

Form Approved
OMB No. 0704-0188

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1. REPORT DATE (DD-MM-YYYY)		2. REPORT TYPE Technical Papers		3. DATES COVERED (From - To)	
4. TITLE AND SUBTITLE				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER 1011	
				5e. TASK NUMBER CA9F	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Air Force Research Laboratory (AFMC) AFRL/PRS 5 Pollux Drive Edwards AFB CA 93524-7048				8. PERFORMING ORGANIZATION REPORT	
9. SPONSORING / MONITORING AGENCY NAME(S) AND ADDRESS(ES) Air Force Research Laboratory (AFMC) AFRL/PRS 5 Pollux Drive Edwards AFB CA 93524-7048				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S NUMBER(S)	
12. DISTRIBUTION / AVAILABILITY STATEMENT Approved for public release; distribution unlimited.					
13. SUPPLEMENTARY NOTES					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT A	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON Leilani Richardson
a. REPORT Unclassified	b. ABSTRACT Unclassified	c. THIS PAGE Unclassified			19b. TELEPHONE NUMBER (include area code) (661) 275-5015

Standard Form 298 (Rev. 8-98)
Prescribed by ANSI Std. Z39.18

18 separate items enclosed

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TP-FY99-0092

✓ Spreadsheet
✓ DTS

MEMORANDUM FOR PRR (Contractor/In-House Publication)

FROM: PROI (TI) (STINFO)

18 May 1999

SUBJECT: Authorization for Release of Technical Information, Control Number: AFRL-PR-ED-TP-FY99-0092
C.T. Liu "2302M1 Fracture Mechanics and Service Life Prediction Research"

U of Illinois at Urbana/Champagne Team Presentation

(Statement A)



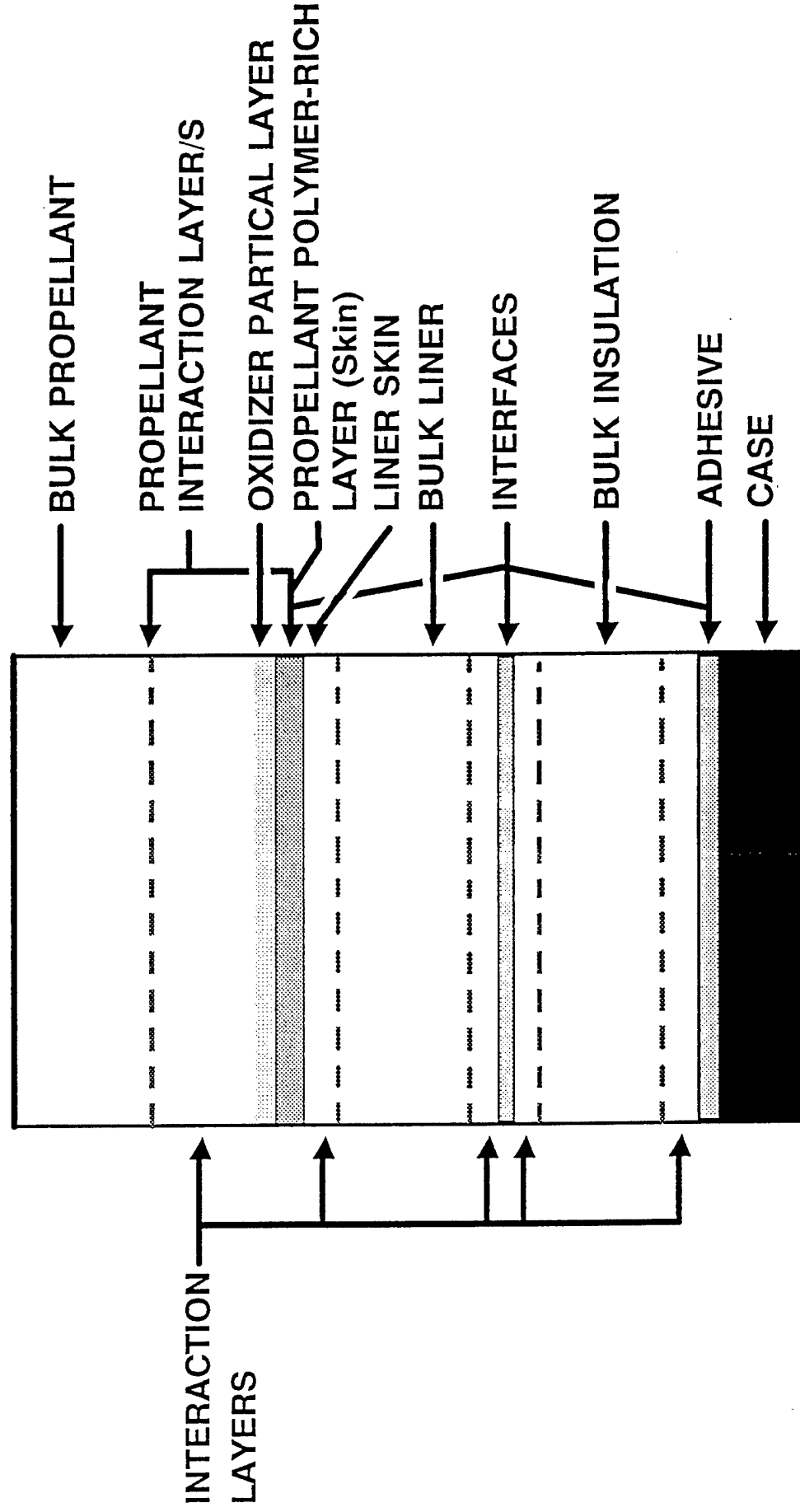
2302M1 Fracture Mechanics and Service Life Prediction Research

