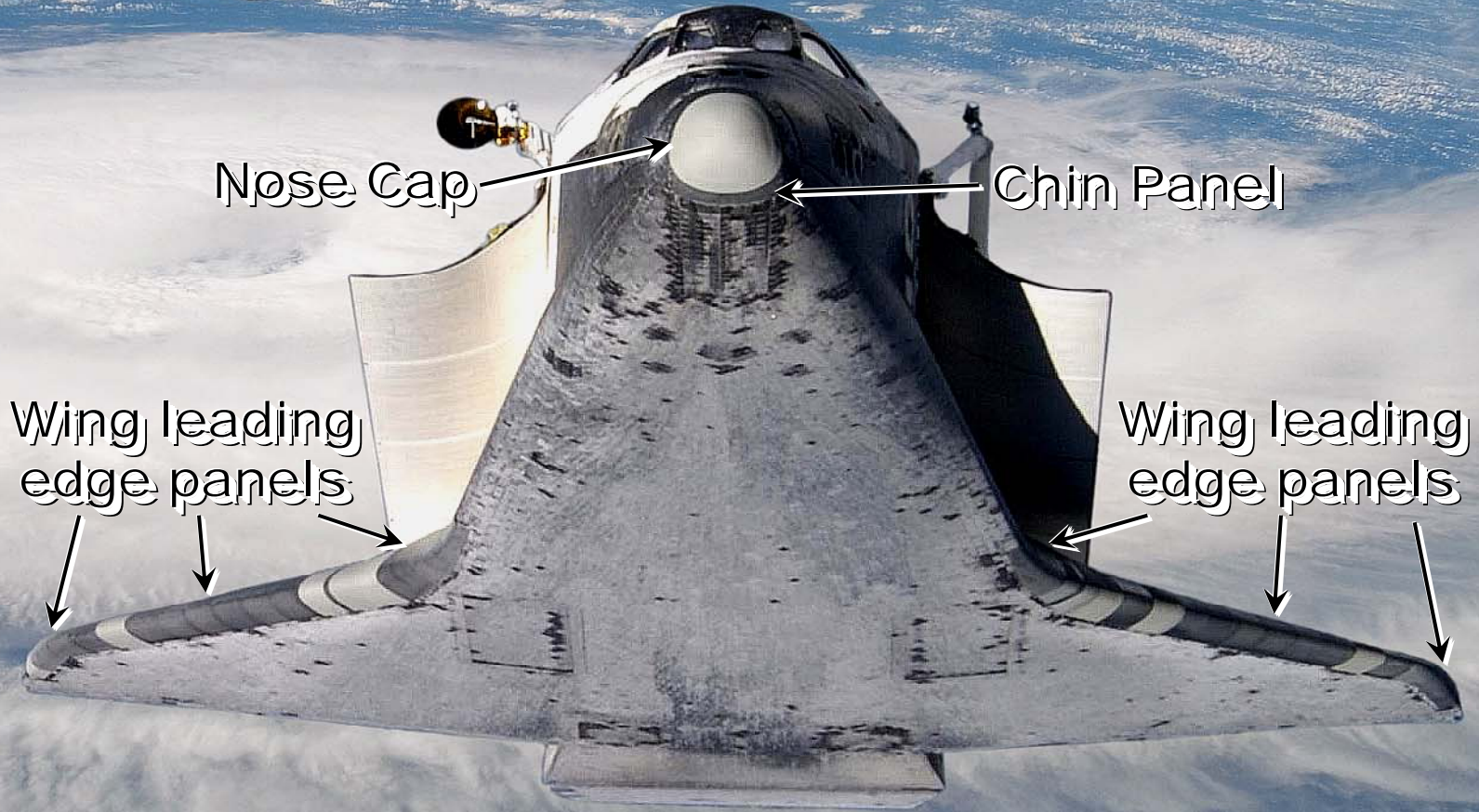


Reinforced Carbon-Carbon (RCC)



Leading Edge Structural Subsystem (LESS)

