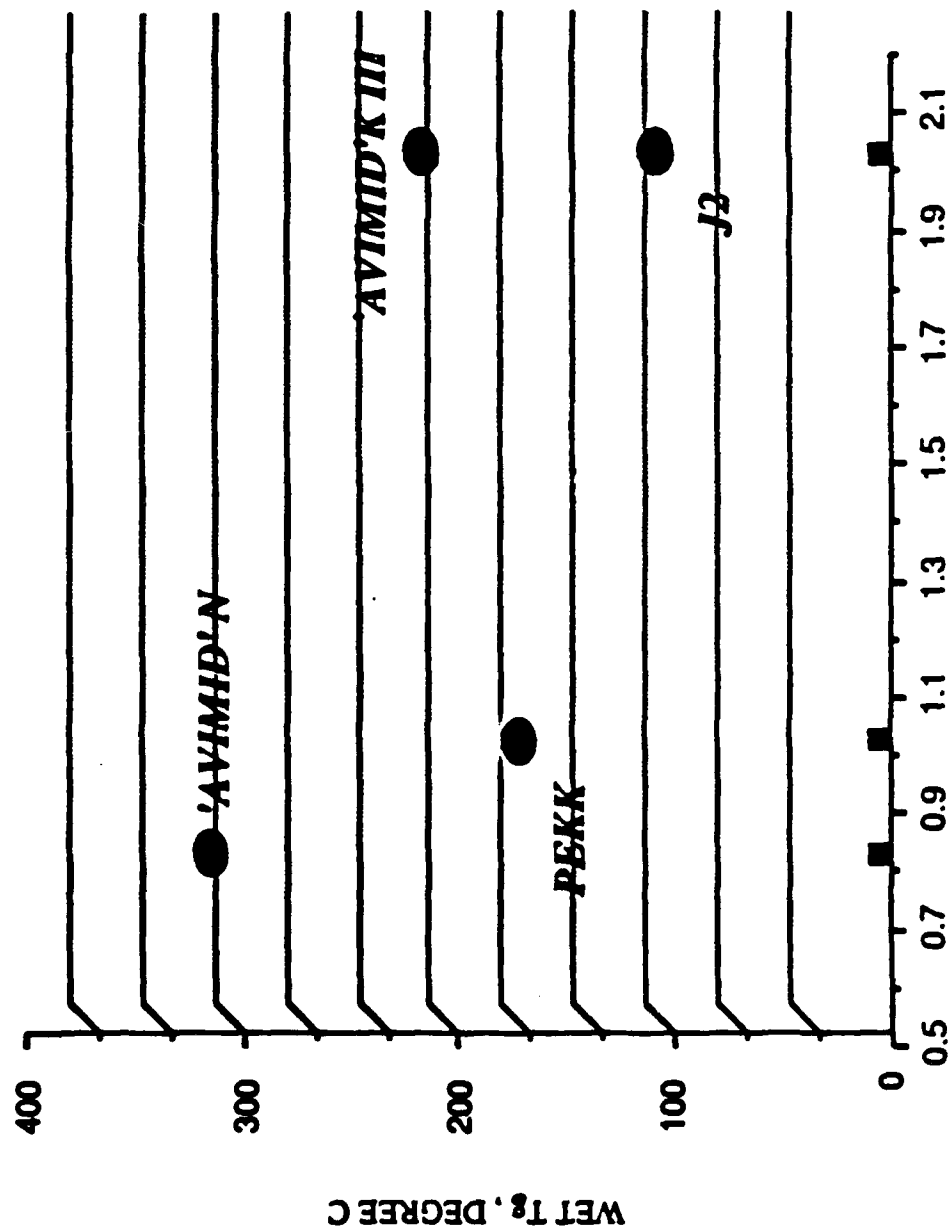


- Damage Tolerance
- Lightweight
- Good Fatigue Life
- Good Vibration Characteristics
- Crashworthiness
- Low Cost (Acquisition & Life Cycle)

Thermoplastic Composite Features

- High Toughness
 - Improved Damage Tolerance Characteristics
- Lower Cost Composite Structures
 - Less Labor Intensive Part Fabrication
 - Parts Consolidation
 - Unlimited Out Time
 - Reprocessible (increased yields)
 - No Cure (shorter cycle time)
 - Simplified Repair (welding)
 - Recyclable Scrap

THE DU PONT HIGH PERFORMANCE FAMILY

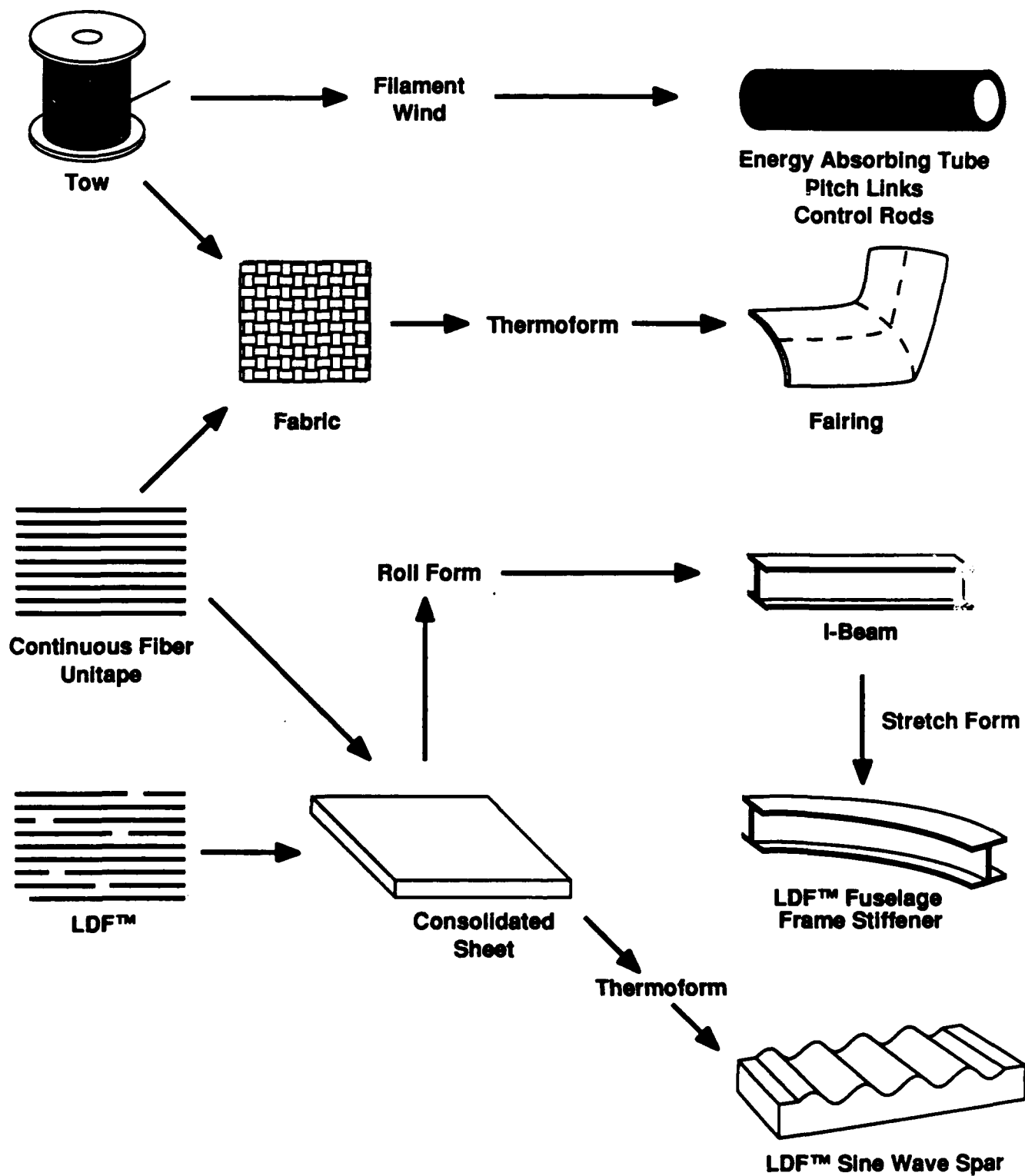


FRACTURE TOUGHNESS GIC, KJ/m²

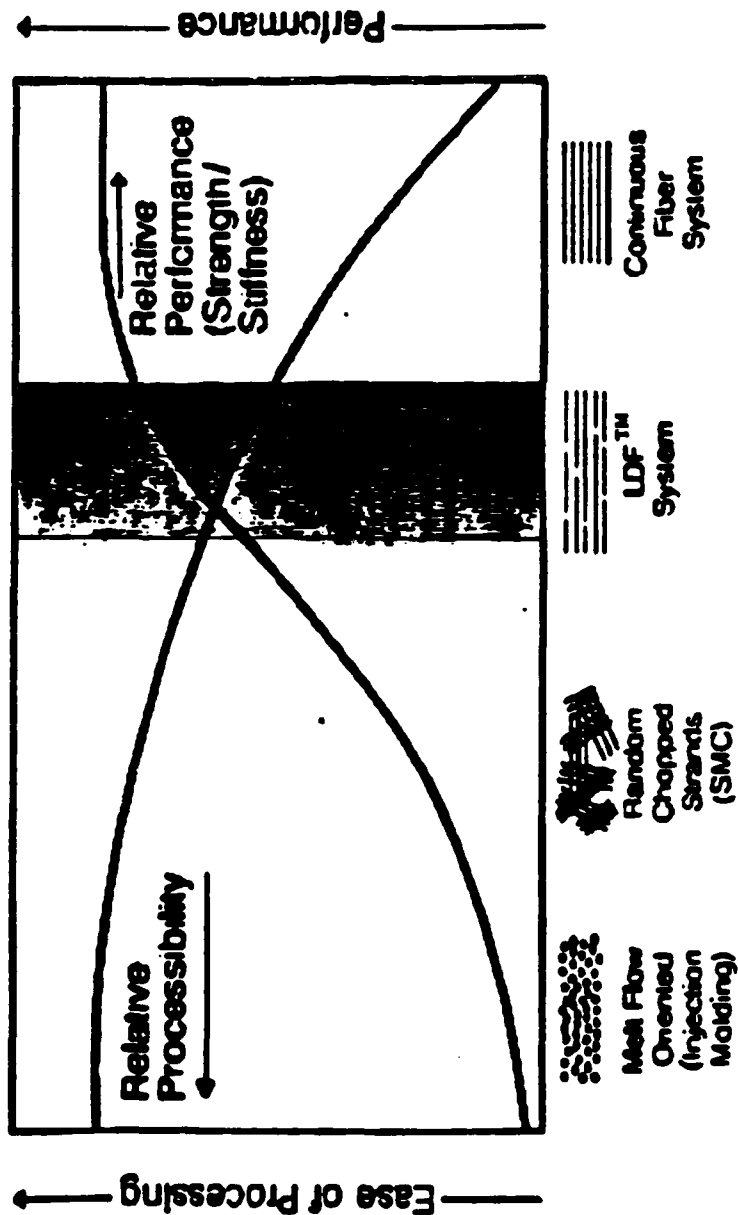
PEKK Matrix Features

- High Tensile Modulus (650 KSI)
- Suitable for composite use temperatures up to 300°F
- Flammability properties meet FAA requirements with heat release less than OSU 65/65
- Resistant to aircraft fluids
- Resin toughness adequate for good composite damage tolerance
- Low water absorption
- Melt viscosity compatible for thermo-forming processes

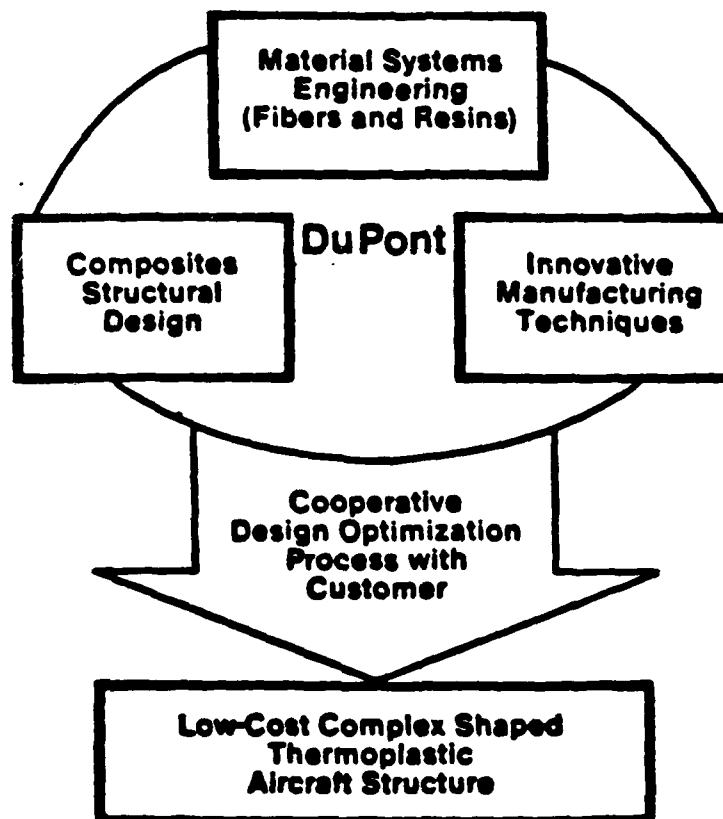
Low Cost PEKK Composite Parts



Du Pont LDF™ Technology



LDF™ TECHNOLOGY DEVELOPMENT



LDF™ Technology Goals

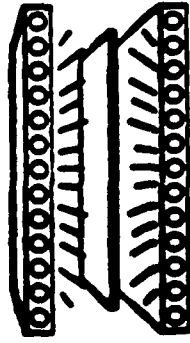
- Exploit material's "metal-like" drawability through processes such as:

- Match die press forming
- Rubber pad press forming
- Diaphragm forming
- Stretch forming

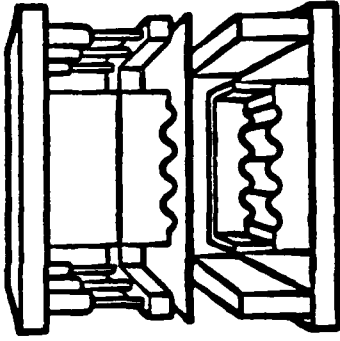
leading to weight efficient structures at lower cost

- Composite performance equal to continuous fiber reinforcement

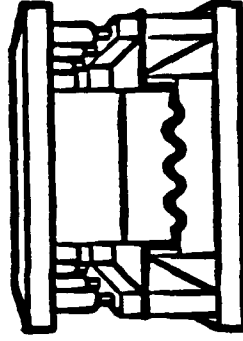
General Thermoforming Concept



Heat Material



Transfer into heated dies

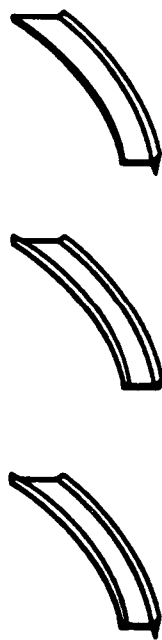


Clamp and thermoform

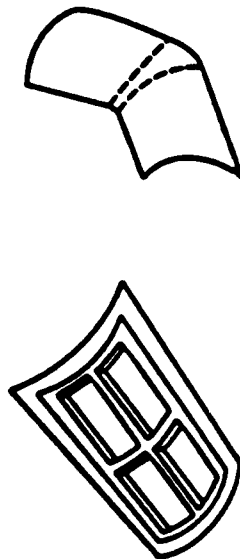


Formed component after trimming

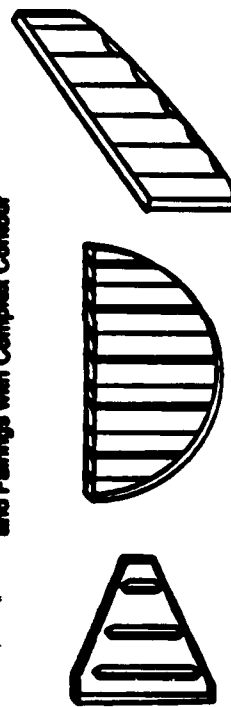
Structural Component Configurations



Contoured 'J', 'C', 'T' or Blade Section Stiffeners



Stiffened Skin Panels
and Fairings with Complex Contour



Stiffened Ribs, Formers, Bulkheads
or Support Beams

Key Performance Criteria

- Fiber length greater than 50 times critical length
- Consistent fiber volume fraction and thickness control
- Post formed fiber orientation meeting design requirements

Unidirectional Mechanical Properties of AS-4 Carbon Fiber/PEKK Laminates*

<u>Property</u>		<u>LDF**TM</u>	<u>Continuous</u>	<u>ASTM Test</u>
Tensile				D3039
Strength (0°)	KSI	234	243	
Modulus (0°)	MSI	17.9	18.8	
Poisson Ratio		0.35	0.33	
Strength (90°)	KSI	13.2	10.6	
Modulus (90°)	MSI	1.5	1.2	
Compressive				D695
Strength (0°)	KSI	183	202	
Modulus (0°)	MSI	16.1	17.6	
*After volume fraction and average fiber length		60%, 75°F dry 2.2"		

Unidirectional Mechanical Properties of AS-4 Carbon Fiber/PEKK Laminates* (Cont'd)

<u>Property</u>		<u>LDF**</u>	<u>Continuous</u>	<u>ASTM Test</u>
Flexural				
Strength (0°)	KSI	240	280	D790
Modulus (0°)	MSI	18.0	18.5	
Shear				
Inplane Strength	KSI	21.2	20.6	D3518
Inplane Modulus	MSI	0.8	0.84	
Short Beam Strength	KSI	16.0	17.0	D2344

*Fiber volume fraction = 60%, 75% dry

**Average fiber length = 2.2"

Toughness Behavior - Carbon Fiber (AS-4) PEKK

Property	LDF System	Continuous Fiber System
Edge Delamination* Strength MPa (KSI)	422 ± 23 (61.2 ± 3.4)	405 ± 37 (58.7 ± 5.4)
G _{IC} , Interlaminar Fracture Toughness KJ/m ² (in-lb/in ²)	1.4 (7.5)	1.4 (7.5)

*Laminar Layer [0°/90°/0°]

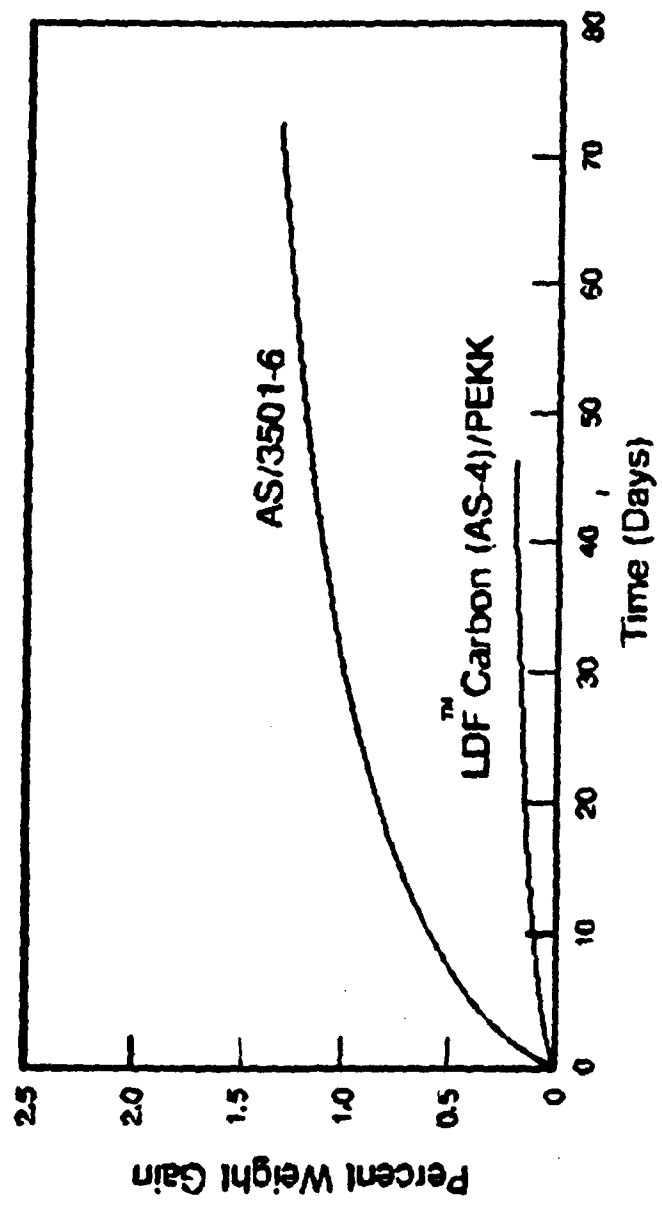
Damage Tolerant Behavior

Fiber: AS-4
Resin: PEKK
FVF: 58%

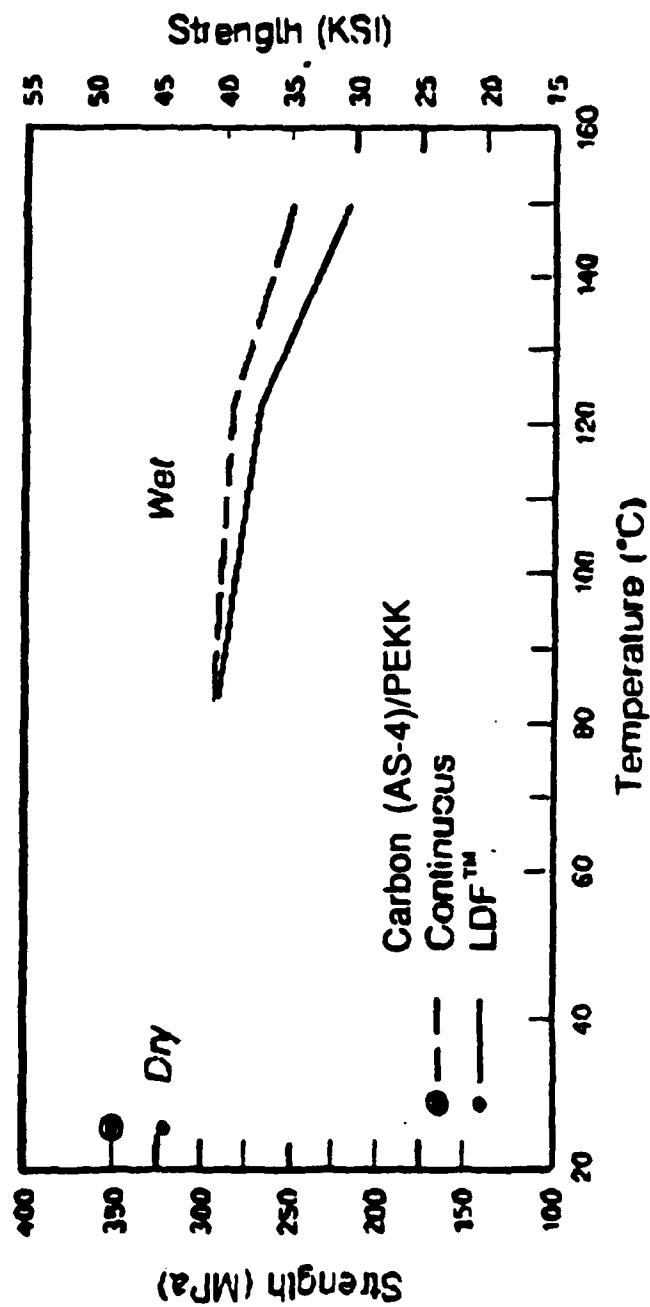
Condition: 75°F dry

	<u>LDFTM</u>	<u>Continuous</u>
Open Hole Compression Strength	44.5 KSI	47.2 KSI
Open Hole Tensile Strength	46.1 KSI	48.6 KSI
Compression after Impact (1500 in-lb/in)	39.5 KSI	40.0 KSI
Strain to Failure	0.59%	0.60%

Moisture Absorption



Open Hole Compression



LDF™ SUMMARY/PATH FORWARD

- Lower cost structures versus thermosets
- Capability to thermoform a wider range of complex shape parts than continuous fiber materials
 - Greater Design Freedom
 - Parts Consolidation
- Static mechanical and damage tolerance properties similar to continuous fiber materials
- Dynamic measurements in progress
- Development programs are being established to validate LDF™ technology

BASF

Thermoplastic Prepreg Product Forms

_____ *Thermoplastic Composites* _____

BASF

- **Products**
- **Processing**
- **Manufacturing**

_____ *Thermoplastic Composites* _____

BASF

Drapeable Materials

- Conformability
- Preforms
- Predictable Fiber Orientation
- Co-Consolidation

_____ *Thermoplastic Composites* _____

BASF

Prepregging Technologies

- **Commingled Yarns and Fabrics**
- **Powder Prepregs**

_____ ***Thermoplastic Composites*** _____

BASF

Commingled Yarns

Thermoplastic Composites _____

BASF

Commingled Yarn Advantages

- **Flexible/Drapeable Materials**
- **No Solvents**
- **Broad Goods**
- **Preforms**
 - **Multilayer**
 - **Near Net Shape**

Thermoplastic Composites

BASF

Commingled Products

Polymers

PEEK

PEKEKK

Reinforcements

AS4, IM7

S2 Glass® HT

AS4, IM7

Thermoplastic Composites _____

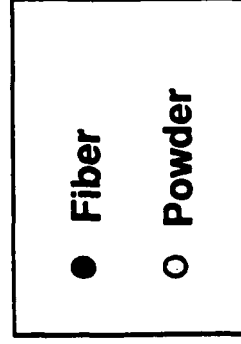
BASF

Powder Prepregs

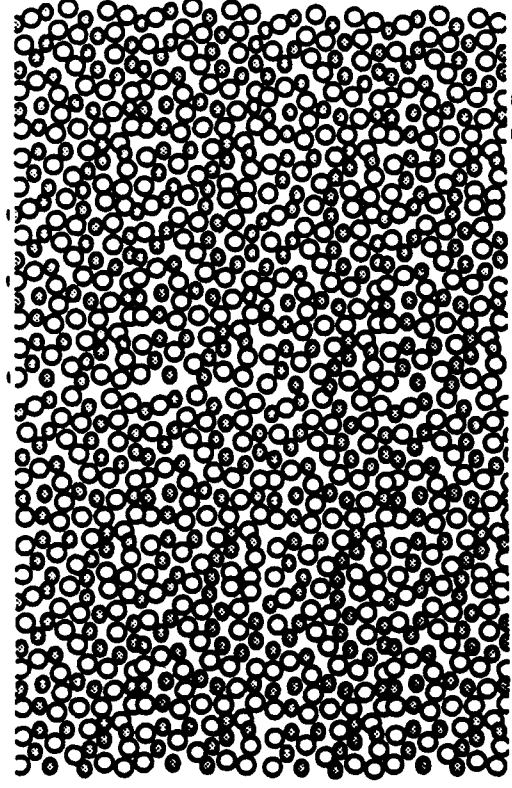
Thermoplastic Composites

Unconsolidated Powder Prepreg BASF

Schematic



12 mils



Thermoplastic Composites

BASF

Powder Prepreg Advantages

- **Polymers Not Spinnable As Fine Denier Fibers**
 - High Melt Viscosities
 - Thermosets
- **Flexible/Drapeable**
- **No Solvents**
- **Polymer Alloys**

Thermoplastic Composites _____

BASF

Powder Products

Polymers

TPI

PMR-15

Reinforcements

AS4, IM7, IM8

G30-500, AS4

Thermoplastic Composites _____

BASF

Powder Product Forms

- Unidirectional Tapes
- Towpreg
- Impregnated Fabrics
 - PMR-15 (under development)

Thermoplastic Composites _____

BASF

PMR-15 Powder Prepreg

- **Pre-imidized Polymer**
- **Reduced MDA Exposure**
- **Unlimited Shelf Life**
- **Simplified Processing**

_____ ***Thermoplastic Composites*** _____

BASF

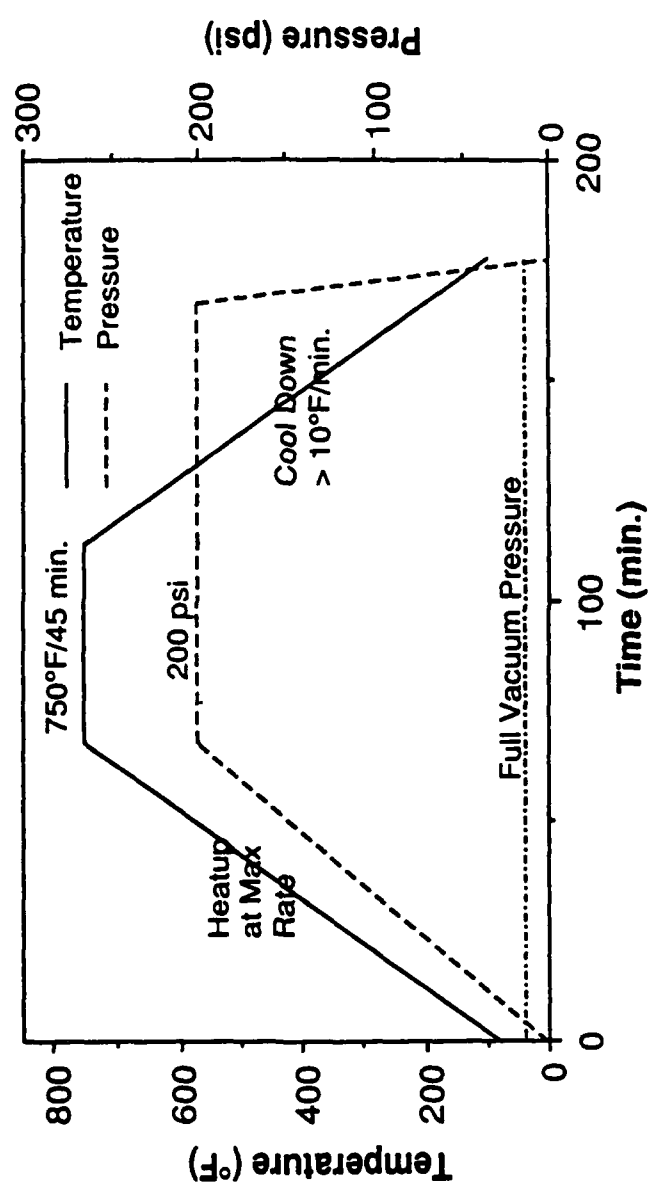
- **Products**
- **Processing**
- **Manufacturing**

_____ *Thermoplastic Composites* _____

PEEK Processing

BASF

TYPICAL AUTOCLAVE CYCLE FOR PEEK 150G

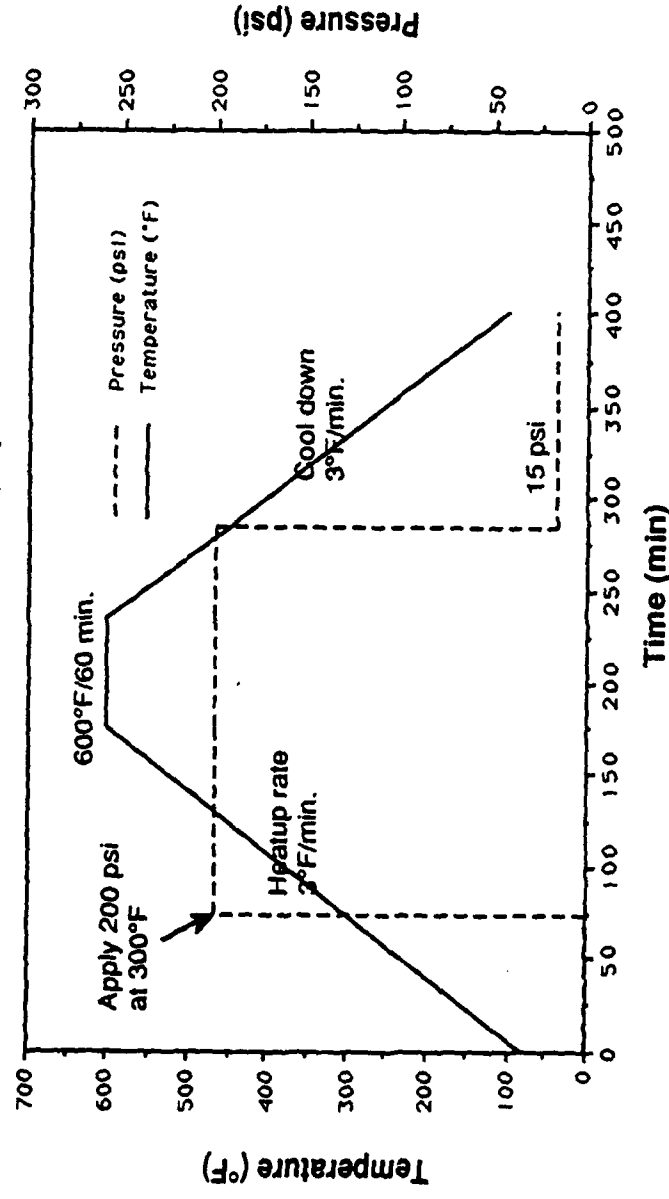


Thermoplastic Composites

PMR-15 Processing Cycle

BASF

PMR-15 Press Molding Cycle



Thermoplastic Composites

BASF

- **Products**
- **Processing**
- **Manufacturing**

Thermoplastic Composites

BASF

Preforms

- **Stitched**
- **Multi-layer**
- **Braided**
- **Woven**

Thermoplastic Composites _____

High Temperature Autoclave Consolidation

BASF

- **Drapeability**
- **Complex Shapes**
- **Co-Consolidation**
- **Preforms**

Thermoplastic Composites

Low Temperature Autoclave BASF

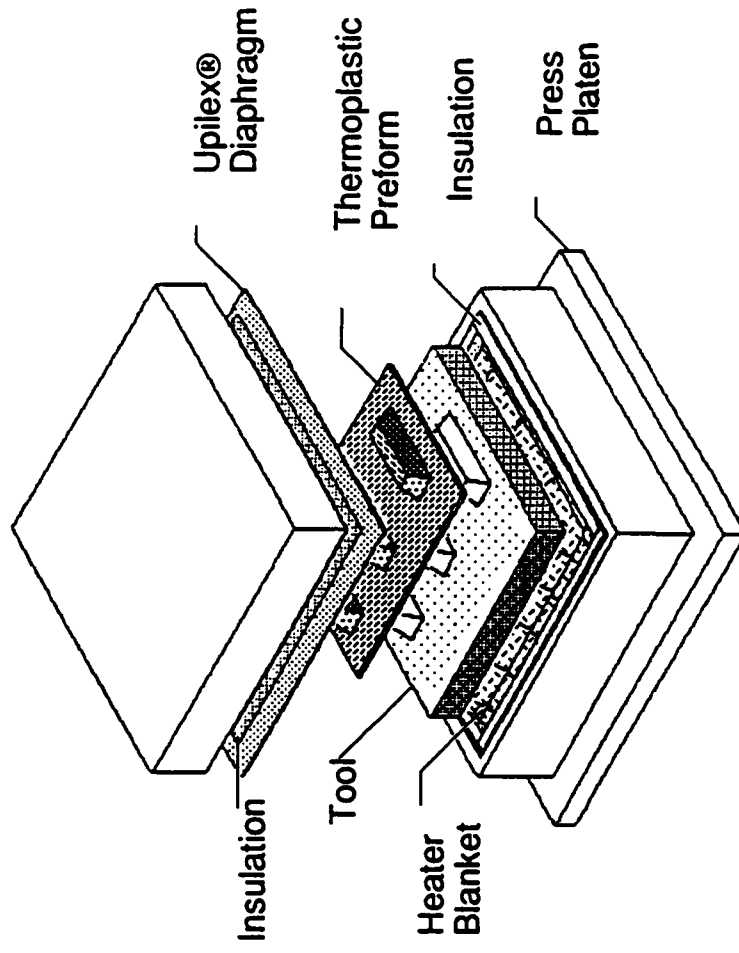
- **Integrally
Heated/Cooled
Tools**
- **Faster Cycles**
- **Low Temperature
Sealants**
- **Preforms**

