

AR-

COPY 3

95
/11

FEDERAL AVIATION ADMINISTRATION
TECHNICAL CENTER LIBRARY
ATLANTIC CITY INT'L AIRPORT, NJ 08405

DOT/FAA/AR-95/11

Office of Aviation Research
Washington, D.C. 20591

Fracture Testing of Large-Scale Thin-Sheet Aluminum Alloy

February 1996

Final Report

This document is available to the U.S. public
through the National Technical Information
Service, Springfield, Virginia 22161.



U.S. Department of Transportation
Federal Aviation Administration



NOTICE

This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for the contents or use thereof. The United States Government does not endorse products or manufacturers. Trade or manufacturer's names appear herein solely because they are considered essential to the objective of this report.

| | | | | | |
|---|--|--|--|---|------------------|
| 1. Report No. DOT/FAA/AR-95/11 | | 2. Government Accession No. | | 3. Recipient's Catalog No. | |
| 4. Title and Subtitle FRACTURE TESTING OF LARGE-SCALE THIN-SHEET ALUMINUM ALLOY | | | | 5. Report Date February 1996 | |
| | | | | 6. Performing Organization Code | |
| 7. Author(s) R. DeWit, R. J. Fields, S. R. Low III, D. E. Harne, T. Foecke | | | | 8. Performing Organization Report No. | |
| 9. Performing Organization Name and Address National Institute of Standards and Technology (Formerly National Bureau of Standards) Metallurgy Division Gaithersburg, MD 20899 | | | | 10. Work Unit No. (TRAIS) | |
| | | | | 11. Contract or Grant No. DTGFA03-92-Z-00018 | |
| 12. Sponsoring Agency Name and Address U.S. Department of Transportation Federal Aviation Administration Office of Aviation Research Washington, DC 20491 | | | | 13. Type of Report and Period Covered Final Report | |
| | | | | 14. Sponsoring Agency Code AAR-433 | |
| 15. Supplementary Notes FAA COTR: Dr. Paul Tan | | | | | |
| 16. Abstract A series of fracture tests on large-scale, precracked, aluminum alloy panels were carried out to examine and characterize the process by which cracks propagate and link up in this material. Extended grips and test fixtures were specially designed to tension load the panel specimens in a 1780-kN capacity universal testing machine. Single sheets of bare 2024-T3 aluminum alloy, approximately 4 m high, 2.3 m wide, and 1 mm thick were fabricated with simulated through cracks oriented horizontally at midheight. Using existing information, a test matrix was set up to explore regions of failure controlled by fracture mechanics, with additional tests near the boundary between plastic collapse and fracture. In addition, a variety of multiple site damage (MSD) configurations were included to distinguish between various proposed linkage mechanisms. All tests but one used antibuckling guides. Three specimens were fabricated with a single central crack, six others had multiple cracks on each side of the central crack, and one had a single crack but no antibuckling guides. The results of each fracture event were recorded on various media: film, video, computer, magnetic tape, and occasionally optical microscope. The video showed the crack tip with a load meter in the field of view, using motion picture film for one tip and super VHS video tape for the other. The computer recorded the output of the testing machine load cell, the stroke, and the twelve strain gages at 1.5-second intervals. A wideband FM magnetic tape recorder was used to record data from the same sources. The data were analyzed by two different procedures: (1) the plastic zone model based on the residual strength diagram and (2) the R-curve. The first three tests were used to determine the basic material properties, and these results were then used in the analysis of the subsequent tests with MSD cracks. There is fairly good agreement between measured values and results obtained from the models. | | | | | |
| 17. Key Words Aluminum, Crack, Fracture Mechanics, Multiple Site Damage, Plastic Zone, R-Curve, Toughness | | | 18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161 | | |
| 19. Security Classif. (of this report) Unclassified | | 20. Security Classif. (of this page) Unclassified | | 21. No. of Pages 32 | 22. Price N/A |

ACKNOWLEDGMENTS

We wish to acknowledge the recommendations and participation of David Broek from FractuREsearch and also the support, guidance, and advice of Dr. Michael L. Basehore from the Federal Aviation Administration (FAA) Technical Center, Structural Performance Technology, Aging Aircraft. The work was supported under Interagency Agreement No DTGFA03-92-Z 00018, Task Number 4, with the U. S. Department of Transportation, Federal Aviation Administration.

TABLE OF CONTENTS

| | Page |
|---------------------------|------|
| EXECUTIVE SUMMARY | vii |
| INTRODUCTION | 1 |
| DESCRIPTION OF TESTS | 2 |
| DATA COLLECTION | 3 |
| Manual Recording | 4 |
| Video Recording | 4 |
| Computer Recording | 4 |
| Tape Recording | 5 |
| Optical Microscopy (OM) | 5 |
| R-CURVE ANALYSIS | 5 |
| RESIDUAL STRENGTH DIAGRAM | 8 |
| THE LINKUP CRITERION | 9 |
| R-CURVE AND MSD | 10 |
| CONCLUSION | 11 |
| REFERENCES | 12 |

LIST OF FIGURES

| Figure | | Page |
|--------|--|------|
| 1 | Typical 90 MSD Panel | 13 |
| 2 | Cross Section of Test Panel with Definitions of 90 MSD Crack Configurations and Dimensions | 14 |
| 3 | Test Matrix for 90 MSD Program. Stresses at Linkup and Failure are Shown in Units of MPa | 15 |
| 4 | Crack Growth Measurements for Tests 90 MSD-1, -2, -3, and -6 | 16 |
| 5 | Crack-Extension Force Data and Analytical R-Curve for Tests for 90 MSD-1, -2, -3, and -6 | 17 |
| 6 | Stability Diagram for Test 90 MSD-1 | 18 |
| 7 | Test Data and Analytical Predictions from R-Curve for Tests 90 MSD-1, -2, and -3 | 19 |
| 8 | Residual Strength Diagram with Analysis of Feddersen | 20 |
| 9 | Residual Strength Diagram for Tests 90 MSD-1, -2, and -3, with Measured Data Points and Predicted Fracture Paths | 21 |
| 10 | Residual Strength Diagram for Test 90 MSD-4, with Plastic Zone Criteria and Predicted Fracture Path | 22 |
| 11 | Stability Diagram for Test 90 MSD-4 | 23 |

LIST OF TABLES

| Table | | Page |
|-------|---|------|
| 1 | Test Matrix for 90 MSD Program | 24 |
| 2 | Measured Data and Failure Predictions for the First Three 90 MSD Tests | 24 |
| 3 | Test Data and Analytical Predictions of Linkup and Final Fracture From the Residual Strength Diagram and The R-Curves for the Tests with MSD Cracks | 25 |

EXECUTIVE SUMMARY

A series of fracture tests on large-scale, precracked, aluminum alloy panels were carried out to examine and characterize the process by which cracks propagate and link up in this material. Extended grips and test fixtures were specially designed to tension load the panel specimens in a 1780-kN capacity universal testing machine. Ten single sheets of bare 2024-T3 aluminum alloy, approximately 4 m high, 2.3 m wide, and 1 mm thick were fabricated with simulated through cracks oriented horizontally at midheight. Using existing information, a test matrix was set up to explore regions of failure controlled by fracture mechanics, with additional tests near the boundary between plastic collapse and fracture. In addition, a variety of multiple site damage (MSD) configurations were included to distinguish between various proposed linkage mechanisms. All tests but one used antibuckling guides. Three specimens were fabricated with a single central crack, six others had multiple cracks on each side of the central crack, and one had a single crack but no antibuckling guides. The results of each fracture event were recorded on various media: film, video, computer, magnetic tape, and occasionally optical microscope. The video showed the crack tip with a load meter in the field of view, using motion picture film for one tip and super VHS video tape for the other. The computer recorded the output of the testing machine load cell, the stroke, and the twelve strain gages at 1.5-second intervals. A wideband FM magnetic tape recorder was used to record data from the same sources. The data were analyzed by two different procedures: (1) the plastic zone model based on the residual strength diagram and (2) the R-curve. The first three tests were used to determine the basic material properties, and these results were then used in the analysis of the subsequent tests with MSD cracks. There is fairly good agreement between measured values and results obtained from the models.

INTRODUCTION

The aging of the commercial air transport fleets around the world is of constant concern because of the loss of structural integrity through fatigue cracking. In one design approach for aircraft fuselages using semimonocoque construction, circumferential rings or frames are intended to steer dangerous longitudinal cracks, if they appear, in the less threatening circumferential direction around the fuselage. However, in the case of aging aircraft in which damage, such as short fatigue cracks emanating from rivet holes, is present, cracks that start running longitudinally may continue to do so because the cracked rivet holes may provide a path of lesser resistance. Therefore, the Federal Aviation Administration (FAA) Technical Center has initiated several research projects to investigate the structural integrity of the aging fleet. Some of these initiatives address the occurrence of multiple cracking that appears to be an attribute of aging aircraft. The terms "widespread fatigue damage" (WFD) and "multiple site damage" (MSD) are commonly used to describe a type of multiple cracking that degrades the damage tolerance capability of an aircraft structure. The damage tolerance degradation may lead to a reduction in residual strength below the design limit. Therefore, the capability to accurately calculate the residual strength of an aircraft structure containing several cracks is important in performing damage tolerance assessments.

Our research is intended to provide some of the information needed to better understand the crack propagation process and the mechanics of multiple crack linkup. In this work we were greatly aided by the advice of David Broek. Also a team from National Aeronautics and Space Administration (NASA) Langley under the leadership of James C. Newman assisted with additional measurements. The specialized facilities and capabilities at National Institute of Standards and Technology (NIST) were used to carry out a series of fracture tests on ten large-scale, 2286 mm wide, precracked, aluminum alloy panels to examine and characterize the process by which cracks propagate and link up in this material. The tests were sponsored by the FAA as part of its National Aging Aircraft Research Program. The current tests were deemed necessary by the FAA because in previous work [1,2] where 508-mm-wide flat panels and 2286-mm-wide curved panels loaded by pressure both with and without frames and tear straps were tested. The results of these previous tests were predicted very well with an analytic plastic zone model but showed that the main mode of failure was plastic collapse. In the current program the wide plates failed under conditions closer to fracture mechanics and R-curve behavior.

Using existing information obtained from the tests with smaller specimens, a test matrix was set up to explore regions of failure that are controlled by fracture mechanics, with additional tests near the boundary between plastic collapse and fracture. In addition, a variety of MSD configurations were included to distinguish between various proposed linkage mechanisms. All tests but one were performed with the use of antibuckling guides. The one without antibuckling guides was recommended by researchers at NASA Langley to help assess the effect of buckling.