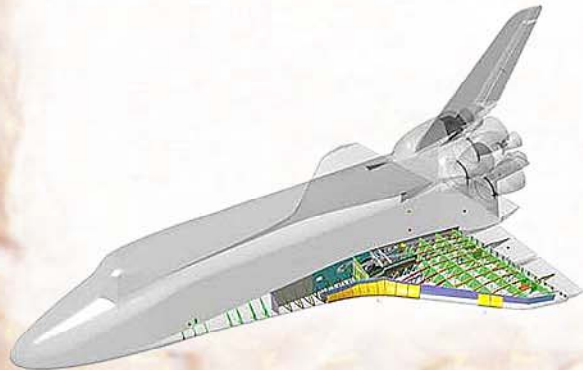
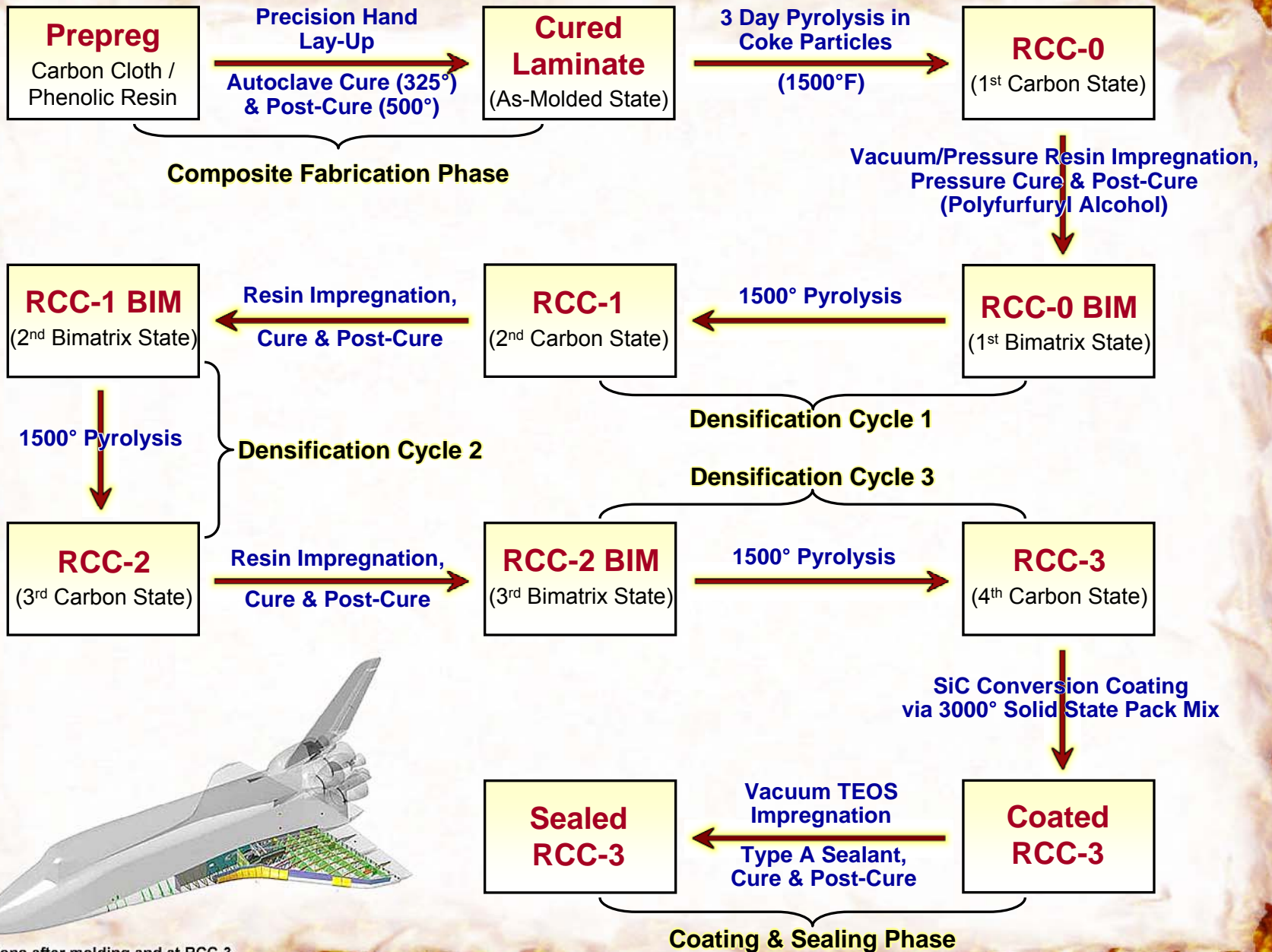
RCC History

