

KEVLAR[®]
only by DuPont

Bonding from a Honeycomb Core Perspective

DuPont Advanced Fibers Systems

Hal Loken
Market Development Manager, Honeycomb Cores
DuPont Advanced Fibers Systems
NOMEX[®] Business Center
P. O. Box 27001
Richmond VA 23261
804 383 6086w 804 677 7192m 804 897 7192r
hal.y.loken@usa.dupont.com ;
loken4452@aol.com

 *The miracles of science[®]*

18 June 2004

Remarks Based On:

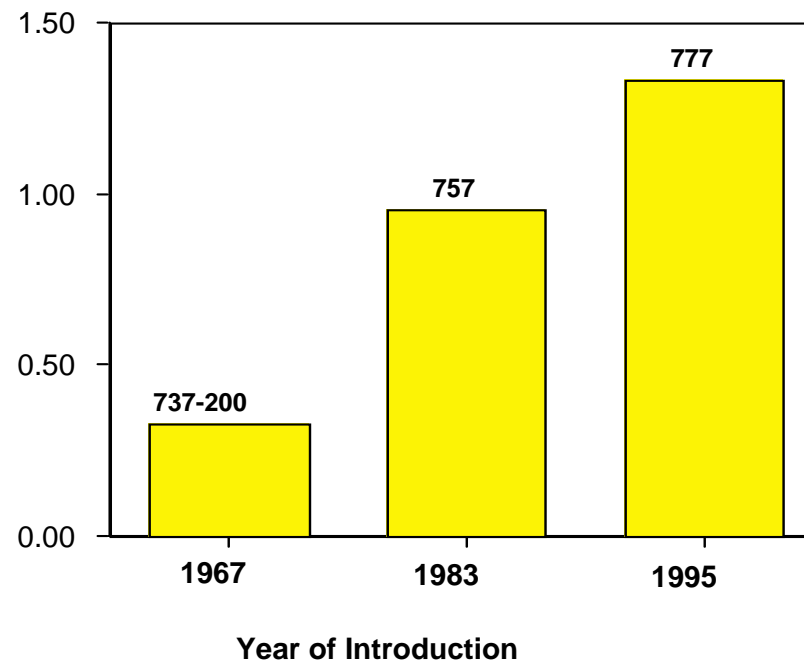
- 30+ years in aramid technical development, applications research, technical marketing, market development
- Started with basic research in high strength fibers and progressed to applications research in aerospace sandwich structures
- Personal experience as DuPont technical respondent for honeycomb cored composite sandwich structures.
- Bonding failures (and part failures) arise from:
 - Non-optimum materials and process
 - Contamination
 - Design errors
- Objective is to identify and promote proven and successful practices

Why Worry About Composite Honeycomb Construction?

Honeycomb cored composite structures are widespread on modern commercial transport aircraft.

❖ 25% of exterior surface, all of interior

Nomex(R) usage as
% of Operating Empty Weight



Why Focus on Composite Honeycomb Construction?

Honeycomb cored composite structures are widespread on modern commercial transport aircraft.

❖ 25% of exterior surface, all of interior

Durability “incidents” stretch back 50+ years, especially for metallic honeycomb structures.

For the past 30 years, the vast majority of composite honeycomb cored structures are completing an aircraft lifetime without problems.

Honeycomb cored composite sandwich structure is expected to grow further thanks to structural efficiency and relative ease of manufacture.

We must collect & document the technology of honeycomb and other bonded structures, including critical safety issues and certification considerations

Bonding is critical, but there are other issues too.

Failure in bonded structures is not necessarily strictly related to bonding issues.

Materials system failure

- Matrix microcracking
- Erosion, wear, impact, fatigue

Structural overload

- Bearing stress
- Sizing error
- Residual stress

Sealing problems

This talk will focus on honeycomb core bonding

Bond Between Honeycomb and Face Sheet Has the Elements of a Secondary Bond

The bonding surface of honeycomb is a distinct solid phase. Honeycomb does not flow or mix during the part manufacturing process.

Honeycomb is subject to surface contamination.