Four specimens were fabricated with a single central crack and one of these had no antibuckling guides. The other specimens had multiple cracks on each side of the central crack. The results of each fracture event were recorded on various media: film, video, computer, magnetic tape, and the NASA team occasionally also added optical microscopy. Using flat sheets without

stringers to stiffen the panels, these were uncomplicated tests aimed more at obtaining basic material properties than actually simulating fractures in an airplane fuselage. The material properties sought were the basic fracture properties and linkage criteria for the MSD cracks.

The data were analyzed by two different procedures: (1) the plastic zone model based on the residual strength diagram and (2) the R-curve. The plastic zone model is an engineering approach that takes the plasticity at an advancing crack tip into account by using an effective fracture toughness, which is less than the true fracture toughness of the material. The basic concept is that the residual strength in the presence of MSD depends on the criterion that an MSD crack will be absorbed by the main crack when their two plastic zones meet, and the ligament then fails by collapse. It has been a very good predictor of the test results. The R-curve uses a more fundamental approach but requires more data collection and analysis. It accounts directly for the plasticity effects by the R-curve behavior of the material and gives more detailed information of the fracture event, such as the amount of crack growth before instability.

The first three tests each contained a single crack and the collected data were used to determine the basic material properties, namely, tentative values of the collapse strength and the effective fracture toughness for the residual strength diagram and an analytic expression for the R-curve. These results were then used in the analysis of the subsequent tests with MSD cracks.

DESCRIPTION OF TESTS

Since this effort used 2286-mm (90-in)-wide panels, some with MSD, it was named the "90 MSD" program. A typical test panel is shown in figure 1. A cross section of the panel is shown in figure 2, with definitions of the relevant dimensions. The test matrix is given in table 1 and also illustrated in figure 3. The individual tests are labeled MSD-1, MSD-2, etc. The figure also shows the stresses (MPa units) at linkup and at failure for each panel.

The uncertainties are of type B. The uncertainties in the crack length measurements in tables 1 and 2 and figure 3 were evaluated at 1 mm. The uncertainty in the displacement measurement in table 2 was evaluated at 0.5 mm. The uncertainties in the load and stress measurements in table 2 and figure 3 were evaluated at 0.5 percent.

A dozen panels were procured, each consisting of a single sheet of bare (not clad) 2024-T3 aluminum alloy, 3988 mm high, 2286 mm wide, and 1.016 mm thick. The specimens were fabricated with simulated through cracks oriented horizontally at mid-height. The simulated cracks were saw cuts, ending with the sharpest jeweler's saw cuts available and having a final tip radius of 0.076 mm. The first three tests each had a single central crack. Subsequent tests also had multiple small cracks on each side of a larger central crack to simulate MSD. Each MSD crack had a circular 5.6-mm-diameter hole in its center to simulate a rivet hole, as shown schematically in figure 1.

A review of the literature suggested that the specimens tested in this program were the largest structural panels that have been tested in tension. The great size necessitated special design and testing considerations in order to introduce the test loads uniformly along the panel widths. A

whiffletree approach was ruled out by the height limitations of the 1780-kN capacity, four-screw-powered universal testing machine (UTM) that was used. As it was, 76 mm had to be cut from the specimens reducing their height to 3912 mm, and only 30 to 50 mm of the testing machine stroke remained at specimen failure. The machine is one of the largest electromechanical testing machines in the world. In its unaltered state, with power screws in all four corners of the 1068-by 1524-mm testing table, loads to 448 kN can be applied up to 914 mm off center, and up to full capacity at 152 mm off center.

However, to accommodate the large panels, the heads of the testing machine were effectively enlarged with pairs of wide flange structural steel beams (W8x40), 2286 mm long, bolted together. The grips consisted of 2286-mm-long, thick-walled aluminum alloy extrusions bolted to the steel beams. Each end of the panel specimens was fastened between the grips with forty-five 15.875-mm, high-strength steel bolts, fully tightened. The length of the panel between the top and bottom rows of bolts was 3810 mm. Abrasive cloth was inserted between the specimens and the grips to maximize the transfer of load by shear and thereby avoid pin bearing failures of the thin panel material.

The uniformity with which the load was introduced was monitored in the first test with 20 strain gages and in subsequent tests with 10 strain gages mounted on each panel about 406 mm from the grips at each end. These were called the far-field strain gages. The strain distribution was measured at low loads, prior to each test, and, if necessary, thin metal shims were inserted between the steel beams and the grips in order to achieve a more uniform distribution. Uniformities within 10 percent were obtained in all cases.

Antibuckling guides, consisting of four aluminum channels, were used to restrain out-of-plane buckling of the panel. The beams were placed horizontally about 12 mm above and below the crack on both sides of the specimen. In the first test a 12-mm-thick felt pad was used between the guides and the specimen to facilitate smooth sliding. In subsequent tests rubber was used. Test MSD-6 was performed without the antibuckling guides to ascertain their effect.

The tests consisted of pulling the specimen to fracture under displacement control. The displacement was generally applied at load intervals of 20 to 45 kN and held for one to four minutes at each load level. The whole test lasted from 15 to 20 minutes. Linkups to MSD cracks occurred in a fraction of a second. Towards the end of the test there was a large amount of crack growth with very small increase of load. After 50 to 100 mm of crack growth, tearing instability occurred and the load started to drop. Final fracture occurred with an audible rip.

DATA COLLECTION

The tests were highly instrumented and the data collection had some built-in redundancy for the sake of quality control and possible component failure. Besides the far-field strain gages mentioned above, eight additional gages (twelve for the first test) were placed near the crack tips or MSD cracks. The strain gage signals were run through wide-band strain gage conditioning amplifiers. A displacement gage was installed at the bottom of the cross head to measure the total displacement. For specimens MSD-4, -5 and -7 through -10, a clip gage was also mounted

in the middle of the central crack. The signals of all these gages were recorded by a personal computer and a magnetic tape recorder. Since these signals were recorded as a voltage, prior to each test various calibration runs were performed to convert these voltage readings later to the appropriate physical quantities. For MSD-2, -3, -4 and -6 a team from NASA Langley assisted with the tests and also used high resolution optical microscopy. Test MSD-6, which had no antibuckling guides, used thirteen three-element rosette strain gages. Seven of these were in the two crack paths and four were near the center of the crack. The data collection can be divided into five categories: manual, video, computer, magnetic tape, and optical microscopy.

MANUAL RECORDING.

During the test at each load level, the load was noted from the dial of the UTM. The strain at these loads was read with a bridge amplifier at some of the far-field gages near the top and bottom of the specimen. For tests MSD-1 and -7, all the far-field strain gages were manually recorded and for MSD-6 none were manually recorded. These recordings provided a record of the average strain and its uniformity across the panel. When the final fracture occurred the fracture load was also recorded from the dial of the UTM.

VIDEO RECORDING.

A super VHS (SVHS) video camera was mounted to view the right crack tip and a motion picture camera viewed the left crack tip during each test. The video recording consisted of showing a voltmeter with a crack tip and the MSD cracks (when present) in the field of view. The two voltmeters were connected to the UTM load cell and showed a voltage proportional to the load. A calibration was run for the voltmeters prior to the test. The SVHS recording could be observed on a television screen during recording; thus, the progress of the crack growth could be monitored. After the test the video recordings were used to determine the crack extension as a function of the load.

COMPUTER RECORDING.

A personal computer was used to collect and store data from various sources. These data included the current time, the load obtained from the UTM load cell, the displacement, the strains from the far-field gages that were not taken manually, the gages near the crack, and for tests MSD-4, -5, and -7 to -10, the clip gage. Each data set was taken at 1 1/2-second intervals and was shown on the video monitor and stored in a file.

As mentioned the input data were read as a voltage. Therefore, calibrations were run prior to each test. For the load calibration a simulated load was generated at the UTM console with 22.2 kN intervals from zero up to 200 or 450 kN. The displacement gage was calibrated at 0.254- and 0.638-mm intervals over a range of 20 mm. The strain gages had a resistance of 350 Ω and a gage factor of 2.135. They were calibrated using the strain gage conditioning amplifiers, which also contained bridge resistances of 350 Ω . With a switch, a shunt resistance of 174.8 k Ω could be shorted across the bridge, which corresponded to a simulated strain change of 936 microstrain. The above calibrations resulted in linear conversions. The clip gage worked on the capacitive

principle and was calibrated at 0.635-mm intervals from zero to 15 mm. It resulted in a nonlinear conversion of the form $a+bx+cx^2+dx$.

TAPE RECORDING.

A wideband FM magnetic tape recorder was used to record data from the same sources as the computer recording. The tape recorder was set to IRIG I and run at 30 inch per second, which provides a distortion free signal (1 dB) from DC to 20 kHz. These recordings are fast enough to show dynamic effects. These data have not yet been analyzed.

OPTICAL MICROSCOPY (OM).

For tests MSD-2, -3, -4 and -6 a team from NASA Langley collaborated with high resolution optical microscopy (OM) at one crack tip. For test MSD-6 they additionally recorded the signals from the 3-element rosette strain gages. Their optical microscopy apparatus was used to observe the growing crack. A photographic technique was developed to measure the crack tip opening angle during crack initiation and stable tearing. The OM apparatus consisted of a computer controlled, long focal length microscope fitted to a video camera. The field of view of the microscope was a square with sides approximately 1.8 mm long. The field of view was centered on the crack tip and advanced as the crack grew. The results from this analysis will be reported elsewhere by NASA Langley.

R-CURVE ANALYSIS

The crack extension that occurred as the load increased was measured with the SVHS video tape, the movie film, and the OM apparatus. The results for tests MSD-1, -2, -3 and -6 are shown in figure 4. These tests all had a single central crack, see table 1. Specimen MSD-6 had no antibuckling guides and the data for this test fall below those for MSD-3, which had the same crack size. This result shows that the lack of guides and consequent buckling acted as a stress intensification at the crack tips.

