Presented by

Jochen Müller Materials and processes

Fluid ingression in rudder sandwich structure

Effect of aggressive fluids on durability A300-600/A310 and A330/A340 Pre-MOD 8827 / 40904



Content

- Ingression and disbond as observed on one in-service rudder
- Material performance
- Specific test related to event
- Conclusion

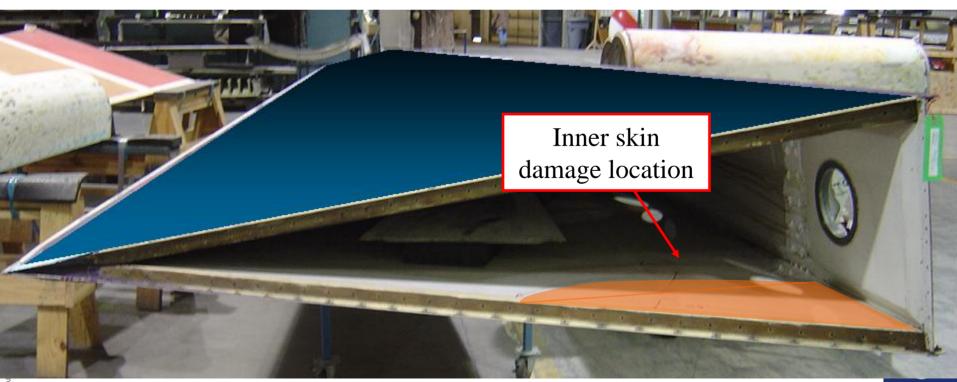
BUS S.A.S. All rights reserved. Confidential and proprie



Rudder disbond

Occurrence

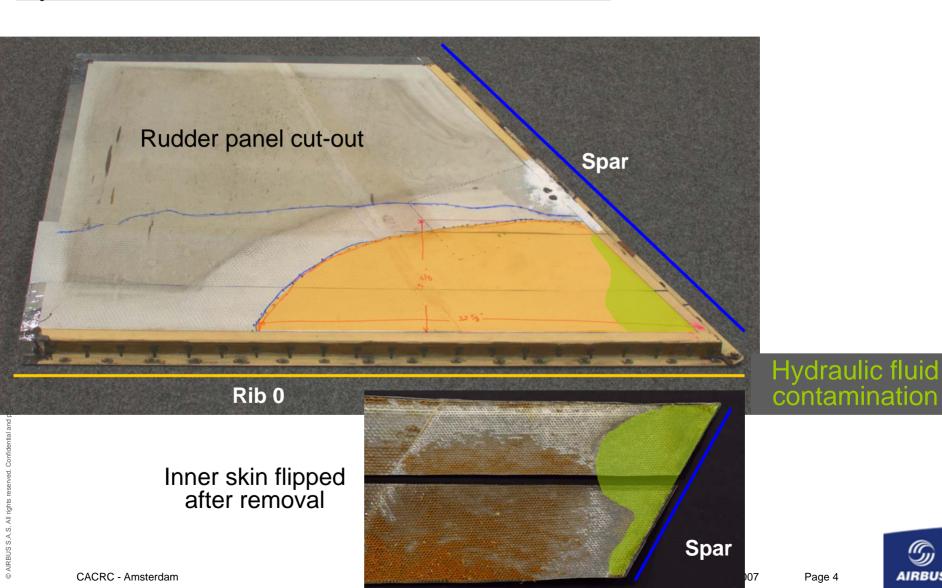
- December 2005
- Lower rib was removed for maintenance
- Inner skin to core disbond was detected



CACRC - Amsterdam 10 May 2007 Page 3 AIRBUS

Rudder disbond

Hydraulic fluid contamination at inner face





Content

- Ingression and disbond as observed on one in-service rudder
- Material performance
- Specific test related to event
- Conclusion

IS S.A.S. All rights reserved. Confidential and proprieta



Materials applied

- Sandwich rudder skins typically made of
 - ▶ One glass layer as self adhesive prepreg (120 style, 55%)
 - ▶ One or more carbon fibre fabric prepregs (5HS, 370gr/m²)
 - ▶ Inner skin additionally covered with PVA foil
 - Outer skin surfacing film 150 gr/m²

Two different prepreg combinations (A and B) used, each consisting of one glass layer and one or more carbon layers