Thermoplastic Composites

Diaphragm Consolidation

BASF

- **Single Diaphragm Process**
- **Integrally Heated/Cooled Tools**
- **Faster Cycles**



Thermoplastic Composites

BASF

Stitched Preforms

- Near-Net Shape
- Complex Geometry
- Multi-Layer Preforms
 - Quasi-isotropic Fabrics

Thermoplastic Composites _____

Diaphragm Consolidation

BASF

- Preforms
- Co-Consolidation

_____ *Thermoplastic Composites* _____

Pultrusion

BASF

- Preforms
- Quasi-isotropic Orientation

Thermoplastic Composites

Compression Molding

BASF

- **Drapeability**
- **Simple Processing**
- **Preforms**

Thermoplastic Composites

Hot Head Filament Winding

BASF

- Flexible Tow for Complex Geometries
- In-Situ Consolidation
- Wide Range of Fibers/Polymers

Thermoplastic Composites —

BASF

Fiber Placement/Tape Laying

- Room Temperature
- Fast Placement
- Utilize Existing Thermoset Equipment

_____ *Thermoplastic Composites* _____

"Advanced Thermoset Resin Systems"

William T. McCarvill

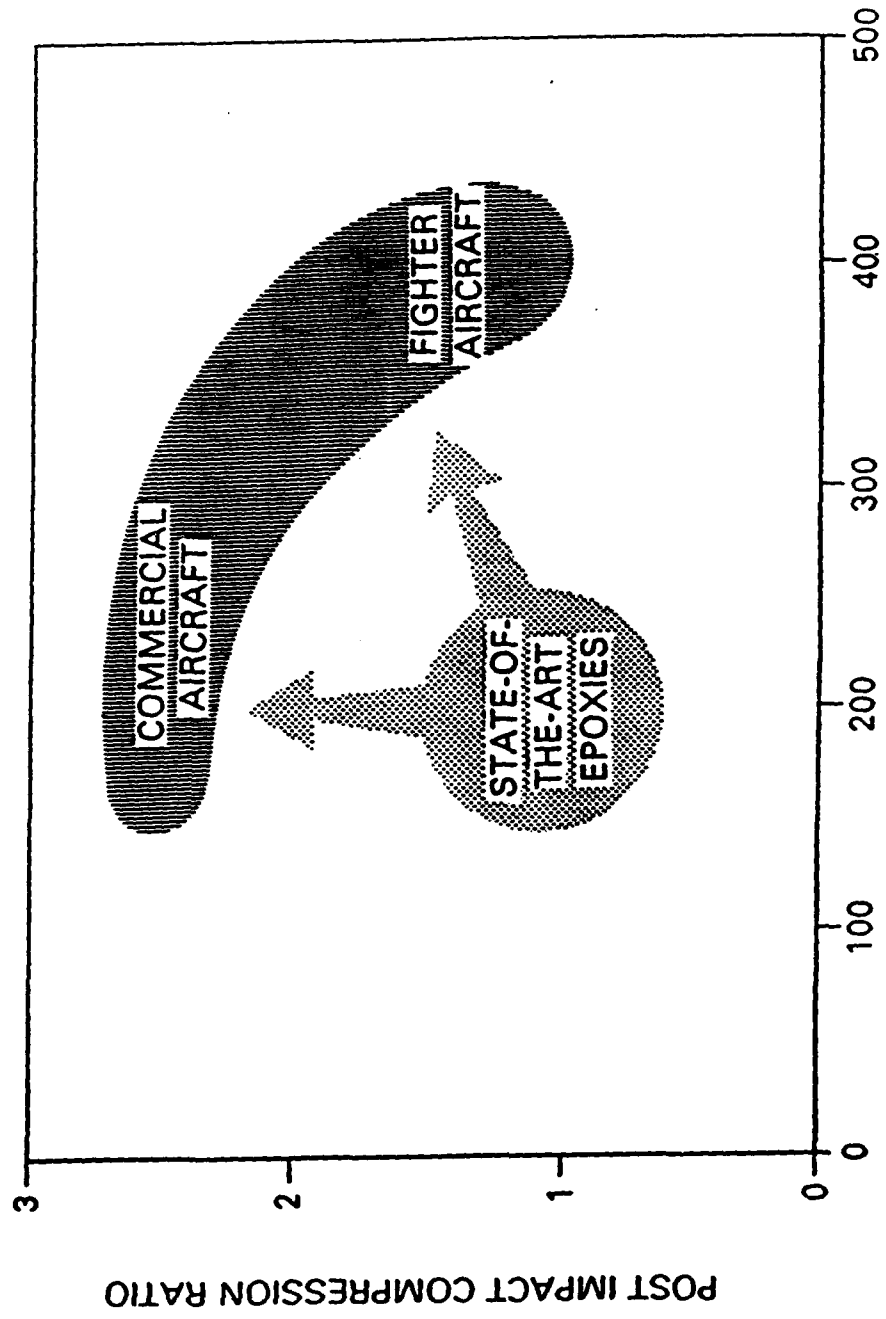
Hercules Inc., Magna, Utah

**ARO-AHS-RPI 2nd International Workshop on
COMPOSITE MATERIALS AND STRUCTURES
FOR ROTORCRAFT**

September 14 and 15, 1989

**Rensselaer Polytechnic Institute
Troy, New York**

IMPROVED RESINS ARE BEING DEVELOPED



SERVICE TEMPERATURE, °F



ADVANCED THERMOSETS

- MATERIAL CHOICE IS ALWAYS A COMPROMISE
 - RAW MATERIAL COSTS
 - PERFORMANCE
 - FACILITY COSTS
 - PRODUCTION RUN
 - TOOLING COSTS
 - MATERIAL AVAILABILITY
- SHORT RUN SPECIALITY PRODUCTS USUALLY REQUIRE MATERIAL/PROCESS TAILORING OF EXISTING TECHNOLOGY.
- LONG RUN COMMODITY PRODUCTS CAN PAY FOR DEVELOPMENT OF NEW MATERIALS/PROCESSES DESIGNED SPECIALLY FOR PRODUCT LINE.

WHY THERMOSETS FOR HI PERFORMANCE COMPOSITES?

PERFORMANCE

- IN THE 1970'S THERE WERE NO HIGH PERFORMANCE THERMOPLASTICS.
- TEMPERATURE, MOISTURE AND SOLVENT RESISTANCE.

COST NOT AN ISSUE - MILITARY APPLICATIONS WERE PERFORMANCE DRIVEN.

THERMOSETS BEST ADAPTED TO PREPREG AND FILAMENT WINDING PROCESSES.
LOW VISCOSITY - EASY FIBER IMPREGNATION ON SIMPLE EQUIPMENT.
TAILORED CHEMISTRY - GEL, CURE ADAPTED TO PROCESS.

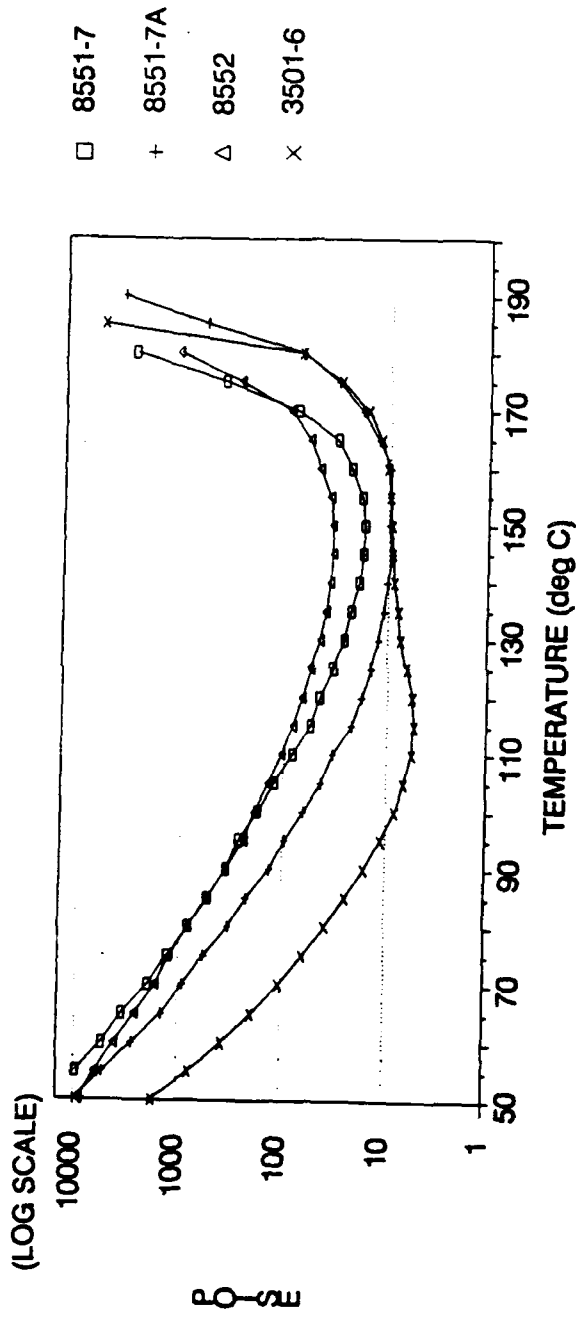
SMALL VOLUME DICTATED HAND LAYUP.

- TACK
- DRAPE
- EASY TO CHANGE LAYUP

LABOR INTENSIVE, BUT CHEAP EQUIPMENT.

- AUTOCLAVE
- OVENS
- TABLES
- FILAMENT WINDER

VISCOSITY



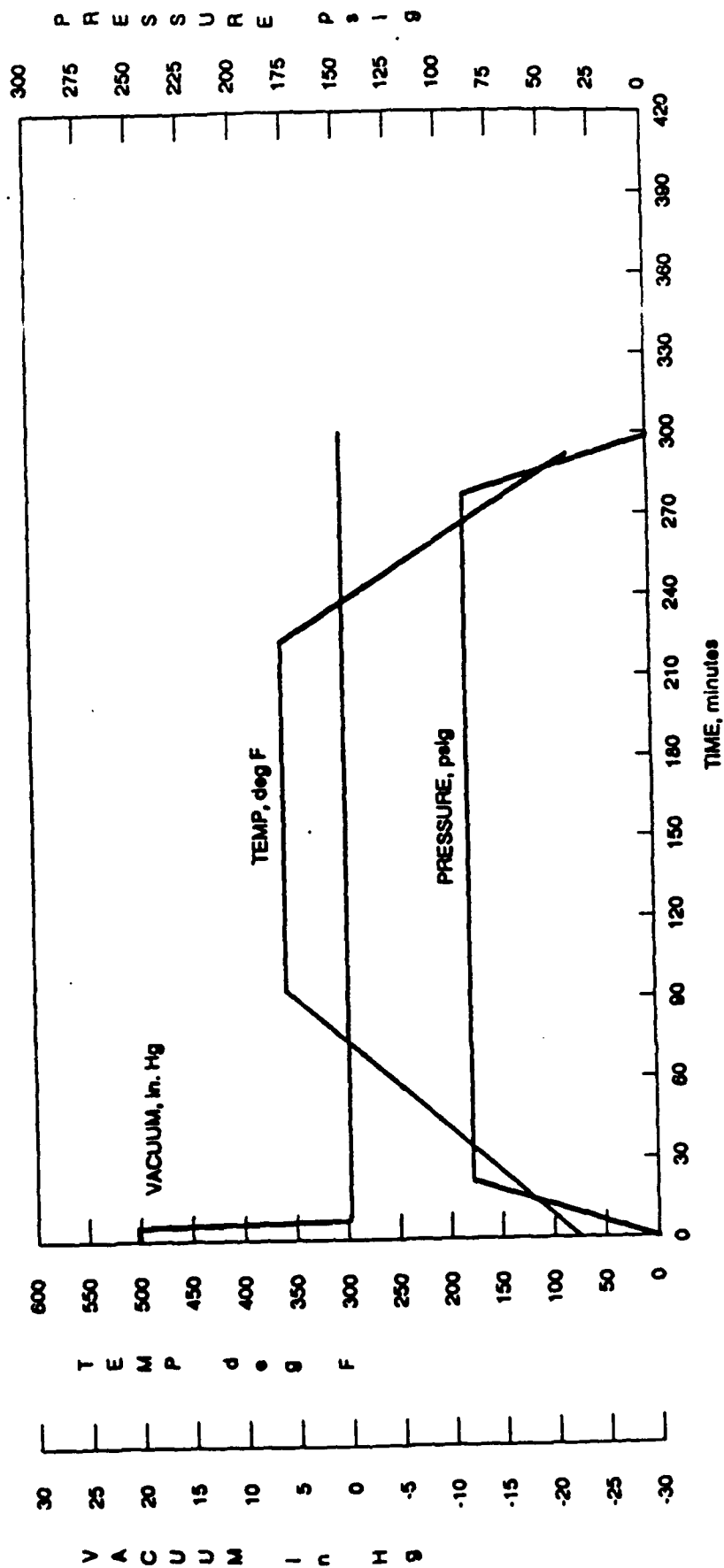
RESIN PROPERTIES		8551-7	8551-7A	8552	3501-6
MIN. VISCOSITY (POISE)		19	10	32	6
MIN. VISCOSITY TEMP (deg C)		149	143	145	115
DYNAMIC GEL TEMP (deg C)		178	187	179	185
FLOW NUMBER (MIN/POISE)		1.2	3.3	0.7	7.6
HEATING RATE (deg C/MIN)		1.75	1.56	1.87	1.71

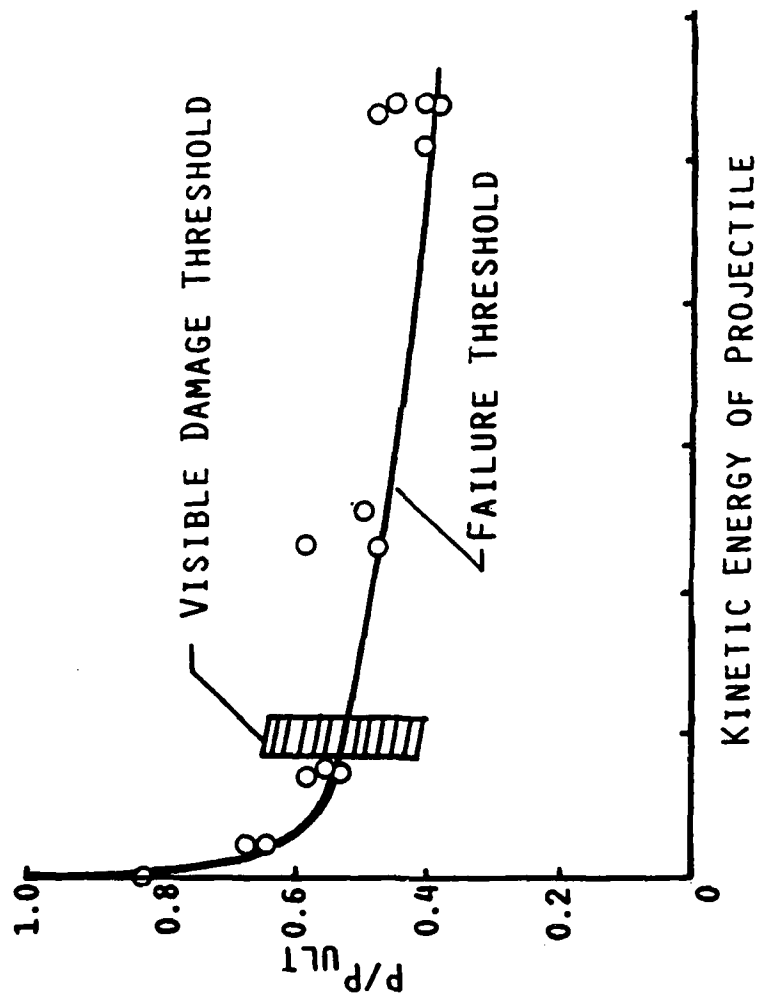


COMPOSITE APPLICATIONS ARE CHANGING
MILITARY TO COMMERCIAL AIRCRAFT
SPECIALITY TO COMMODITY
PERFORMANCE TO COST

- MATERIAL COST
 - SPECIALITY MATERIALS \$10-\$50/LB.
 - LOW VOLUME INGREDIENTS, 10⁶ LBS/YEAR
 - MONOMER - TOXICITY COMPLIANCE COSTS
 - EXOTHERM HAZARD
 - SHELF LIFE LIMITATIONS
- PROCESSING COSTS
 - LONG CURE CYCLES
 - HAND LAYUP, NOT AUTOMATED
 - LARGER PART = LARGER AUTOCLAVES
 - REPAIR OR SCRAP
- PERFORMANCE LACKS
 - TOUGHNESS
 - OUTTIME FOR INCREASINGLY LARGE PARTS.
- LIFE TIME COSTS
 - REPAIR

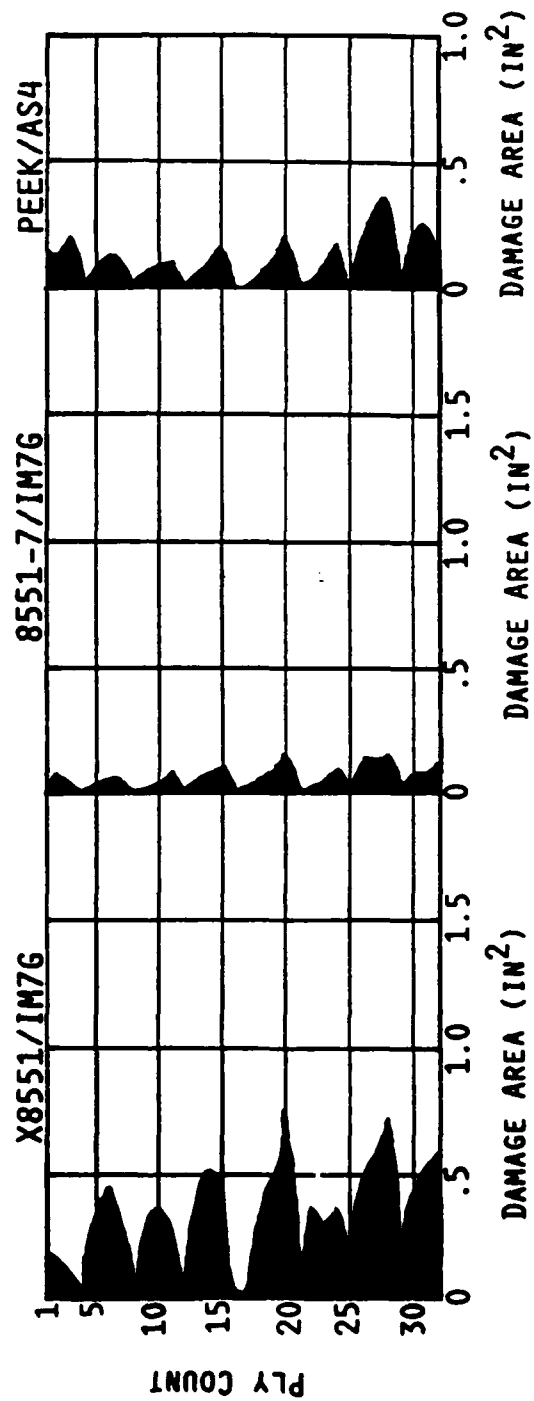
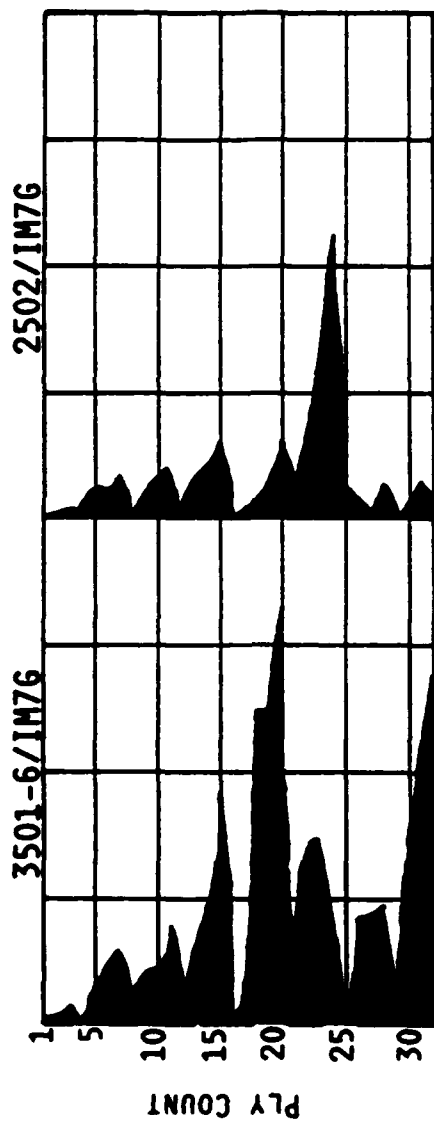
TYPICAL MECHANICAL TEST CURE CYCLE



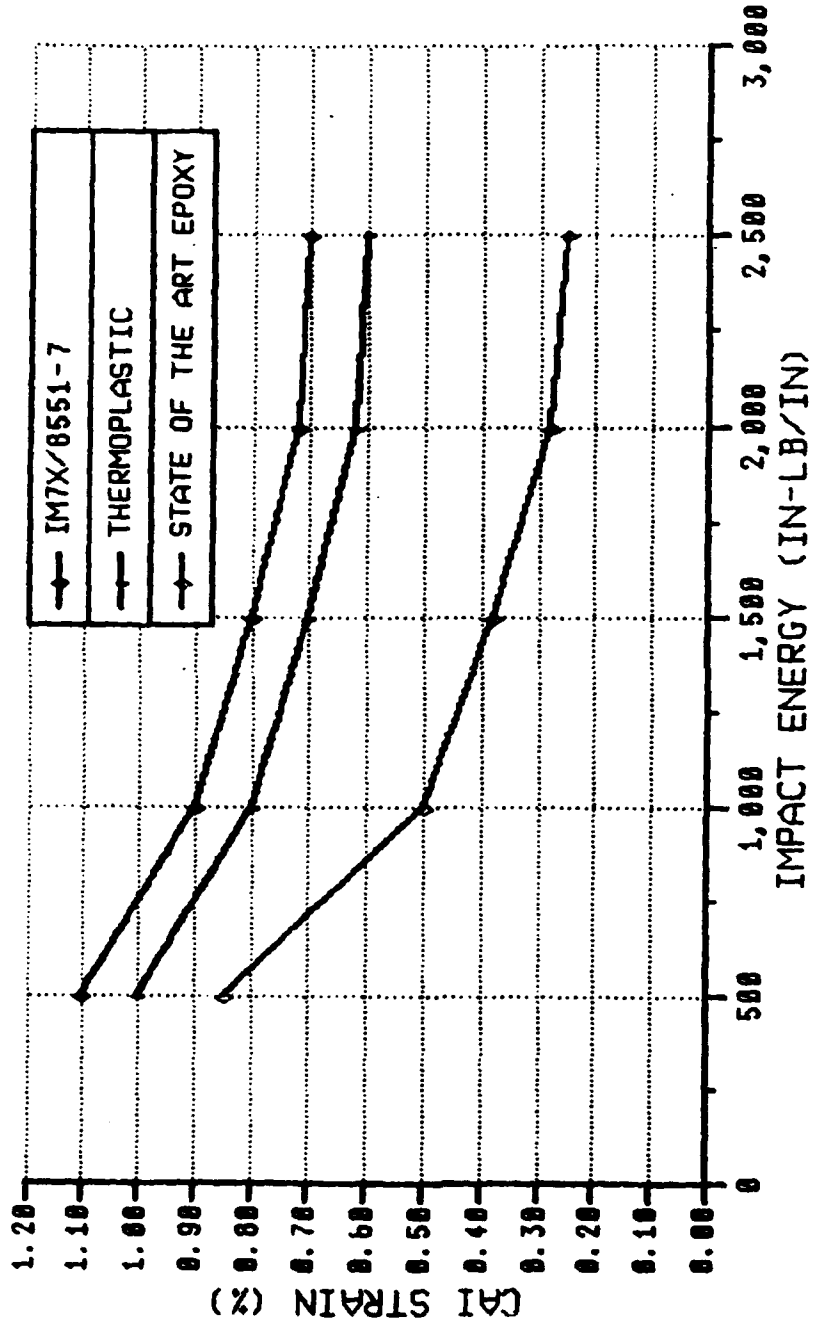


THERMOSETS TODAY HAVE RESPONDED TO THREATS

- PRIMARY PERFORMANCE LACK HAS BEEN ADDRESSED.
- DAMAGE TOLERANCE AND RESISTANCE EQUAL TO THERMOPLASTICS.



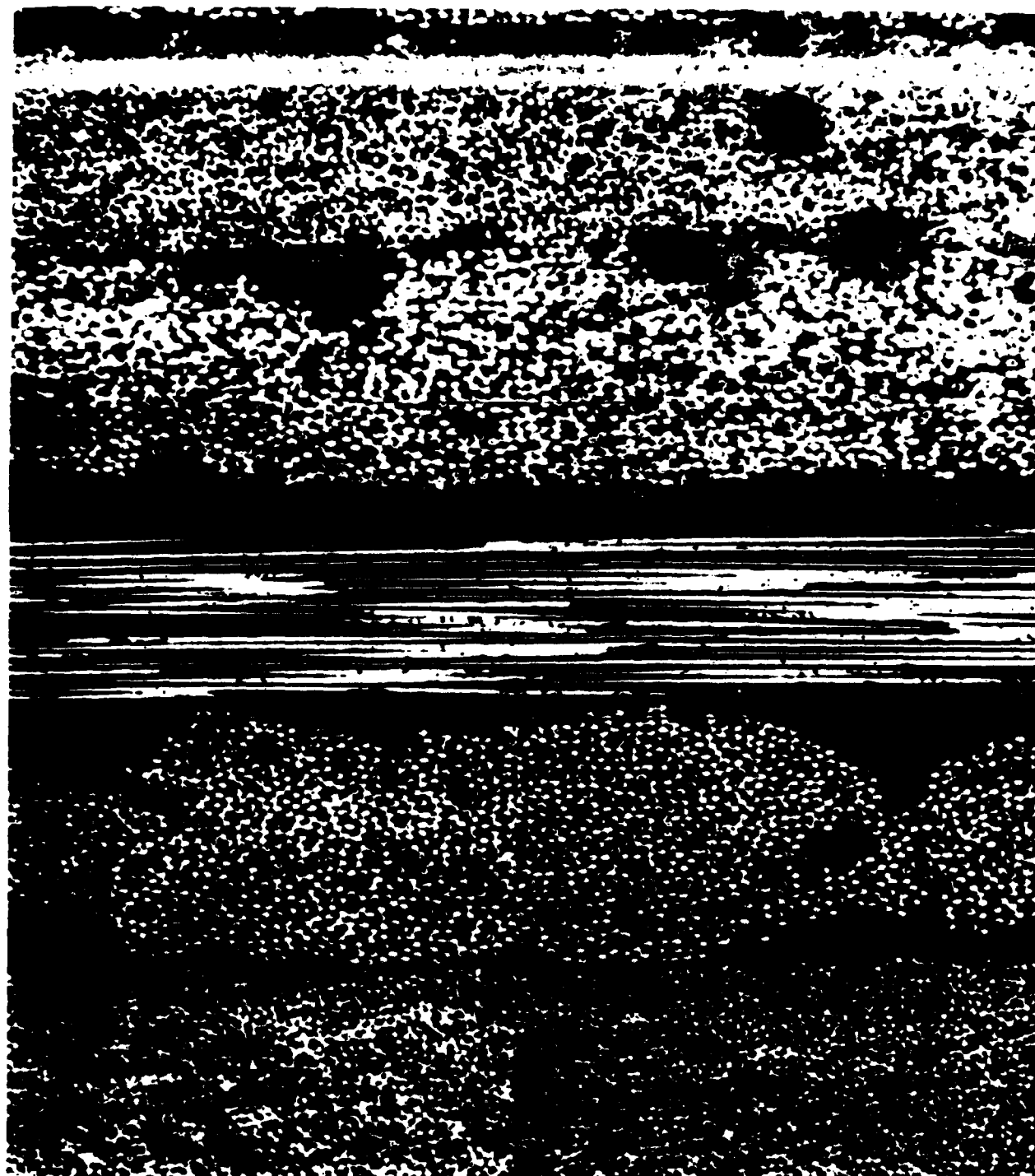
8551-7 CAI STRAIN BETTER THAN THERMOPLASTIC



THERMOSETS TODAY AND IN THE FUTURE
WILL USE VARIOUS TOUGHENING TACTICS

- DISSOLVED THERMOPLASTICS
- REDUCED X-LINK DENSITY
- OLIGOMERS
- COMPOSITE TOUGHENING

FIGURE 1
8551-7/IM7XG COMPOSITE



PANEL NUMBER 39876 LOT NUMBER 3-8237

52.2 KSI PIC

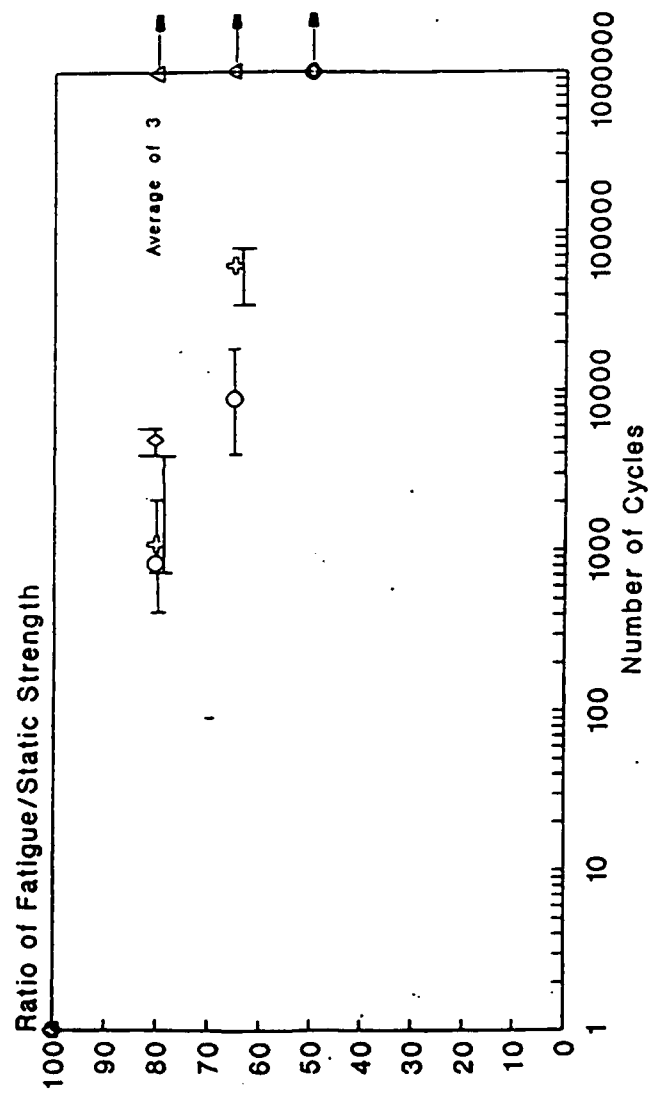
100µm

DECISIONS, DECISIONS

WHEN WILL THERMOSETS BE USED?

- ULTIMATE PROPERTIES, BALANCED PROPERTIES ARE REQUIRED.
 - COMPRESSION STRENGTH
 - INTERLAMINAR STRENGTH
 - SOLVENT RESISTANCE
- HIGHEST TEMPERATURES ARE NEEDED.
 - CURE TEMPERATURE = PERFORMANCE TEMPERATURE FOR THERMOSETS
 - PROCESS TEMPERATURE >> PERFORMANCE TEMPERATURE FOR THERMOPLASTICS
- OTHER PARTS OF THE SYSTEM ARE TEMPERATURE LIMITED
- SMALL PRODUCTIONS RUNS - HAND OPERATIONS
- NOT STOCK FORMS
- NEW FABRICATION TECHNIQUES SUCH AS RESIN TRANSFER AND INJECTION MOLDING
 - RAPID, EASY FIBER WETTING AND LOW PRESSURE MOLD FILLING
 - MIX TWO INERT INGREDIENTS, LONG OUTTIME
 - RAPID POLYMERIZATION CHEMISTRY FOR SHORT CYCLES

Fatigue Compression of OHC



△ IM7/8551-7 ○ IM7/3501-6 ◇ S2/8551-7A

SESSION VI

INTELLIGENT STRUCTURES AND ACTIVE CONTROL

George Schneider
Sikorsky Aircraft Division, UTC
Chairman

Embedded Actuation and Processing in Intelligent Materials

Edward F. Crawley
Kenneth B. Lazarus
David J. Warkentin

Space Engineering Research Center
Department of Aeronautics and Astronautics
Massachusetts Institute of Technology

Abstract

This presentation describes some of the work recently performed at the Space Engineering Research Center in an area which has come to be known as intelligent materials, i.e., materials integrated with highly distributed actuators, sensors, and processing networks. In this work, models are derived of the actuation of composite structures by generic induced strain mechanisms, and the predicted bending and twisting of plates thus achieved is compared to experimental results using piezoceramics bonded to graphite/epoxy laminates. Some fundamental criteria for the selection of an induced strain actuator are discussed, followed by the presentation of a manufacturing technique for embedding piezoceramic actuators within the composite structures. Finally, similar work involving the embedding of electronic devices (eventually to include microprocessors) is presented.