We used the R-curve concept [3] to analyze some of the data. First, we show how to find the crack extension force, G , from the crack growth data. This quantity is related to the stress intensity factor, K , by

$$G = \frac{K^2}{E} \quad (1)$$

where E is Young's modulus. The stress-intensity factor is generally given by the generic expression

$$K = \beta\sigma\sqrt{\pi a} \quad (2)$$

where the function is used to describe the effect of the shape and size of the crack and the specimen. For the center-crack specimen we then have

$$G(a) = \frac{\sigma^2 \pi a}{E} \beta^2 \left(\frac{\pi a}{W} \right) \quad (3)$$

where σ is the applied stress, a the half crack size, and W the panel width. For the stress-intensity factor of a center-notch specimen with sharp crack tips, Feddersen [4] discovered that

$$\beta \left(\frac{\pi a}{W} \right) = \sqrt{\sec \left(\frac{\pi a}{W} \right)} \quad (4)$$

gives an approximation that is accurate to 0.3 percent for $2a/W < 0.7$. The applied stress is given by

$$\sigma = \frac{P}{WB} \quad (5)$$

where P is the load and B is the panel thickness. In our experiments

$$\begin{aligned} W &= 228 \text{ mm} \\ B &= 1.016 \text{ mm} \\ E &= 71 \text{ GPa} \end{aligned}$$

Using these values and equations 3-5, the movie film and video tape data from figure 4 were converted into the crack-extension force data shown in figure 5. We see that for small crack extensions the data from the tests with the antibuckling guides collapse nicely into a master curve, but without antibuckling guides, the data are distinctly different. Now, according to the R-curve concept the crack-extension resistance, R , equals the crack-extension force, G , for slow stable crack growth with a sharp crack tip. We wish to identify those points for tests MSD-1, -2, and -3 (shown solid in figure 5) that qualify as R-curve data. The data with no crack extension represent the original blunt notch and so do not yet represent crack growth along the R-curve. For short crack extensions up to about 75 mm, there is slow stable crack growth, while for larger crack extensions, there is unstable dynamic crack growth. Initially, we did not know the critical point of instability that separated the stable from the unstable data for each test. We, therefore, used an iterative procedure and started with an initial estimate for the critical crack extension. To represent the R data by a universal R-curve, a power law was fitted to the data, giving

$$R = 75.9 da^{0.28} \quad (6)$$

where R is measured in kN/m and da in mm. With an analytic expression for the R-curve the point of instability can be found. The stability diagram in figure 6 illustrates this for test MSD-1. A crack-extension force line or G -line is drawn and the control parameter is adjusted until the

line is tangent to the R-curve when it becomes the G_c -line. For simplicity we can take for G the expression for the infinite plate with a single crack ($\beta = 1$) under load or stress control as

$$G = \frac{\sigma^2 \pi a}{E} \quad (7)$$

because for cracks under 500 mm in the test panels this equation does not differ much from the correct expression below equation 11. Equation 7 gives a straight line in figure 6. Tangency is achieved by adjusting the stress until a critical value of $\sigma_c = 146$ MPa is obtained, which then gives a critical crack extension of $da_c = 69.3$ mm and a critical crack-extension force of $G_c = 248$ kN/m. Hence, the data points for which $0 < da < 69.3$ mm are stable for MSD-1 and those points were used for the curve fit in figure 5. The same procedure was applied to the data of tests MSD-2 and -3. If the initial estimate for da_c was wrong the procedure was repeated until all the fitted points lie below the points of tangency. Figure 6 shows that for $da > da_c$ the unstable points lie closer to the G_c -line than the R-curve.

The testing machine was operated under displacement control so that the displacement, δ , is the control parameter. This quantity is related to the stress by

$$\sigma = \frac{\delta}{BWC_t} \quad (8)$$

where C_t is the total compliance of the testing system, which can be decomposed into the machine, panel, and crack compliance as follows

$$C_t = C_m + \frac{H}{EBW} + \frac{4}{\pi EB} I\left(\frac{\pi a}{W}\right) \quad (9)$$

where H (3810 mm = 150 in) is the panel height and the function I is given by

$$I(x) = \int x \beta(x) dx \quad (10)$$

The total compliance was found for each test from the slope of the measured total displacement versus load curve. Using the slope before any crack extension occurred, equation 9 was used to deduce the machine compliance. The average for the first three tests was $C_m = 1.082 \times 10^{-5}$ m/kN ($\pm 4\%$). The complete expression for the G -line under displacement control is then given by combining equations 3, 8, and 9 into

$$G(a) = \frac{E \delta^2 \pi a \beta^2\left(\frac{\pi a}{W}\right)}{\left[EB C_m + H + \frac{4W}{\pi} I\left(\frac{\pi a}{W}\right)\right]} \quad (11)$$

To find the critical point of instability, as was done in figure 6, the displacement is adjusted in this equation until tangency to the R-curve is achieved. In this way critical values are found for the displacement, δ_c , crack extension, da_c , and crack-extension force, G_c . The critical stress, σ_c is found by equation 8 or 3, the fracture load, P_c , by the equation 5, and the toughness, K_c , by equation 1. The results for the first three tests are summarized in table 2. This table also includes measured values and results from the residual strength diagram discussed in the next section. The agreement between the measured and predicted data points is illustrated in figure 7.

RESIDUAL STRENGTH DIAGRAM

The residual strength diagram is used in an engineering approach to determine how the residual strength of a structure depends on the crack geometry and the specimen size. It is shown schematically for a center cracked sheet structure in figure 8. The dotted line represents the residual strength of the panel assuming linear elastic fracture mechanics for an infinite sheet. The straight line shows the residual strength assuming net section collapse of a sheet of width W . For small and large crack sizes, where these two curves intersect there is a region of transition from one failure mode to the other. Feddersen [5] argued that two linear tangents to the idealized K curve can be used to establish a smooth and continuous curve for the residual strength. One tangent to the K curve is drawn from the point $\sigma = \sigma_Y$, where σ_Y is the stress at which the structure without crack collapses by plastic yielding. The other tangent is drawn from the point $2a = W$ that represents the width of the structure. The fracture toughness is customarily determined from the crack size at the failure stress by equation 2. In figure 8 the simplest version of this equation is used with $\beta = 1$. However, in thin sheets where a significant amount of crack extension occurs before failure, the final crack size is generally not known. Therefore, the data points plotted in the residual strength diagram usually are the initial crack size and the final failure stress, i.e., the crack extension and plasticity are ignored in this model. To compensate for this inconsistency, an effective value of the toughness, denoted by K_e , is used which is lower than the true toughness, such as that obtained by the R-curve. A slight improvement to the analysis can also be made by taking the finite width of the panel into account ($\beta = 1$). So the fracture event can be characterized by the expression

$$K_e = \sigma_c \sqrt{\pi a_i \sec\left(\frac{\pi a_i}{W}\right)} \quad (12)$$

In this way a value of $K_e = 111 \text{ MPa}\sqrt{\text{m}}$ was obtained as the average of the first three tests. As discussed in the previous section, the final crack size was also determined in these tests. So the fracture event can also be characterized by the expression

$$K_c = \sigma_c \sqrt{\pi a_c \sec\left(\frac{\pi a_c}{W}\right)} \quad (13)$$

In this way a value of $K_c = 132 \text{ MPa}\sqrt{\text{m}}$ was obtained. In the analysis of the residual strength diagram equation 12 is used to obtain the fracture stress and then equation 13 is used to obtain

the final crack size. The results for the first three tests are given in table 2. Figure 9 illustrates the results; the predicted fracture points and paths are shown and the measured data points are plotted as solid squares. The results for all three tests are seen to fall in the fracture mechanics region of the diagram. There is good agreement between the measured data and the predictions for these single crack specimens.

THE LINKUP CRITERION

For the panels with MSD we have used the analysis of Broek [1]. Here we have a situation where small cracks exist ahead of the large central crack. The first linkup is governed by the stress-intensity factor of the combination of the main crack and the first MSD crack. The geometry factors of the two cracks must therefore be compounded by the effect of crack interaction. As the ligament undoubtedly will fail by plastic collapse or net section yield, the compounded stress intensity factor can be used to calculate the plastic zone of both cracks and used with the criterion that linkup occurs when the two plastic zones meet. Broek found that the best estimate of the plastic zone size for this application was given by the Irwin expression

$$\tau_p = \frac{1}{2\pi} \left(\frac{K}{\sigma_y} \right) \quad (14)$$

where σ_y is the collapse strength. This expression represents the plastic zone at the tip of the main crack and a similar expression holds for the plastic zone at the MSD crack. Here the stress-intensity factor is still given by equation 2, but with the MSD crack nearby the function β that takes the crack interaction into account is much more complicated than equation 4. To model the first linkup, Broek assumed that the main interaction was between one tip of the central crack and the first MSD crack in front of it, ignoring all the other MSD cracks. Thus, β will depend on the central crack size, a , the MSD crack size a_{MSD} , and the ligament L between them (figure 2), so that equation 2 becomes

$$K = \beta(a, a_{MSD}, L) \sigma \sqrt{\pi a} \quad (15)$$

A similar expression holds for the stress-intensity factor to use in the plastic zone at the MSD crack. For these β functions, Broek has derived approximations based on published expressions for the stress intensity factors of two unequal length collinear cracks, which we have used. The linkup criterion between the central and first MSD crack then is that the plastic zones meet or

$$\tau_p + \tau_{pMSD} = L \quad (16)$$

or from equations 14 and 15

$$\sigma = \sigma_y \sqrt{\frac{2L}{a\beta^2 + a_{MSD}\beta_{MSD}^2}} \quad (17)$$

For test MSD-4 this expression is plotted as the first dashed curve in figure 10. Though it is not shown explicitly in equation 17, this curve represents the final failure stress as a function of initial crack size in the same sense as was discussed for equation 12. The horizontal axis in figure 10 represents the central crack size a . For the curves that are plotted the MSD crack size, a_{MSD} , and the position of the MSD crack, δ_{MSD} , are kept constant. However, as may be clear from figure 2, the ligament L then varies with a . For the central crack with size $a = 177.8$ mm, equation 17 predicts the first linkup at $\sigma = 81$ MPa. This is shown by the intersection of the fracture path line with the first dashed curve in figure 10. After the first linkup the central crack has absorbed the first MSD crack and it is assumed that we now have a larger central crack, $a = 195.58$ mm, that interacts with the second MSD crack. Equation 17 is again used with these new parameters and plotted as the second dashed curve in figure 10. The predicted stress for the second linkup then is $\sigma = 117$ MPa. This procedure is then repeated for the third linkup and we find $\sigma = 111$ MPa at $a = 220.98$ mm. Since this stress is lower than for the second linkup, we conclude that the panel is supercritical and the fracture will run straight through after absorbing the second MSD crack at 117 MPa as shown by the fracture path in figure 10. When all three MSD cracks have been absorbed by the central crack, it behaves as a large single crack of size $a = 246.38$ mm in the panel. Failure is then predicted by the simpler equation 12, as also shown in figure 10. The results of this analysis for tests MSD-4, -5, and -7 through -10 are summarized in table 3 and compared with the measured values.

