AE 737: Mechanics of Damage Tolerance

Lecture 18 - The Boeing Method

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schedule

- 5 Apr Boeing Method
- 7 Apr Cycle counting
- 9 Apr Homework 6 Self-grade, Homework 7 Due
- 12 Apr Crack retardation
- 14 Apr Finite Elements in Fracture
- 16 Apr Homework 7 Self-grade, Homework 8 Due
- 19 Apr Exam Review
- 21 Apr Exam 2

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outline

boeing method

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boeing method

- Whether integrating numerically or analytically, it is time-consuming to consider multiple repeated loads
- It is particularly difficult to consider flight loads, which can vary by "mission"
- For example, an aircraft may fly three different routes, in no particular order, but with a known percentage of time spent in each route
- Traditional methods would use a random mix of each load spectra

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boeing method

- The Boeing Method combines each repeatable load spectrum into one single equivalent cycle
- Note: this is ch. 20 in the text.

 The Boeing method is derived by separating the geometry effects from load and material effects in the Boeing-Walker equation.

$$\frac{da}{dN} = \left[\frac{1}{n}\right] \frac{dL}{dN} = 10^{-4} \left[\frac{k_{max}Z}{m_T}\right]^p$$

$$\frac{dL}{dN} = n10^{-4} \left[\frac{k_{max}Z}{m_T}\right]^p$$

$$\frac{dN}{dl} = \frac{1}{n}10^4 \left[\frac{m_T}{k_{max}Z}\right]^p$$

boeing method

$$\int_0^N dN = \frac{10^4}{n} \int_{L_0}^{L_f} \left[\frac{m_T}{k_{max} Z} \right]^p dL$$

$$\textit{N} = 10^4 \left(\frac{m_t}{\textit{z}\sigma_{\textit{max}}}\right)^{\textit{p}} \int_{\textit{L}_0}^{\textit{L}_f} \frac{\textit{dL}}{\left(\textit{n}\sqrt{\pi\textit{L}/\textit{n}}\beta\right)^{\textit{p}}}$$

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- In this form, the term $10^4 \left(\frac{m_t}{z\sigma_{max}}\right)^p$ is strictly from the applied load and material, while $\int_{L_0}^{L_f} \frac{dL}{\left(n\sqrt{\pi L/n}\beta\right)^p}$ is from geometry
- If we now define G to account for crack geometry

$$G = \left[\int_{L_0}^{L_f} \frac{dL}{\left(n \sqrt{\pi L/n} \beta \right)^p} \right]^{-1/p}$$

boeing method

• And define $z\sigma_{max}=S$ as the equivalent load spectrum, then we have

$$N = 10^4 \left(\frac{m_t/G}{S}\right)^p$$

 Using this method, G is typically looked up from a chart (such as on p. 369) 8

- To replace a repeated load spectrum with an equivalent load, we need to invert the relationship
- The previous equation gives cycles per crack growth, inverting gives crack growth per cycle

crack growth per cycle =
$$10^{-4} \left(\frac{m_t/G}{S} \right)^{-p}$$

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boeing method

• If we consider a general, repeatable "block", we have

$$10^{-4} \left(m_t / G \right)^{-\rho} \sum_i \left(\frac{1}{z \sigma_{max}} \right)_i^{-\rho} N_i = 10^{-4} \left(\frac{m_t / G}{S} \right)^{-\rho}$$

• Which simplifies to

$$\sum_{i} (z\sigma_{max}) = S^{p}$$

boeing method example

• (from p. 366),
$$q = 0.6$$
, $p = 3.9$

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boeing method example - cont.

Count cycles from the right (instead of the left)