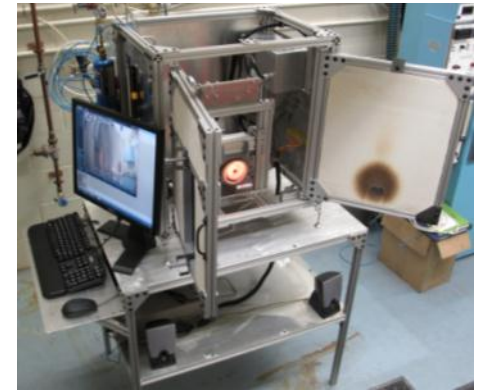


Composite Flame Propagation Update



Federal Aviation
Administration



Presented to: IAMFTWG

By: Robert I. Ochs

Date: March 6-7, 2013, Seattle, WA

Overview

- Objective: to develop a standardized flammability test method for composite structure
- An intermediate scale test was designed to evaluate large samples of composite material against the standard block of foam fire source
- The temperature and heat flux gradient was measured in the foam block test and transferred to a lab-scale vertical flame propagation test with radiant heat source and piloted ignition

Gen 1

Gen 2

Gen 3

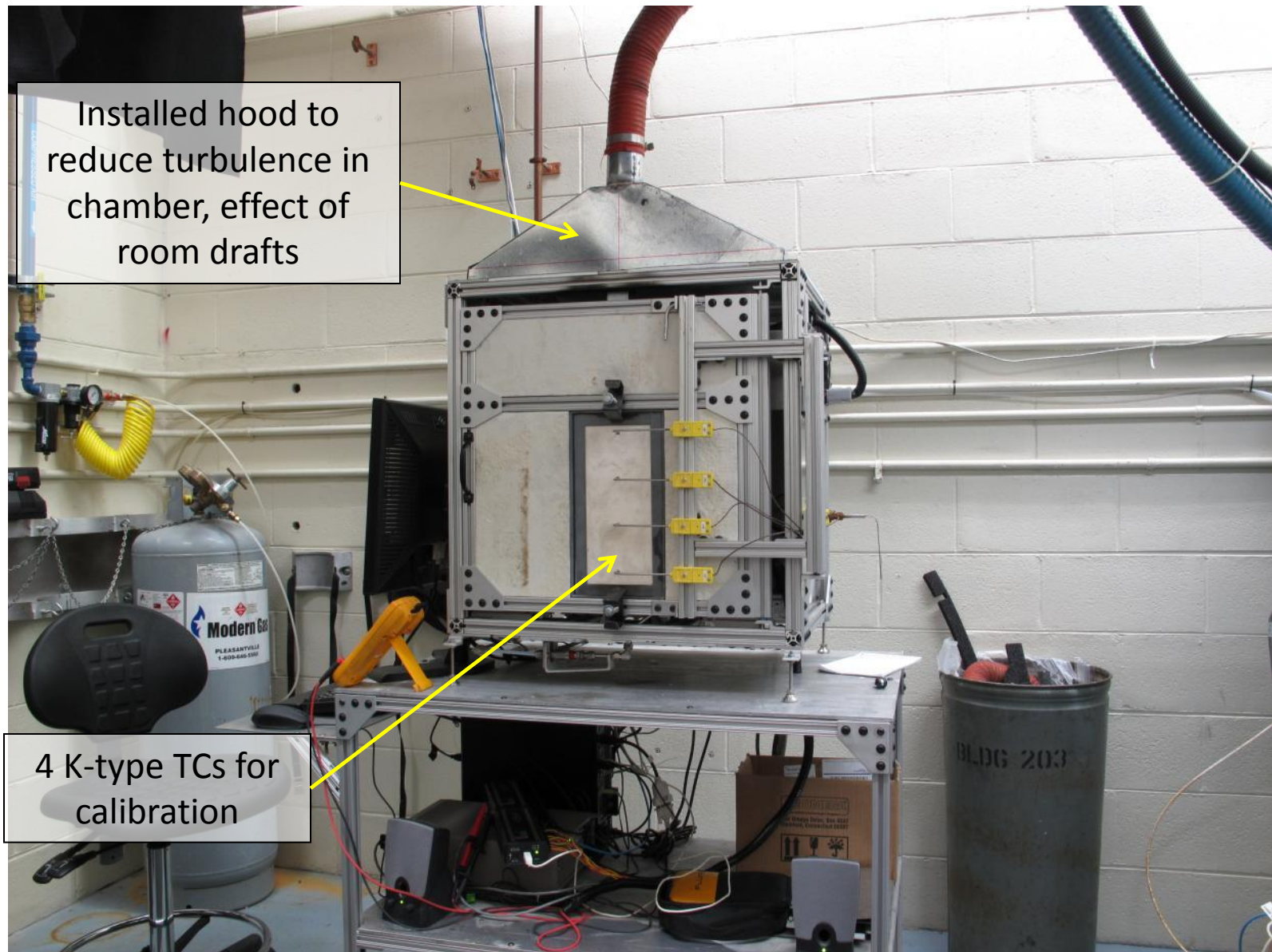


Status as of 10/2012

- A variety of materials were tested on the gen 3 apparatus
- Burn lengths correlated reasonably well with foam block testing
- Consistency testing is underway to determine critical test parameters in order to define a repeatable, reproducible test method

What's New

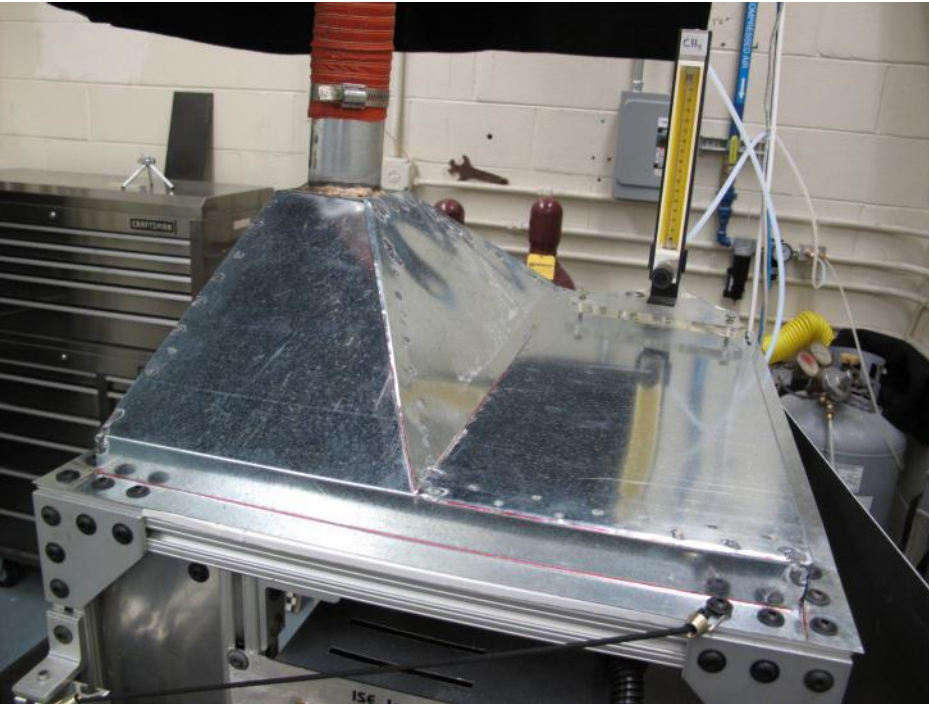
- Heat flux transducers were removed to simplify calibration of device
 - Heat flux gradient was obtained with 110 V, set heater to sample distance, height
 - Thermocouples were installed in test frame in same locations as HFGs as to monitor chamber equilibrium and consistency
 - Voltage, current probes accurately measure electrical input to furnace



