AS2070: Aerospace Structural Mechanics

Module 3: Introduction to Fatigue and Failure

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Department of Aerospace Engineering, IIT Madras

April 9, 2025

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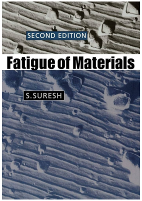
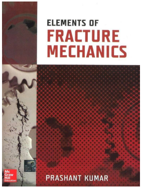
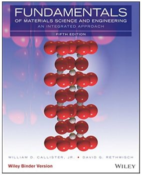


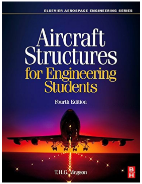
Chapters 1,7,9 in Suresh (1998)



Chapters 1-3 in Kumar (2009)



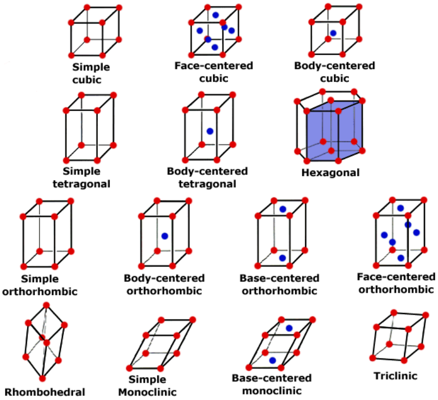
Chapter 3 in Jr and Rethwisch (2012)



Chapter 15 in Megson (2013)

1.1. Structure of Materials

Introduction



Types of crystal structures in metals Sparky (2013)

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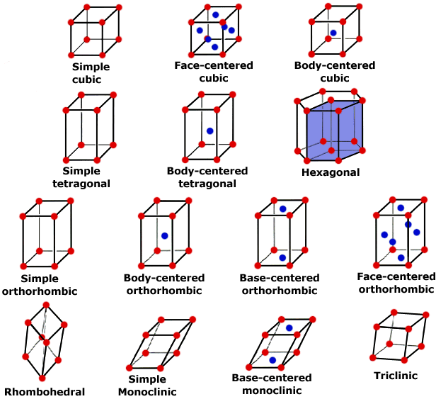

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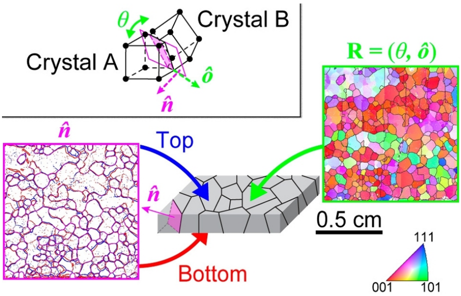

Crystal and Grain Structures New Technique Provides Detailed Views of Metals' Crystal Structure (2016). "Polycrystallinity"

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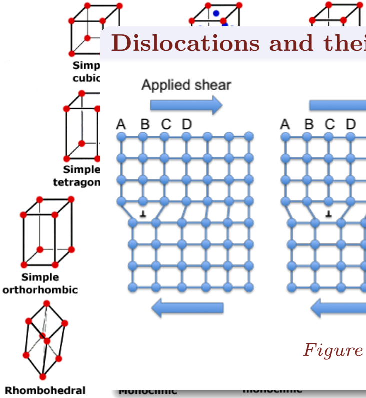


Types of crystal structures in metals Sparky (2013)

Dislocations and their “motion” under load

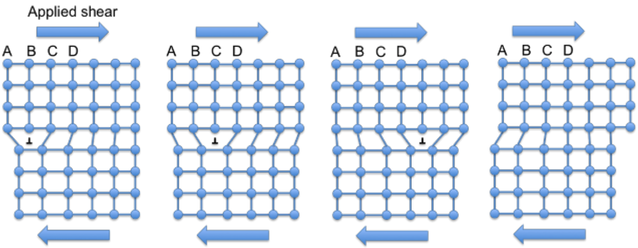
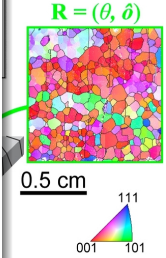


Figure from Sparky (2013)



New Technique Provides Detailed Views of Metals' Crystal Structure (2016). “Polycrystallinity”