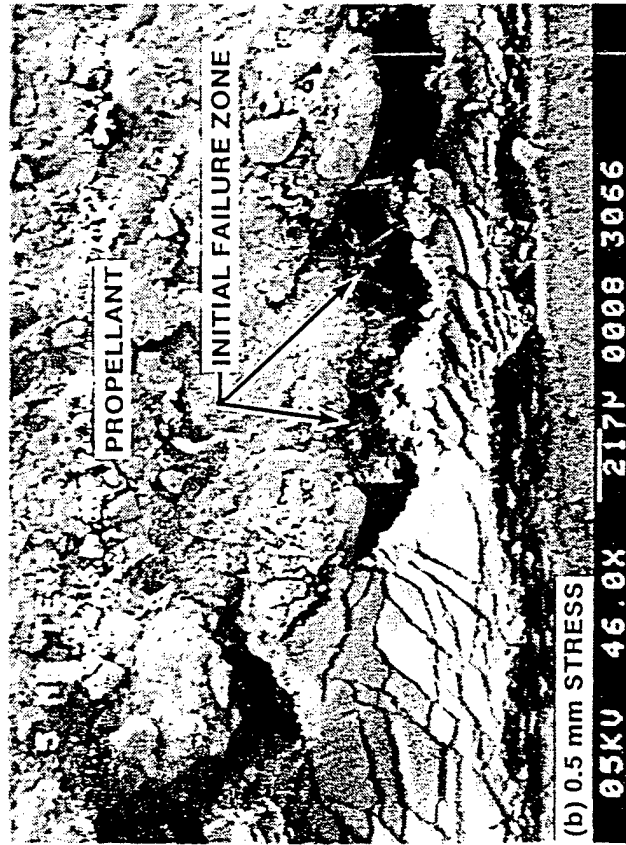
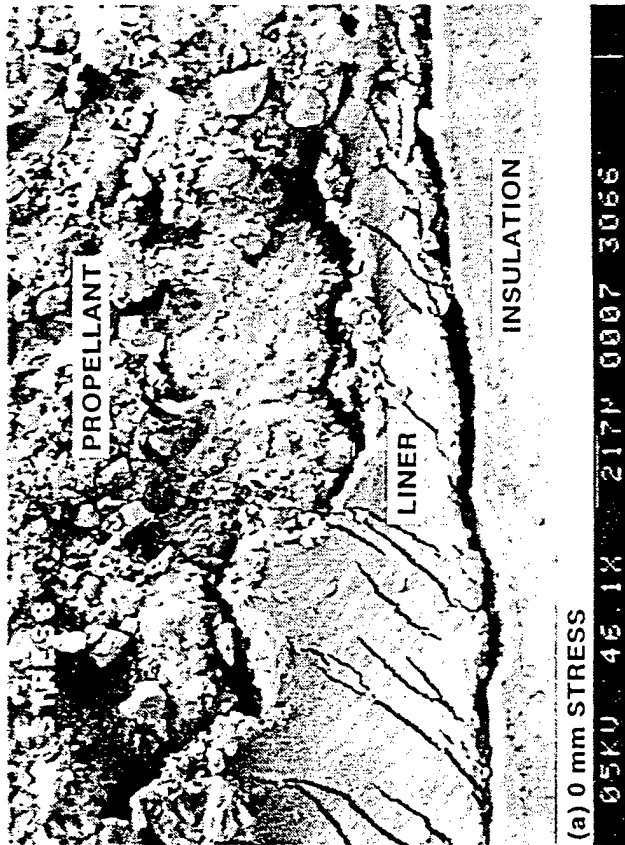
Dr. C. T. Liu

**Air Force Research Laboratory
Edwards AFB**

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Propellant/Liner/(Barrier)/ Insulator/ Case BONDING....



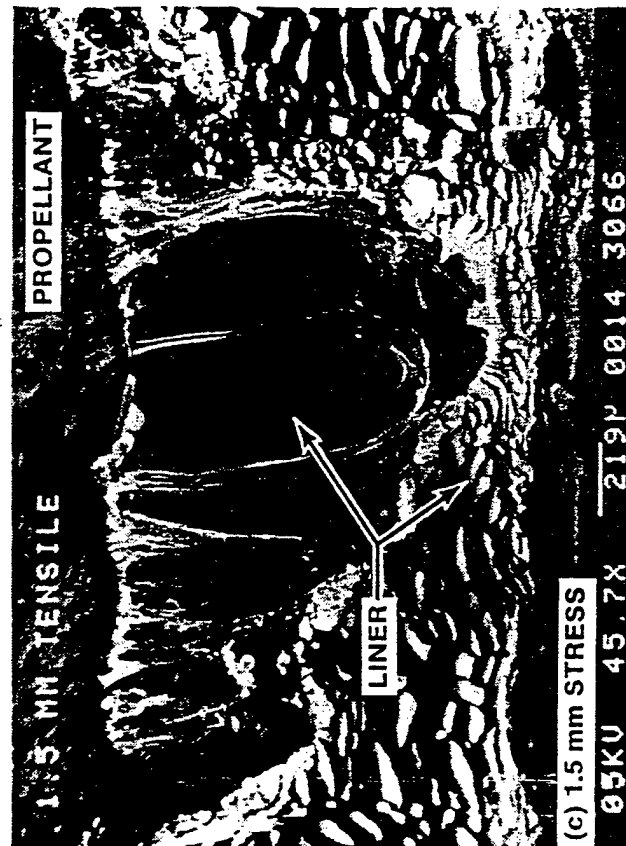


A SERIES OF SEM PHOTOGRAPHS AS STRESS (TENSILE) IS GRADUALLY INCREASED ON AN ANB 3066 (SD-851) INTER-FACE;

(a) INITIAL (NO STRESS)

