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CENTER OF EXCELLENCE

Inspection and Teardown of Aged In-Service Bonded Repairs

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Inspection and Teardown of Aged In-Service Bonded Repairs

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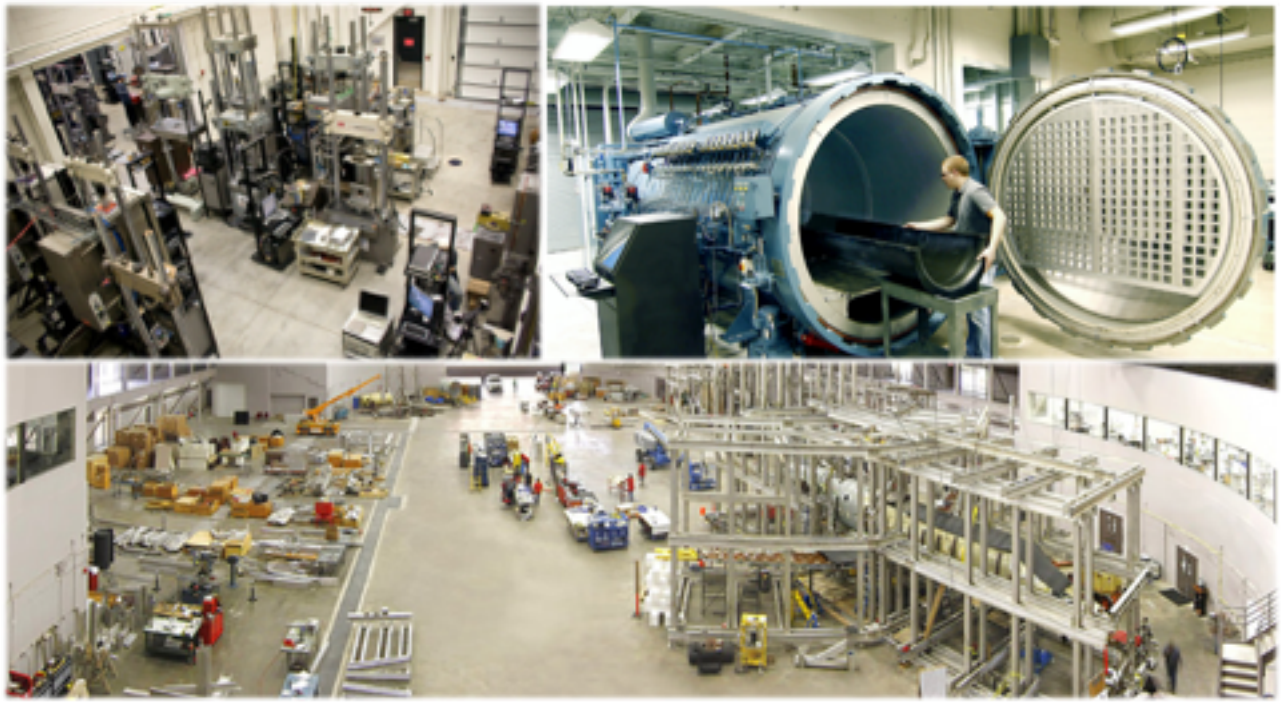

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Program Overview

- The increased use of bonded applications in critical structures raises concerns related to process sensitivity of the bondline, as an improperly accomplished in-service repair could become a safety threat due to a weak bond being susceptible for further degradation in an unpredictable manner when subjected to operational environments and ground-air-ground (GAG) thermo-mechanical loads.
  - Therefore, long-term durability under operational environments and GAG loading must be understood and the aging mechanism must be investigated to support maintenance practices and to establish criteria for structural retirement.
  - Detailed nondestructive inspections (NDI), teardown inspections, and laboratory testing of bonded repairs on aircraft components that have been retired from service provide vital information related to the aging mechanism and any undetected material degradation.
  - Several decommissioned structural members, both metal and composites, with multiple repairs will be subjected to detailed inspections and cyclic loading in order to determine the remaining life of those repairs.
- The main goal of this research program is to evaluate bondline integrity and durability of in-service repairs on composite structures in commercial aircraft in order to provide guidance into AC 65-33 (Development of Training/Qualification Programs for Composite Maintenance Technicians) and AC 43-214 (Repairs and Alterations to Composite and Bonded Aircraft Structure).

Technical Approach

- Phase 1: Acquisition of Aircraft Components with Documented Repairs
- Phase 2: Preliminary inspections at Sandia National Lab (SNL)
  - Upon completion of NDI, SNL will ship components to NIAR along with detailed NDI reports.
- Phase 3:
  - Teardown inspections
    - Assess the quality of the bonded repairs
  - Document findings related to repair integrity and viability on NDI methods
  - Detailed inspections, strain surveys, and material testing during cyclic testing of component/element testing are intended to provide insight into assessing current standard inspection methods to detect material degradation/wearout.
- Phase 4: Documentation of findings
  - Research team will engage in CACRC and CMH-17 activities related to guidance materials and training/qualification programs for composite maintenance technicians and certification approaches.

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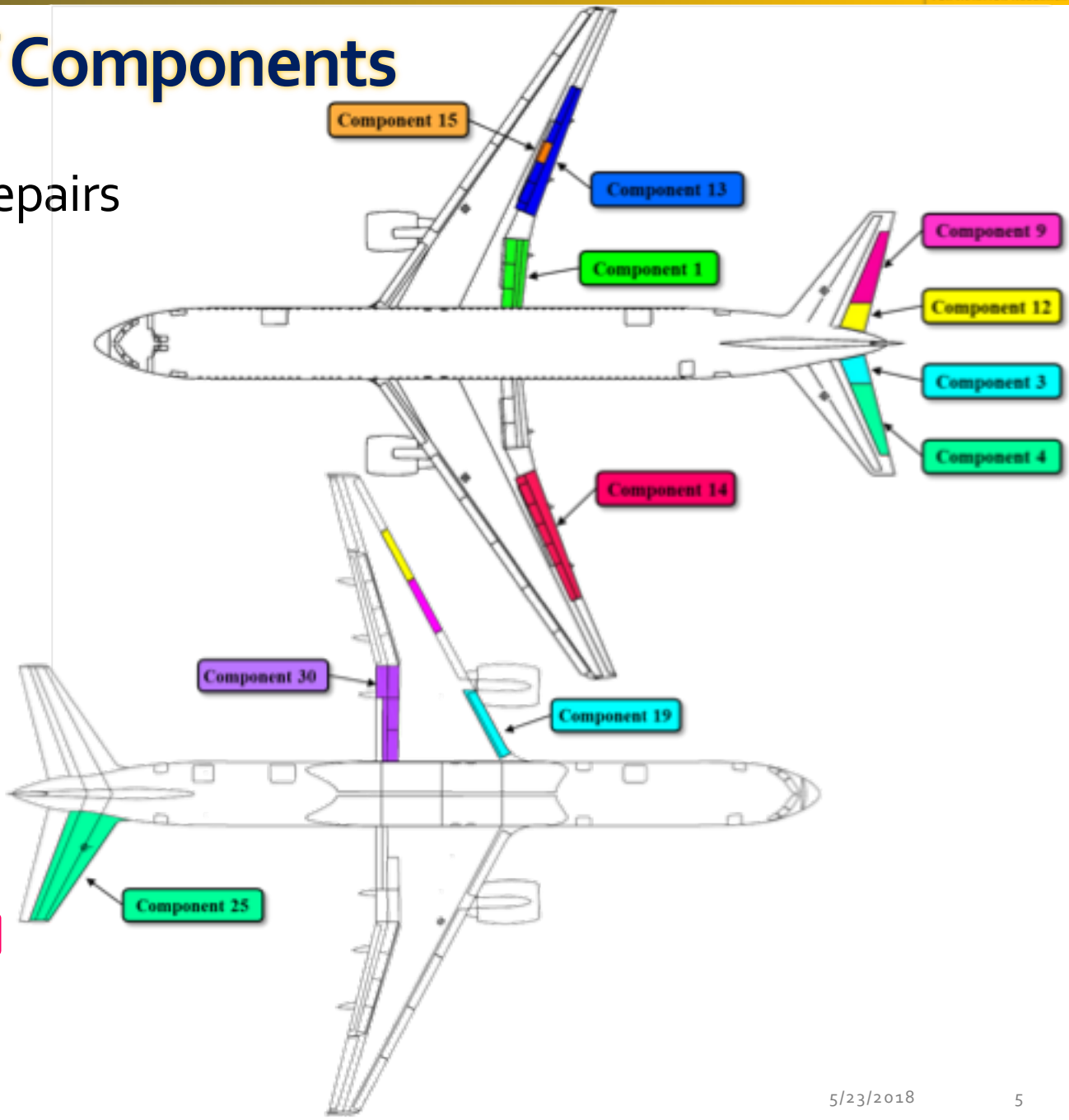
Overview of Components

- Aircraft Components with Documented Repairs
  - Structural Repair Manuals (SRMs)
  - Engineering Repair Authorizations (ERAs)

Component Number	Repaired Component	Date of Repair	Stored Date	Flight Hours	Metallic Repairs	Composite Repairs
1	Flap, Right I/B	5/26/1995	10/1/2009	13448	7	-
3	Elevator, Left I/B	4/30/1995	10/1/2009	13324	-	5
4	Elevator, Left O/B	4/30/1995	10/1/2009	13324	-	13
5	Spoiler, NR 7	4/30/1995	10/1/2009	13324	-	1
6	Spoiler, NR 9	4/30/1995	10/1/2009	13324	-	1
7	Spoiler, NR 10	4/30/1995	10/1/2009	13324	TBD	TBD
9	Elevator, Right O/B	4/30/1995	10/1/2009	13324	-	12
12	Elevator, Right I/B	4/30/1995	10/1/2009	13324	-	11
13	Flap, Right O/B	4/30/1995	10/1/2009	13324	3	-
14	Flap, Left O/B	4/30/1995	10/1/2009	13324	6	2
15	Spoiler, NR 11	4/30/1995	10/1/2009	13324	TBD	TBD
19	Slat, NR 6	5/4/2011	5/1/2013	85359	TBD	TBD
25	Horizontal Stabilizer	1/16/2011	7/1/2012	75316	TBD	TBD
30	Flap, Right I/B	-	-	-	3	-
Total					19	45



Component Shipments to NIAR

- Shipment 1: February 2017
  - *Components 1, 13, 14, and 30*
- Shipment 2: July 2017
  - *Components 3, 4, 9, and 12*

NIAR

Component Number	Repaired Component	Date of Repair	Stored Date	Flight Hours	Metallic Repairs	Composite Repairs
1	Flap, Right I/B	5/26/1995	10/1/2009	13448	7	-
3	Elevator, Left I/B	4/30/1995	10/1/2009	13324	-	5
4	Elevator, Left O/B	4/30/1995	10/1/2009	13324	-	13
5	Spoiler, NR 7	4/30/1995	10/1/2009	13324	-	1
6	Spoiler, NR 9	4/30/1995	10/1/2009	13324	-	1
7	Spoiler, NR 10	4/30/1995	10/1/2009	13324	TBD	TBD
9	Elevator, Right O/B	4/30/1995	10/1/2009	13324	-	12
12	Elevator, Right I/B	4/30/1995	10/1/2009	13324	-	11
13	Flap, Right O/B	4/30/1995	10/1/2009	13324	3	-
14	Flap, Left O/B	4/30/1995	10/1/2009	13324	6	2
15	Spoiler, NR 11	4/30/1995	10/1/2009	13324	TBD	TBD
19	Slat, NR 6	5/4/2011	5/1/2013	85359	TBD	TBD
25	Horizontal Stabilizer	1/16/2011	7/1/2012	75316	TBD	TBD
30	Flap, Right I/B	-	-	-	3	-
Total					19	45

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SNL Shipment to NIAR

- Along with shipped components, SNL provided:
  - Identification code for each component and individual repairs
  - Size and location of each repair
  - Detailed NDI reports for each repair (visual, MAUS, IR Thermography)

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Repair 14A NDI Results

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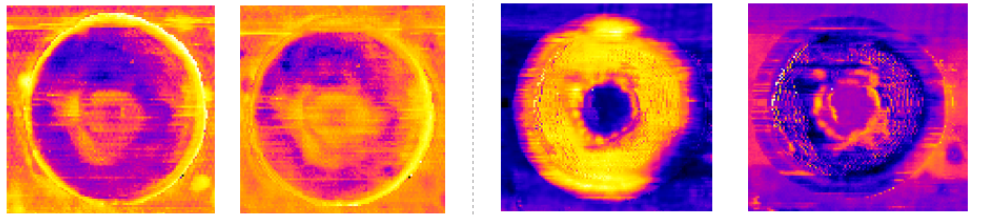
MAUS V - MIA

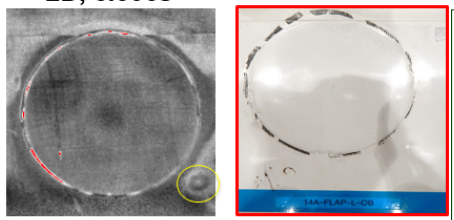
MAUS V - RESONANCE



X-PLOT | Y-PLOT | X-PLOT (Amp) | Y-PLOT (Phase)

INFRARED 2D, 6.506s | PICTURE

High Amp — Low Amp



Notes/Observations:
- The repair intersected a line of tape on the surface of the component.
- Core replacement and repair appear to be in good condition.
- One indication observed in the parent material (circled).

FAA William J. Hughes Technical Center

14

Component 14: Flap, Left O/B NDI Results

Stephen Neidigk, Ray Ely, and David Guba

2-21-17

FAA William J. Hughes Technical Center

U.S. DEPARTMENT OF ENERGY | NNSA

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Left-Hand Outboard Flap, Tail #: _____, Component #14

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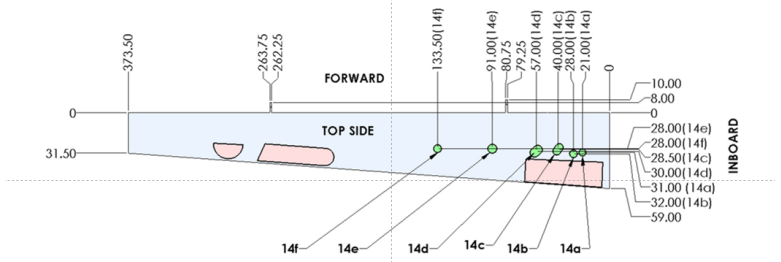

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Inspection Methods

- Inspection Outline
  - Structural Level (SNL)
    - Visual
    - Mechanical Impedance Analysis
    - Resonance C-scan
    - Thermography
  - Structural Level (NIAR Receiving Inspection)
    - Visual
    - Mechanical Impedance Analysis
    - Resonance C-scan
    - Thermography
  - Panel Level (NIAR)
    - Through Transmission Ultrasonic (TTU)
  - Specimen/Element Level
    - Photomicrographs (cut repair)
    - Computed Tomography (CT) on select repairs

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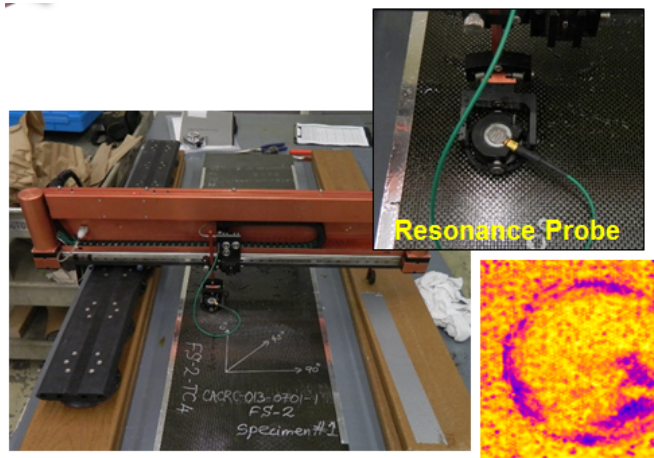
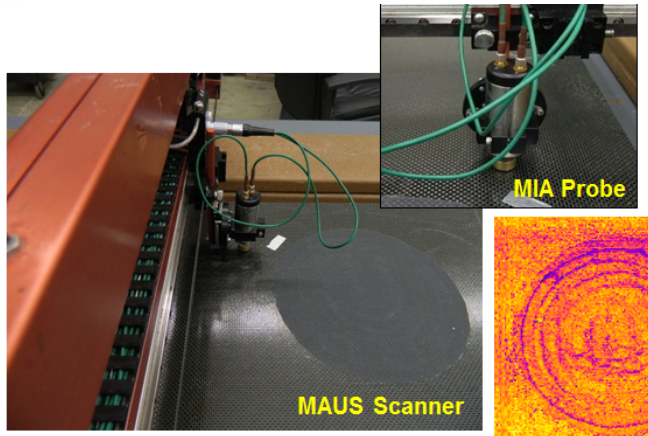
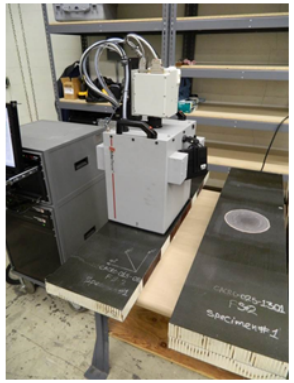
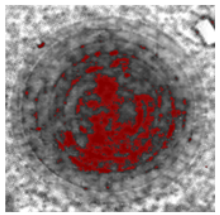
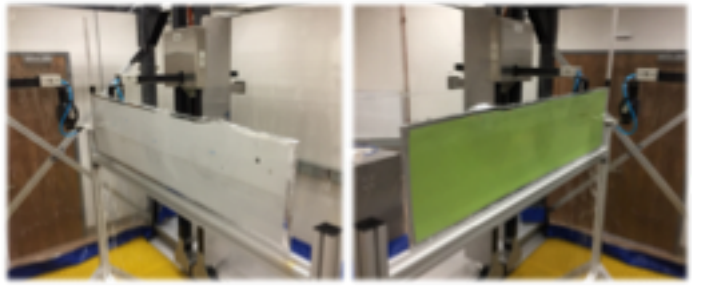


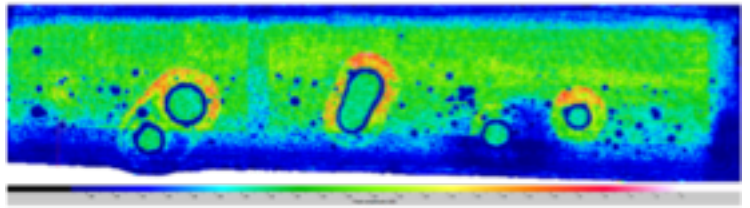
MAUS Scanner – Res.

