

The logo for JAMS (Joint Advanced Materials and Structures) is rendered in a blue, 3D, textured font. It is positioned at the top center of the slide, above a large, stylized graphic of a curved aircraft wing or fuselage section. This graphic is composed of two parallel, curved lines: a bright yellow line on top and a dark blue line on the bottom, both tapering towards the right side.

JAMS

Structural Health Monitoring for Life Management of Aircraft

-SHM System for Composite Structures –

Sridhar Krishnaswamy



The Joint Advanced Materials and Structures Center of Excellence

SHM System for Composite Structures

- **Motivation:**

Impact damage in composite structures followed by continued cyclic loading can lead to structural failure and an SHM system to monitor these will be useful.

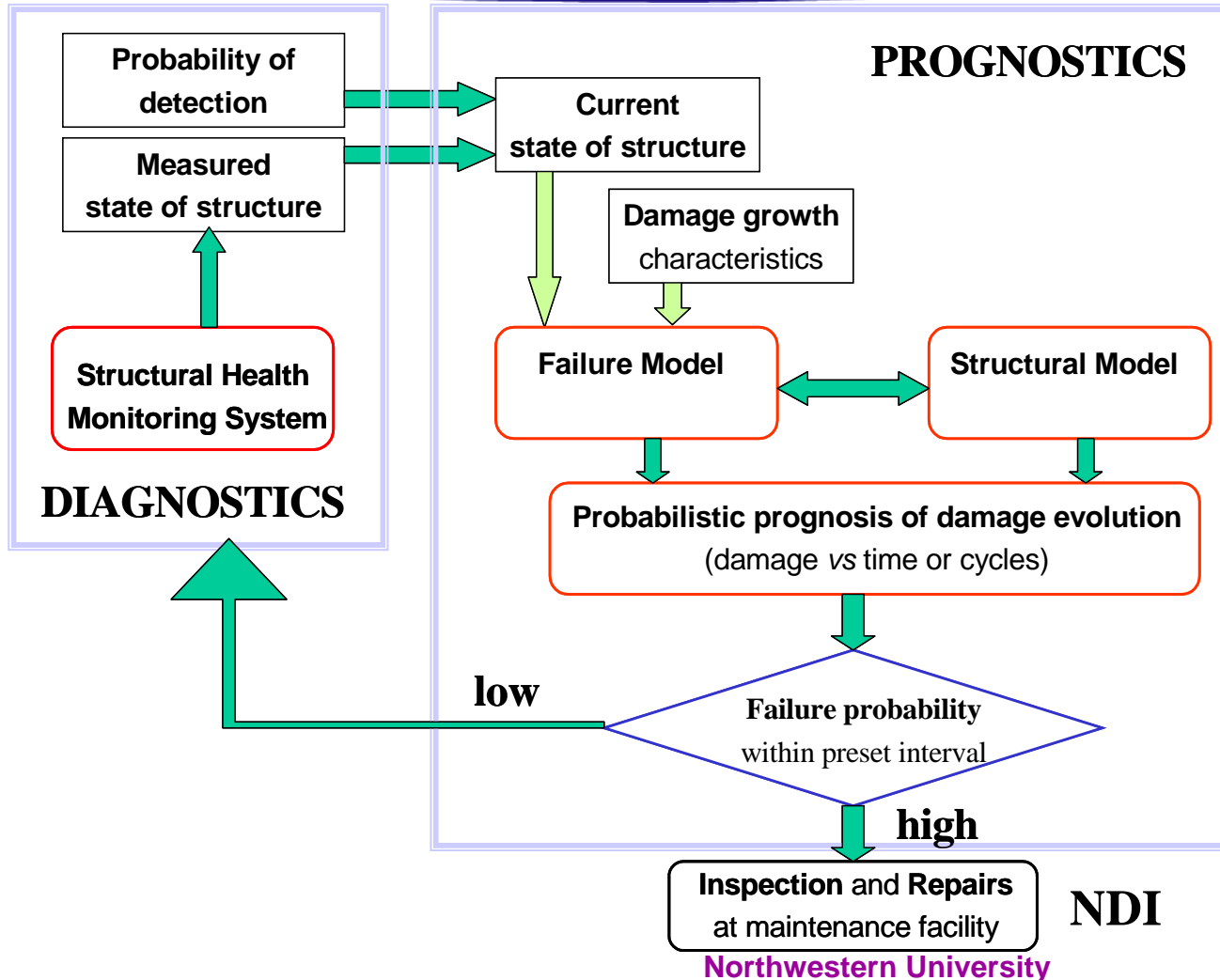
- **Objective:**

Develop an SHM system to detect and size impact damage and predict remaining lifetime of a laminated composite component.

- **Approach:**

Modally-selective Lamb wave sensors coupled with damage growth laws and probabilistic lifetime calculations

- Principal Investigators & Researchers
 - J.D. Achenbach
 - Sridhar Krishnaswamy
 - Isaac M. Daniel
 - Gabriela Petculescu, Goutham Kirikera, Li Sun
- FAA Technical Monitor
 - Peter Shyprykevich, Curt Davies
- Industry Participation
 - Boeing, Honeywell, GE, Imperium, AlphaStar Corp



- **SHM sensors** for unanticipated events (impacts etc)
- **SHM sensors** for aging (fatigue etc)
- **NDI tools** for flaw identification and characterization

- **Monitor unanticipated events:**

A laminated composite aircraft panel suffers impact damage.

- **Identify location of damage:**

Impact is identified by on-board PZT and FBG ultrasonic SHM sensors which locate the point of impact.

- **Image damaged region:**

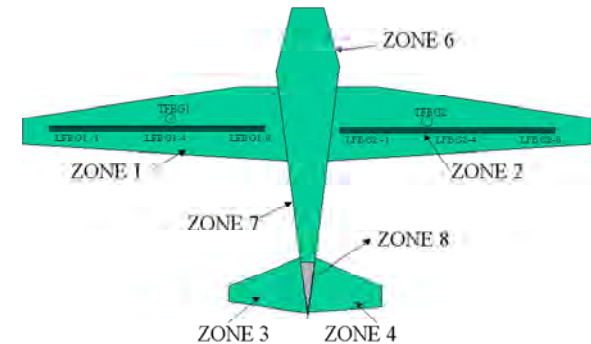
Full-field NDI tool (Acoustocam) images the damage region (matrix cracks...delaminations).

- **Monitor damage growth:**

Modally-selective SHM sensors are installed around the damage region to monitor further damage growth as the panel is subject to cyclic loading.

- **Predict damage growth:**

Measured damage size is used in a probabilistic fatigue damage model which estimates the remaining lifetime of the structure.



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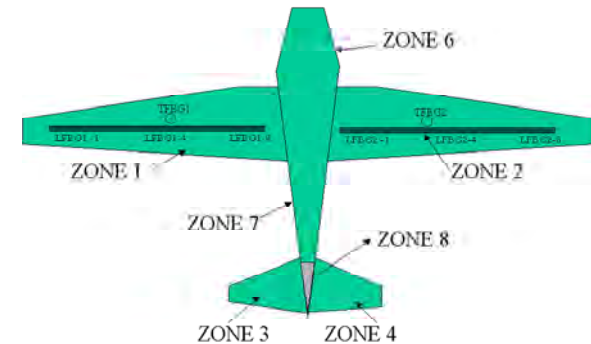
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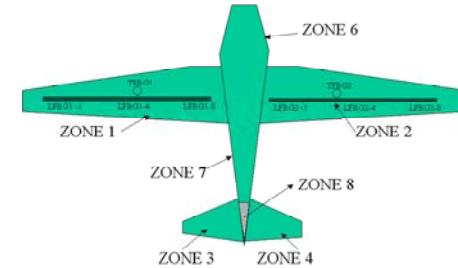
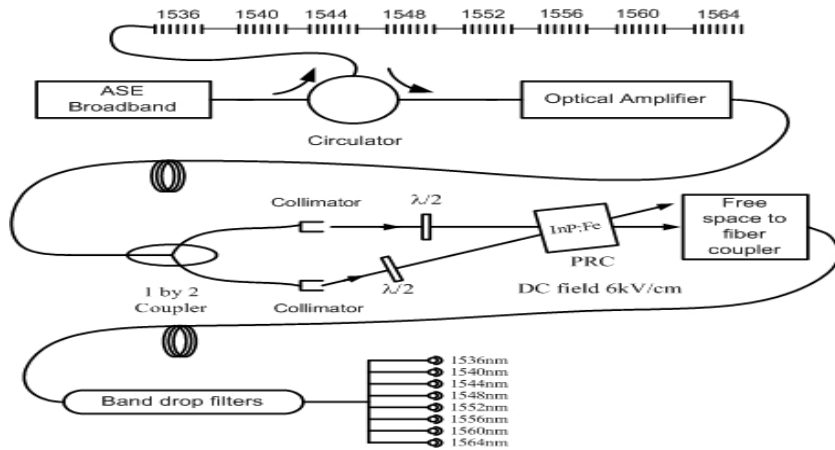
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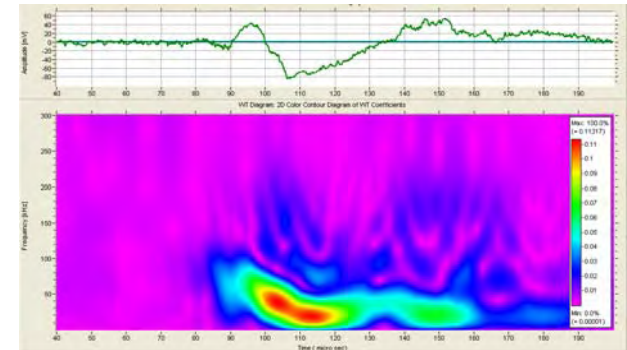
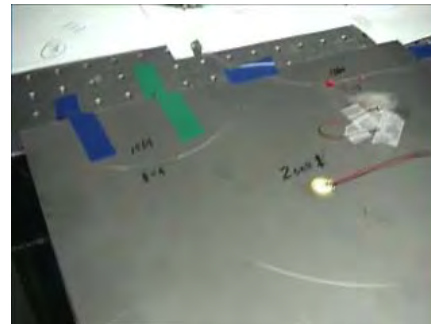
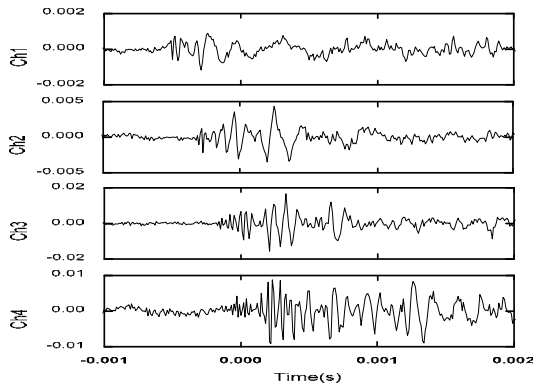
Measured damage size is used in a probabilistic fatigue damage model which estimates the remaining lifetime of the structure.



