

Bulletin 53
(Part 1 of 4 Parts)

THE SHOCK AND VIBRATION BULLETIN

Part 1

Welcome, Keynote Address,
Invited Papers, Pyrotechnic Shock, and
Shock Testing and Analysis

MAY 1983

THE SHOCK AND VIBRATION BULLETIN

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The 53rd Symposium on Shock and Vibration was held at the Radisson Ferncroft Hotel, Danvers, MA on October 26-28, 1982. The U.S. Army Materials and Mechanics Research Center, Watertown, MA, was the host.

**Office of
The Under Secretary of Defense
for Research and Engineering**

PAPERS APPEARING IN PART 3

Vehicle Dynamics

- RESEARCHING THE MAN-MACHINE SYSTEM AS A FUNCTION OF SOIL-ENVIRONMENT SYSTEM
A. Massinas, University of Patras, Patras, Greece, and P. Drakatos, Visiting Professor, M.I.T., Cambridge, MA
- A STOCHASTIC MODEL FOR THE MAN-MACHINE-SOIL-ENVIRONMENT SYSTEM
(MMSES) AND THE INFLUENCE OF VIBRATIONS
A. Massinas, University of Patras, Patras, Greece, and P. Drakatos, Visiting Professor, M.I.T., Cambridge, MA
- AN OPTIMUM SEAT-SUSPENSION FOR OFF-ROAD VEHICLES
S. Rakheja and S. Sankar, Concordia University, Montreal, Canada
- FREQUENCY AND TIME DOMAIN ANALYSES OF OFF-ROAD MOTORCYCLE SUSPENSION
M. van Vliet, S. Sankar and C. N. Bapat, Concordia University, Montreal, Canada
- BRAKING-TURNING-MANEUVERING STABILITY OF HEAVY TRANSPORTERS
P. Woods, Martin Marietta Corporation, Denver, CO
- ACOUSTIC ENVIRONMENTS FOR JPL SHUTTLE PAYLOADS BASED ON EARLY FLIGHT DATA
M. R. O'Connell and D. L. Kern, Jet Propulsion Laboratory, California Institute of Technology, Pasadena, CA
- COMPUTER AIDED SYNTHESIS OF A SATELLITE ANTENNA STRUCTURE WITH PROBABILISTIC CONSTRAINTS
V. K. Jha, SPAR Aerospace Limited, Ste. Anne de Bellevue, Quebec, Canada, and
T. S. Sankar and R. B. Bhat, Concordia University, Montreal, Quebec, Canada
- DYNAMIC BEHAVIOUR OF A SATELLITE ANTENNA STRUCTURE IN RANDOM VIBRATION ENVIRONMENT
V. K. Jha, SPAR Aerospace Limited, Ste. Anne de Bellevue, Quebec, Canada, and
T. S. Sankar and R. B. Bhat, Concordia University, Montreal, Quebec, Canada
- INVESTIGATION OF THE ACOUSTIC CHARACTERISTICS OF AIRCRAFT/ENGINES OPERATING IN A DRY-COOLED JET ENGINE MAINTENANCE TEST FACILITY
V. R. Miller, G. A. Plzak, J. M. Chinn, Air Force Wright Aeronautical Laboratories, Wright-Patterson AFB, OH, and
R. J. Reilly, Independent Consultant, St. Paul, MN

Vibration: Test and Criteria

- CRITERIA FOR ACCELERATED RANDOM VIBRATION TESTS WITH NON-LINEAR DAMPING
R. G. Lambert, General Electric Company, Utica, NY
- VIBRATION TEST ENVIRONMENTS FOR ELECTRONICS MOUNTED IN A REMOTELY PILOTED VEHICLE
V. R. Beatty, Harris Corporation, Melbourne, FL
- VIBRATION TEST SOFTWARE FOR ELECTRONICS MOUNTED IN A REMOTELY PILOTED VEHICLE
S. M. Landre, Harris Corporation, Melbourne, FL
- AUTOMATED VIBRATION SCHEDULE DEVELOPMENT FOR WHEELED AND TRACKED VEHICLES AT ABERDEEN PROVING GROUND
W. H. Connon, III, Materiel Testing Directorate, Aberdeen Proving Ground, MD
- TESTING FOR SEVERE AERODYNAMICALLY INDUCED VIBRATION ENVIRONMENTS
H. N. Roos and G. R. Waymon, McDonnell Douglas Corporation, St. Louis, MO
- EVALUATION OF MODAL TESTING TECHNIQUES FOR SPACECRAFT STRUCTURES
K. Shiraki and H. Mitsuma, National Space Development Agency of Japan, Tokyo, Japan
- A FREE-FREE MODAL SURVEY SUSPENSION SYSTEM FOR LARGE TEST ARTICLES
R. Webb, Martin Marietta Corporation, Denver, CO

PAPERS APPEARING IN PART 4

Damping

EXPERIMENTAL INVESTIGATION OF CONTROLLING VIBRATIONS USING MULTI-UNIT IMPACT DAMPERS

C. N. Bapat and S. Sankar, Concordia University, Montreal, Quebec, Canada, and
N. Popplewell, University of Manitoba, Winnipeg, Manitoba, Canada

AS EXPERIMENTAL HYBRID MODEL FOR A BILINEAR HYSTERETIC SYSTEM

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Mechanical Engineering, University of Manitoba, Winnipeg, Manitoba, Canada, and
C. S. Chang, Institute of Mechanics, Peking, People's Republic of China

MEASUREMENT AND ANALYSIS OF PLATFORM DAMPING IN ADVANCED TURBINE BLADE RESPONSE

T. J. Lagnese and D. I. G. Jones, Air Force Wright Aeronautical Laboratories, AFWAL/MLLN,
Wright-Patterson AFB, OH

A VIBRATION DAMPING TREATMENT FOR HIGH TEMPERATURE GAS TURBINE APPLICATIONS

A. D. Nashif, Anatrol Corporation, Cincinnati, OH, W. D. Brentnall, Solar Turbines, Inc., San Diego, CA,
and D. I. G. Jones, Air Force Wright Aeronautical Laboratories, AFWAL/MLLN, Wright-Patterson AFB, OH

EXPERIMENTAL MEASUREMENT OF MATERIAL DAMPING USING DIGITAL TEST EQUIPMENT

P. W. Whaley and P. S. Chen, University of Nebraska, Lincoln, NB

ELECTRONIC DAMPING OF A LARGE OPTICAL BENCH

R. L. Forward, Hughes Research Laboratories, Malibu, CA, C. J. Swigert, Hughes Aircraft Company,
Culver City, CA, and M. Obal, Air Force Weapons Laboratory, Kirtland AFB, NM