1.2. Understanding the Stress-Strain Curve

Introduction

The Uniaxial Tensile Test

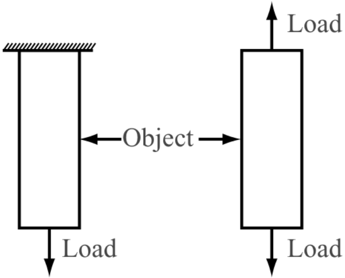


Figure from Rajendran 2011

1.2. Understanding the Stress-Strain Curve

Introduction

Terminology

1. Proportionality Limit;
2. Elastic Limit;
3. Yield Point;
4. Ultimate Strength;
5. Fracture Point;
6. Elongation at Failure;

Ductile Fracture

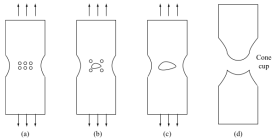


Figure from Rajendran 2011

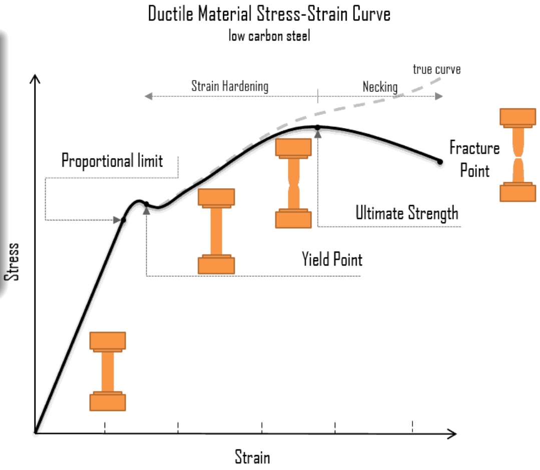


Figure from Connor 2020

1.3. Failure Mechanisms: Fracture

1. Introduction

"Griffith Theory" of brittle fracture

- Theoretical fracture stress $\sim \frac{E}{5} - \frac{E}{30}$ (steel $\sim \frac{E}{1000}$)
- Fracture occurs when $E_{strain} = E_{surface}$
- Crack propagates when $\frac{dE_{strain}}{dL} = \frac{dE_{surface}}{dL}$

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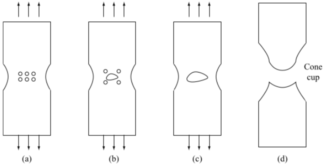

Ductile Fracture Rajendran 2011

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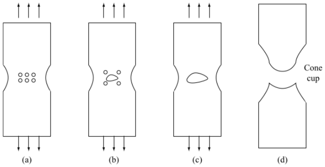


Ductile Fracture Rajendran 2011

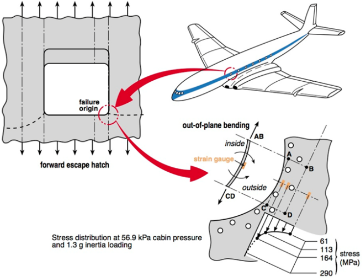
Sr. No	Brittle Fracture	Ductile Fracture
1.	It occurs with no or little plastic deformation.	It occurs with large plastic deformation.
2.	The rate of propagation of the crack is fast.	The rate of propagation of the crack is slow.
3.	It occurs suddenly without any warning.	It occurs slowly.
4.	The fractured surface is flat.	The fractured surface has rough contour and the shape is similar to cup and cone arrangement.
5.	The fractured surface appears shiny.	The fractured surface is dull when viewed with naked eye and the surface has dimpled appearance when viewed with scanning electron microscope.
6.	It occurs where micro crack is larger.	It occurs in localised region where the deformation is larger.

Ductile vs Brittle Fracture Rajendran 2011

1.3. Failure Mechanisms: Fatigue

1. Introduction

..over 90% of mechanical failures are caused because of metal fatigue *What Is Metal Fatigue?* 2021...