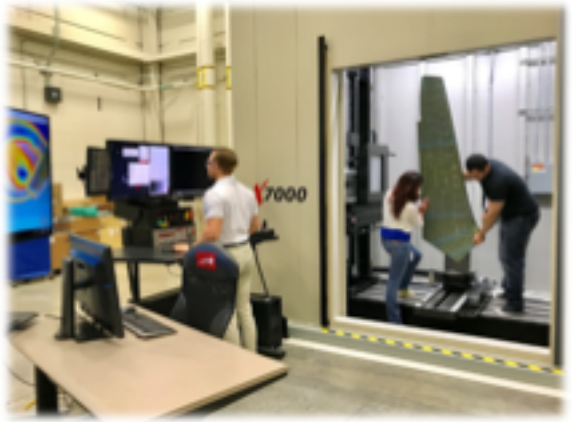












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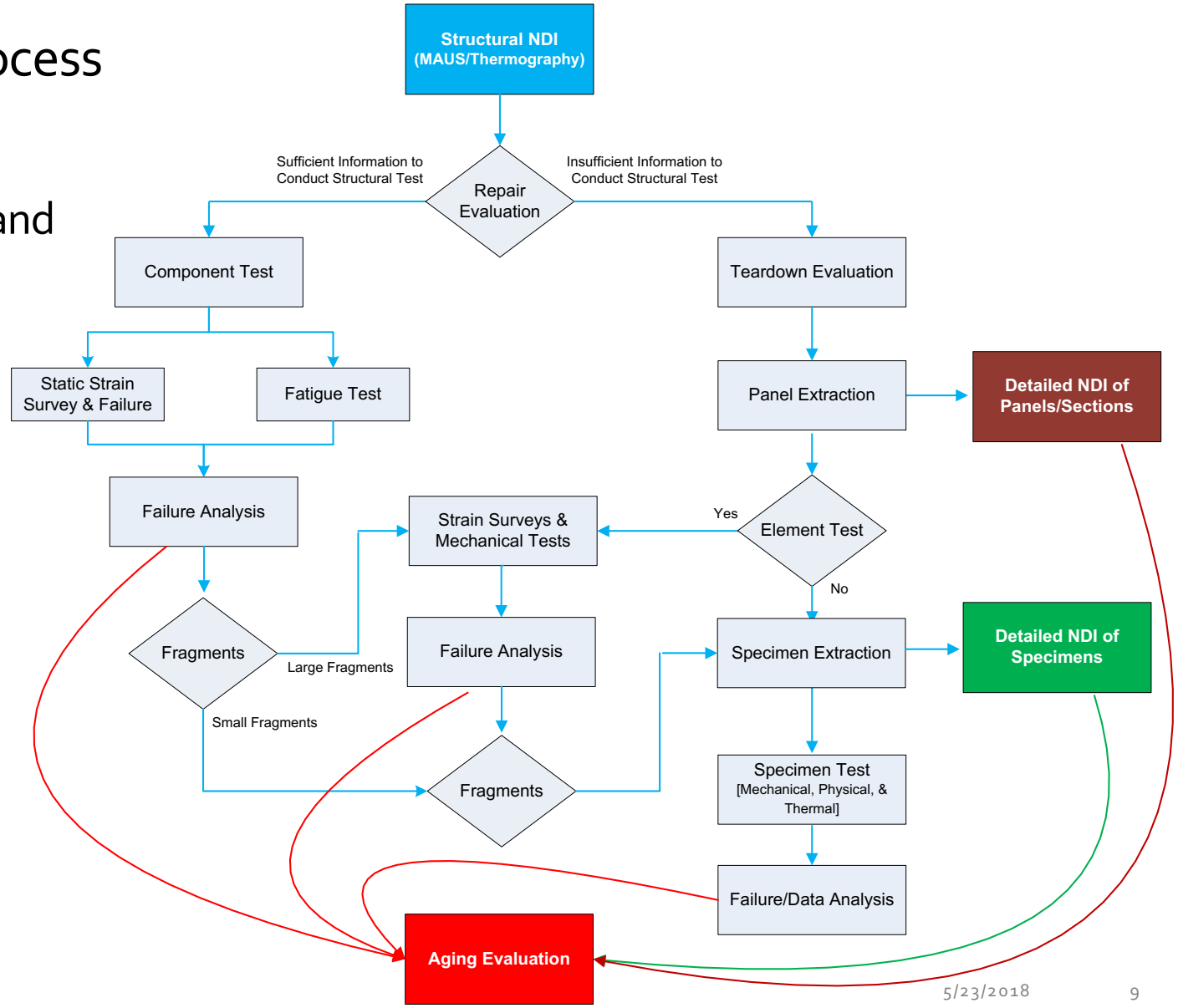
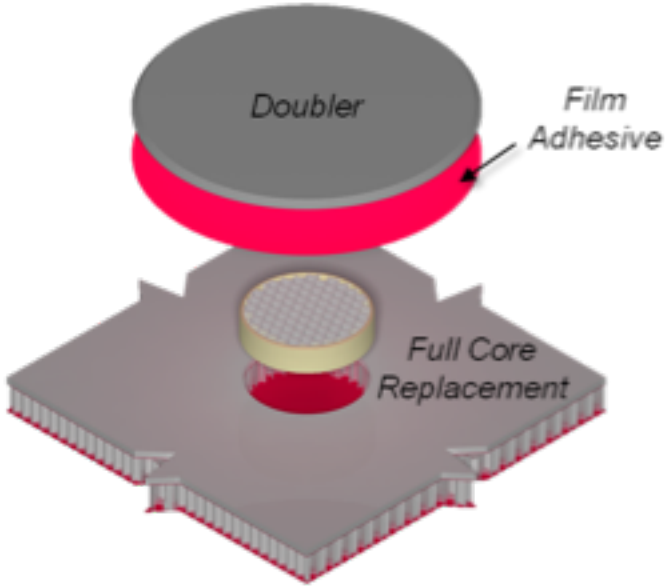
Teardown Procedure

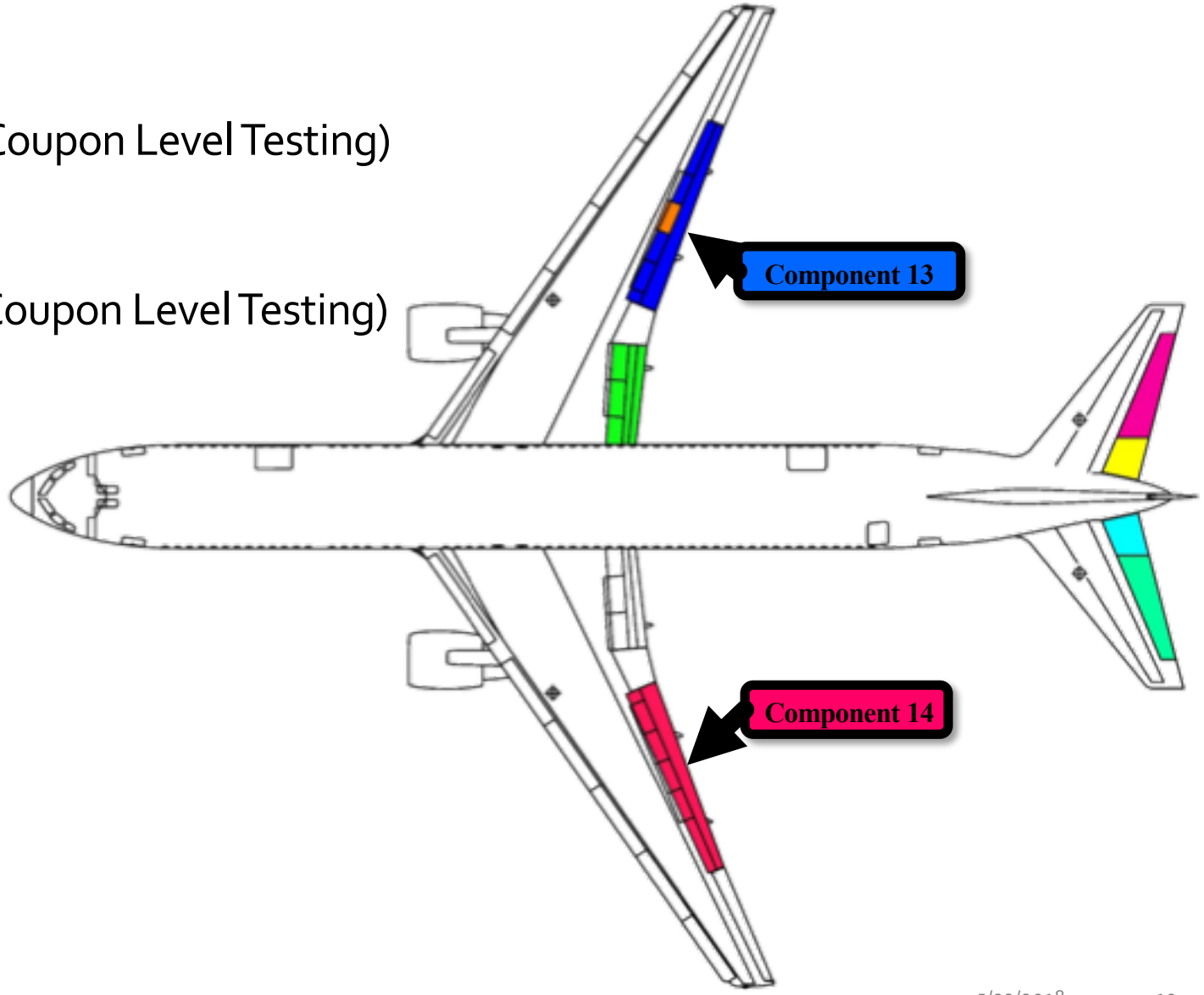
- Decision tree for selecting testing process
  - Level of documentation
  - Quantity of repairs with alike materials and geometry
  - Location of repair
  - Parent structure (underlying features)
  - Resources available to research team



Teardown of Metallic Repairs – Component 13 & 14

- Component 14 Left O/B TE Flap
  - 6 Metallic Bonded Repairs (Specimen/Coupon Level Testing)
- Component 13: Right O/B TE Flap
  - 3 Metallic Bonded Repairs (Specimen/Coupon Level Testing)





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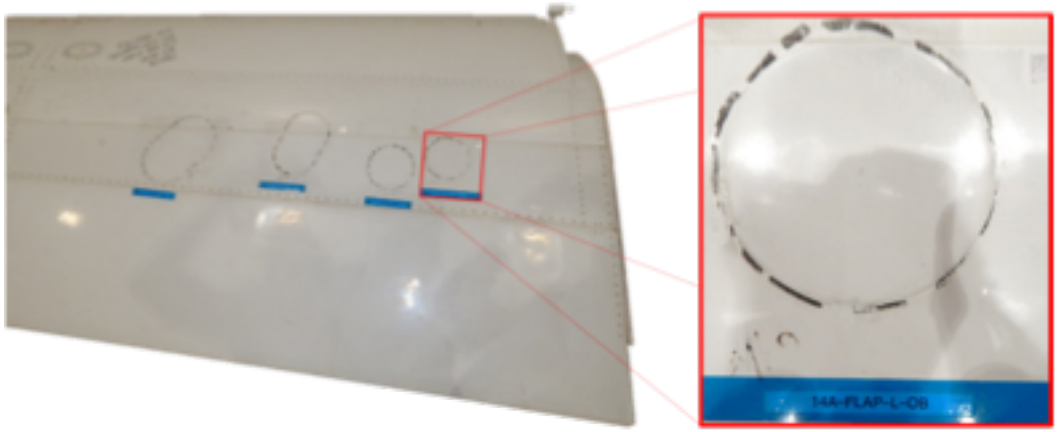
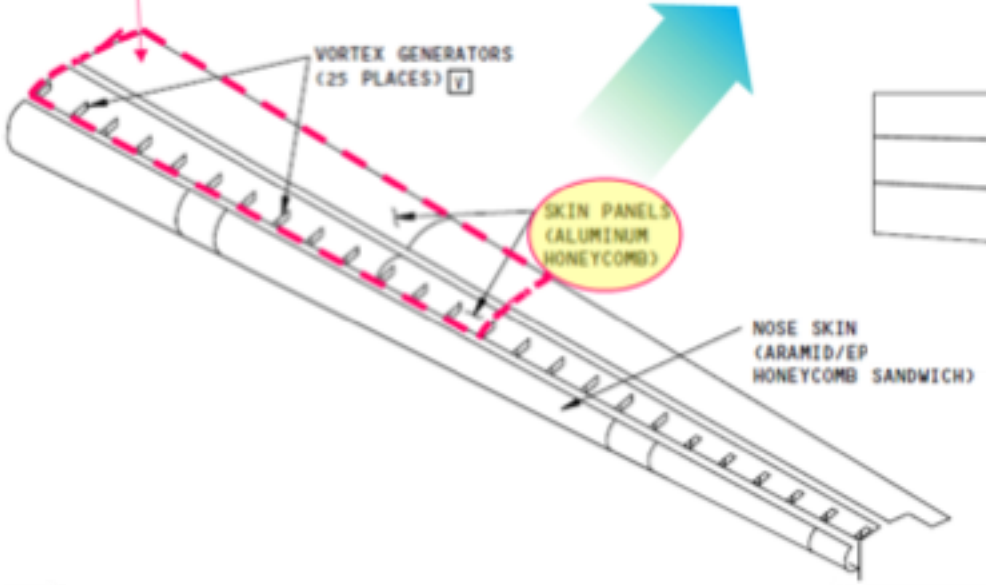
Component 14 – O/B Flap (LH)