Polymeric solids (including composite honeycomb!) can exude substances such as low molecular weight oligomers. These substances can interfere with bonding, especially if they become concentrated at the bond line.

Solvent exposure of composite honeycomb followed by solvent evaporation can cause soluble contaminants to migrate to the bonding surface.

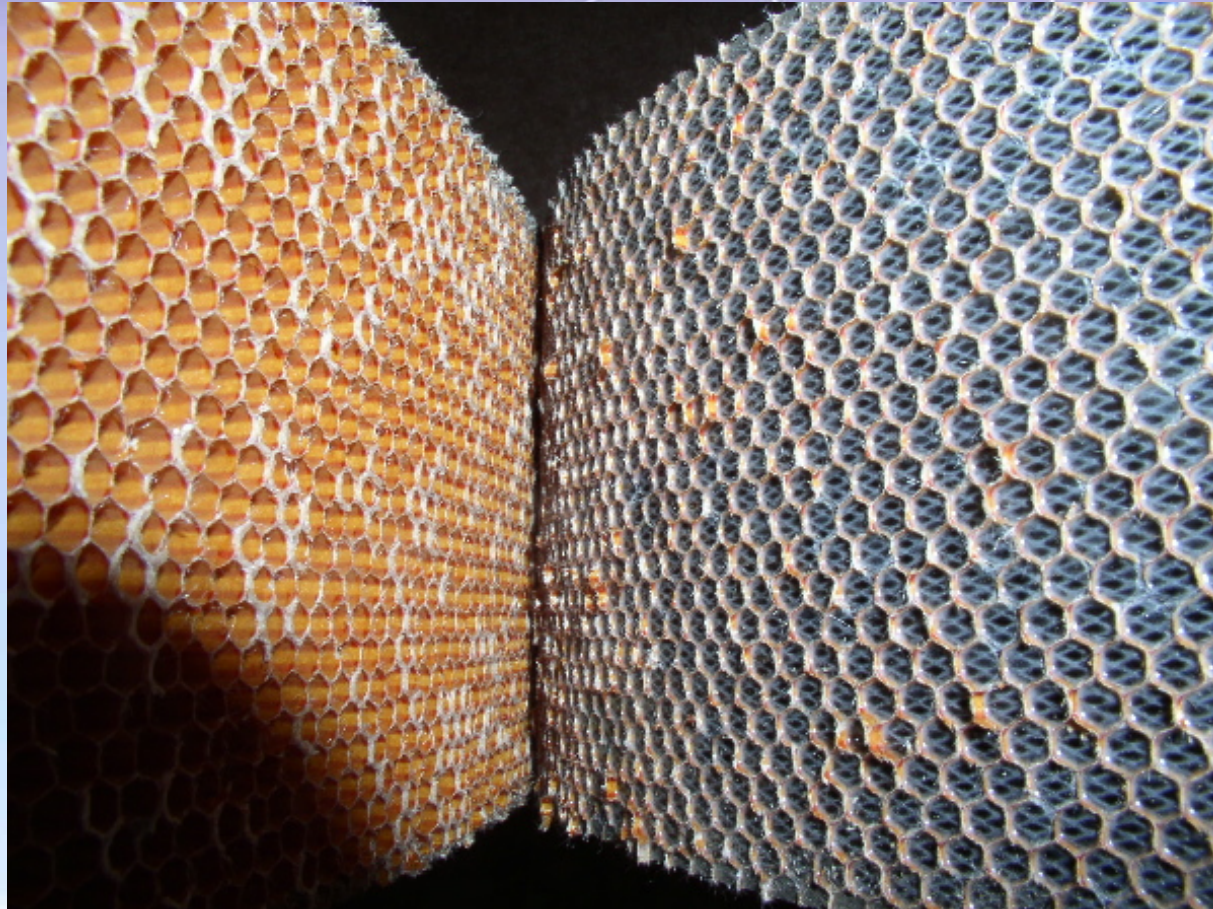
**Honeycomb core bonding deserves the attention
due any secondary bond!**

Drum Peel Test for Simple Verification of Bonding

- If failure is in the honeycomb core, the full mechanical properties of the honeycomb can be realized.
- If failure is in the bond or adhesive, the full honeycomb properties may not be realized.
- Bond or adhesive failures are poorly understood and poorly characterized. Performance after ageing or fatigue is not defined. Such failures are not acceptable even if test values are high!

