

MATERIALS AND HARDWARE

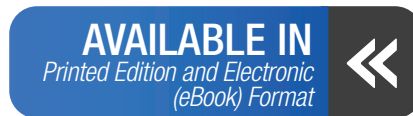
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WELCOME

The publishers of this Aviation Maintenance Technician Certification Series welcome you to the world of aviation maintenance. As you move towards EASA certification, you are required to gain suitable knowledge and experience in your chosen area. Qualification on basic subjects for each aircraft maintenance license category or subcategory is accomplished in accordance with the following matrix. Where applicable, subjects are indicated by an "X" in the column below the license heading.

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We wish you good luck and success in your studies and in your aviation career!

REVISION LOG

VERSION	EFFECTIVE DATE	DESCRIPTION OF CHANGE
001	2013 01	Module Creation and Release
002	2014 07	Format Update/Minor Corrections
003	2018 07	Modified sub-module sequence in accordance to Appendix A. Added content in the following areas: 6.3 – Thixotropic agents; Wood preservation methods; Types of fabric defects. 6.4 – Stress corrosion; Exfoliated corrosion detection; Galvanic corrosion growth; Fretting corrosion. 6.5 – Screw threads; Dowels. 6.6 – Rigid fluid line sizes; Swaged fittings. 6.7 – Laws obeyed by springs. 6.8 – Bearing material and construction. 6.11 – Connector types, Identification codes, and ratings.

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leak-proof goggles (no vent holes) when working with resins or solvents because chemical damage to the eyes is usually irreversible.

FIBER REINFORCED MATERIALS

The purpose of reinforcement in reinforced materials is to provide most of the strength. The three main forms of fiber reinforcements are particles, whiskers, and fibers.

A particle is a square piece of material. Glass bubbles (Q-cell) are hollow glass spheres, and since their dimensions are equal on all axes, they are called a particle. A whisker is a piece of material that is longer than it is wide. Whiskers are usually single crystals. They are very strong and used to reinforce ceramics and metals.

Fibers are single filaments that are much longer than they are wide. Fibers can be made of almost any material, and are not crystalline like whiskers. Fibers are the base for most composites. Fibers are smaller than the finest human hair and are normally woven into cloth-like materials.

LAMINATED STRUCTURES

Composites can be made with or without an inner core of material. Laminated structure with a core center is called a sandwich structure. Laminate construction is strong and stiff, but heavy. The sandwich laminate is equal in strength, and its weight is much less; less weight is very important to aerospace products. The core of a laminate can be made from nearly anything. The decision is normally based on use, strength, and fabricating methods to be used.

Various types of cores for laminated structures include rigid foam, wood, metal, or the aerospace preference of honeycomb made from paper, Nomex, carbon, fiberglass or metal. **Figure 3-1** shows a typical sandwich structure. It is very important to follow proper techniques to construct or repair laminated structures to ensure the strength is not compromised. A sandwich assembly is made by taking a high density laminate or solid face and backplate and sandwiching a core in the middle. The selection of materials for the face and backplate are decided by the design engineer, depending on the intended application of the part. It is important to follow manufacturer's maintenance manual specific instructions regarding testing and repair procedures as they apply to a particular aircraft.

ADVANCED LAMINATED COMPOSITE MATERIALS

Composite materials are becoming more important for aerospace structures. Aircraft parts made from composite materials, such as fairings, spoilers, and flight controls, were developed during the 1960s for their weight savings over aluminum parts. New generation large aircraft are designed with all composite fuselage and wing structures, and the repair of these advanced composite materials requires an in-depth knowledge of composite structures, materials, and tooling. The primary advantages of composite materials are their high strength, relatively low weight, and corrosion resistance.

Some applications of composites on aircraft include:

- Fairings.
- Flight control surfaces.
- Landing gear doors.
- Leading and trailing edge panels on the wing and stabilizer.