The De Havilland Comet The deHavilland Comet Disaster 2019 [lecture]

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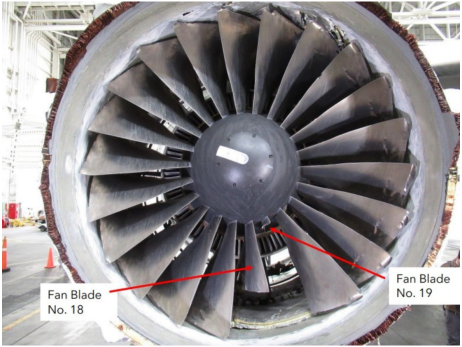
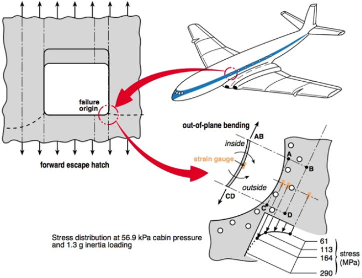


A more recent example (2021 United Airlines Boeing 777) **DCA21FA085Aspx**. *[video]*



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A more recent exam
Boeing 777) **DCA**

Fatigue Crack Propagation: Beech Marks

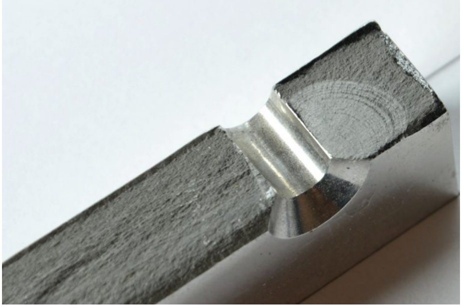
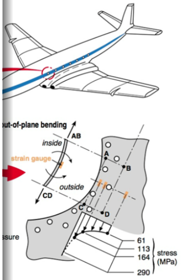


Figure from Fatigue Physics 2024



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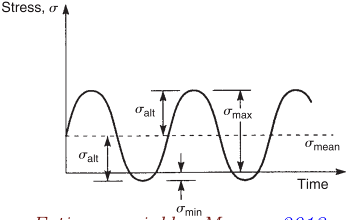
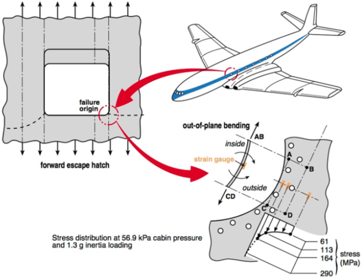


Fatigue variables Megson 2013



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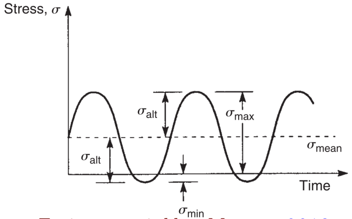

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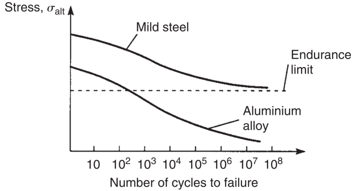
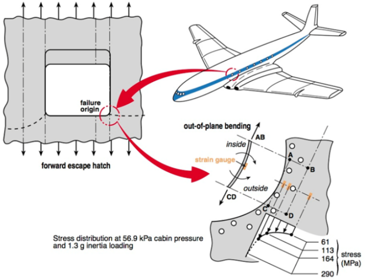


The S-n Diagram Megson 2013



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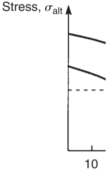
S-N Curves for Common Metals (Jr and Rethwisch 2012)

Fatigue



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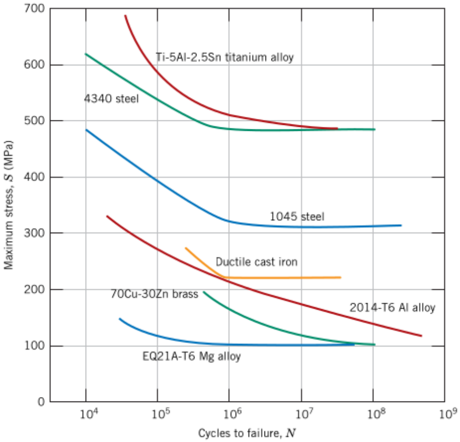

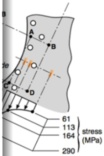

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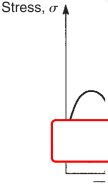

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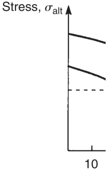