KEVLAR
only by DuPont

Predominantly Core Failure in Peel



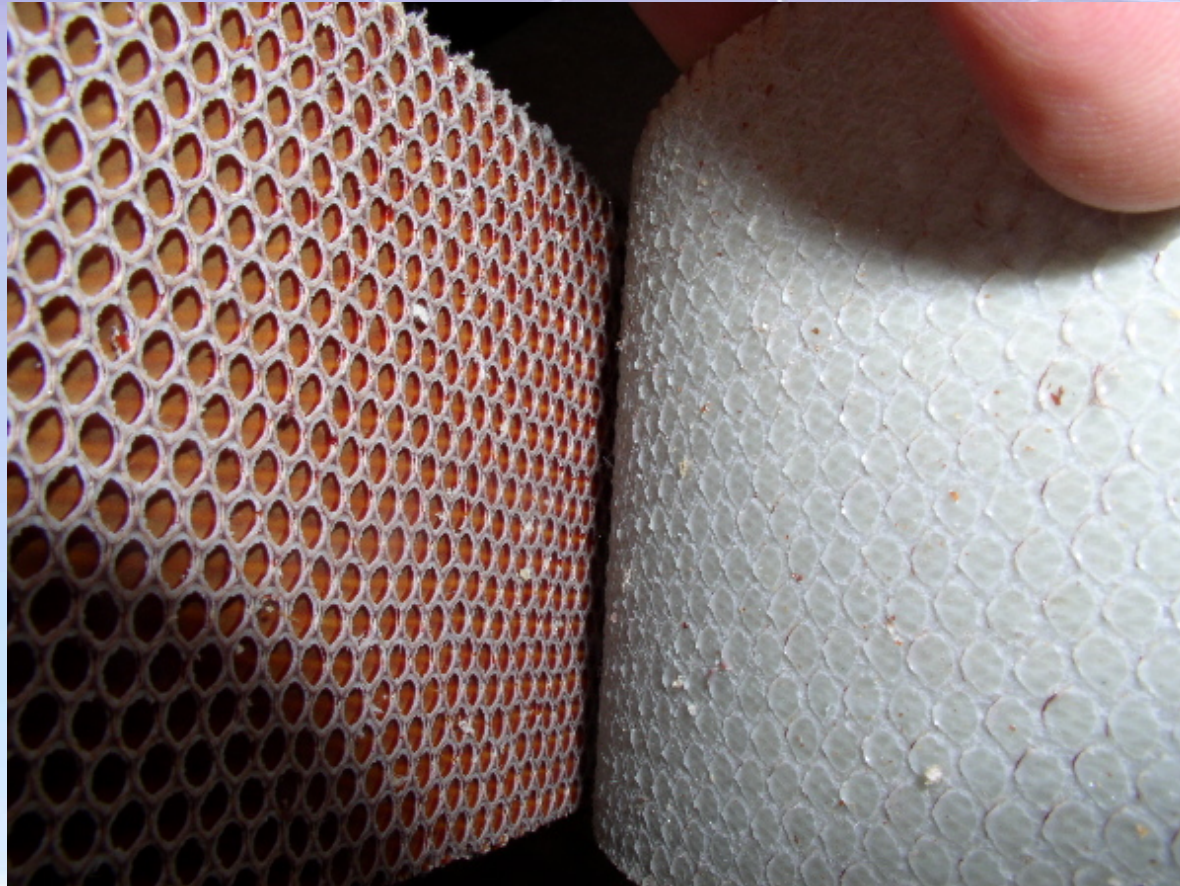
Predominant core failure indicates robust process
Honeycomb core mechanicals drive performance.