Monitor / Identify Impact Location



- FBG sensor network
- always ready
- multiplexable
- adaptive to low frequency noise



Time-frequency information to locate impact point

Lamb wave signals from several sensors due to impact

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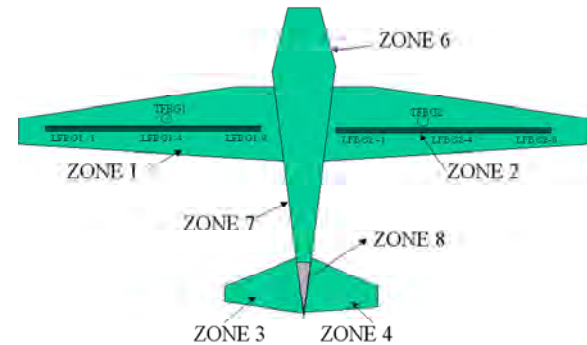
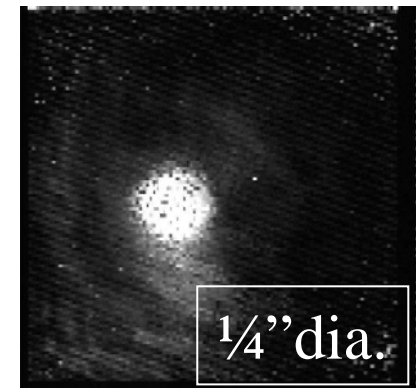
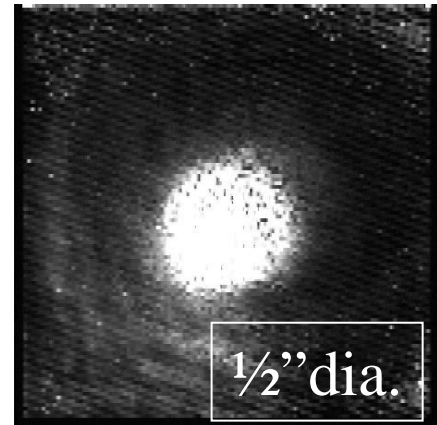
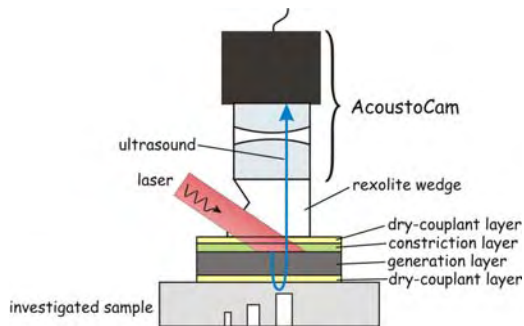
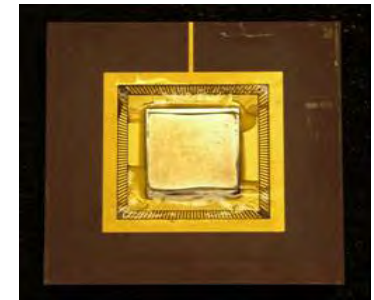


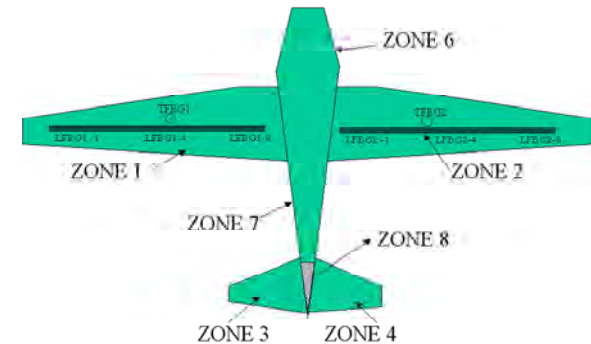
Image Impact Damage Region

- CCD array with piezo-sensitive coating
- Real time subsurface imaging –video rates
- Large area – 1-1.5 inch square
- High resolution – 120x120 pixels
- Non-invasive
- Multiple applications
- Faster and cheaper than current technologies



Delaminations in Woven composite panel

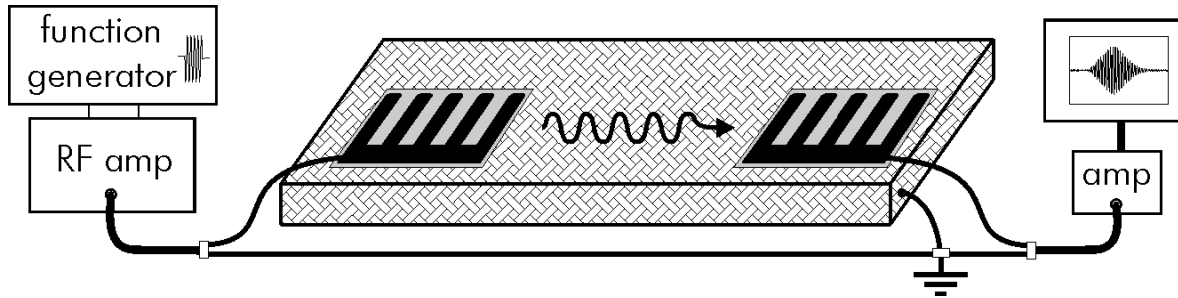
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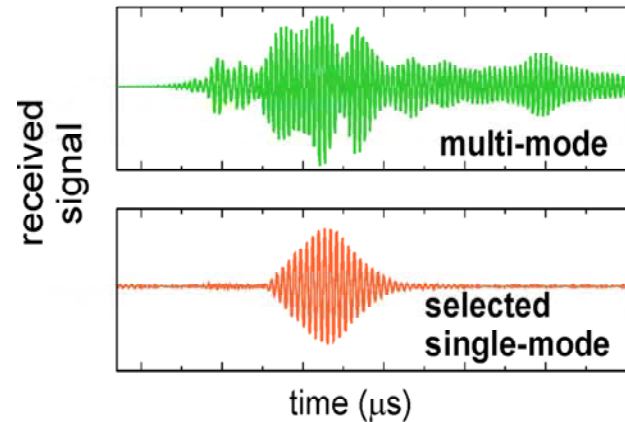
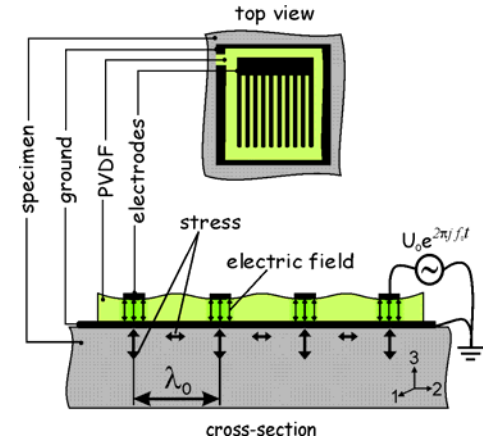
Sensor development

- Build a complete SSHM prototype that can perform Structure and Sensor Health Monitoring.
- Structural Health Monitoring: Excitation and reception of a single mode
- Investigation of various transducer configurations to optimize the SHM setup
 - Ultrasonic wave generation transducers
 - Ultrasonic wave reception transducers
- Sensor Health Monitoring
 - Understand the theory
 - Build an initial prototype

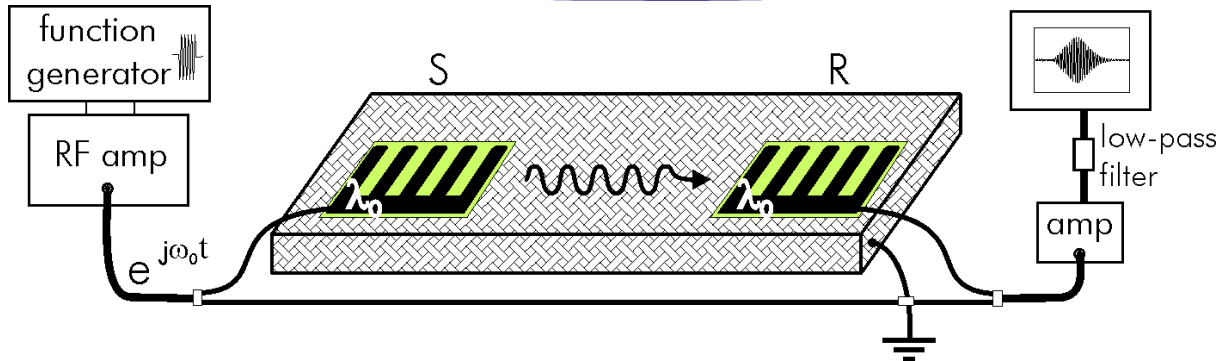
SHM: Mode-Selective Lamb-Wave Sensors for defect sizing