IRBUS S.A.S. All rights reserved. Confidential and prop



Qualification requirements

- Immersion tests for structural materials
 - ▶ 70°C, 1000h in Skydrol
 - ▶ 50°C, 1000h in Skydrol / Water
 - ▶ Compare to specimen saturated in 70°C / 85 % rel. hum
 - ▶ Tests performed in gaps on mix Skydrol / Water
- Primary structure materials (eg. carbon used in skin) do pass tests
- Secondary structure materials not tested at above conditions
- In all cases: avoid local Skydrol accumulation => drain + dry

Skydrol in sandwich not covered by existing results

AIRBUS S.A.S. All rights reserved. Confidential an



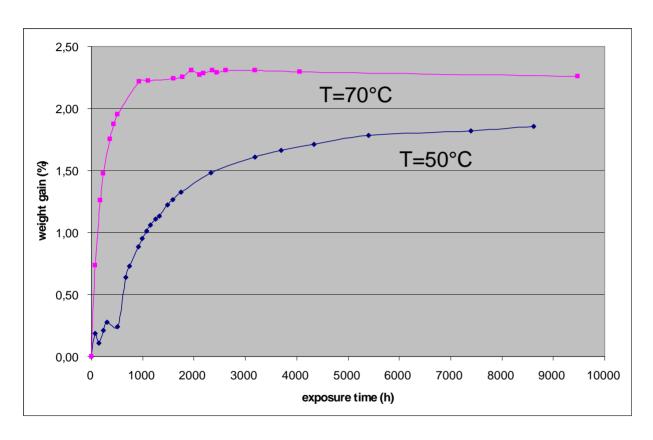
Investigation Target

- Since Skydrol in sandwich not covered by existing results:
 - Investigation of long term behaviour of entrapped fluids in sandwich structure
 - For acceleration this was done under extreme conditions
 - -Maximum temperature
 - –Permanent ingress / exposure



Moisture effects

Self Adhesive prepreg A: moisture absorption



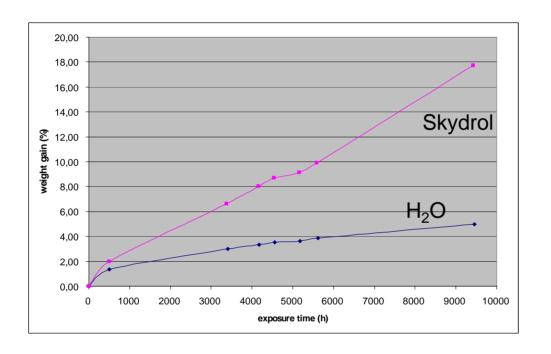
Exposed at 85% rel.H.

- as expected: diffusion rate increases with T
- untypical: different level of moisture gain

© AIRBUS S.A.S. All rights reserved. Confidential and pro

© AIRBUS

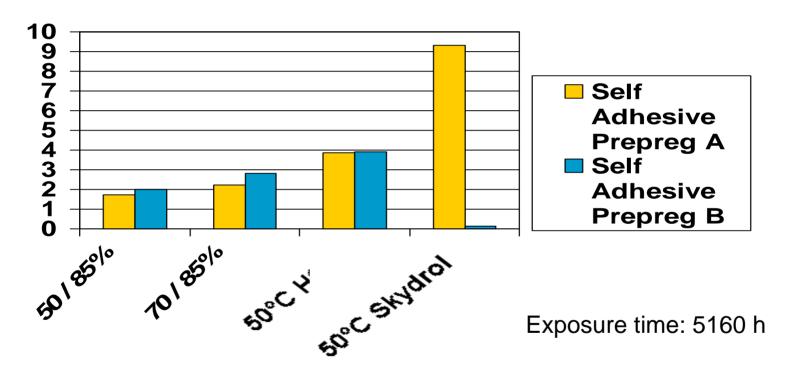
Absorption behaviour Self Adhesive prepreg A



Exposure at T = 50°C

- untypical: no saturation in water
- untypical: resin picks-up Skydrol

Humidity / fluid absorption of self adhesive prepregs



- as expected: both pick-up moisture and water
- untypical: Skydrol pick-up for bonding prepreg A