MEASUREMENT OF STRUCTURAL DAMPING USING THE RANDOM DECREMENT TECHNIQUE

J. C. S. Yang, N. G. Dagalakis, University of Maryland, College Park, MD, and
G. C. Everstine, Y. F. Wang, David Taylor Naval Ship Research and Development Center, Bethesda, MD

DAMPED PNEUMATIC SPRING AS SHOCK ISOLATOR: GENERALIZED ANALYSIS AND DESIGN PROCEDURE

M. S. Hundal, University of Vermont, Burlington, VT

Machinery Dynamics

ANALYTICAL AND EXPERIMENTAL INVESTIGATION OF ROTATING BLADE RESPONSE DUE TO NOZZLE PASSING FREQUENCY EXCITATION

J. S. Rao, Indian Institute of Technology, New Delhi, H. M. Jadvani, Regional Engineering College, Surat, and
P. V. Reddy, Escorts Scientific Research Centre, Faridabad

PREDICTION OF CRITICAL SPEEDS, UNBALANCE AND NONSYNCHRONOUS FORCED RESPONSE OF ROTORS

P. Berthier, G. Ferraris, and M. Lalanne, I.N.S.A., Laboratoire de Mechanique des Structures, Villeurbanne, France

UNBALANCE RESPONSE OF A SINGLE MASS ROTOR MOUNTED ON DISSIMILAR HYDRODYNAMIC BEARINGS

R. Subbiah, R. B. Bhat and T. S. Sankar, Concordia University, Montreal, Quebec, Canada

NONLINEAR COUPLING RESPONSES TO VARIABLE FREQUENCY EXCITATIONS

F. H. Wolff and A. J. Molnar, Engineering-Analytical Dynamics Corporation, Trafford, PA

SIMPLE APPROXIMATE MODELS FOR A CLASS OF STRUCTURES

A. J. Molnar and F. H. Wolff, Engineering-Analytical Dynamics Corporation, Trafford, PA

SOURCE SIGNATURE RECOVERY IN REVERBERANT STRUCTURES

R. H. Lyon, Massachusetts Institute of Technology, Cambridge, MA

COMPARISON OF STATISTICAL ENERGY ANALYSIS AND FINITE ELEMENT ANALYSIS VIBRATION PREDICTION WITH EXPERIMENTAL RESULTS

L. K. H. Lu, W. J. Hawkins, and D. F. Downard, Westinghouse Electric Corporation, Sunnyvale, CA, and
R. G. Dejong, Cambridge Collaborative, Cambridge, MA

**TITLES AND AUTHORS OF PAPERS PRESENTED IN THE
SHORT DISCUSSION TOPICS SESSION**

NOTE: These papers were only presented at the Symposium. They are not published
in the Bulletin and are only listed here as a convenience.

- THE DEVELOPMENT OF A VISCOELASTIC AEROSPACE STRUCTURES TECHNOLOGY DAMPING
DESIGN GUIDE**
J. Soovere, Lockheed-California Co., Burbank, CA, M. Drake, University of Dayton Research Institute, Dayton, OH,
L. Rogers and V. Miller, Air Force Wright Aeronautical Laboratories, Wright Patterson AFB, OH
- APPROXIMATE RELAXATION MODULUS FROM THE FRACTIONAL REPRESENTATION OF COMPLEX MODULUS**
L. Rogers, Air Force Wright Aeronautical Laboratories, Wright Patterson AFB, OH
- DEVELOPMENT OF HIGH FREQUENCY ISOLATION SYSTEM**
F. J. Andrews, Barry Controls, Watertown, MA
- A RECENT APPLICATION EMPLOYING ELASTOMERIC TECHNOLOGY TO ISOLATE A HIGH RESOLUTION
AERIAL RECONNAISSANCE CAMERA**
D. F. Reynolds, Barry Controls, Watertown, MA
- MERCURY ISOLATION SYSTEM/DESIGN, DEVELOPMENT MANUFACTURE AND TEST**
M. Peretti, Barry Controls, Watertown, MA
- LOOSENING OF BOLTED JOINTS DURING VIBRATION TESTING**
J. J. Kerley, Jr., Goddard Space Flight Center, Greenbelt, MD
- BOLTS AND FASTENER TIGHTENING TO BROCHURE IDEALNESS THROUGH VIBRATION SIGNATURES**
A. S. R. Murty, Indian Institute of Technology, Kharagpur, India
- DEVELOPMENT OF A MATERIAL TESTING MACHINE CAPABLE OF HIGH CYCLE LOADINGS SUPERIMPOSED
ONTO LOW CYCLE LOADINGS**
R. C. Goodman, University of Dayton Research Institute, Dayton, OH
- PREDICTION OF STRUCTURAL RELIABILITY FROM VIBRATION MEASUREMENTS**
P. Mlakar, U.S. Army Engineer Waterways Experiment Station, Vicksburg, MS
- PROGRESS REPORT ON U.S. STATE OF THE ART ASSESSMENT OF MOBILITY MEASUREMENTS PROGRAM**
D. J. Ewins, Imperial College of Science and Technology, London, England
- UNDERWATER SHOCK ANALYSIS OF A MISSILE LAUNCH TUBE**
K. C. Kiddy, Naval Surface Weapons Center, Silver Spring, MD
- THE VIBRATION OF SLIGHTLY CURVED RECTANGULAR PLATES UNDER COMPRESSION**
S. M. Dickinson and S. Ilanko, University of Western Ontario, London, Ontario, Canada and
S. C. Tillman, University of Manchester, Manchester, England
- SHOCK ANALYSIS OF DICED DISK TRANSDUCER USING ANSYS**
A. Haecker and H. Mitson, Gould, Inc., Cleveland, OH