- A product of scientific minds at LTV Vought Corporation.
- 1960's: Reinforced Pyrolyzed Plastic (RPP) used for TPS protection on Apollo command module.
- RPP earliest C-C material with real-life applications subsequently designated as 'RCC'.
- 1970's; 'Siliconized' (ceramic-coated) RCC substrate highly oxidation-resistant; selected for the STS Orbiter.
- 1980's: Rayon-based RCC refined & improved while PAN-based ACC developed for future application.
- 1990's: ACC/RCC development ends, only spare LESS articles now made on as-needed basis – Current.

Manufacturing/Process

- **2-D composite lay-up & autoclave fabrication methods very similar to other laminated systems.**
- **Post-fab processing converts substrate into densified carbon-carbon via several cycles of pyrolysis and polymer impregnation (3 densification cycles to RCC-3).**
- **Outer 30-50mils (3-5 plies) of RCC-3 substrate is converted into β -SiC; Forms a functional gradient ceramic coating which protects the substrate from oxidation.**
- **Due to CTE mismatch, craze cracks form; Subsequently filled by impregnations with an organosilicate (TEOS) which provides additional oxidation protection.**
- **In the field, Type A (silicate solution) applied periodically.**

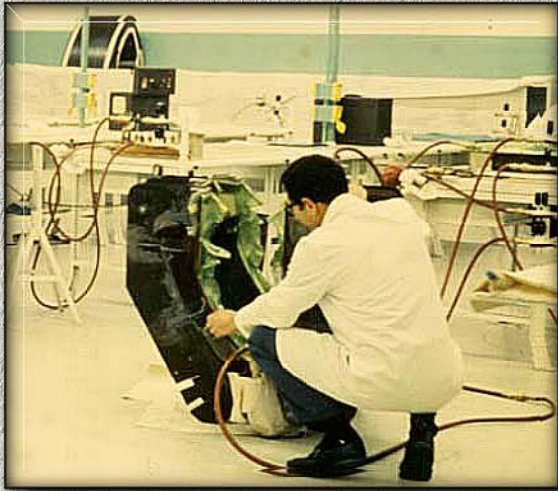
Manufacturing/Process



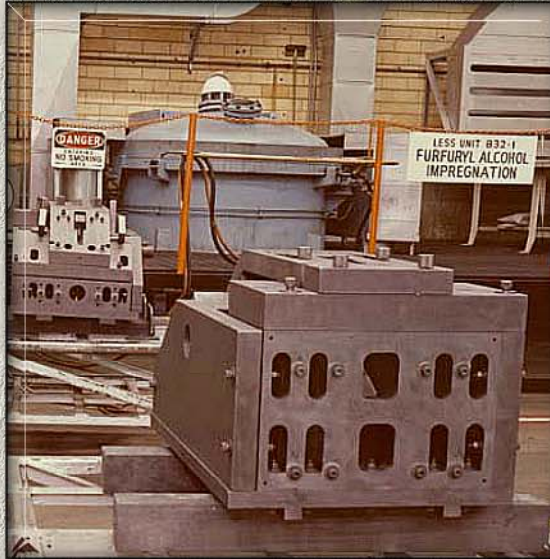
NDE inspections after molding and at RCC-3