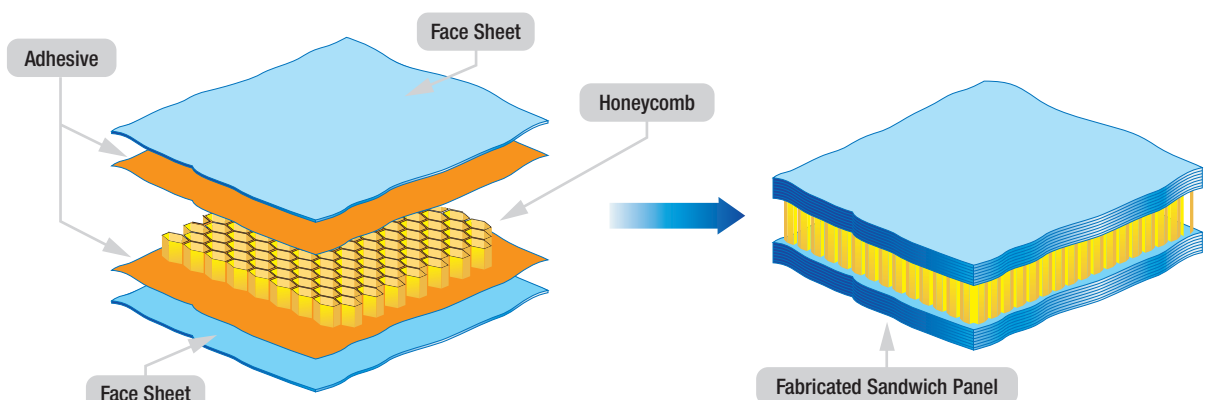


Figure 3-1. Sandwich structure.

- Interior components.
- Floor beams and floor boards.
- Vertical and horizontal stabilizer primary structure on large aircraft.
- Primary wing and fuselage structure on new generation large aircraft.
- Turbine engine fan blades.
- Propellers.

MAJOR COMPONENTS OF A LAMINATE

An isotropic material has uniform properties in all directions. The measured properties of an isotropic material are independent of the axis of testing. Metals such as aluminum and titanium are examples of isotropic materials.

A fiber is the primary load carrying element of the composite material. The composite material is only strong and stiff in the direction of the fibers. Unidirectional composites have predominant mechanical properties in one direction and are said to be anisotropic, having mechanical and/or physical properties that vary with direction relative to natural reference axes inherent in the material. Components made from fiber reinforced composites can be designed so that the fiber orientation produces optimum mechanical properties, but they can only approach the true isotropic nature of metals, such as aluminum and titanium.

A matrix supports the fibers and bonds them together in the composite material. The matrix transfers any applied loads to the fibers, keeps the fibers in their position and chosen orientation, gives the composite environmental resistance, and determines the maximum service temperature of a composite.

STRENGTH CHARACTERISTICS

Structural properties, such as stiffness, dimensional stability, and strength of a composite laminate, depend on the stacking sequence of the plies. The stacking sequence describes the distribution of ply orientations through the laminate thickness. As the number of plies with chosen orientations increases, more stacking sequences are possible. For example, a symmetric eight-ply laminate with four different ply orientations has 24 different stacking sequences.

FIBER

Fiber Orientation

The strength and stiffness of a composite buildup depends on the orientation sequence of the plies. The practical range of strength and stiffness of carbon fiber extends from values as low as those provided by fiberglass to as high as those provided by titanium. This range of values is determined by the orientation of the plies to the applied load. Proper selection of ply orientation in advanced composite materials is necessary to provide a structurally efficient design. The part might require 0° plies to react to axial loads, $\pm 45^\circ$ plies to react to shear loads, and 90° plies to react to side loads. Because the strength design requirements are a function of the applied load direction, ply orientation and ply sequence have to be correct. It is critical during a repair to replace each damaged ply with a ply of the same material and ply orientation.

The fibers in a unidirectional material run in one direction and the strength and stiffness is only in the direction of the fiber. Preimpregnated (prepreg) tape is an example of a unidirectional ply orientation.