SESSION CHAIRMEN AND COCHAIRMEN

<u>Date</u>	<u>Session Title</u>	<u>Chairmen</u>	<u>Cochairmen</u>
Tuesday, 26 Oct. A.M.	Opening Session	Mr. Richard Shea, U.S. Army Materials and Mechanics Research Center, Watertown, MA	Mr. Henry C. Pusey, Shock and Vibration Information Center, Naval Research Laboratory, Washington, DC
Tuesday, 26 Oct. P.M.	Elias Klein Memorial Lecture Plenary A	Mr. Henry C. Pusey, Shock and Vibration Information Center, Naval Research Laboratory, Washington, DC	
Tuesday, 26 Oct. P.M.	Machinery Dynamics	Dr. Ronald L. Eshleman, The Vibration Institute, Clarendon Hills, IL	Mr. Samuel Feldman, NKF Engineering Associates, Inc., Vienna, VA
Tuesday, 26 Oct. P.M.	Pyrotechnic Shock-Measurement/Simulation	Mr. C. Douglas Hinckley, TRW Systems, Ogden, UT	Mr. Peter Bouelin, Naval Weapons Center, China Lake, CA
Tuesday, 26 Oct. P.M.	MIL-STD-810D Panel Session	Mr. Preston Scott Hall, Air Force Wright Aeronautical Laboratories, Wright Patterson Air Force Base, OH	Mr. Rudolph H. Volin, Shock and Vibration Information Center, Naval Research Laboratory, Washington, DC
Wednesday, 27 Oct. A.M.	Maurice Biot 50th Anniversary Lecture Plenary B	Mr. George J. O'Hara, Naval Research Laboratory, Washington, DC	
Wednesday, 27 Oct. A.M.	Vibration: Test and Criteria	Mr. John Wafford, Aeronautical Systems Division, Wright Patterson Air Force Base, OH	Mr. Howard D. Camp, Jr., U.S. Army Electronic Research and Development Command, Ft. Monmouth, NJ
Wednesday, 27 Oct. A.M.	Shock Testing and Analysis	Mr. Edwin Rzepka, Naval Surface Weapons Center, Silver Spring, MD	Mr. Ami Frydman, Harry Diamond Laboratories, Adelphi, MD
Wednesday, 27 Oct. P.M.	Damping	Dr. Frederick C. Nelson, Tufts University, Medford, MA	Dr. Lynn Rogers, Air Force Wright Aeronautical Laboratories, Wright Patterson Air Force Base, OH
Wednesday, 27 Oct. P.M.	Fluid-Structure Dynamics	Dr. Anthony J. Kalinowski, Naval Underwater Systems Center, New London, CT	Dr. Martin W. Wambsganss, Argonne National Laboratory, Argonne, IL
Thursday, 28 Oct. A.M.	Plenary C	Mr. Richard Shea, U.S. Army Materials and Mechanics Research Center, Watertown, MA	
Thursday, 28 Oct. A.M.	Dynamic Analysis I	Lt. Col. John J. Allen, Air Force Office of Scientific Research, Washington, DC	Dr. Robert L. Sierakowski, University of Florida, Gainesville, FL
Thursday, 28 Oct. A.M.	Vehicle Dynamics	Dr. Richard A. Lee, U.S. Army Tank-Automotive Command, Warren, MI	Dr. Grant R. Gerhart, U.S. Army Tank-Automotive Command, Warren, MI
Thursday, 28 Oct. P.M.	Dynamic Analysis II	Dr. James J. Richardson, U.S. Army Missile Command, Redstone Arsenal, AL	Mr. Brantley R. Hanks, NASA Langley Research Center, Hampton, VA
Thursday, 28 Oct. P.M.	Short Discussion Topics	Mr. R. E. Seely, Naval Weapons Handling Center, Earle, Colts Neck, NJ	Mr. E. Kenneth Stewart, U.S. Army Armament, Research and Development Command, Dover, NJ

CONTENTS

PAPERS APPEARING IN PART 1

WELCOME	1
Dr. Edward Wright, Director, U.S. Army Materials and Mechanics Research Center, Watertown, MA	
<u>Keynote Address</u>	
KEYNOTE ADDRESS — AVRADCOM RESEARCH IN HELICOPTER VIBRATIONS	3
Major General Story C. Stevens, Commanding General, U.S. Army Aviation Research and Development Command, St. Louis, MO	
<u>Invited Papers</u>	
TECHNICAL INFORMATION SUPPORT FOR SURVIVABILITY	21
Henry C. Pusey, Rudolph H. Volin and J. Gordan Showalter, Shock and Vibration Information Center, Naval Research Laboratory, Washington, DC	
AIRCRAFT SURVIVABILITY	33
Dale B. Atkinson, Chairman, Joint Technical Coordinating Group on Aircraft Survivability, Naval Air Systems Command, Washington, DC	
UNITED STATES FLEET SURVIVABILITY OF U.S. NAVAL COMBATANT SHIPS	39
Captain F. S. Hering, USN, Director, Survivability and Readiness Subgroup, Naval Sea Systems Command, Washington, DC	
ELIAS KLEIN MEMORIAL LECTURE —	
VIBRATION CHALLENGES IN MICROELECTRONICS MANUFACTURING	51
Dr. Eric Ungar, Bolt Beranek and Newman, Inc., Cambridge, MA and Colin G. Gordon, Bolt Beranek and Newman, Inc., Canoga Park, CA	
MAURICE BIOT 50TH ANNIVERSARY LECTURE —	
THE EVOLUTION OF SPECTRAL TECHNIQUES IN NAVY SHOCK DESIGN	59
Gene M. Remmers, David Taylor Naval Ship Research and Development Center, Bethesda, MD	
MATERIALS IMPLICATIONS OF ADVANCED THERMAL AND KINETIC ENERGY THREATS	71
Robert Fitzpatrick and John Mescall, U.S. Army Materials and Mechanics Research Center, Watertown, MA	
SUMMARY OF MIL-STD-810D PANEL SESSION	79
<u>Pyrotechnic Shock and Shock Testing and Analysis</u>	
PYROTECHNIC SHOCK TEST AND TEST SIMULATION	83
M. E. Hughes, Martin Marietta Corporation, Orlando, FL	
STRAIN HISTORIES ASSOCIATED WITH STAGE SEPARATION SYSTEMS USING LINEAR SHAPED CHARGE	89
D. R. Powers, McDonnell Douglas Astronautics Company, Huntington Beach, CA	
SHOCK SPECTRAL ANALYSIS BY PERSONAL COMPUTER, USING THE IFT ALGORITHM	97
C. T. Morrow, Consultant, Encinitas, CA	
AN EXPLOSIVE DRIVEN SHOCK TUBE FOR VERIFYING SURVIVAL OF RADIOISOTOPE	
HEAT SOURCES DURING SPACE SHUTTLE LAUNCH ACCIDENT	103
F. H. Mathews, Sandia National Laboratories, Albuquerque, NM	
CALCULATION OF THE SHOCK WAVE FROM A PENTOLITE TAPERED CHARGE	117
J. T. Gordon and D. K. Davison, Physics International Company, San Leandro, CA	
EFFECT OF MEASUREMENT SYSTEM PHASE RESPONSE ON SHOCK SPECTRUM COMPUTATION	133
P. L. Walter, Sandia National Laboratories, Albuquerque, NM	

EFFICIENT ALGORITHMS FOR CALCULATING SHOCK SPECTRA ON GENERAL PURPOSE COMPUTERS	143
F. W. Cox, Computer Sciences Corporation, Houston, TX	
EVALUATION AND CONTROL OF CONSERVATISM IN DROP TABLE SHOCK TESTS	163
T. J. Baca, Sandia National Laboratories, Albuquerque, NM	
ICE IMPACT TESTING OF SPACE SHUTTLE THERMAL PROTECTION SYSTEM MATERIALS	177
P. H. DeWolfe, Rockwell International, Downey, CA	
PROCEDURES FOR SHOCK TESTING ON NAVY CLASS H. I. SHOCK MACHINES	183
E. W. Clements, Naval Research Laboratory, Washington, DC	
EQUIVALENT NUCLEAR YIELD AND PRESSURE BY THE RESPONSE SPECTRUM FIT METHOD	187
J. R. Bruce and H. E. Lindberg, SRI International, Menlo Park, CA	