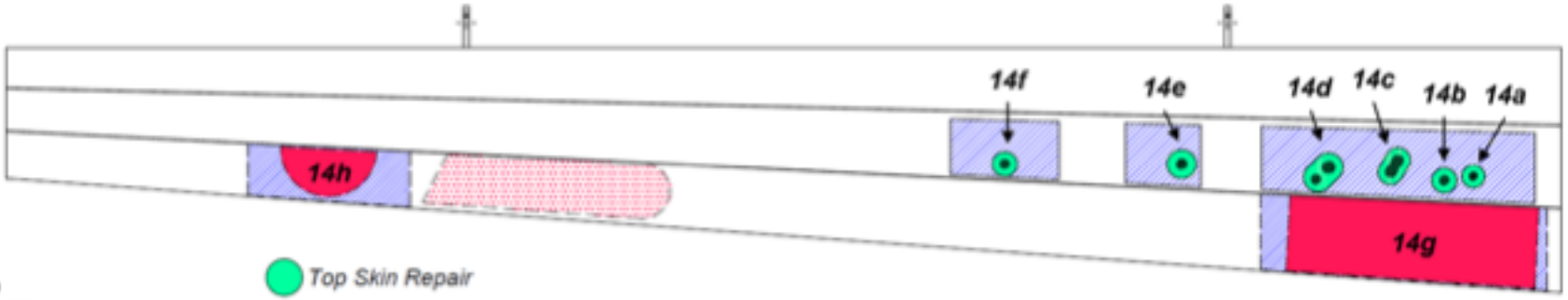
- Parent Material Identification from SRM

Repair	Location	Size [in.]	Host Skin Material	Host Core Material	Skin to Core Adhesive
14a	Top Skin	≈ ⌀5.50	7075-T6 Aluminum	Aluminum Honeycomb	-
14b	Top Skin	≈ ⌀6.00	7075-T6 Aluminum	Aluminum Honeycomb	-
14c	Top Skin	≈ 9.50 x 6.00	7075-T6 Aluminum	Aluminum Honeycomb	-
14d	Top Skin	≈ 10.50 x 7.00	7075-T6 Aluminum	Aluminum Honeycomb	-
14e	Top Skin	≈ ⌀7.00	7075-T6 Aluminum	Aluminum Honeycomb	-
14f	Top Skin	≈ ⌀6.00	7075-T6 Aluminum	Aluminum Honeycomb	-



Repair Host Material Region

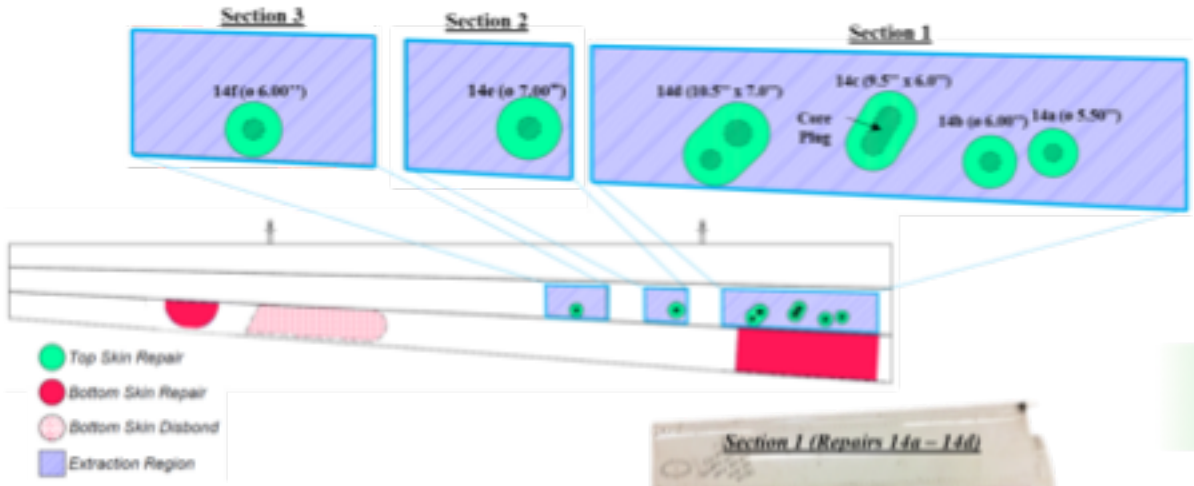


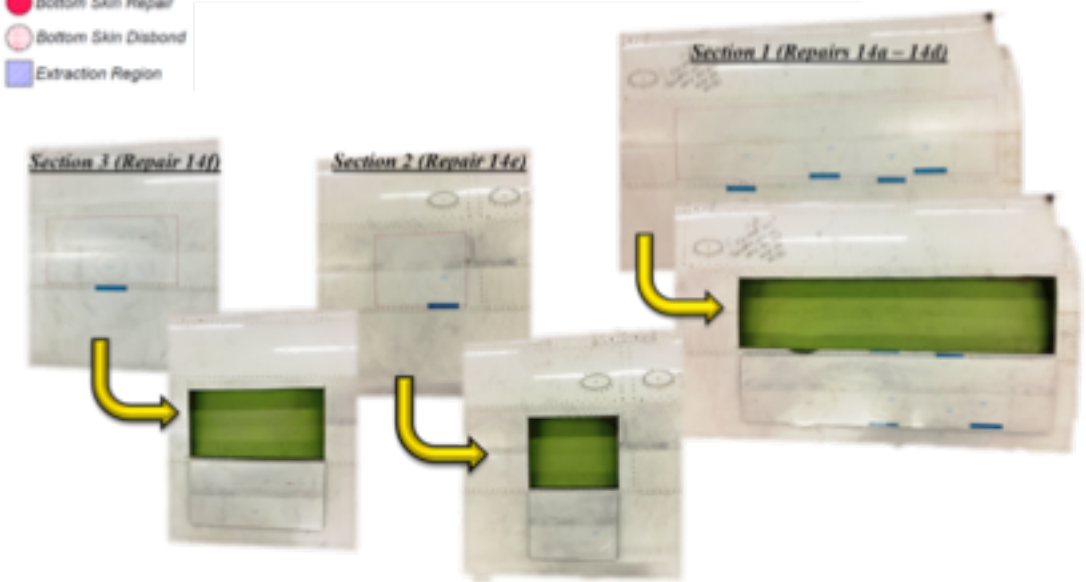


Top Skin Repair
Bottom Skin Repair
Bottom Skin Disbond
Extraction Region

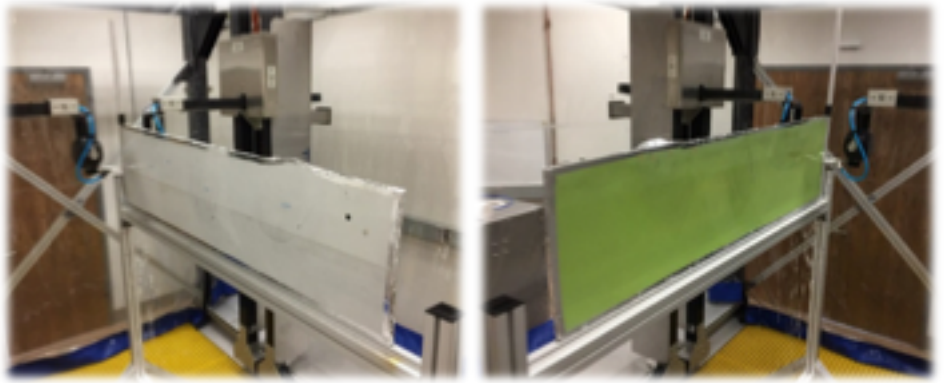
C14 - Panel Extractions & Inspections

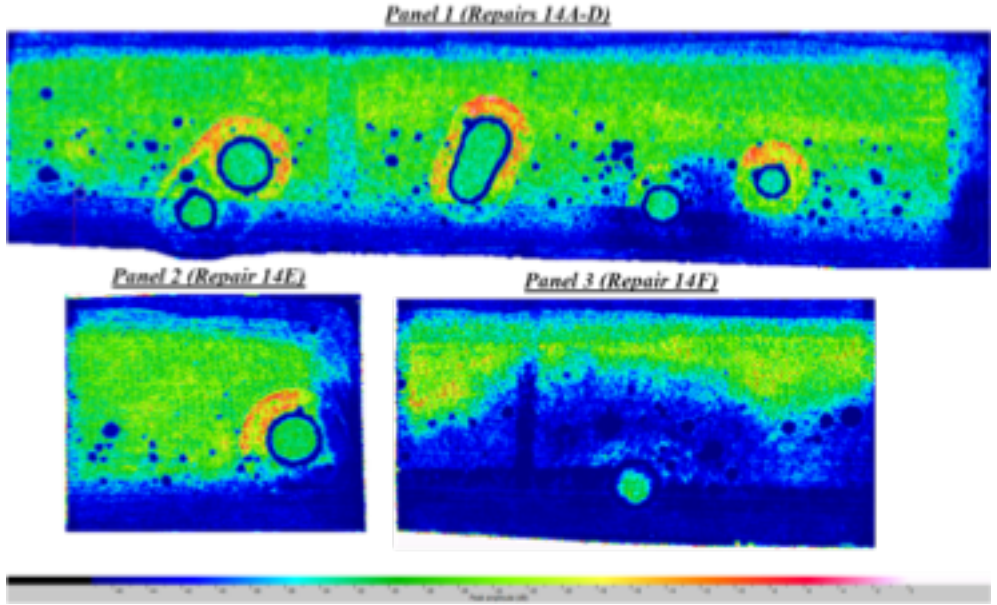
Panel Extractions





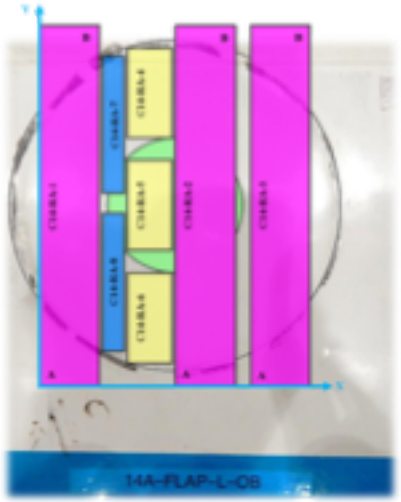
Panel Level TTU C-scans

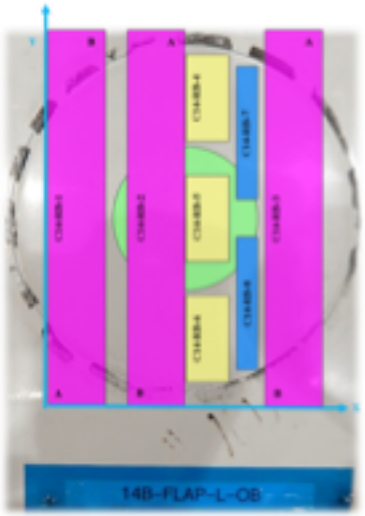


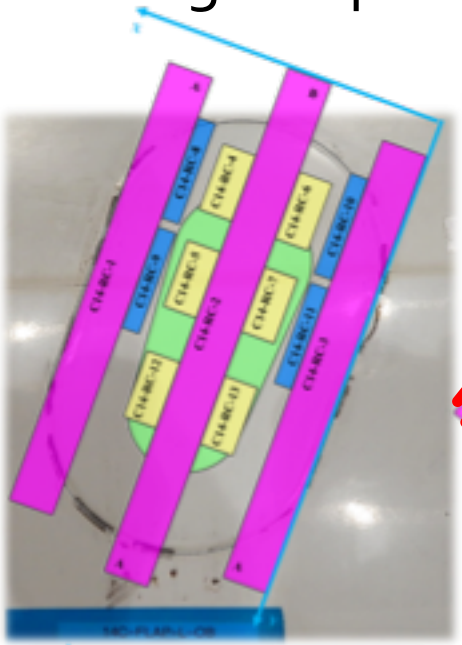


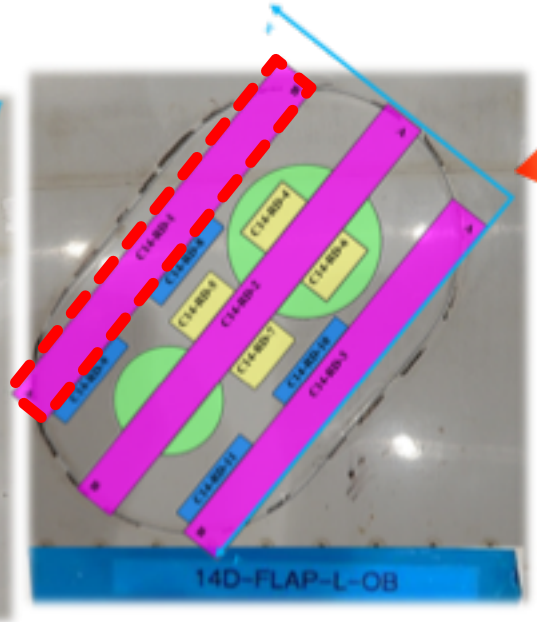
C14 – Repair Specimen Layout

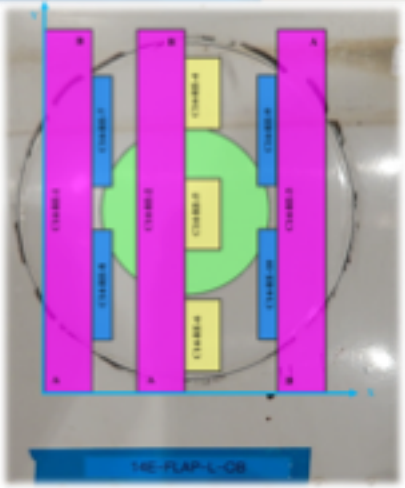
- Detailed extraction plan following NDI prior to cutting
  - Test Methods
  - Specimen Layout

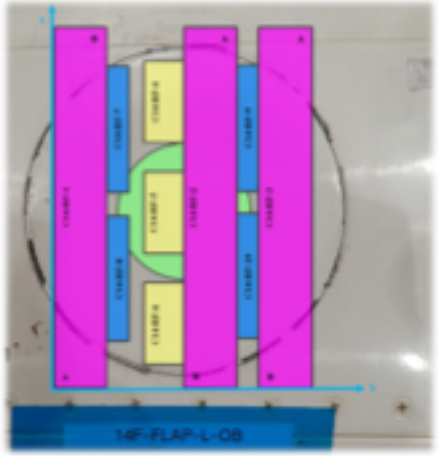












ASTM D1876/D3165

ASTM D5229/D3418

ASTM E1640

Core Plug

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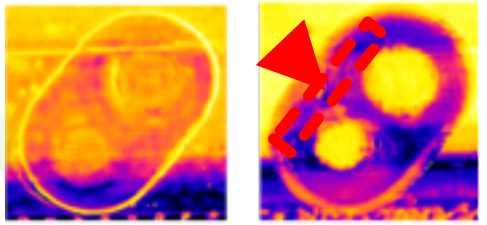
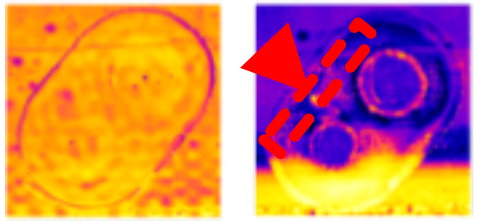
MAUS V - MIA



X-PLOT Y-PLOT

MAUS V - RESONANCE

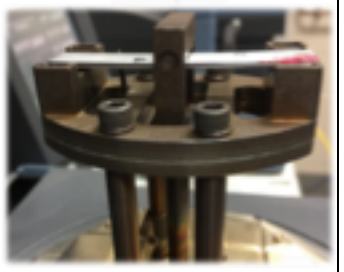


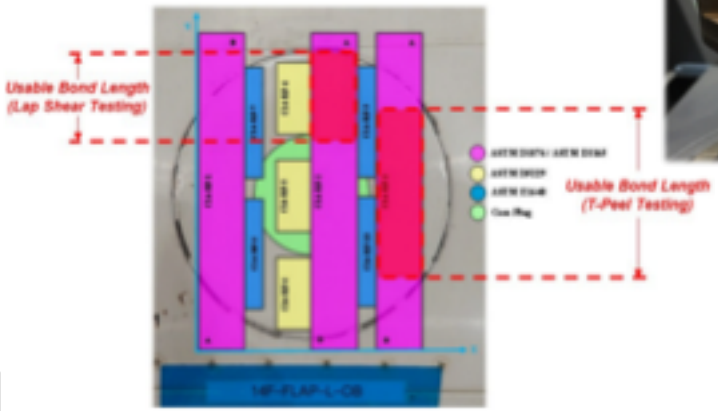
X-PLOT (Amp) Y-PLOT (Phase)