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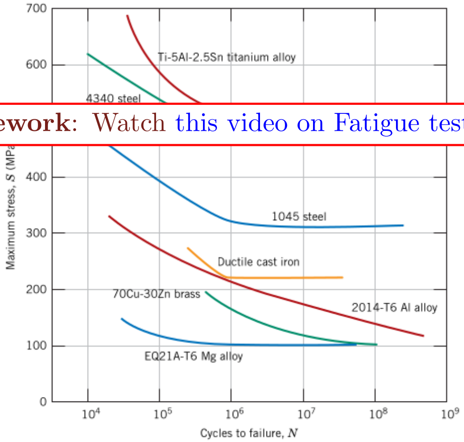
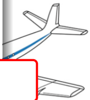
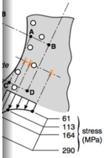


Homework: Watch this video on Fatigue testing.





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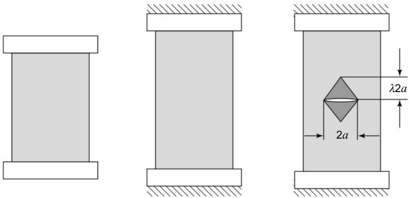
1.4. Energy Release Rate: Griffith's Analysis

Introduction



Simplistic picture of the introduction of a crack in a stretched specimen(*Figure from sec 2.5 in Kumar 2009*)

- Because of the crack, we assume $\sigma \approx 0$ in the triangles.
- Corresponding energy loss:

$$E_R = V_\Delta \times \left(\frac{\sigma^2}{2E}\right) = \frac{2a^2 \lambda t \sigma^2}{E}.$$

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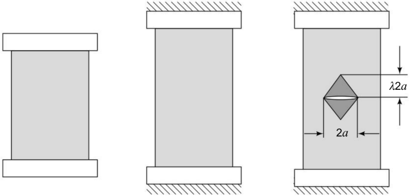

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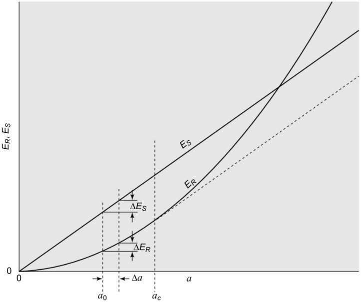
- For thin plates, $\lambda = \frac{\pi}{2}$. So,

$$E_R = \frac{\pi a^2 t\sigma^2}{E}.$$

- The "creation" of a surface takes energy. We write this as,

$$E_S = 2(2at)\gamma = 4at\gamma.$$



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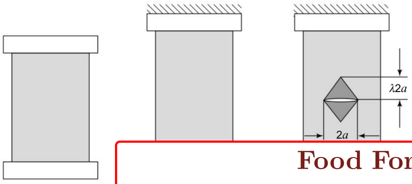

Simplistic pict
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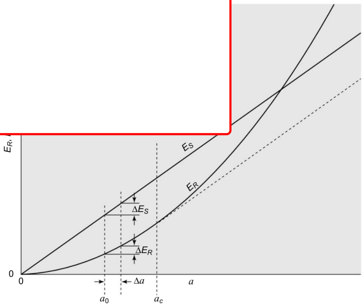
Food For Thought

- What would a "safe size" of crack be, for a given loading condition? *Hint: Think incrementally*

- Becaus
$\sigma \approx 0$ i

- Corresponding energy loss:

$$E_R = V_\Delta \times (\frac{\sigma^2}{2E}) = \frac{2a^2 \lambda t \sigma^2}{E}.$$



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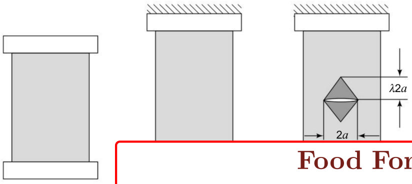

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Food For Thought

- What would a "safe size" of crack be, for a given loading condition? *Hint: Think incrementally*
- What type of an experiment would be necessary to confirm this mathematical framework?