PAPERS APPEARING IN PART 2

Fluid Structure Dynamics

EXPERIMENTAL VALIDATION OF THE COMPONENT SYNTHESIS METHOD FOR PREDICTING VIBRATION OF LIQUID-FILLED PIPING
F. J. Hatfield and D. C. Wiggert, Michigan State University, East Lansing, MI, and L. C. Davidson, David Taylor Naval Ship Research and Development Center, Annapolis, MD
ACOUSTIC RESPONSES OF COUPLED FLUID-STRUCTURE SYSTEM BY ACOUSTIC-STRUCTURAL ANALOGY
Y. S. Shin, Naval Postgraduate School, Monterey, CA and M. K. Chargin, NASA Ames Research Center, Moffett Field, CA
FLUID-STRUCTURE INTERACTION BY THE METHOD OF CHARACTERISTICS
F. D. Hains, Naval Surface Weapons Center, White Oak, Silver Spring, MD
A SOLUTION TO THE AXISYMMETRIC BULK CAVITATION PROBLEM
F. A. Costanzo and J. D. Gordon, David Taylor Naval Ship Research and Development Center, Underwater Explosions Research Division, Portsmouth, VA
A SOLUTION TO THE ONE DIMENSIONAL BULK CAVITATION PROBLEM
B. M. Stow and J. D. Gordon, David Taylor Naval Ship Research and Development Center, Underwater Explosions Research Division, Portsmouth, VA

Dynamic Analysis

DYNAMIC SIMULATION OF STRUCTURAL SYSTEMS WITH ISOLATED NONLINEAR COMPONENTS
L. Minnetyan, Clarkson College of Technology, Potsdam, NY, J. A. Lyons, Niagara Mohawk Power Corporation, Syracuse, NY, and T. G. Gerardi, AFWAL/FIX, Wright-Patterson AFB, OH
EXPERIMENTAL AND ANALYTICAL INVESTIGATION OF ACTIVE LOADS CONTROL FOR AIRCRAFT LANDING GEAR
D. L. Morris, Air Force Wright Aeronautical Laboratories, Wright-Patterson AFB, OH, and J. R. McGehee, NASA Langley Research Center, Hampton, VA
ON THE MODAL IDENTIFICATION OF MULTIPLE DEGREE OF FREEDOM SYSTEMS FROM EXPERIMENTAL DATA
D. I. G. Jones, Materials Laboratory, AFWAL/MLLN, Wright-Patterson AFB, OH, and A. Muszynska, Bently Nevada Corporation, Minden, NV
AN APPLICATION OF THE KINETIC ENERGY CALCULATION AS AN AID IN MODE IDENTIFICATION
J. J. Brown and G. R. Parker, Hughes Helicopters, Inc., Culver City, CA
DYNAMICS OF A SIMPLE SYSTEM SUBJECTED TO RANDOM IMPACT
T. T. Soong, State University of New York, Amherst Campus, Buffalo, NY
APPROXIMATE NUMERICAL PREDICTIONS OF IMPACT-INDUCED STRUCTURAL RESPONSES
R. W. Wu, Lockheed Missiles and Space Co., Inc., Sunnyvale, CA
ON THE FACE-SHEAR VIBRATIONS OF CONTOURED CRYSTAL PLATES
S. De, National Research Institute, W. Bengal, India
DYNAMIC BEHAVIOR OF COMPOSITE LAYERED BEAMS BY THE FINITE ELEMENT METHOD
P. Trompette, R. Gaertner, I.N.S.A., Laboratoire de Mecanique des Structures, Villeurbanne, France

WELCOME

Dr. Edward S. Wright
Director
U.S. Army Materials and Mechanics Research Center
Watertown, MA

I would like to officially welcome all of you to the 53rd Shock and Vibration Symposium. Just the fact that there have been 53 of them speaks very well for the history and stature of the symposium. It obviously has been held at the highest level of standards in the past, and a review of the program for this one indicates that it is certainly no exception. It appears to be outstanding. The symposium offers a key mechanism for the interchange of information in the shock and vibration field between government, industry and universities, and we feel it is extremely valuable.

Since many of you will be visiting the Army Materials and Mechanics Research Center later in the week, either to attend the classified sessions that will be held there, or to tour our laboratories, I would like to tell you a little bit about our Center while you are here. It also gives me the opportunity to do a little propagandizing or P.R. work. As I have been asked several times, "What's an AMMRC?"; I will tell you a little bit about that.

Basically, we are a corporate lab of DARCOM, the Army Materiel Development and Readiness Command; this is the part of the Army that is responsible for developing, procuring, and supplying to the field, all of the military equipment for the Army. We are responsible for research and development in the areas of materials and mechanics for the total DARCOM community.

We are located about six miles due west of Boston. We are in the center of a number of very well-known universities; we are also located near some other government agencies, such as the Air Force Electronics Systems Division at Hanscom Field, and the Department of Transportation's Research Center. We are on the site of the old historic Watertown Arsenal. The Arsenal, as such, was one of the many arsenals closed during the 1960's, and a portion of what was the Arsenal evolved into the Army Materials and Mechanics Research Center.

We are one of the three labs, out of about 20 DARCOM labs, that report directly to the Headquarters. So basically, we are a corporate

lab, and as such, we work for all of the systems development commands. We do not have a specific system development responsibility ourselves, but we are responsible for supporting all of the other commands. That means I have many bosses, one of whom is sitting on my right and will be giving your Keynote Address: General Stevens, who commands AVRADCOM, the Army Aviation Research and Development Command.

We work not only for the development commands, but also for the readiness commands, which actually procure and supply the equipment to the field forces. We also work for the project managers who are responsible for the development and the production of major systems such as the Abrams tank, the Bradley Fighting Vehicle and the Apache attack helicopter. We have a research and development mission of our own, but one of our greatest reasons for being is the support that we give, not only to these Army organizations, but to their contractors as well. Quite often it is the contractors that first see the materials problems either in development or production.

I mentioned that we have a research and development mission. Basically, we are the lead lab, as designated by DARCOM, in the areas of materials, solid mechanics, and materials testing technology. In this context, testing technology refers to testing for the purposes of accepting materials and components for use in systems, rather than testing associated with our research and development mission.

Current emphasis includes materials processing, and the characterization of materials to ensure reliability and reduce costs in future systems. I will not discuss our various areas of interest at this time, since you will see examples of this work when you visit us.

