Disbond/Delamination Arrest Features in Aircraft Composite Structures

2013 Technical Review

Kuen Lin, Eric Cheung, Wendy Liu, Luke Richard

William E. Boeing Department of Aeronautics and Astronautics

University of Washington

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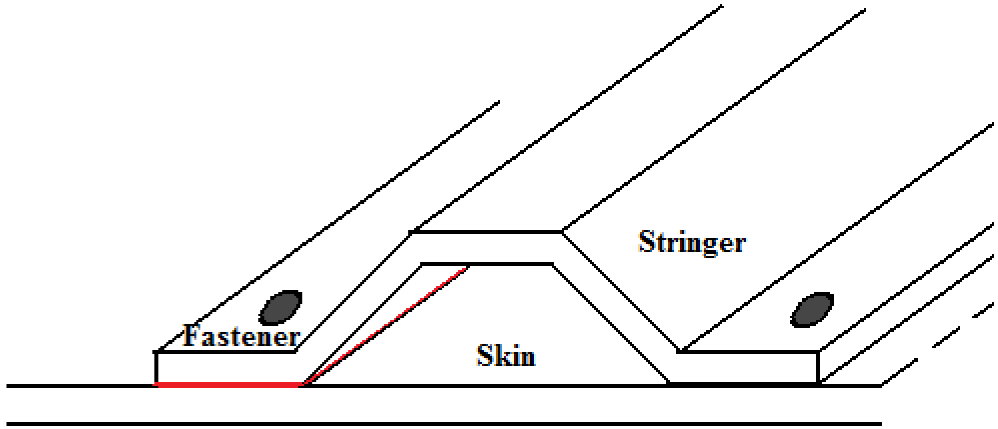
Project Information

- Principal Investigator and Researchers (UW)
  - Prof. Kuen Y. Lin (PI)
  - Eric Cheung (Ph.D. student)
  - Wendy Liu (MS student)
  - Luke Richard (MS student)
- FAA Technical Monitor
  - Lynn Pham, Curtis Davies
- Other FAA Personnel Involved
  - Larry Ilcewicz
- Industry Participation
  - Boeing: Marc Piehl, Gerald Mabson, Eric Cregger, Matthew Dilligan (All from BR&T)
  - Toray: Kenichi Yoshioka, Don Lee, Felix Nguyen

Background

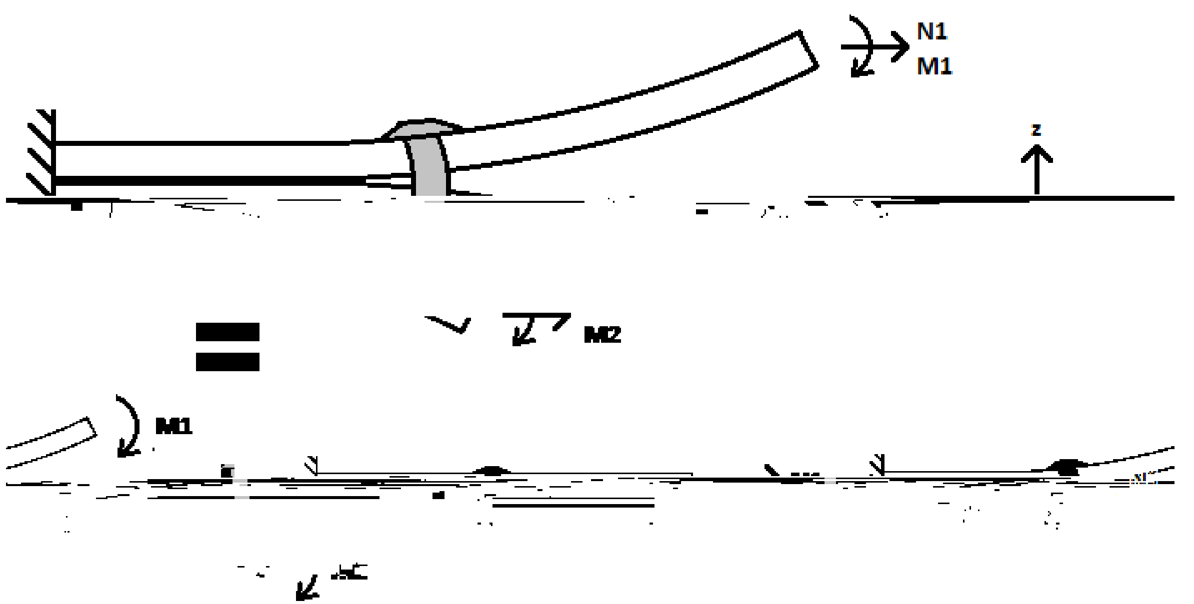
- Motivation and Key Issues
  - Delamination is one of the key issues for laminated and “bonded” composite structures
- Objectives
  - To understand the effectiveness of delamination/disbond arrest features
  - To develop analysis tools for design and optimization
- Approach
  - Construct FEM models in ABAQUS with VCCT
  - Perform sensitivity studies on fastener effectiveness
  - Conduct coupon-level experiments using novel specimens
  - Develop analytical tools validated by FEM and test

Crack Arrest Mechanism by Fastener



Analytical Model Development

- Model is composed of a <u>beam-column part</u> and a <u>truss part</u>
- Fastener is modeled by a <u>tension spring</u> which works with the beam-columns in bending; and a <u>joint flexibility spring</u> which works with the trusses
- Crack tip ERR is obtained using VCCT
- Friction and joint/hole clearance is also modeled