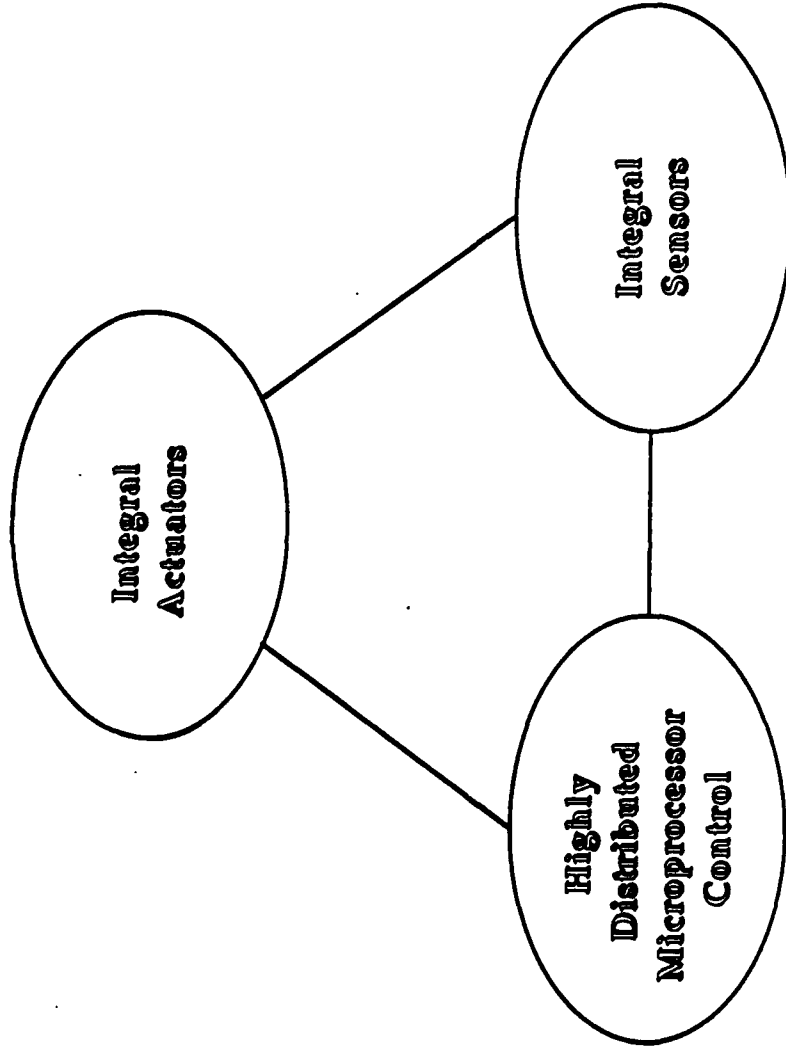
Embedded Actuation and Processing
in Intelligent Composite Materials

Edward F. Crawley
Kenneth B. Lazarus
David J. Warkentin

M.I.T.

September 1989

Intelligent Materials

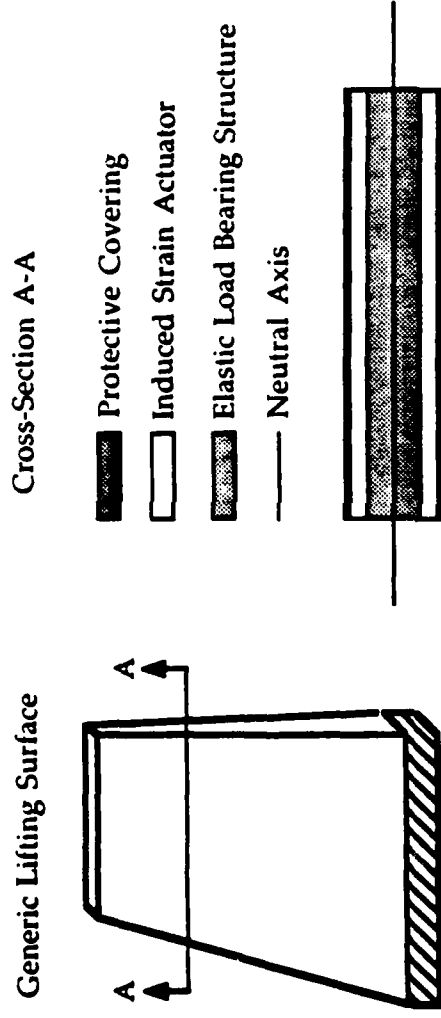


Plus - Modeling and Analysis Techniques

Outline

- Models of induced strain actuation
- Bending and twisting of plates
- Selection of induced strain actuator
- Embedding of actuators
- Embedding of microelectronic devices

INDUCED STRAIN ACTUATION SYSTEM



- Applications

- Shape control of aeroelastic structures
- Reflector or mirror contour control
- Pointing of precision instruments
- Acoustical control of structure borne noise

CONSISTENT PLATE MODEL

- Actuators and Substrates are Integrated as Plies of a Laminate Plate
- Consistent Deformations Assumed in the Actuators and Substrates
- Thin Classical Laminated Plate Theory Assumptions Made
- Strain-Displacement Relation
$$\epsilon = \epsilon^0 + z\kappa$$
- Stress-Strain
$$\sigma = Q (\epsilon - \Lambda)$$

where Λ is the actuation strain $\Lambda = [\Lambda_x \ \Lambda_y \ \Lambda_{xy}]^T$

CONSISTENT PLATE MODEL

- Governing Force and Moment Equations

$$\begin{bmatrix} \bar{N} \\ \bar{M} \end{bmatrix} = \begin{bmatrix} A & B \\ B & D \end{bmatrix} \begin{bmatrix} \varepsilon^o \\ \kappa \end{bmatrix} - \begin{bmatrix} N_A \\ M_A \end{bmatrix}$$

$$\bar{N} = \int_i \sigma dz \quad \bar{M} = \int_i \sigma z dz$$

$$N_A = \int_i Q_A dz \quad M_A = \int_i Q_A z dz$$

- Integrate only through actuator plies for N_A and M_A
- Numerous coupling terms provide for a variety of deformations
- Alternative Formulation Using the Plate Strain Energy

$$U = \frac{1}{2} \iint_A \{ \varepsilon^{oT} \kappa^T \} \begin{bmatrix} A & B \\ B & D \end{bmatrix} \begin{bmatrix} \varepsilon^o \\ \kappa \end{bmatrix} d(A) - \iint_A [N_A \ M_A] \begin{Bmatrix} \varepsilon^o \\ \kappa \end{Bmatrix} d(A)$$

EXACT SOLUTIONS

- For Symmetric Actuation of Isotropic Substrates with Free-Free Boundary Conditions, No Externally Applied Loads, and Linear Isotropic Actuation Strain

$$\varepsilon = \frac{\alpha_1}{\alpha_1 + \psi} \begin{bmatrix} 1 & 0 & 0 \\ 0 & 1 & 0 \\ 0 & 0 & 1 \end{bmatrix} \Lambda \quad \kappa = \frac{2}{t_s} \left[\frac{1}{T} + 1 \right] \frac{\alpha_2}{\alpha_2 K + \psi} \begin{bmatrix} 1 & 0 & 0 \\ 0 & 1 & 0 \\ 0 & 0 & 1 \end{bmatrix} \Lambda$$

$$T = \frac{t_s}{t_a} \quad K = \frac{4}{3} \left(\frac{1}{T} \right)^2 + 2 \left(\frac{1}{T} \right) + 1 \quad \psi = \frac{E_s t_s}{E_a t_a} \quad \Lambda = [\Lambda \ \Lambda \ 0]^T$$

- Magnitude of Induced Strain and Curvature Depends On
 - The actuation strain
 - The relative stiffness ratio
 - The actuator/substrate geometry
- Equations Uncouple and Poisson's Ratio Not Present

RITZ SOLUTION FOR TWIST CURVATURE OF ANISOTROPIC PLATES

- Choose Minimum Set of Modes
 - Extension
 - Bending
 - Twist
- In General, Can Not Actuate κ_{xy} Directly, Since $\Lambda_{xy} = 0$
- Twist for a Plate with Bending/Twist Coupling

$$\kappa_{xy} = -\frac{1}{2} \left[\frac{D_{16}}{D_{11}D_{66} - D_{16}^2} \right] (M_\Lambda)_x \quad \psi_D = \frac{D_{16}}{\sqrt{D_{11}D_{66}}}$$

- Twist for a Plate with Extension/Twist Coupling

$$\kappa_{xy} = \frac{1}{2} \left[\frac{B_{16}}{A_{11}D_{66} - B_{16}^2} \right] (N_\Lambda)_x \quad \psi_B = \frac{B_{16}}{\sqrt{A_{11}D_{66}}}$$

EXPERIMENTATION: PLATE ARTICLES

- Objective: To Verify the Consistent Plate Model for Systems with External Loads and More Complicated Boundary Conditions and to Verify the Accuracy of the Ritz Solution

- Plate construction

Aluminum:	Bench mark specimen	
G/E [0/±45] _s :	Increased transverse bending	$\psi_D=0.06$
G/E [30 ₂ /0] _s :	Bending/twist coupling	$\psi_D=0.31$
G/E [+45 ₃ /-45 ₃]:	Extension/twist coupling	$\psi_B=0.36$

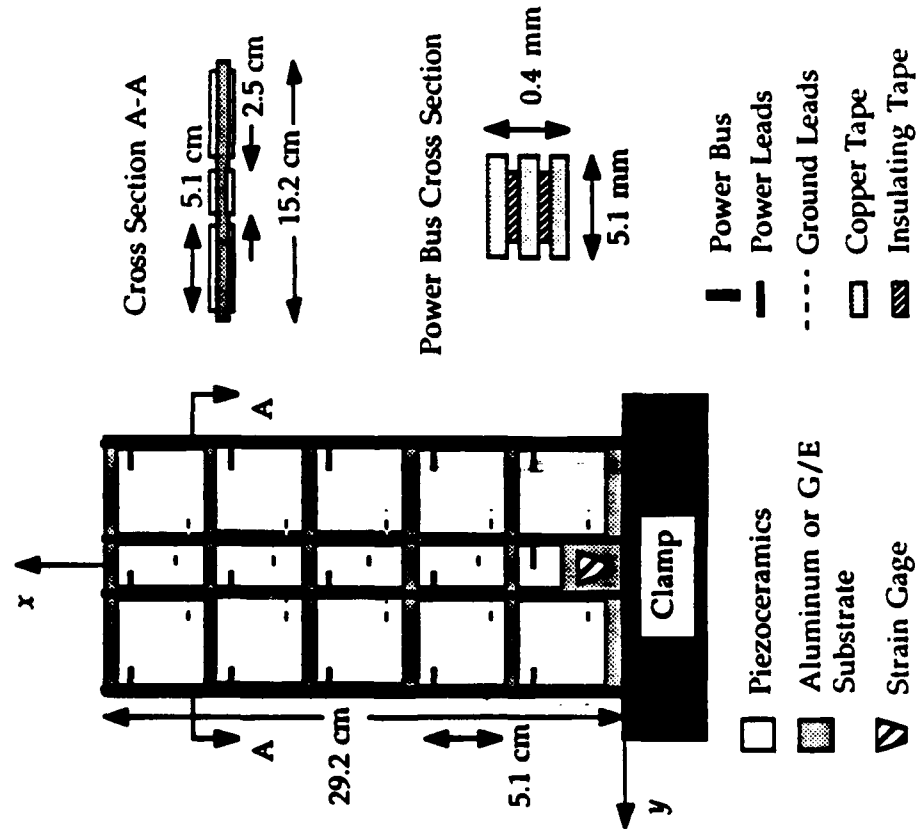
- Testing

- Cantilever boundary condition
- Deflections measured at 3 three transverse positions

$$W_1 = \frac{M_2}{C} \quad W_2 = \left[\frac{M_3 - M_1}{C} \right] \quad W_3 = \frac{M_2 - \left[\frac{M_3 + M_1}{2} \right]}{C}$$

EXPERIMENTATION: PLATE ARTICLES

- Cantilever Plate Configuration: Actuators Cover 71% of Plate

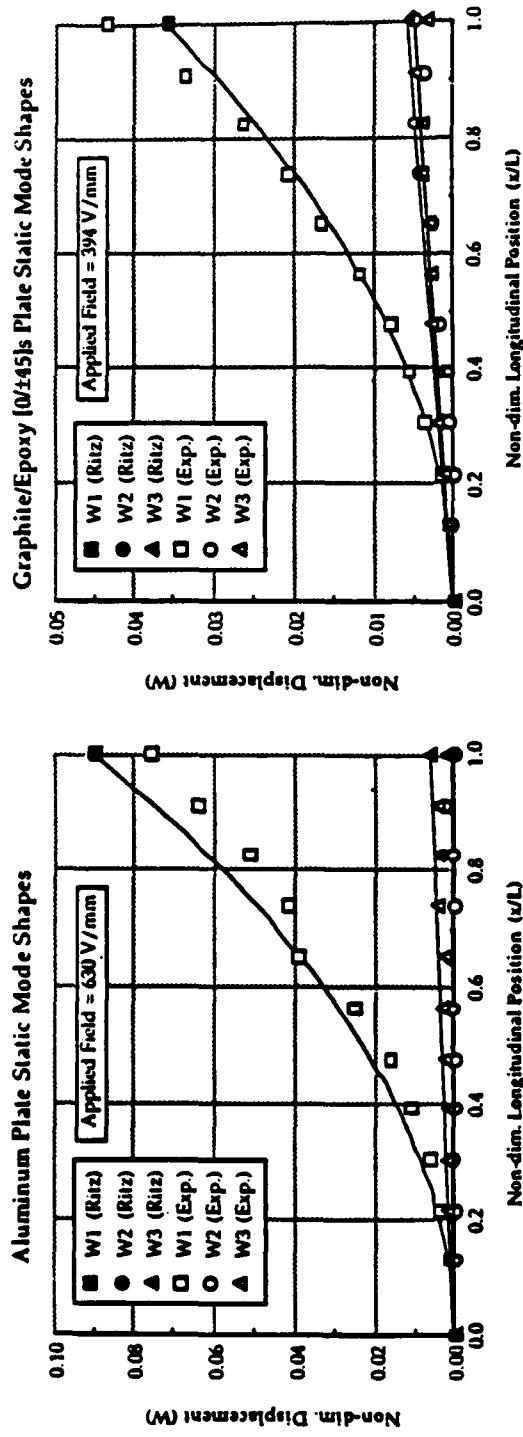


EXPERIMENTATION: PLATE ARTICLES

• Cantilever Plate Mode Shapes

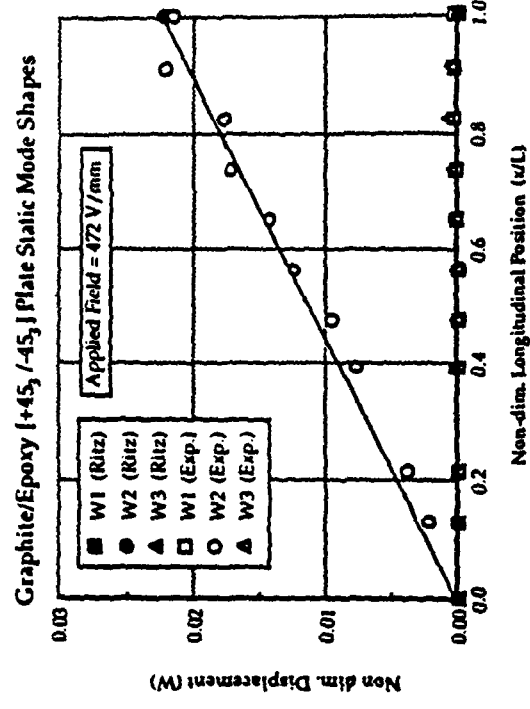
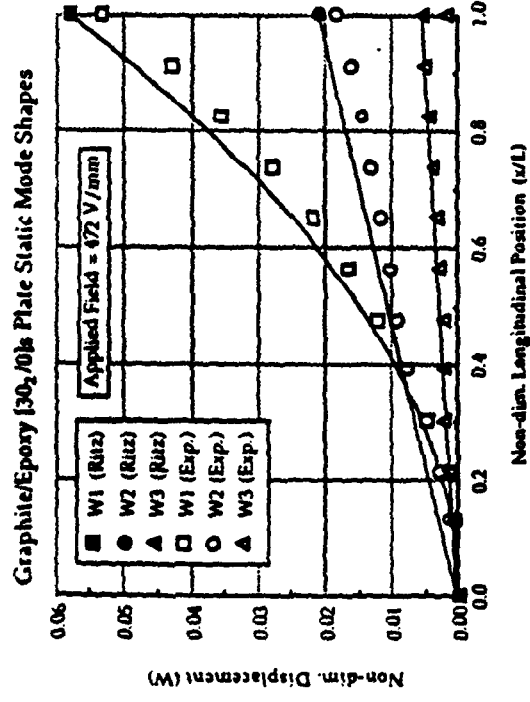
Mode Number	Deflection	Shape Function	
		$\phi(x)$	$\phi(y)$
<i>In-Plane Modes</i>			
1	longitudinal extension	x/L	1
2	longitudinal shear	x/L	y/C
3	transverse extension	1	y/C
4	transverse shear	x/L	1
<i>Out-Of-Plane Modes</i>			
5	longitudinal bending	$(x/L)^2$	1
6	twist	x/L	y/C
7	transverse bending	x/L	$(y/C)^2$

EXPERIMENTATION: PLATE ARTICLES



- Quadratic Longitudinal Bending
- Transverse Bending Deflection Drops Off at the Tip
- Longitudinal Bending Greater Than Transverse Pending

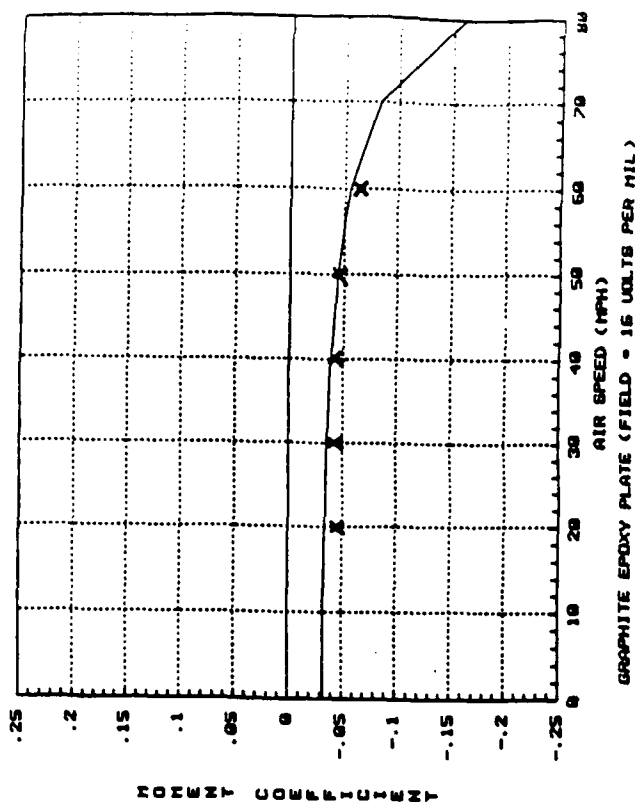
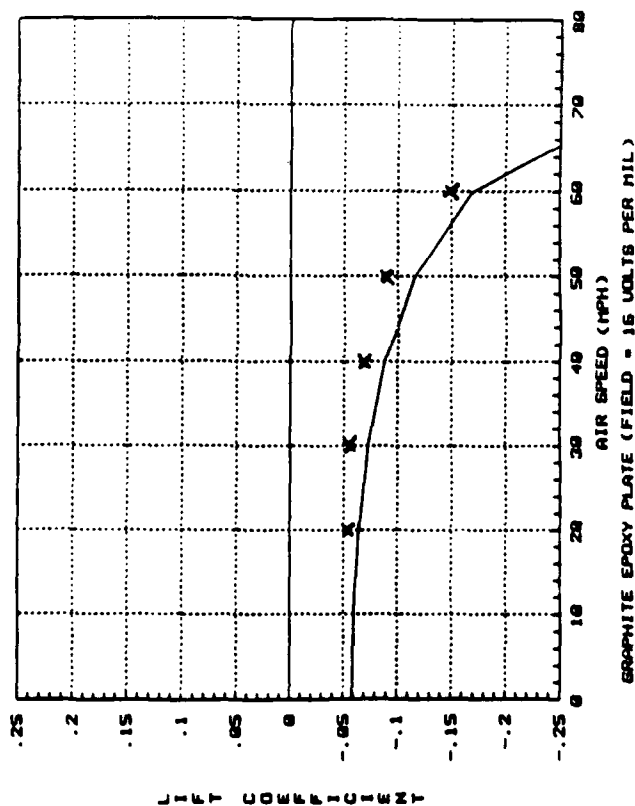
EXPERIMENTATION: PLATE ARTICLES



- Twist Distribution Nearly Linear
- Good Agreement with Assumed Modes

WIND TUNNEL TESTING

- G/E [30₂/0]_s Plate: $\frac{\partial C_l}{\partial \alpha} = 5$ $\alpha_0 = 0$



CONCLUSIONS

- Analytical Models of Induced Strain Actuation Developed for Systems with Arbitrary Stiffness Coupling, Boundary Conditions, and Externally Applied Forces
- Design Parameters Obtained for Particular Desired Deformation^{1,3}
- The Analytic Model was found to Correlate Well with Experimental Results
- Significant Deflections were Obtained
 - Longitudinal bending deflections over 15 times the plate thickness (one-sided, 67% of $\mathcal{E}_{\max}$)
 - Camber change of 0.5% (one-sided, 50% of $\mathcal{E}_{\max}$)
 - Tip twist of 1.8 degrees (one-sided, 67% of $\mathcal{E}_{\max}$)
 - Lift coefficient of 0.16 (peak-to-peak, 67% of $\mathcal{E}_{\max}$)

Characterization of Piezoceramic Actuation Strain

- Actuation strain may be a result of:
 - temperature
 - moisture
 - piezoelectricity
 - electrostriction
 - magnetostriction
 - shape memory

- Linear Piezoelectric Constitutive Relations
 - One-dimensional piezoelectric actuation strain

$$\varepsilon = \frac{\sigma}{E} + \Lambda$$

$$\Lambda = d_{31} E_3$$

,

Manufacturing: Selection Criteria

- Piezoelectrics are available in ceramic or polymer form.
- Large variation in modulus, Curie temperature, maximum field.
- Effectiveness of piezoelectric (in bending):

$$E_{\max} d_{31} \left(\frac{6}{6 + \frac{E_b t_b}{E_c t_c}} \right)$$

- large $E_{\max}$
- large d_{31}
- large stiffness compared to substructure

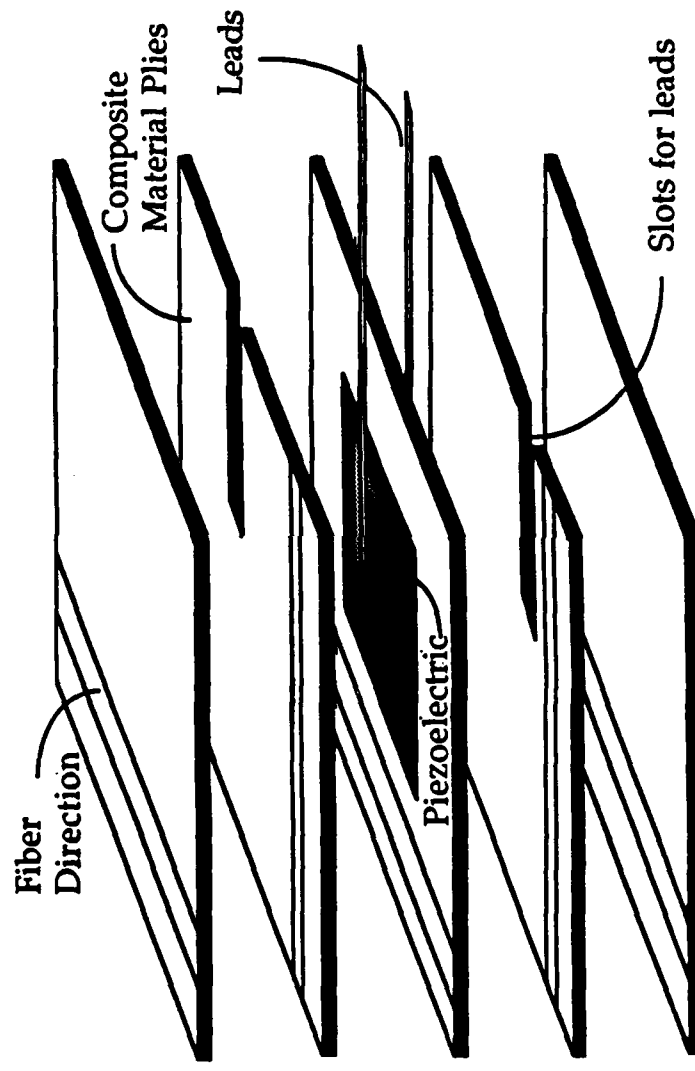
- If voltage available is limited, must examine effectiveness/field.
- For embedding, Curie temperature must be higher than cure temperature of composite.
- Piezoelectric must be available in sizes comparable to composite plies.

Comparison of Piezoelectric Materials

	PZT G-1195	PZT HST-41	PZT G-1278	PVDF
Curie Temperature (°C)	360	270	190	100
E _{max} (kV/m)	600	600	600	40000
d ₃₁ (pm/V)	190	157	250	23
E _c (GPa)	63	70	60	3
Effectiveness (× 10 ⁻⁶)	40	34	50	21 (typical
Effect./Field (pm/V)	67	56	83	.553 case)

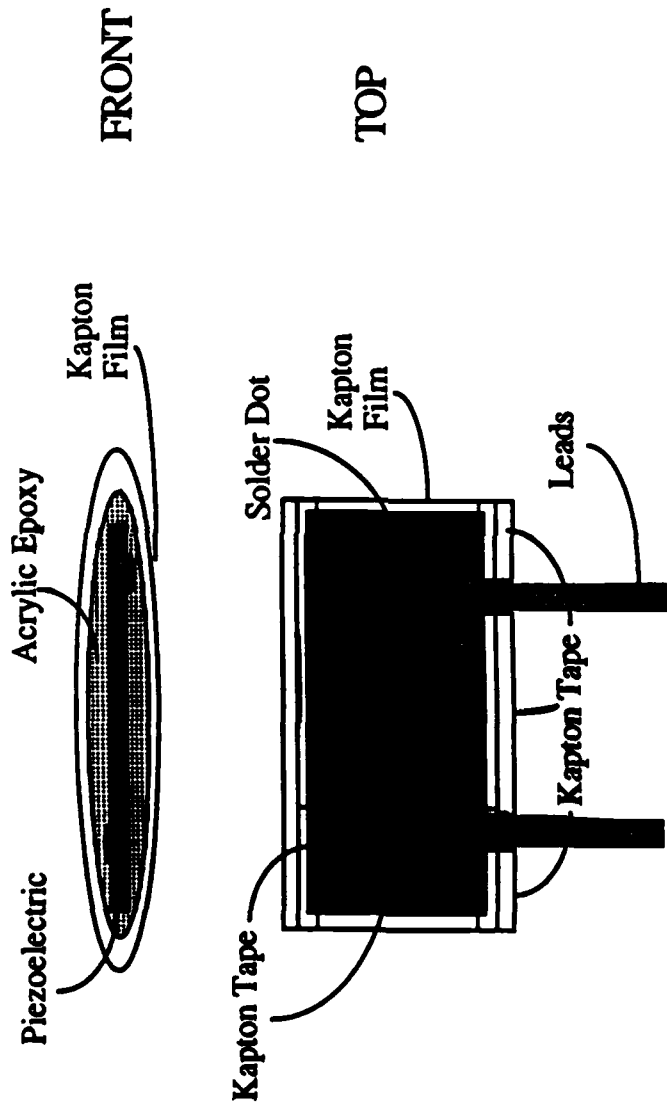
- Ceramics offer a wider operating temperature range, higher effectiveness, and a higher effectiveness per field.
- Film is applied easily to complex surfaces.
- G-1195 is best choice for embedding inside composites.

Manufacturing: Procedure



- Hole and slots for piezoelectric and leads are cut out of composite plies.
- Thickness of laminate remains approximately constant.

Manufacturing: Insulation



- Piezoelectrics cannot be inserted directly into graphite/epoxy without electrically shorting the actuator.
- Problem: how to embed the piezoelectrics while maintaining a hard bond between the actuator and the surrounding composite?

Distributed Processing

Motivation for Distributed Processing

- Alleviates processing burden for systems with large numbers of sensors and actuators
- Lowers operating speed of global processor by relegating high bandwidth control to local processors
- Simplifies communications links among sensors, actuators, and controllers

Issues in Implementation

- Balance packaging and hardening vs. access and lifetime
- Find most effective distribution of processing and signal conditioning

Examination of Electrical and Mechanical Compatibility

Issues:

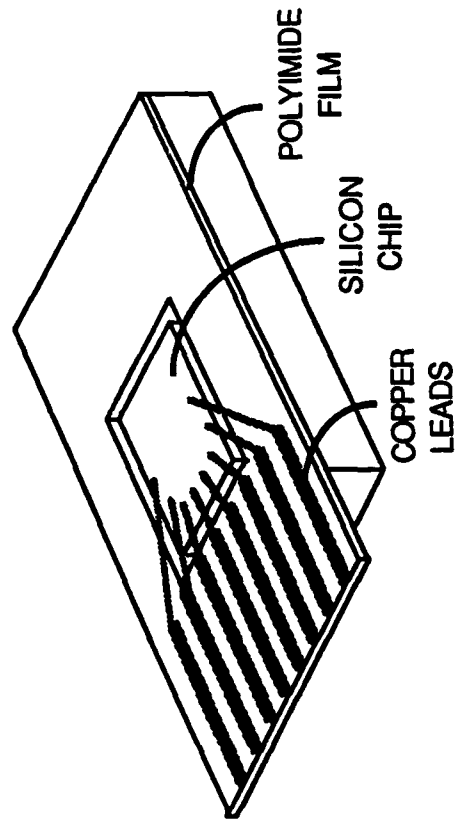
- Temperature – Autoclave, operating
- Pressure – Isostatic autoclave pressure
- Operational mechanical stress – brittle Si, delicate SiO₂ and metal structures
- Ionic contamination – device lifetime is primarily limited by corrosion
- Electrical insulation from graphite fibers
- Minimal disruption of structural plies

Technique for Embedding Devices

- Tape Automated Bonding (TAB) connects the chip to flat copper conductors on polyimide film which leads to other similarly attached devices, thus providing a minimum-volume interconnect
- Plies are cut to make room for interconnect and chips
- Before layup, chip is coated with a electronics-grade epoxy which will cure during the autoclave cycle
- The chip epoxy must be chosen for chemical purity and for its compliance so that the chip is sufficiently protected from the structure
- Silicone gel might be used as an alternative to epoxy for mechanical strain relief

Technique for Embedding Devices

TAB bonding:



Tests of Embedded Silicon Devices

- Temperature - Humidity - Bias
Electrical operation at 85°C, 85% rel. hum. to provoke corrosion failures
- Temperature Cycling
Thermal stress induced by CTE mismatch to cause immediate and fatigue failure of lead connections
- Static Mechanical Loading
4-point bending test of load transfer to lead connections and silicon substrate
- Cyclic Mechanical Loading
Piezoelectric excitation at first cantilever beam mode for fatigue testing

DYNAMICALLY-TUNABLE SMART COMPOSITES FEATURING ELECTRO-RHEOLOGICAL FLUIDS

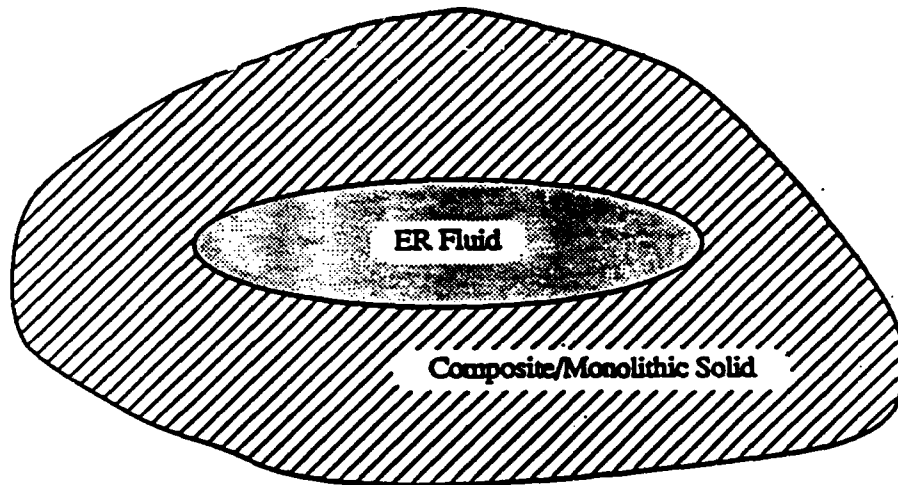
**Mukesh V. Gandhi and Brian S. Thompson
Intelligent Materials and Structures Laboratory
Composite Materials and Structures Center
Michigan State University
East Lansing, MI 48824**



Photomicrograph of ER-Fluid with 0 kV/mm Field Strength



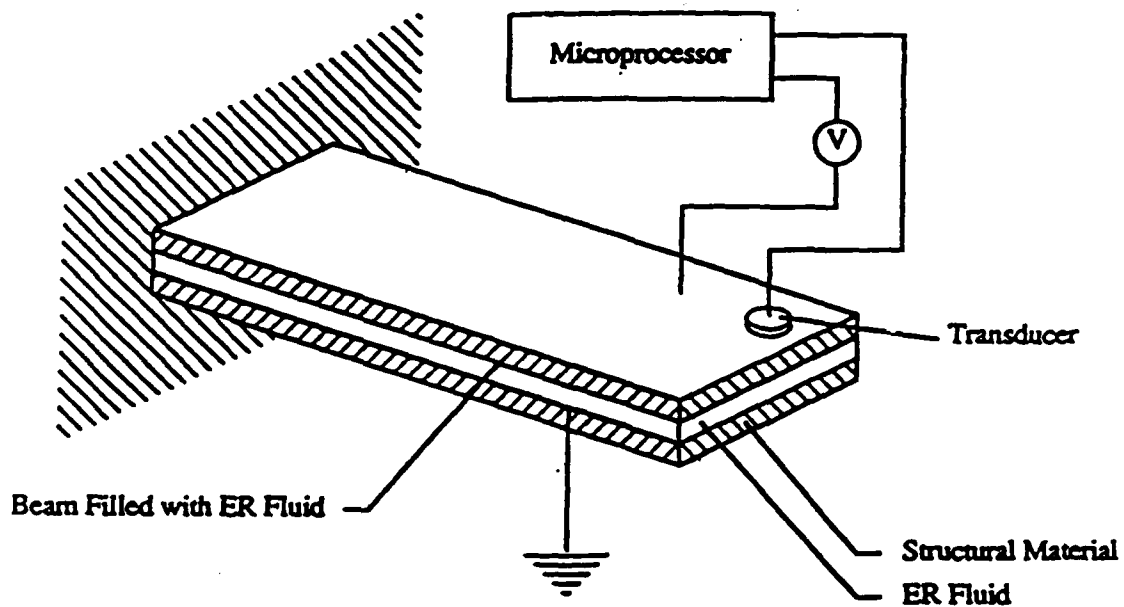
Photomicrograph of ER-Fluid with 2 kV/mm Field Strength