In addition to our basic R&D mission we perform many other functions, and foremost among them is the support we provide to the systems developers. I would like to point out one other item; that is the management of information and analysis centers. These are portions of the DOD Information and Analysis Center Program that are

paid for out of DLA funds but administered by the three services. We are responsible for three information analysis centers: Metals and Ceramics Information Center which is located at Battelle, Thermo-Physical and Electronic Property Center, and the Non-Destructive Testing Information and Analysis Center (NTIAC). NTIAC is somewhat similar to the Shock and Vibration Information Center (SVIC). We ran NTIAC in-house at the Army Materials and Mechanics Research Center for a long time, just as the Naval Research Laboratory still runs SVIC. I can well appreciate some of the trials and tribulations that Mr. Psey and his staff must endure, based upon our own similar experience. I do feel that SVIC is doing an out-standing job. We help support the SVIC, and we certainly benefit from what it does. We hope to continue our close relationship with the Center.

I feel shock and vibration is very important to AMMRC. Many aspects of the work that we do for the Army involves shock and vibration. We are responsible for research on armor and penetrator materials and for the development and evaluation of armor materials and penetrator materials for Army systems. In the mechanics area we are concerned with the interaction of armor and penetrators, and I think that this is the epitome of the shock regime. We also get involved in vibration problems. For example, we do quite a lot of work on that "flying fatigue machine" known as the helicopter. So we are deeply interested in the shock and vibration business, and appreciative of the efforts of SVIC.

I would like to preview some of the facilities and activities that you will see during your visit to AMMRC. For example, we have set up a new range within the last few years to work on quarter-scale modeling of both long rod, high density penetrators, and armors designed to defeat such penetrators. The full scale penetrators are fired out of 120 millimeter or 155 millimeter tank cannons. We can launch quarter-scale projectiles up to about 6,000 ft/sec in the firing range, and study the penetrator-armor interaction process. Going to higher shock regimes, you will also see our slap facility. It is part of our Ballistic Missile Defense Materials Characterization activity and here we are talking about pressures up in the megabar regime.

We are more than just a basic research laboratory, we also have production capabilities. An example of this is our metal-working activity. I feel it very important to our materials development mission that we are able to produce and fabricate materials, not just in small lab quantities, but in quantities up to those approaching pilot scale so that the production processes then can be scaled up by industry. These prototyping capabilities include machining facilities. We get deeply involved in the manufacture of prototypes for various parts of the Army including most of the Development Commands, but in particular for the Armament Command, for whom we have made most of the prototypes of nuclear artillery projectiles in past years.

We are also active in the polymer and composite material processing technologies. For example, we have film stretching equipment for making stretched film armor materials such as XP polymer, injection molding equipment, and equipment for compounding and blending rubber. In fact, we are initiating a new coordinated program pulling together all of the scattered research and development work within DARCOM on rubber, and we will be using the compounding and blending operation in this effort.

A final example includes our filament winding, pultrusion, autoclaving and braiding facilities. These represent processing areas in the composites and polymers area which we feel will become more and more important in future Army systems. With the emphasis on weight saving, higher performance, survivability, and ballistic damage tolerance, I predict that composites will be the wave of the future in many Army systems. We are putting a substantial part of our program into this area, since we feel that this is the current growth area.

Again, welcome to the Boston area. We look forward to seeing you at AMMRC.

KEYNOTE ADDRESS
AVRADCOM RESEARCH IN HELICOPTER VIBRATIONS

Major General Story C. Stevens
Commander, U.S. Army Aviation
Research and Development Command
St. Louis, Missouri

Since the maiden flight in 1940 of the first Army helicopter pictured in Figure 1, the Army helicopter has encountered a multitude of vibration problems. These problems have decreased system productivity and increased life cycle costs. The following is a progress report on reducing helicopter vibrations.

Over the past 40 years, there has been significant progress in vibration reduction as indicated by Figure 2. This reduction was partly the result of innovative industry and government-sponsored research, and partly because of increasingly stringent Army specifications. Initial reductions were accomplished by gradual improvements in vibration design approaches along with trial-and-error airframe detuning.

Over the past two decades, improvements were achieved, for the most part, by add-on vibration control devices designed to reduce rotor vibratory loads and airframe

vibrations. However, the weight of these devices has increased from approximately 2% of the payload to approximately 10% of the payload. As a result, mission payloads have been reduced.

Even though vibration levels have been lowered, numerous vibration-related problems still persist in the design of the modern helicopter. Today's vibration problems are more critical due to changes in overall mission requirements which include: nap-of-the earth and high speed flight, advanced weapons delivery, survivability, transportability, high reliability, and low maintenance. The problems that had to be overcome during recent development programs provided impetus to develop advanced vibration reduction methods. About five years ago, AVRADCOM's Research and Technology Laboratories responded to this need by emphasizing research efforts directed towards vibration analysis, vibration control and vibration testing.



Fig. 1 — First Army helicopter, Sikorsky R-4

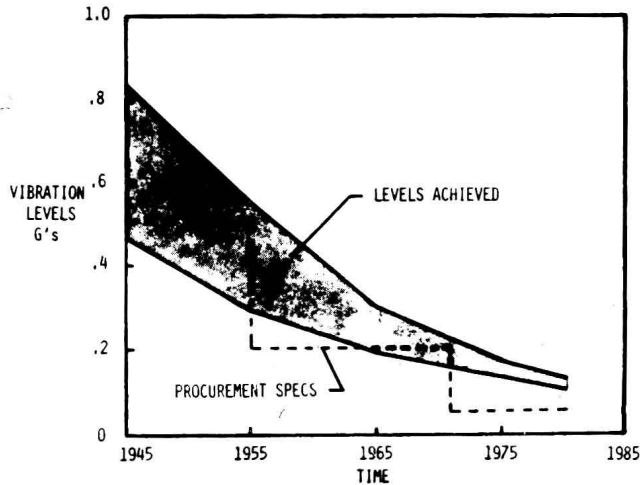


Fig. 2 — Trend of helicopter vibration levels

To put this research in perspective, we will consider: *first*, reviewing vibration design considerations which impact the modern Army helicopter; *second*, assessing vibration technology to establish research priorities; and *finally*, highlighting specific Army research programs which address major technology deficiencies.

The impact of high vibrations on helicopter design can best be described by recounting problems experienced during initial flight testing of the Army's newest helicopters. These helicopters are the UH-60 or Blackhawk, which is a utility helicopter, and the AH-64 or Apache, which is an attack helicopter, both of which are shown in Figure 3. The problems on these helicopters included higher than expected rotor vibratory loads, rotor/airframe interactions, airframe resonances near excitation frequencies, high empennage vibrations and ineffective vibration control devices. As a result, vibration levels measured on the prototype aircraft were significantly above Army specifications throughout the flight regime. These first flight vibration levels for the Blackhawk, shown in Figure 4, are typical for recent development aircraft. For the Blackhawk and Apache, these vibrations were reduced, as indicated in Figure 5, after making numerous configuration changes which included raised rotors, aerodynamic fuselage fairings, modified hub absorbers, installed airframe absorbers, local stiffness changes, crew seat modifications, and isolated stabilators. Although these changes reduced vibration levels to within Army specifications, they still required substantial amounts of flight, ground and wind tunnel testing.