Installed hood to
reduce turbulence in
chamber, effect of
room drafts

4 K-type TCs for
calibration

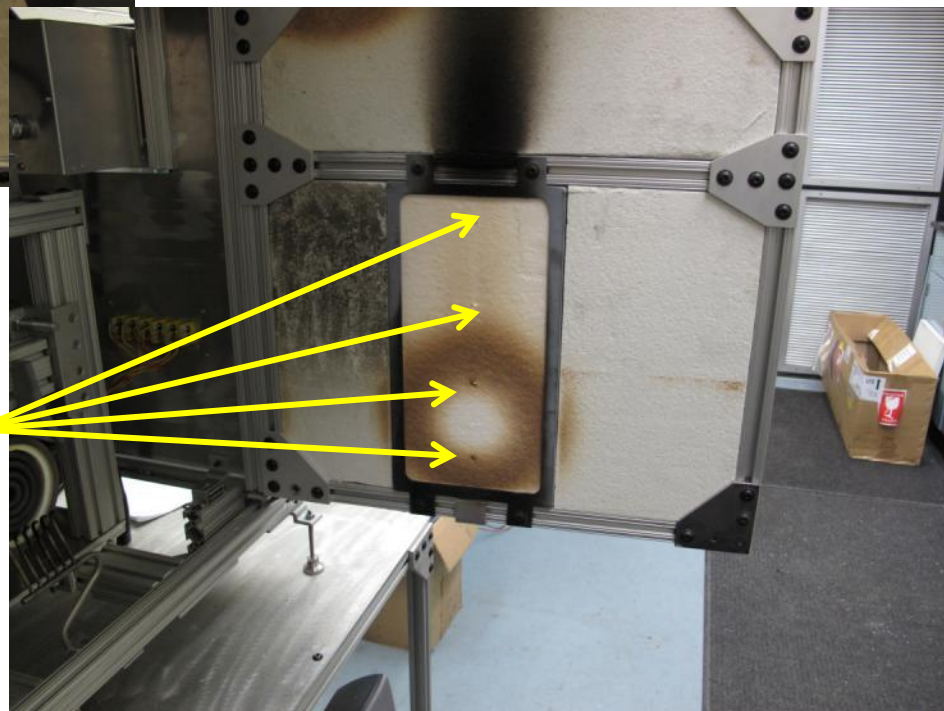
Hose directs smoke
and gases into smoke
hood





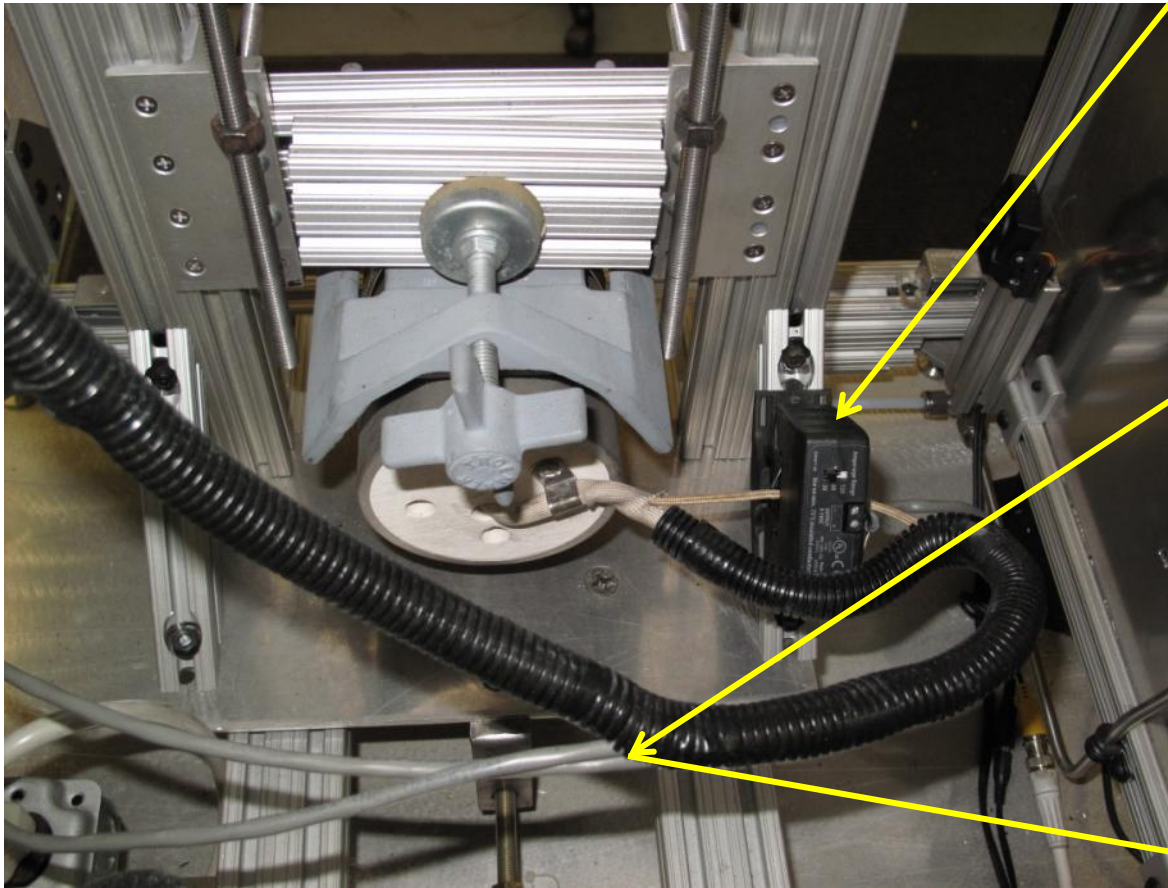
TCs can swing out of the way to open door, can be used to measure backside sample temp during test