CACRC - Amsterdam 10 May 2007 Page 11 AIRBUS

Tg onset explained

A conservative assessment of temperature capability

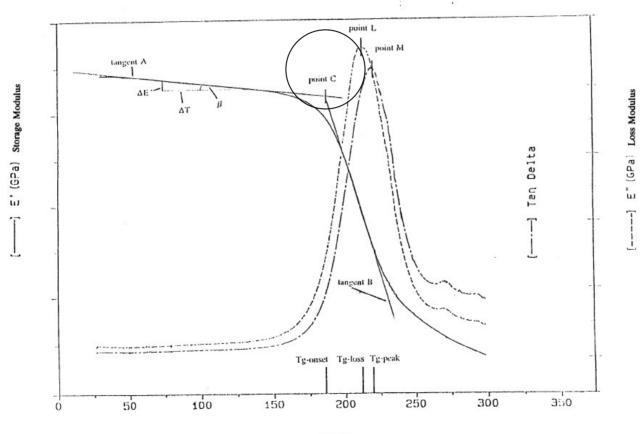


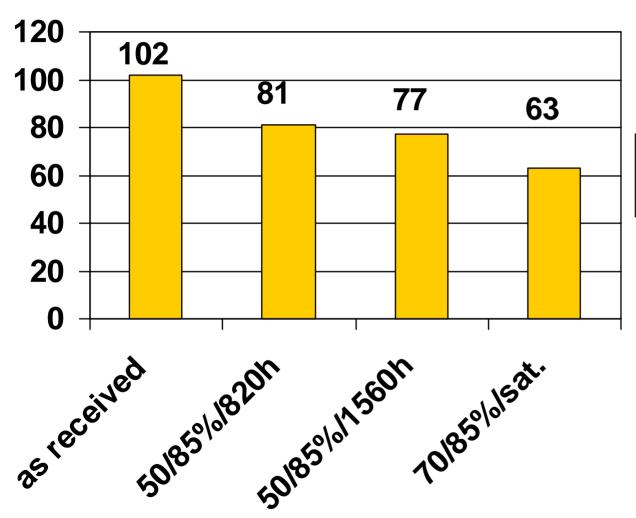
Figure 1

Typical diagram storage modulus, tan delta and loss modulus versus temperature determination of tg-onset, tg-peak, tg-loss and β

© AIRBUS S.A.S. All rights reserved. Confidential an



Tg onset



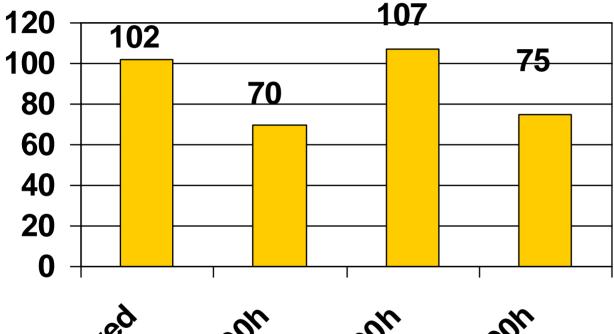
Self Adhesive Prepreg A

 Typical behaviour of self-adhesive resins

> **G** AIRBUS

© AIRBUS S.A.S. All rights reserved. Confidential and p

Tg onset



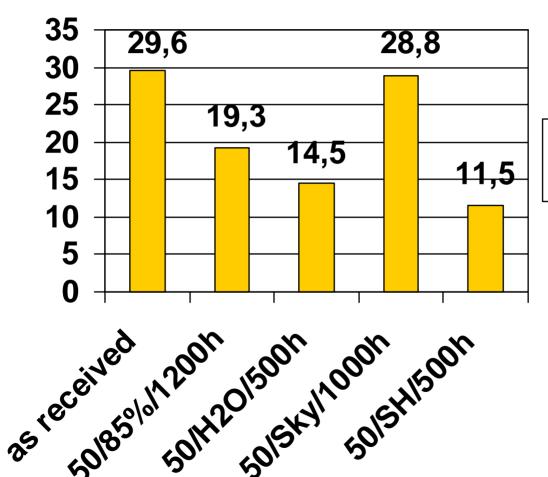
Self Adhesive Prepreg A

- Humidity effects
- no effect due to Skydrol (3400 h)
- Skydrol/water affects resin, after 500 disintegration of specimen

as received 50142013400th 5014204500th

G AIRBUS

Interlaminar shear strength ILSS at 70°C



Self Adhesive Prepreg A

- Humidity effects
- no effect due to Skydrol (1000 h)
- Skydrol/water affects resin, after 500 disintegration of specimen



© AIRBUS S.A.S. All rights reserved. Confidential and proprietary

Content

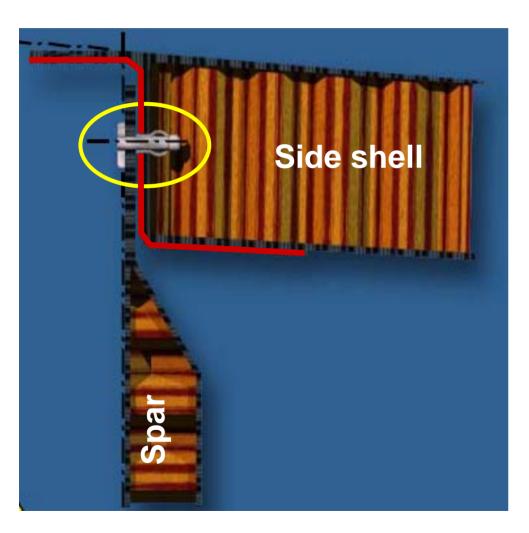
- Ingression and disbond as observed on one in-service rudder
- Material performance
- Specific test related to event
- Conclusion