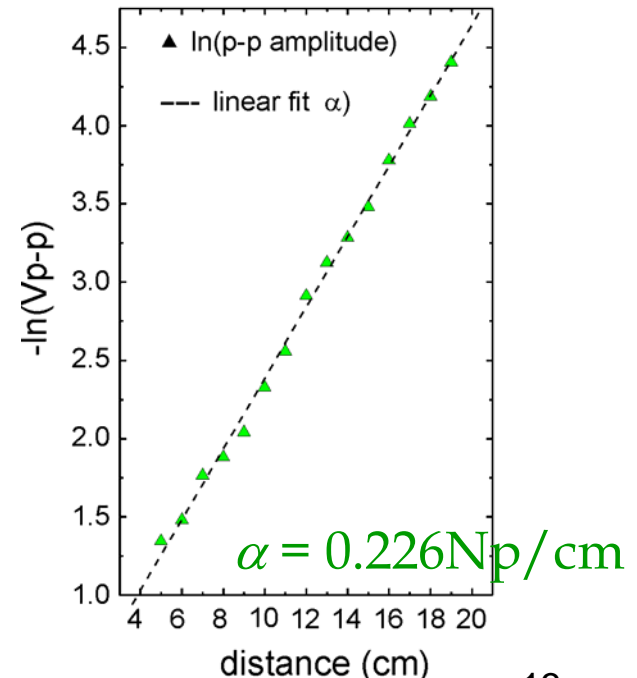
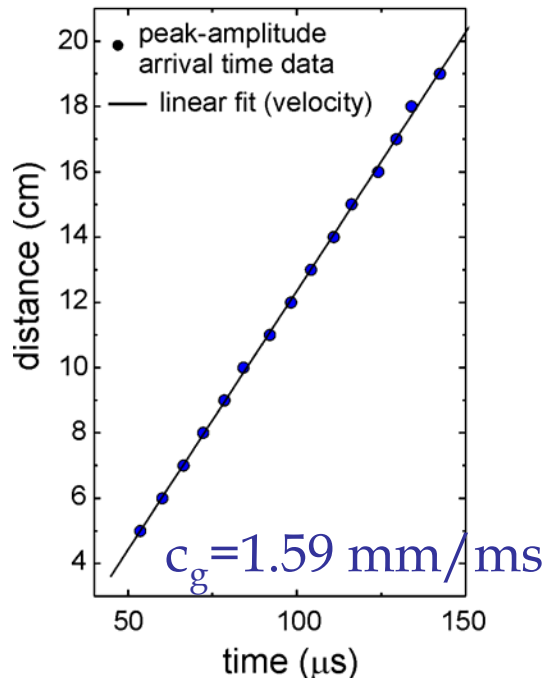
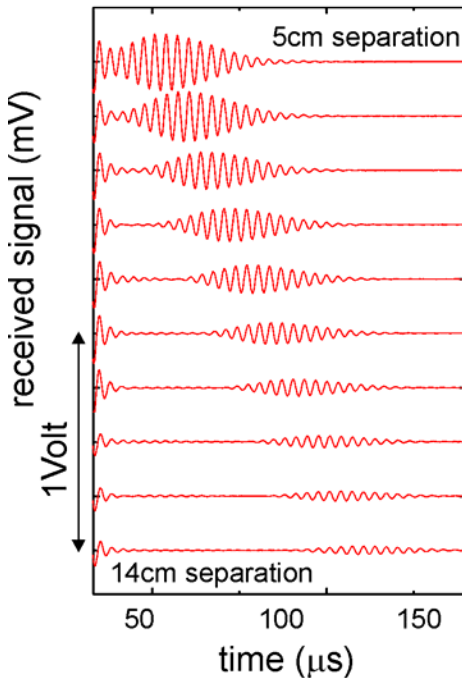
- **matched-pair** of modally-selective generators / receiver arrays
- delamination size correlates to measurable *time-delay* of the received signal.
- Time-delays are easier to measure than amplitude changes etc.



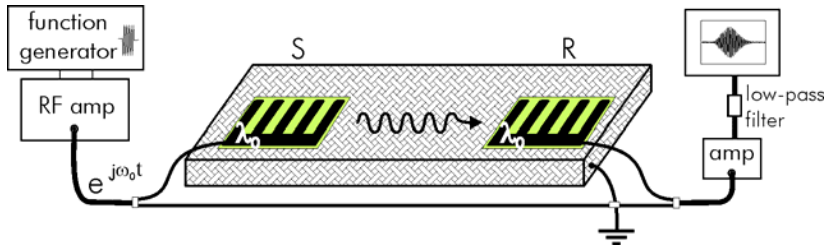
Mode Propagation (minimal dispersion)



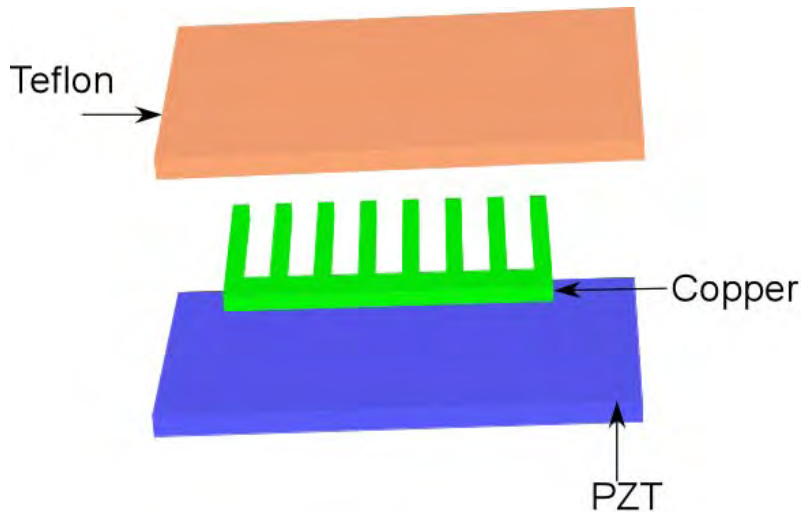
- 16 ply carbon-epoxy woven composite
- a_0 mode ($f=0.31\text{MHz}$, $\lambda=4.5\text{mm}$)



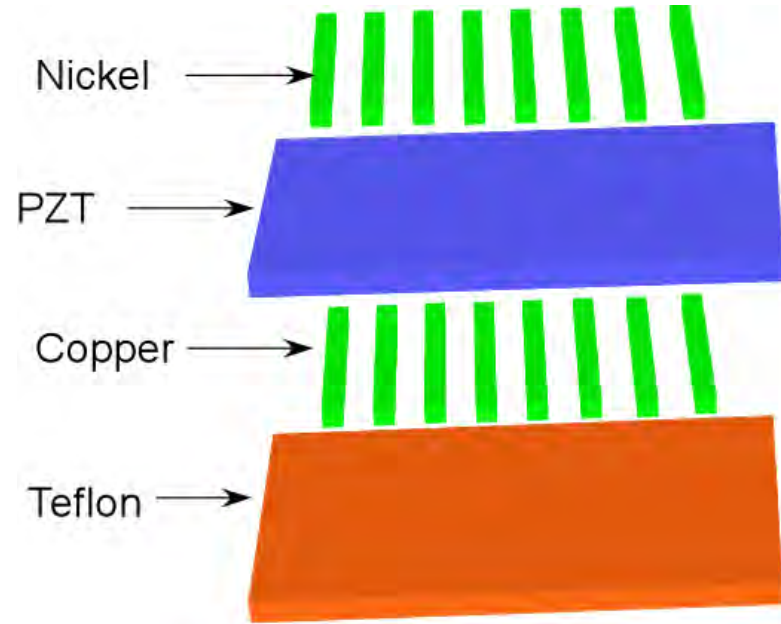
Array Design Configurations



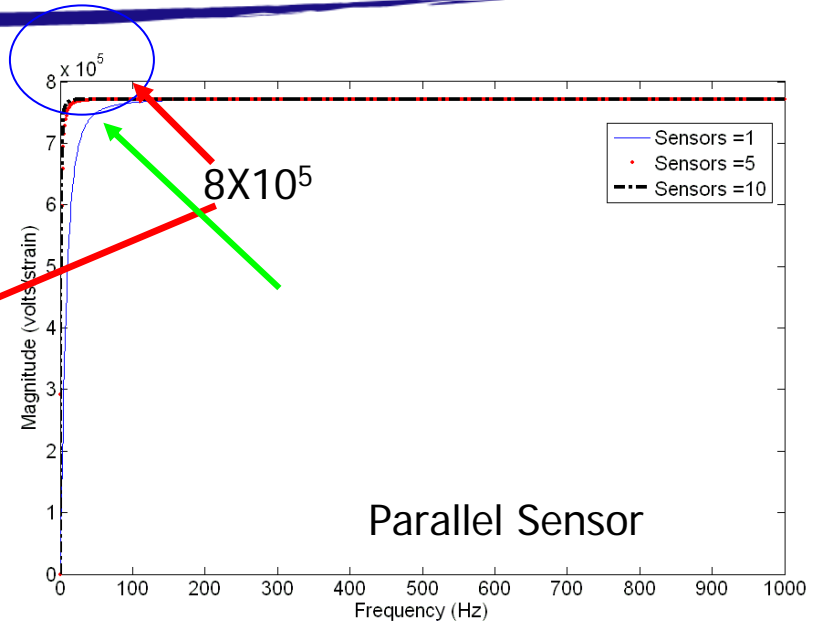
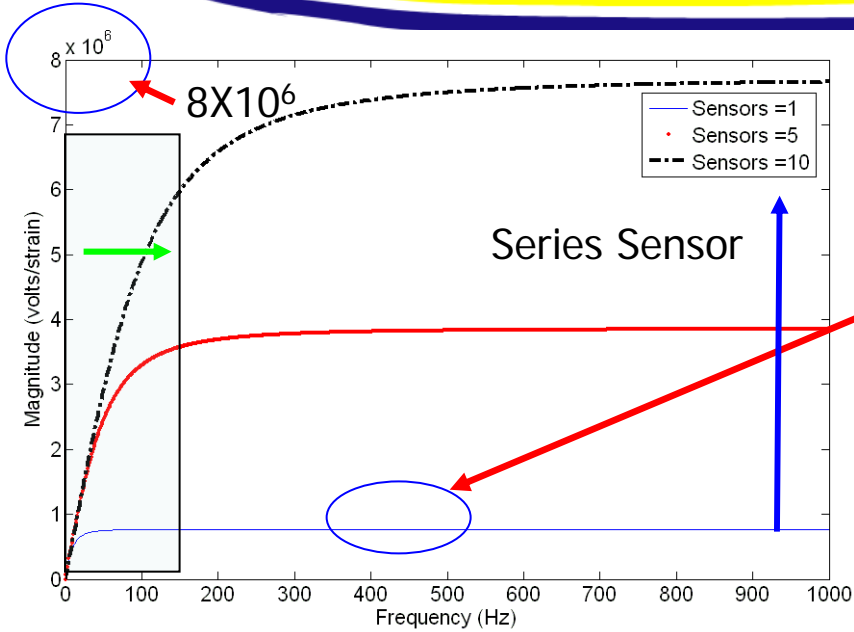
- **Generator array** is best connected in **parallel**.
- **Receiver array** is best connected in **series**.