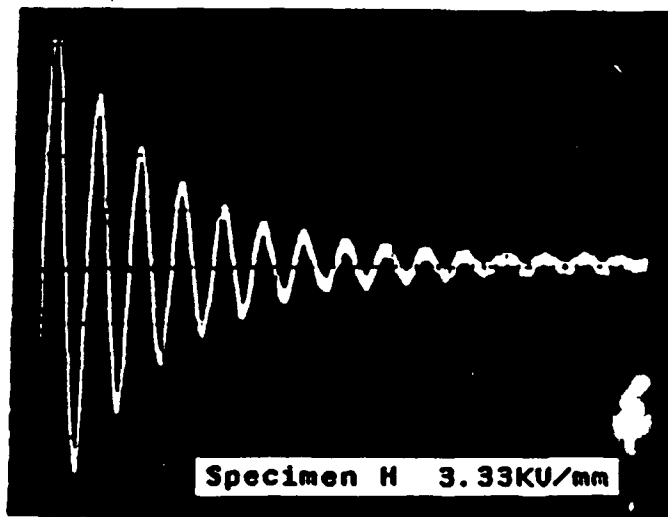
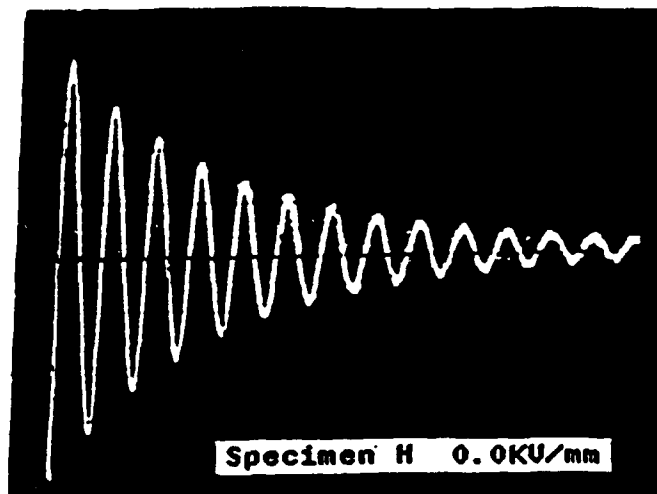
ER Fluids
Fluid 1
Fluid 2
Fluid 3

Structural Materials
Aluminum Alloys
Carbon Steels
Magnesium Alloys
Graphite/Epoxy Materials
Glass/Epoxy Materials
Hybrid Composite Materials

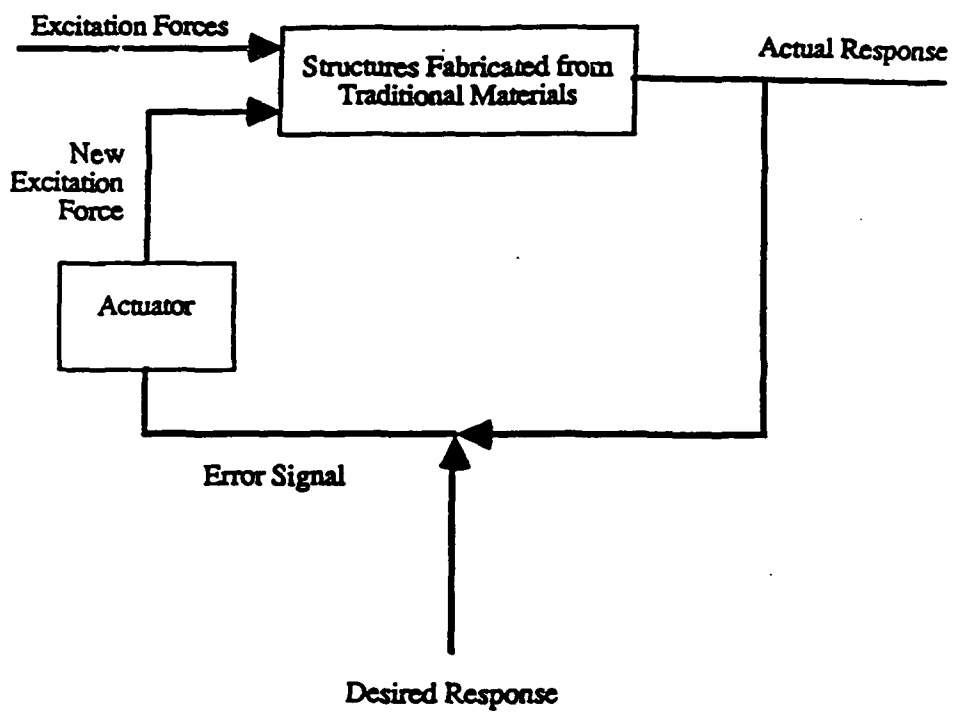
ER-based Smart Structure



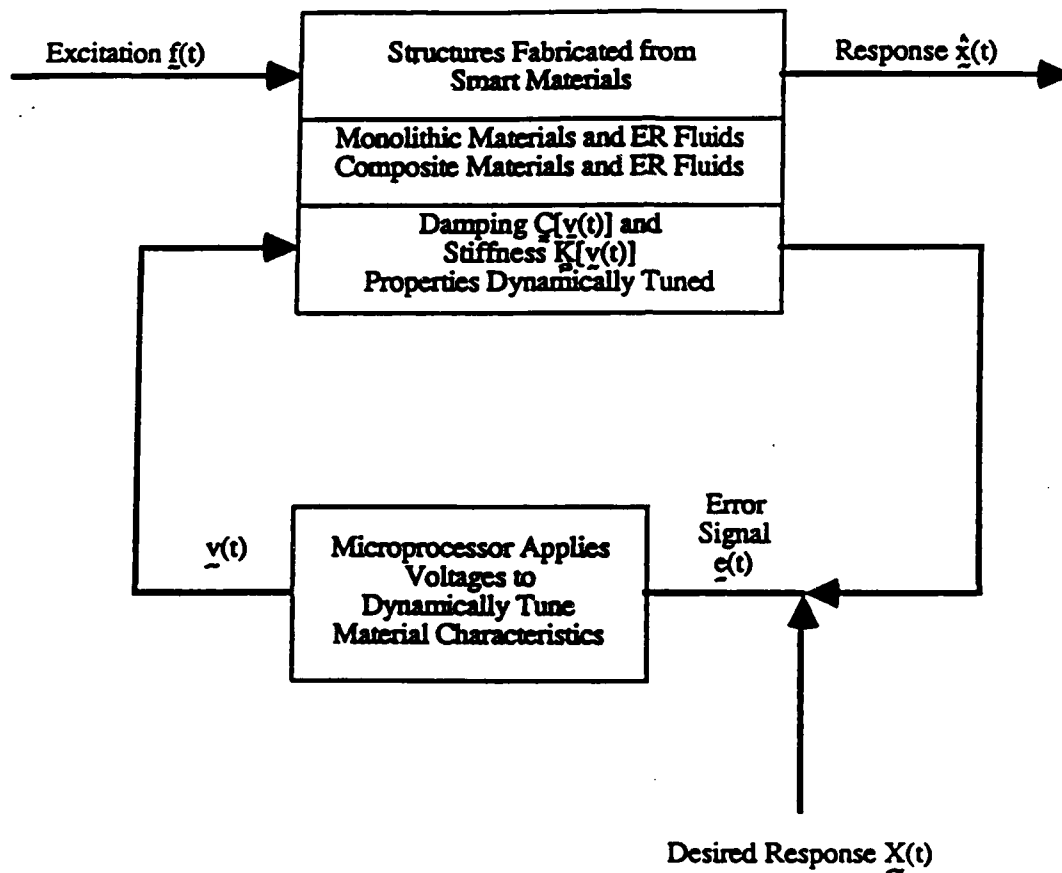
Ability of Smart ER-based Beams to Dramatically Change
their Vibration Characteristics: Schematic of the Beam



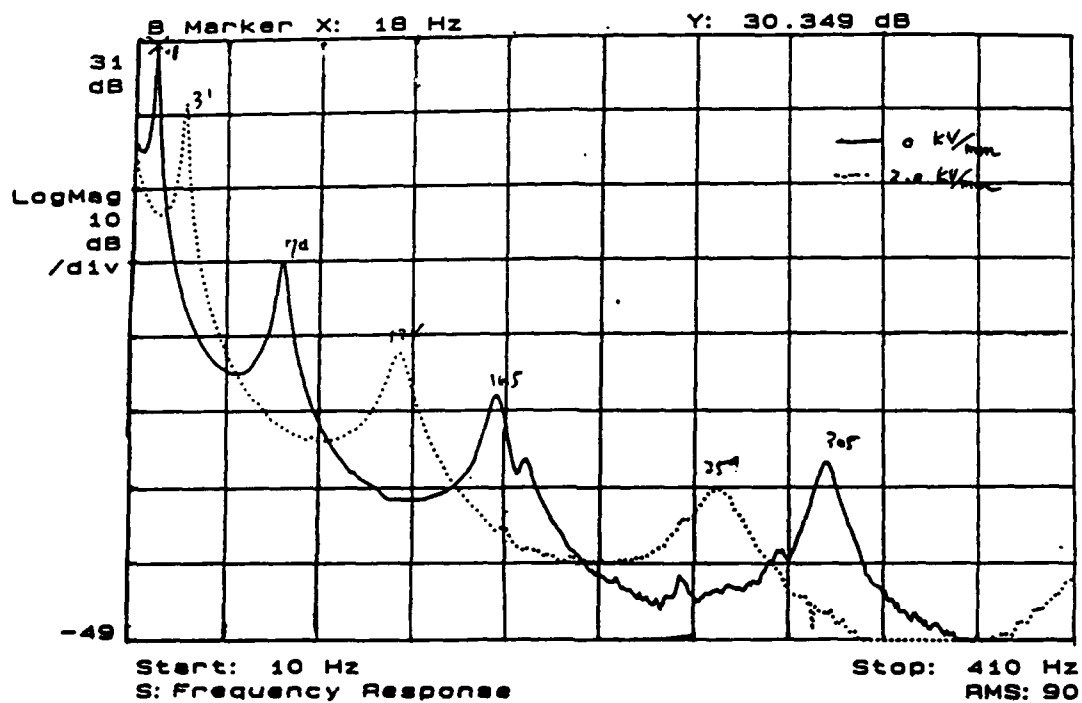
Ability of Smart ER-based Beams to Dramatically
Change their Vibration Characteristics:
Experimental Results



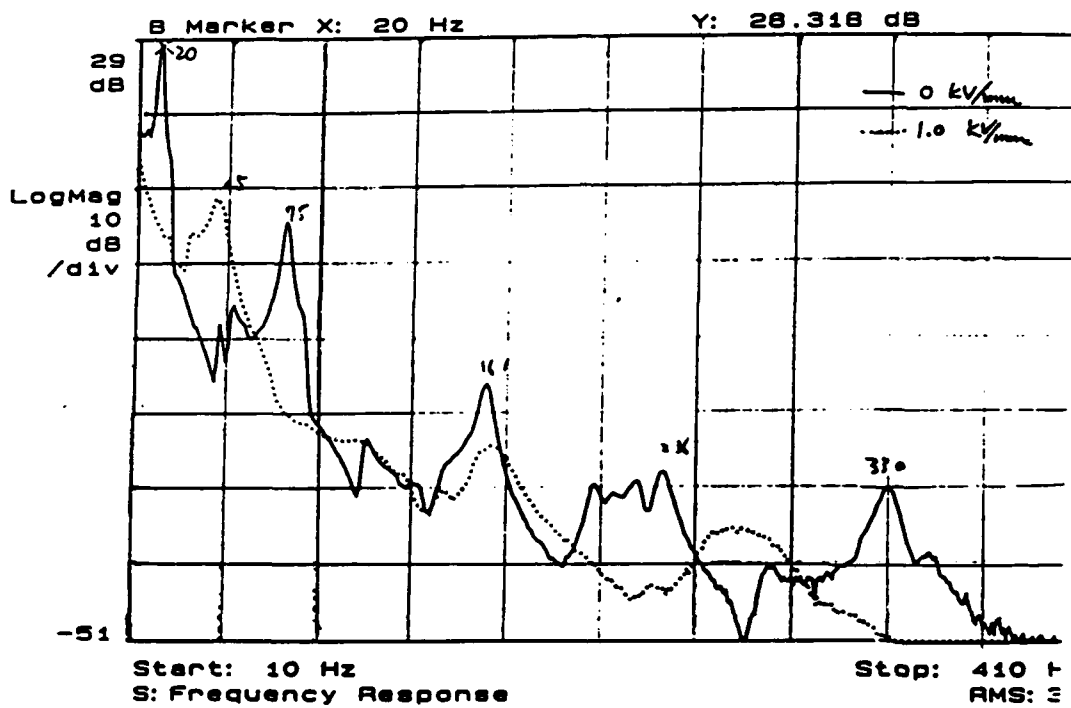
Traditional Control Strategies



Control Strategies For Smart Materials And
Structures

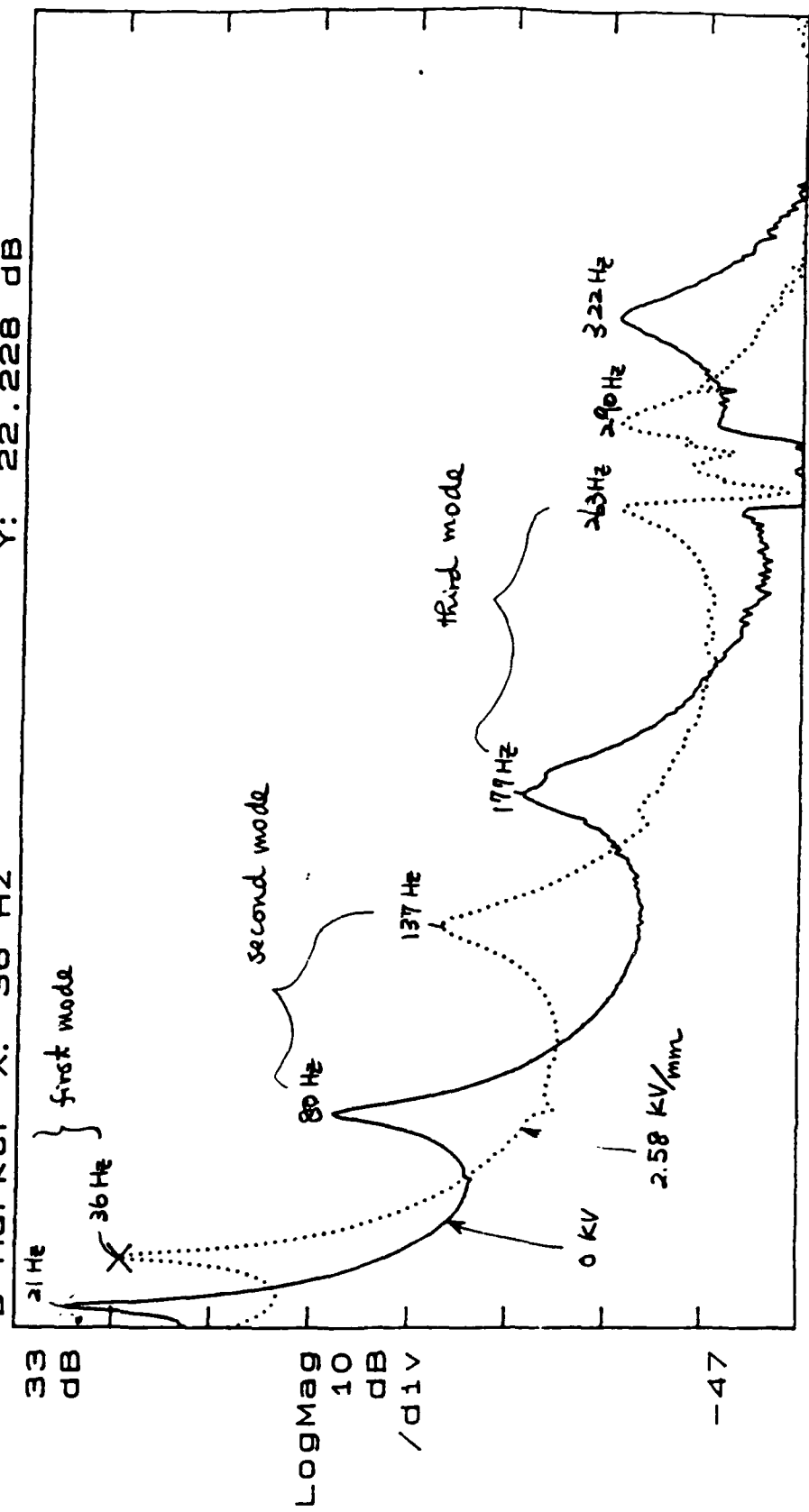


Unique Capability of ER-based Smart Beams to Dramatically
Change Their Natural Frequencies and Damping
Characteristics in Real-time



Unique Capability of ER-based Smart Plates to
Dramatically Change their Natural Frequencies and
Damping Characteristics in Real-time

A Marker X: 21 Hz Y: 27.451 dB
 B Marker X: 36 Hz Y: 22.228 dB



Start: 15 Hz

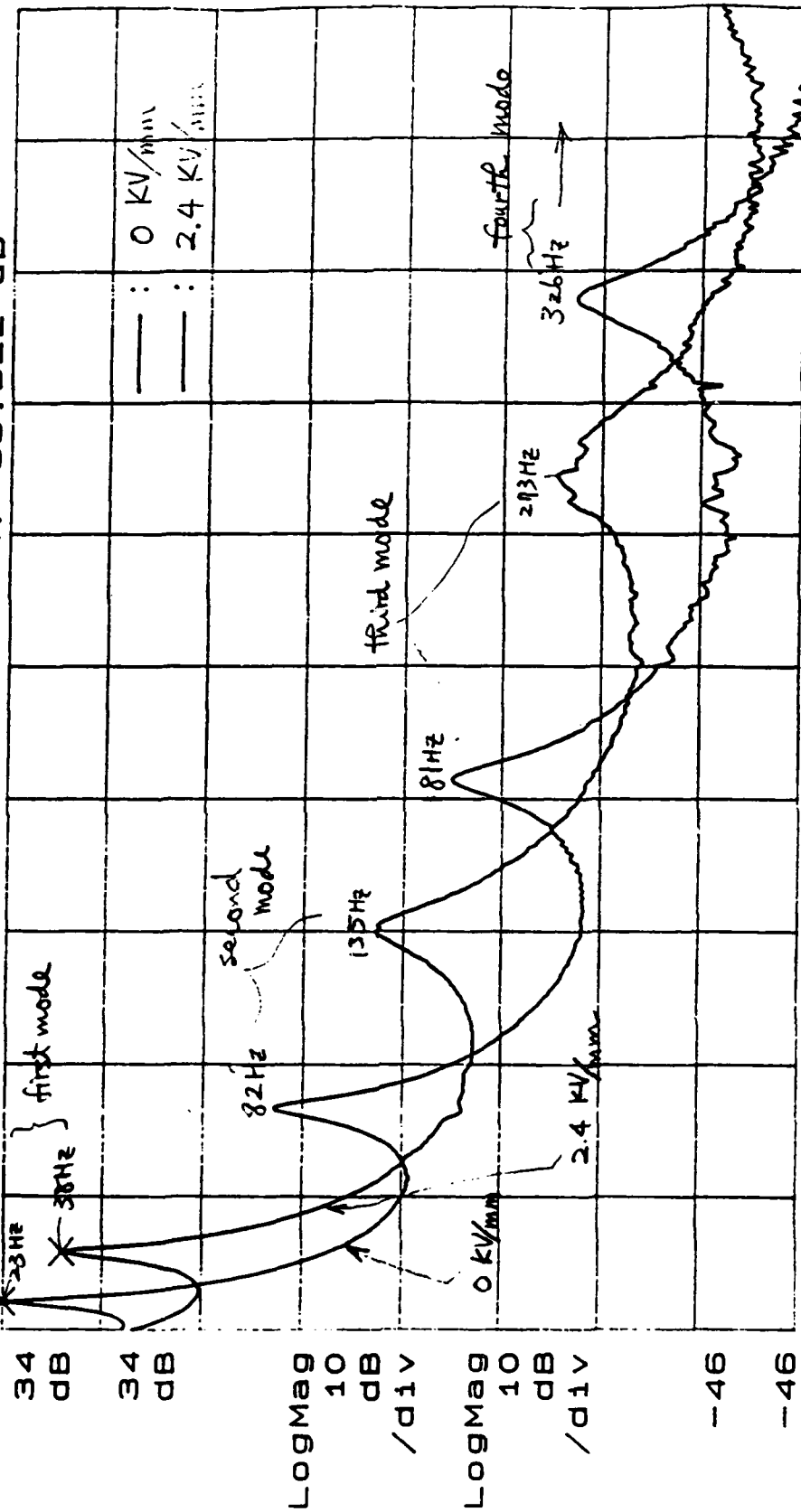
0 V : 3600 V

Stop: 415 Hz

RMS: 40

AVERAGE COMPLETE

A Marker X: 38 Hz Y: 28.248 dB
 B Marker X: 23 Hz Y: 33.922 dB



Start: 15 Hz
 Start: 15 Hz
 S: Frequency Response

Stop: 415 Hz
 Stop: 415 Hz
 RMS: 40

A typical representation for a BKZ-type constitutive model for describing the properties of field-dependent ER fluids is anticipated to take the following qualitative form:

$$\underline{\sigma}(E(\underline{x}, t)) = -p\underline{I} + q \left[\int_{-\infty}^t \left\{ U_1 \underline{C}_t^{-1}(\tau) - U_2 \underline{C}_t(\tau) \right\} d\tau \right]$$

where σ are the components of the stress tensor for the ER fluid, p is an indeterminate scalar, q is a function, and U_1 and $\underline{C}_t$ are defined as follows:

$$U_i = \frac{\partial U}{\partial I_i}, \quad i = 1, 2$$

where $U(E(\underline{x}, t))$, is the electrical field-dependent strain energy potential of the ER fluid, and I_1 and I_2 are the first and second invariants of the right relative Cauchy-Green deformation tensor

$$\underline{C}_t(\tau) = \underline{F}_t^T(\tau) \underline{F}_t(\tau)$$

where $\underline{F}_t$ are the components of the relative deformation gradient tensor. Clearly the electrical field $E(\underline{x}, t)$ imposed upon the ER fluid would be a function of the geometry of the electrodes, their distribution in space and the potential difference, and can be determined from the classical theory of electro-magnetism.

$$\begin{aligned}
0 = \delta \hat{J} = & \int_{\tau} \left\{ \int_{V^f} \delta v_1^f \left[\dot{x}_1^f + \sigma_{1j,j}^f - \rho^f \dot{v}_1^f \right] dV^f - \int_{V^f} \delta p e_{kk}^f dV^f \right. \\
& + \int_{V^f} \delta \sigma_{1j}^f \left[\dot{e}_{1j}^f - \frac{1}{2} \left(\dot{v}_{1,j}^f + \dot{v}_{j,1}^f \right) \right] dV^f + \int_{S_1} \delta v_1^f \left(\dot{\bar{g}}_1^f - \dot{g}_1^f \right) dS_1 \\
& + \int_{S_2} \delta g_1^f \left(\dot{\bar{v}}_1^f - \dot{v}_1^f \right) dS_2 \Big\} d\tau \\
& - \int_{\tau} \left\{ \int_{S^*} \delta g_1^s \left(\dot{u}_1^s - \dot{v}_1^f \right) dS^* - \int_{S^*} \delta v_1^f \left(\dot{g}_1^s + \dot{g}_1^f \right) dS^* \right\} d\tau \\
& + \int_{\tau} \left\{ \int_{V^s} \delta \dot{u}_1^s \left[\dot{x}_1^s + \sigma_{1j,j}^s - \rho^s \ddot{u}_1^s \right] dV^s + \int_{V^s} \delta \dot{\gamma}^s \left[\dot{\gamma}_{1j}^s - \frac{\partial W}{\partial \gamma_{1j}} \right] dV^s \right. \\
& + \int_{V^s} \delta \sigma_{1j}^s \left[\dot{\gamma}_{1j}^s - \frac{1}{2} \left(\dot{u}_{1,j}^s + \dot{u}_{j,1}^s \right) \right] dV^s + \int_{S_1} \delta \dot{u}_1^s \left(\dot{\bar{g}}_1^s - \dot{g}_1^s \right) dS_1 \\
& \left. + \int_{S_2} \delta g_1^s \left(\dot{\bar{u}}_1^s - \dot{u}_1^s \right) dS_2 \right\} d\tau
\end{aligned}$$

solid (elastic)

$$[M^S](\ddot{U}^S) + [K^S](U^S) - (F^S) - [M^S](\dot{V}_R^S) + (F_1^S)$$

fluid (Bingham plastic)

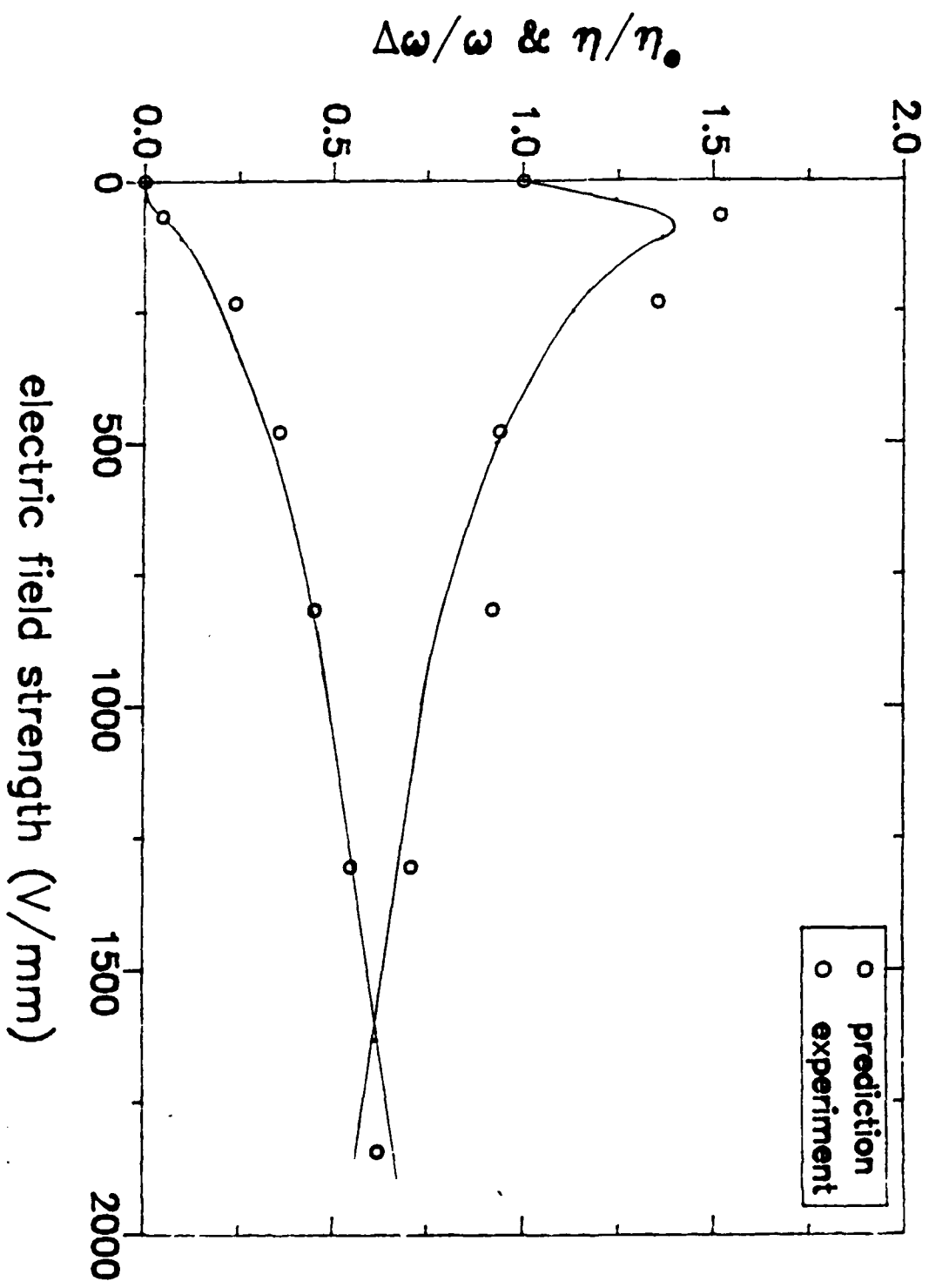
$$[M^f](\ddot{U}^f) + [Q^f(E)](\dot{U}^f) - [Q_p^f](P^f) - (F^f) - [Q_r^f](\tau_o(E)) - [M^f](\dot{V}_R) + (F_1^f)$$

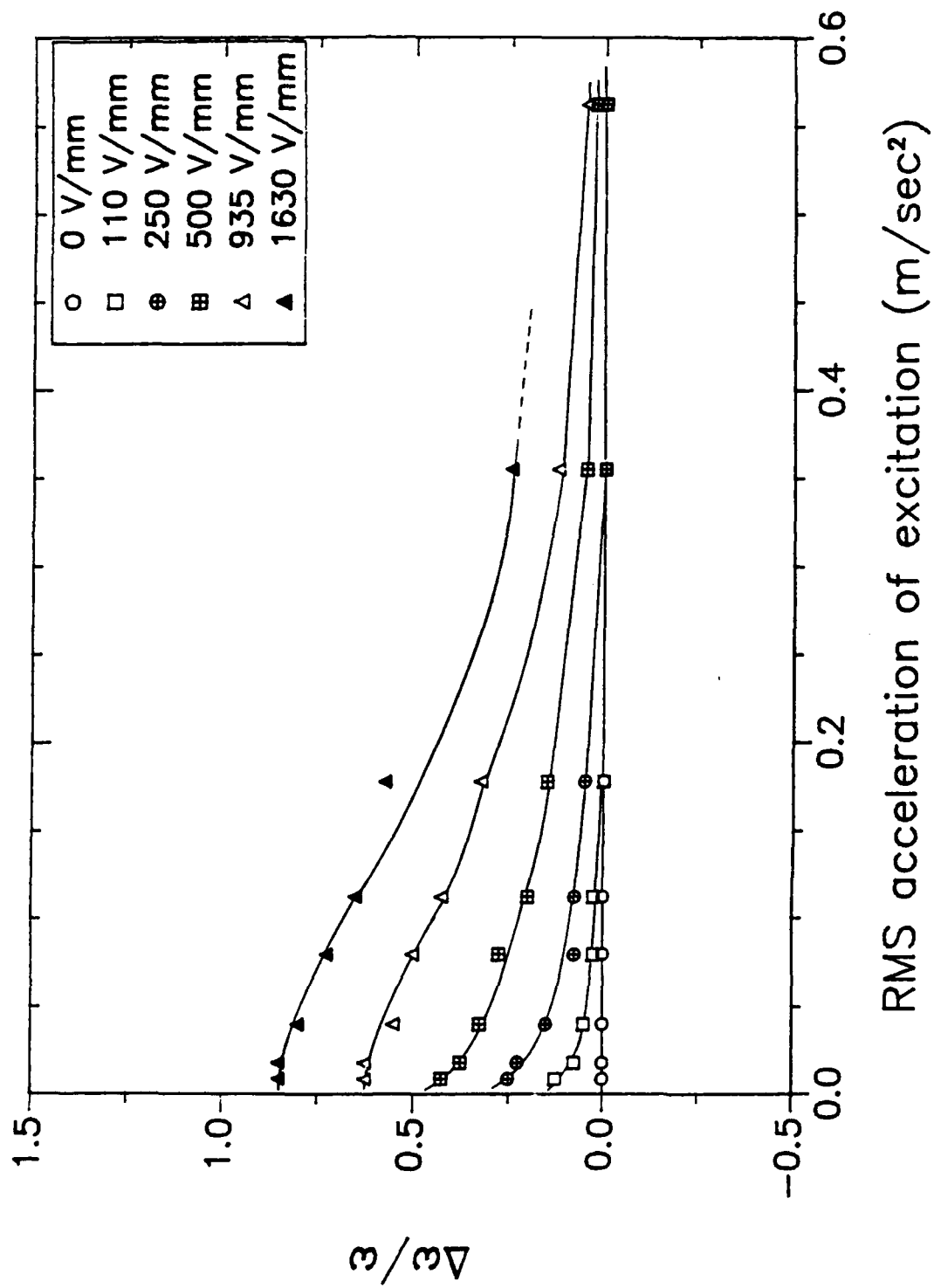
$$[R^f](\dot{U}^f) - (0)$$

interface

$$(F_1^S) + (F_1^f) - (0)$$

$$(\dot{U}_1^S) - (\dot{U}_1^f)$$





ACTIVE DYNAMIC TUNING UTILIZING SMA COMPOSITES

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Mechanical Engineering Department
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Blacksburg, Virginia 24061