Strategic placement of specimens considering all NDI data

C14 – Combined Evaluation Matrix

- Test Methods
  - Mechanical Testing
    - T-Peel Testing (ASTM D1876)
    - Lap-Shear Testing (ASTM D3165)
    - Flatwise Tensile Strength (ASTM C297)
    - Climbing Drum Peel (ASTM D1781)
  - Thermal Testing
    - Dynamic Mechanical Analysis (ASTM E1640)
    - Differential Scanning Calorimetry (ASTM D3418)
  - Chemical Testing
    - FTIR-ATR (ASTM E1252)
    - Energy Dispersive X-ray Spectroscopy (EDS)

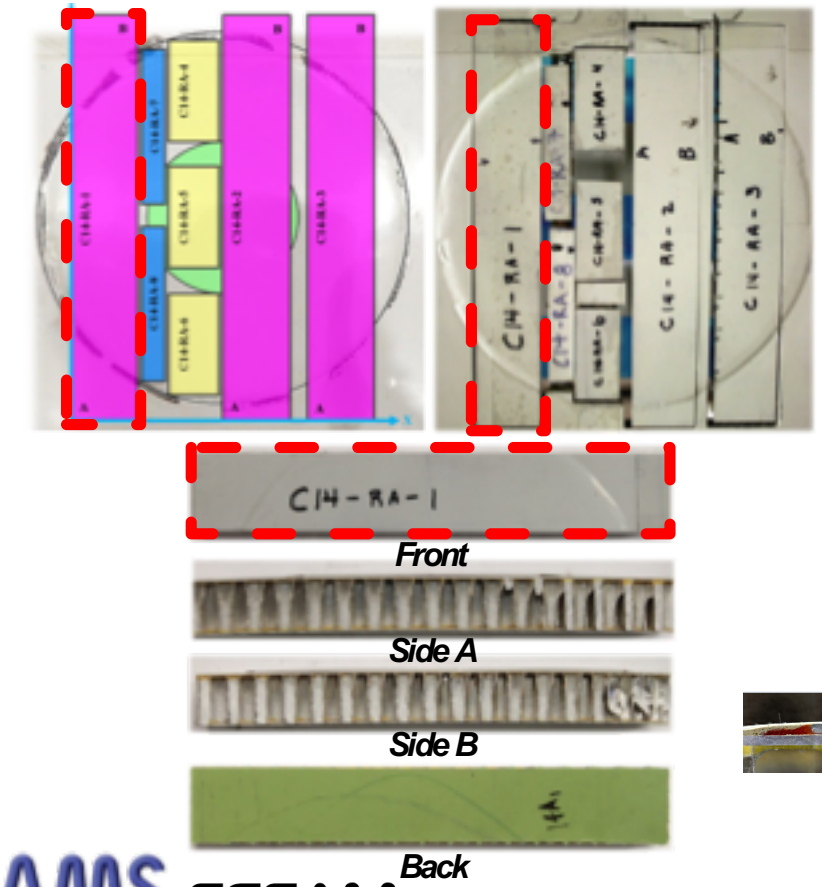


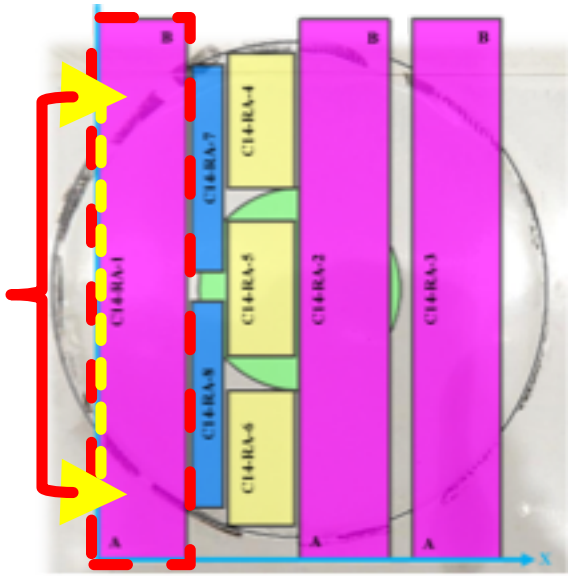


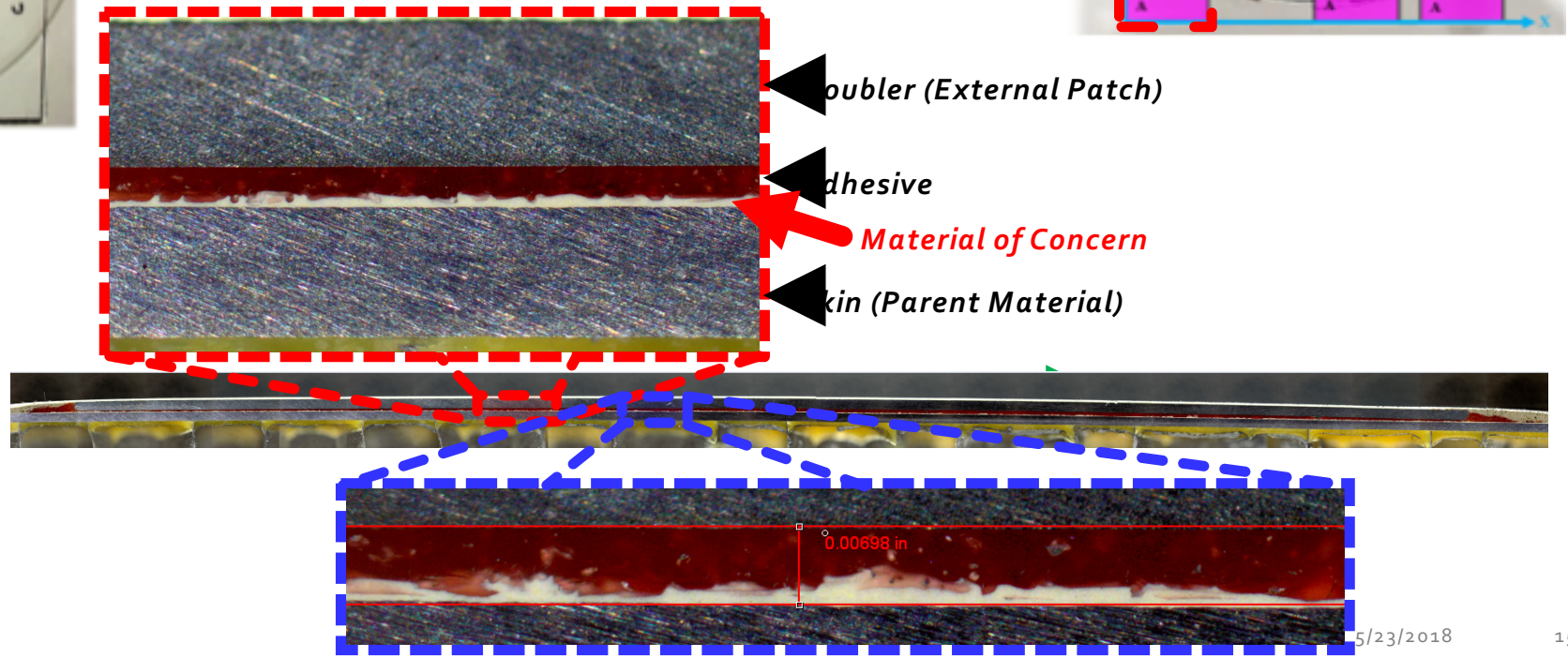
Material Definition	Specimen Configuration	Target Result to Achieve	Moisture Configuration	Test Method	Quantity
Extracted Repair Material	-	Peel Strength of Repair Adhesive	As Extracted	ASTM D1876	12
		Apparent Shear Strength of Repair Adhesive		ASTM D3165	10
		Moisture Content of Repair Adhesive		ASTM D5229	6
		T_g of Repair Adhesive	Wet	ASTM E1640	6
			As Extracted		20
			Dry		6
		Repair Adhesive Composition	As Extracted	EDS	6
				ASTM E1252	6
		Repair Adhesive Degree of Cure	As Extracted	ASTM D3418	6
Parent Material	-	Climbing Drum Peel Strength of Exterior Side Top Skin	As Extracted	ASTM D1781	9
		Climbing Drum Peel Strength of Interior Side Top Skin			9
		Climbing Drum Peel Strength of Exterior Side Lower Skin			9
		Climbing Drum Peel Strength of Interior Side Lower Skin			9
		Flatwise Tensile Strength Top Skin		ASTM C297	6
		Flatwise Tensile Strength Lower Skin			6
Baseline Material (Lab Prepared per SRM)	Configuration 1 (AF163-2OST Adhesive)	Peel Strength of Repair Adhesive	As Extracted	ASTM D1876	4
		Apparent Shear Strength of Repair Adhesive	As Extracted	ASTM D3165	3
		T_g of Repair Adhesive	Wet	ASTM E1640	3
			As Extracted		6
			Dry		3
		Repair Adhesive Composition	As Extracted	ASTM E1252	1
		Repair Adhesive Degree of Cure	As Extracted	ASTM D3418	1
	Configuration 2 (AF163-2OST Adhesive with PF on Tacky Side)	Peel Strength of Repair Adhesive	As Extracted	ASTM D1876	4
		Apparent Shear Strength of Repair Adhesive	As Extracted	ASTM D3165	3
		T_g of Repair Adhesive	Wet	ASTM E1640	3
			As Extracted		6
			Dry		3
		Repair Adhesive Composition	As Extracted	ASTM E1252	1
		Repair Adhesive Degree of Cure	As Extracted	ASTM D3418	1
	Configuration 3 (AF163-2OST Adhesive with PF on Mat Surface (Incorrect))	Peel Strength of Repair Adhesive	As Extracted	ASTM D1876	4
		Apparent Shear Strength of Repair Adhesive	As Extracted	ASTM D3165	3
		T_g of Repair Adhesive	Wet	ASTM E1640	3
			As Extracted		6
			Dry		3
		Repair Adhesive Composition	As Extracted	ASTM E1252	1
		Repair Adhesive Degree of Cure	As Extracted	ASTM D3418	1

C14 – Repair Specimen Extractions

- Specimen Extraction Documentation
  - Each extraction was documented with pictures prior to photomicrographs



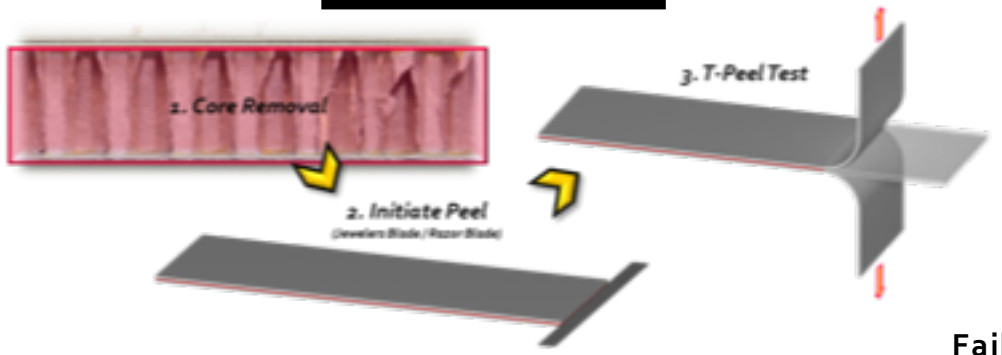




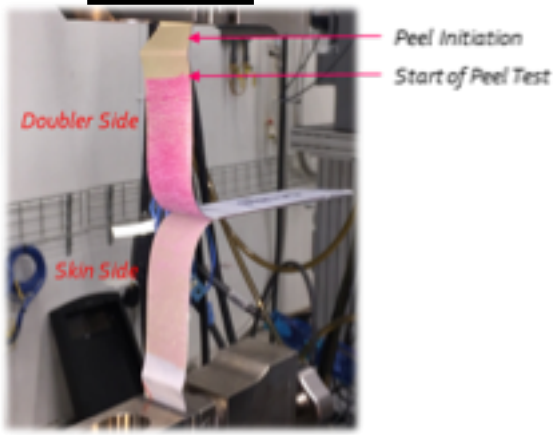
Repair Mechanical Testing – T-Peel

- T-Peel (ASTM D1876)
  - Repair Peel Strength: ≈64% of BL panels
  - Repair failure along interfacial anomaly
  - BL specimens: Cohesive failures

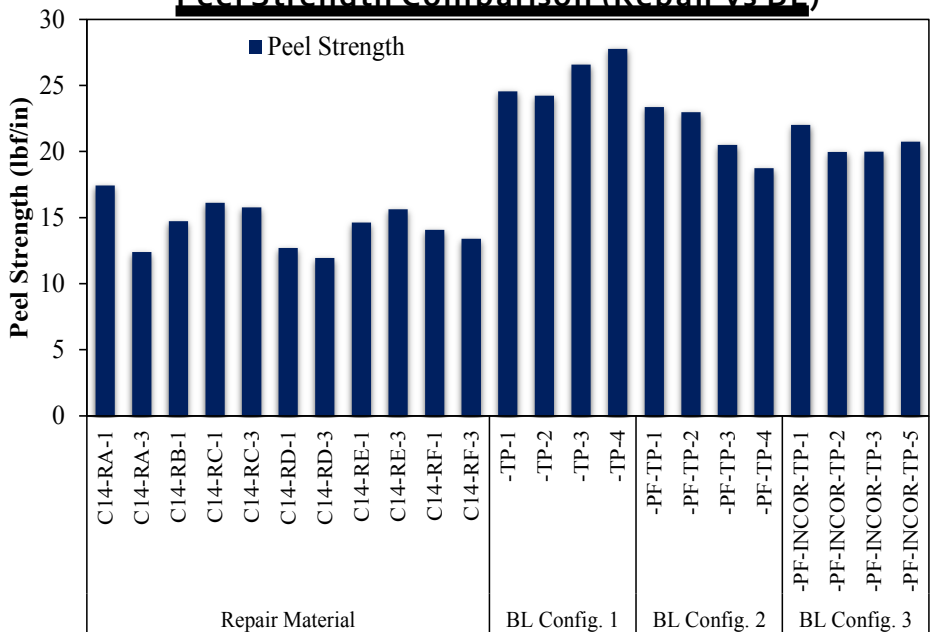
Specimen Preparation



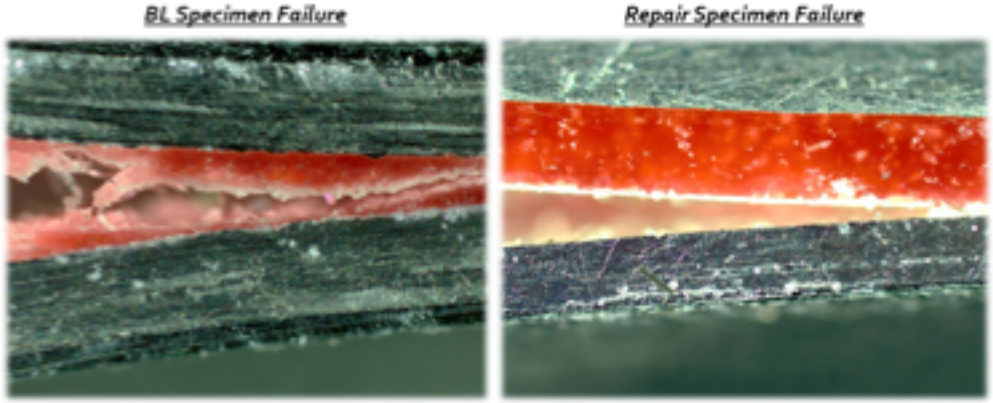
Test Setup



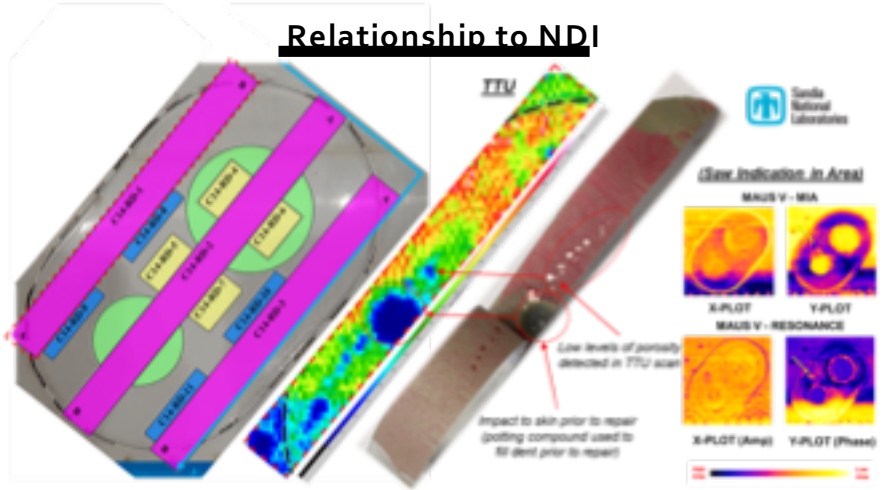
Peel Strength Comparison (Repair vs BL)