R-CURVE AND MSD

We now apply the R-curve to the failure prediction of a panel with MSD cracks. We assume that an R-curve originates from each MSD crack as well as the main central crack, a , shown by the solid lines in figure 11. Each R-curve is given by equation 6. We then draw G -lines tangent to each R-curve to determine the linkups and final instability. The G -lines are still given by an expression similar to equation 3, but now the function for the central crack must also take the interaction with the MSD crack into account

$$G(a) = \sigma^2 \pi a / E \beta^2(a, a_{MSD}, L) \quad (18)$$

For a given stress this equation gives the G -line under load control. Using the appropriate parameters for each MSD, the stress was then adjusted until tangency was achieved for each of the R-curves as shown by the dashed lines in figure 11. The final fracture at 246.3 mm uses the same procedure as discussed before. With the MSD cracks the G -lines have quite a bit of curvature just before the instability point. The linkup stress for the third MSD crack is less than for the second. This indicates that, after linkup of the second MSD crack, the panel is supercritical and the fracture will run straight through after absorbing the second MSD crack. So we reach the same conclusion from this R-curve analysis as from the residual strength diagram analysis in the previous section.

The results for tests MSD-4, -5, and -7 through -10 are summarized in table 3. There is fair agreement with the measured values and also with the results predicted from the plastic zone model. The residual standard deviation of both the errors for the RSD and the R-curve is 17 percent. Some of the qualitative discrepancies are as follows. For MSD-5 and -7 the prediction

from both the R-curve and the plastic zone model is that the final fracture will occur together with the second and third linkup, whereas actually the stress had to be raised from 161 to 174 MPa for MSD-5 and from 88 to 92 MPa for MSD-7 after the second and third linkups to achieve the final fracture. For MSD-8 no second linkup was predicted whereas in fact there was one.

CONCLUSION

The analysis appears to provide fairly good predictions of the residual strength, linkups, and fracture of panels with MSD of different size and spacing. The critical fracture stress can be predicted by using either the plastic zone criterion or the R-curve analysis, and the results are virtually the same. Several improvements to the analysis can be made. Notwithstanding the large widths of the panels, the MSD cracks are quite small and closely spaced so that small discrepancies in these dimensions may affect the results. The values listed in table 1 are nominal rather than accurate and could differ by as much as 2 mm. Therefore, more accurate measurements of the MSD configurations made under a microscope could improve the results. The plastic zone analysis uses estimates for the effective fracture toughness, K_e , and the collapse strength, σ_y . The values of these two quantities can be optimized by taking the results of all the tests into account. In the R-curve analysis load control was used and the backward growth of the MSD crack was ignored. Improvements in this analysis are complex, but possible. Displacement control would allow the load to drop in the analysis as in fact it did in all the MSD tests after the linkups.

REFERENCES

1. Broek, D., "The Effects of Multi-Site-Damage on the Arrest Capability of Aircraft Fuselage Structures," *FracturEsearch*, TR 9302, (June 1993).
2. Broek, D., Jeong, D.Y., and Thomson, D. "Testing and Analysis of Flat and Curved Panels with Multiple Cracks," *FAA/NASA International Symposium on Advanced Structural Integrity Methods for Airframe Durability and Damage Tolerance*, Charles E. Harris, Ed. (NASA Conference Publication 3274, National Aeronautics and Space Administration, Hampton, VA, September 1994), pp. 85-98.
3. Broek, D., *Elementary Engineering Fracture Mechanics* (Martinus Nijhoff Publishers, 1987).
4. Feddersen, C.E., Discussion, "Plane Strain Crack Toughness Testing of High Strength Metallic Materials," *ASTM STP*, 410, William F. Brown, Jr., and John E. Srawley (American Society for Testing and Materials, Philadelphia, 1966), p. 77.
5. Feddersen, C.E., "Evaluation and Prediction of the Residual Strength of Center Cracked Tension Panels," *ASTM STP*, 486, (American Society for Testing and Materials, Philadelphia, 1971), pp. 50-78.