1st machining after molding, final machining at RCC-3

Manufacturing/Process



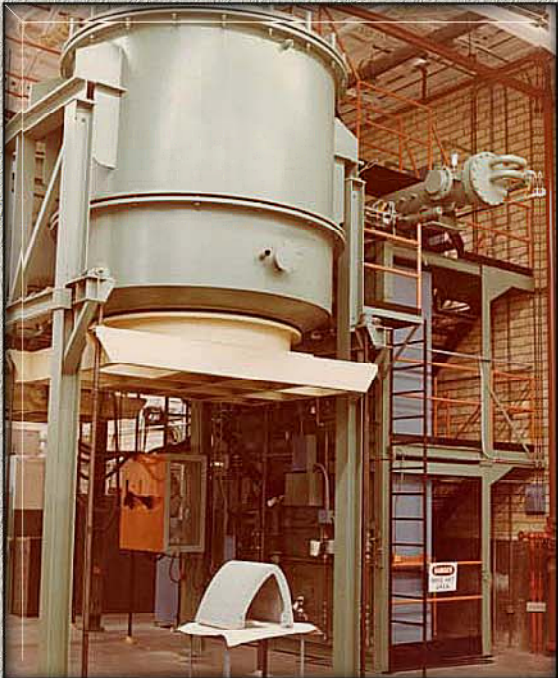
Lay-up and debulking operations
72" conversion coating furnace



Pyrolysis restraint fixturing;
Impregnation chamber in background



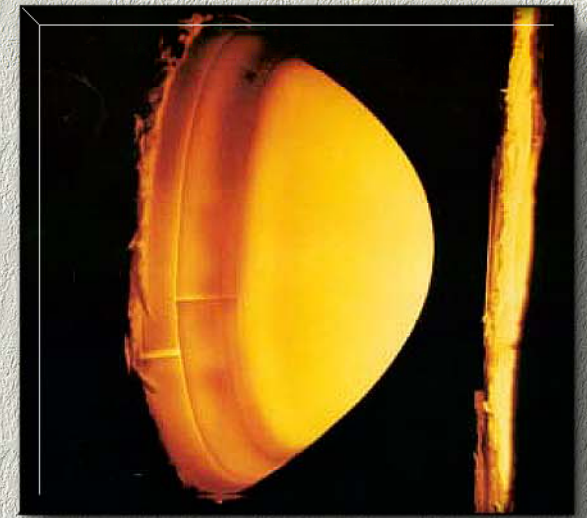
Pyrolysis retort with panels in furnace



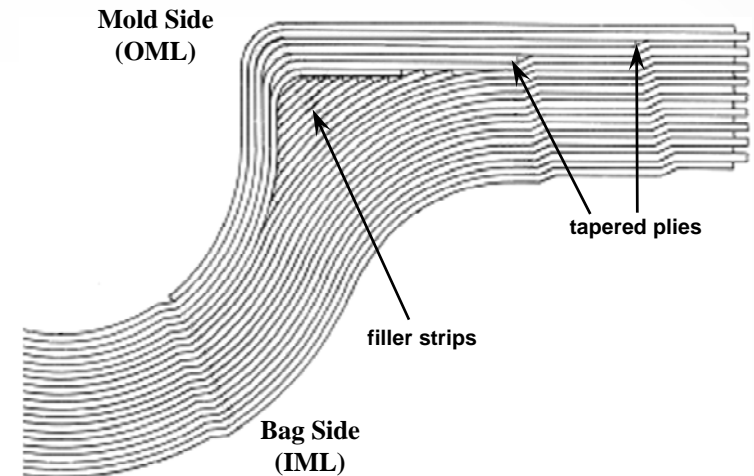
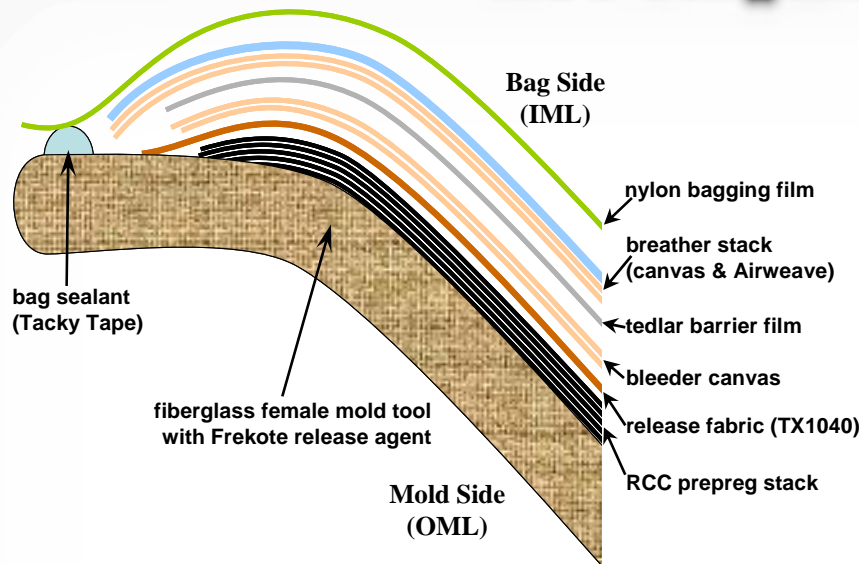
TEOS impregnation underway