Failure Analysis



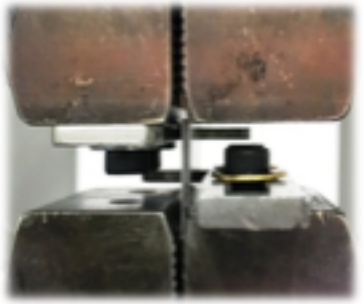
Relationship to NDI



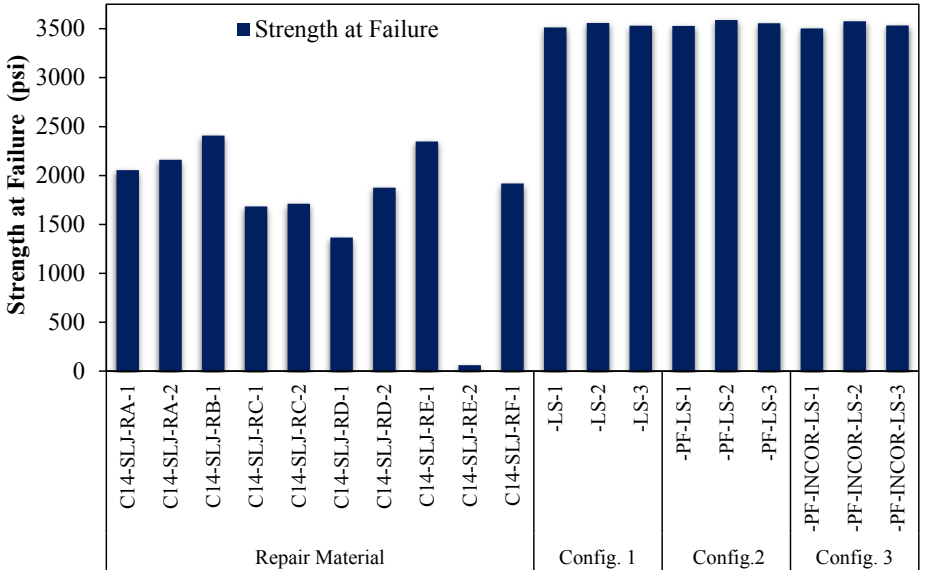
Repair Mechanical Testing – Lap-Shear

- Lap-Shear Testing (ASTM D3165)
  - Repair Shear Strength at failure: ≈50% of BL panels
  - BL specimen failure controlled by adherened tensile strength
  - Repair specimens: Adhesive failure (primer)

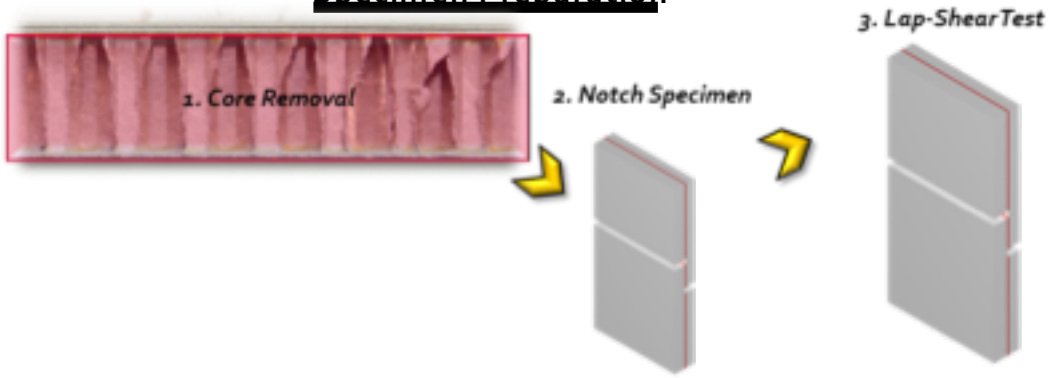
Test Setup



Shear Strength Comparison (Repair vs. BL)

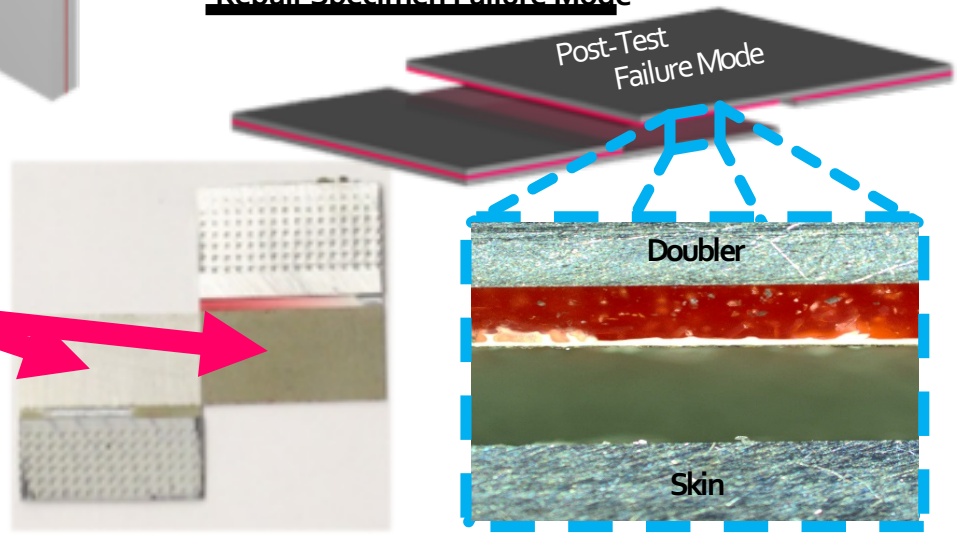


Specimen Preparation

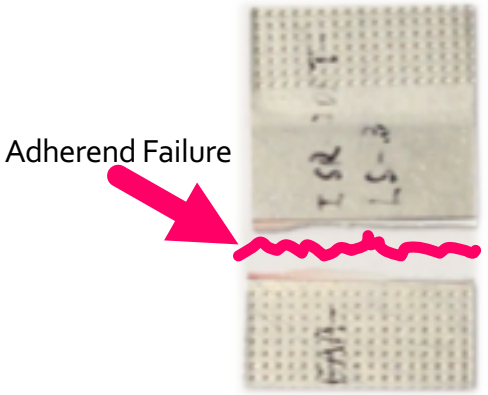


Failure Analysis

Repair Specimen Failure Mode



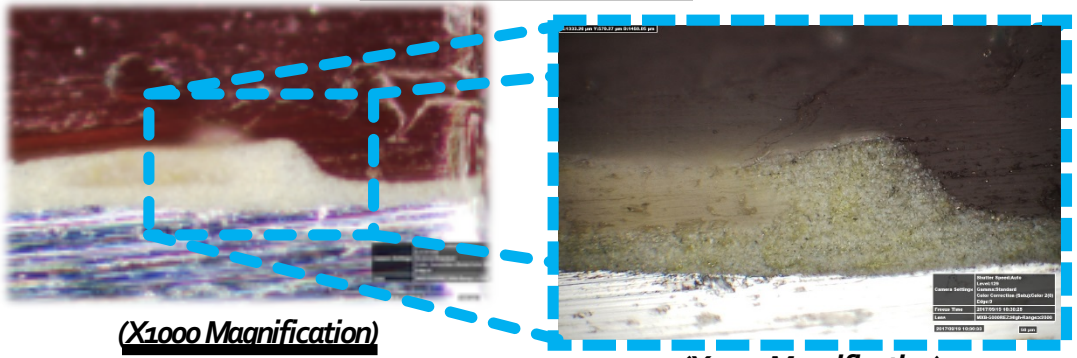
BL Specimen Failure Mode



Interfacial Anomaly

- Component 13/14
  - Noticed in 8 out of 9 repairs
    - Repair on lower surface of C13 (likely different damage event – repaired separately)
  - Controlled performance of bond
  - EDS on surface of failed T-peel specimen
    - Chrome present
  - Layer terminates outside of repair region (≈0.5-inches outside repair doubler)
    - Induced from surface preparation for repair

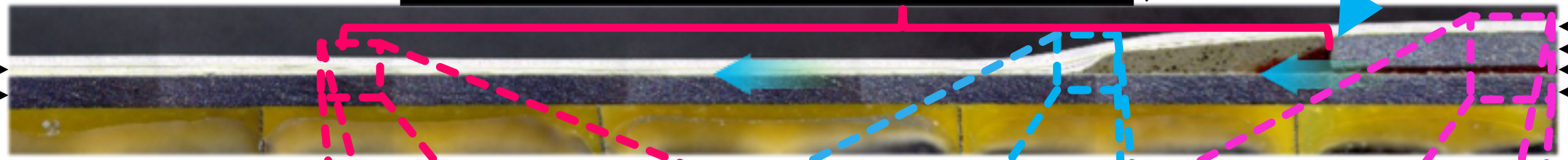
Higher Magnification

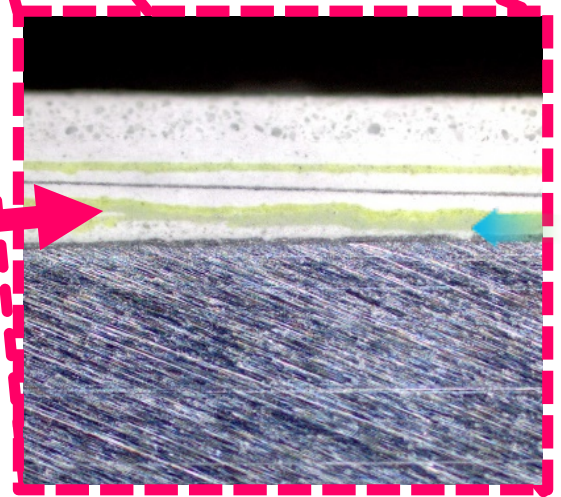


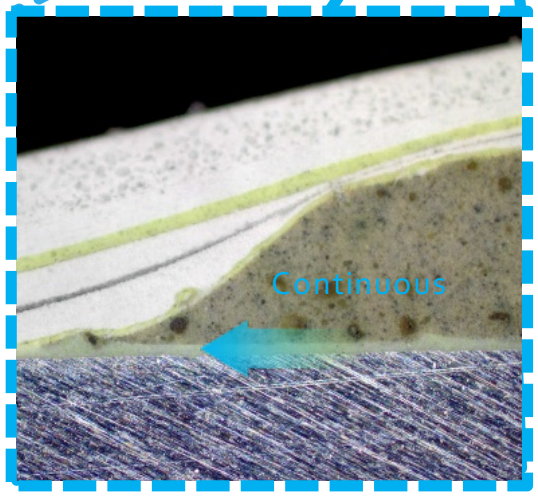
(X1000 Magnification)

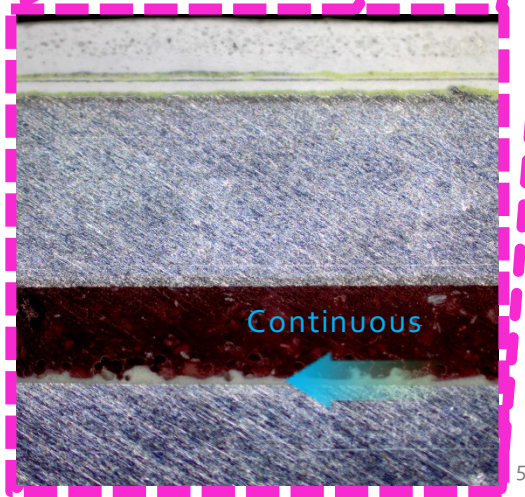
(X2000 Magnification)

Edge of Repair Cross-Section (Length of Layer Outside of Repair)



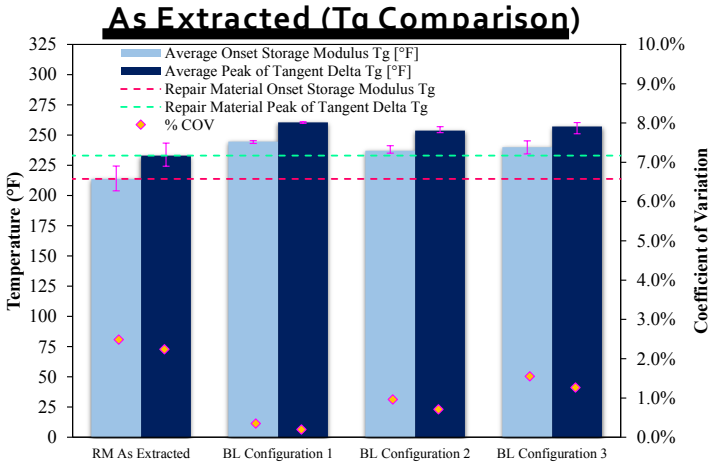


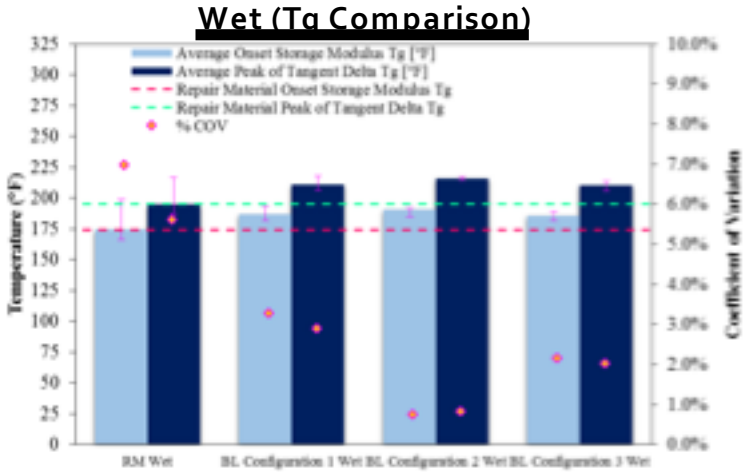


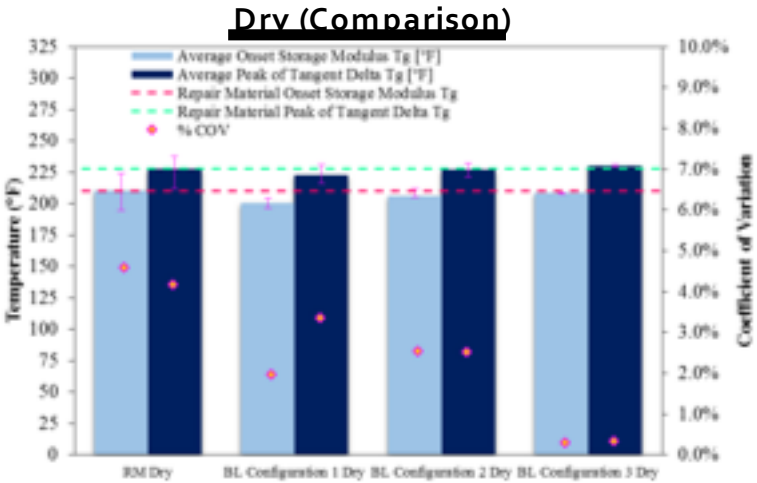


Thermal Analysis

- Dynamic Mechanical Analysis
  - As extracted
  - Conditioned: Dry
  - Conditioned: Wet
- Differential Scanning Calorimetry
  - Degree of Cure (%DOC)