2nd ARO-AHS-RPI Workshop on Composite Materials And Structures for Rotorcraft

September 14 & 15, 1989

Ransselaer Polytechnic Institute
Troy, New York

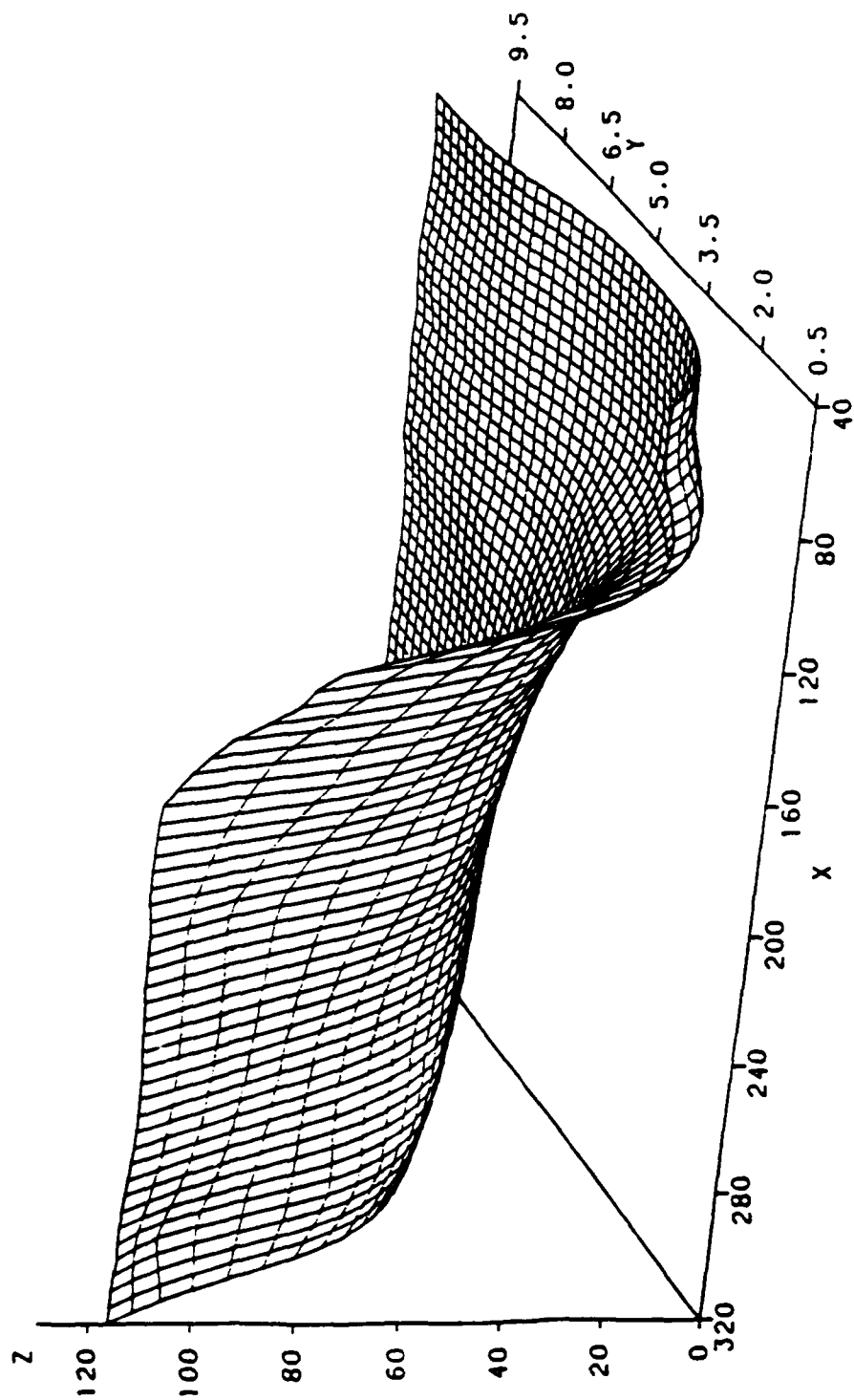
ACTIVE DYNAMIC TUNING UTILIZING ADAPTIVE COMPOSITES SMART MATERIALS & STRUCTURES RESEARCH AT VPI&SU

- **Shape Memory Alloy Composites**
 - **Introduction to Nitinol**
 - **Active Modal Modification**
 - **Active Structural Acoustic Control**
 - **Nitinol Characterization**
 - **Constitutive Modelling**
 - **Modal Analysis Techniques**
 - **Thermo-mechanical Modelling**
 - **Distributed Nitinol Sensors**
- **Piezoelectric Investigations**

INTRODUCTION TO NITINOL

- **NITINOL - Nickel-Titanium - Naval Ordnance Laboratory**
- **Discovered in the late 1950's**
- **Near-equiatomic composition of Nickel and Titanium**
- **Utilizes a martensitic phase transformation (twinning)**
 - **low temperature phase = Martensite**
 - **high temperature phase = Austenite**
- **The transition temperature(s) can be selected over a range from 50°C to 155°C**
- **Capable of recovering 8% plastic strain**
- **Capable of recovery stress of 100,000 psi**
- **Young's modulus changes by a factor of 4 during phase transformation**
- **Superelastic Nitinol has an elastic limit of 6%**

MAPPING OF THE VARIATION OF STIFFNESS WITH TEMPERATURE AND STRAIN



X-TEMPERATURE Y-STRAIN Z-STIFFNESS

ACTIVE MODAL MODIFICATION

The use of shape memory alloy fibers embedded in composite materials to alter the dynamic behavior and characteristics of structures

ACTIVE PROPERTY TUNING (APT)

- Employs embedded unstrained Nitinol fiber actuators
- Exploits the change in Young's modulus of the Nitinol fibers

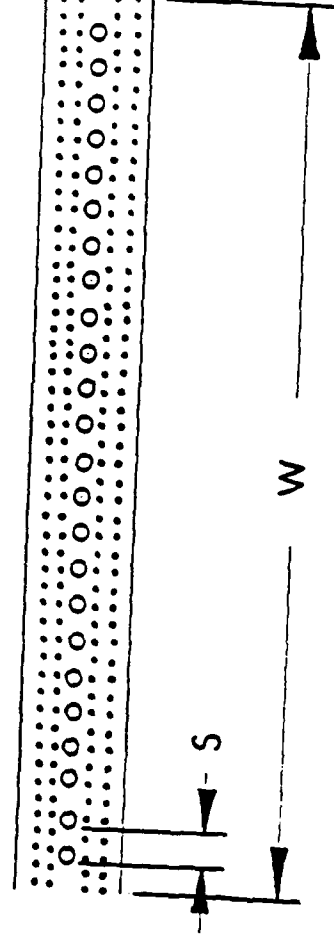
ACTIVE STRAIN ENERGY TUNING (ASET)

- Employs embedded plastically prestrained nitinol fiber actuators
- Exploits change in apparent strain state (recovery stress) of the nitinol fibers

LAY-UP SCHEME FOR NITINOL REINFORCED COMPOSITE BEAM

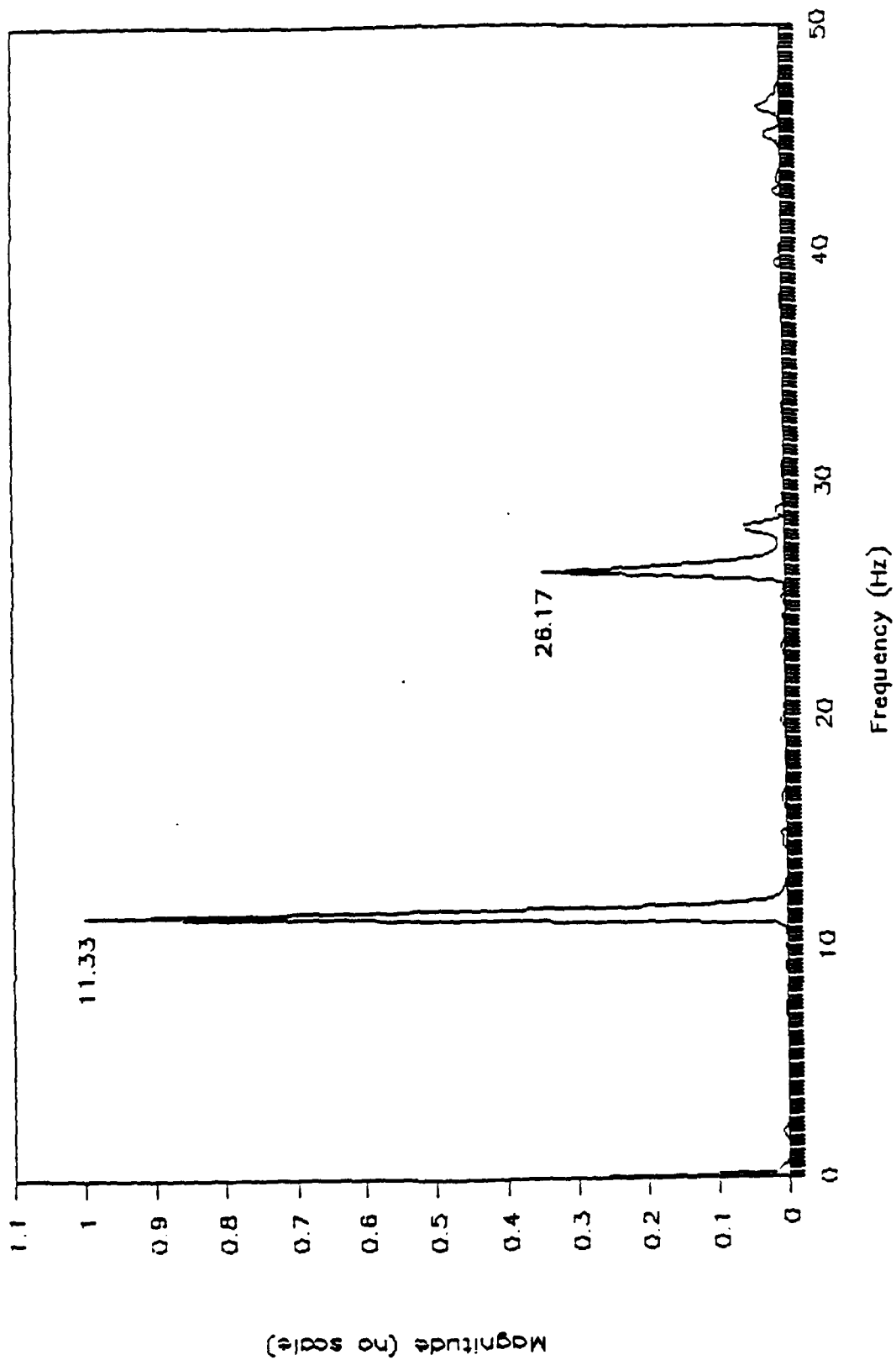
Specifications

Graphite epoxy:	5245 prepreg system
Dimensions:	
Length (L)	= 32.0 in. (86.4 cm)
Width (W)	= 13/16 in. (2.06 cm)
Spacing (S)	= 1/32 in. (0.79 mm)
No. of actuators	= 24 x .015 in. (.381 mm) dia
Nitinol volume fraction	= 15%



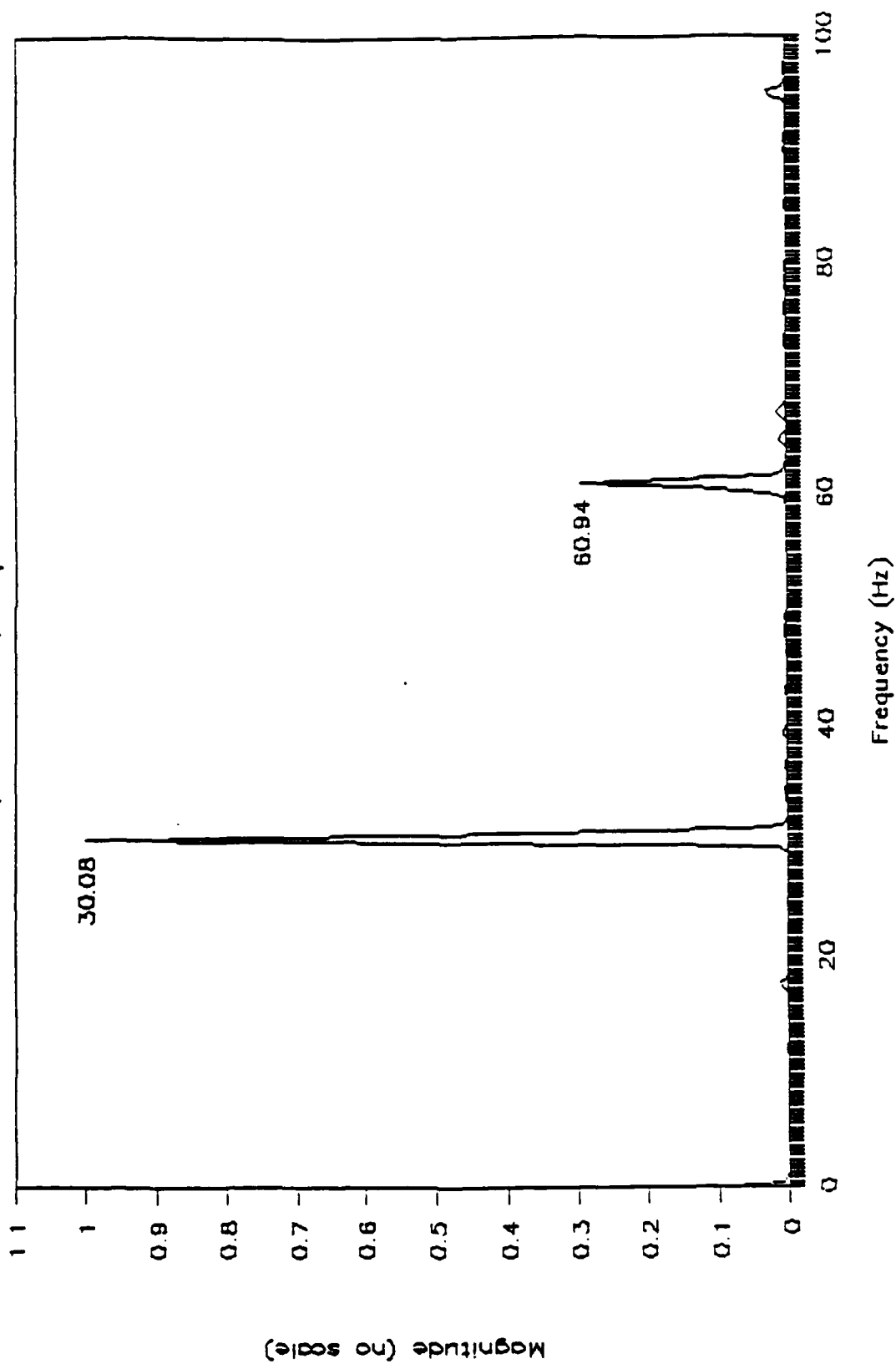
FFT of Unactivated Beam

$v_f = .1$, $A_s = 100$ F, temp = 76.5 F

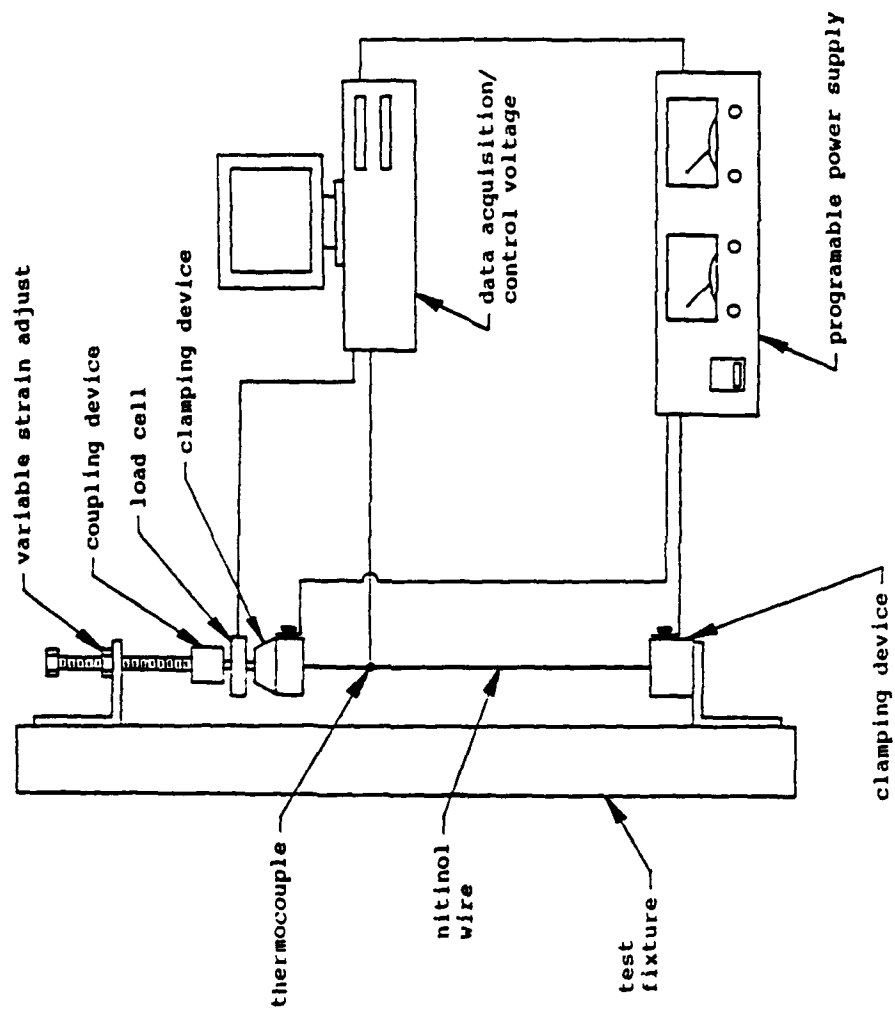


FFT of Activated Beam

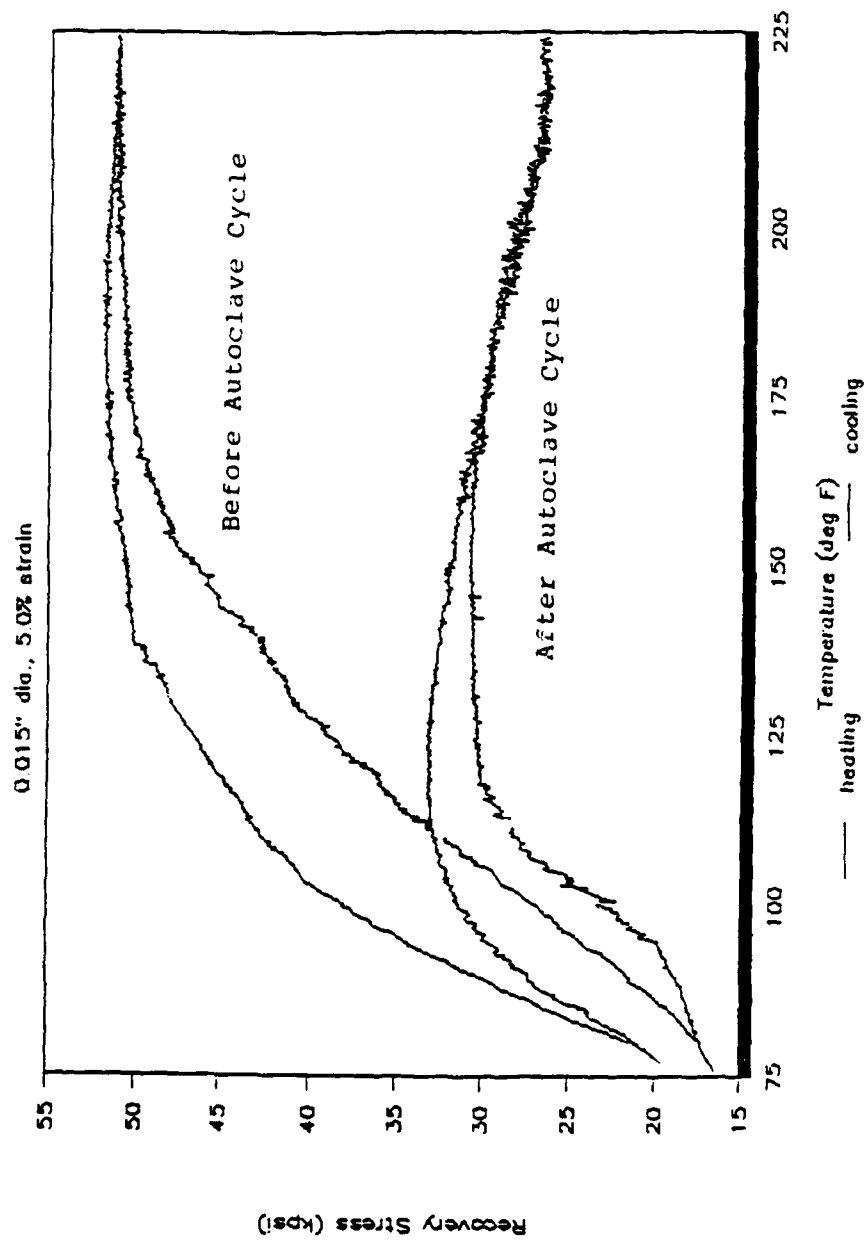
$v_f = .1$, $A_s = 100$ F, temp = 240.3 F



NITINOL CHARACTERIZATION SET-UP



RECOVERY STRESS FOR CONSTRAINED NITINOL



ACOUSTIC RADIATION/TRANSMISSION OF SMA COMPOSITE PLATES

- Change of the first ten natural frequencies of a quasi-isotropic plate with an activated 45° ply

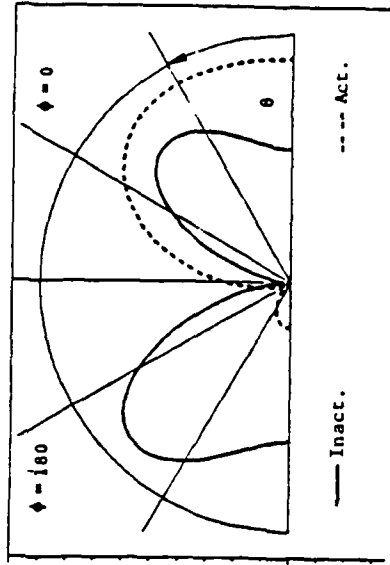
		Natural Frequencies (Hz)									
		1	2	3	4	5	6	7	8	9	10
Inact.		41.3	82.8	114.8	144.4	166.9	224.0	233.7	245.5	290.7	317.9
Act.		71.5	129.7	146.6	203.4	239.5	246.9	296.5	322.4	355.4	403.4

Table 1. Change of the First Ten Natural Frequencies (Hz)

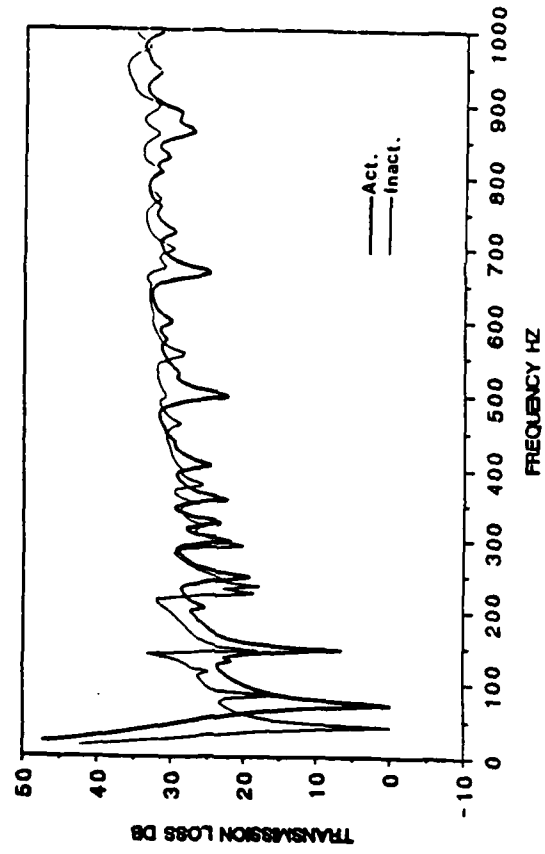
- Change of the first ten mode shapes

Act.	Inactivated Modes									
	1	2	3	4	5	6	7	8	9	10
1	1.00	.000	.000	.005	.009	-.001	.000	.000	.000	0.002
2	.000	.327	.945	.000	.000	.000	.000	.010	.006	0.000
3	.000	.945	-.327	.000	.000	.000	.000	.007	-.004	0.000
4	-.011	.000	.000	.505	.861	.028	.051	.000	-.000	0.000
5	.000	.000	.000	.856	-.493	-.143	-.151	.000	-.000	0.019
6	.001	.000	.000	.105	-.120	.989	.987	.000	.000	-.014
7	.000	-.014	.000	.000	.000	.000	.000	.600	.281	0.000
8	.000	.006	-.009	.000	.000	.000	.000	-.038	.945	0.000
9	.000	.002	.009	.000	.000	.000	.000	-.799	.167	0.000
10	.000	-.001	.000	.000	.000	.000	.000	.008	-.028	0.000

- Change of the Transmitted Intensity Pattern (220 Hz)



- Transmission Loss



EXPERIMENTAL RESULTS OF ACTIVE STRUCTURAL ACOUSTIC CONTROL

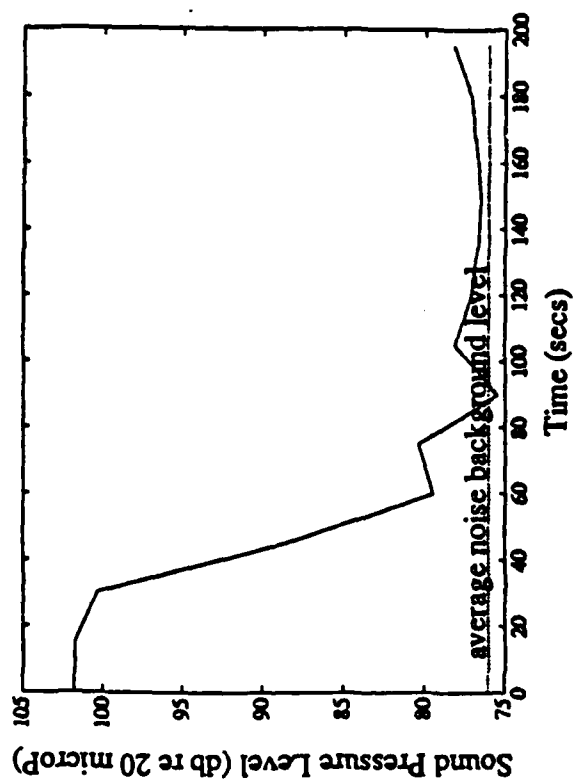


Figure 4: Controlled Sound Pressure ($f_0 = 35 Hz$)

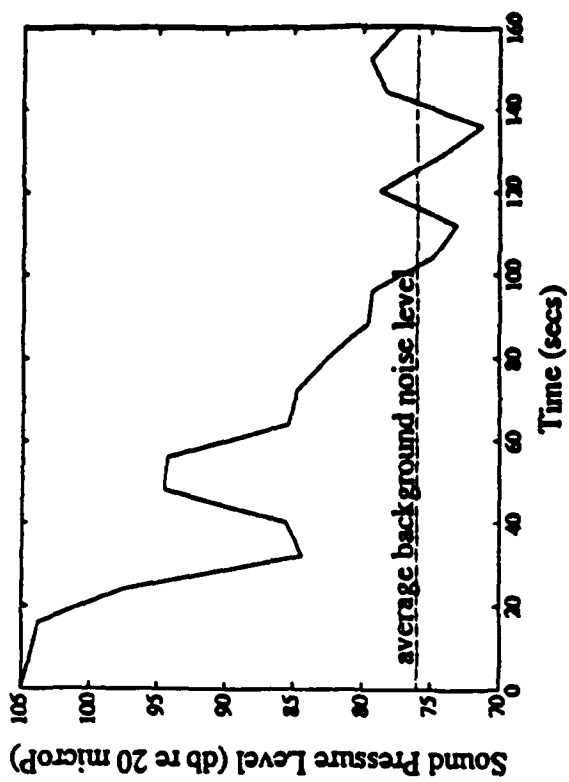
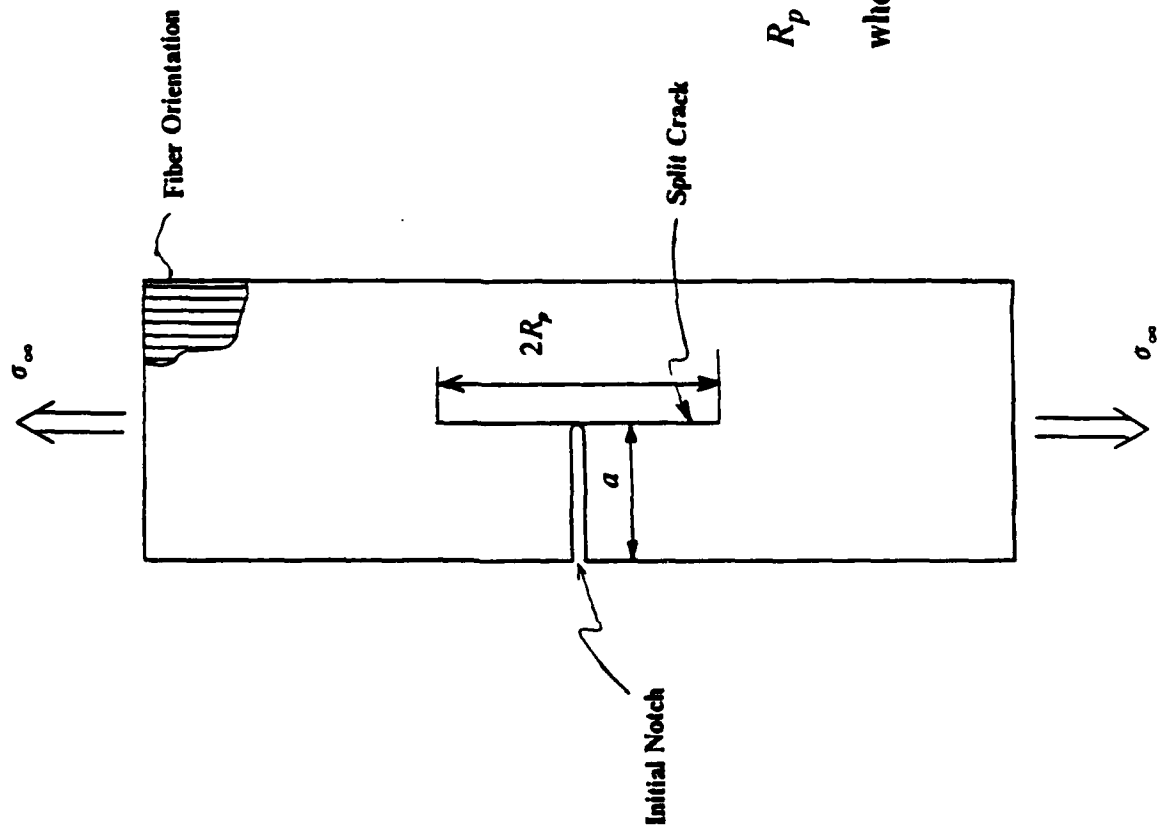


Figure 5: Controlled Sound Pressure ($f_0 = 145 Hz$)

INVESTIGATIONS OF INTERFACIAL SHEAR STRENGTH



$$R_p = \frac{\pi}{4} a \left(\frac{\sigma_\infty}{\tau_0} \right)^2 \frac{G_{12}}{E_{11}} \alpha \left[\frac{(\alpha + \beta)}{2} \right]^{1/2},$$

where

$$\alpha = [E_{11}/E_{22}]^{1/2}$$

$$\beta = E_{11}/2G_{12} - \nu_{12}$$

$$\sigma_\infty = \text{Applied Stress}$$

$$\tau_0 = \text{Interfacial Shear Yield Stress}$$

Failed Tensile Coupons

0° Specimen



45° Specimen



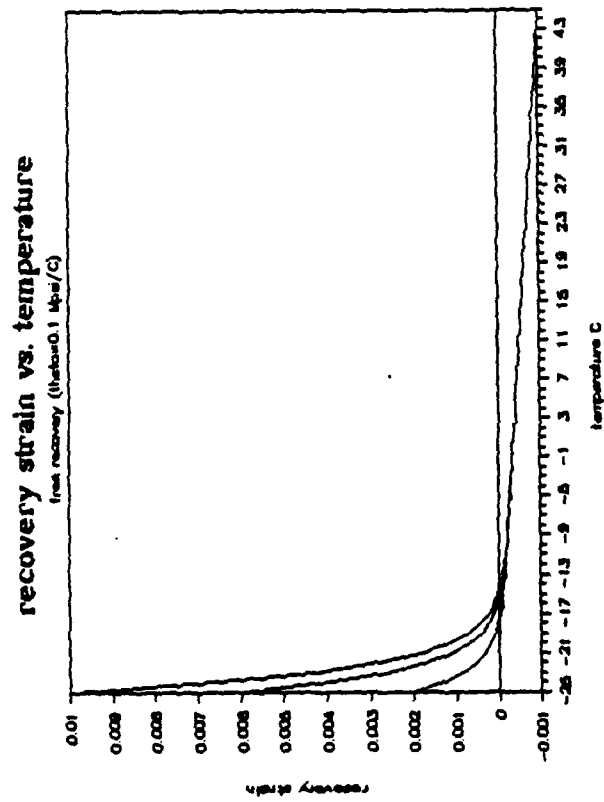
90° Specimen



THERMOMECHANICAL CONSTITUTIVE RELATION OF SMA

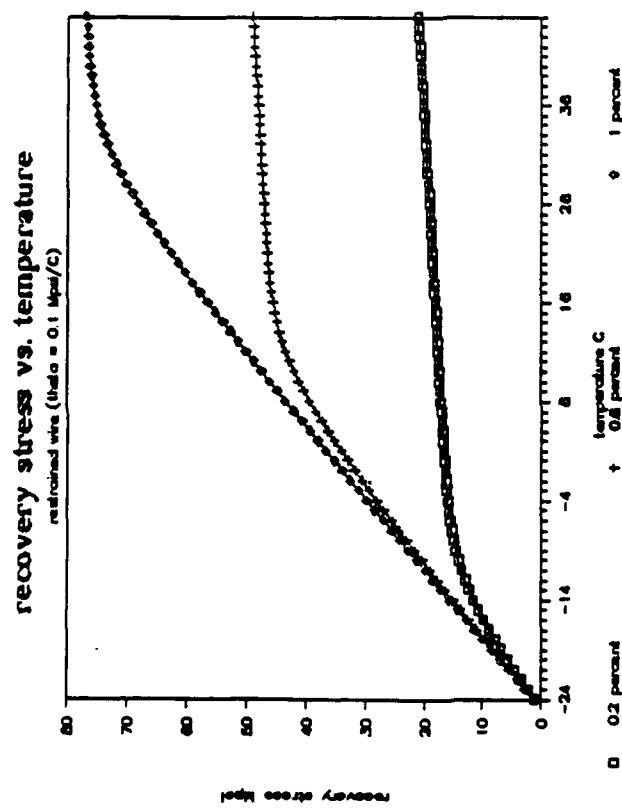
- Utilizes the Helmholtz free energy associated with the two-state phase transformation. It is a unified theory which also satisfies the first and second law of thermodynamics.
- Capabilities include
 - Stress-strain relations
 - Recovery stress-strain-temperature relations
 - Hysteresis characteristics of SME
 - Energy dissipation/consumption during recovery