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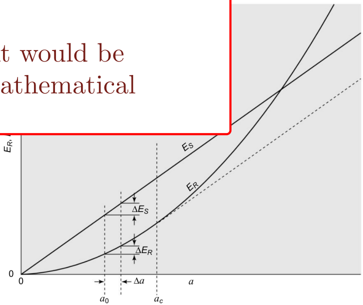
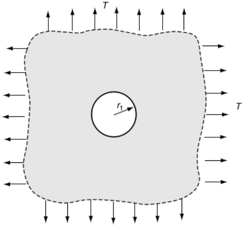


1.5. Linear Elastic Fracture Mechanics

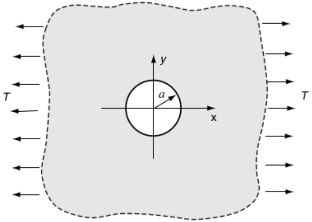
Introduction (Ref: Sec. 8.4.2 in Sadd 2009)

Consider the following two cases.
Question: Where will the point of peak stress occur? And which will have higher maximum stress?

Case 1



Case 2



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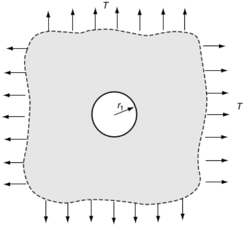

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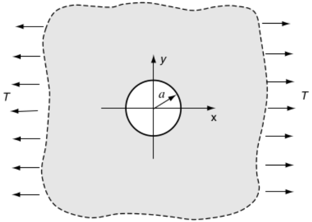

Analytical Solution

$\sigma_r = T(1 - \frac{r_1^2}{r^2})$, $\sigma_\theta = T(1 + \frac{r_1^2}{r^2})$

$\implies \boxed{\sigma_{\max} = 2T}$

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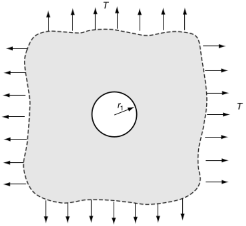

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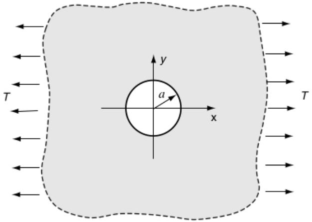

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Analytical Solution

$\sigma_r = T(1-\frac{r_1^2}{r^2}) + (\cdot)\cos(2\theta)$, $\sigma_\theta = \dots$
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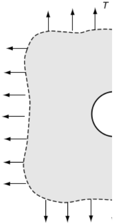
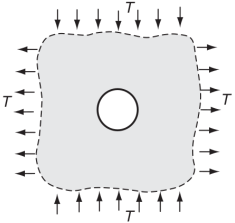
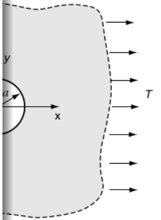


Case 3



$\boxed{\sigma_{\max} = 4T}$



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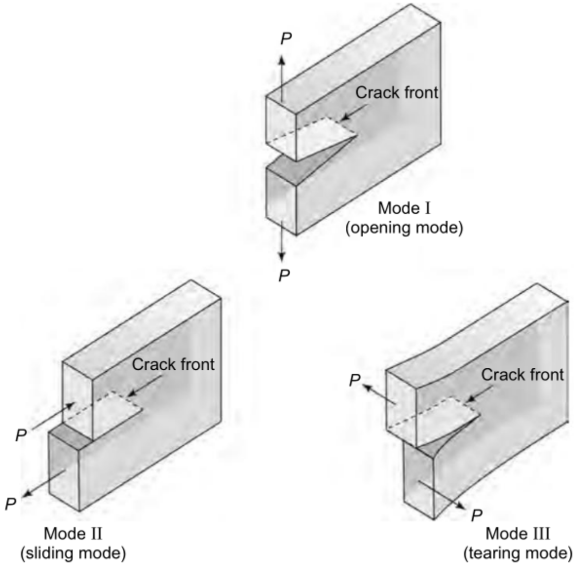
1.6. Modes of Fracture

Introduction

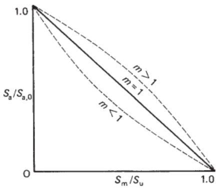


2. Introduction to Fatigue

Concepts

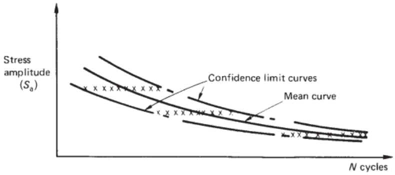
- Safe Life: RUL
- Fail-Safe: Redundancy