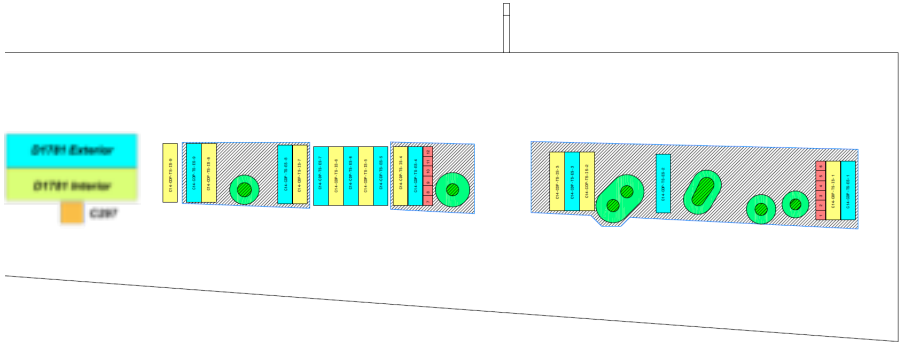
Configuration	Specimen	Exotherm Onset [°C]	Exotherm Peak [°C]	Heat of Reaction of Exotherm [J/g]	Degree of Cure [%]
Uncured	AF 163-2OST	125.850	152.20	175.5	-
BL Material 1	-2OST-DSC	198.370	228.29	9.536	94.57
BL Material 2	-2OST-PF-DSC	184.960	226.130	14.3	91.85
BL Material 3	-2OST-PF-INCOR-DSC	191.220	219.260	7.17	95.91
Repair A	C14-RA-5	-	-	-	≈100
Repair B	C14-RB-5	-	-	-	≈100
Repair C	C14-RC-6	-	-	-	≈100
Repair D	C14-RD-4	-	-	-	≈100
Repair E	C14-RE-5	-	-	-	≈100
Repair F	C14-RF-5	-	-	-	≈100

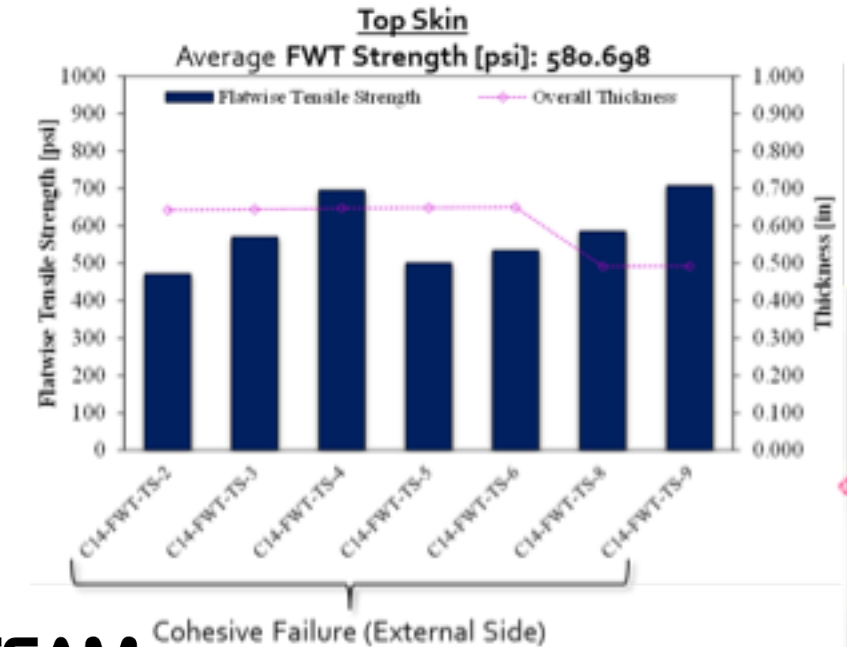
Metallic Repair Summary – C13 & C14

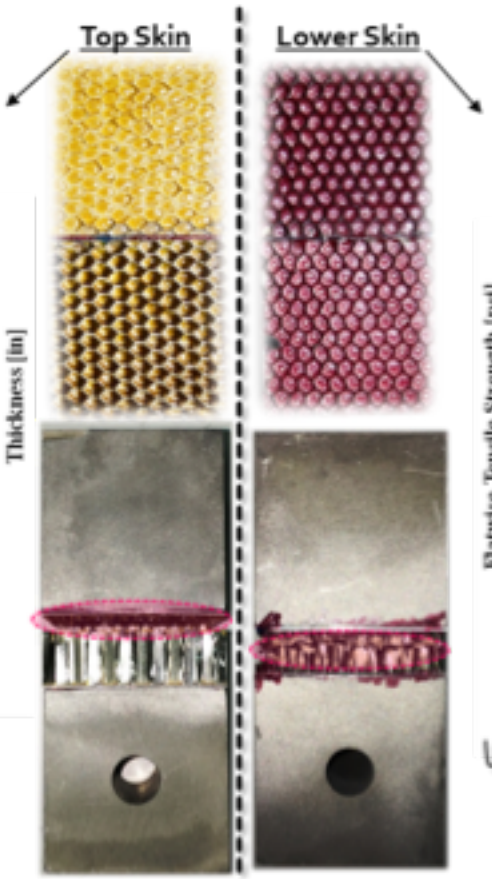
- **Component 14**
  - Interfacial anomaly between the film adhesive and parent structure when an external patch was bonded over metallic honeycomb core repairs
    - Continuous across all 6 bonded repairs
  - Mechanical Testing: Post mechanical test failure analysis showed fracture across interfacial anomaly in all specimens
    - Repair Peel Strength: ≈64% of BL panels
    - Lap Shear Strength: ≈50% of BL panels (BL panel strength controlled by adherend failure)
  - Thermal analysis
    - T_g of the repair material to be within 11% of the BL panels in all moisture configurations
    - Average repair adhesive DOC ≈100%
- **Component 13**
  - Interfacial anomaly found in 2 out of 3 repairs
    - T_g higher for repair with no interfacial anomaly
  - Thermal analysis
    - T_g of the repair material to be within 8% of the BL panels in as extracted moisture configuration
    - Average repair adhesive DOC ≈97%

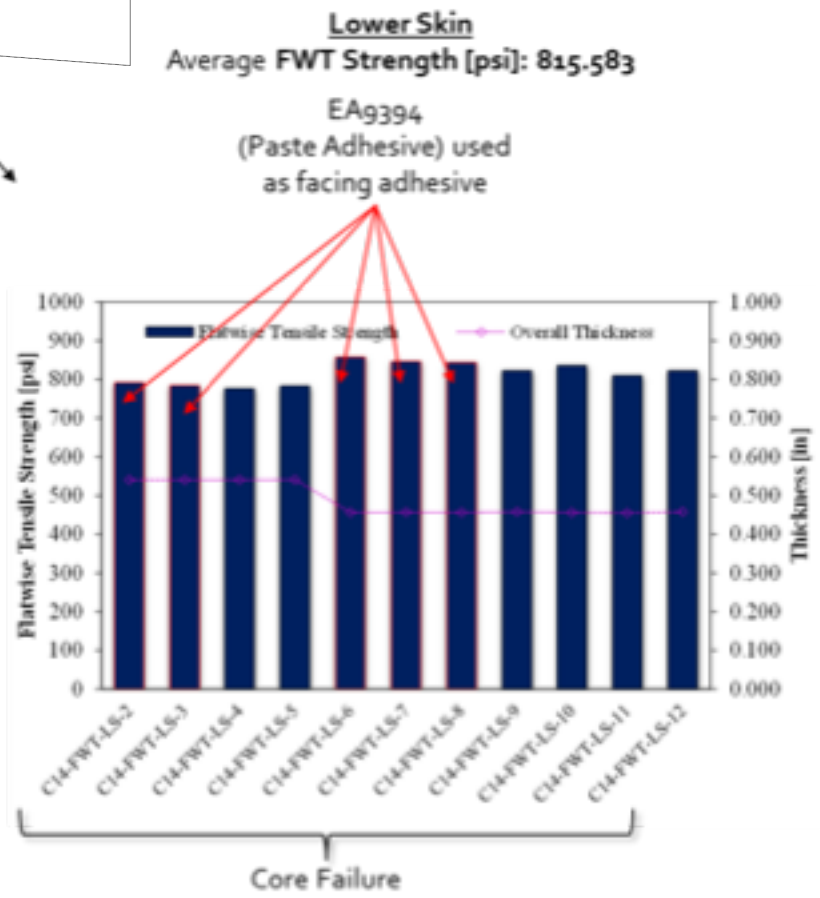
C14 Parent Material Mechanical Testing – FWT

- Flat-wise Tensile Strength (C297)
  - Top and Bottom Skin Evaluated
  - Nuisance Variables
    - Adherend Thickness
    - Core Thickness
    - Curvature of Specimen



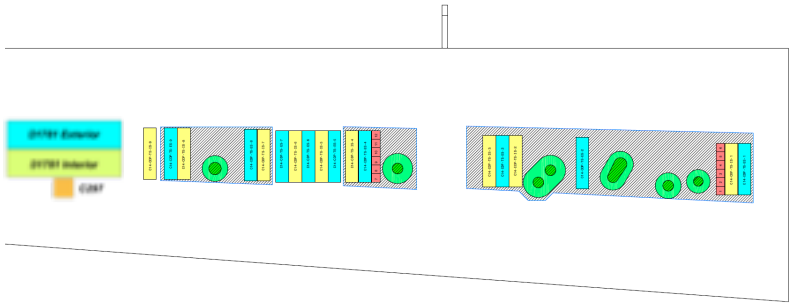






C14 Parent Material Mechanical Testing – CDP

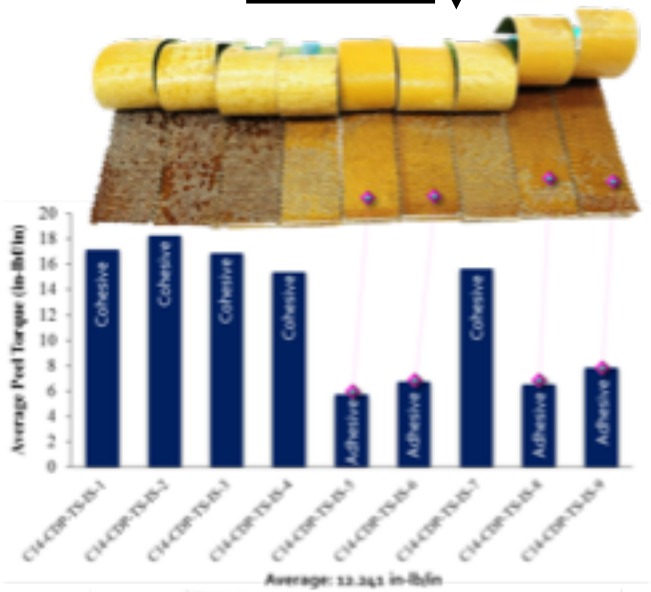
- Climbing Drum Peel (ASTM D1781)
  - Configurations:
    - Exterior Side Top Skin
    - Exterior Side Lower Skin
    - Interior Side Top Skin
    - Interior Side Lower Skin
  - Nuisance Factors
    - Thickness of Core
    - Thickness of adherends
    - Curvature of specimen
  - Variation in thickness of adherends accounted for using substituted material to offset torque required to bend the adherend.
    - Average peel load of calibration specimen used to determine peel load of test specimens (approximate)