FREE RECOVERY



$$\bar{\epsilon}_r = \bar{\epsilon}_{res} - \frac{1}{D} [\Theta(T - A_s) + \Omega \frac{\bar{\epsilon}_{res}}{\bar{\epsilon}_L} (e^{a_A(A_s - T)} - 1)]$$

RESTRAINED RECOVERY



$$\bar{\sigma}' = \Theta(T - A_s) + \Omega \frac{\bar{\epsilon}_{res}}{\bar{\epsilon}_L} (e^{[a_A(A_s - T) + b_A \bar{\sigma}']} - 1)$$

IN-SITU DETERMINATION OF ELASTIC PROPERTIES

AIMS:

- To provide a reliable data-base which the researchers in this field can draw upon
- To determine the contribution of SMA fibers on active control of structures
- To determine the nature of residual stresses in the laminates
- To provide a quick and non-destructive means of verifying material properties

PROCEDURE:

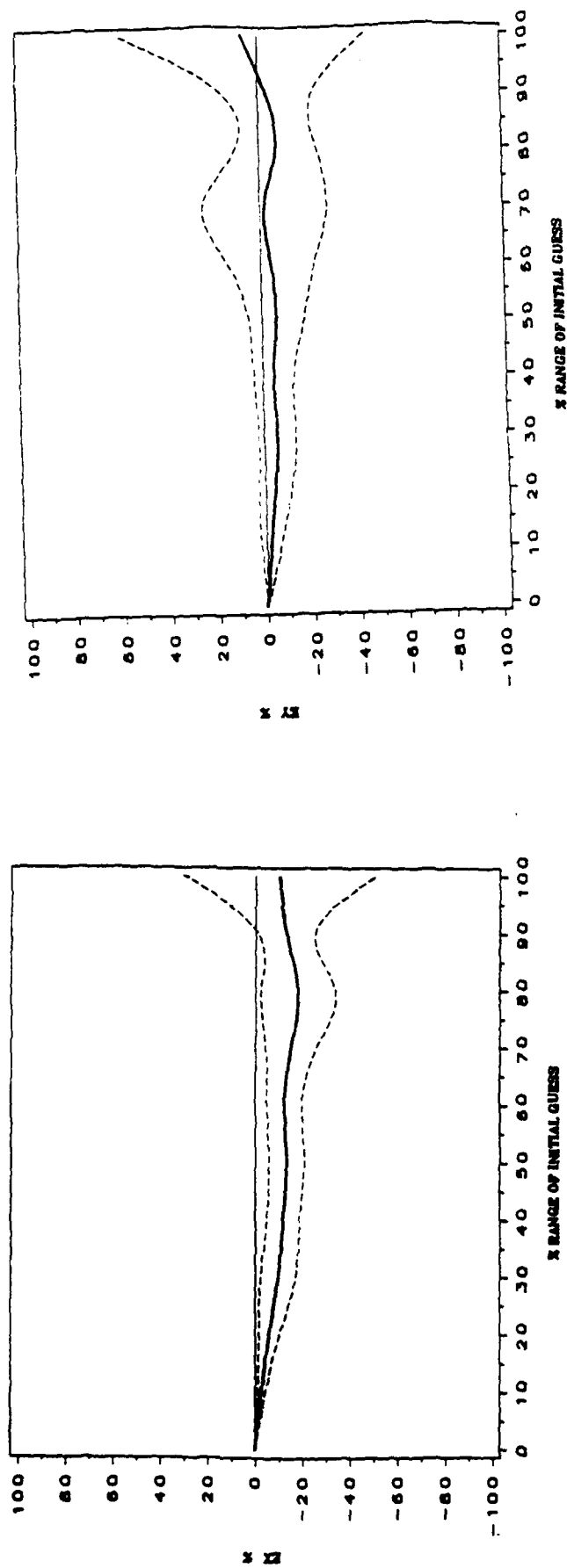
- Mathematical model based on Rayleigh-Ritz technique
- Use an iterative procedure where seven natural frequencies of structure determined from modal analysis are used to compute the four elastic constants E_x , E_y , G_{xy} and ν_{xy} and the three in-plane loads
- Study the sensitivity of technique to the initial assumed values of these elastic constants and in-plane loads

Determination of Elastic Constants Using Modal Analysis/Rayleigh-Ritz Technique

B.C. => C-F-F-F

	E_x Gpa	E_y Gpa	G_{xy} Gpa	ν_{xy}
Exact Values	127.94	10.27	7.31	0.2212
Mean from 50 % higher initial guesses (13 comb. of freqs.)	127.95	10.27	7.30	0.2246
Standard deviations	0.2220E-01	0.3790E-02	0.1379E-02	0.4376E-03
Mean from 50 % lower initial guesses (13 comb. of freqs.)	127.94	10.27	7.32	0.2162
Standard deviations	0.2160E-01	0.4678E-02	0.1058E-01	0.5213E-03

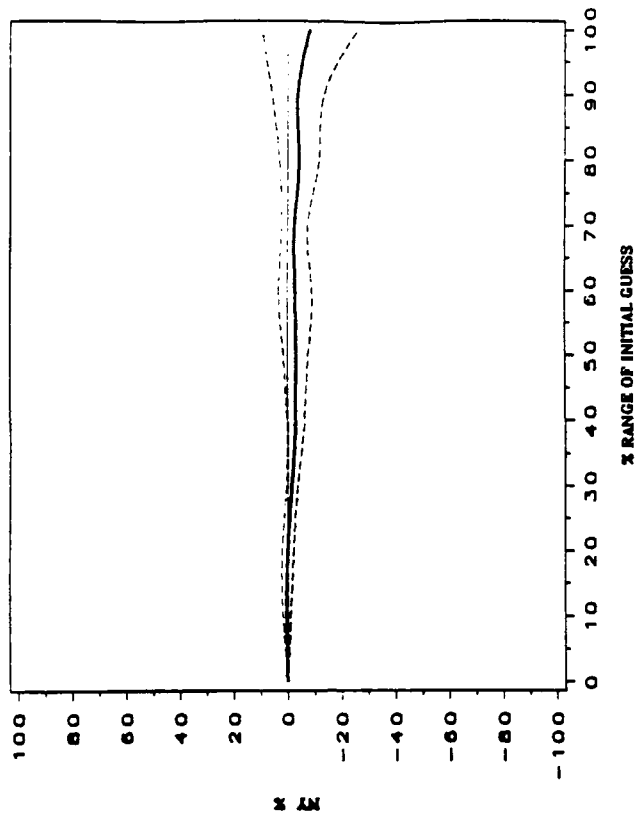
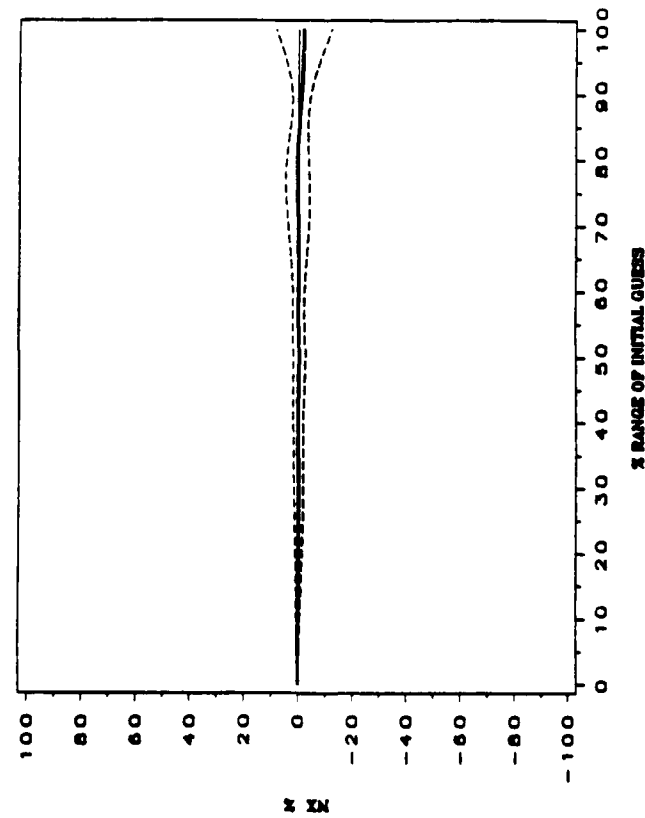
% MEAN AND STANDARD DEVIATION OF E_x AND E_y AGAINST % RANGE OF INITIAL GUESS



MEAN
UPPER BOUND

ACTUAL
LOWER BOUND

% MEAN AND STANDARD DEVIATION OF N_x AND N_y AGAINST % RANGE OF INITIAL GUESS



— ACTUAL
--- LOWER BOUND

— MEAN
--- UPPER BOUND

TRANSIENT THERMAL RESPONSE OF AN SMA COMPOSITE

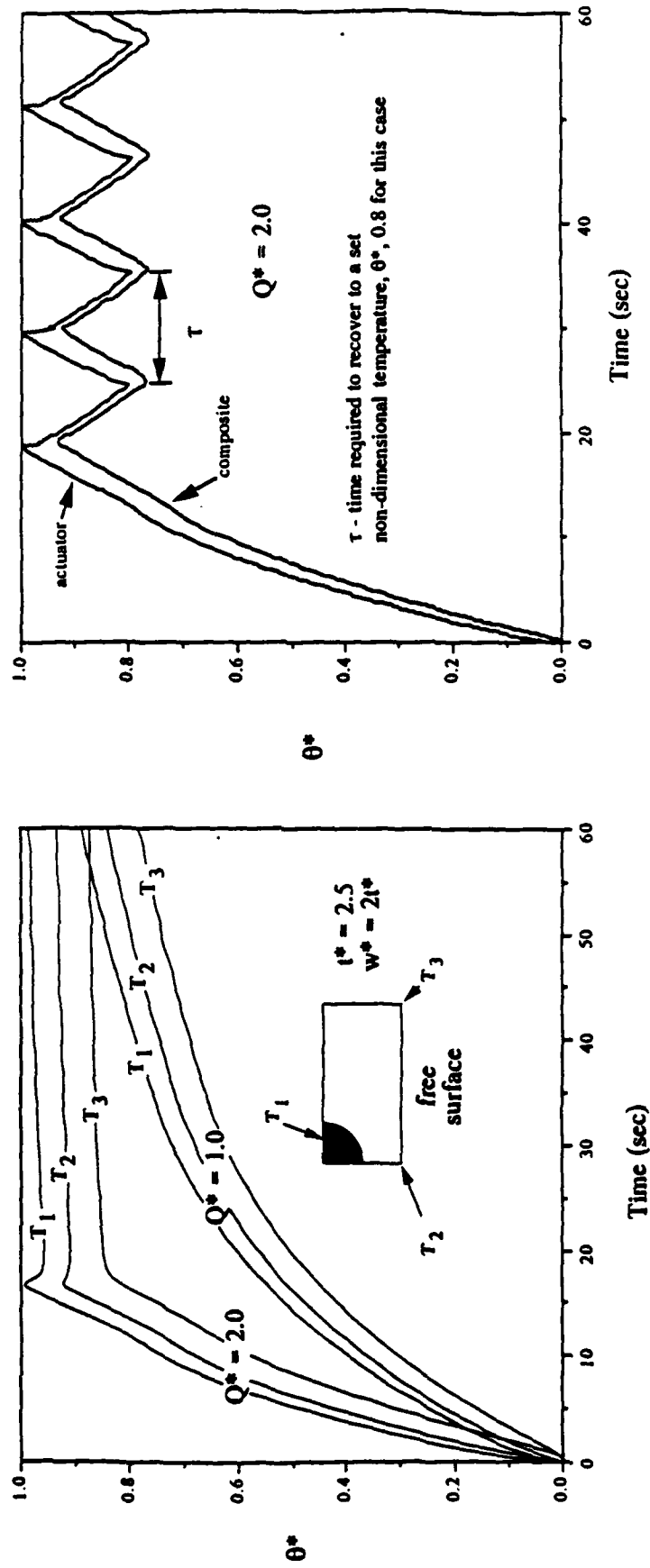


Figure 8. Actuator Response to a Square Pulse Power Input Level of 2.0

Distributed Strain Sensing Using 'Superelastic' Nitinol

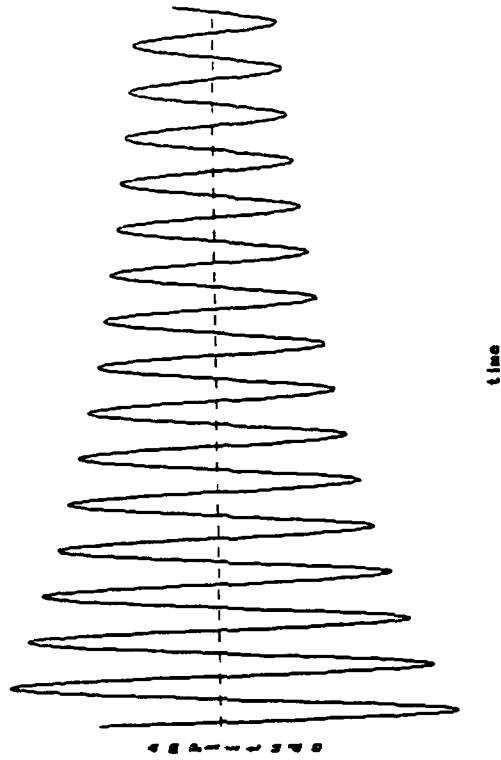
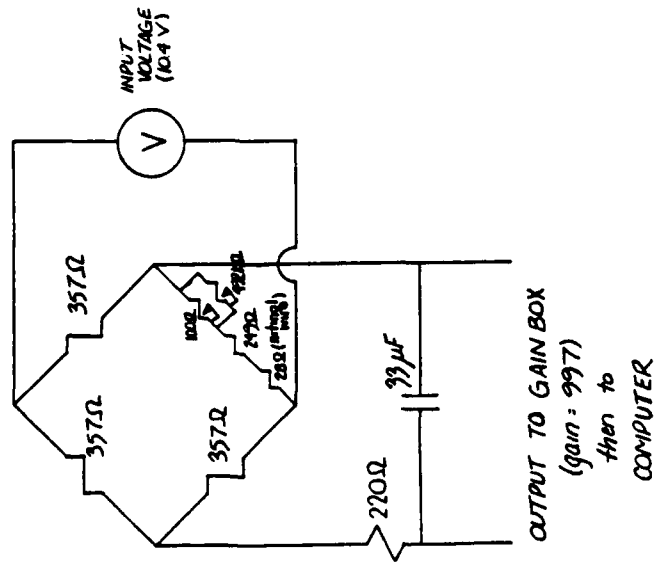


Figure 4. Typical curve generated by oscillation of beam.

CONCLUSIONS

- Developed and evaluated fabrication techniques for embedding nitinol actuators
- Experimentally determined the effect of thermoset processing on nitinol behavior
- Developing a unified constitutive model for nitinol
- Experimentally demonstrated Active Structural Acoustic Control using SMA composites
- Developed *in-situ* methods for determining laminate properties of SMA composites
- Experimentally demonstrated the use of nitinol strain and temperature sensors

SMA ACTUATOR and SMA REINFORCED COMPOSITES

supported by

ONR-YIP N00014-88-K-0566

and

ONR/DARPA N00014-88-K-0721

Leveraged with support from

Virginia Center for Innovative Technology

An Abstract for the
Second International Workshop on
Composite Materials and Structures for Rotorcraft

**A REVIEW OF ACTIVE NOISE CONTROL STRATEGIES
FOR REDUCTION OF ROTORCRAFT INTERIOR NOISE**

J. D. Jones
Ray W. Herrick Laboratories
School of Mechanical Engineering
Purdue University
West Lafayette, IN 47907

Source mechanisms and transmission paths of rotorcraft interior noise are well defined. Rank ordering of these sources has established the main rotor gearbox as the primary contributor to the cabin noise levels. Gear-mesh vibrations generate a series of harmonic tones within the cabin, the most significant of which is typically the fundamental mesh tone at approximately 700-800 Hz. Current passive noise control methods (e.g., the fuselage sidewall treatments) do not adequately reduce cabin noise levels to provide passenger comfort, especially for extended flights. Further sidewall treatments can add substantially to weight penalties and cost. Thus, new lightweight noise control methods are needed to reduce rotorcraft interior noise.

Much recent work has focused on alternative methods for interior noise reduction in aerospace vehicles (e.g., propeller-driven aircrafts, rotorcraft, and space station). Current efforts in this area emphasize the use of active noise control (ANC) strategies in conjunction with passive methods for broadband noise reduction. Active noise control pertains to a family of techniques which use a controller to "actively" create a secondary sound field out-of-phase with the primary noise field so that superposition of the two sound fields results in an overall reduction in the noise levels. Active noise control (ANC) is ideally suited to such applications due to its complementary effectiveness with minimum weight penalties at potentially lower costs.

In the proposed paper, a review of two active noise control strategies for reduction of rotorcraft interior noise is presented. First the conventional ANC strategy consists of implementing an array of interior acoustic sources (e.g., audio speakers) as secondary controllers to reduce the interior cabin levels. Second, a more recent ANC strategy involves applying secondary vibration actuators directly to the rotorcraft fuselage in the vicinity of the gearbox supports so as to reduce the transmission of structureborne gear mesh vibrations into the cabin interior. The second strategy is especially promising when the power flow into the structure is localized such as with the rotorcraft gearbox vibrations. Advantages and disadvantages of these two active noise control strategies will be discussed along with their potential for providing global reduction of rotorcraft interior cabin noise.

**A REVIEW OF ACTIVE NOISE CONTROL
STRATEGIES FOR REDUCTION OF ROTORCRAFT
INTERIOR NOISE**

by

**J.D. Jones
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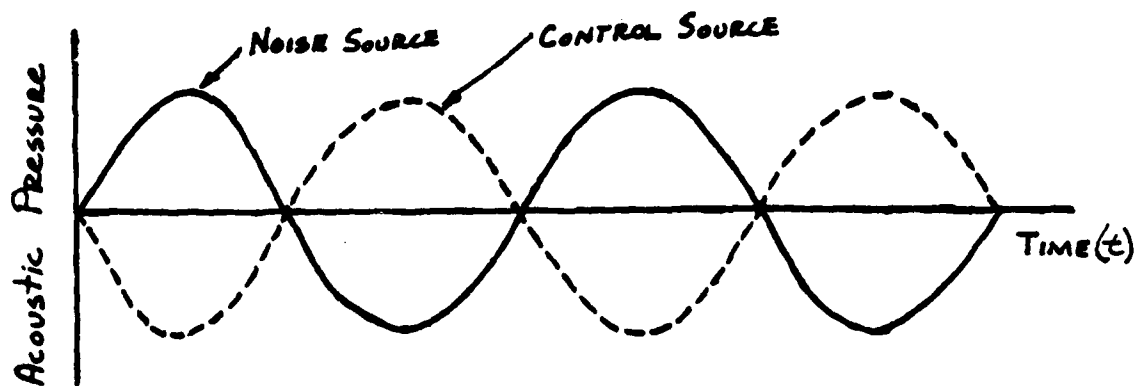
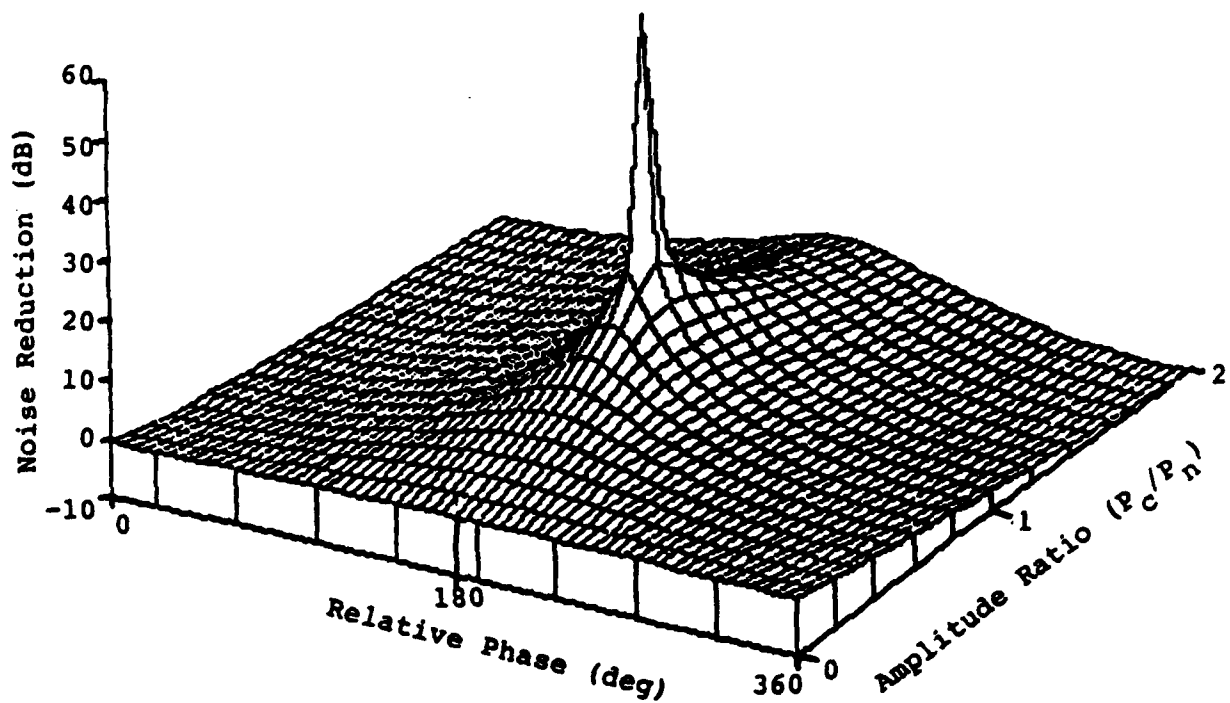
ACTIVE NOISE CONTROL STRATEGIES

ACTIVE NOISE CONTROL: is a family of techniques which use some type of secondary controller to generate a sound field which then superimposed on an existing noise field will result in overall noise reduction.

TWO TYPES OF SECONDARY CONTROLLERS

- Acoustic Control Sources (Loudspeakers)
- Vibration Control Sources (Shakers)

LOCAL CONTROL



FREQUENCY LIMITATIONS

Active noise control systems perform best at low frequencies (generally <500-600 Hz) where traditional passive techniques for noise control (e.g., acoustic foams, fiberglass, etc.) are frequently inadequate.

Active and passive techniques are spectrally complementary noise control strategies.

AN APPLICATION OF ACTIVE NOISE CONTROL USING ACOUSTIC SOURCES

from

Elliott, S., Nelson, P., Stothers, I., Boucher, C., Evers, J., and
Chidley, B., "In-Flight Experiments on the Active Control of
Propeller-Induced Cabin Noise," AIAA Paper 89-1047.

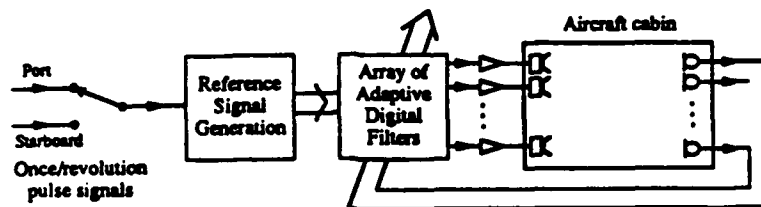


Figure 1. Block diagram of the control system.

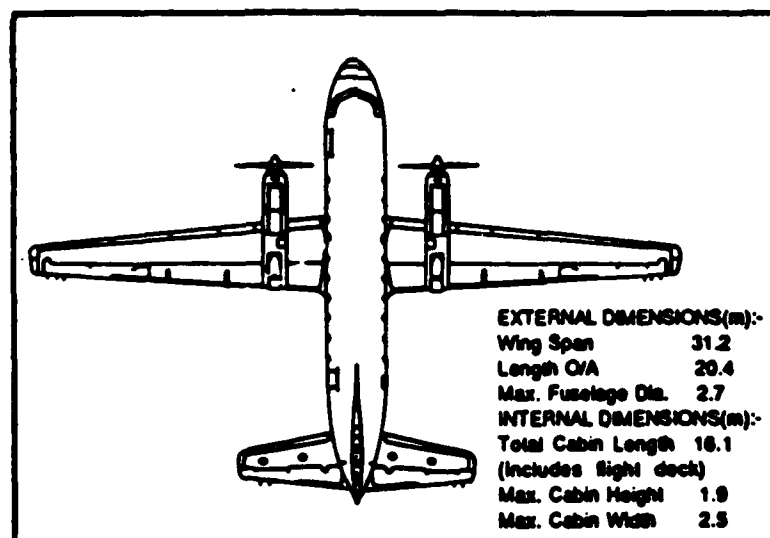


FIGURE 1. Plan view of a British Aerospace 748 twin turboprop, 48 seat aircraft.

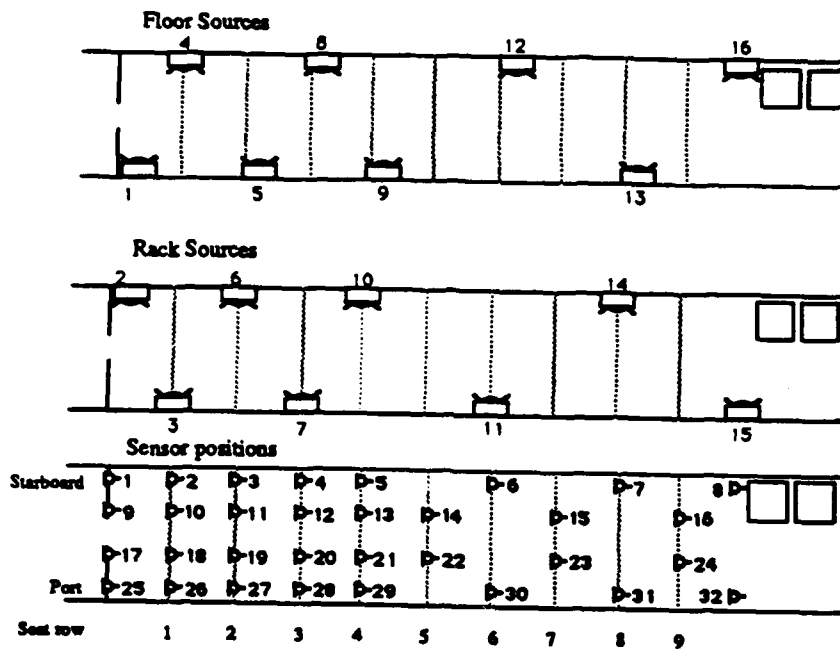


Figure 2. Microphone and loudspeaker arrangement, showing a plan view of the internal passenger cabin at three levels: (upper graph) floor level showing loudspeaker positions, (middle graph) rack level showing further loudspeaker positions, (lower graph) seated head height showing microphone positions.

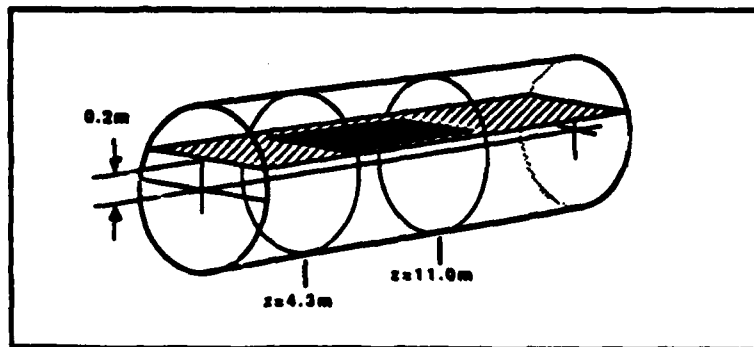


FIGURE 8. Schematic diagram showing the head height plane (0.2m above the fuselage centreline)

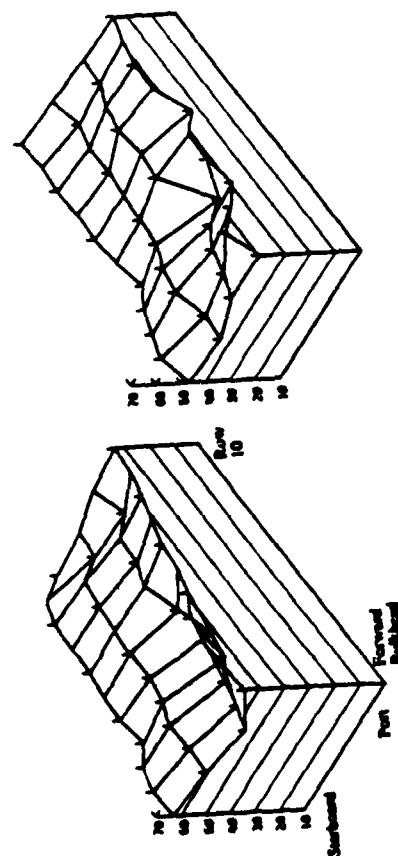


Figure 3. Pressure distribution at 88 Hz, measured at the 32 control microphones (illustrated in Figure 2 with the control system off (left hand plot) and on (right hand plot)).

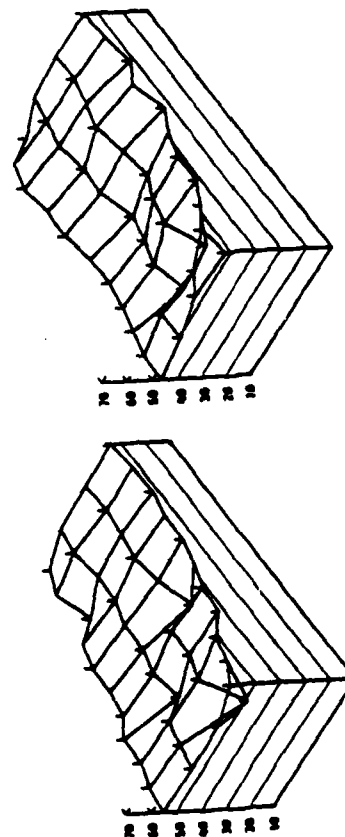


Figure 5. Pressure distribution at 264 Hz, measured at the 32 control microphones.

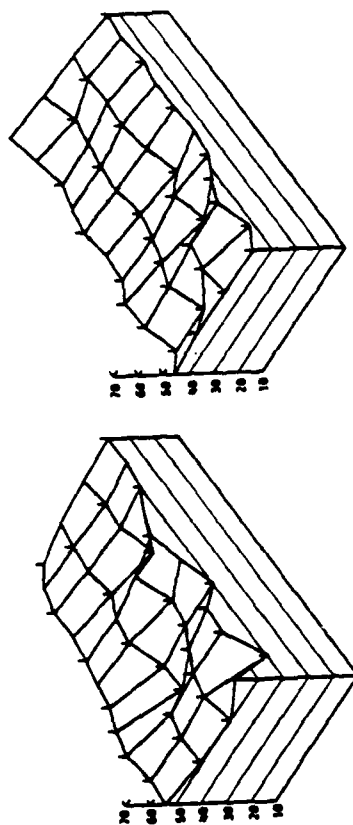


Figure 6. Pressure distribution at 176 Hz, measured at the 32 control microphones.

Control system configuration	Propeller producing sound field	88 Hz ΔJ_{p32}	176 Hz ΔJ_{p32}	264 Hz ΔJ_{p32}
Loudspeakers fully distributed (Fig. 2)	Port	-13.8	-7.1	-4.0
	Starboard	-10.9	-4.9	-4.8

Table 1. Changes in the sum of the squares of the pressures at 32 microphones (ΔJ_{p32}); loudspeakers positioned on the floor and in the overhead bins only, as in Figure 2.