TC locations on ceramic board

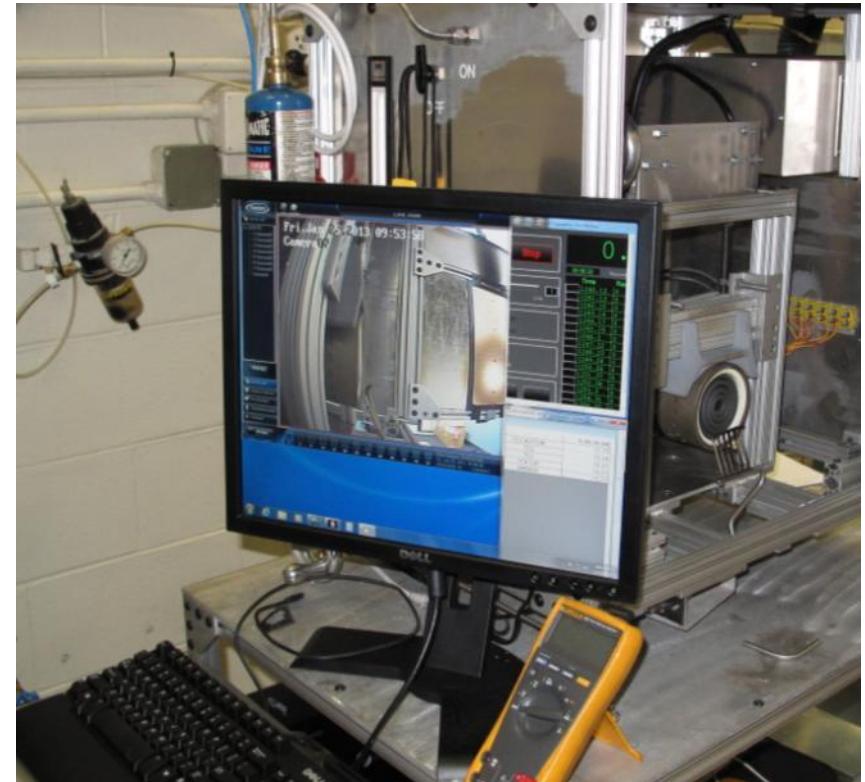
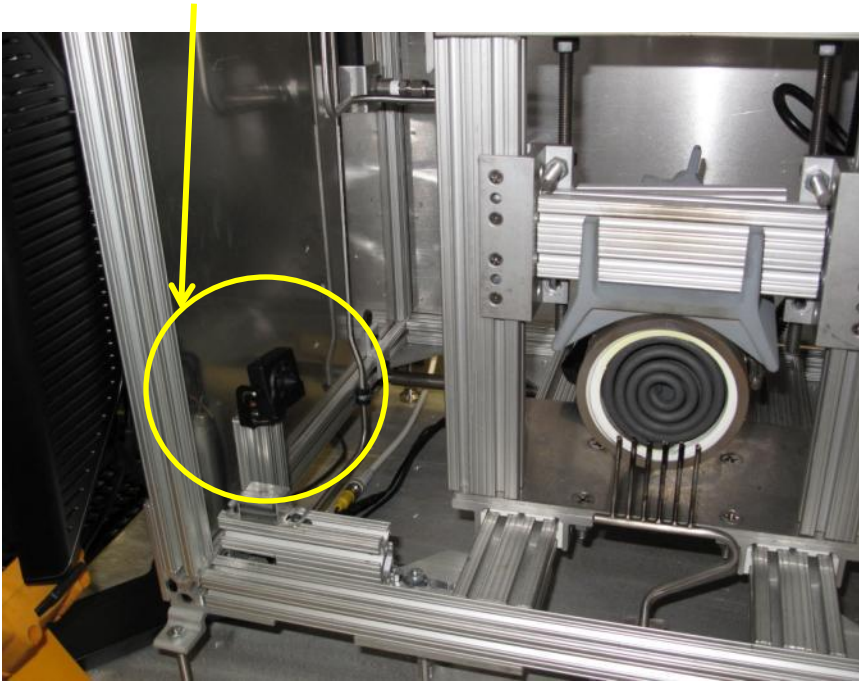


Around-conductor
current probe
converts true RMS
AC current to 0-5
VDC signal for DAS

AC voltage is measured
close to the furnace,
signal is sent to DMM
for true RMS AC
voltage measurement