S S.A.S. All rights reserved. Confidential and proprietar



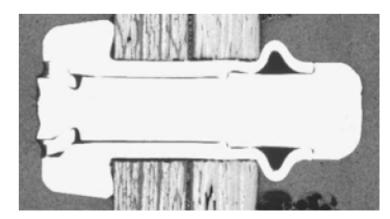
Rudder disbond

Fluid path specific to Z-profile design rudder series



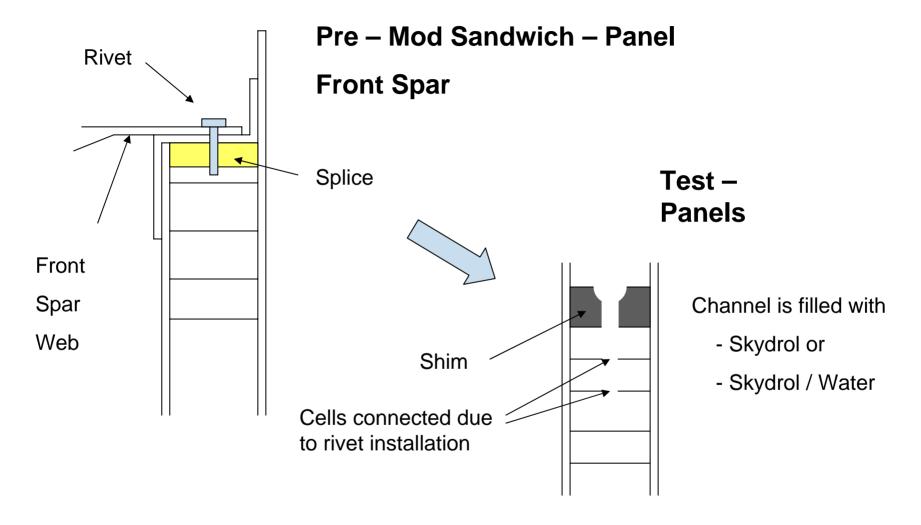
- Blind rivets used for spar to shell connection
- Hydraulic fluid had penetrated past some rivets

Section cut of blind rivet





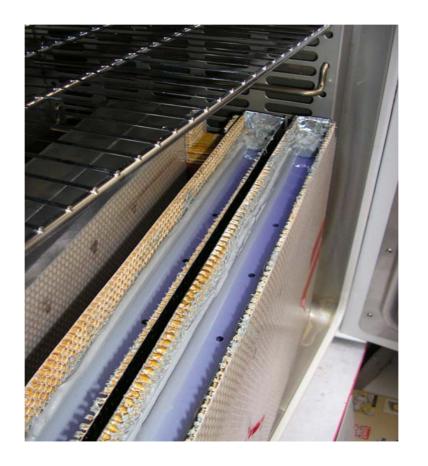
.A.S. All rights reserved. Confidential and proprietary docum





© AIRBUS S.A.S. All rights reserved. Confidenti

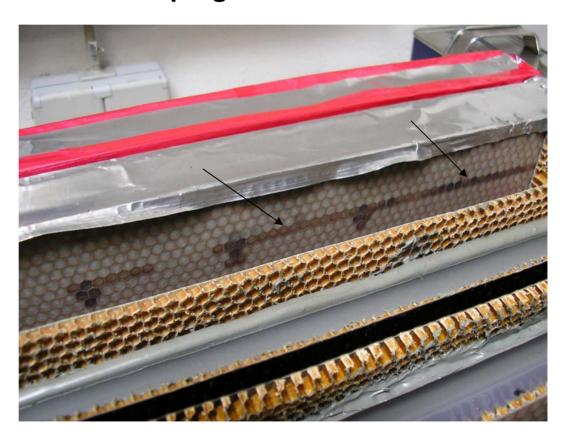
Chanel with holes filled with Skydrol



Exposure: 790 h at 50 °C / Water Skydrol Mix

Skin Material: Self Adhesive Prepreg A

- More liquid at infiltration channel
- No further cells filled below holes



S.A.S. All rights reserved. Confidential and proprietary do



Exposure: 3500 h at 50 °C / Skydrol + Water Mix

Skin Material: Self Adhesive Prepreg A

 More liquid at and one row below infiltration channel, physical connection by gaps