The fibers in a bidirectional material run in two directions, typically 90° apart. A plain weave fabric is an example of a bidirectional ply orientation. These ply orientations have strength in both directions but not necessarily the same strength. (*Figure 3-2*)

The plies of a quasi-isotropic layup are stacked in a 0° , -45° , 45° , and 90° sequence or in a 0° , -60° , and 60° sequence. (*Figure 3-3*) These types of ply orientation simulate the properties of an isotropic material. Many aerospace composite structures are made of quasi-isotropic materials.

Warp Clock

Warp indicates the longitudinal fibers of a fabric. The warp is the high strength direction due to the straightness of the fibers. A warp clock is used to describe direction of fibers on a diagram, spec sheet, or manufacturer's sheets. If the warp clock is not available on the fabric, the orientation is defaulted to zero as the fabric comes off the roll. Therefore, 90° to zero is the width of the fabric across. (*Figure 3-4*)

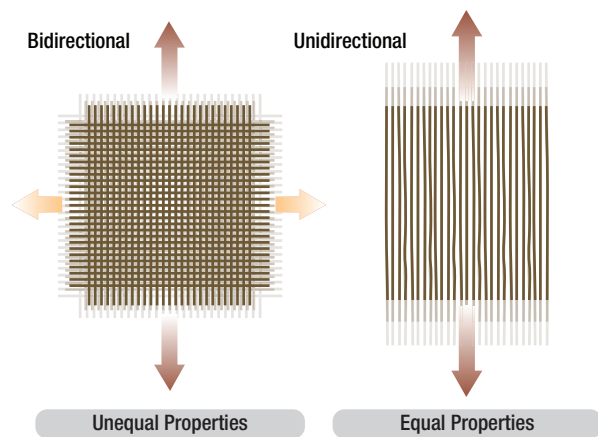


Figure 3-2. Bidirectional and unidirectional material properties.

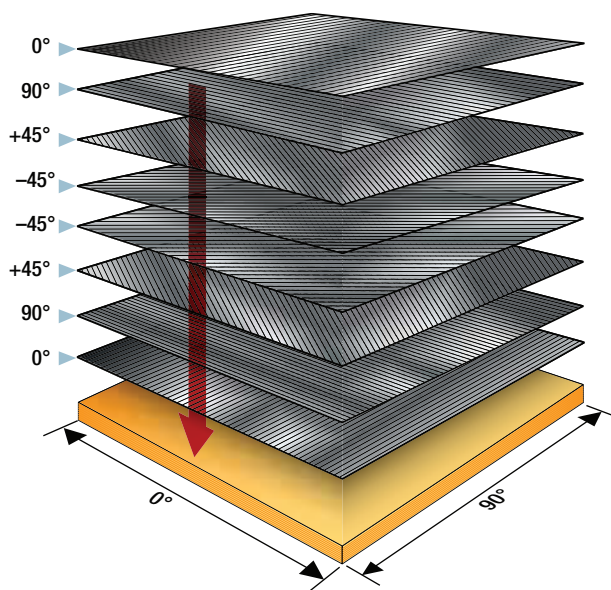


Figure 3-3. Quasi-isotropic material layup.

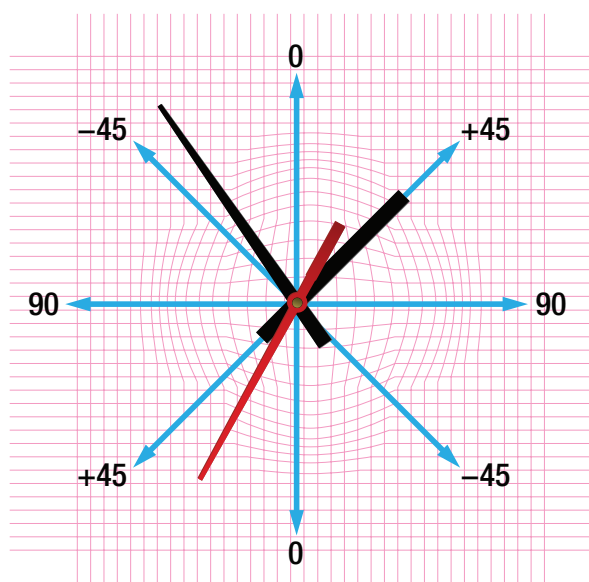


Figure 3-4. A warp clock.