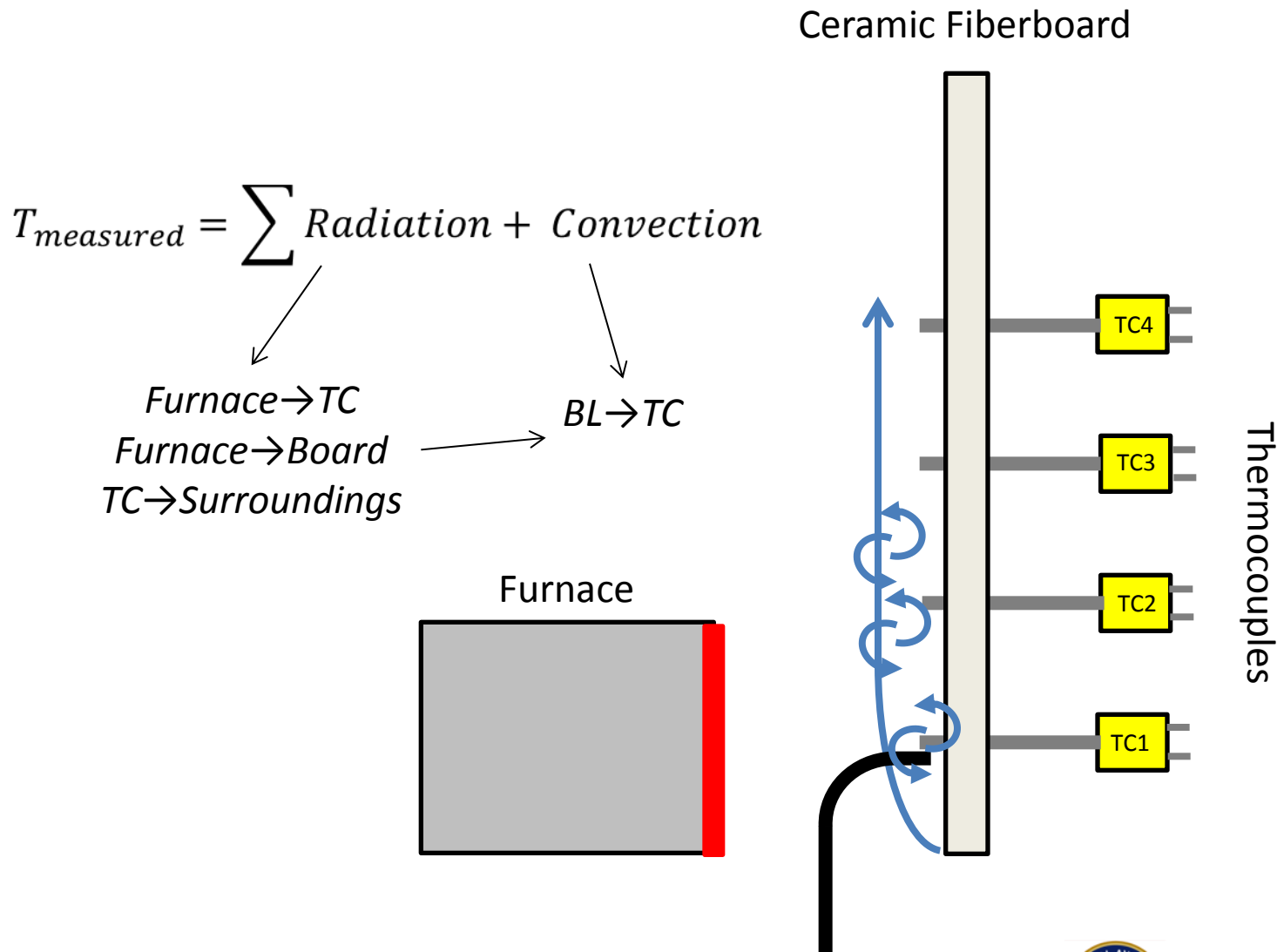


Small camera
used to observe
test progression



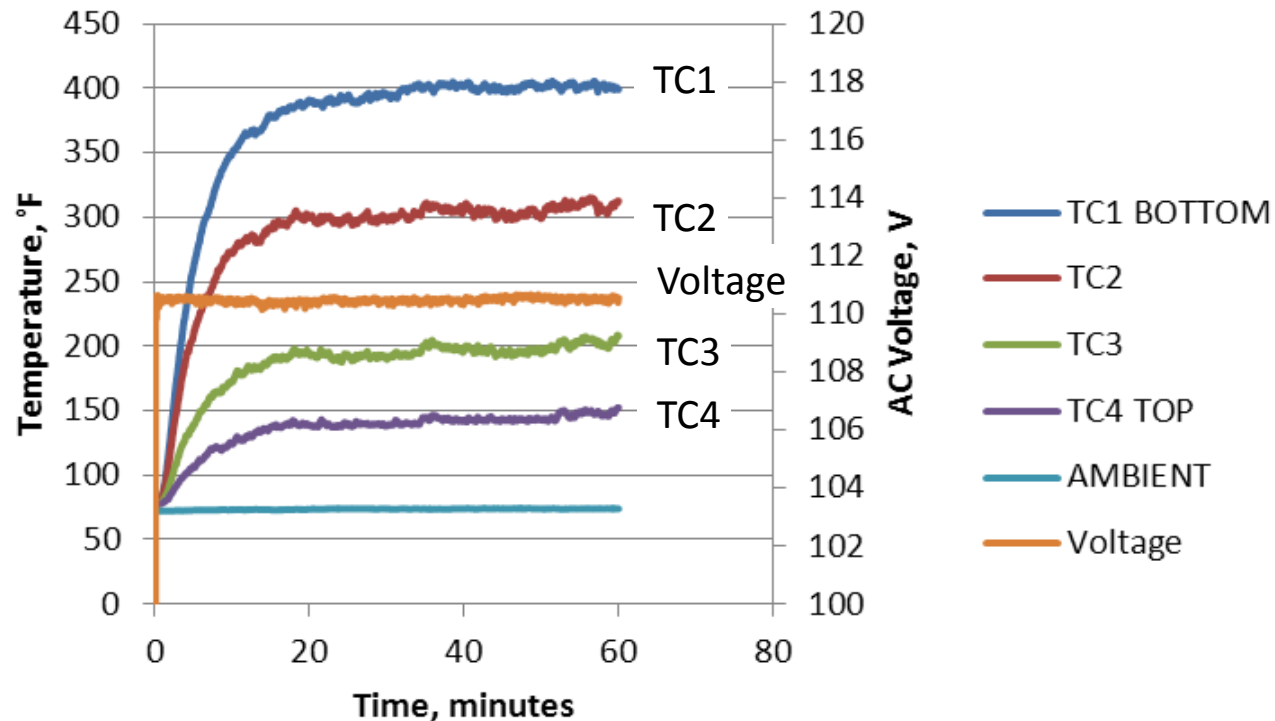


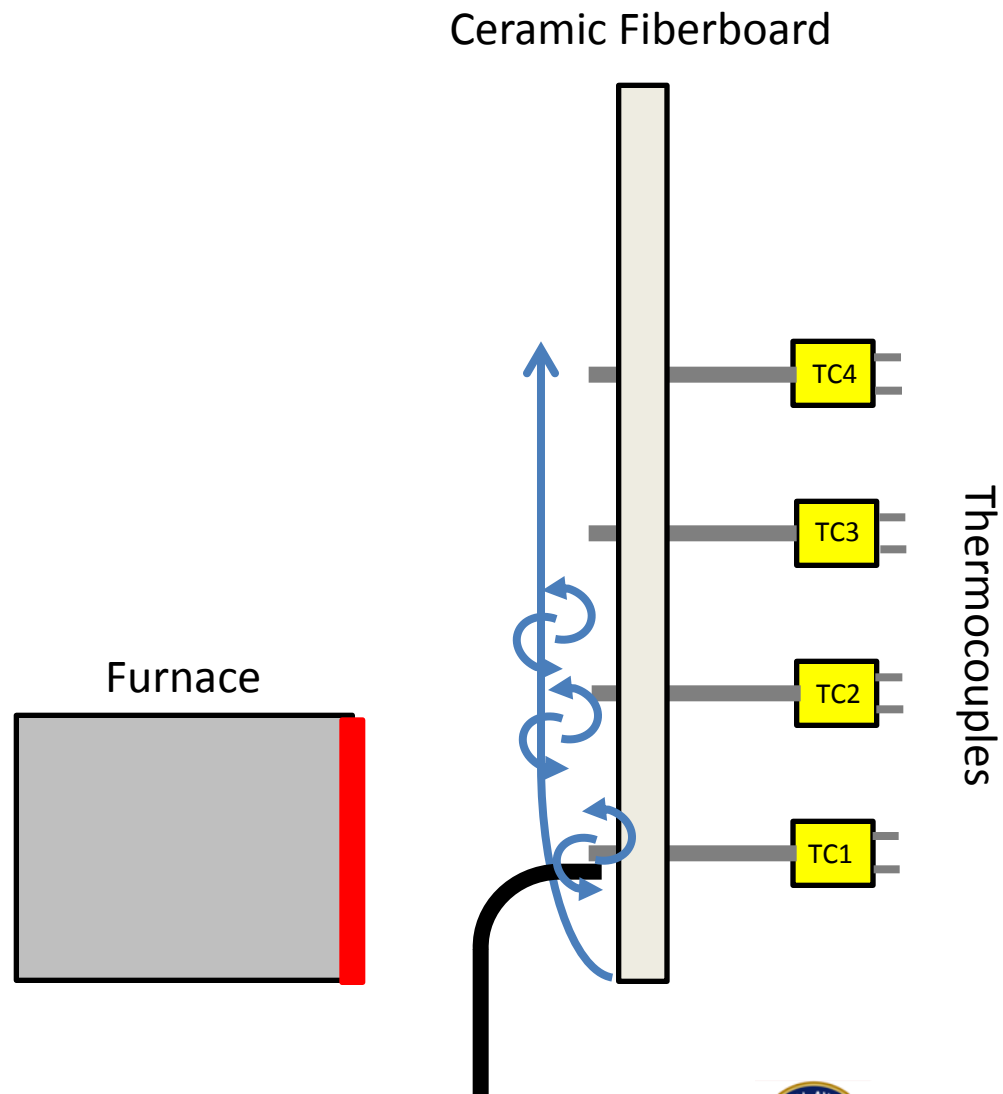
What are the TCs measuring?