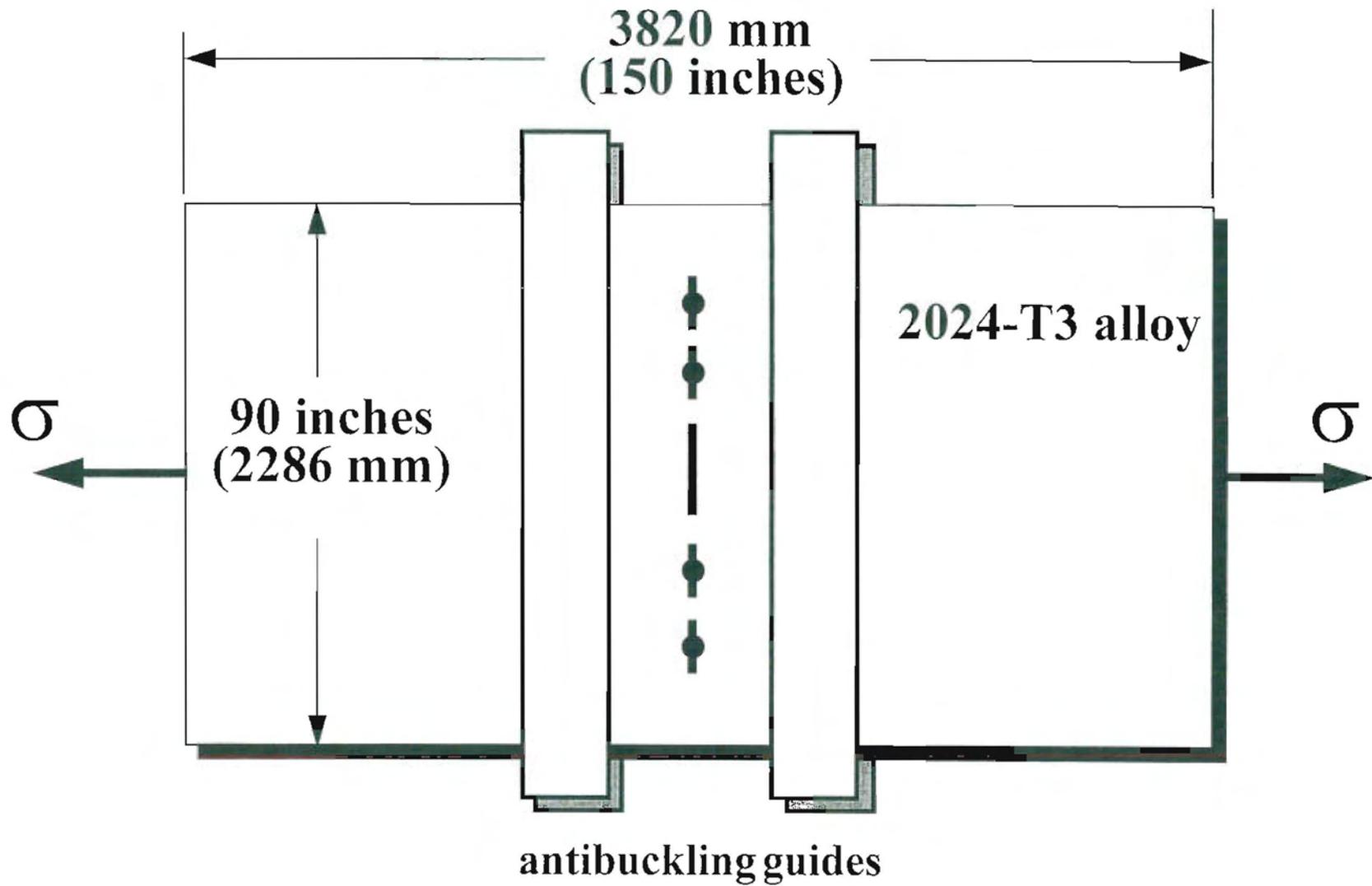


FIGURE 1. TYPICAL 90 MSD PANEL

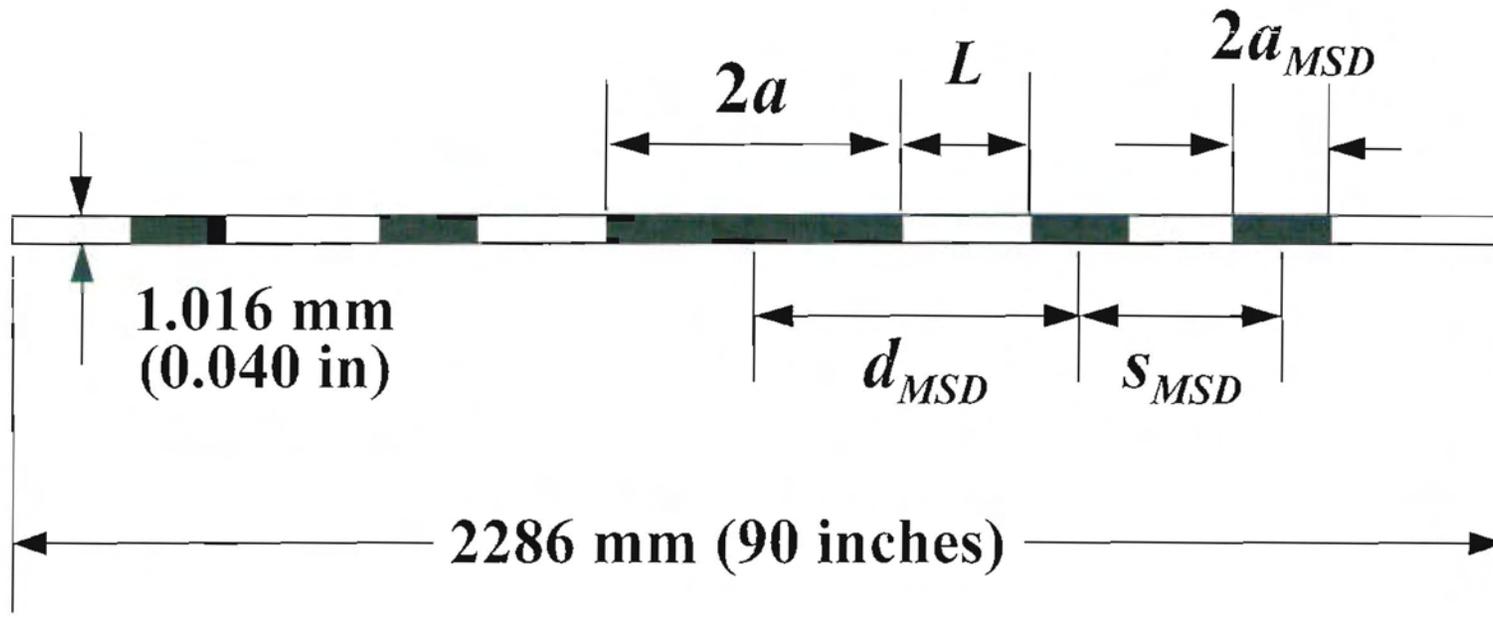


FIGURE 2. CROSS SECTION OF TEST PANEL WITH DEFINITIONS OF 90 MSD CRACK CONFIGURATIONS AND DIMENSIONS

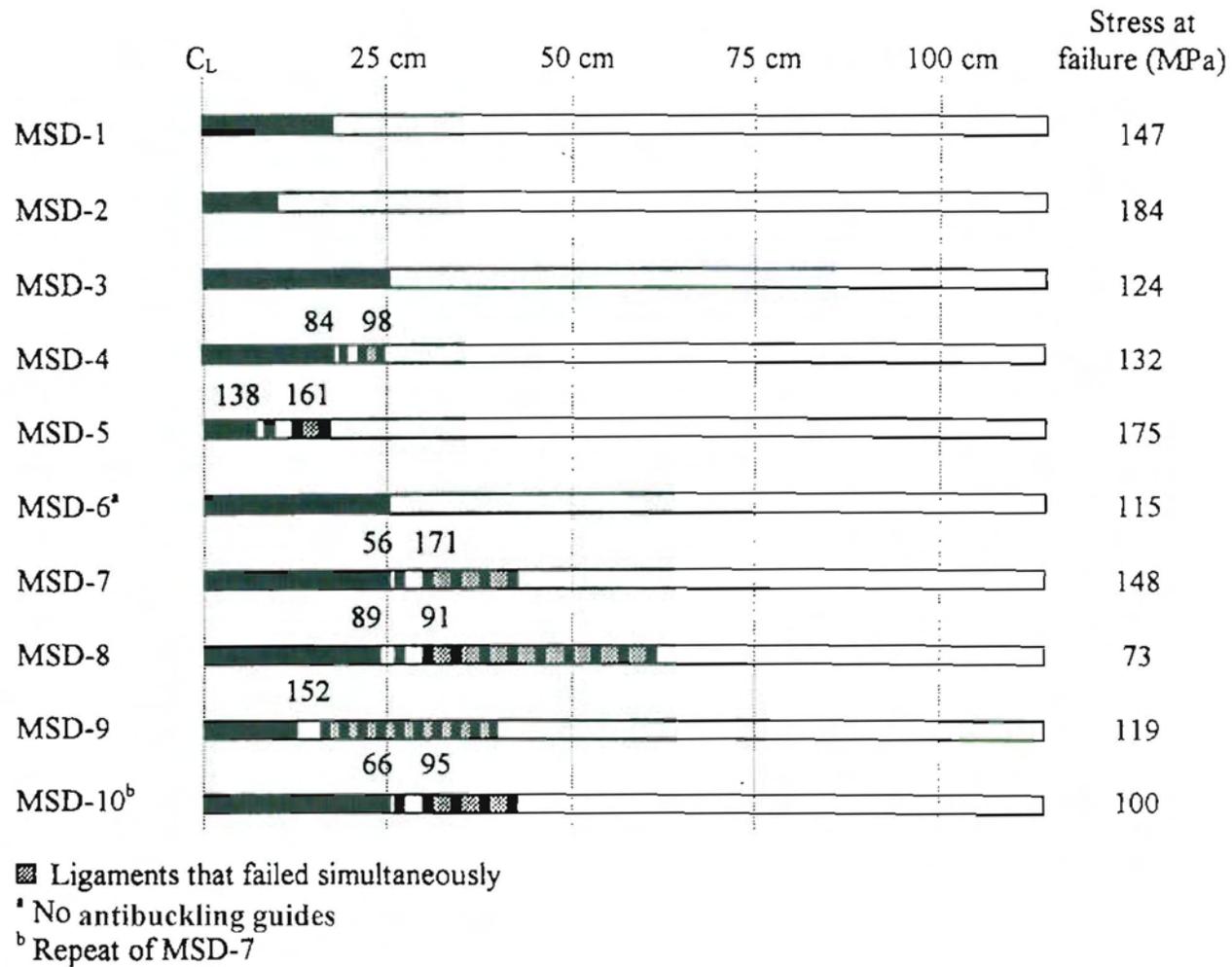


FIGURE 3. TEST MATRIX FOR 90 MSD PROGRAM. STRESSES AT LINKUP AND FAILURE ARE SHOWN IN UNITS OF MPa