AN APPLICATION OF ACTIVE NOISE CONTROL USING VIBRATIONAL FORCE INPUTS

from

**Simpson, M.A., Luong, T.M., Fuller, C.R., and Jones, J.D.,
"Full-Scale Demonstration Tests of Cabin Noise Reduction
Using Active Vibration Control," AIAA Paper 89-1074.**

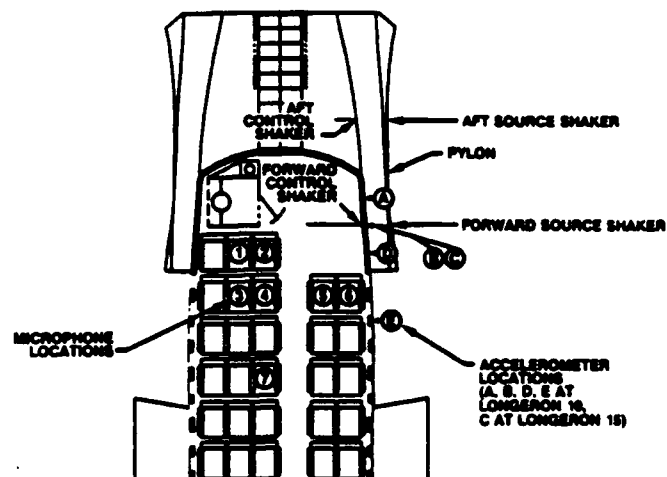


FIGURE 2a. SHAKER, MICROPHONE, AND ACCELEROMETER LOCATIONS IN THE TEST FUSELAGE



FIGURE 2b. CABIN INTERIOR, FACING AFT, SHOWING PLACEMENT OF MICROPHONES

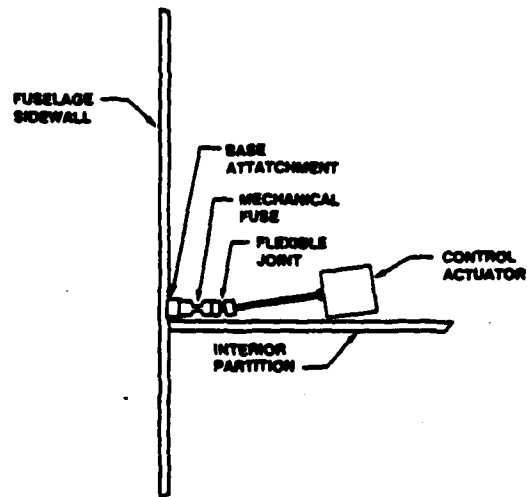


FIGURE 3a. CONFIGURATION OF CONTROL SHAKER ATTACHMENT



FIGURE 3b. CONTROL SHAKER IN PLACE

TABLE 1
ACTIVE VIBRATION CONTROL
TEST CONFIGURATIONS

TEST SET	TEST NO.	SOURCE FREQUENCY	SOURCE LOCATION	CONTROL LOCATION	ERROR SENSORS	MEASUREMENT SENSORS	TEST PARAMETERS EVALUATED
I	1	170 Hz	FORWARD	FORWARD	1 MIC	7 MICS	NUMBER OF ERROR SENSORS
	2	170 Hz	FORWARD	FORWARD	2 MICS	7 MICS	
	3	170 Hz	FORWARD	FORWARD	4 MICS	7 MICS	
II	4	185 Hz	FORWARD	FORWARD	4 MICS	7 MICS	SOURCE FREQUENCY
	5	120 Hz	FORWARD	FORWARD	4 MICS	7 MICS	
III	6	170 Hz	FORWARD	FORWARD	1 ACCEL	5 ACCELS	ACCELEROMETER ERROR SENSOR
	7	170 Hz	FORWARD	FORWARD	1 ACCEL	7 MICS	
IV	8	170 Hz	AFT	AFT	1 MIC	7 MICS	SOURCE LOCATION/ NUMBER OF CONTROL SHAKERS
	9	170 Hz	AFT	AFT	4 MICS	7 MICS	
	10	170 Hz	AFT	FORWARD AND AFT	4 MICS	7 MICS	

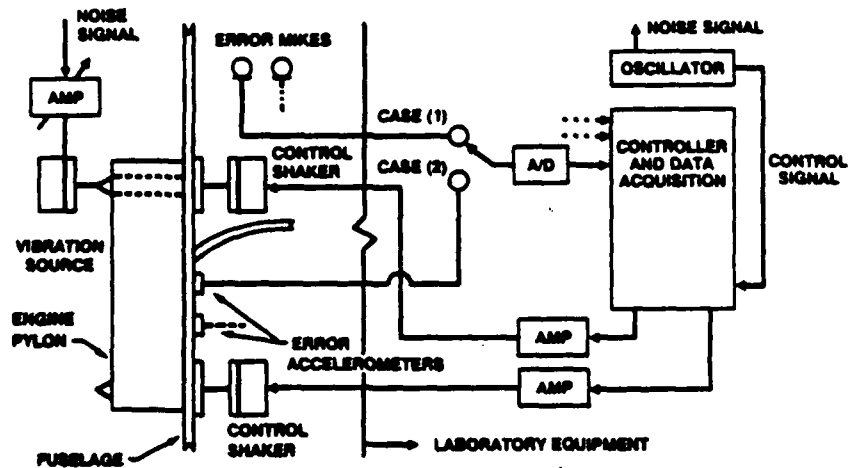


FIGURE 4. EXPERIMENTAL TEST ARRANGEMENT

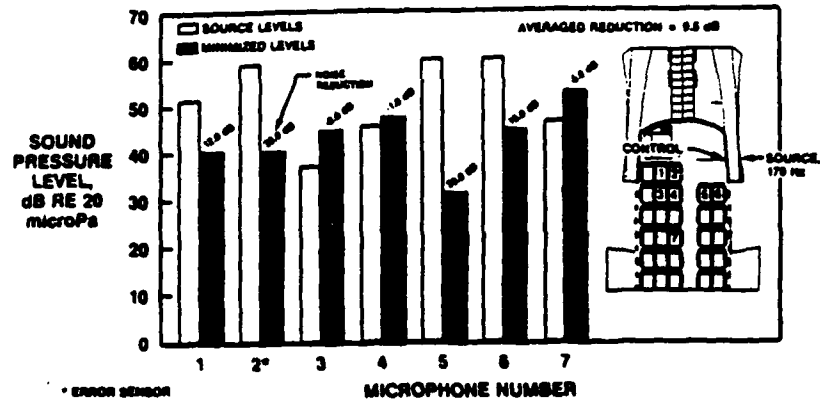


FIGURE 5. MEASURED NOISE LEVELS, ONE ERROR SENSOR (TEST 1)

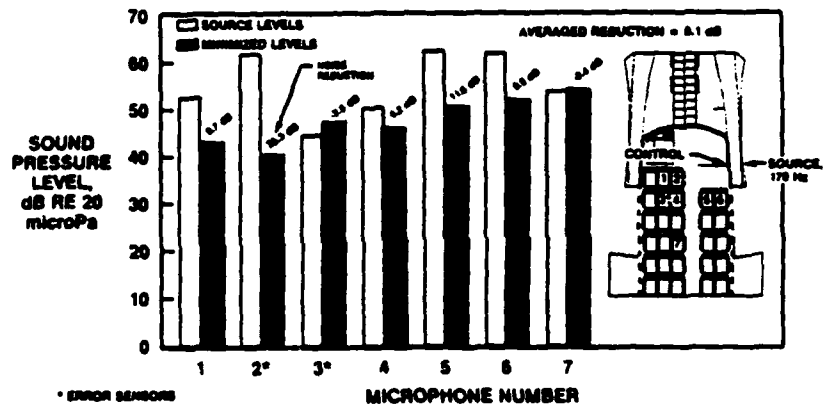


FIGURE 6. MEASURED NOISE LEVELS, TWO ERROR SENSORS (TEST 2)

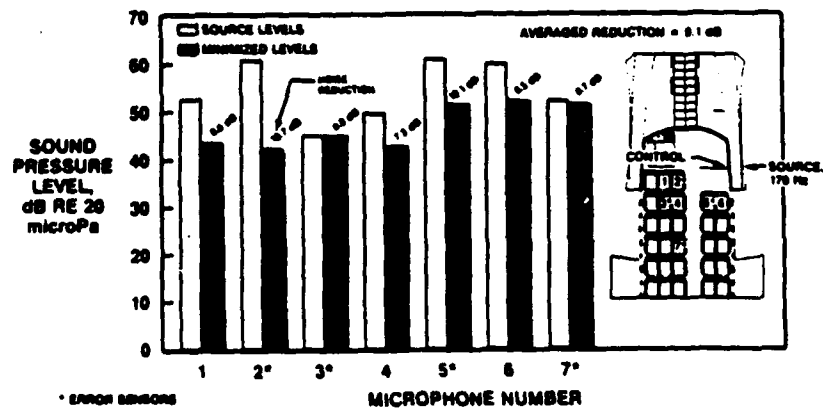


FIGURE 7. MEASURED NOISE LEVELS, FOUR ERROR SENSORS (TEST 3)

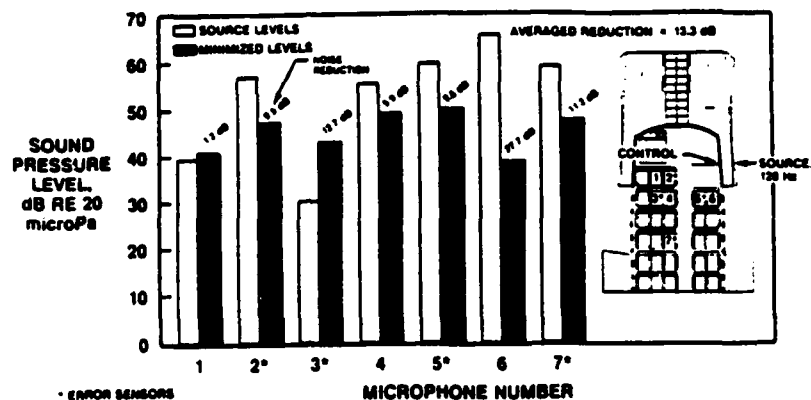


FIGURE 9. MEASURED NOISE LEVELS, 120 Hz (TEST 5)

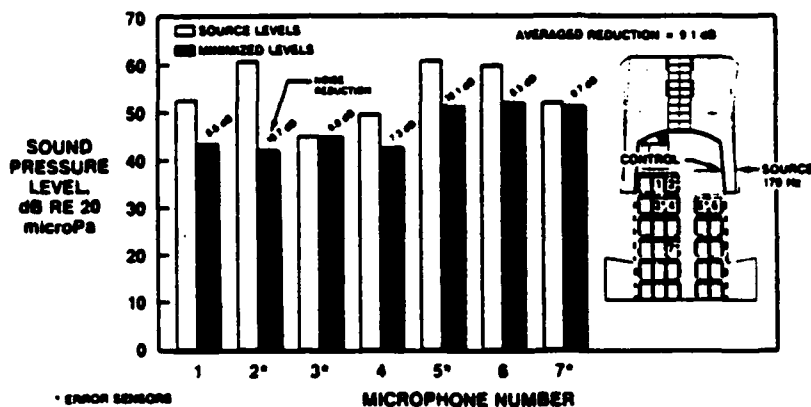


FIGURE 7. MEASURED NOISE LEVELS, FOUR ERROR SENSORS (TEST 3)

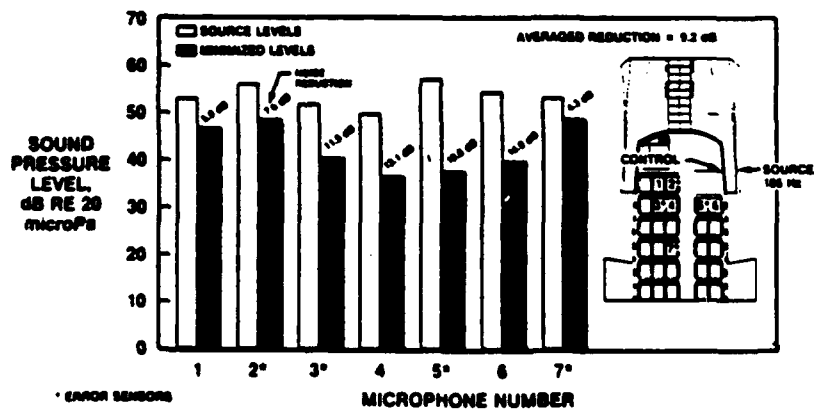


FIGURE 8. MEASURED NOISE LEVELS, 185 Hz (TEST 4)

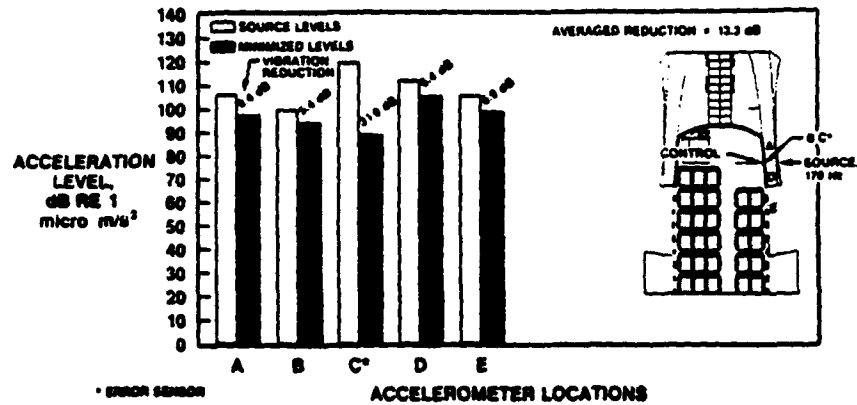


FIGURE 10. MEASURED VIBRATION LEVELS, ONE ACCELEROMETER ERROR SENSOR (TEST 6)

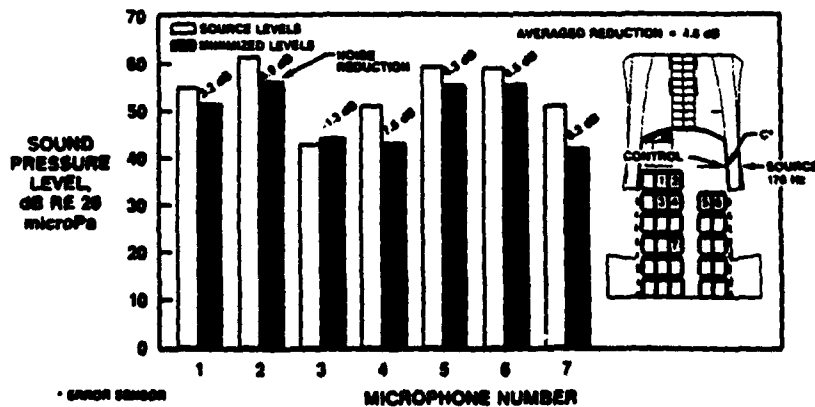


FIGURE 11. MEASURED NOISE LEVELS, ONE ACCELEROMETER ERROR SENSOR (TEST 7)

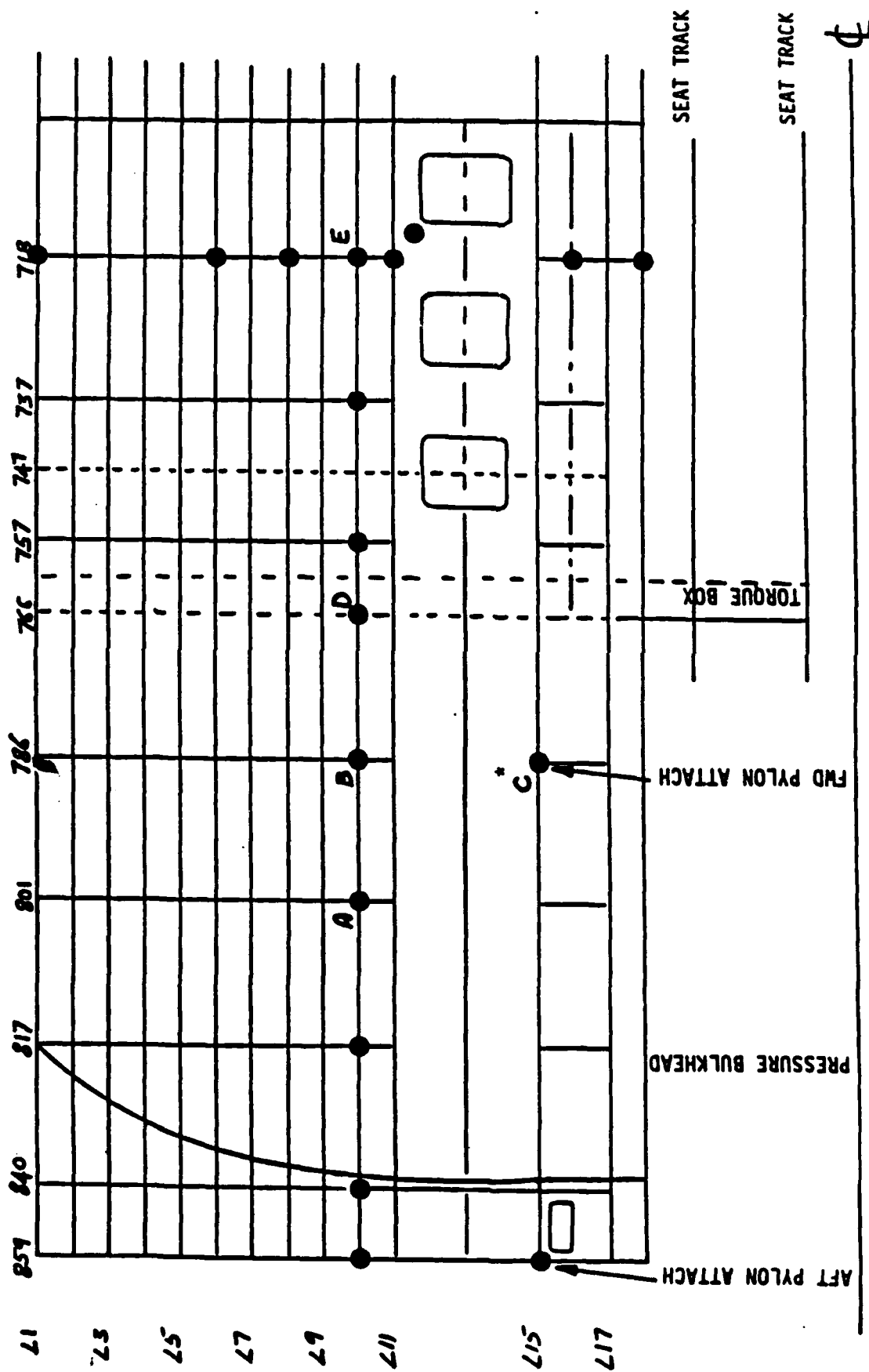


Figure 5. Accelerometer locations

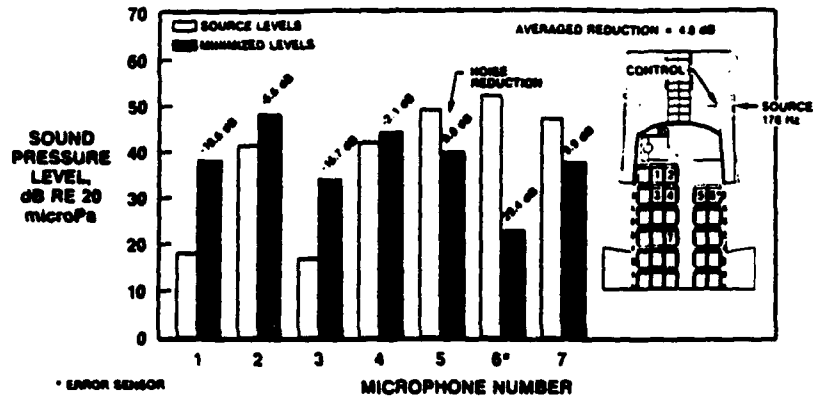


FIGURE 12. MEASURED NOISE LEVELS, AFT SOURCE AND CONTROL SHAKERS, ONE ERROR SENSOR (TEST 8)

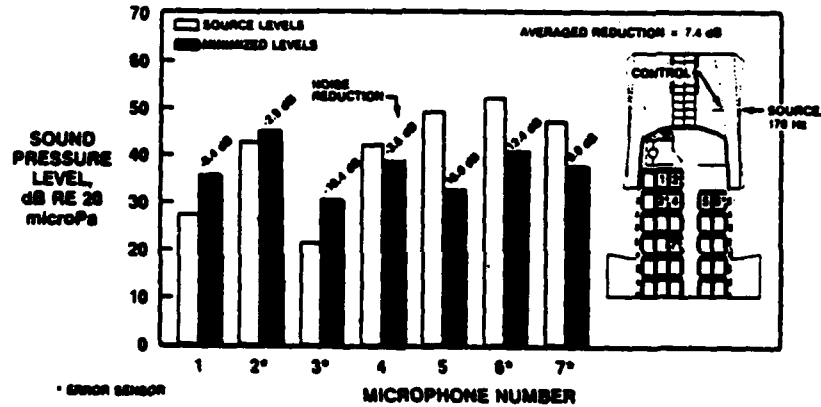


FIGURE 13. MEASURED NOISE LEVELS, AFT SOURCE AND CONTROL SHAKERS, FOUR ERROR SENSORS (TEST 9)

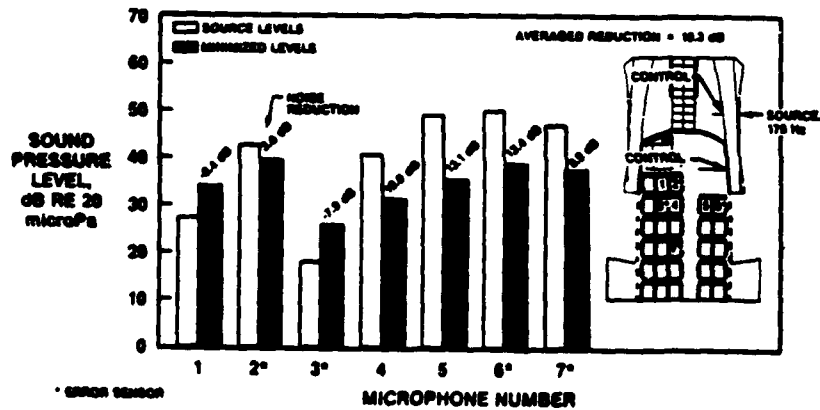


FIGURE 14. MEASURED NOISE LEVELS, FORWARD AND AFT CONTROL SHAKERS (TEST 10)

ACTIVE NOISE CONTROL STRATEGIES FOR THE ROTORCRAFT ENVIRONMENT

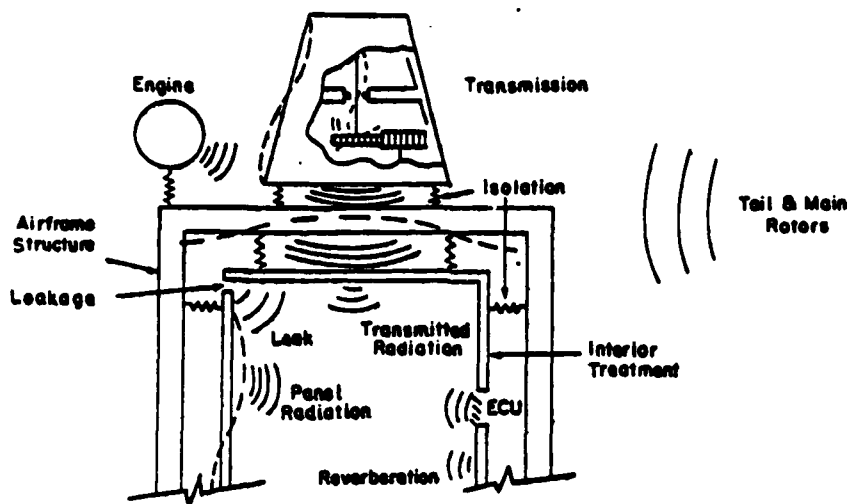


Figure 1. Internal Noise Sources and Paths.

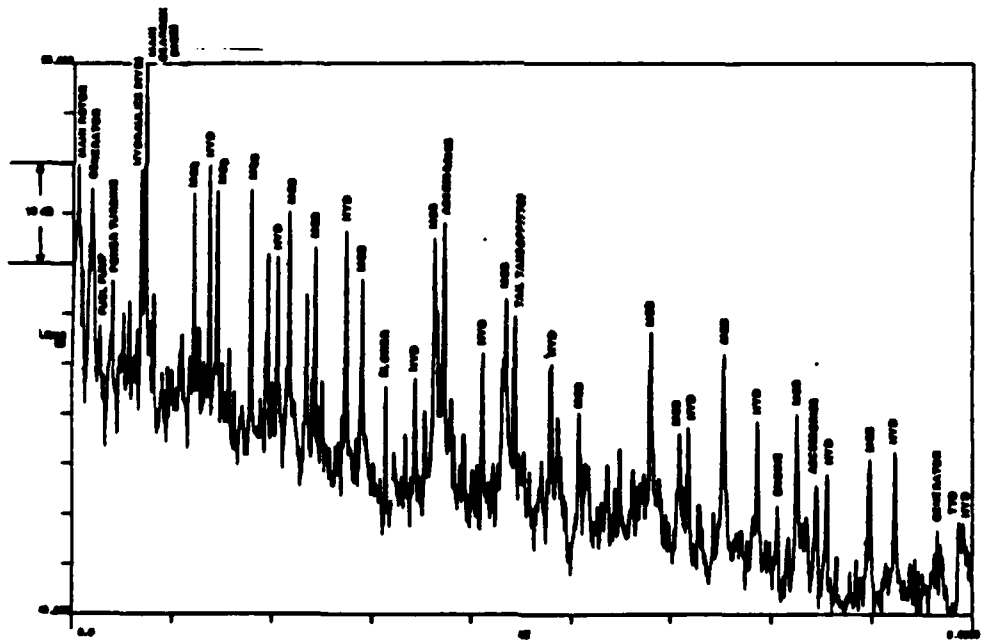


Figure 13. S-76 Bare Cabin SPL-75 m/s LFO 100% N_R .

Yoerke, C.A., Moore, J.A., Manning, J.E., "Development of Rotorcraft Interior Noise Control Concepts - Phase 1: Definition Study," NASA Contractor Report 166101, May 1983.

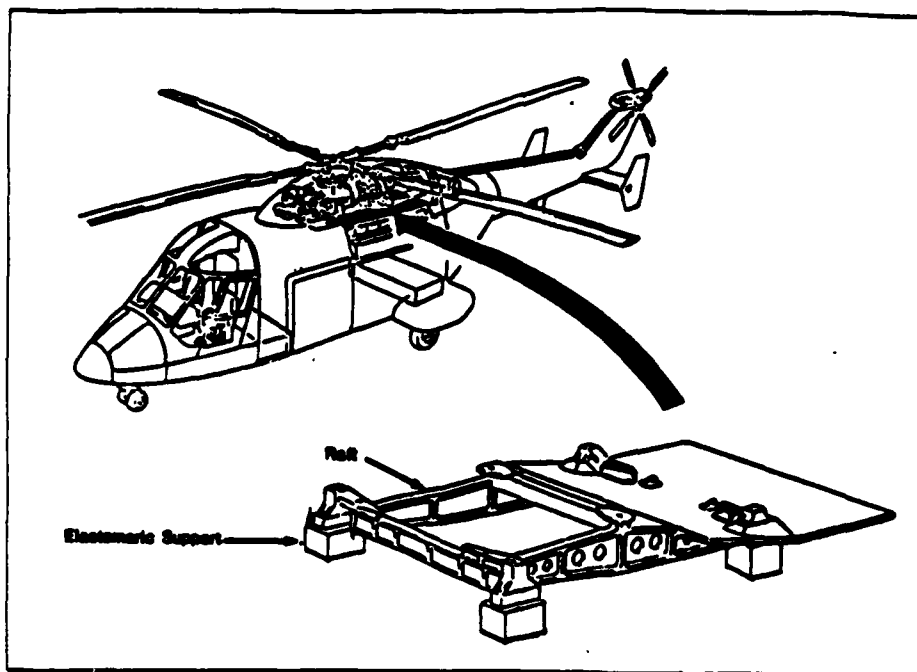


Figure 13. Westland 30 Series 100 raft construction and location.

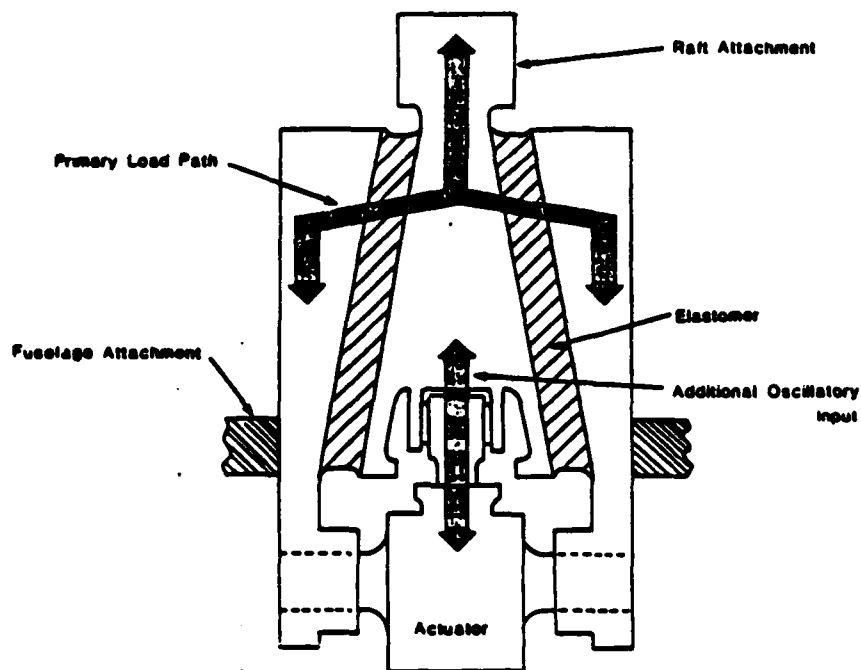


FIGURE 8. Modified Elastomeric Support (including Force Actuator)

King, S.P., "The Minimization of Helicopter Vibration Through Blade Design and Active Control," *Aeronautical Journal*, pp. 247-263, August/September 1988.

ACTIVE NOISE CONTROL STRATEGIES

ACOUSTIC CONTROL SOURCES (LOUDSPEAKERS)

- **Acoustic Controllers can be used for either airborne or structureborne noise.**
- **Acoustic controllers are simpler to implement.**
- **Generally, a large array of acoustic controllers are needed for global reduction over a reasonable spatial region.**

VIBRATION CONTROL SOURCES (SHAKERS)

- **Vibration controllers can be used for structureborne noise only.**
- **Vibration controllers are more difficult to implement.**
- **Generally, a smaller array of vibration controllers are needed for global reduction.**
- **Vibration controllers are most effective when power flow into the structure is localized.**

LUNCHEON ADDRESS

**Joseph Goldberg
Program Manager
Sikorsky Aircraft-UTC**

**"What Rotorcraft Composite Manufacturers Now Require
from the Research Community"**

**"What Rotorcraft Composite Manufacturers Now Require
from the Research Community"**

o The philosopher Ralph Waldo Emerson once wrote, "If a man can make a better book, preach a better sermon, or make a better mousetrap than his neighbor, though he builds his house in the woods, the world will make a beaten path to his door". But Emerson was wrong! You must beat a path to the customer's door to find out what he wants and needs. Stunning innovation and brilliantly designed new products are only part of the answer. Fortunately Mr. Emerson made his living as a philosopher - not as a company president.

o Up to now, led by the rotorcraft industry, Mr. Emerson's error was not significant. However, today it has become significant and I'd like to discuss the impact.

o First, why have rotorcraft designers led the way and what have they done?

Rotorcraft customers wanted long life (durability) and low weight in a very demanding environment. Historically, wet layup composites found A/C application including helo in the late 50's. The marginal nature of the material form for both performance and processing severely limited use. Fibers and fiber volume severely limited specific strengths and stiffness plus quality problems of wet layup. Driven by these issues the materials industry started engineering these materials: prepreg epoxies, kevlar, boron, graphite, uni tape. Glass thermoset prepreps found simple applications in the '60s for fairings and non-critical structure. Rotor blades provide the first major technical applications for composites. Glass was the material that was created for rotor blades. Tough, fatigue strain resistant, no corrosion, relatively easily drilled, adaptable to shapes, low cost.

Other technology breakthroughs that composites achieved through rotor craft in the '70s were the flexbeam and bearingless rotor notably the tail rotors of UTAS and AAH Aircraft. The very high fatigue strain allowable and anisotropic properties of these materials allowed them to be engineered for unique capabilities. As with the rotor blades these structures provided superb improvements in performance and reliability over the previous generation of metal structures. With the level of success in the heart of the rotor craft composite appeared to be a relatively easy transition into the airframe. Thus, birth was given to a series of Government and contractor funded programs. These, of course, culminated in the '80s with the ACAP aircraft and the Boeing 360. They looked and flew like any other aircraft, saved 20% plus weight, were more survivable and were projected to cost 20% less as well. Unfortunately engineers are less well accomplished at cost reduction than weight predictions and in the light of five (5) years of hind sight the cost saving advantages may not have been achieved; at least not with Thermoset Prepreg in Autoclave cure.

Epoxy prepregs were limited to about 300° F applications, are significantly effected by moisture, suffer major degradations in strength from low velocity impact, and have many characteristics that impeded automation and repeatable processing. The realization is that composite materials require significant additional engineering if their market applications were to continue to expand. Other composite material forms and applications attacked these problems.

In summary, there have been three (3) distinct generations:

- Generation 1: Original Non-Structural parts and rotor blades (VG 1 & 2)
Advantage: Weight Savings
Cost
- Generation 2: Airframe Structural Parts (VG 3 through 9)
Advantage: Weight Savings
- Generation 3: High Performance Parts (VG 10 through 13)
Advantage: Cost/Producibility
Weight Savings

We are in Generation 3 and applications are growing.

- o Where are composites in the Rotorcraft Industry going?
 - They are becoming pervasive through the airframe
 - Airframe fittings are the next challenge. They require high rate/low cost production of smaller, more complex components. (Re-show VG 11)

Two significant alternatives to classic prepreg processing are receiving broad attention: Thermoplastic Forming and Liquid Resin Molding/Resin Transfer Molding. The Thermoplastic advocates hope to produce low cost details for assembly similar to sheet metal airframe manufacture. The goal of RTM is the comolding of very complex assemblies from relatively low cost raw materials.

In summary, composites are proven for structural weight savings.

However, Composites are unproven for:

- Producibility/Quality
- Labor Cost

These problems stem from the MANTEC dilemma

- o The MANTEC Dilemma
 - ACAP, CRF were MANTEC Programs (VG 14)
 - MANTEC was cancelled through lack of funding in 1986
 - This left Manufacturing Development to Industry
 - Customers want products and product development is not included in the research agenda. If the Government is the customer, the MANTEC omission makes it difficult to supply to them in the manner they would like.
 - Manufacturing innovation is not encouraged and that is a serious problem.

. Examples of MANTEC areas now not attended and that are dictated by customer needs

- Fitting type missile body parts (VG 15)
- Automated manufacturing processing (with its incumbent analysis)
 - . Preforming
 - . Cure Speed/Heat Up/Down Speed (Computational Fluid Dynamics)
 - . Post Cure Processing and Automation

. Cost Goals to be Attained by Dictate of the Customer

- LHX goal is \$1 to \$2/lb of Airframe Structure
- Missile Body Parts at 20 to 30 per day
- Transverse Shear Enhancements at no Expense

. These challenges, again, are from the customer and the rotorcraft industry is rising to the challenge.