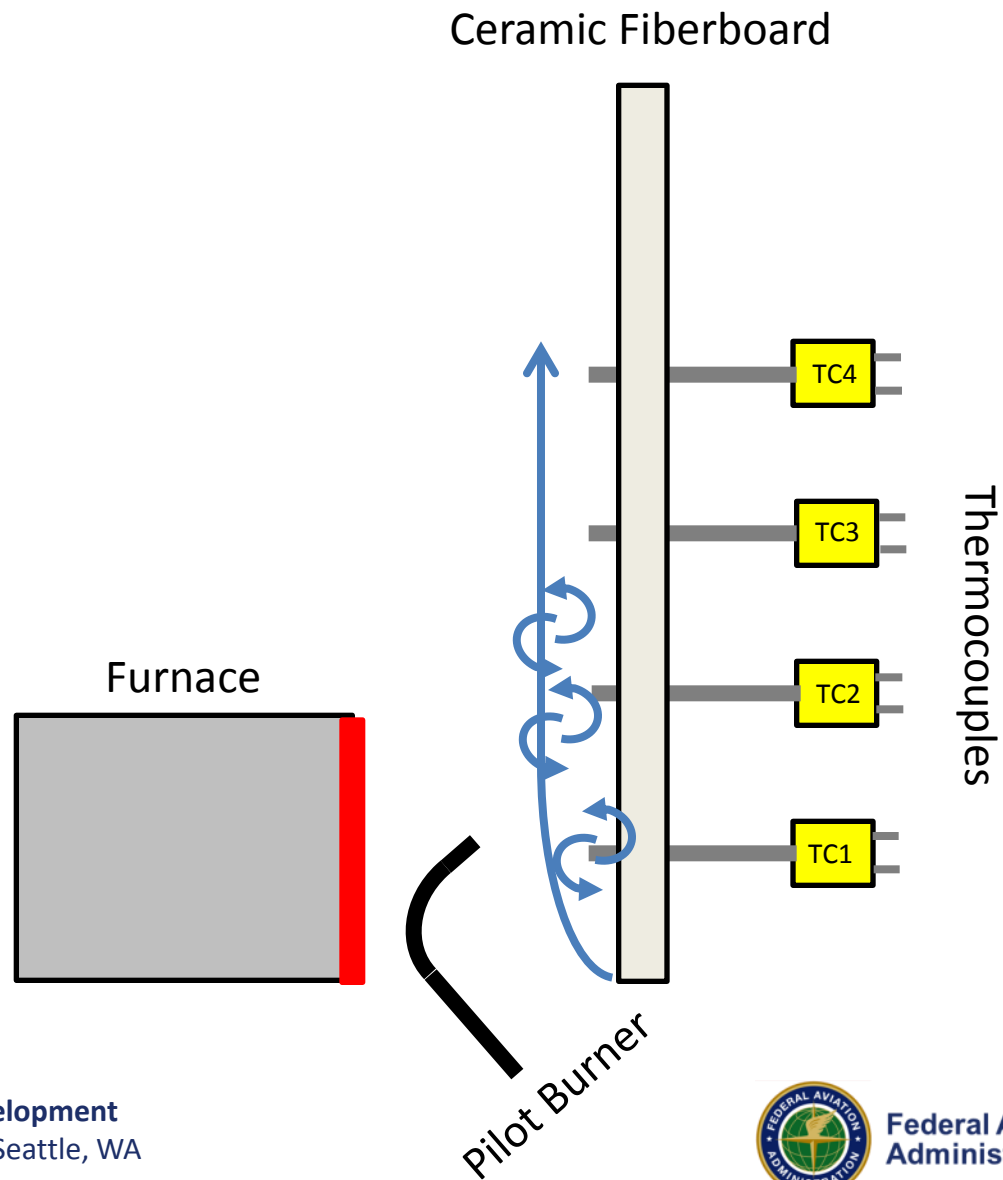


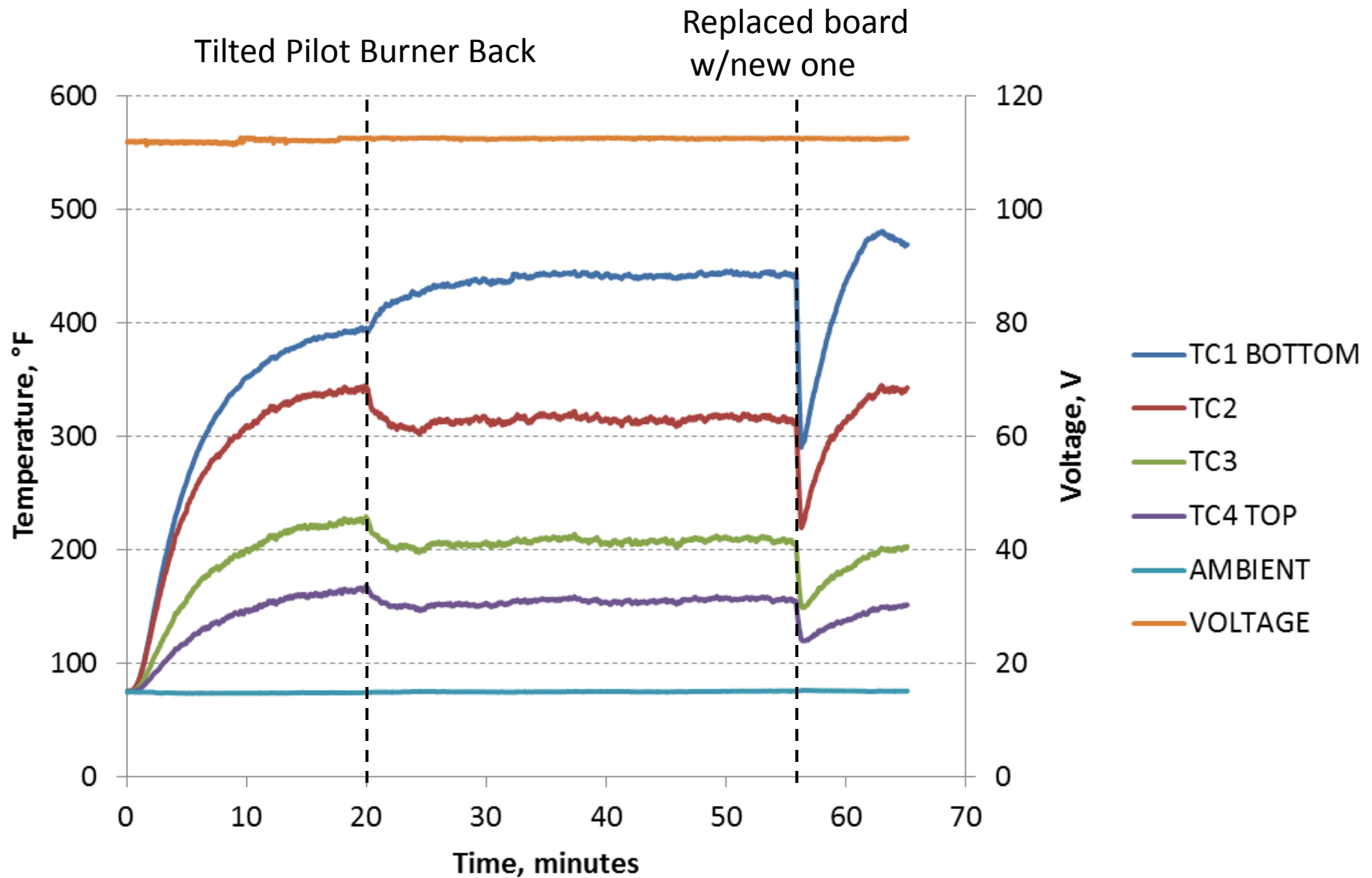
Temperature, Voltage vs. Time

- Thermocouples indicate equilibrium within chamber
- Can be used to determine steady-state condition to compare test conditions from other tests
- Voltage is very steady during extended periods of time
 - Average 110.5 V
 - Std Dev 0.07
 - % SD 0.06
- Fluctuation of TC readings at steady state indicate relative level of turbulence