(B) LOW LEVEL OF STRESS

(c) INTERMEDIATE STRESS



Aerojet Strategic Propulsion Company



Local Dewetting About Filler Particles in Propellant

← Direction of Strain →



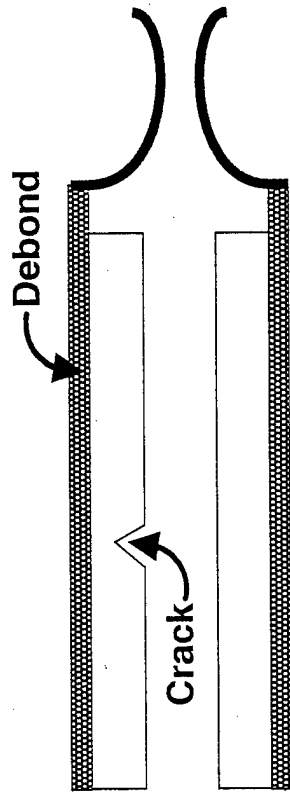
Unstrained



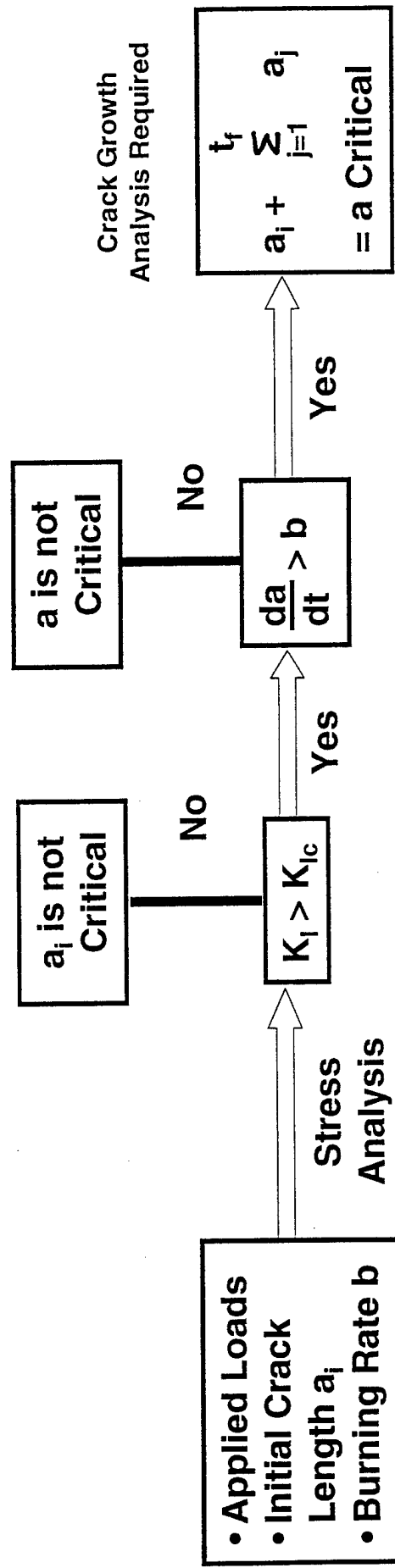
30% Strain



Two Crack Failure Modes in Solid Rocket Motors



- Does Crack Propagate Under Service Loads?
- If the Crack Propagates, How Does it Propagate?

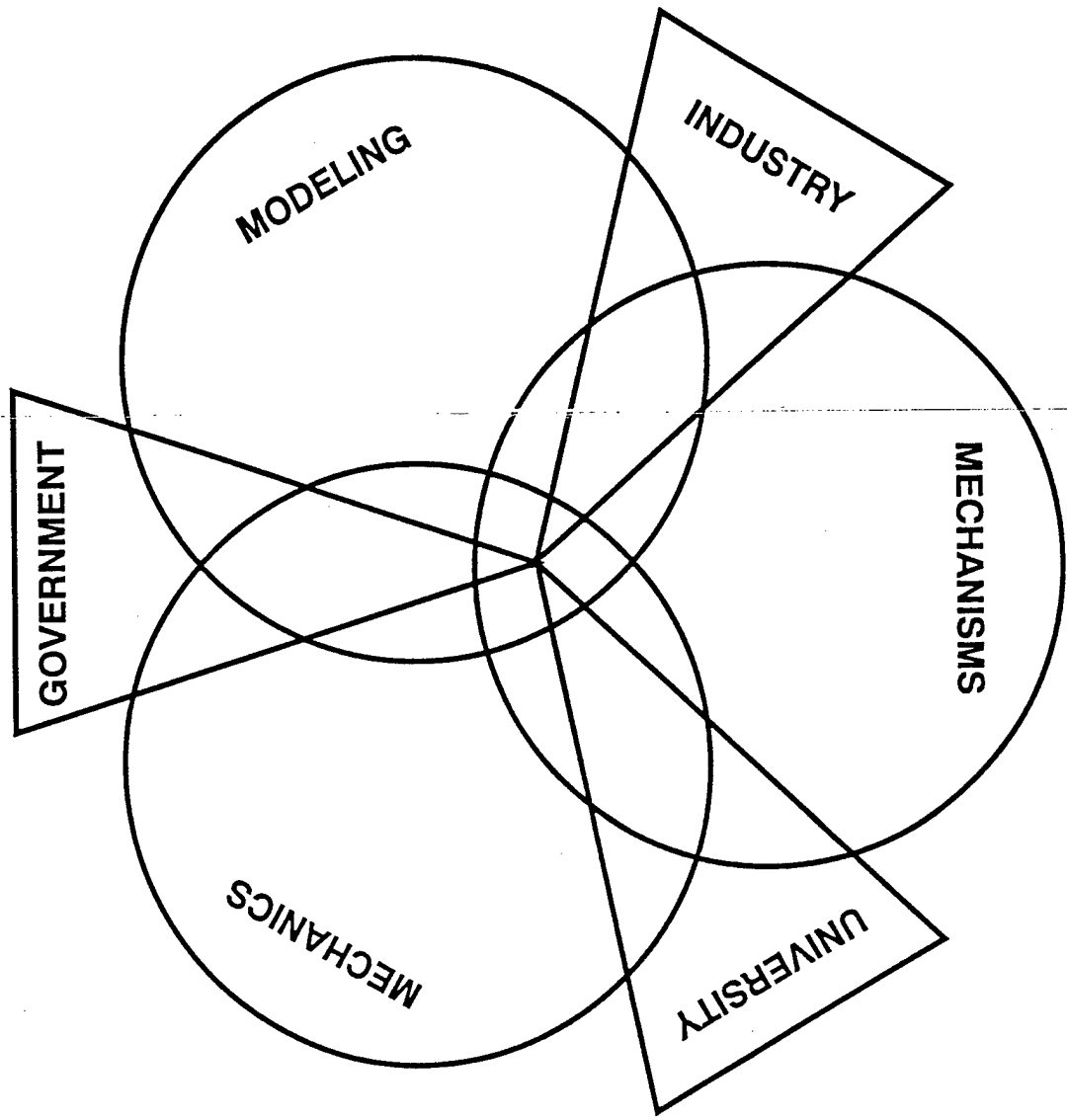




Deficiencies of Current Structural Design and Service Life Prediction Methodologies