Generation Transducer array

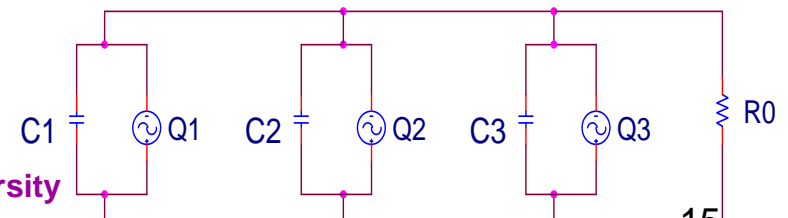
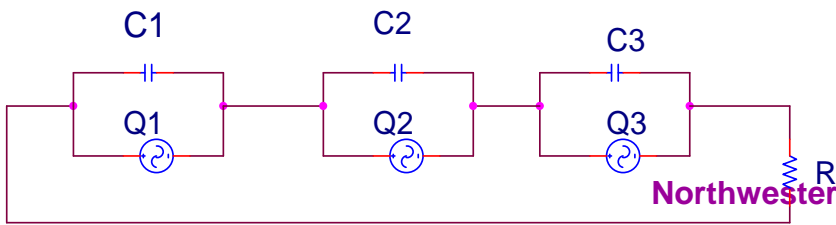


Receiver Transducer array

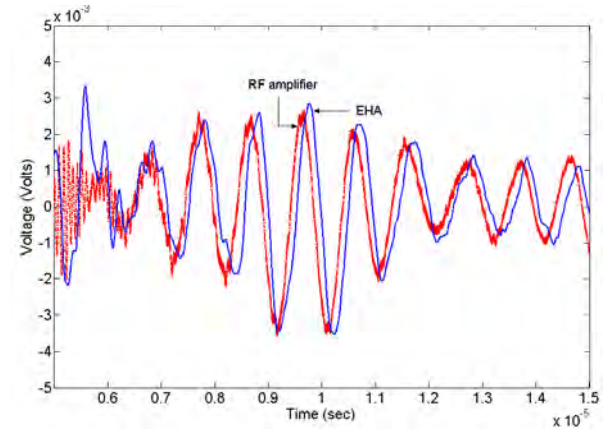
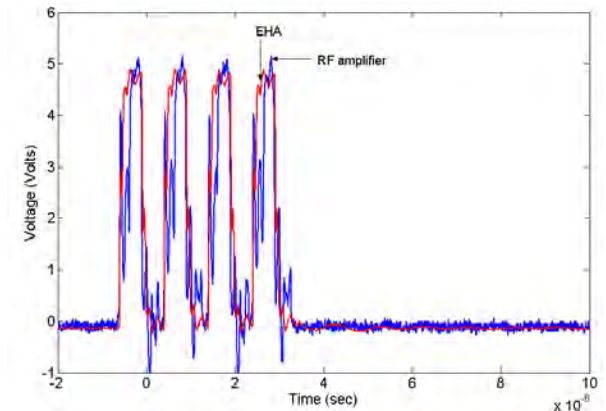
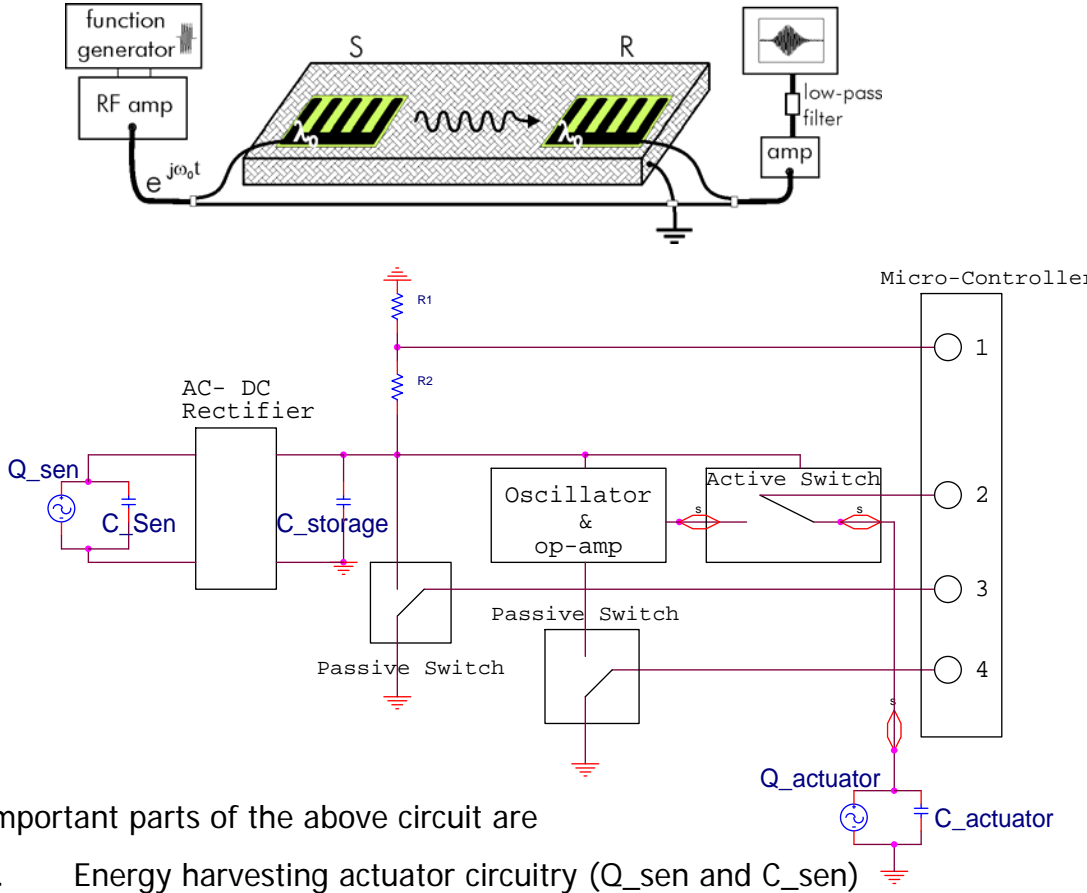


$$\frac{V_o}{S} = \frac{(e * A_e * R_o * n * j * \omega)}{n + (j * \omega * C * R_o)}$$

$$\frac{V_o}{S} = \frac{(-e * A_e * R_o * n * j * \omega)}{1 + (n * j * \omega * C * R_o)}$$



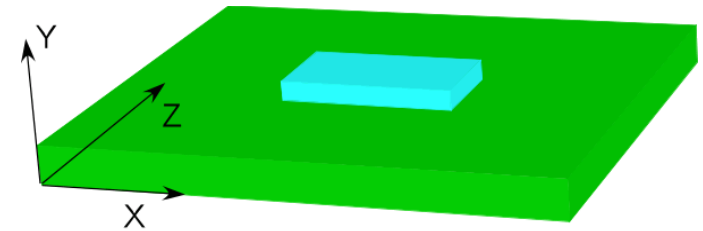
Energy harvesting circuit to power generating array



Comparison of signals between RF generator and EHA (a) Excitation signal (b) Receiving signal

Important parts of the above circuit are

1. Energy harvesting actuator circuitry (Q_{sen} and C_{sen})
2. Generation transducer array ($Q_{actuator}$ and $C_{actuator}$)
3. Receiver transducer array (not shown)



Free transducer
$$C_{free} = \frac{Q}{V} = \frac{\epsilon_{33}^T A_e}{t}$$

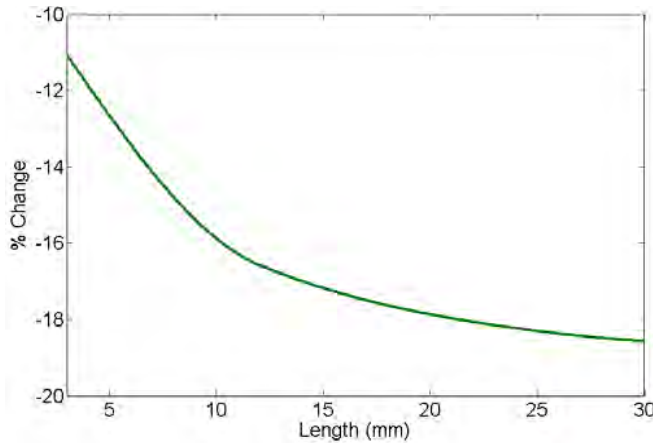
Clamped transducer
$$\left(\frac{Q}{V_3} \right) = \left(\frac{A_e}{t} \right) \epsilon_{33}^T \left[1 + \frac{d_{31} T_1}{E_3 \epsilon_{33}^T} + \frac{d_{32} T_2}{E_3 \epsilon_{33}^T} + \frac{d_{33} T_3}{E_3 \epsilon_{33}^T} \right] = C_{BONDED}$$