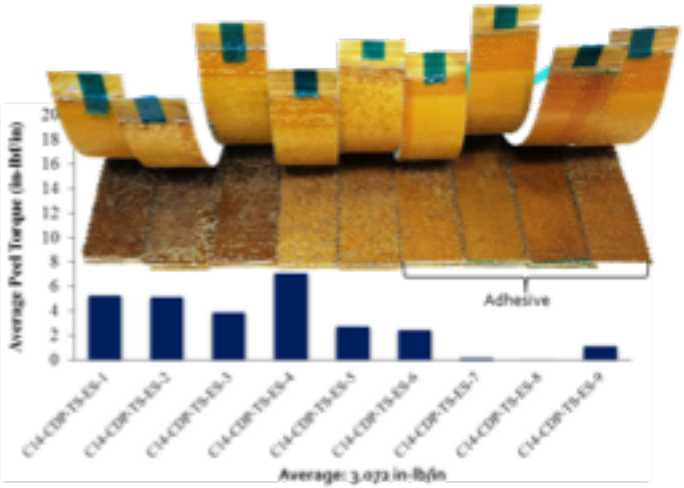


Interior Side

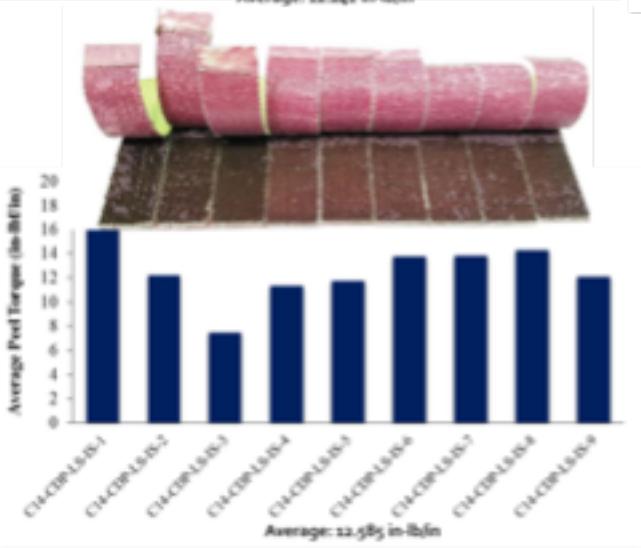
Exterior Side

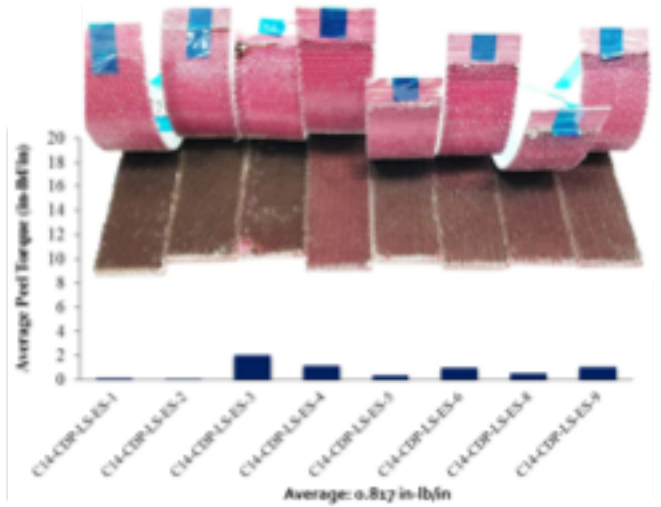
Top Skin





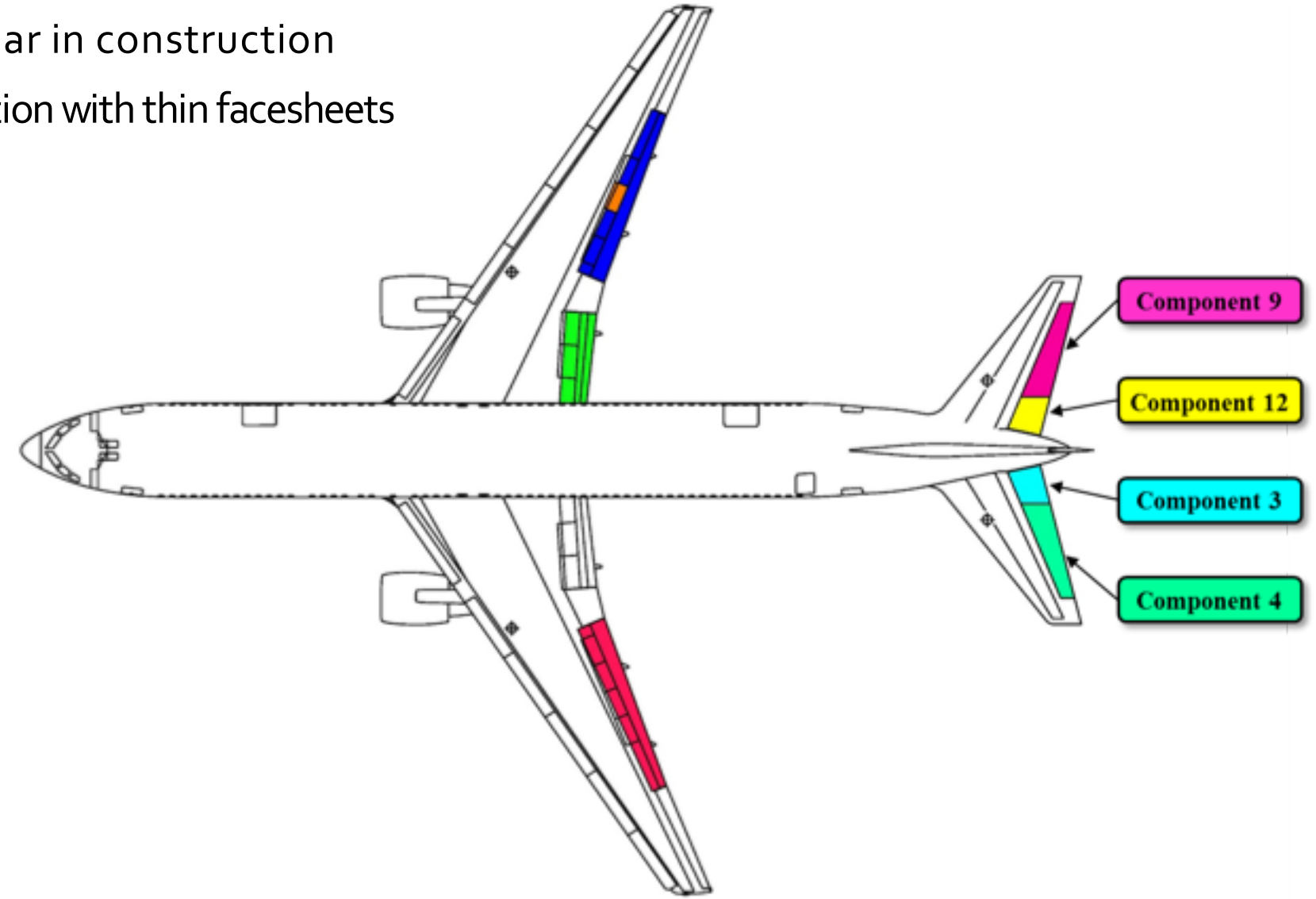
Lower Skin





Non-Metallic Repairs – Components 3, 4, 9, & 12

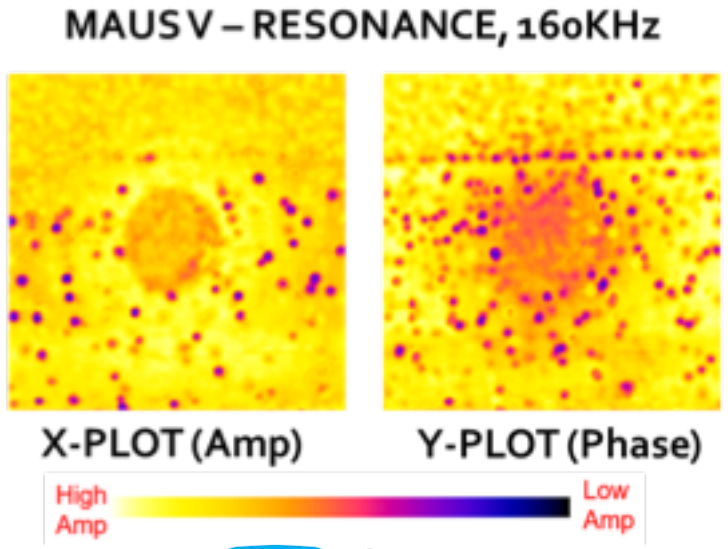
- Component 3, 4, 9, 12 are similar in construction
  - Composite sandwich construction with thin facesheets
    - Inboard Elevators (3,12):
      - Exterior: 3 Plies (PW)
      - Interior: 2 plies (PW)
    - Outboard Elevators (4,9):
      - Exterior: 4 Plies (PW & UNI)
      - Interior: 4 plies (PW & UNI)
  - Wet Layup Repairs
    - 41 repairs total
    - SRM
      - EA9390 Laminating Resin
        - 200°F for 220 minutes
        - 230°F for 180 minutes

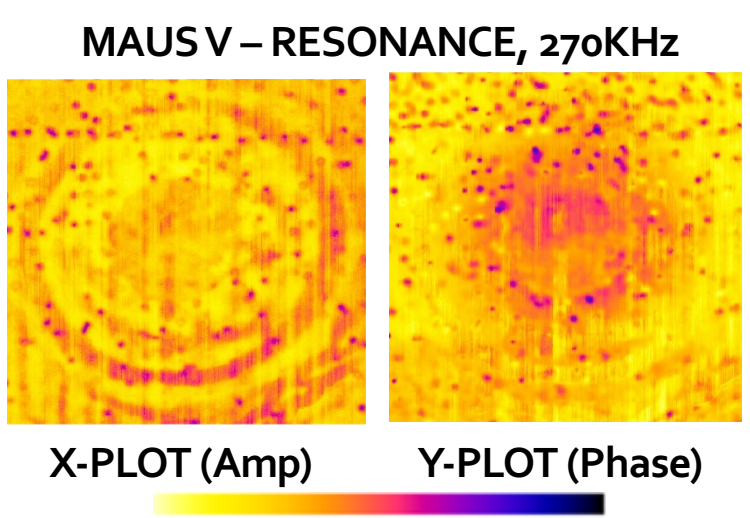


Elevator Evaluation

- Structural Level Inspection Findings
  - Visual
    - Repair extended away from surface (not fully flush)
    - Paint Cracking
  - Speckling pattern noticed in many repairs and surrounding structure (Component 4 &9)
    - Known that honeycomb structure can exhibit long-term degradation due to thermodynamic effects of trapped moisture in the honeycomb cells
      - Note that this can be evaluated away from the repair as it is seen in parent structure

Repair 4F

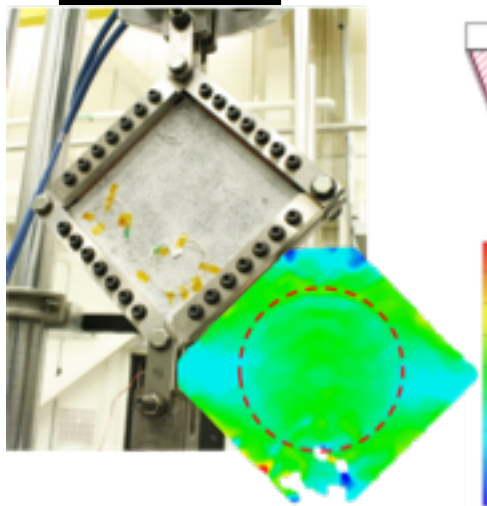




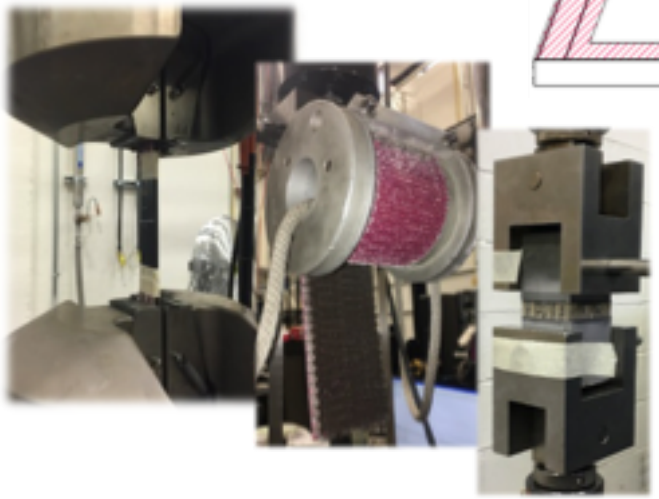
Elevator Evaluation

- Test Approaches
  - Element
    - Picture Frame Shear (PFS)
    - 4-Point Bend
  - Coupon
    - CDP
    - FWT
    - Tension (Lap Shear)
    - DMA
    - DSC
    - Void Content

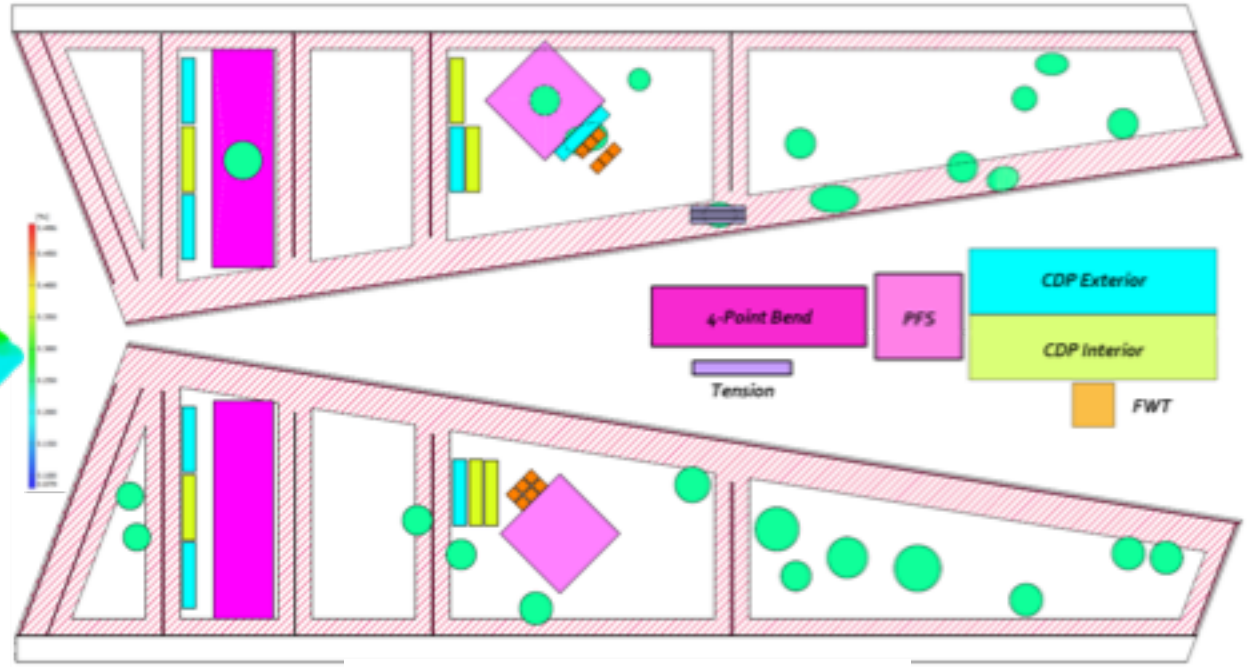
Element Level

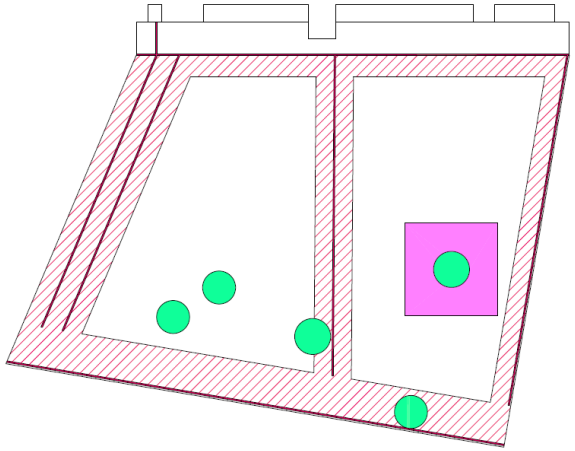


Specimen Level



Initial Testing

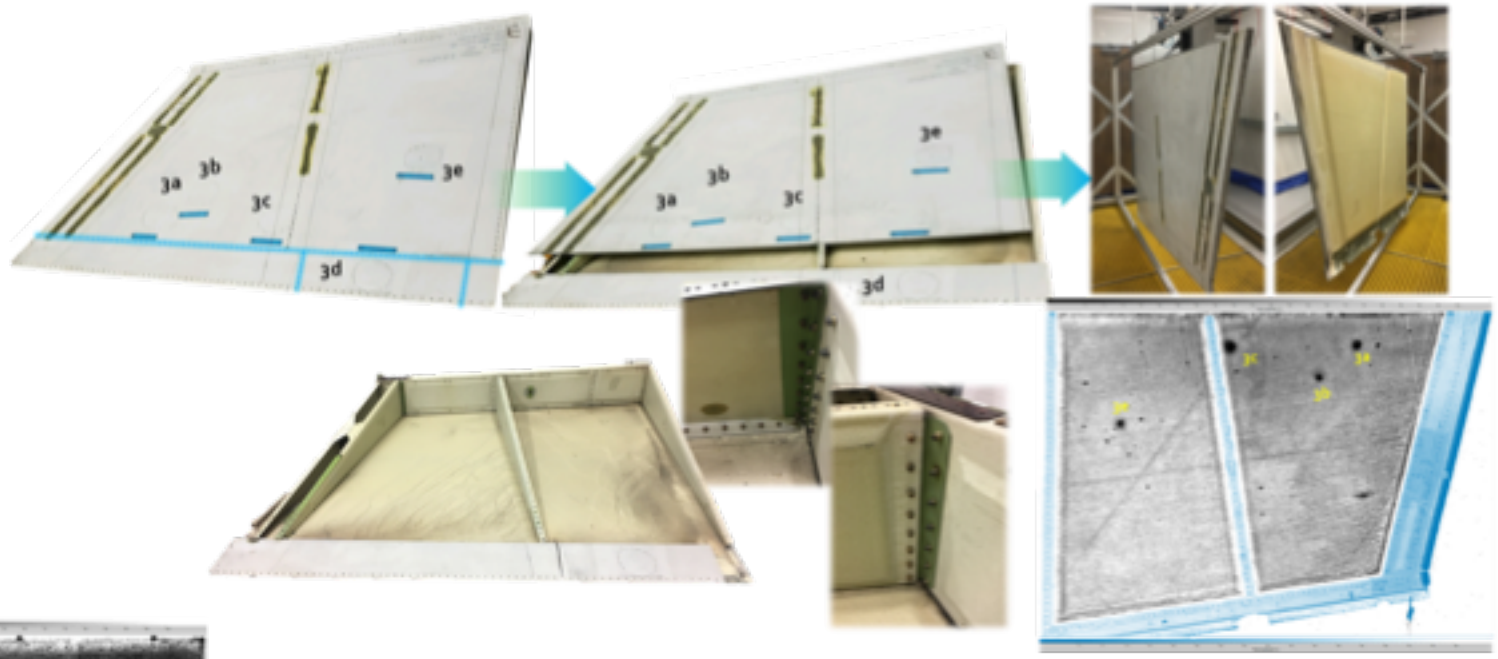




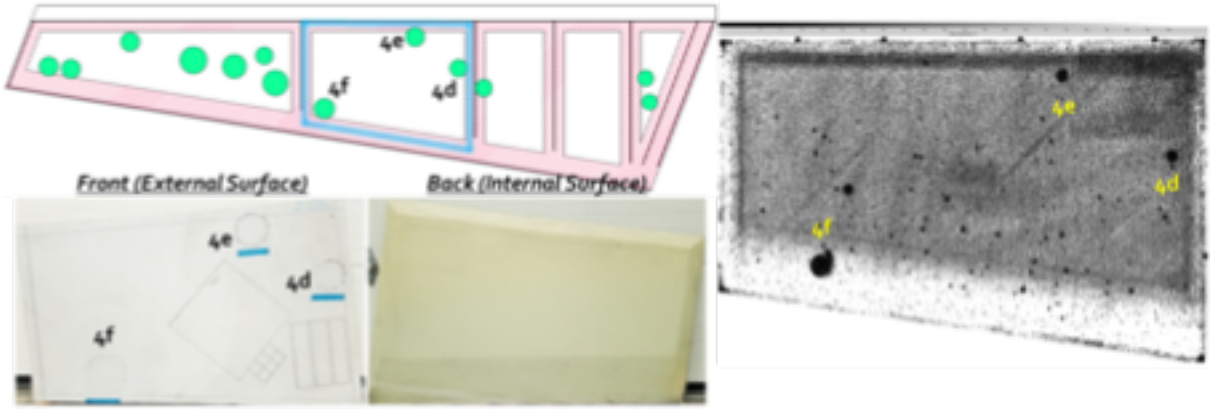
Elevator Teardown

- Panel Extractions
  - Detailed Inspections
    - TTU C-scans
    - X-ray CT
  - Specimen/Element Extractions