KEY SELECTION FACTORS

SCATTER

DAMAGE TOLERANCE

MANUFACTURING BASE

COST

FAILURE MODES

COMPRESSIVE STRESS SIGNIFICANCE

WEIGHT

STIFFNESS

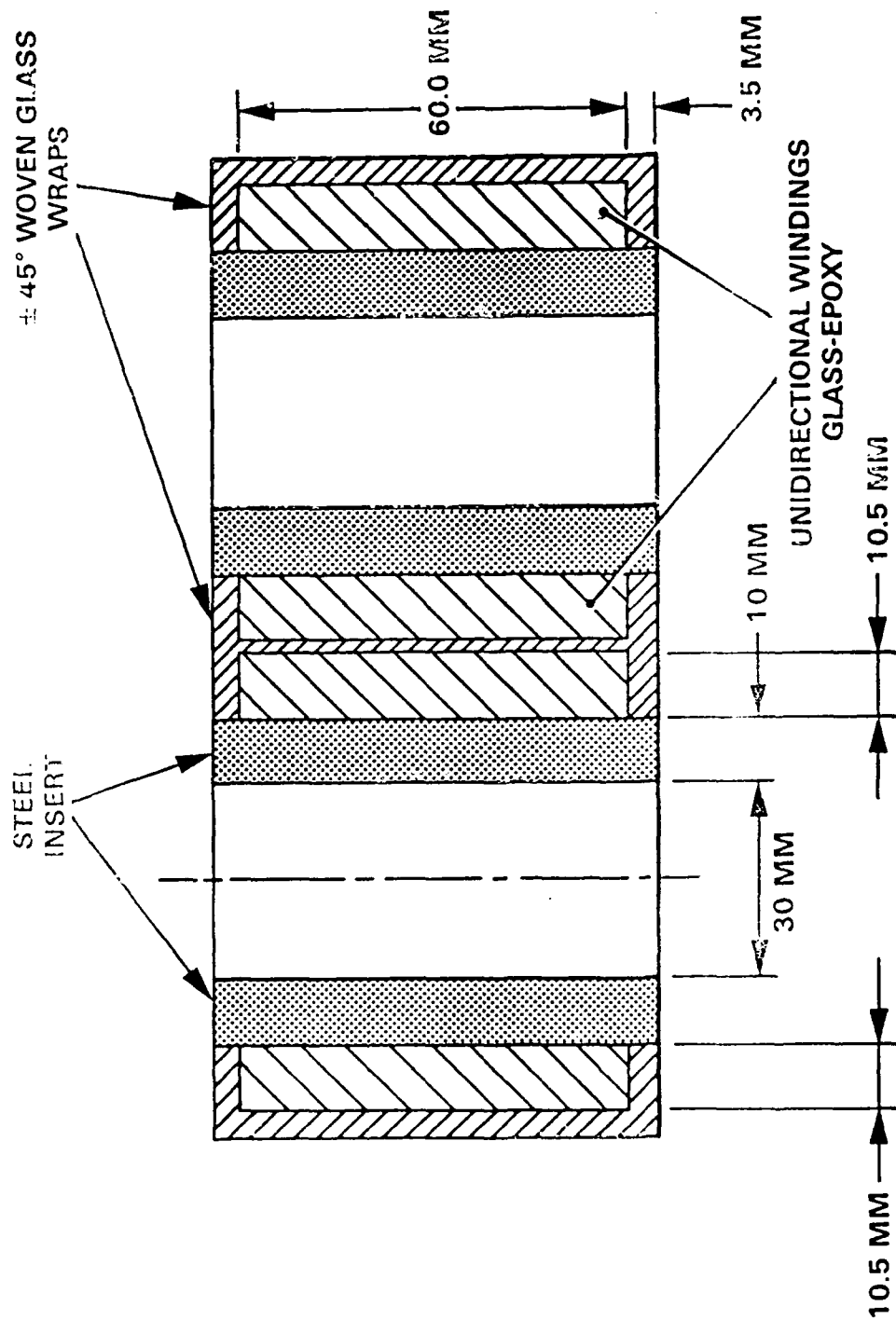
SPACE ENVELOPE

STRENGTH



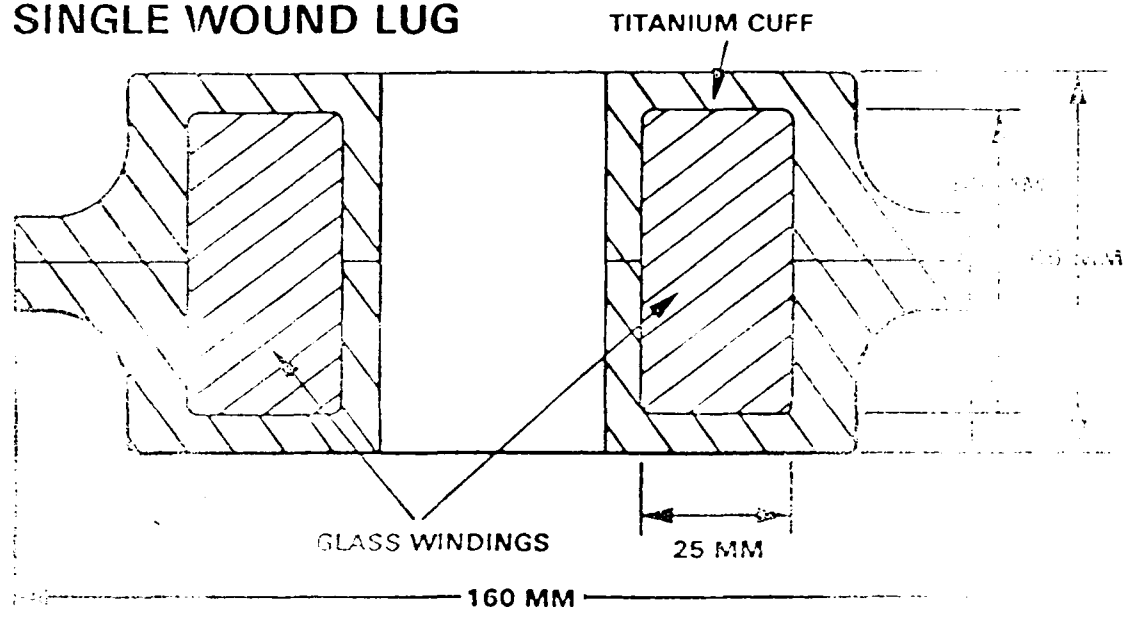
Double Wound Lug

J5406/01

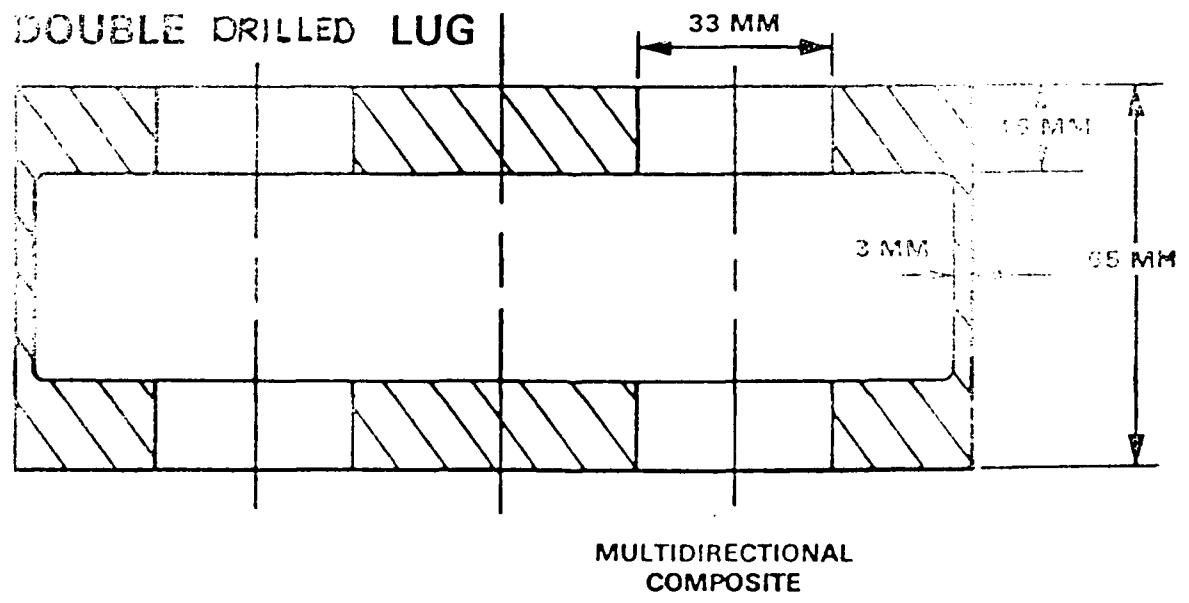




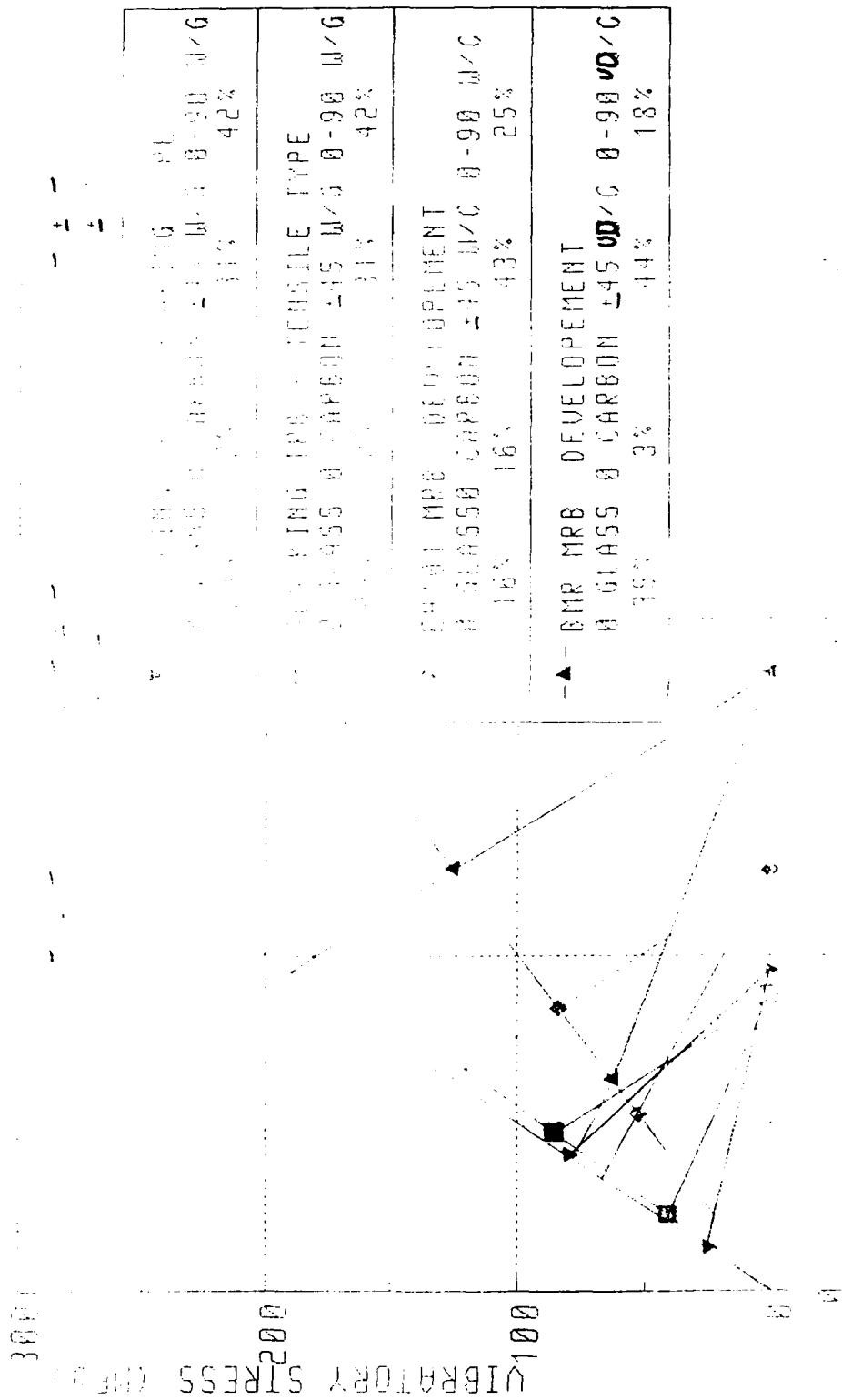
SINGLE WOUND LUG



DOUBLE DRILLED LUG

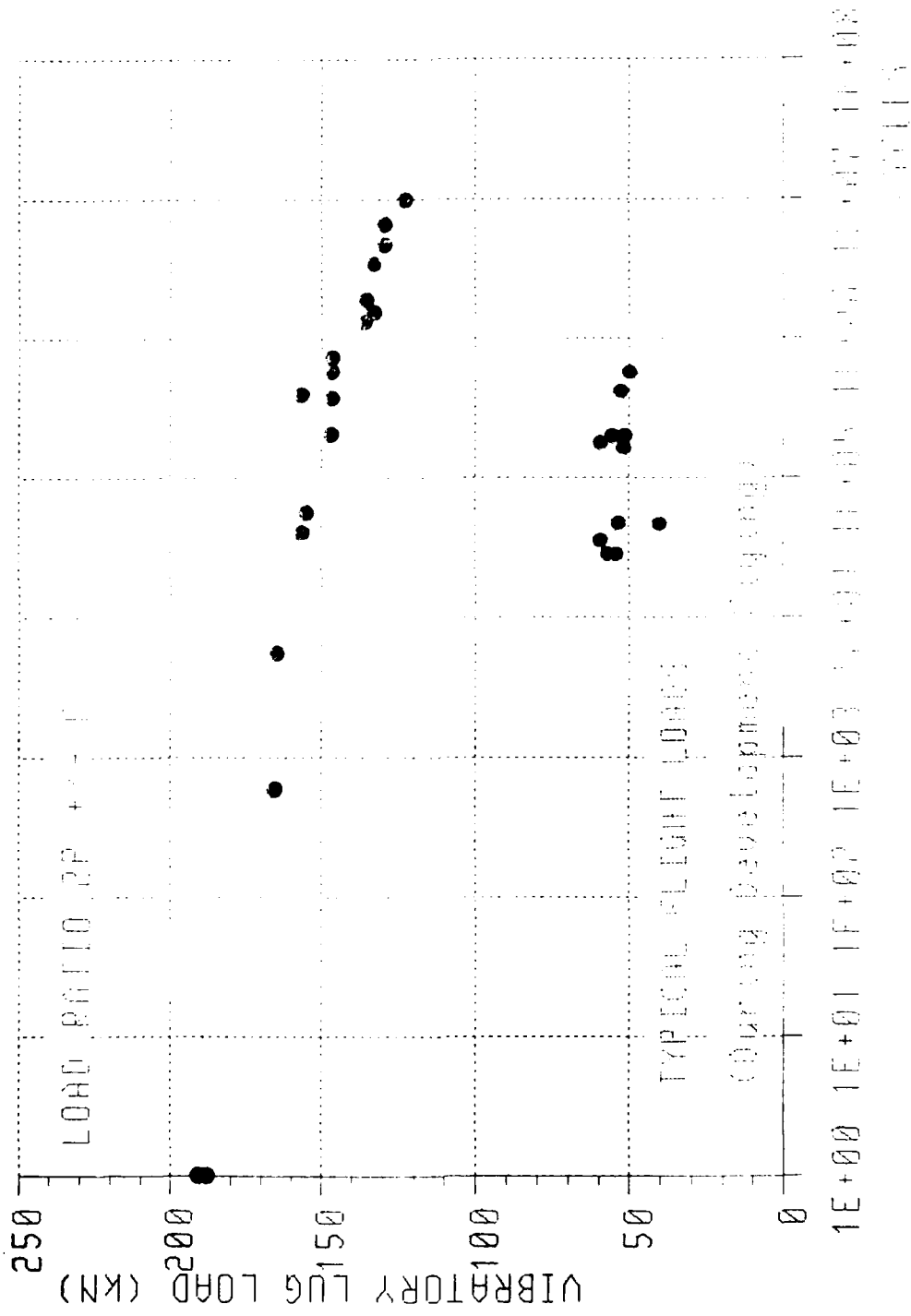


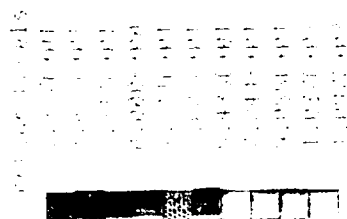
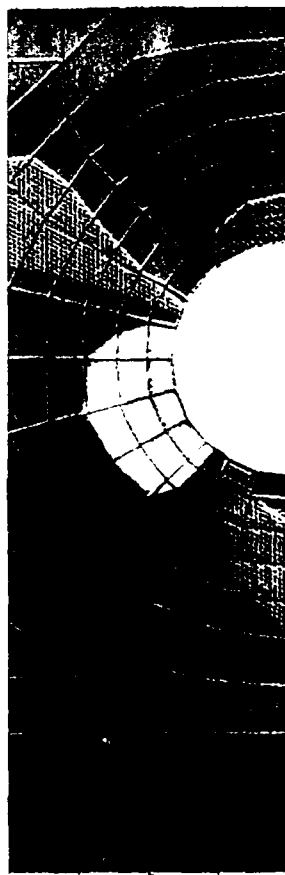
COMPARISON OF VIBRATORY STRESS DEVELOPMENT ELEMENTS



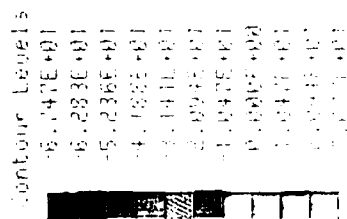
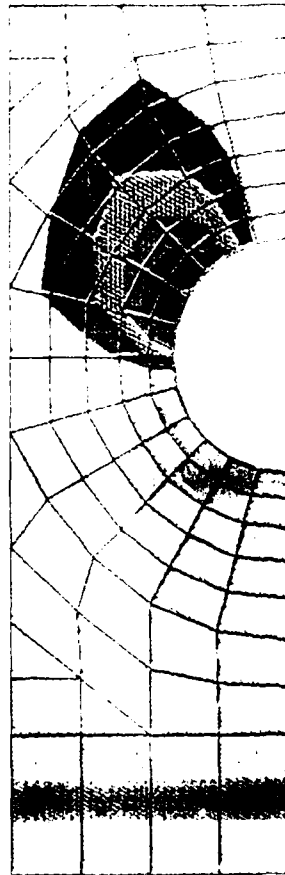
18% MRB DEVELOPMENT

EH101 MRB ROOT END STRUCTURAL ELEMENTS



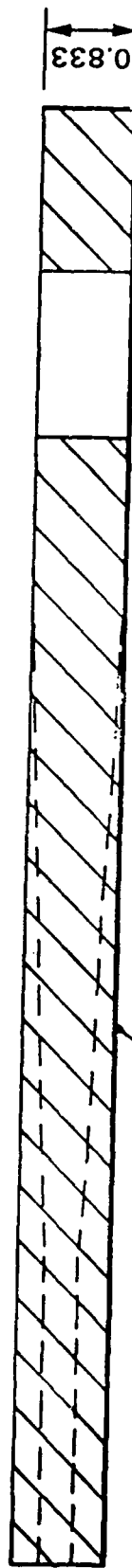
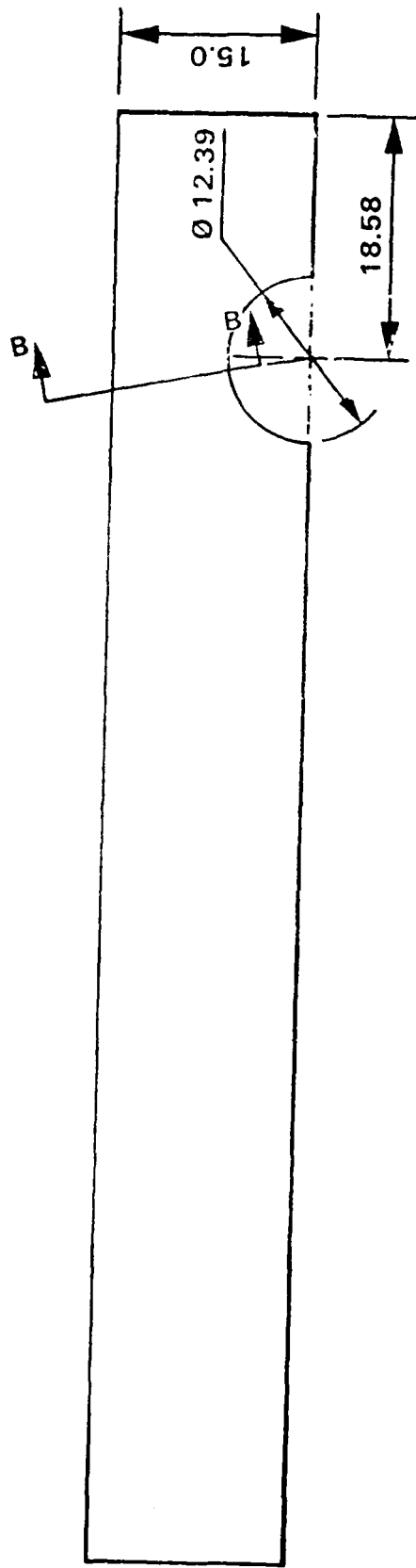


APPLIED TENSILE STRESS 49MPa





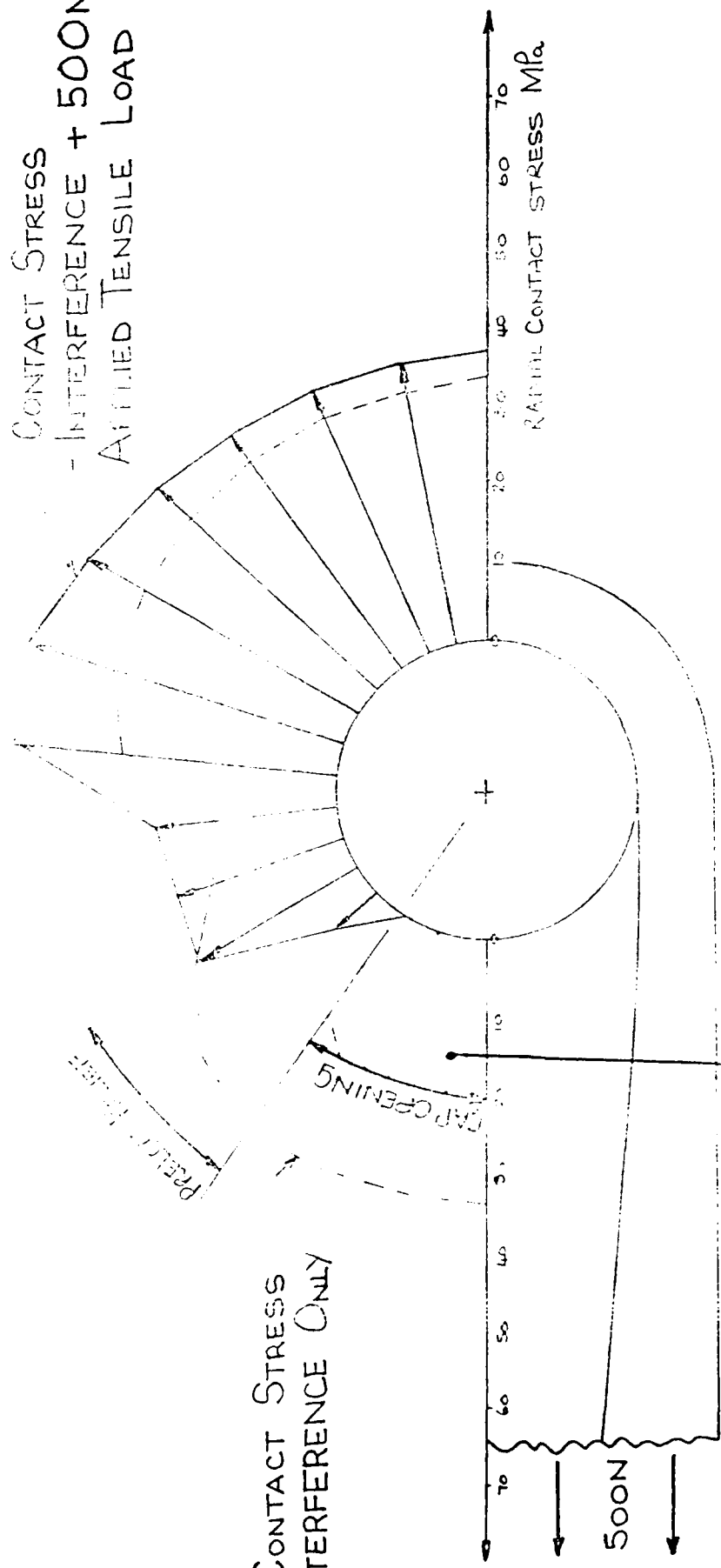
Drilled Lug Geometry



NOTE
CONSTANT THICKNESS ASSUMED
FOR EASE OF ANALYSIS - MORE
REALISTIC PROFILE SHOWED DASHED

CONTACT STRESS
- INTERFERENCE + 500N
APPLIED TENSILE LOAD

CONTACT STRESS
INTERFERENCE ONLY

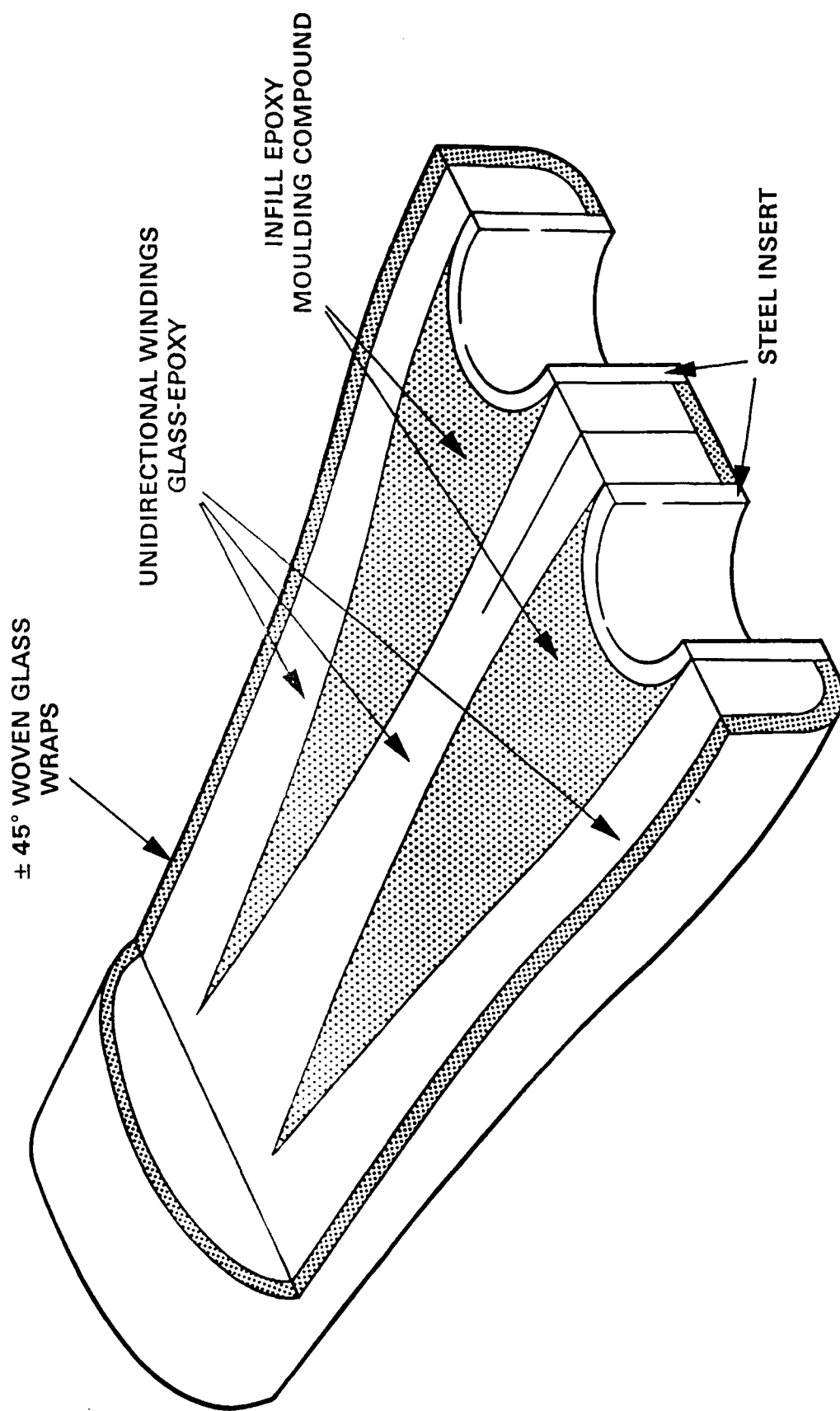


PIN/COMPOSITE CONTACT
STRESSES
500N TENSION + INTERFERENCE

MAXIMUM GAP OPENING
= 0.062 mm

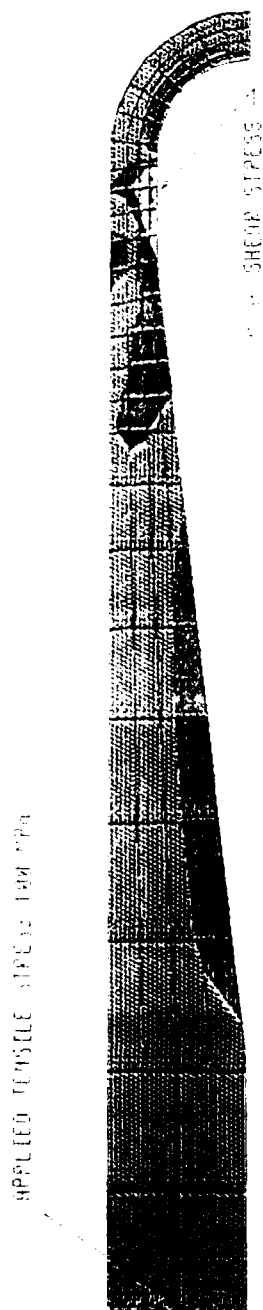


Double Wound Lug



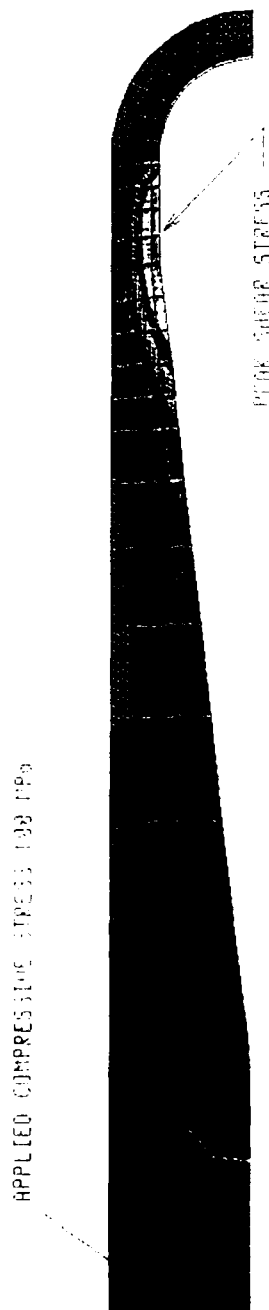
Contour Levels

-1.265E+01
-1.160E+01
-8.702E+00
5.801E+00
2.901E+00
0.000E+00
2.901E+00
5.801E+00
8.702E+00
1.160E+01
1.346E+01



Contour Levels

1.022E-02
9.723E-01
2.896E+00
4.821E+00
6.745E+00
8.669E+00
1.059E+01
1.252E+01
1.444E+01
1.637E+01
1.733E+01



UNIFORM TENSILE LOAD BY SHEAR STRESS

UNIFORM TENSILE LOAD BY SHEAR STRESS

Contour Levels

5.212E+01
 5.735E+01
 6.769E+01
 7.803E+01
 8.837E+01
 9.870E+01
 1.070E+02
 1.194E+02
 1.297E+02
 1.401E+02
 1.452E+02



APPLIED TENSILE STRESS 100 MPa



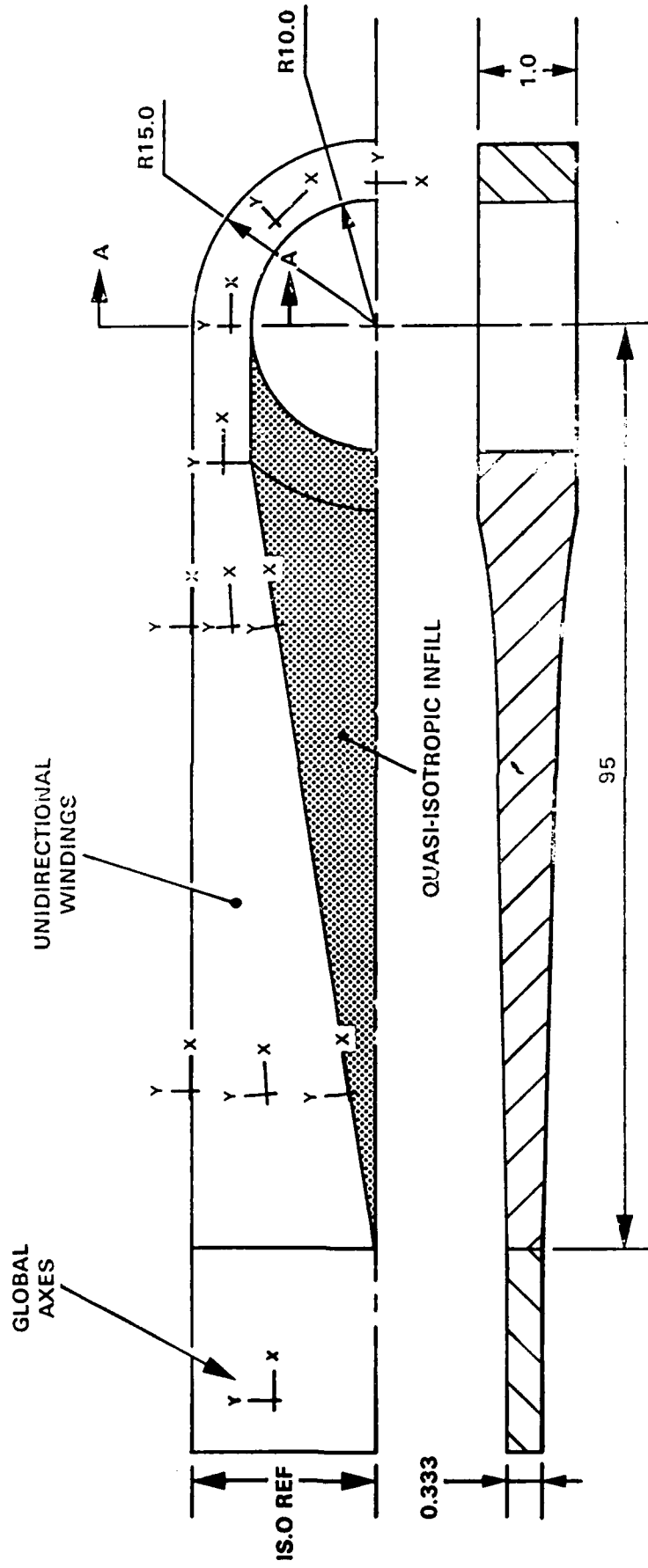
1.0E+02 MPa

WOUND LUG, LOCAL DIRECT STRESS



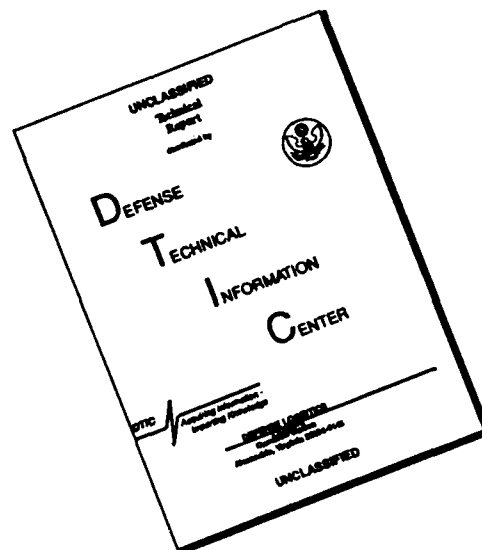
Wound Lug Geometry & Axis Systems

LOCAL (MATERIAL) AXES
USED IN ANALYSIS



NOT TO SCALE

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