- The Current Crack Initiation Criterion Does Not Adequately Define the Ultimate Strength and the Ultimate Service Life of Solid Rocket Motors
- The Lack of a Fundamental Understanding of Crack Growth Behavior Under Service Loading Condition and a Reliable Methodology to Predict Crack Growth has Severely Restricted the Ability to Predict Motor's Service Life

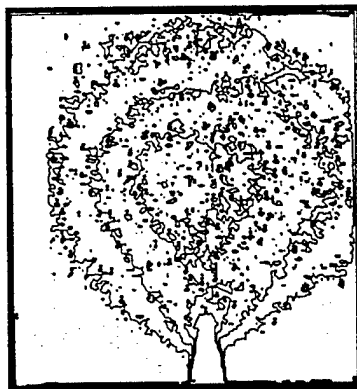
Approach.....





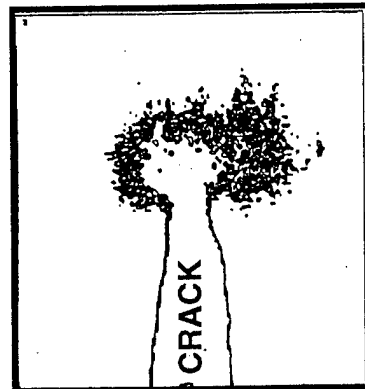
The Effect of Damage on Crack Growth Behavior Depends on Damage Intensity and Applied Loading Rate

(A) Crack Growth Velocity
Decreases When the
Crack Enters the Damaged
Region



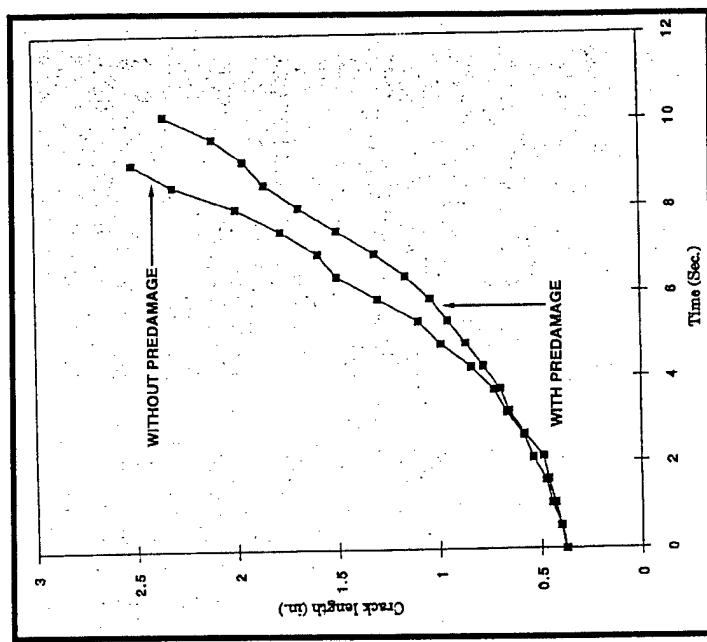
4 SEC.

(B) A Severely Damaged
Region has no Significant
Effect on Crack Growth
Behavior

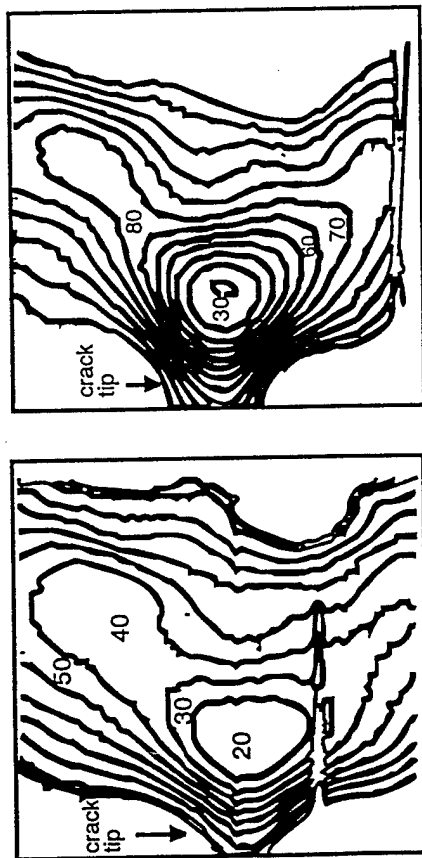


7 SEC.

(C) The Preexisting Damage
May Change the Criticality
of the Crack



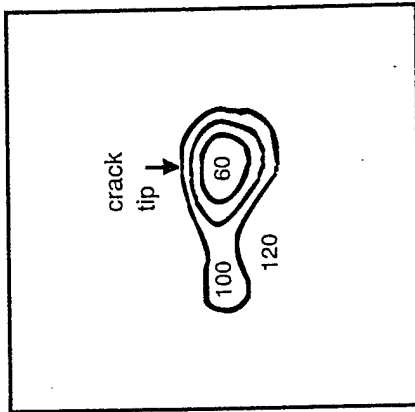
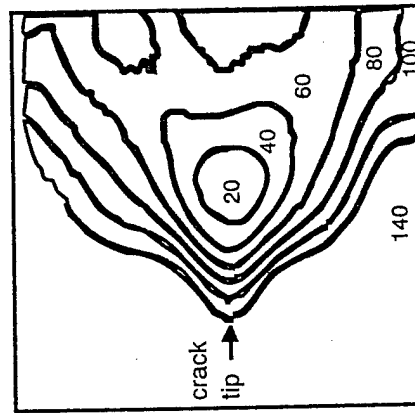
Time and Load History Dependence of Damage Characteristics Near the Crack Tip....



b.

a.