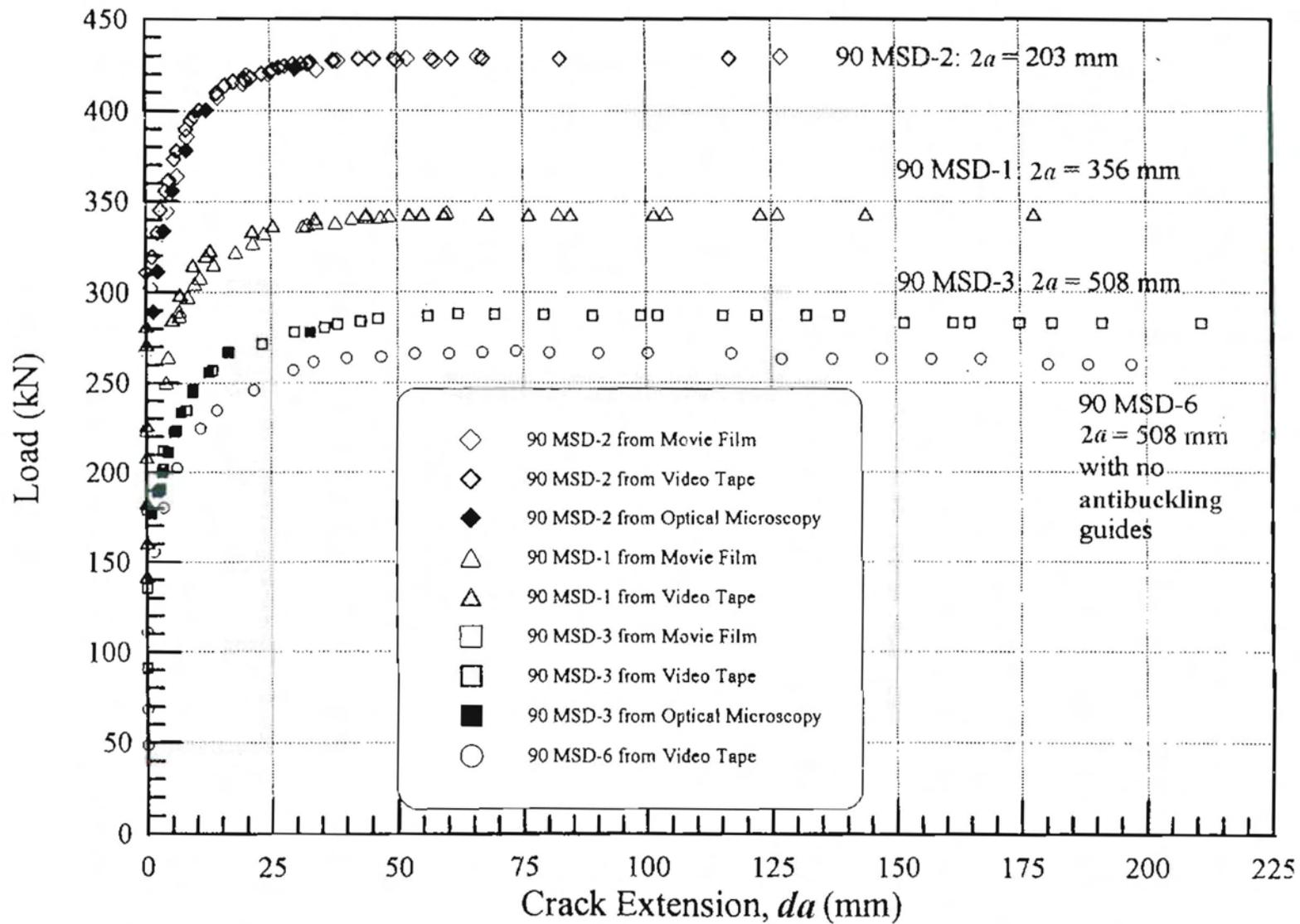


FIGURE 4. CRACK GROWTH MEASUREMENTS FOR TESTS 90 MSD-1, -2, -3, AND -6

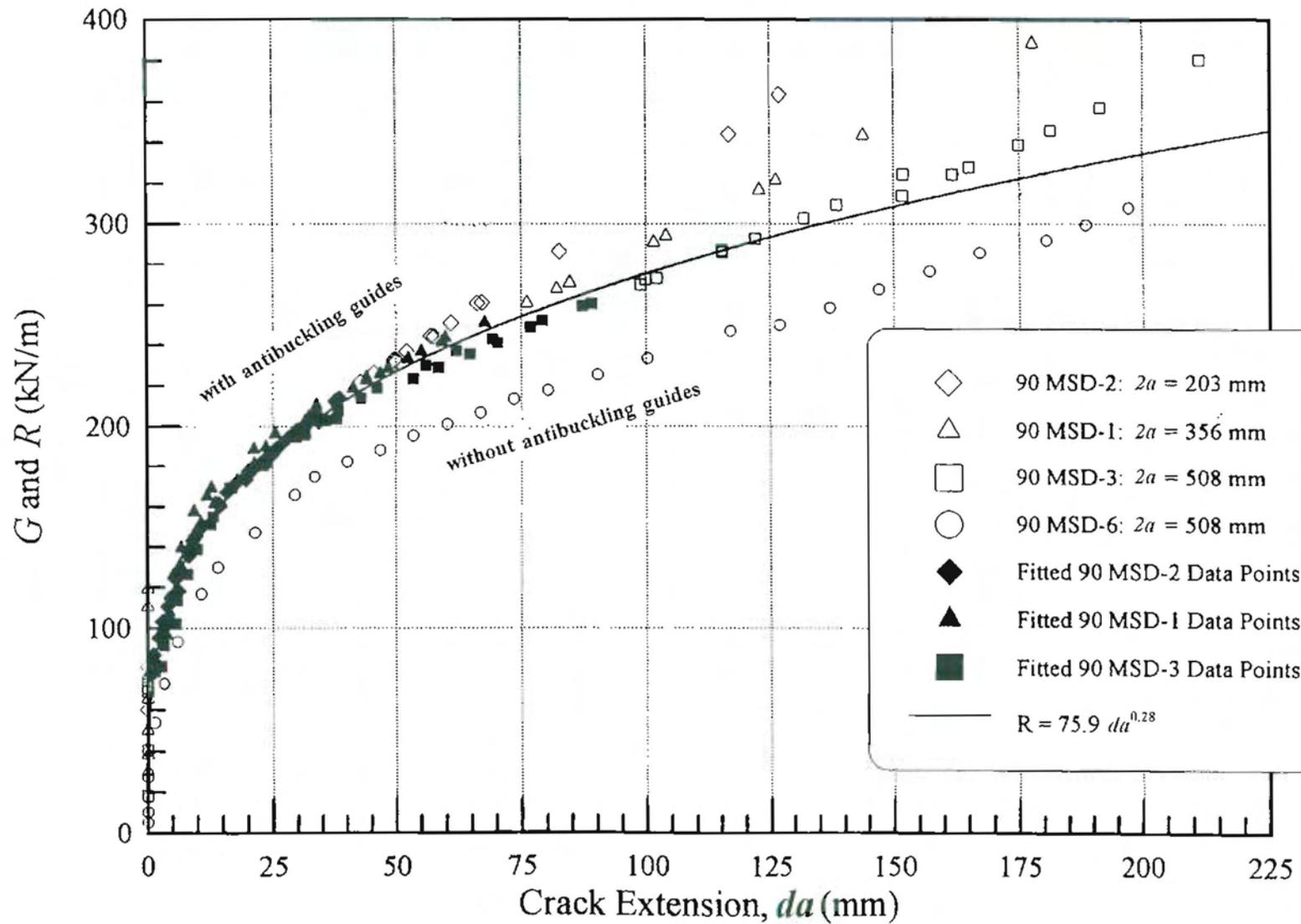


FIGURE 5. CRACK-EXTENSION FORCE DATA AND ANALYTICAL R-CURVE FOR TESTS 90 MSD-1, -2, -3, AND -6

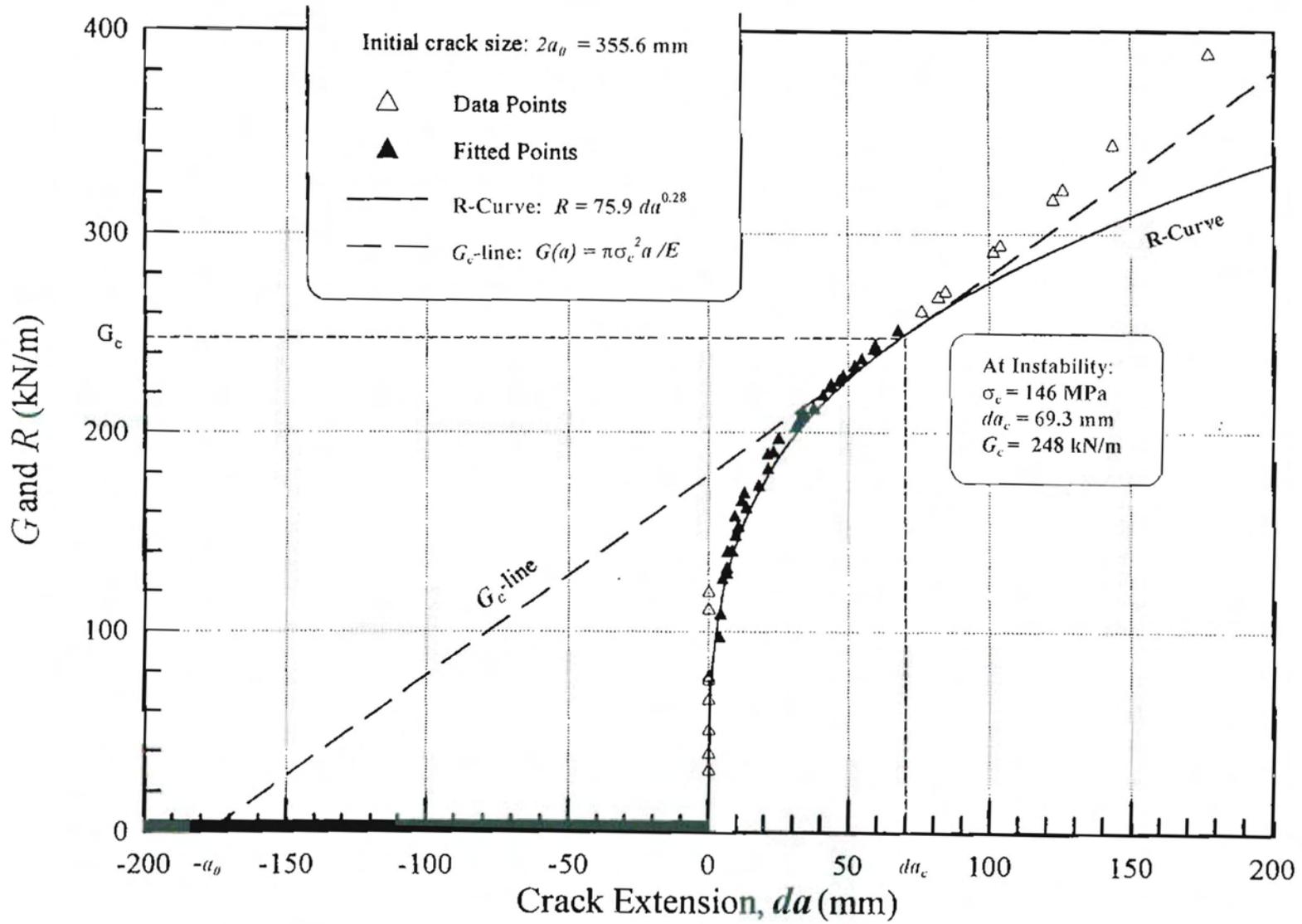


FIGURE 6. STABILITY DIAGRAM FOR TEST 90 MSD-1

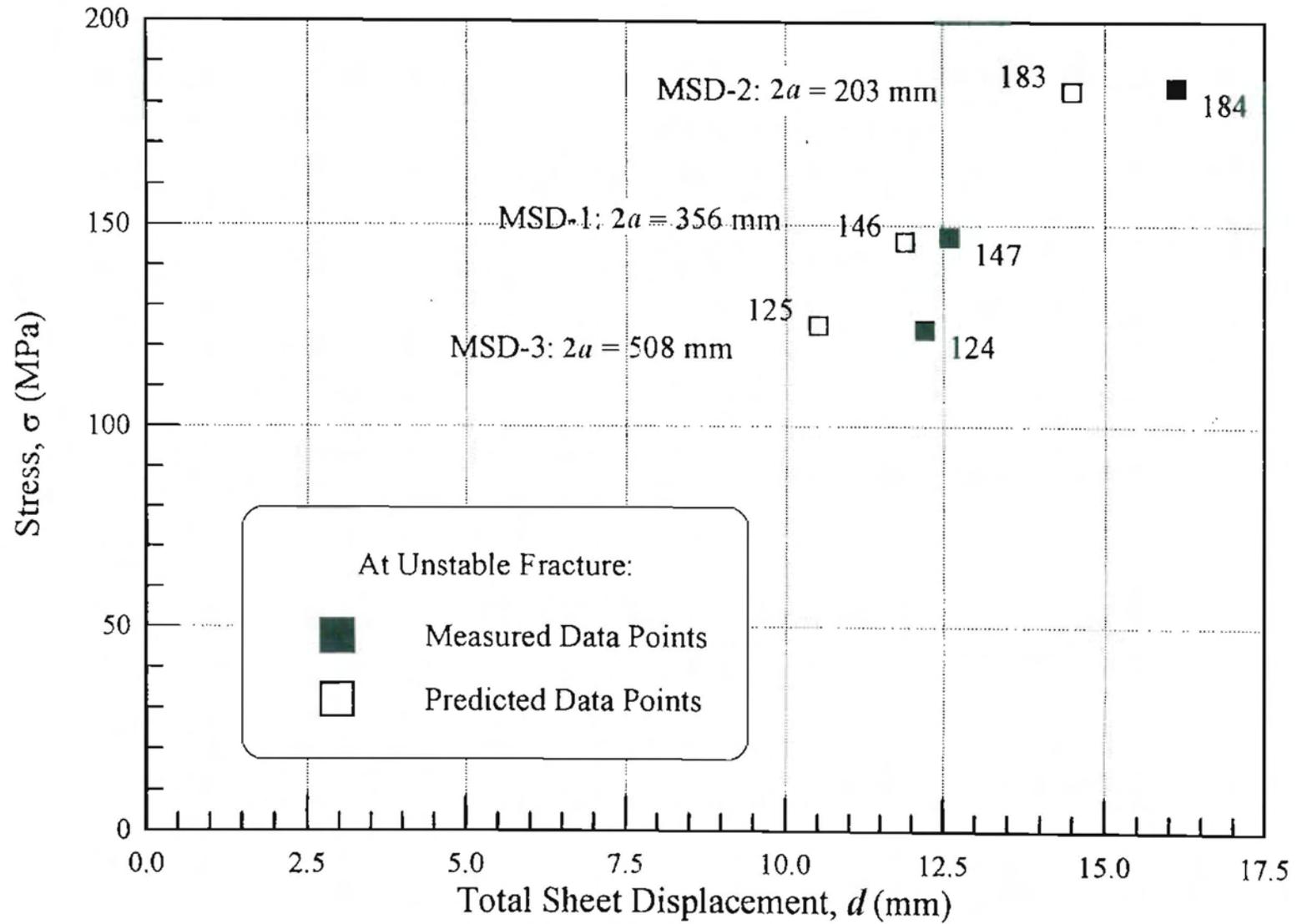


