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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 60 pages. Original publisher: Washington, D. C. : U. S. Dept. of Transportation, Federal Aviation Administration, Office of Aviation Research, 2004 OCLC Number: (OCoLC)62121708 Subject: Aircraft gas-turbines -- Safety measures -- Testing. Excerpt: . . . d d where is the level of damage at the beginning of the time step, and is the damage level 0 based on the current stress state (given in equation 3). This form of rate dependence helps to prevent a sharp short-duration load spike (such as those experienced in initial impact for the slideline formulation) from instantaneously failing the fabric. In incremental form, equation 4 is given by and ( ) (4) E 1 d t E d a a a t where is the computational time step. d For numerical stability, the increase in damage at any computational step is limited to a small number, e. g. , 0. 002. When all the fibers are broken (i. e. , the damage equals one), the element is removed from the calculation (eroded). 2. 2. 6 Model Response. Combining the stress-strain response for a fiber (figure 3) with the damage law shown in figure 4 gives a calculated stress-strain response for fabric under cyclic load, as shown in figure 5. The behavior predicted by the model agrees very well with the test results over the entire range of strain. The peak stress, the softening portion of the curve, and the unloading and reloading cycles are consistent. FIGURE 5. UNIAXIAL STRESS-STRAIN CURVE FOR BALLISTIC FABRIC MODEL 2. 2. 7 Off-Diagonal and Shear Response. Values for other moduli such as shear modulus, G, compression modulus, or crimp modulus are assumed to be linear...

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