Fiber Forms

All product forms generally begin with spooled unidirectional raw fibers packaged as continuous strands. An individual fiber is called a filament. The word strand is also used to identify an individual glass fiber. Bundles of filaments are identified as tows, yarns, or rovings. Fiberglass yarns are twisted, while Kevlar® yarns are not. Tows and rovings do not have any twist. Most fibers are available as dry fiber that needs to be impregnated (impreg) with a resin before use or prepreg materials where the resin is already applied to the fiber.

Roving

A roving is a single grouping of filament or fiber ends, such as 20-end or 60-end glass rovings. All filaments are in the same direction and they are not twisted. Carbon rovings are usually identified as 3K, 6K, or 12K rovings, K meaning 1 000 filaments. Most applications for roving products utilize mandrels for filament winding and then resin cure to final configuration.

Unidirectional (Tape)

Unidirectional prepreg tapes have been the standard within the aerospace industry for many years, and the fiber is typically impregnated with thermosetting resins. The most common method of manufacture is to draw collimated raw (dry) strands into the impregnation machine where hot melted resins are combined with the strands using heat and pressure.

Tape products have high strength in the fiber direction and virtually no strength across the fibers. The fibers are held in place by the resin. Tapes have a higher strength than woven fabrics. (Figure 3-5)

Bidirectional (Fabric)

Most fabric constructions offer more flexibility for layup of complex shapes than straight unidirectional tapes offer. Fabrics offer the option for resin impregnation either by solution or the hot melt process. Generally, fabrics used for structural applications use like fibers or strands of the same weight or yield in both the warp (longitudinal) and fill (transverse) directions. For aerospace structures, tightly woven fabrics are usually the choice to save weight, minimizing resin void size, and maintaining fiber orientation during the fabrication process.

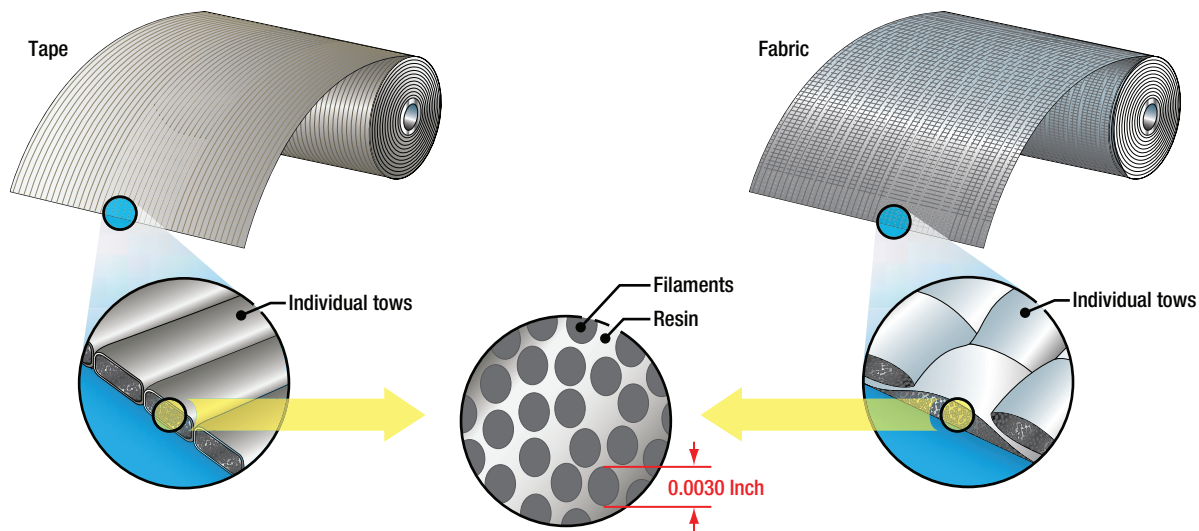


Figure 3-5. Tape and fabric products.