FIGURE 7. TEST DATA AND ANALYTICAL PREDICTIONS FROM R-CURVE FOR TESTS 90 MSD-1, -2, AND -3

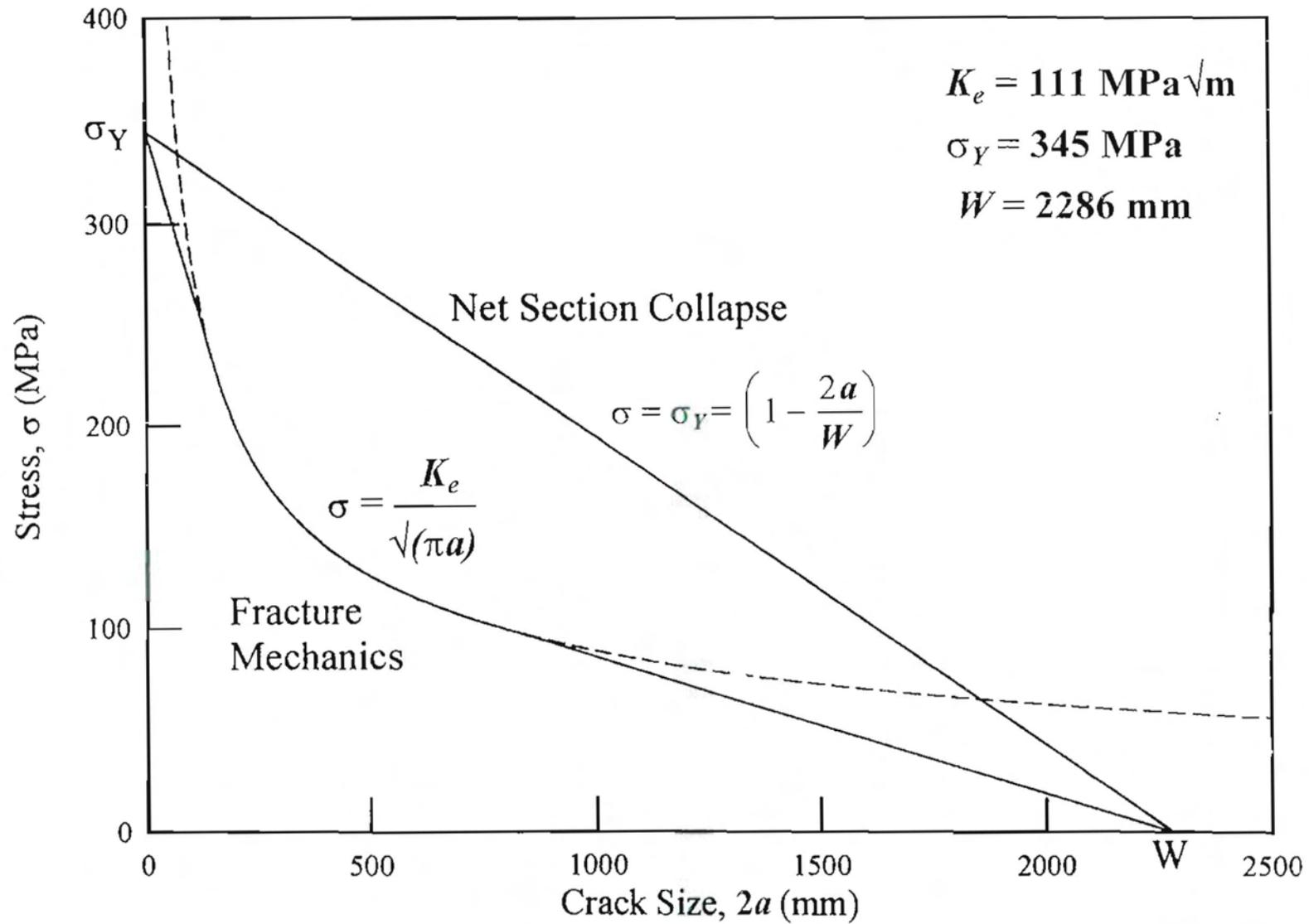


FIGURE 8. RESIDUAL STRENGTH DIAGRAM WITH ANALYSIS OF FEDDERSEN

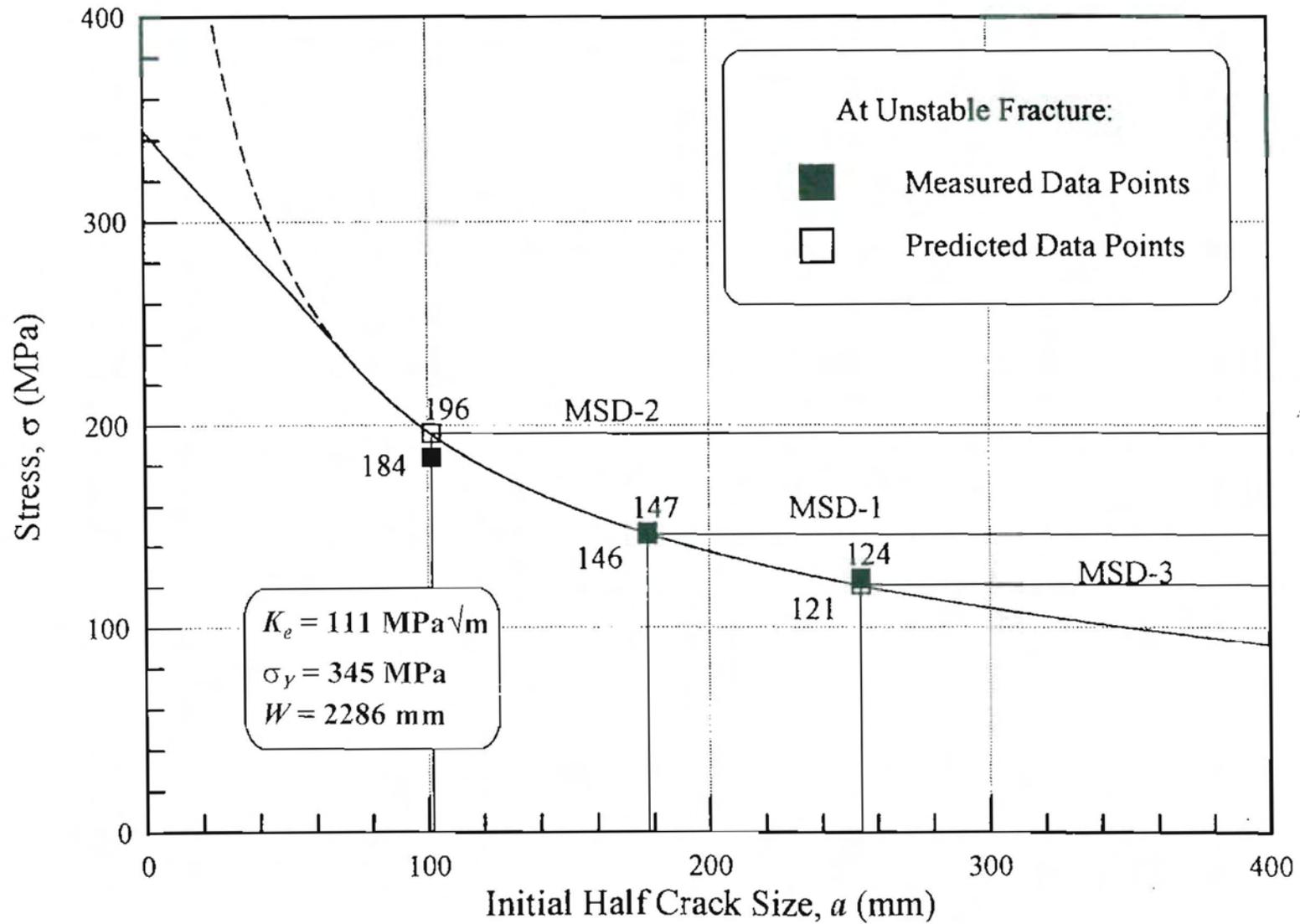


FIGURE 9. RESIDUAL STRENGTH DIAGRAM FOR TESTS 90 MSD-1, -2, AND -3, WITH MEASURED DATA POINTS AND PREDICTED FRACTURE PATHS