The configuration changes which were necessary to solve Blackhawk and Apache vibration problems impacted both system acquisition and productivity. The cost required to solve vibration problems during the development cycle is illustrated in Figure 6 in terms of engineering effort. During the design phase, effort increases gradually until first flight. At this point, an abrupt increase occurs that extends well into the development cycle. This increase can significantly delay helicopter delivery schedules. The payoffs for minimizing engineering effort and resulting schedule overruns are significant. In addition, operational costs have also increased due to higher weight penalties required to reduce vibrations.

SIKORSKY BLACK HAWK
UTILITY TACTICAL TRANSPORT
AIRCRAFT SYSTEM
(UTTAS)



HUGHES APACHE
ADVANCED ATTACK HELICOPTER
(AAH)



Fig. 3 — Modern Army helicopters

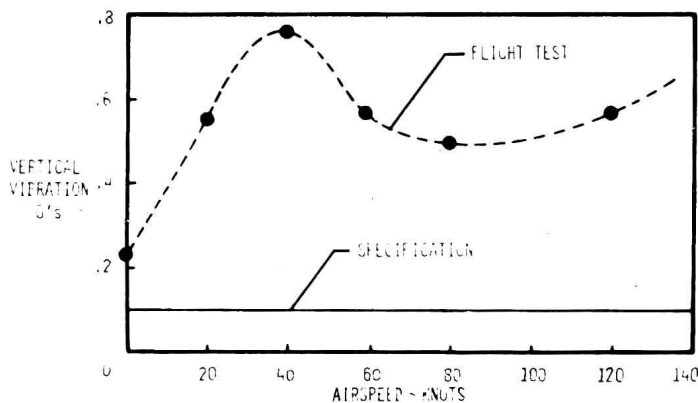


Fig. 4 — UTTAS prototype vibration levels

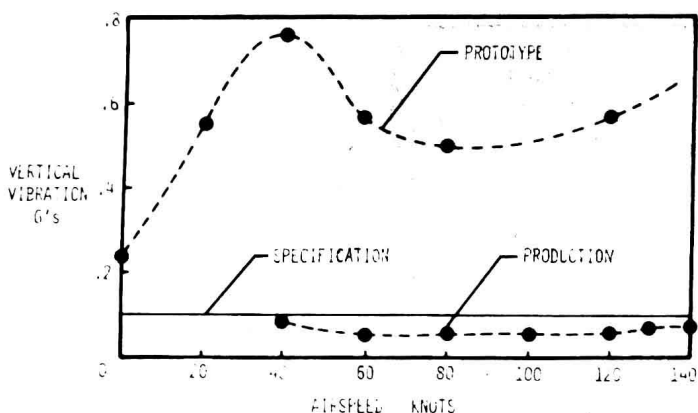


Fig. 5 — UTTAS prototype and production vibrations

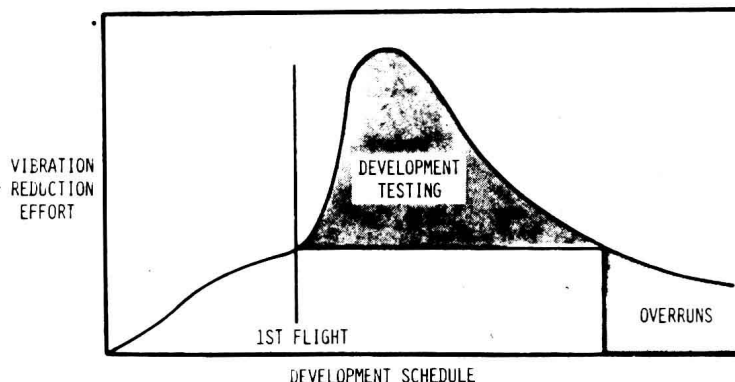


Fig. 6 — Vibrations impact system acquisition

Besides increasing costs during the development cycle, high vibrations can degrade overall helicopter productivity in several major areas. These areas include flight envelopes, human factors, structural integrity, reliability and maintainability, and transportability. A brief discussion of each of these areas follows.

In absolute terms, flight envelope limitations can be the most severe vibration penalties. The significance of forward speed on vibrations is shown in Figure 7. Vibration

levels typically increased in the transition region around 30 to 40 knots followed by a decrease in the 80 to 90 knot region and rapidly increased for higher airspeeds. In aircraft developed in the 1950's, high vibrations sometimes limited forward speeds and degraded maneuverability. However, the Blackhawk and Apache were successfully designed to achieve mission profiles which were power rather than vibration limited. Nevertheless, even if power is available, helicopter forward speed and maneuverability are ultimately vibration limited as indicated in Figure 8.

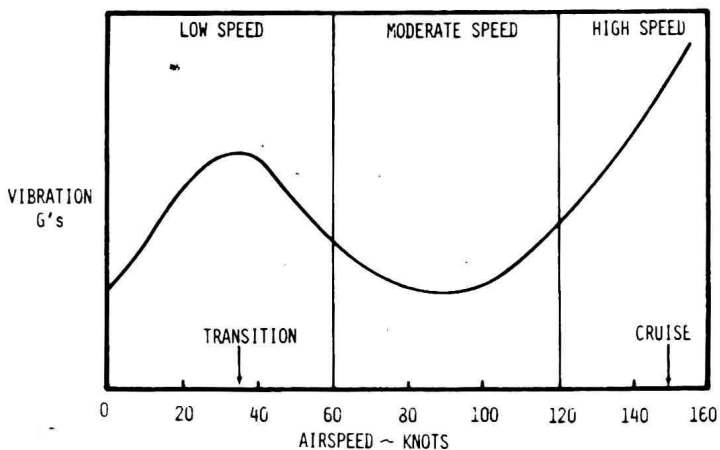


Fig. 7 — Vibration versus airspeed

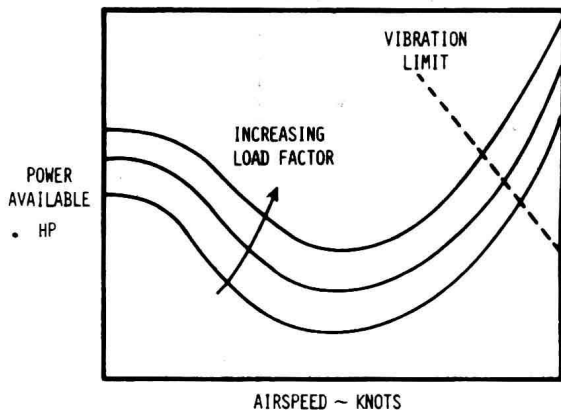


Fig. 8 — Vibrations limit flight envelopes

In the human factor area, adverse vibration and noise elements affect sensor perceptions (see Figure 9). Much of the human dynamic response data relates vibration amplitude and frequency to comfort and proficiency limits. These data show that high vibrations reduce performance and the ability to carry out complicated mental, tactile and visual acuity-related tasks. The trend towards complex displays and target designation systems places increased demands on these skills. Consequently, high vibrations degrade weapons delivery, especially in marginal weather and nap-of-the-earth operations. Over the years, lower vibration levels have increased human comfort and proficiency which improves crew mission effectiveness as noted in Figure 10.