Variation of capacitance is due to

- Change in the area of the transducer (A_e) (in this case it is assumed that the area is constant)
- Change in the stresses associated with the transducer and in turn relates to the change in the dielectric coefficient of the transducer
- Change in the thickness of the transducer

Finite element modeling using ANSYS is performed to understand the above changes

Stress Variation Study

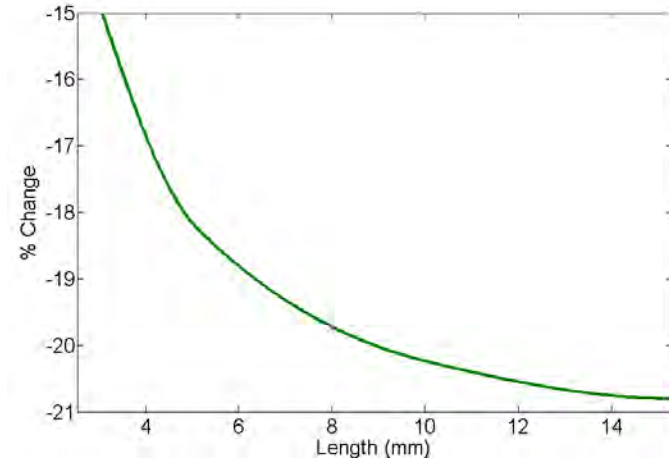


Variation of Capacitance as a function of transducers length

Host structure thickness: 5.1mm

Width of the transducer: 5mm

Thickness of the transducer: 1.02mm



Variation of Capacitance as a function of host structure thickness

Length of the transducer: 24mm

Width of the transducer: 5mm

Thickness of the transducer: 1.02mm

The in-plane stresses are the primary reason for the change in the capacitance. For a transducer completely embedded inside a rigid structure the maximum change in capacitance is about 60%. For a transducer surface bonded the maximum change is about 21%

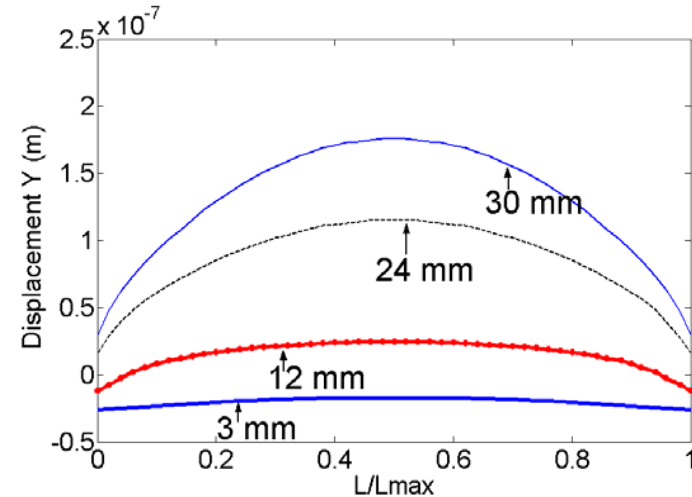
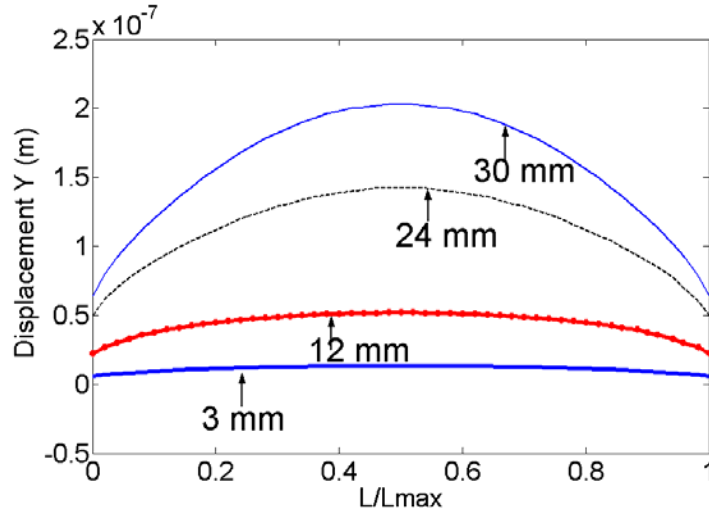


Figure Variation of displacement in the Y direction (a) Bottom layer of the transducer (b) top layer of the transducer

Host structure thickness: 5.1mm, Width of the transducer: 5mm, Thickness of the transducer: 1.02mm

The change in thickness between the top and bottom layers of the transducer is 20nm. Such a small change does not significantly alter the capacitance. Hence capacitance change is primarily a function of in-plane stresses.

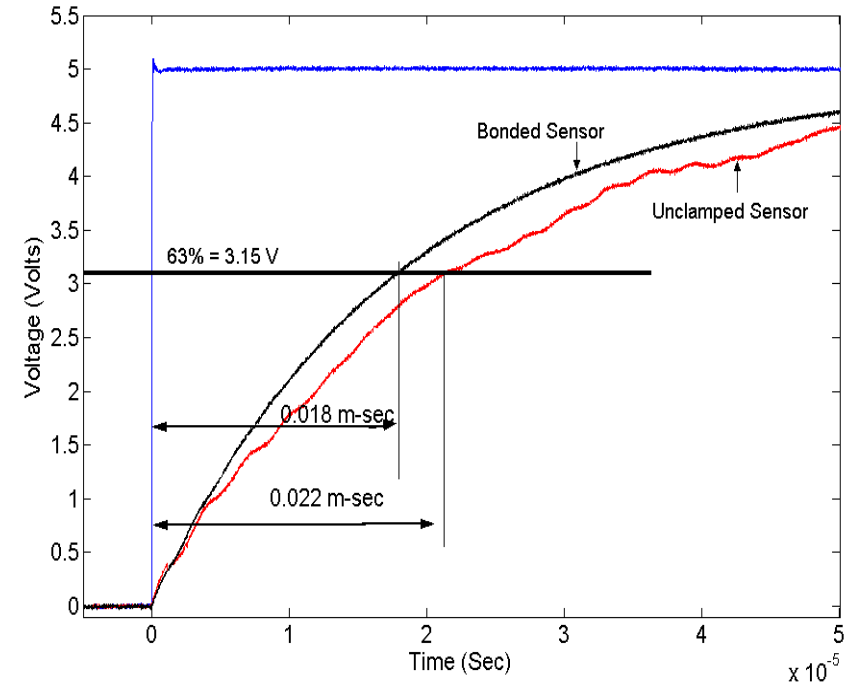
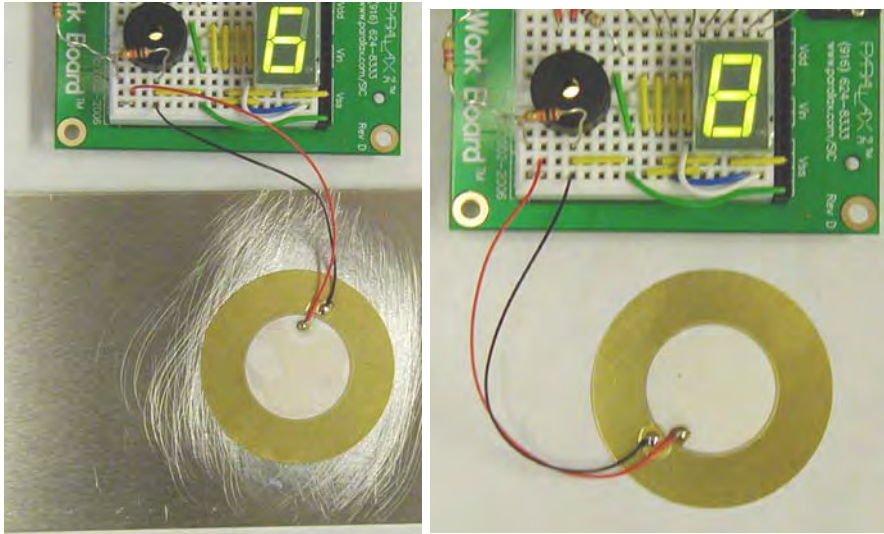
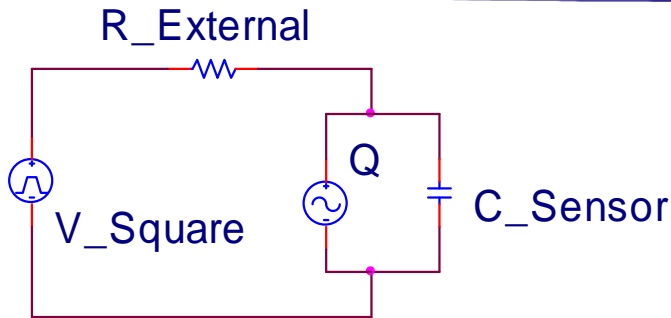
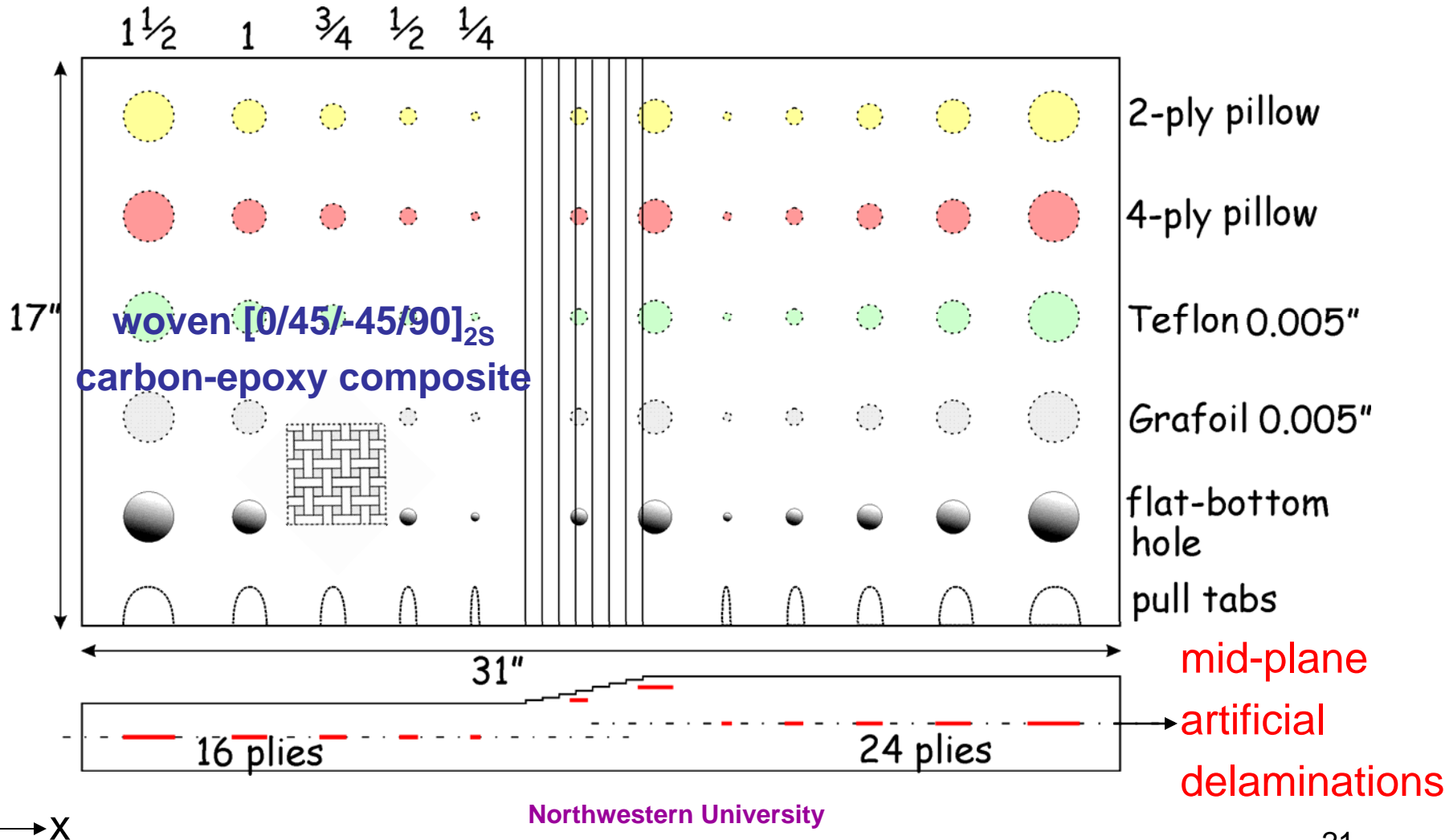