Beam-Column

- Polynomial shape function

$$w_i(x) = \sum_{j=0}^{n} \alpha_{i,j} x^j$$

- Beam-Column energy

$$U_{bc,i} = \frac{1}{2} EI \int_{L_1}^{L_2} \left(\frac{d^2 w_i}{dx^2} \right)^2 dx - \frac{1}{2} N \int_{L_1}^{L_2} \left(\frac{dw_i}{dx} \right)^2 dx$$

Truss

- Polynomial shape function

$$u_i(x) = \sum_{j=0}^{n} \alpha_{i,j} x^j + \sum_{k=n+1}^{m} \alpha_{i,k} e^{c_k x/L}$$

- Truss energy

$$U_{truss,i} = \frac{1}{2} AE \int_{L_1}^{L_2} \left(\frac{du_i}{dx} \right)^2 dx$$

Fastener/Contact/Bond Springs

$$U = \frac{1}{2} k \left(u_i - u_j \right)^2$$

Effects of G_{IC}/G_{IIC} on Crack Propagation

ƒAssume G_{IC}=constant, but varying G_{IIC}

G_{IC} (lb/in)	G_{IIC} (lb/in)	Ratio
1.5	3	0.500
1.5	5	0.300
1.5	7	0.214
1.5	9	0.167
1.5	12	0.125

Effects of G_{IC}/G_{IIC} Ratios (Single Fastener)

2-Plate Single Fastener Specimen

2-

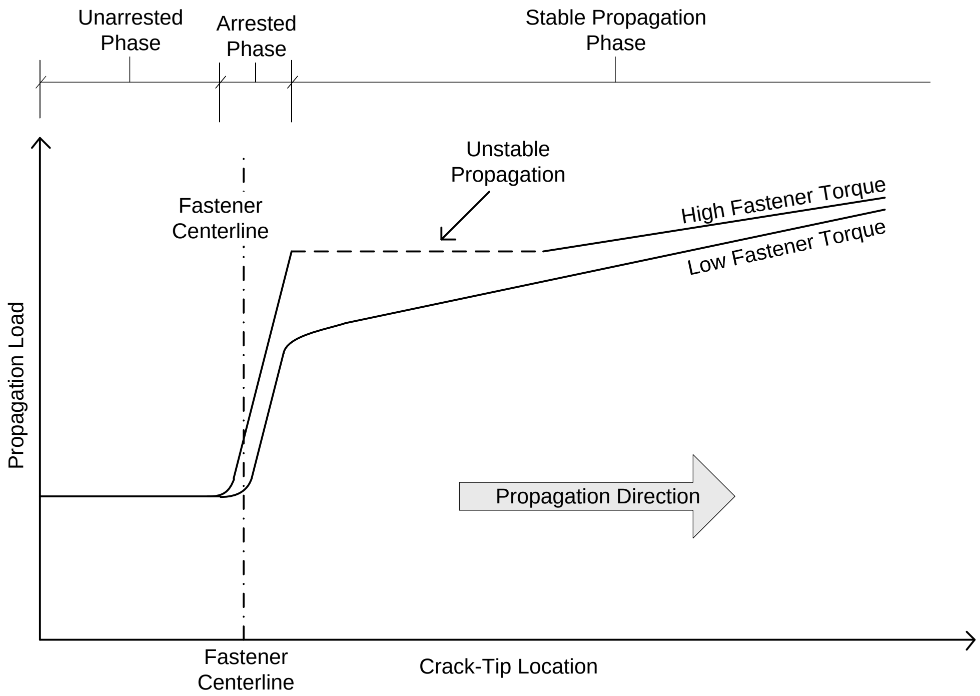
2-Plate Single Fastener Specimen:

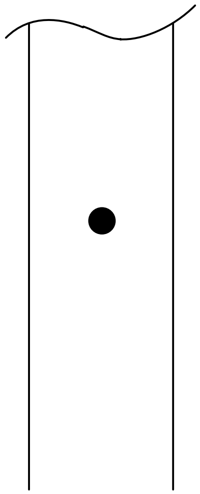
$(0/-45/0_2/90/45/0_2/-45/90/45/0)_S$/crack/$(0/-45/0_2/90/45/0_2/-45/90/45/0)_S$

- CLT $E_x = 12.00 \times 10^6$ psi
- Plain Strain $E_x = 12.56 \times 10^6$ psi
- Strain Gauge $E_x = 12.00 \times 10^6$ psi

Arrest Capability vs. Fastener Torque

Arrest Mechanisms





2-Plate Two -Fastener Specimen

- $((0/45/90/-45)_6\ /\mathrm{Crack})_S$
- Specimen width 1.25”
- T-800S (350°F cure for 2.5hrs)
- 0.25” diameter Ti fasteners, 8D spacing
- Fasteners installed at 40 in-lb (half-torque) - Ftenerd
    - F

2-Plate Two -Fastener Specimen

Preliminary Test Results

- $((45°/0°/-45°/90°)_3)_s$, ABAQUS CPE4R Element
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Future Tasks

- Finite Element Analysis
  - Design viable 2-fastener specimens
  - Validate model with test results
  - Perform parametric studies on select factors
- Experiment
  - Design viable 2-fastener specimens
  - Manufacture and conduct tests
  - Focus on key factors such as fastener parameters, friction, etc.

Looking Forward

- Benefit to Aviation
  - Tackle one of the main weakness of laminate composite structures
  - Reduce risks (analysis, schedule/cost, re-design, etc.) associated with delamination/disbond mode of failure in large integrated structures
  - Enhance structural safety by building a methodology for designing fail-safe co-cured/bonded structures
- Future needs
  - Initiate research areas core to the interlaminar mode of failure, e.g. friction, fastener clamp-up
  - Industry/regulatory agency inputs related to the application, design, and certification of this type of crack arrest features

End of Presentation

Thank you!