High vibrations, or more specifically high vibratory stresses, affect the fatigue life and hence the structural integrity of both primary and secondary helicopter components. In fact, component fatigue margins have, in many cases, been reduced by high vibrations encountered during prototype flight testing. Of course, vibrations sustained in normal operations further reduce fatigue life margins. As a result, the operational life of helicopter components can be increased, as shown in Figure 11, by reducing vibrations.

In addition to reducing operational life, excessive vibrations also reduce reliability and increase maintenance of airborne equipment. In Figure 12 you can see that there

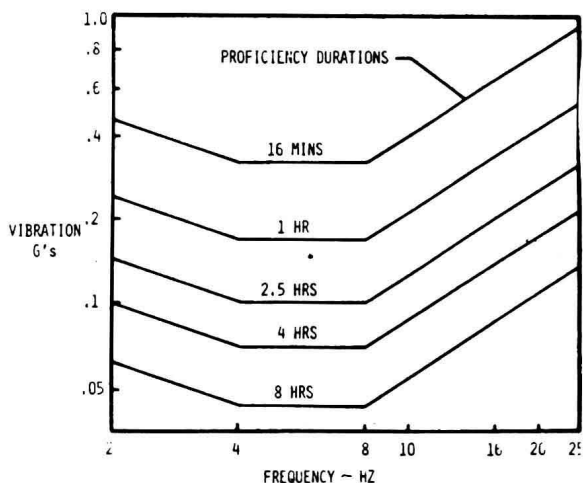


Fig. 9 — Human factors requirements

is a direct correlation between reduced failure rate and maintenance with reduced vibration levels. Failure rates associated with hydraulics, power trains, structures and

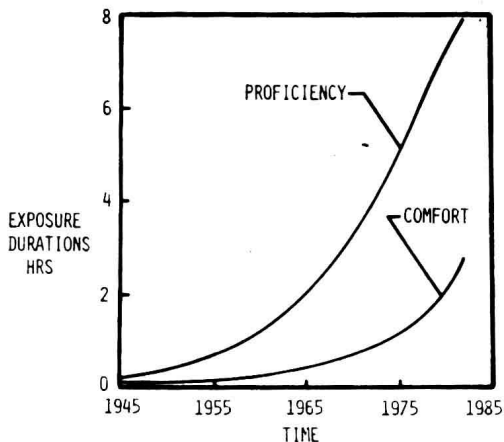


Fig. 10 — Human factors improvements

flight controls are related to frequency, amplitude and duration of the vibration environment. For example, Figure 13 shows that actuator failure rates are much lower in fixed-wing applications. The greater failure rate in helicopters can be attributed to higher vibration levels as well as high cycle usage. Although the connection may not be immediately obvious, vibrations and other factors affect helicopter transportability. For example, the Blackhawk and Apache procurement specifications required helicopter dimensions to be compatible with cargo compartments of military transport aircraft. The transportability requirement initially resulted in the main rotors being located close to the airframe. However, in this configuration rotor downwash caused higher than expected empennage vibrations and canopy drumming. These vibrations were so severe that they limited aircraft speed. Subsequently, main rotor to airframe separations were increased, as noted in Figure 14, to reduce vibrations at the expense of transportability.

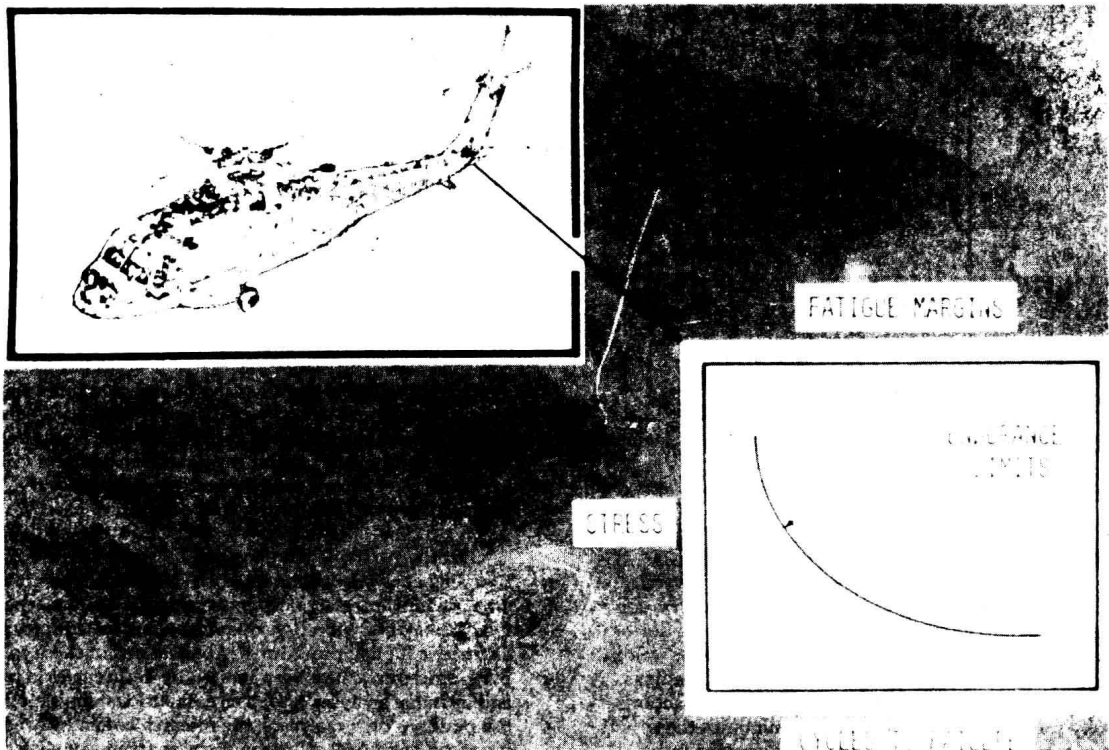


Fig. 11 — Structural integrity

The previous illustrations gave a perspective on the significance of vibrations during helicopter development. They underscored that high vibration levels affect a wide variety of helicopter design and operational features. Now, I would like to give you an assessment of where vibration technology stands.