Woven structural fabrics are usually constructed with reinforcement tows, strands, or yarns interlocking upon themselves with over/under placement during the weaving process. The more common fabric styles are plain or satin weaves. The plain weave construction results from each fiber alternating over and then under each intersecting strand (tow, bundle, or yarn). With the common satin weaves, such as 5 harness or 8 harness, the fiber bundles traverse both in warp and fill directions changing over/under position less frequently.

These satin weaves have less crimp and are easier to distort than a plain weave. With plain weave fabrics and most 5 or 8 harness woven fabrics, the fiber strand count is equal in both warp and fill directions.

Example: 3K plain weave often has an additional designation, such as 12×12 , meaning there are twelve tows per inch in each direction. This count designation can be varied to increase or decrease fabric weight or to accommodate different fibers of varying weight.

(Figure 3-6)

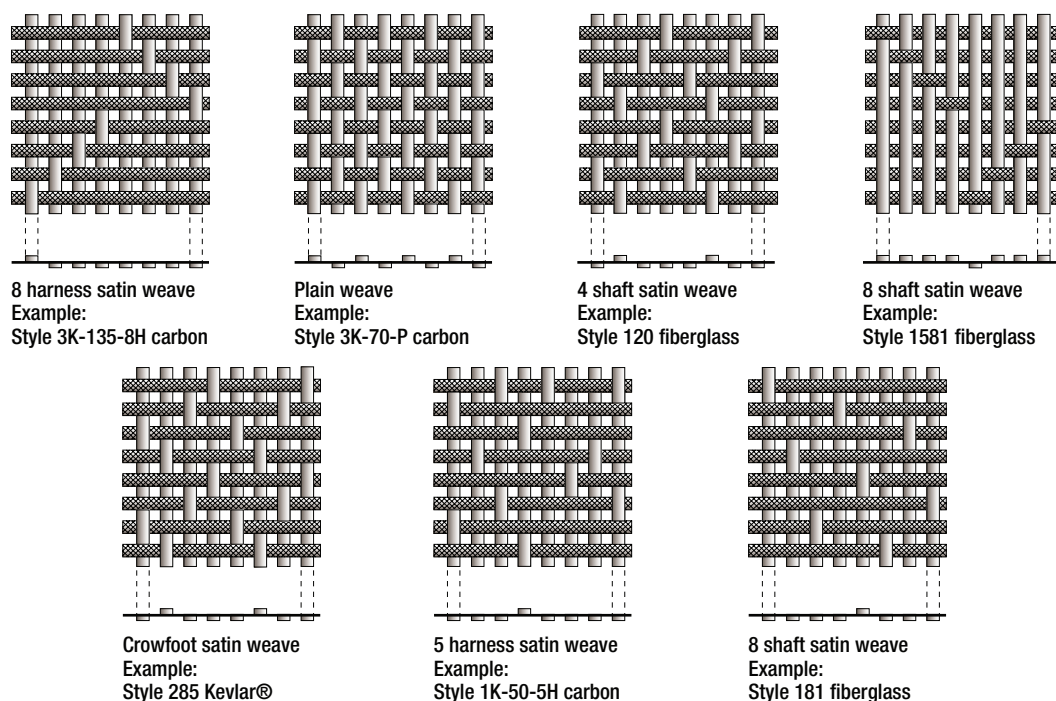


Figure 3-6. Typical fabric weave styles.