DU PONT The miracles of science®

18 June 2004

KEVLAR
only by DuPont

Interfacial Failure Next to Prepreg

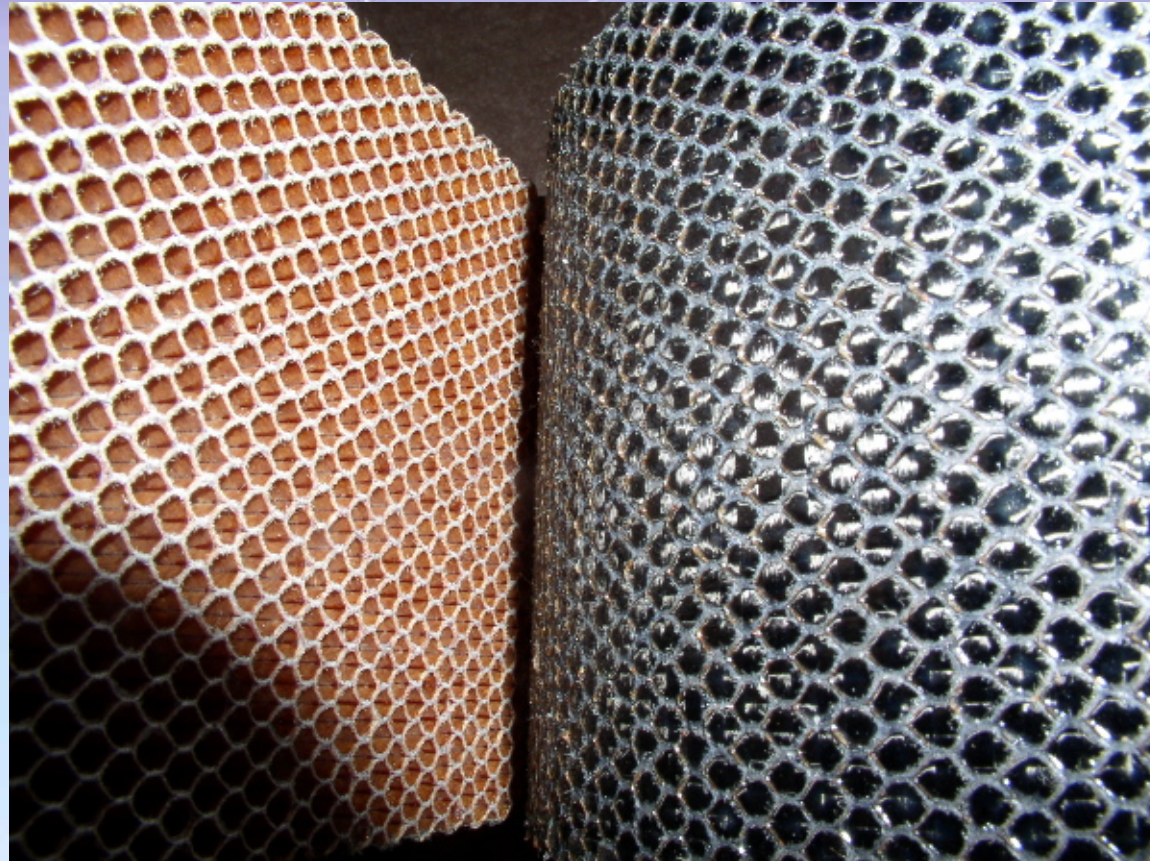


Interfacial failures are variable, unpredictable and unacceptable

DU PONT The miracles of science®

18 June 2004

Failure Next to Core

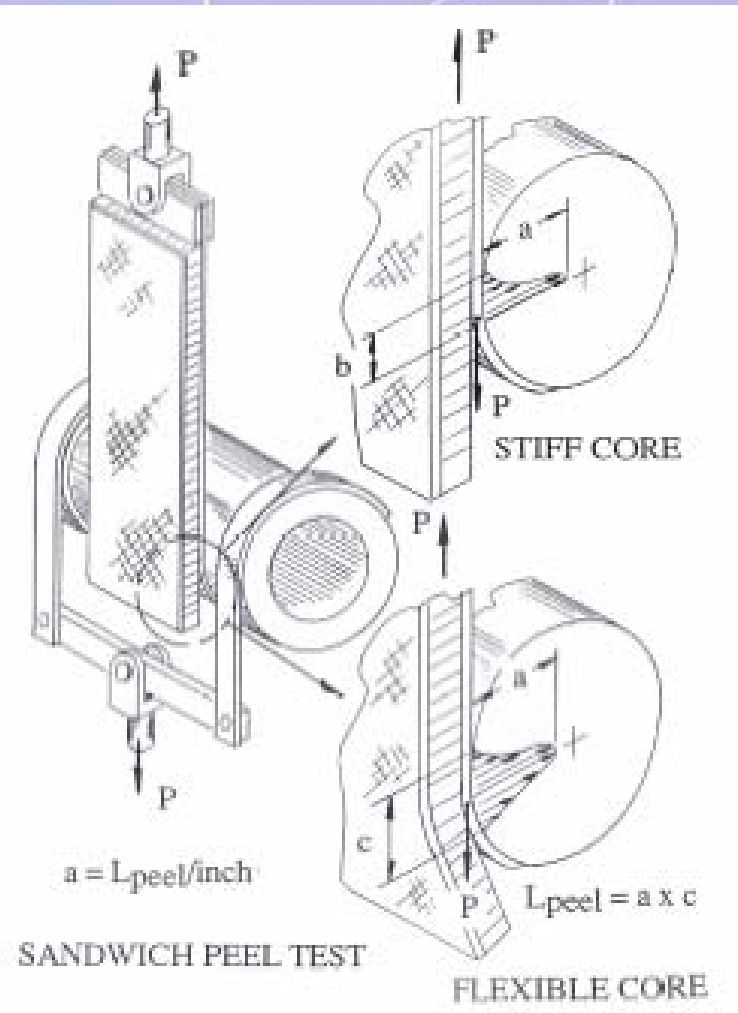


This is another unacceptable transition area failure, often seen when core was solvent treated or otherwise contaminated!