Tensile Stresses: The Goodman Diagram



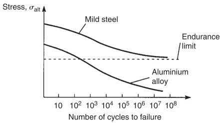
(Figure 15.2 from Megson 2013)

$$\frac{S_a}{S_{a,0}} = 1 - \left(\frac{S_m}{S_u}\right)^m$$



(Figure 15.1 from Megson 2013)

The S-N Curve



(Figure from Megson 2013)

$$\sigma_{alt} = \sigma_\infty \left(1 + \frac{C}{\sqrt{N}}\right), \quad N \propto \frac{1}{\sigma_{mean}}.$$

2.1. The deHavilland Comet

Introduction to Fatigue

No aircraft has contributed more to safety in the jet age than the Comet. The lessons it taught the world of aeronautics live in every jet airliner flying today. – D.D. Dempster, 1959, in The Tale of the Comet

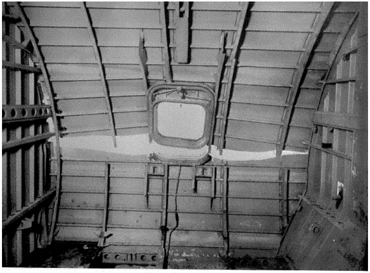


FIG. 7. VIEW FROM INSIDE OF FAILURE AT THE FORWARD ESCAPE HATCH ON THE PORT SIDE—COMET G-ALYU

(Figures from "De Havilland Comet" 2025)

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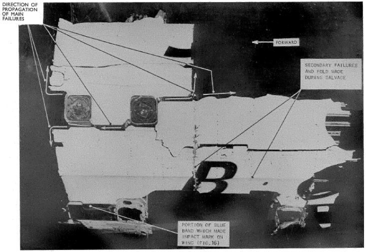
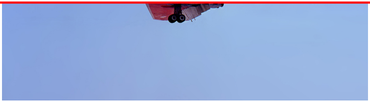


FIG. 12. PHOTOGRAPH OF WRECKAGE AROUND ADF AERIAL WINDOWS—G-ALYP.



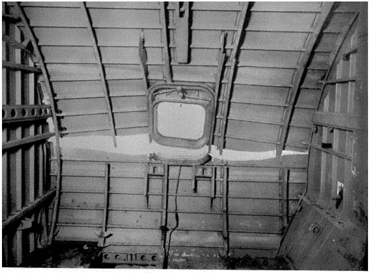


FIG. 7. VIEW FROM INSIDE OF FAILURE AT THE FORWARD ESCAPE HATCH ON THE PORT SIDE—COMET G-ALYU

(Figures from "De Havilland Comet" 2025)

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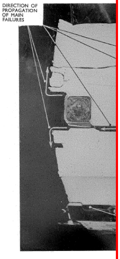
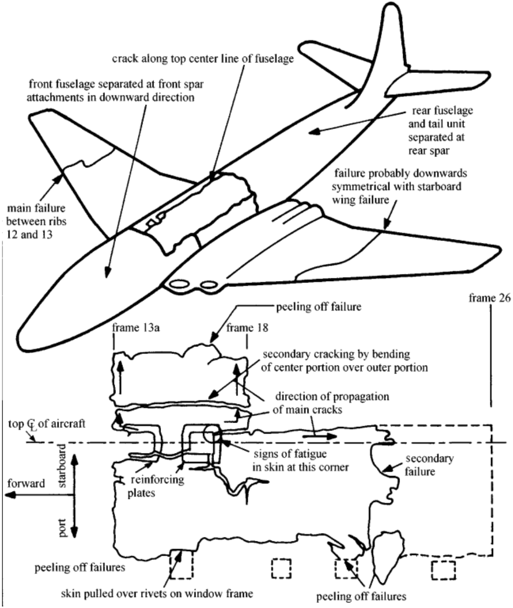


FIG. 12. PHOTO



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t” 2025)

2.2. Miner's Rule

Introduction to Fatigue

- Suppose at an operation level of σ_m, σ_a, the fatigue life is N and the structure undergoes n cycles, Miner's rule posits that $\frac{n}{N}$ is the fraction of life that has been consumed.
- Suppose a structure undergoes multiple stress levels in its loading history, the total fraction of fatigue life that has been consumed is written as

$$\frac{n_1}{N_1} + \frac{n_2}{N_2} + \frac{n_3}{N_3} + \dots.$$

- The structure is expected to fail when this sum becomes 1.0..

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