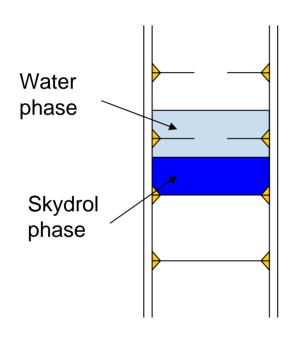
 No further cells filled below holes

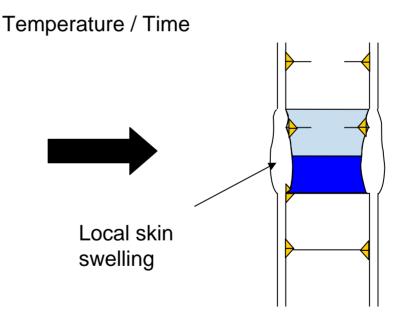


US S.A.S. All rights reserved. Confidential and propri

Swelling effect

Absorption of Water and / or Skydrol



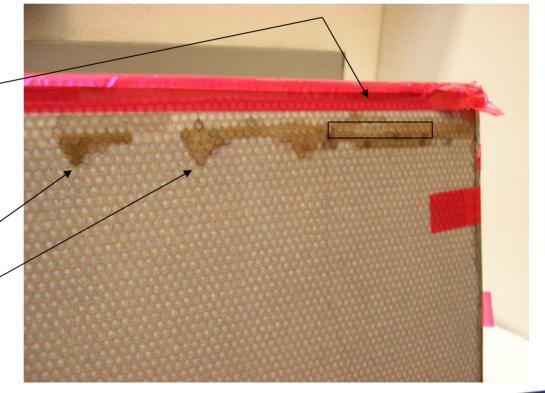


Exposure: 3750 h at 50 °C / Skydrol + Water Mix

Skin Material: Self Adhesive Prepreg A

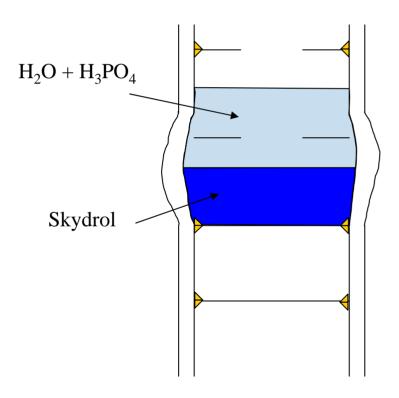
 Local Skin Debonding

 No Vertical Propagation



CACRC - Amsterdam 10 May 2007 Page 23 AIRBUS

Local Skin Debonding



- In a cell filled with emulsified water and Skydrol the two phases will separate immediately.
- Phosphoric acid develops start under specific climatic conditions only:
 - T= 40°C for more than
 - t = 14 days
- The phosphoric acid will be dissolved in the water phase
- Fillets are be damaged in water / phosphoric acid

Content

- Ingression and disbond as observed on one in-service rudder
- Material performance
- Specific test related to event
- Conclusion

S.A.S. All rights reserved. Confidential and proprietary doc



Conclusion

- Self Adhesive Prepreg A exhibits "untypical" behaviour
 - Skydrol gain
 - No saturation at water exposure
- Use of Self Adhesive Prepreg A was never intended for such an extreme environment
- But: Very limited "self propagation" of disbond even at extreme conditions and long time exposure



Investigation supported the conclusion that disbond occurred first at observed damage

© AIRBUS S.A.S. All rights reserved. Confidential and pr



AIRBUS S.A.S. All rights reserved. Confidential and proprietary document

© AIRBUS S.A.S. All rights reserved. Confidential and proprietary document.

This document and all information contained herein is the sole property of AIRBUS S.A.S.. No intellectual property rights are granted by the delivery of this document or the disclosure of its content. This document shall not be reproduced or disclosed to a third party without the express written consent of AIRBUS S.A.S. This document and its content shall not be used for any purpose other than that for which it is supplied.

The statements made herein do not constitute an offer. They are based on the mentioned assumptions and are expressed in good faith. Where the supporting grounds for these statements are not shown, AIRBUS S.A.S. will be pleased to explain the basis thereof.

AIRBUS, its logo, A300, A310, A318, A319, A320, A321, A330, A340, A350, A380, A400M are registered trademarks.