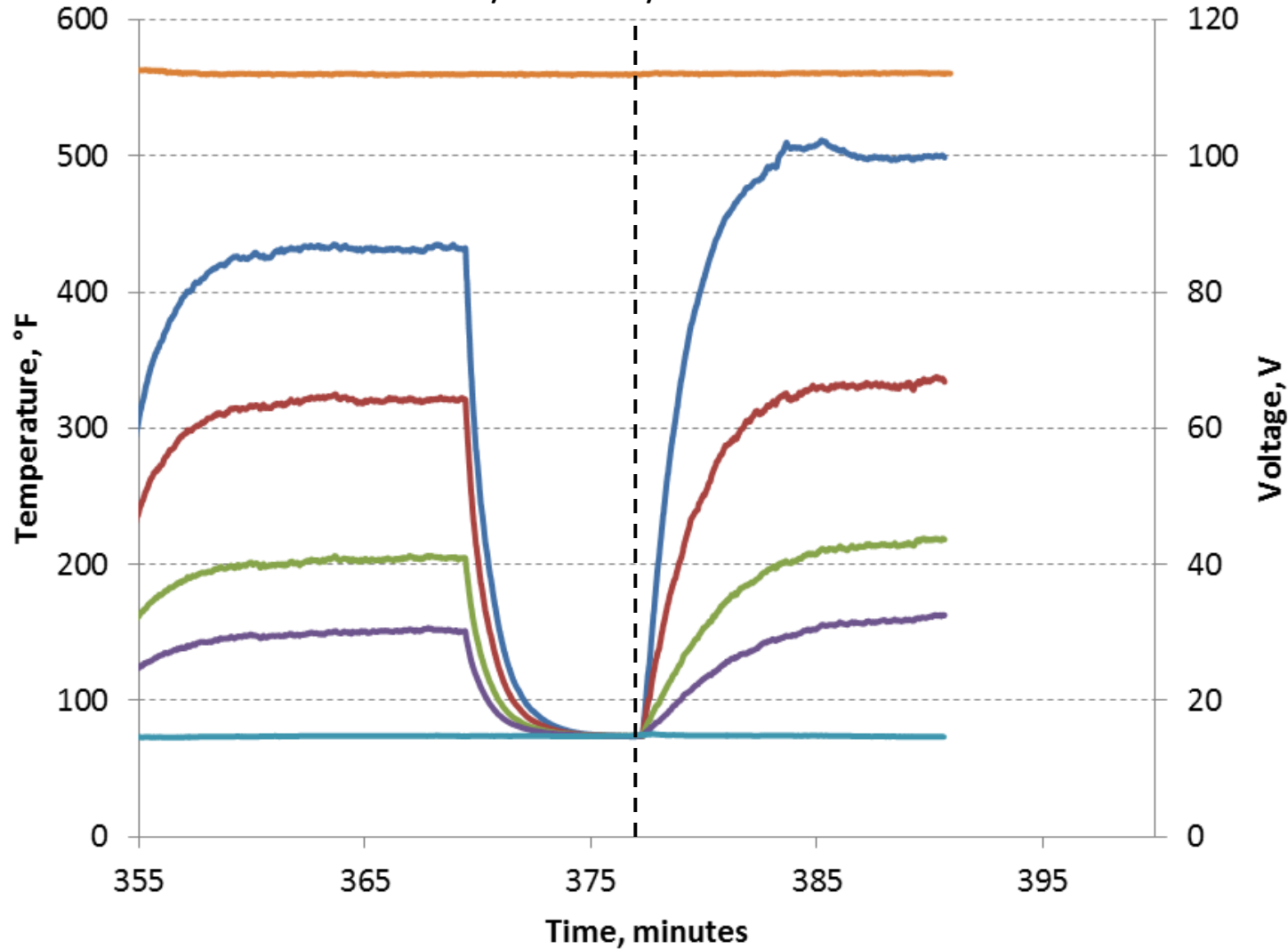




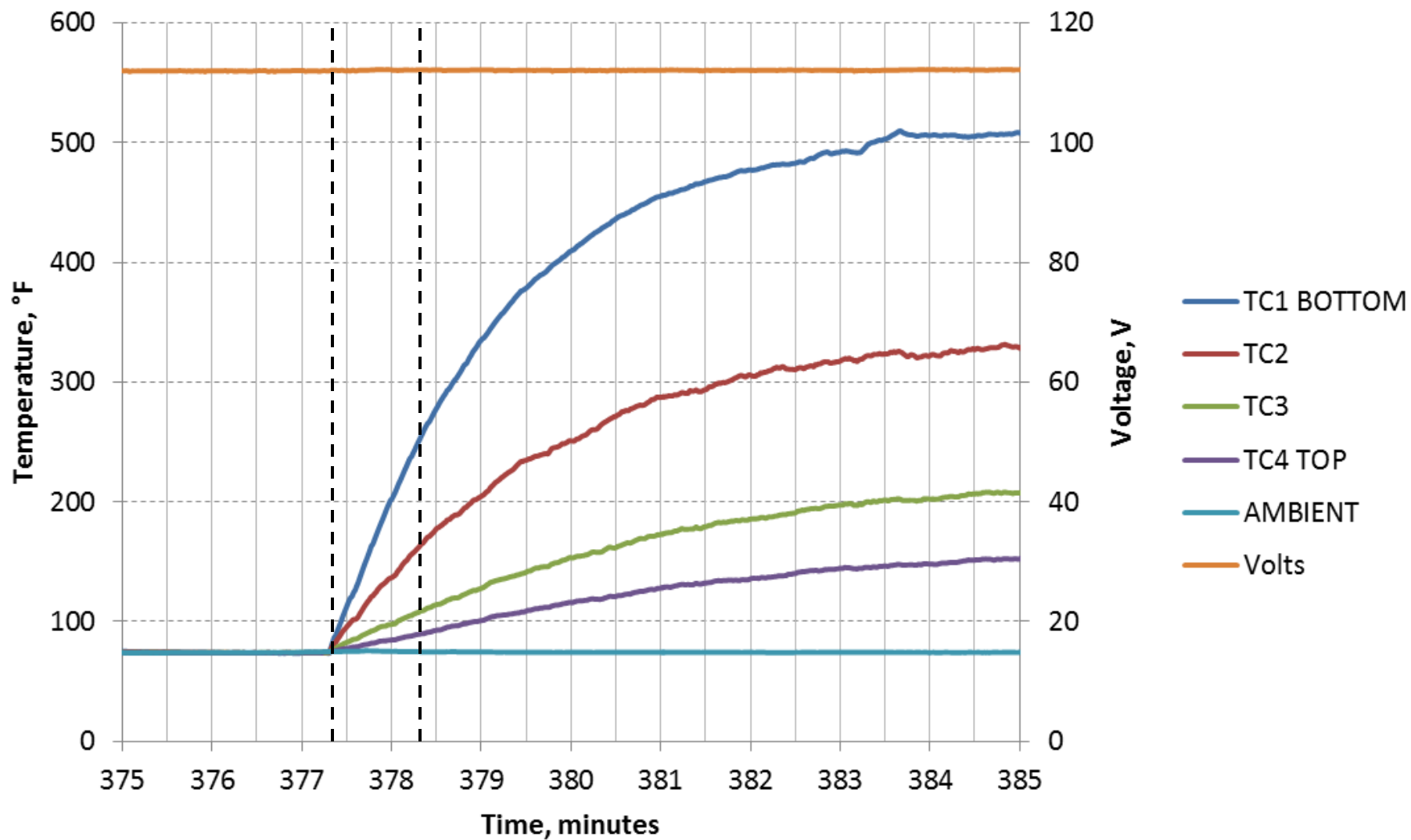




Replaced board w/ ACF1 w/ TC holes



- TC1 BOTTOM
- TC2
- TC3
- TC4 TOP
- AMBIENT
- Volts

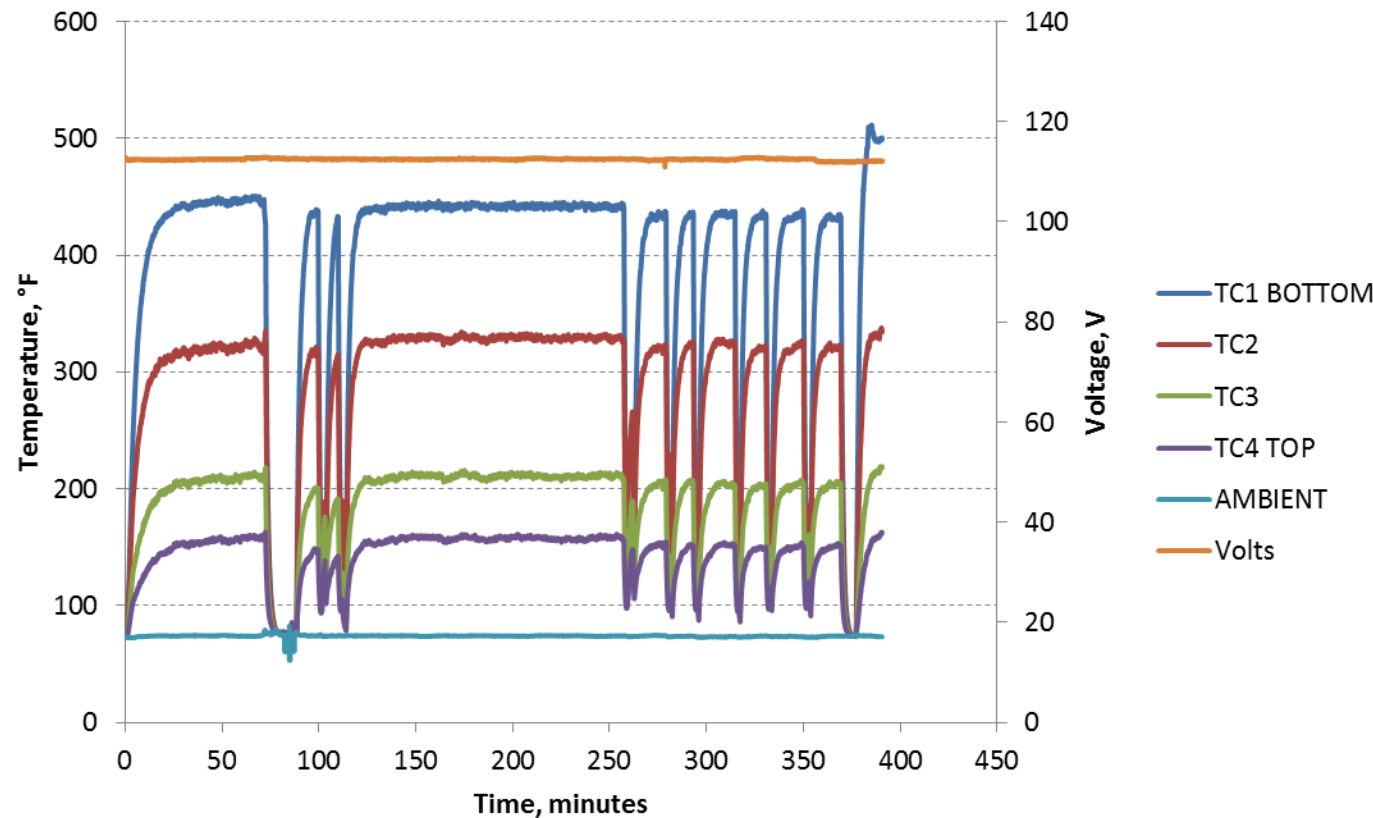


Repeatability Testing

- It is critical to establish repeatable test conditions in order to have repeatable test results
- A test procedure was developed to achieve similar test conditions in the chamber for every test