Drum Peel Test is Very Sensitive to Modulus of Honeycomb and Adhesive

Drum peel is valuable for process quality control.

It is not suitable for comparing different materials



Flatwise Tension Test on Well-Bonded Specimen Directly Measures Material Strength

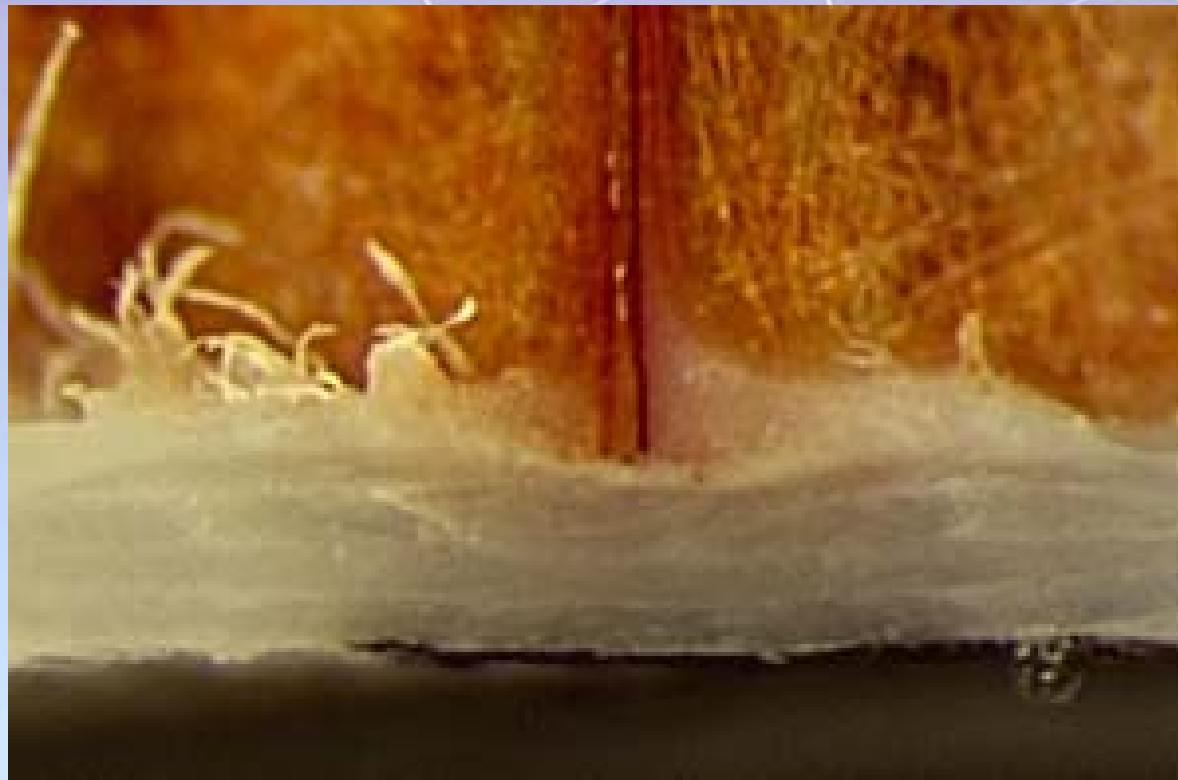
	LS, PSI	FT, PSI
KEVLAR®- 1/8-3.0	260	550
NOMEX®- 1/8-3.0	180	310