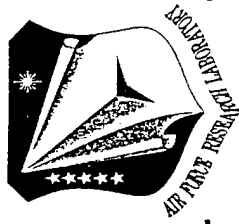
Iso-Intensity Contour Plots of Acoustic Imaging Near the Crack Tip (a. was Taken Before the 10 Strain Cycles and b. was Taken After the 10 Strain Cycles)



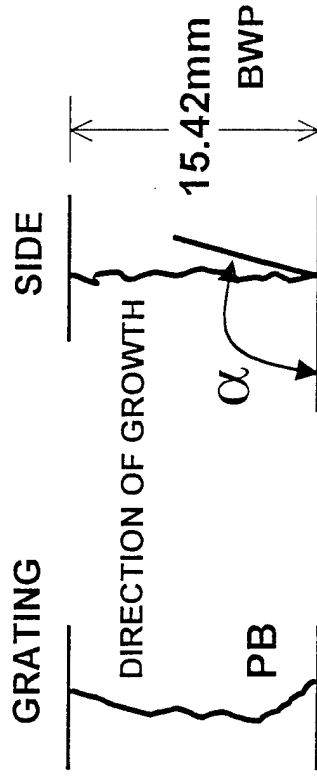
a.

b.

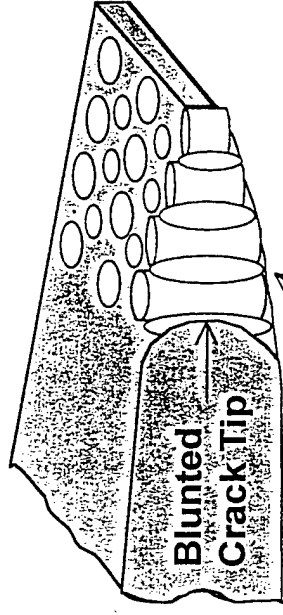
Iso-Intensity Contour Plots of Acoustic Imaging Near the Crack Tip ($\epsilon = 0\%$, b was Taken 65 Hours After a.)



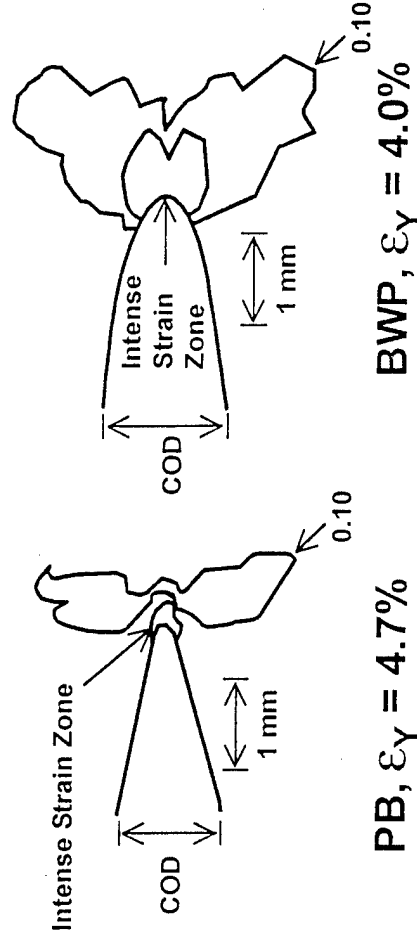
No Thumbnailing Observed in Either unfilled Binder of Corresponding Solid Propellant During Opening of Growth of Crack



CRACK FRONT SHAPE



Intense Strain Zone
Idealized Strain Zone
Producing Crack Tip
Blunting in BWP Specimens



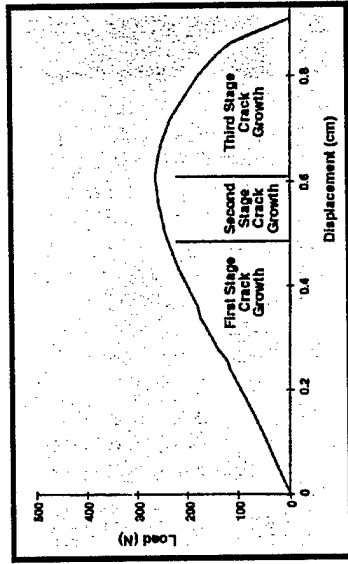
Local Distribution of Strain (ϵ_y)
Normal to Crack Plane (Head Rate 2.5 mm/sec)

- A Local Plane Strain Constraint May Not Exist
- Sever Blunting Occurs in the Solid Propellant Which Inhibits Cracked Growth Relative to that in the Binder Material

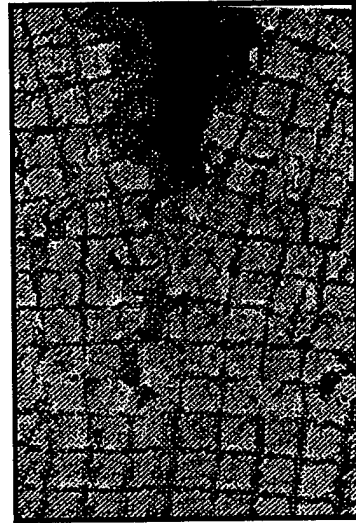
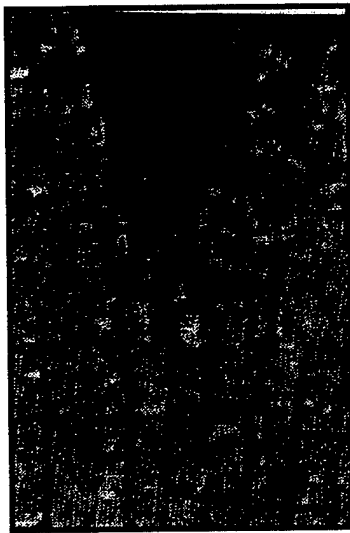


A Change in Damage Characteristics Affects the Crack Opening Displacement, Failure Process Zone Size, and Crack Growth Behavior

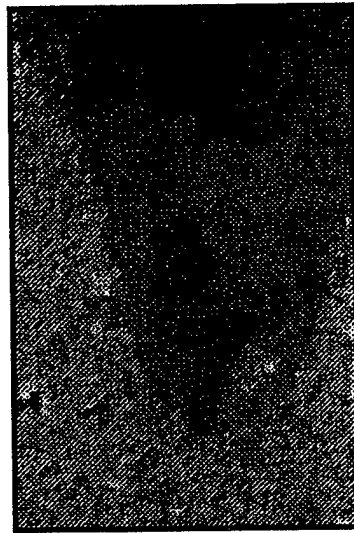
(A) Time Dependent Damage Evolution and Crack-Damage Interaction Processes are Responsible for Time Dependent Crack Growth Behavior