 - Initial chamber warm-up period about 1 hour

Repeatability Testing

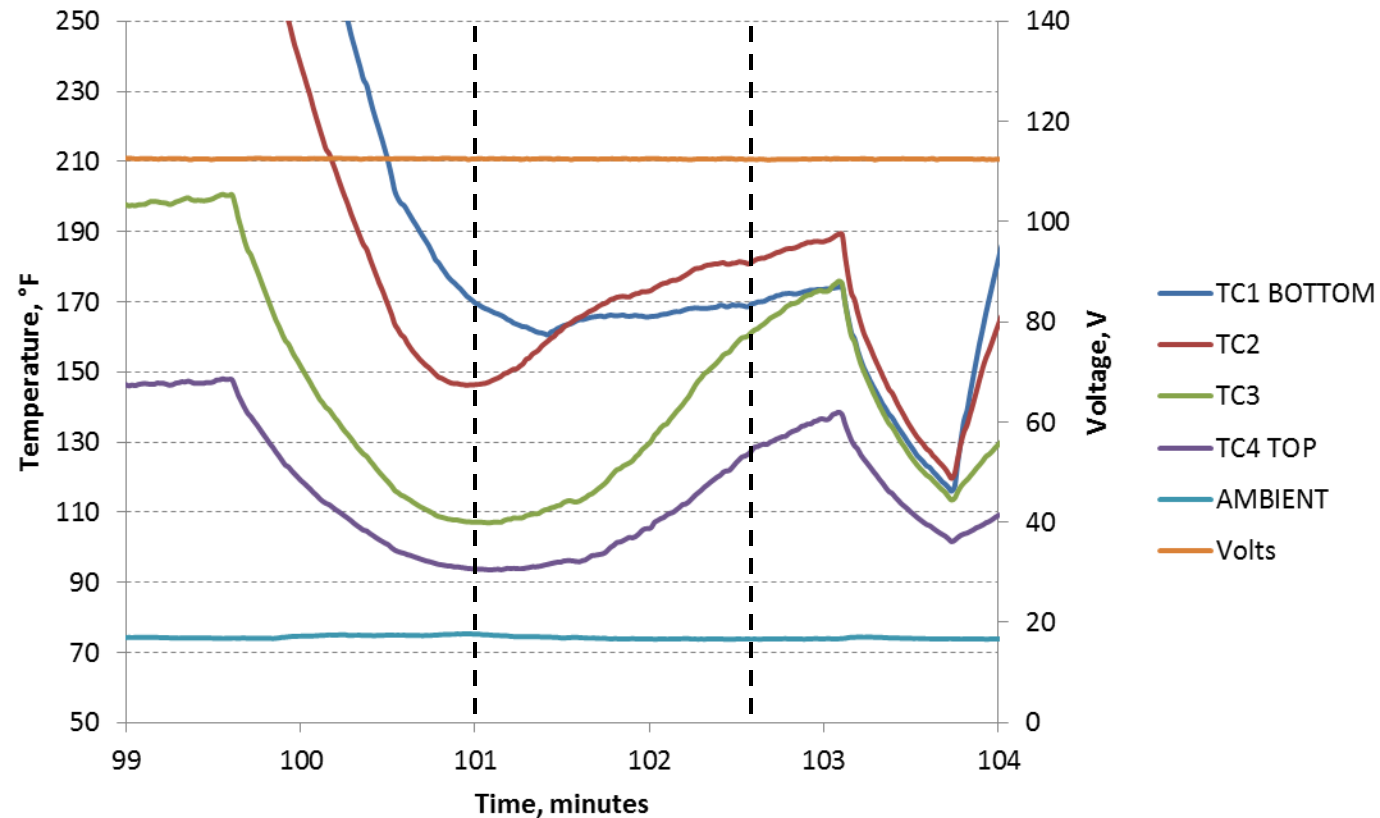
- Test conditions were repeated for each test
 - Minimum 10 minute break between tests
- 2 materials tested
 - G10 Glass/Epoxy
 - ACF1 16 ply aerospace grade carbon fiber unidirectional layup, 350°F cure epoxy
 - Both samples 1/8" thick (3.2 mm)