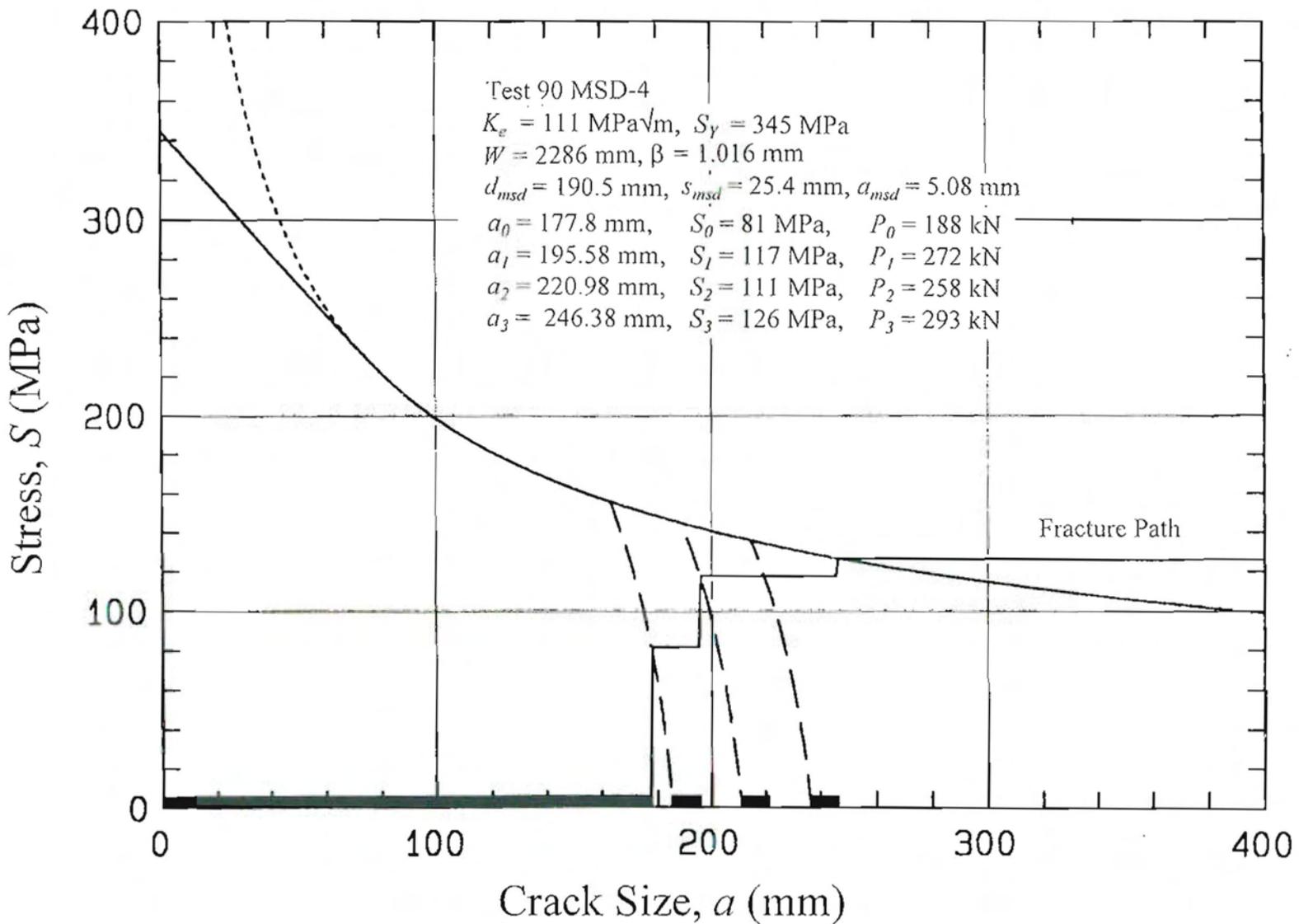


FIGURE 10. RESIDUAL STRENGTH DIAGRAM FOR TEST 90 MSD-4, WITH PLASTIC ZONE CRITERIA AND PREDICTED FRACTURE PATH

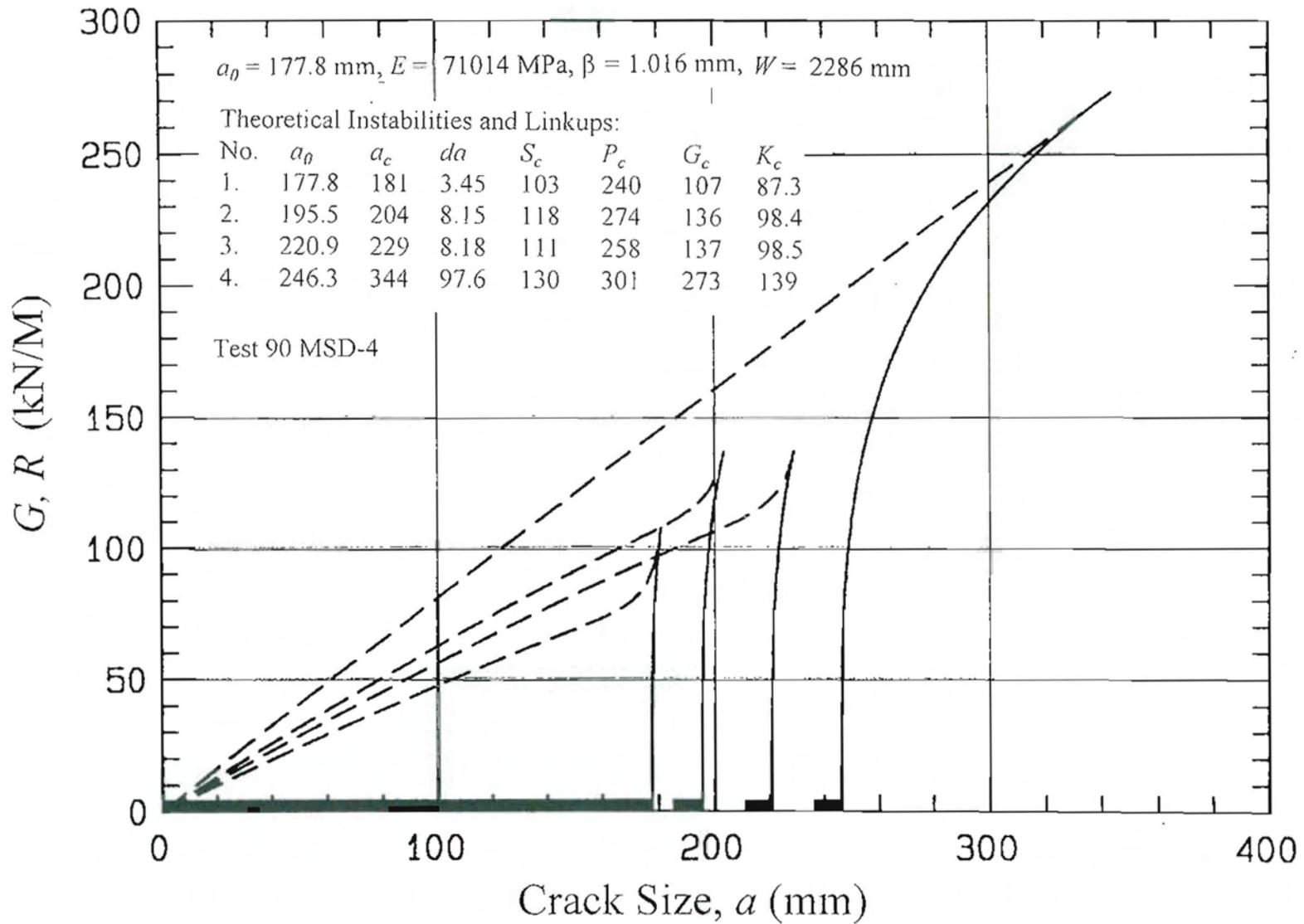


FIGURE 11. STABILITY DIAGRAM FOR TEST 90 MSD-4

TABLE 1. TEST MATRIX FOR 90 MSD PROGRAM

| Test No. | Main crack | | MSD cracks | | | | Date of Test |
|--------------------|--------------|-------------|-------------------------|-------------------|--------------------|--------------------|--------------|
| | $2a$ (mm) | a (mm) | d_{MSD} (mm) | s_{MSD} (mm) | $2a_{MSD}$ (mm) | number per side | |
| MSD-1 | 355.6 | 177.8 | | | | | 7/23/93 |
| MSD-2 | 203.2 | 101.6 | | | | | 8/25/93 |
| MSD-3 | 508.0 | 254.0 | | | | | 9/13/93 |
| MSD-4 | 355.6 | 177.8 | 190.5 | 25.4 | 10.16 | 3 | 11/29/93 |
| MSD-5 | 142.24 | 71.12 | 88.9 | 38.1 | 15.24 | 3 | 12/1/93 |
| MSD-6 ^a | 508.0 | 254.0 | no anti-buckling guides | | | | 4/12/94 |
| MSD-7 | 508.0 | 254.0 | 266.7 | 38.1 | 12.7 | 5 | 4/20/94 |
| MSD-8 | 482.6 | 241.3 | 266.7 | 38.1 | 12.7 | 10 | 5/26/94 |
| MSD-9 | 254.0 | 127.0 | 165.1 | 25.4 | 10.16 | 10 | 6/29/94 |
| MSD-10 | 508.0 | 254.0 | 266.7 | 38.1 | 12.7 | 5 | 7/1/94 |

TABLE 2. MEASURED DATA AND FAILURE PREDICTIONS FOR THE FIRST THREE 90 MSD TESTS

| Test No Date | | Half-Crack Size | | | Load (kN) | Stress (MPa) | Displacement (mm) |
|------------------|----------|-----------------|---------------|-------------------|--------------|-----------------|----------------------|
| | | Initial (mm) | Final (mm) | Extension (mm) | | | |
| MSD-1 7/23/93 | Measured | 177.8 | | | 343 | 147 | 12.6 |
| | RSD | | 244.3 | 66.5 | 339 | 146 | |
| | R-Curve | | 247.1 | 69.3 | 339 | 146 | 11.9 |
| MSD-2 8/25/93 | Measured | 101.6 | | | 428 | 184 | 16.1 |
| | RSD | | 142.0 | 40.4 | 455 | 196 | |
| | R-Curve | | 141.0 | 39.4 | 424 | 183 | 14.5 |
| MSD-3 9/13/93 | Measured | 254.0 | | | 289 | 124 | 12.2 |
| | RSD | | 340.4 | 86.4 | 280 | 121 | |
| | R-Curve | | 353.1 | 99.1 | 290 | 125 | 10.5 |

TABLE 3. TEST DATA AND ANALYTICAL PREDICTIONS OF LINKUP AND FINAL FRACTURE FROM THE RESIDUAL STRENGTH DIAGRAM AND THE R-CURVES FOR THE TESTS WITH MSD CRACKS

| Test No Date | Event | Measured | RSD | | R-curve | |
|-------------------|------------|--------------|--------------|-------|--------------|-------|
| | | Stress (MPa) | Stress (MPa) | Error | Stress (MPa) | Error |
| MSD-4 11/29/93 | 1st Linkup | 84 | 81 | 4% | 103 | 21% |
| | 2nd Linkup | 98 | 117 | 18% | 118 | 19% |
| | Fracture | 132 | 123 | -8% | 126 | -5% |
| MSD-5 12/1/93 | 1st Linkup | 138 | 136 | -2% | 163 | 17% |
| | 2nd Linkup | 161 | 185 | 14% | 171 | 6% |
| | Fracture | 174 | (148) | -16% | 148 | -16% |
| MSD-7 4/20/94 | 1st Linkup | 57 | 58 | 2% | 79 | 33% |
| | 2nd Linkup | 88 | 116 | 27% | 110 | 22% |
| | Fracture | 92 | (88) | -5% | 92 | -1% |
| MSD-8 5/26/94 | 1st Linkup | 89 | 118 | 28% | 110 | 21% |
| | 2nd Linkup | 91 | (116) | 24% | 110 | 19% |
| | Fracture | 73 | (65) | -12% | 67 | -9% |
| MSD-9 6/29/94 | 1st Linkup | 152 | 174 | 14% | 165 | 8% |
| | 2nd Linkup | (152) | (125) | -19% | (126) | -18% |
| | Fracture | 119 | (92) | -26% | 97 | -21% |
| MSD-10 7/1/94 | 1st Linkup | 66 | 58 | -13% | 79 | 17% |
| | 2nd Linkup | 95 | 116 | 20% | 110 | 14% |
| | Fracture | 100 | (88) | -13% | 92 | -9% |

The numbers in parentheses are lower than for a previous linkup, thus failure will precede the linkup.