First Stage of Crack Growth

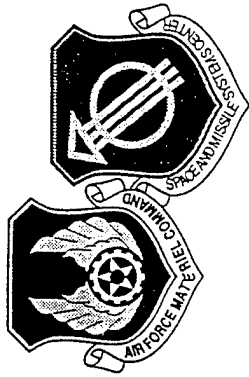


Second Stage of Crack Growth



Third Stage of Crack Growth

(B) This Information Will Provide Guidance for Numerical Modeling of Crack Growth



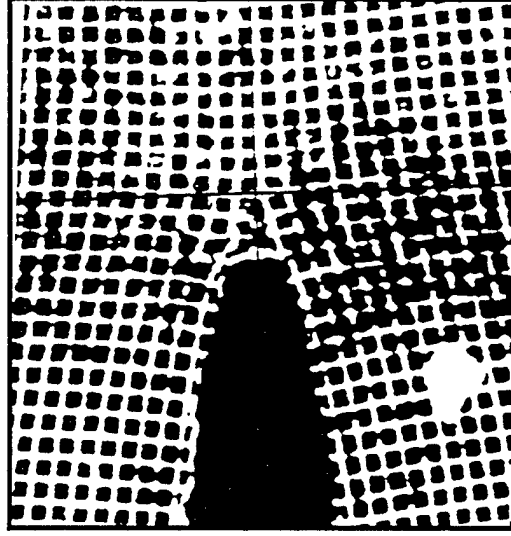
B2925. 008

Toughening Mechanisms Change With Temperature

(A) At High Temperature, Toughening Mechanism is Associated With the Development of a Large Damage Zone at the Crack Tip

(B) At -65°F, Toughening Mechanism is Associated With the Increase in Particle / Binder Interface Strength and Binder Strength

(C) This Information Will Provide Insight into How to Increase the Fracture Toughness of Solid Propellants



165°F

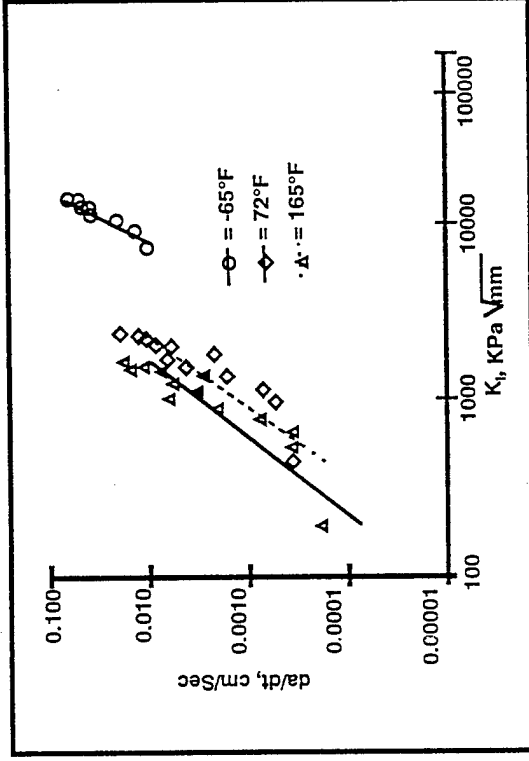


-65°F

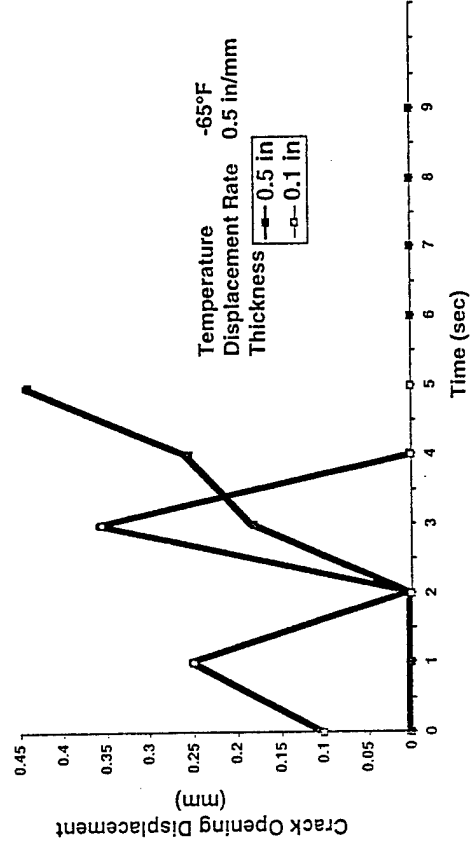


Temperature Has a Significant Effect on Crack Growth Behavior

(A) A Power Law Relationship Exists Between the Crack Growth Rate and the Mode I Stress Intensity Factor as Predicted by the Probabilistic Crack Growth Model