Glass-Epoxy T1

Backside Temperatures

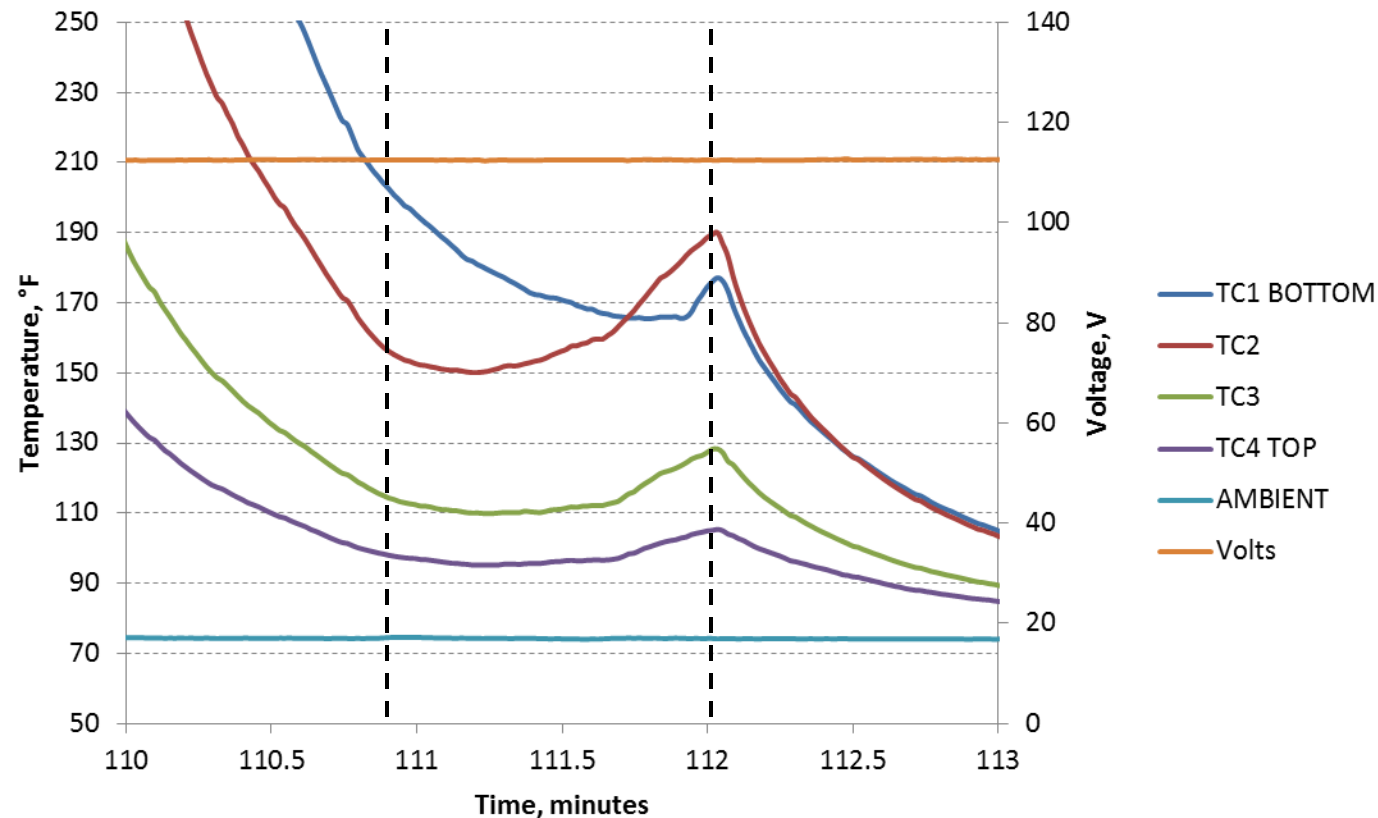
- Burn Length
 - 5.33 in.
- Burn Width
 - 4.15 in.
- After Flame
 - 93 sec.



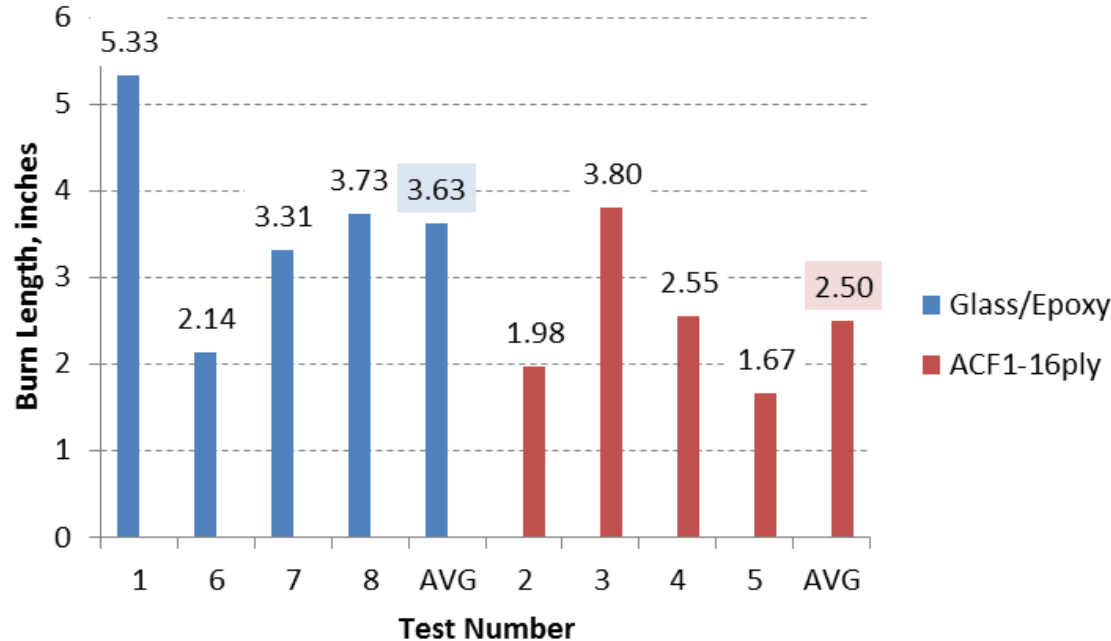
ACF1 16 ply T2

Backside Temperatures

- Burn Length
 - 1.98 in.
- Burn Width
 - 2.11 in.
- After Flame
 - 15 sec.



Test Results – Burn Length



- Overall, mean burn length shows that G-10 tends to propagate more than ACF1
- Previous foam block tests
 - G10: 16.5"
 - ACF1: 2.5-6.0"
- Consistency is not there yet
 - G10
 - %SD: 36.3%
 - ACF1
 - %SD: 37.6%

Next Steps

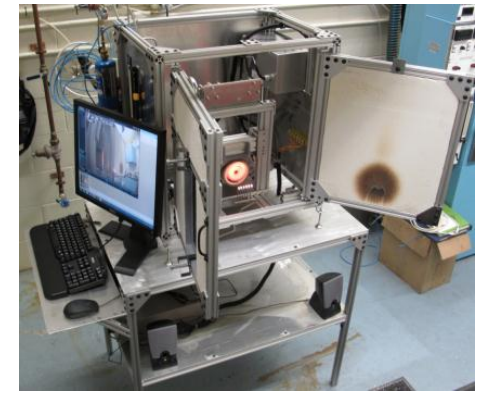
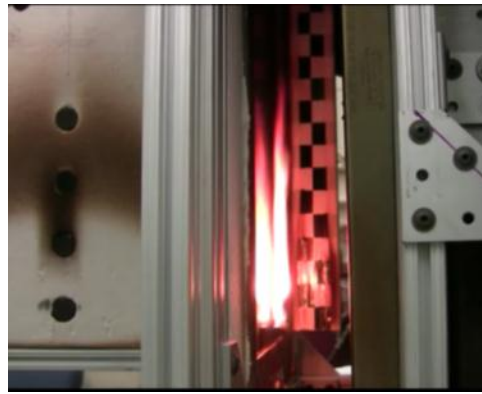
- Need to improve repeatability
 - Eliminated room/environment effects
 - TCs used to show steady state initial conditions
 - Standardized test procedure
- Possible material effects
 - Inconsistencies may be caused by materials
- Attempt pre-mixed pilot flame
 - Similar to NBS smoke chamber
 - Introducing air may help to
 - Reduce buoyancy
 - Provide more direct impingement to sample
 - Provide more repeatable first-layer penetration



Next Steps

- Continue construction of additional units to determine apparatus reproducibility





Contact:
Robert I. Ochs
Fire Safety Branch
William J. Hughes Technical Center
ANG-E212; Bldg 287
Atlantic City, NJ 08405
T 609 485 4651
E robert.ochs@faa.gov



**Federal Aviation
Administration**