Figure. Transducer health monitoring based on a commercially available transducer (a) Microcontroller indicating “G” for a good transducer (b) Microcontroller indicating “B” for bonding issues with a transducer. The change in capacitance is 18%.

Delamination Detection

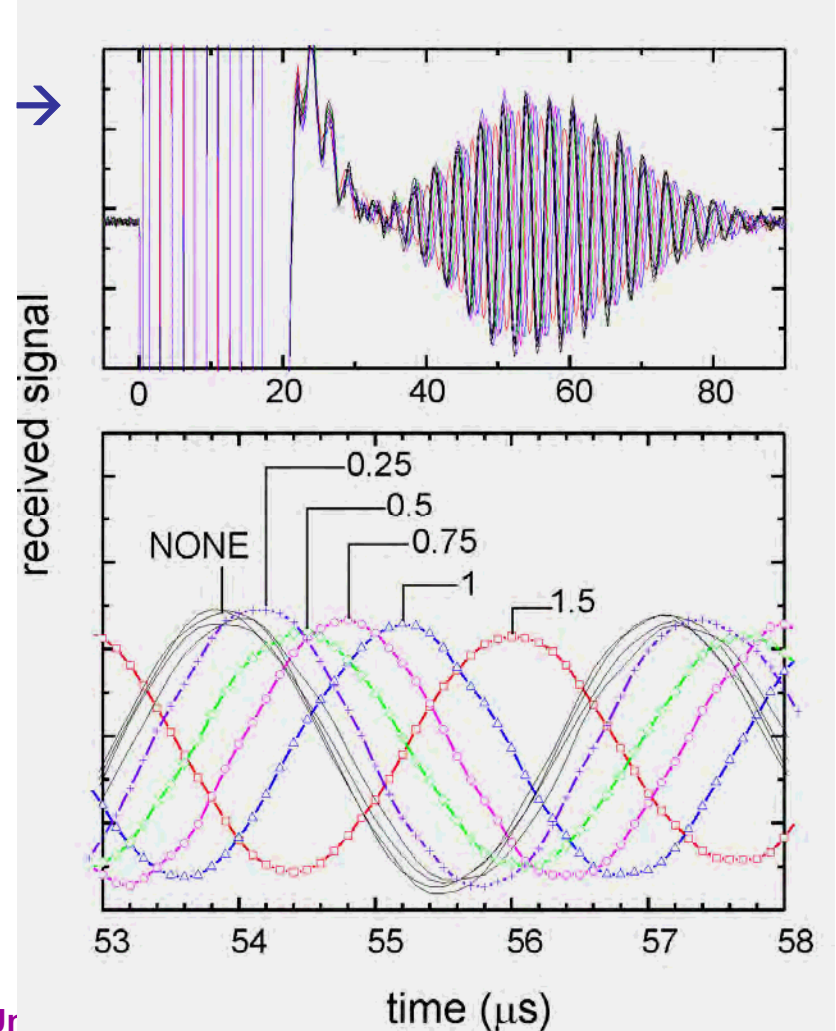
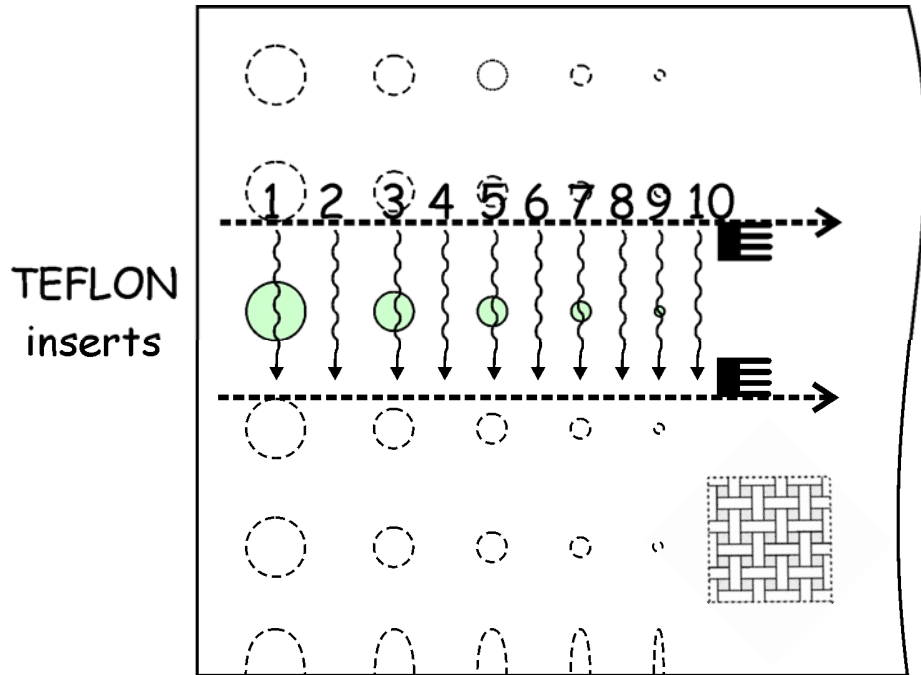
(simulated at mid-plane)



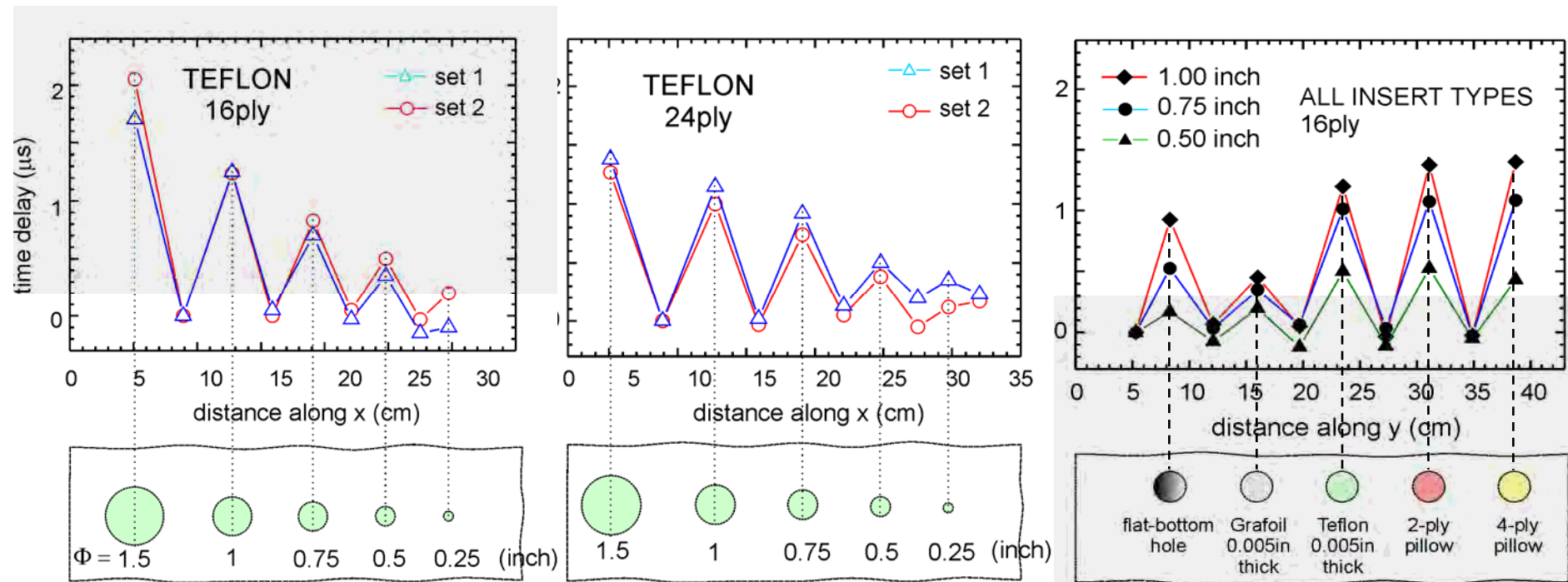
Delamination Signature

(decrease in group velocity)

single mode (a_0) tone-burst propagation →



Time-Delay



Impact:

Material:

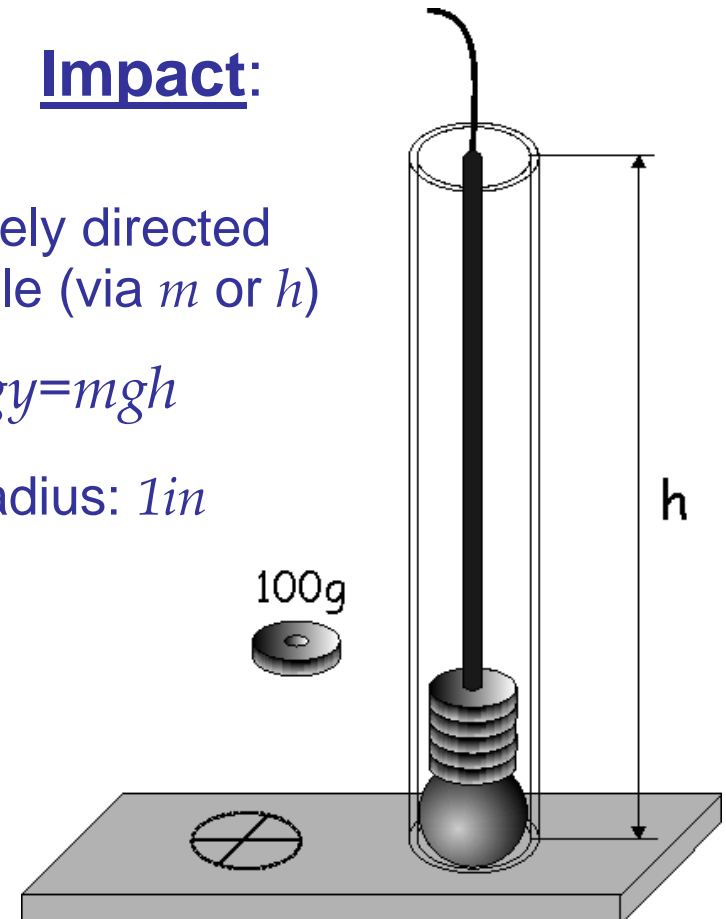
Toray T800 BMS 8-276
 manufactured by:
NIAR, Wichita, KS

- cross-ply $[0/90]_{6S}$
- carbon-epoxy composite
- 4.6mm thick (24 plies)

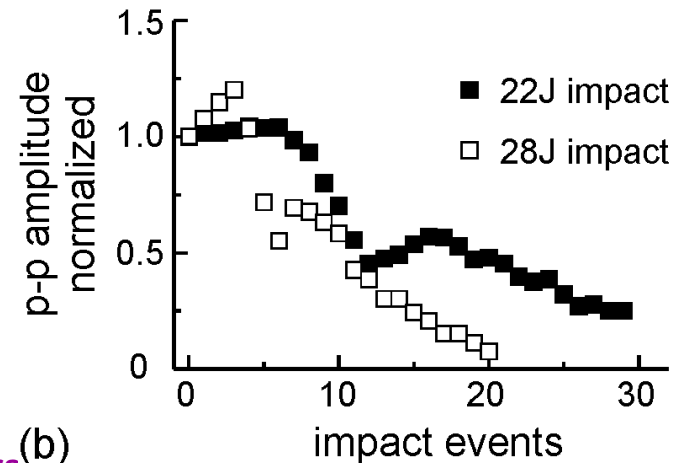
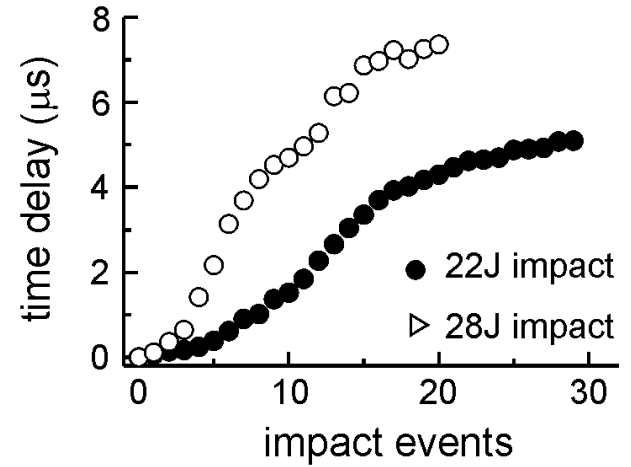
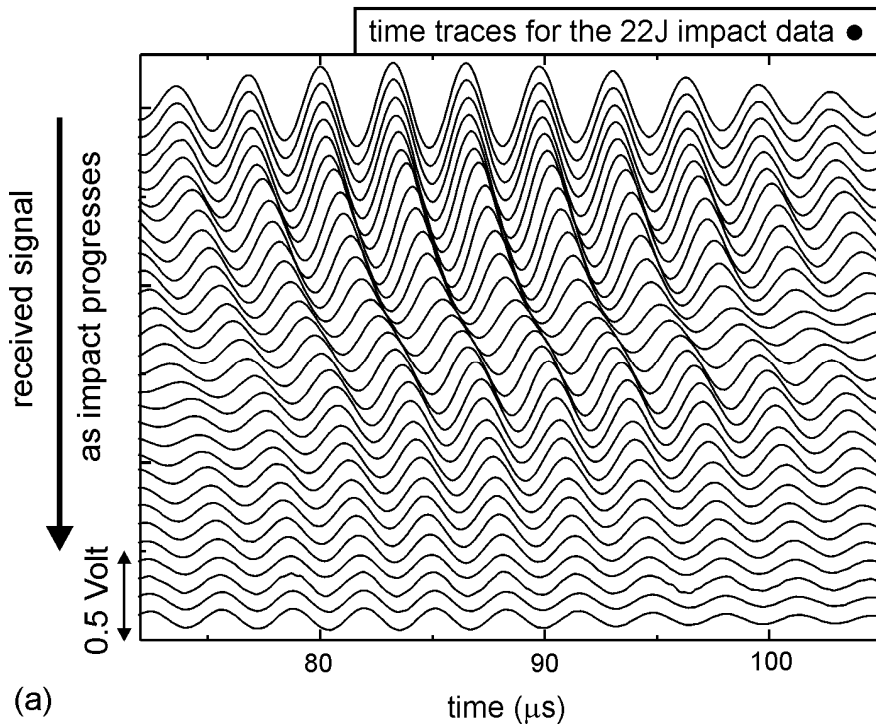
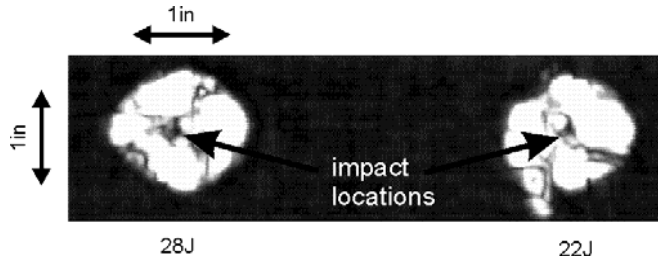
- precisely directed
- variable (via m or h)

$$Energy = mgh$$

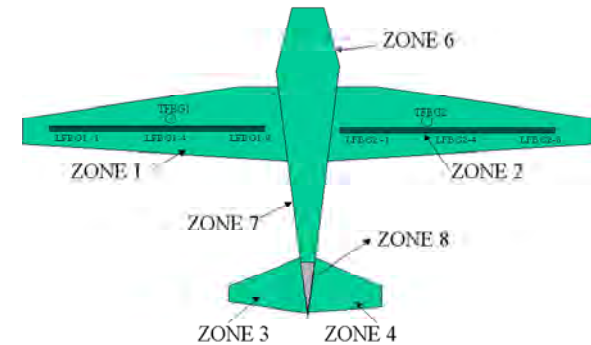
- ball radius: $1in$



Impact Delaminations



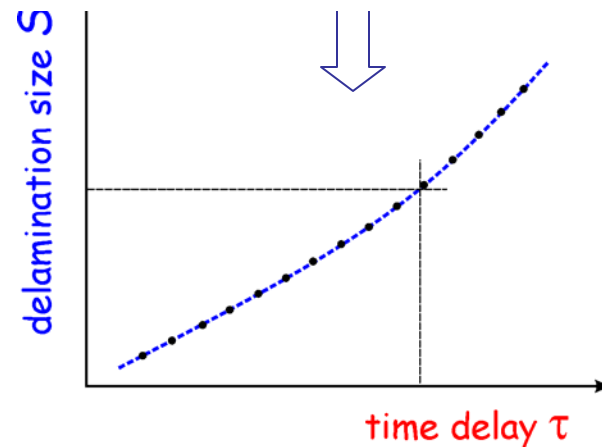
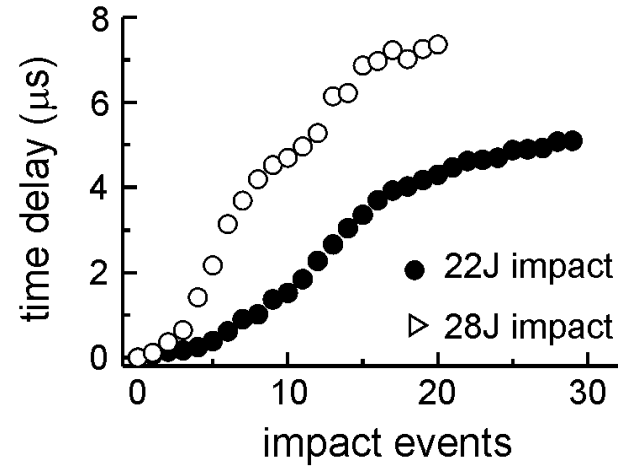
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- i) composite part suffers an impact and monitored with sensors;
- ii) velocity changes → **time-delay (τ)** ;
 convert τ into **damage level (S)**

$$S(\tau) = a + b\tau^m$$

coefficients **a, b**, and **m**
 are determined *empirically*
Note: $S(\tau) \rightarrow$ *impact-type specific*