Higher strength materials
require better bonding.

KEVLAR
only by DuPont

Fillet formation is critical to core bond



This micrograph shows poor fillet on right , no fillet on left

DU PONT The miracles of science®

18 June 2004

Material change gives system change

Higher web strength and less contact surface reveals adhesion limit
“Equivalent” resins revealed to not be equivalent

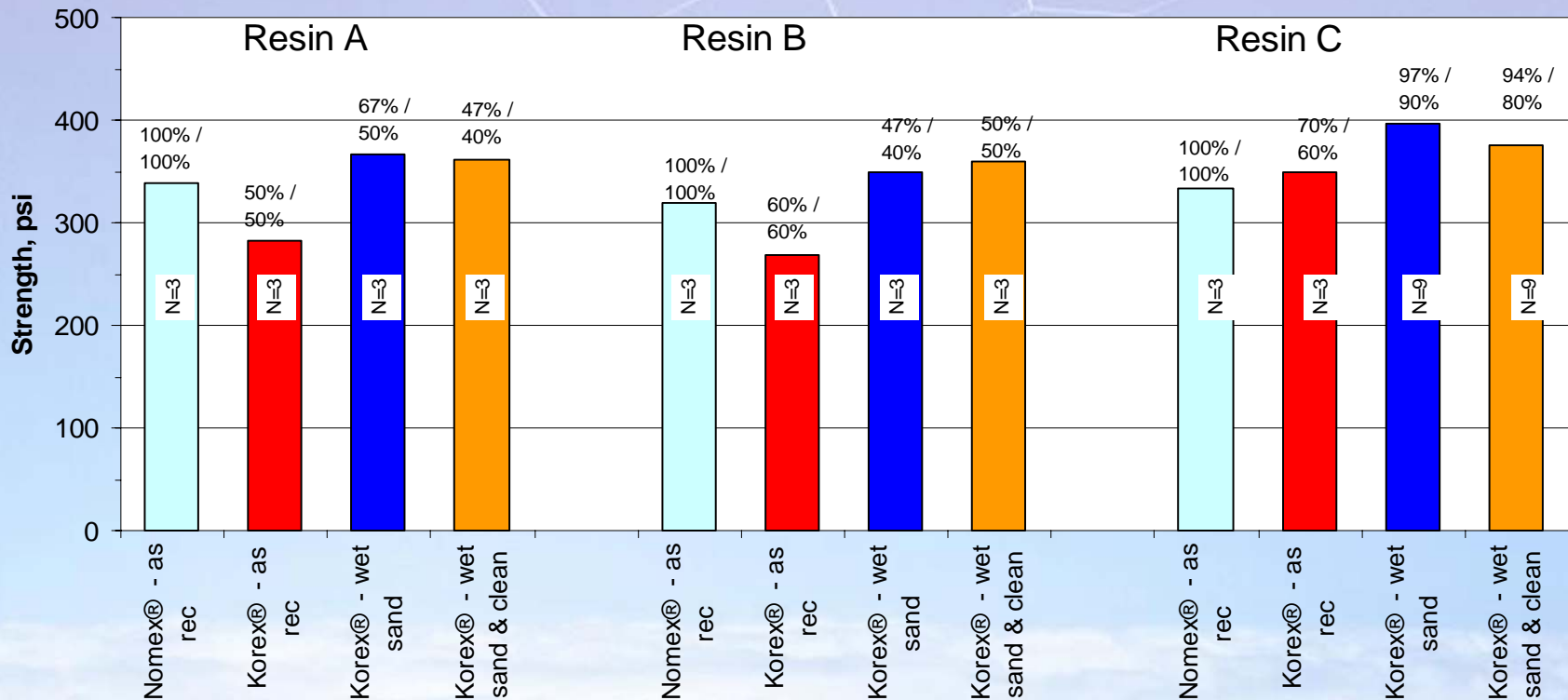
Korex® Bonding Study

Flat Wise tension

N = Number of Samples tested

Nomex® 1/8"-3 pcf
Korex® 3/16"-2 pcf
All adhesives 0.03 psf with mat
0.062" thk G11 face sheets

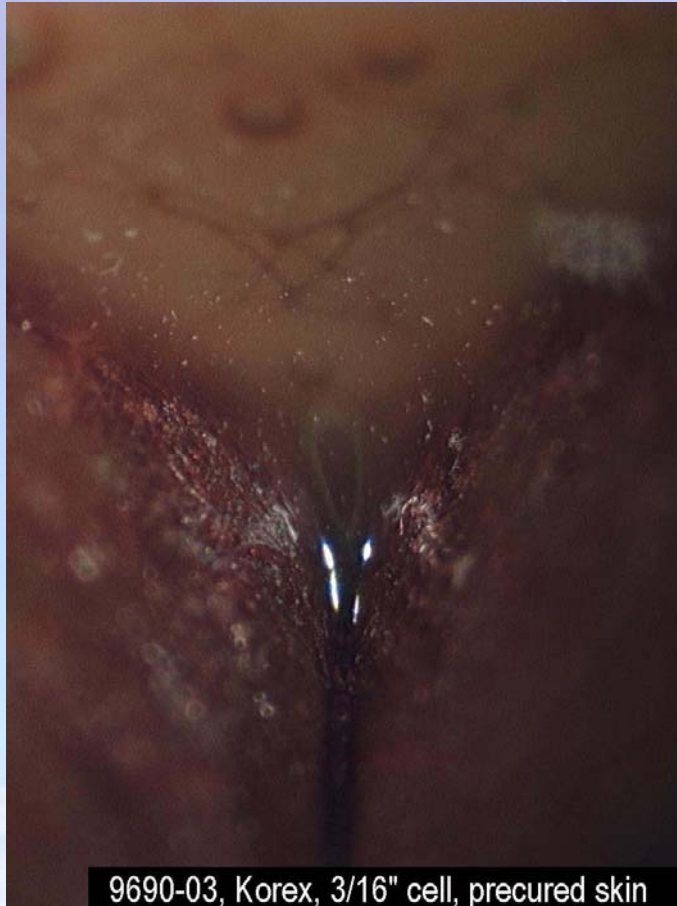
% core failure
ave / min



FSP 11/00
The miracles of science®

KEVLAR
only by DuPont

Bond Surface prep can be critical



9690-03, Korex, 3/16" cell, precured skin



9690-03, Korex, 3/16" cell (unworked), precured skin

DU PONT The miracles of science®

Conclusions from Bonding Examples

Nominally analogous materials and process might give different results with different materials

- ❖ Low thermal ramp rate gives low flow in curing operation so that surface fuzz changes filleting mechanism
- ❖ Higher flow resin system shown to be insensitive to core surface fuzz
- ❖ “Equivalent” resins can react very differently to materials and process changes.

The drum peel test is an excellent indicator of bond quality, but not of bond strength, especially with different materials and constructions

- ❖ Visual inspection of test specimen is key
- ❖ Flatwise tension test should be used to compare different materials and constructions