POLYMERS & OTHER ADVANCED MATERIALS:-EMERGING TECHNOLOGIES & BUSINESS OPPORTUNITIES

# Polymers and Other Advanced Materials

# Emerging Technologies and Business Opportunities

Edited by

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#### PREFACE

This book continues the tradition of providing the scientific community with information on some of the most important advances reported at a series of conferences on Frontiers of Polymers and Advanced Materials. The particular meeting covered in this proceedings volume was held in Kuala Lumpur, Malaysia, from January 16th through the 20th, 1995. It follows earlier proceedings, also published by Plenum, for a conference in New Delhi in 1991, and another in Jakarta in 1993. All of these conferences focused on the most recent and important advances in a wide range of carefully chosen subject areas dealing with advanced materials and new technologies.

The Malaysia Conference was organized by the Malaysian Ministry of Science, Technology and Environment; Malaysian Industry-Government Group for Higher Technology; Standards and Industrial Research Institute of Malaysia; State University of New York at Buffalo; and Malaysian Plastic Manufacturers Association. The stated goals of the conference were:

- · To highlight advances and new findings in Polymers and Advanced Materials
- To bring together leading international scientists, engineers and top level industrial management for discussions on the current status of advanced materials, new technologies and industrial opportunities
- To foster global communication in polymers and advanced materials technology.

The Malaysian conference covered by these proceedings emphasized "composites and blends", "high-performance materials", "materials for photonics", "materials for electronics", "biomaterials", "recycling of materials", "sol-gel and processed materials", "advanced materials from natural products", and "multifunctional and smart materials". There was also a separate symposium on "business opportunities".

The success of the conference can be gauged, in part, from the number of attendees and their origins: a total of approximately 350, with 200 having come from more than 30 countries other than the host, Malaysia. The Malaysian participants were well aware of the importance of new materials and of emerging new technologies in various high-technology areas such as microelectronics, aerospace, and telecommunications. Their stated interests were certainly consistent with the conference's goal of providing researchers and industrialists immediate access to advances and developments within the international research community.

The conference included general plenary lectures, given by high-level managers coming from important polymer industries, or from industries interested in the use of polymers in electronics or optoelectronics. Some are included here as part of this proceedings volume. The general emphasis was on the use of polymers and new organic materials over a very wide range of industrial applications.

The international sponsoring agencies for this conference were AKZO Nobel. Cheil Industries. Dow Corning, Hoechst-Celanese, International Institute of Theoretical Physics/UNESCO, Lucky, Ltd., US Office of Naval Research, TORAY Industries, US AID, US Army Research Office (Far East, ARO-FE), US Naval Regional Contracting Centre, and Unitika, Ltd. The Asian Office of Aerospace Research and Development, United States Air Force Office of Scientific Research sponsored the symposium "Materials for Photonics". There were also a number of local sponsoring agencies, and their support added greatly to the success of the conference. We wish to express our gratitude to the Honorable Datuk Law Hieng Ding, Minister of Science, Technology and Environment, Malaysia who played a valuable role as the honorary chairman and to Dato' Dr. Ahmad Tajuddin Ali as the conference chairman from Malaysia. Our gratitude is also to our co-chairman, Professor Frank Karasz, and Dr. Chong Chok Ngee of the National Organizing Committee for their effort in the success of this conference. Finally, we thank Professor D. A. Cadenhead, Professor A. J. Epstein, Dr. A. Guzdar, Professor S. J. Huang, Dr. F. Kajzar, Dr. D. Kaplan, Professor F. E. Karasz, Professor I. C. Khoo, Professor R. M. Laine, Professor J. E. Mark, Professor N. Ogata, and Professor G. G. Wallace for serving as the various symposium chairpersons and for their efforts in the selection of speakers.

The editors of this volume will consider themselves amply rewarded if the information provided not only brings interested readers up to date in these important subject areas, bu encourages them to contribute to future advances as well.

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## COMPOSITE APPLICATIONS IN COMMERCIAL TRANSPORT AIRCRAFT

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#### ABSTRACT

Since the development of advanced fiber composite materials in the 1950s and 1960s, these materials, particularly carbon fiber/epoxy, have become increasingly important in commercial transport aircraft. These materials and the design/manufacturing technology for their application are now truly global.

To assure continued use of these materials to enhance aircraft performance, their life cycle costs must compete favorably with those of other materials. The two areas driving high composites costs are initial fabrication and repair. The composites industry must continue to demonstrate its commitment to provide value to its customers, the airlines, by aggressive improvements in those areas.

Significant use of advanced composites in commercial aircraft started when several new fibers with impressive structural properties were developed in the late 1950s and early 1960s. Primary among these were boron, graphite and carbon, aramid and S-glass. Resin matrix composites of these materials possess very high specific strength and/or modulus, making them attractive candidates for aircraft applications. By the late 1960s, testing and development had clearly identified carbon filaments as the fibers with the best overall balance of engineering properties, ease of manufacture, and cost. Industry interest in learning to use the materials led to the design, fabrication, and service evaluation of a number of commercial transport airplane components, such as the Boeing 727 elevators, Boeing 737 spoilers, Lockheed L-1011 inboard ailerons, and McDonnell-Douglas DC-10 rudders. Weight reductions averaging 25% were achieved.

New large commercial jet aircraft initiated in the late 1970s – the Boeing 757 and 767, and the Airbus Industries A310 – included the first widespread application of advanced composites to secondary structures. Subsequently, new and derivative models of existing aircraft, such as the MD-11, MD-80, B737, and A300, were introduced with similar composite components.