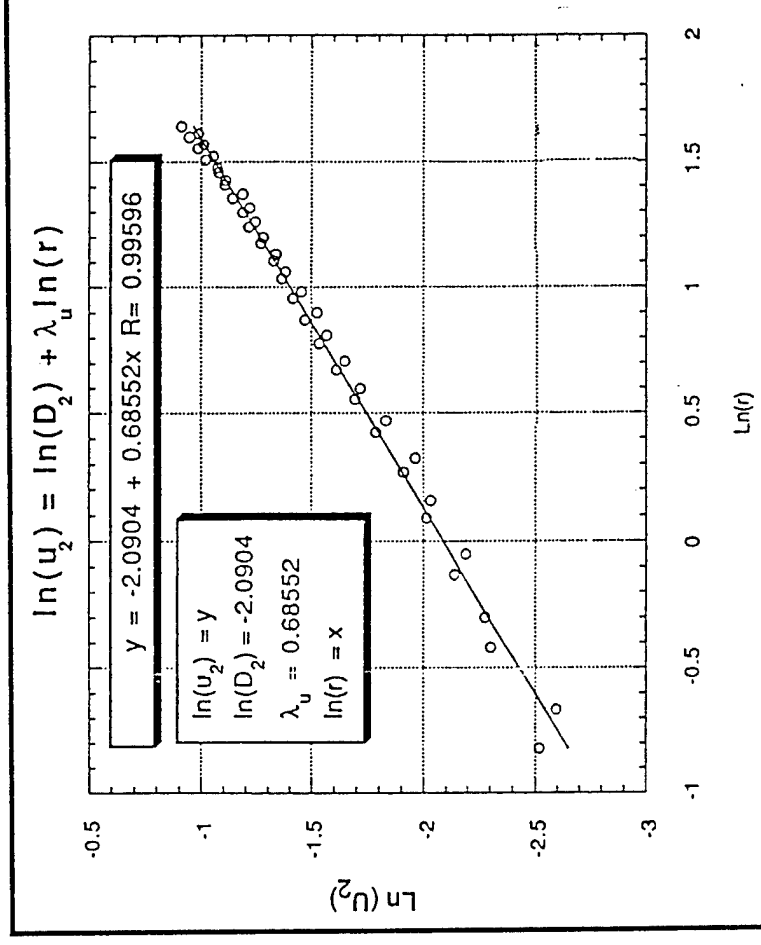
(B) At -65°F , the 0.5 in Thick Specimen Develops a High Transverse Constraint Near the Crack Tip, Resulting in a Classical Brittle Fracture





On the Macroscopic Scale, the Solid Propellant Studied Can be Considered as an Isotropic, Homogeneous Continuum

Temperature °F	Loading Rate (mm/min)	λ_u
-65	12.7	0.74
-65	2.54	0.78
72	12.7	0.65
72	2.54	0.66
165	12.7	0.74
165	2.54	0.77
Average		0.72
Theoretical Value =		0.67

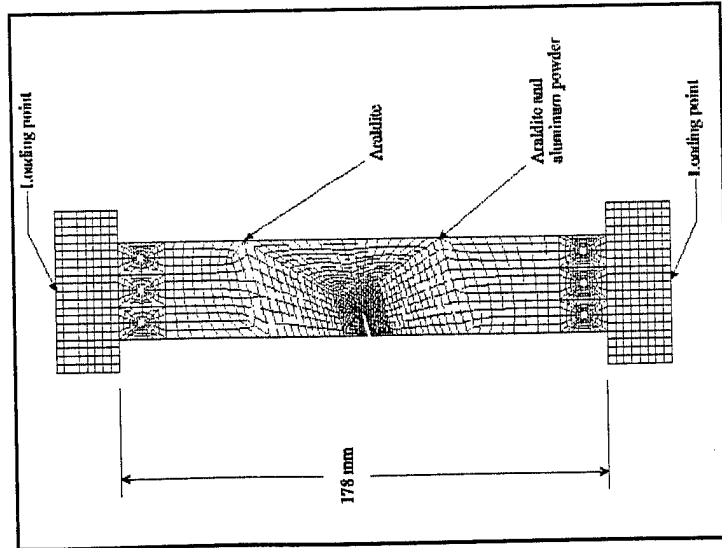


- (A) A Good Correlation Exists Between the Measured and the Theoretical λ_u , Based on a Continuum Approach, Values of the Order of Singularity
- (B) This Information Provides Confidence in Using Continuum Approach to Determine Material Responses of the Solid Propellant Studied

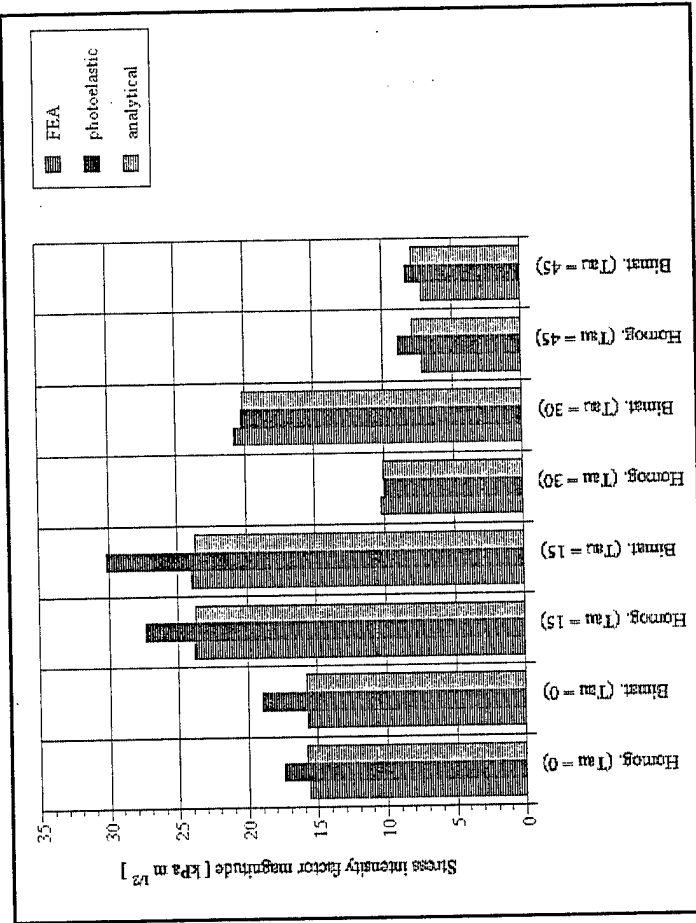


Good Correlation Between Numerical and Experimental Results

Modeling of Incompressible Materials Under Plane Strain Conditions



Typical Bimaterial Specimen



Data for Stress Intensity Factor Magnitudes

$$J = \int_A [\sigma_{ij} u_{j,1} - W d_{1,1}] q_{1,i} dA, \quad |K| = \sqrt{JE^*}, \quad \overline{E^*} = \text{Effective plane strain modulus}$$