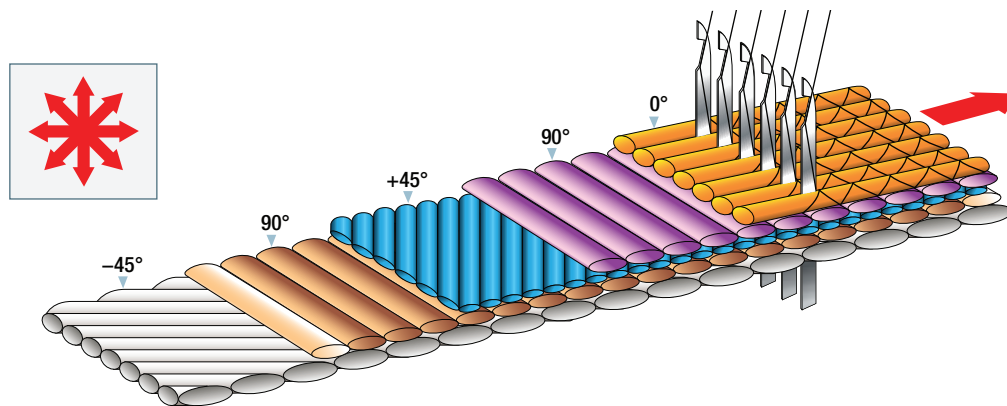


Figure 3-7. Nonwoven material (stitched).

Non-woven (Knitted or Stitched)

Knitted or stitched fabrics can offer many of the mechanical advantages of unidirectional tapes. Fiber placement can be straight or unidirectional without the over/under turns of woven fabrics. The fibers are held in place by stitching with fine yarns or threads after preselected orientations of one or more layers of dry plies. These types of fabrics offer a wide range of multi-ply orientations. Although there may be some added weight penalties or loss of some ultimate reinforcement fiber properties, some gain of interlaminar shear and toughness properties may be realized. Some common stitching yarns are polyester, aramid, or thermoplastics. (Figure 3-7)

Types of Fiber

Fiberglass

Fiberglass is often used for secondary structure on aircraft, such as fairings, radomes, and wing tips. Fiberglass is also used for helicopter rotor blades. There are several types of fiberglass used in the aviation industry. Electrical glass, or E-glass, is identified as such for electrical applications. It has high resistance to current flow. E-glass is made from borosilicate glass. S-glass and S2-glass identify structural fiberglass that have a higher strength than E-glass. S-glass is produced from magnesia-alumina-silicate. Advantages of fiberglass are lower cost than other composite materials, chemical or galvanic corrosion resistance, and electrical properties (fiberglass does not conduct electricity). Fiberglass has a white color and is available as a dry fiber fabric or prepreg material.

Kevlar®

Kevlar® is DuPont's name for aramid fibers. Aramid fibers are light weight, strong, and tough. Two types of Aramid fiber are used in the aviation industry. Kevlar®

49 has a high stiffness and Kevlar® 29 has a low stiffness. An advantage of aramid fibers is their high resistance to impact damage, so they are often used in areas prone to impact damage. The main disadvantage of aramid fibers is their general weakness in compression and hygroscopy. Service reports have indicated that some parts made from Kevlar® absorb up to 8 percent of their weight in water. Therefore, parts made from aramid fibers need to be protected from the environment. Another disadvantage is that Kevlar® is difficult to drill and cut. The fibers fuzz easily and special scissors are needed to cut the material. Kevlar® is often used for military ballistic and body armor applications. It has a natural yellow color and is available as dry fabric and prepreg material. Bundles of aramid fibers are not sized by the number of fibers like carbon or fiberglass but by the weight.

Carbon/Graphite

One of the first distinctions to be made among fibers is the difference between carbon and graphite fibers, although the terms are frequently used interchangeably. Carbon and graphite fibers are based on graphene (hexagonal) layer networks present in carbon. If the graphene layers, or planes, are stacked with three dimensional order, the material is defined as graphite. Usually extended time and temperature processing is required to form this order, making graphite fibers more expensive. Bonding between planes is weak. Disorder frequently occurs such that only two dimensional ordering within the layers is present. This material is defined as carbon.

Carbon fibers are very stiff and strong, 3 to 10 times stiffer than glass fibers. Carbon fiber is used for structural aircraft applications, such as floor beams, stabilizers, flight controls, and primary fuselage and wing structure. Advantages include its high strength