Advanced vibration design technology has the potential to improve helicopter mission capabilities as well as

eliminate costly trial-and-error development testing. To focus research on high payoff areas, AVRADCOM's Research and Technology Laboratories prepared a comprehensive Vibration Research Development Plan. This document reviewed past, current, and planned Army research programs; assessed the state of the art; identified significant vibration technology voids; and recommended areas for future research.

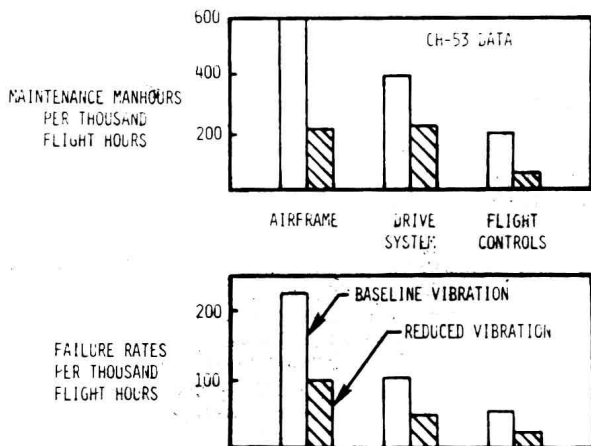


Fig. 12 — Vibrations versus R&M

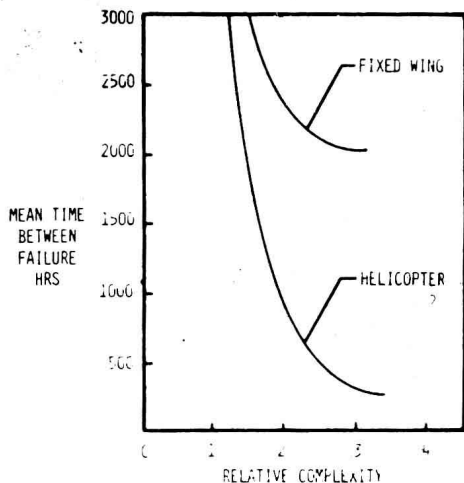


Fig. 13. — Fixed wing vs helicopter actuator failure rates

To put these findings in perspective, let us briefly review vibration design considerations. There are several excitation sources of helicopter vibrations that must be considered. The primary sources, as noted in Figure 15, are periodic loads transmitted by main and tail rotors as well as rotor downwash impingements. In addition, gust loadings, weapon recoil excitations, and engine exhaust interactions are likely sources of high vibrations. To minimize these vibrations, rotor and airframe configurations need to be designed as indicated in Figure 16. These configurations will yield low inherent vibrations. Then a variety of vibration control devices is available to further minimize vibrations at critical points. Consequently, the practical vibration solution usually combines passive vibration design and vibration control devices. Furthermore, vibration design strongly depends on an integrated testing methodology. The role of vibration testing is twofold. First, as noted in Figure 17, it provides a basis for verifying the vibration environment, and second, it supplements voids in existing analytical capabilities.

Based on the foregoing design considerations, five major categories of helicopter vibration research can be identified.

1. Rotor vibratory loads
2. Airframe structural dynamics
3. Rotor/Airframe coupling
4. Vibration control devices
5. Vibration testing

Each of these categories will be discussed in terms of technology deficiencies.

The first category, rotor vibratory loads, can be seen in Figure 18. Considerable research has concentrated on developing sophisticated rotor vibratory loads analyses. However, most of this research has focused on the basic disciplines of rotor aerodynamics and structural dynamics rather than on loads analyses. Hence, aerodynamic and structural phenomena intrinsic to rotor vibratory loads are still not completely understood and improvements in loads analyses have lagged those in these basic disciplines. Consequently, vibratory loads analyses are forced to rely on empiricisms and approximations. As a result, rotor loads predictions have not been very effective for detail design. In fact, these analytical deficiencies have required the designers to depend heavily on vibration control devices and trial-and-error testing.

In Figure 19 we see the next category, which is an airframe structural dynamic assessment. Helicopter airframes are complicated structures characterized by multiple cutouts, abrupt discontinuities and numerous dynamic components. Airframe analyses have evolved into applications of large-scale finite element models. Even with this advanced capability, helicopter designers have achieved only limited success in designing airframes with acceptable resonance placements. A significant deficiency has been an incomplete understanding of modeling requirements for complex helicopter structures. There has also been inadequate consideration of more design-respective finite element analysis programs. Thus, as with the rotor analyses, these sophisticated airframe analyses have not been very effective in the design process. Again, these deficiencies have led to a reliance of relatively heavy vibration control devices instead of passive design concepts.

Rotor/Airframe coupling is addressed in Figure 20. Coupling analyses depend on both structural dynamic and aerodynamic interfaces. Effective analysis and understanding of helicopter vibrations require sophisticated rotor/airframe coupling procedures. Applications of these coupling procedures have been limited by deficiencies in rotor and airframe analyses as well as computational limitations. In the past two or three years, the research community has increased analytical efforts in rotor/airframe coupling. This research has primarily addressed structural dynamic coupling aspects. Aerodynamic interactional vibration problems experienced during recent development programs provide ample evidence of existing voids in this area.

The fourth category of helicopter vibration research, as noted in Figure 21, is vibration control devices. The development of vibration control devices has been the dominant factor in reducing helicopter vibrations. These devices include main rotor hub absorbers, airframe absorbers, and transmission isolators. Local isolators have

also been applied to crew seats, instrument panels, cabin floors and fuel tanks. There is a substantial level of effort within the Army and industry that focuses on minimum weight vibration control devices. More recently, active control concepts are being considered as alternatives to minimize rotor vibratory loads and reduce helicopter vibrations. The significant progress in vibration control warrants continued development of advanced concepts.

In the last research category, vibration testing, three major areas—ground and flight testing, wind tunnel testing, and human factors testing—have been assessed. These tests are frequently used to quantify flight loads and vibrations, to correlate and supplement analysis and to establish human vibration exposure criteria.



Fig. 14 — Transportability requirement

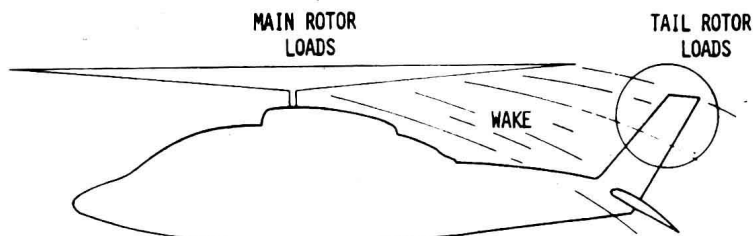


Fig. 15 — Sources of high vibration