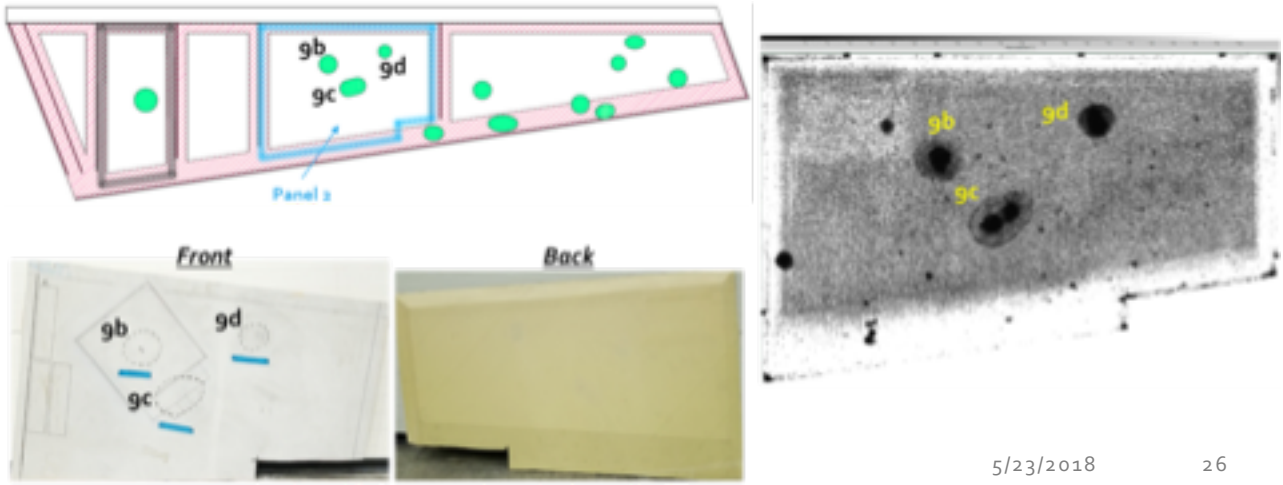
Component 3 (I/B Elevator)



Component 4 (O/B Elevator)

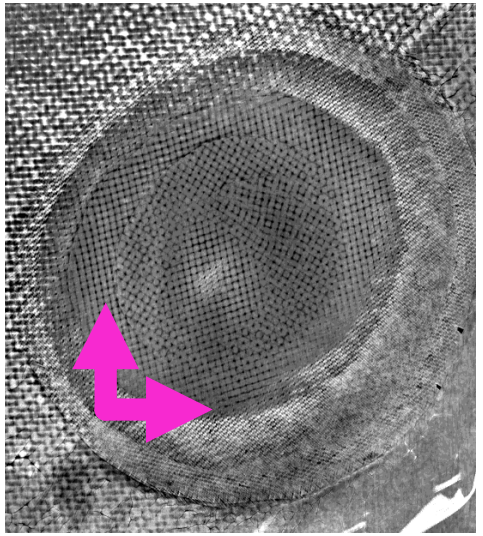


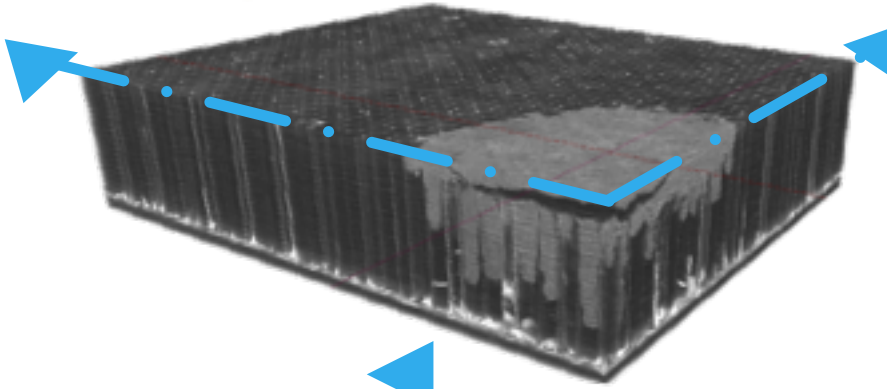
Component 9 (O/B Elevator)



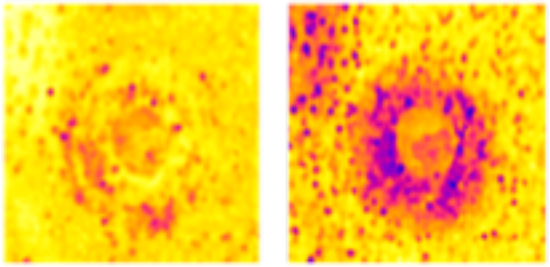
X-ray Computed Tomography (Select Repairs)

- Repair 9b
  - X-ray Computed Tomography



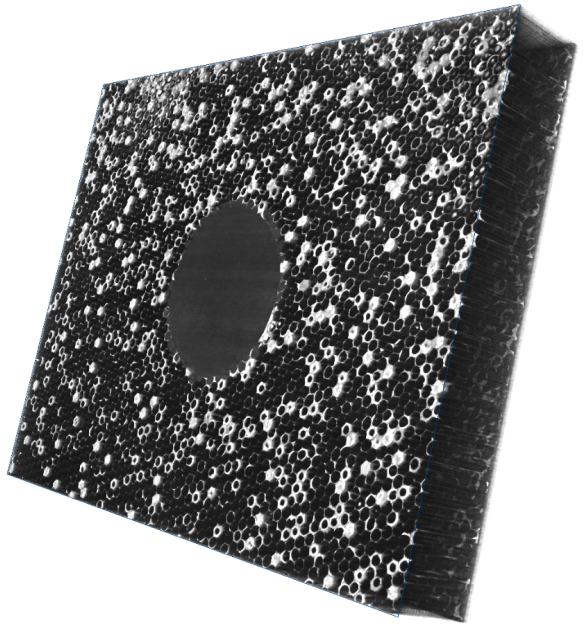


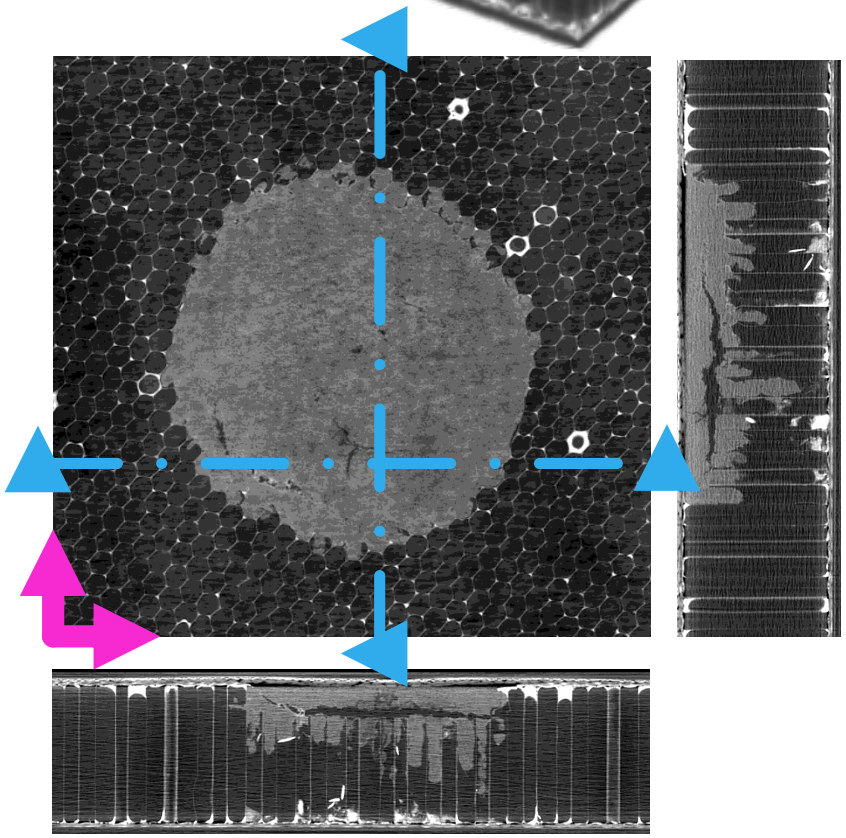
MAUS V – RESONANCE, 160KHz



X-PLOT (Amp) Y-PLOT (Phase)

High Amp Low Amp





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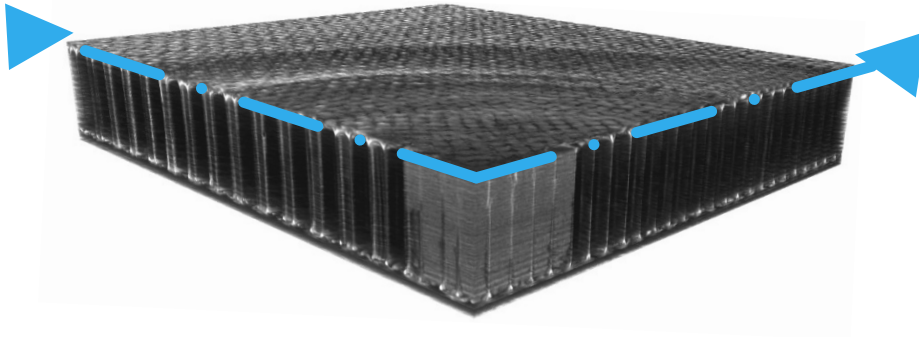
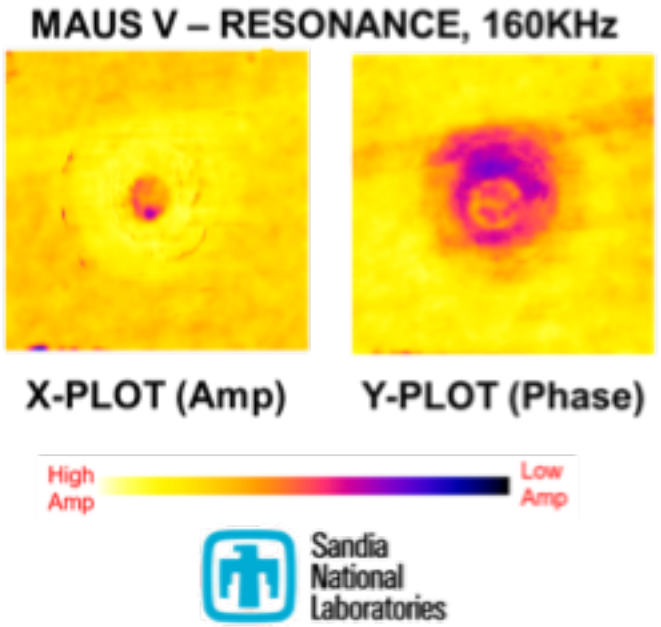
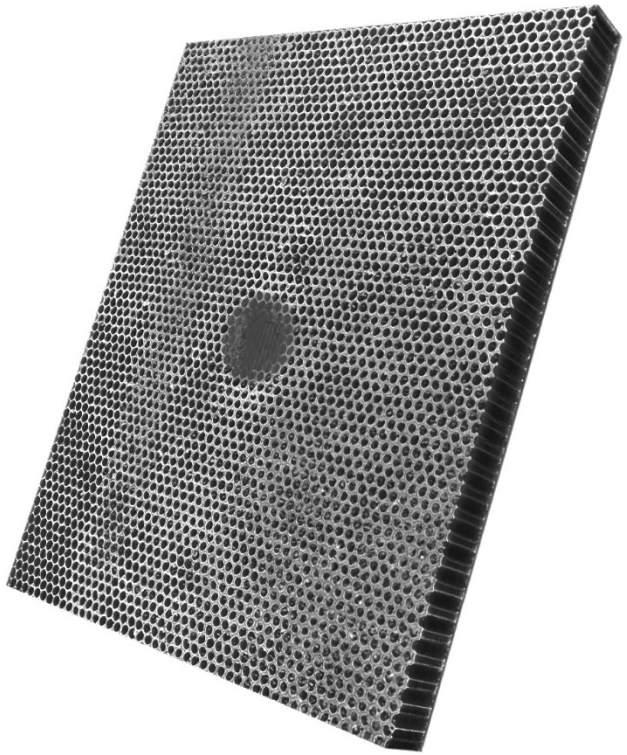
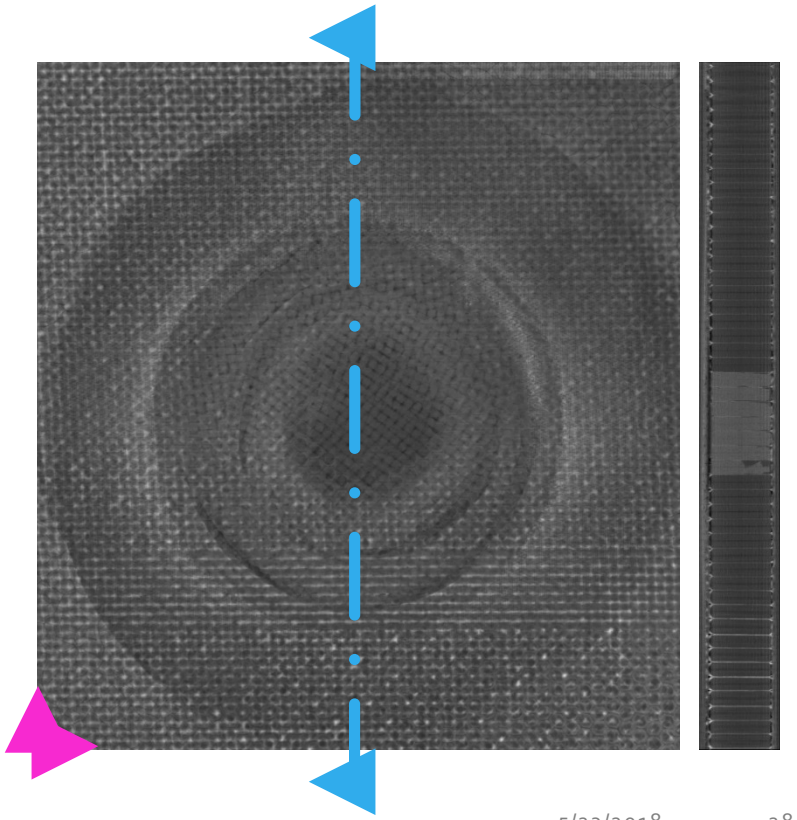
X-ray Computed Tomography (Select Repairs)

- Repair 3e
  - X-ray Computed Tomography
    - No indication of speckling









Status

- **Components 13 & 14 (Metallic Repairs)**
  - Inspection and Teardown of Aged In-Service Bonded Repairs – Phase I
    - Update in progress to include C13 as well as C14
- **Components 3, 4, 9, & 12 (Non-Metallic Repairs)**
  - Receiving inspection complete
  - Panel extractions and detailed inspections in progress
  - Specimen/element preparation in progress
    - Feedback on test methods and approach


DOT/FAA/AR-xx/xx

Inspection and Teardown of Aged In-Service Bonded Repairs—Phase I

October 2017

Final Report

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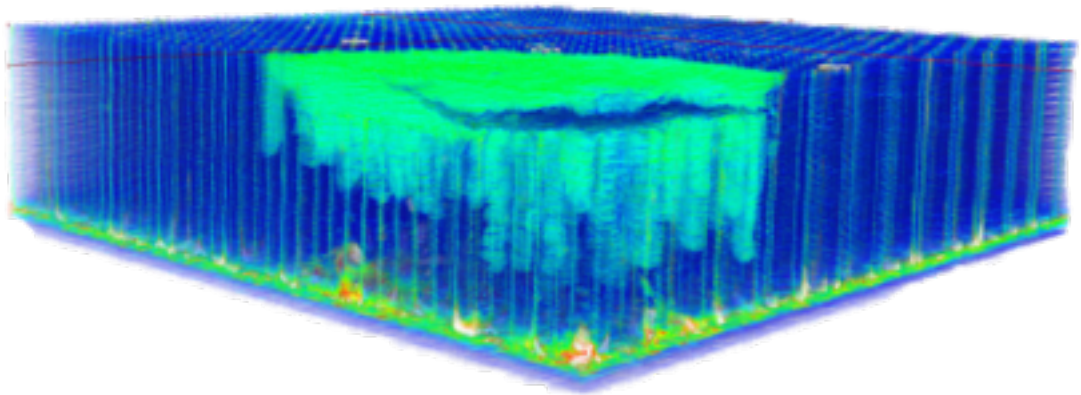
U.S. Department of Transportation
Federal Aviation Administration



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Looking Forward

- **Benefit to Aviation**
  - Evaluation of bondline integrity and durability of in-service repairs on composite structures in commercial aircraft
  - Guidance materials for AC 65-33 (Development of Training/Qualification Programs for Composite Maintenance Technicians) and AC 43-214 (Repairs and Alterations to Composite and Bonded Aircraft Structure)
- **Future needs**
  - Information on stress level and loading modes on repair regions
    - Feedback on test methods and approach
  - Address limited sample size