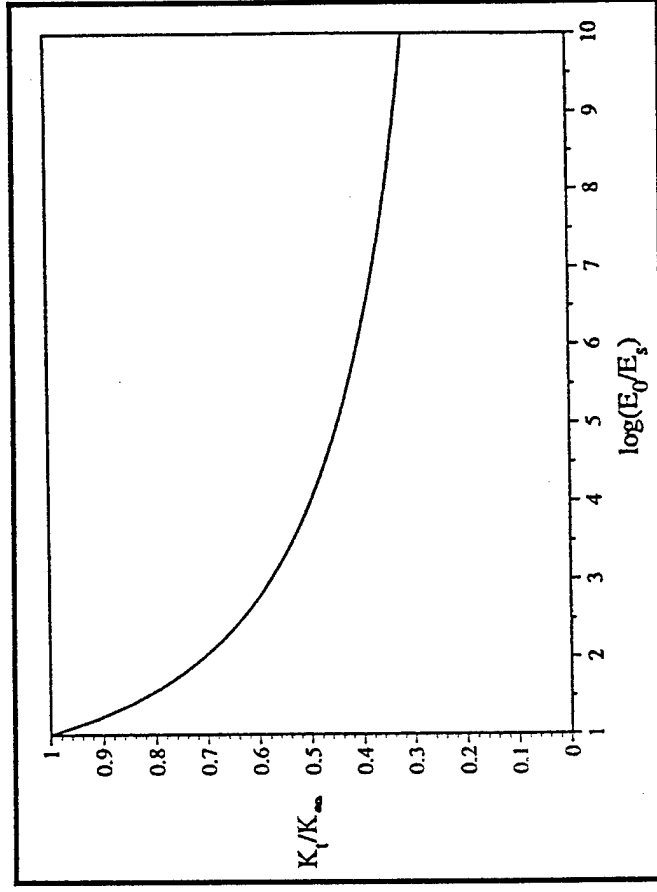
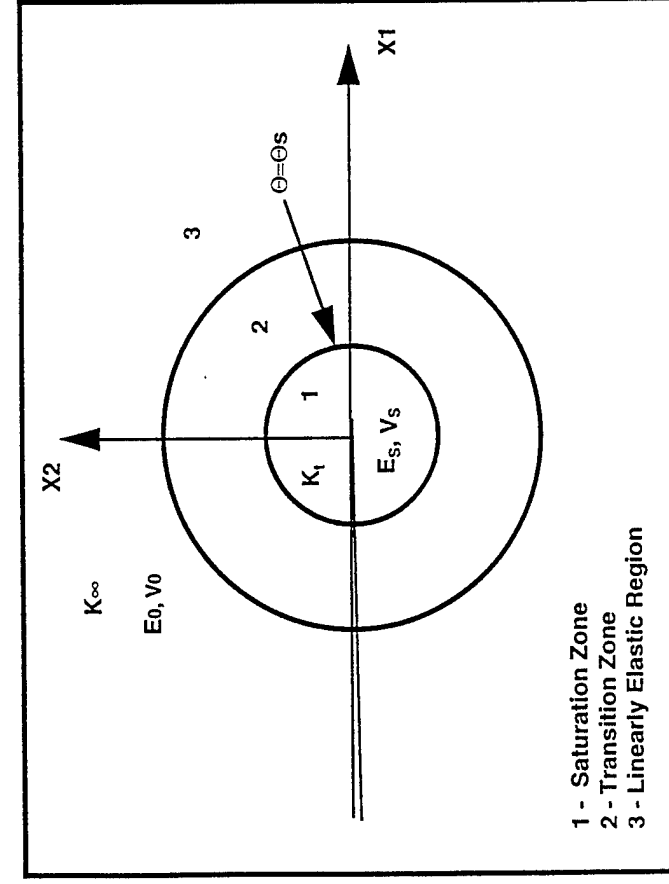
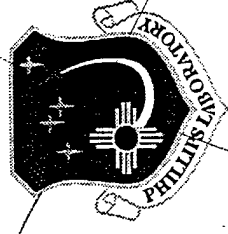
Future Visions

- **Transition of Crack Growth Prediction Technology to Research Community and Rocket Industry**
- **Interfacing of Crack Growth Prediction Technology with NDE Methodology**



Crack Tip Damage Induces a Shielding Effect on Stress Intensity Factor K_I

B2925. 007

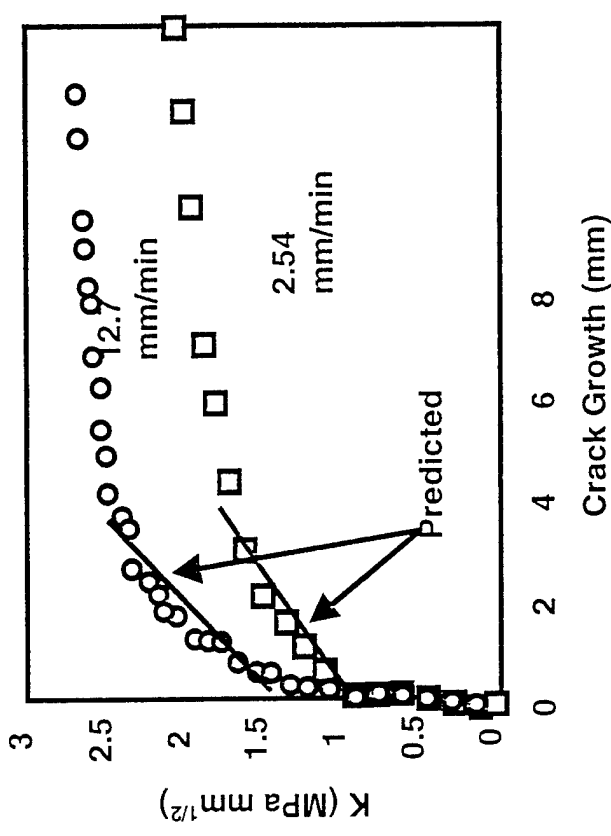


- (a) The Extent of Shielding is Related to the Degree of Degradation of the Material in the Saturation Region
- (b) The Variation of the Degree of Shielding is Responsible for the Fluctuations of the Crack Growth Rate



Numerical Modeling results Compare Well With Experimental Results

- A) The Critical Damage Criterion Can be Used to Predict the Crack Growth Behavior
- B) The Numerical Simulations are Able to Predict the Initiation Toughness (K_{IC}) and the Subsequent Stable Crack Growth



Comparison Between Predicted and Experimental Resistance (K Vs. Δa) Curves for the Two Loading Rates, 2.54 mm/min and 12.7 mm/min.