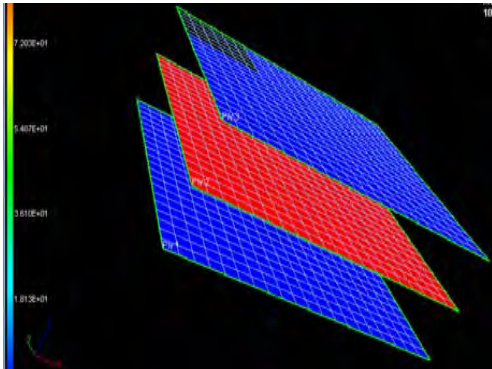


Evaluated Failure Analysis Software for Composites:

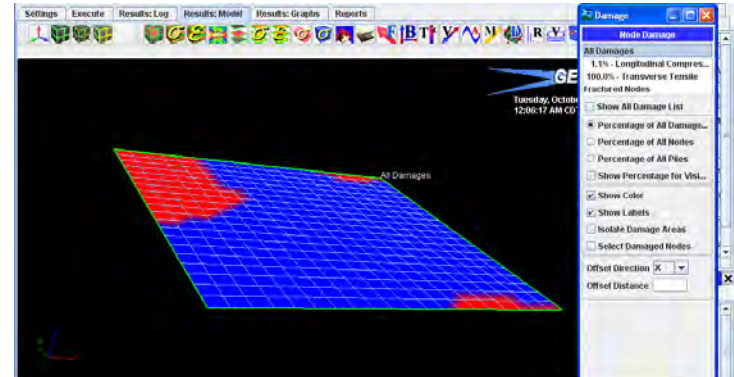
Alpha STAR's Generalized Optimization and Analysis (GENOA) software* is designed to evaluate the life, residual strength and damage/failure propagation in advanced materials and structures. GENOA performs progressive failure analysis (PFA) using finite element analysis (FEA) software (including commercial codes), full hierarchical modeling and materials engineering to determine:

- Material properties and property degradation
- Damage and fracture initiation/progression
- Failure mechanism contribution
- Effects of manufacturing anomalies, including in-service damage, and environment including moisture and temperature
- Component life and final failure load

* ascgenoa.com



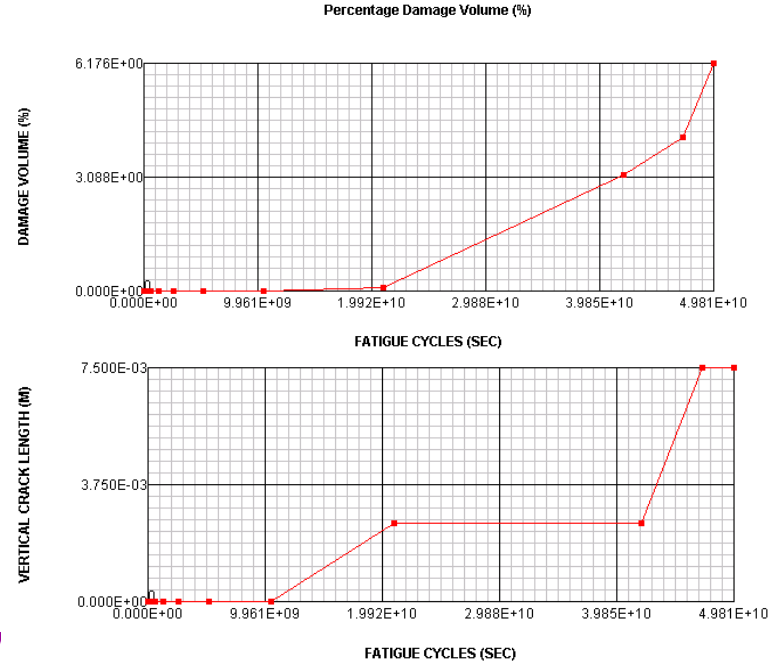
Fatigue analysis:
load amplitude =
1e3 N, R=0.1



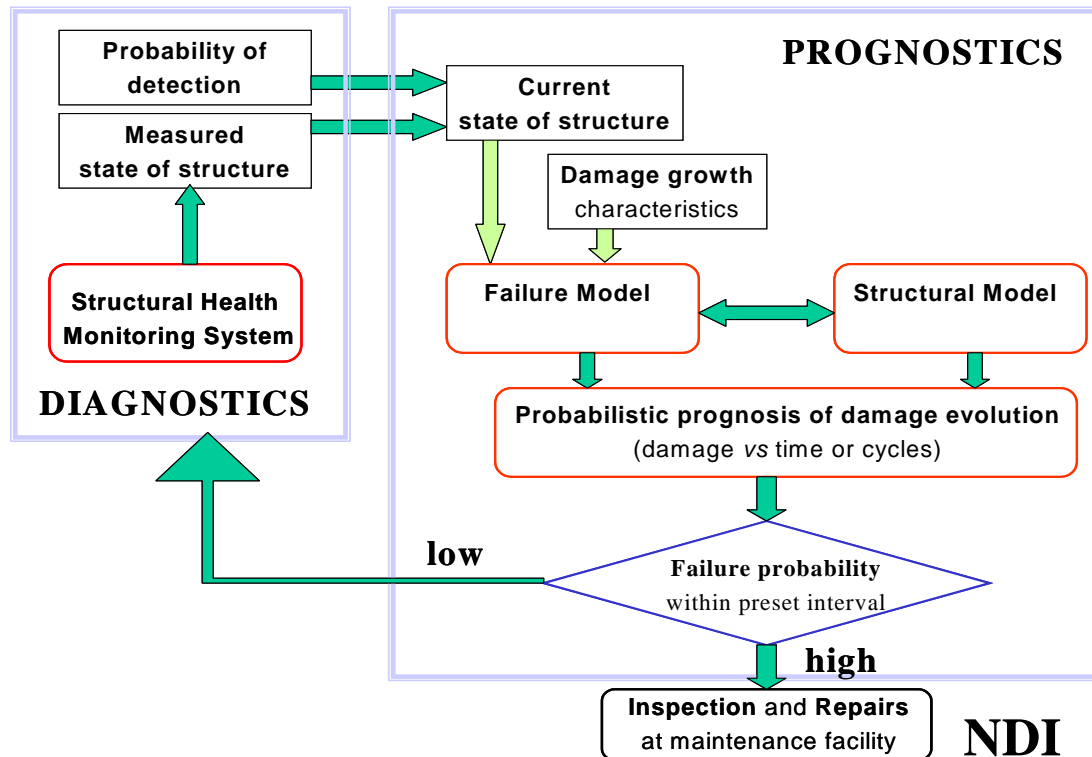
The composite laminate

Delamination is provided in ply 3. The top ply is 3. Ply 1 and 3 are oriented in 0 degrees and ply 2 is oriented at 90 degrees.

Iteration	Elements	Nodes	Force X	Force Y	Force Z	Moment X	Moment Y	Moment Z	Pressure	Cycle	Damage	Fractured	Status
17	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0	Equilibr.
18	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	1.311E+01	0	0	Equilibr.
19	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	2.621E+01	0	0	Equilibr.
20	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+01	0	0	Equilibr.
21	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	1.048E+02	0	0	Equilibr.
22	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	2.097E+02	2	0	Damage.
23	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	2.097E+02	3	0	Damage.
24	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	2.097E+02	3	0	Equilibr.
25	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.194E+02	38	0	Damage.
26	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.194E+02	43	0	Damage.
27	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.194E+02	47	0	Damage.
28	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.194E+02	47	0	Equilibr.
29	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.719E+02	56	0	Damage.
30	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.719E+02	61	0	Damage.
31	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.719E+02	61	0	Equilibr.
32	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.811E+02	75	0	Damage.
33	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.811E+02	84	0	Damage.
34	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.811E+02	88	0	Damage.
35	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	4.811E+02	88	0	Equilibr.
36	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+02	110	0	Damage.
37	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+02	127	0	Damage.
38	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+02	142	0	Damage.
39	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+02	159	0	Damage.
40	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+02	175	0	Damage.
41	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+02	194	0	Damage.
42	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+02	207	0	Damage.
43	400	441	2.100E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	0.000E+00	5.241E+02	218	0	Damage.



Integrate the SHM sensor data with the damage growth software to form closed-loop prognostics for life-time assessment.



A Look Forward

- Benefit to Aviation
 - Maintenance calls based on need
 - Cost saving
 - Reduced downtime
- Future needs
 - Efficient wireless sensor systems for autonomous data acquisition and data management
 - Damage growth laws
 - Integration of diagnostics and prognostics