Nose cone assembly under test



RCC Composite Fabrication



Typical lay-up configuration for RCC/ACC

LESS lock side joggle radius lay-up design

- Specific lay-up & autoclave methods establish substrate properties: Composite fiber volume fraction, Interconnecting porosity network, Ultimate mechanical properties
- Open mold, hand lay-up of carbon cloth phenolic prepreg into female tooling; Doubler packs, filler strips & flat average regions are tapered, draped, tailored, rolled & precisely crafted into place one ply at a time
- Vacuum debulked 1st and every 6 plies; Differential staging to improve resin distribution; Pre-bleed to reduce resin rich radii

RCC Physical Properties

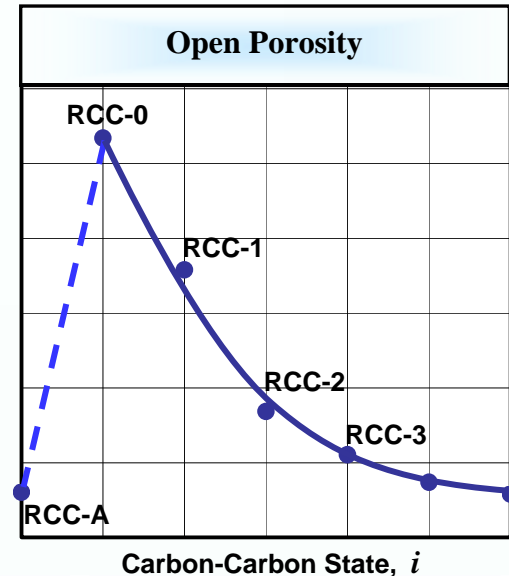
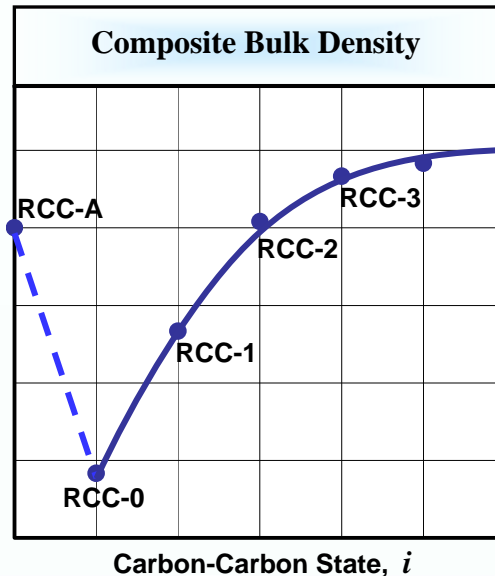
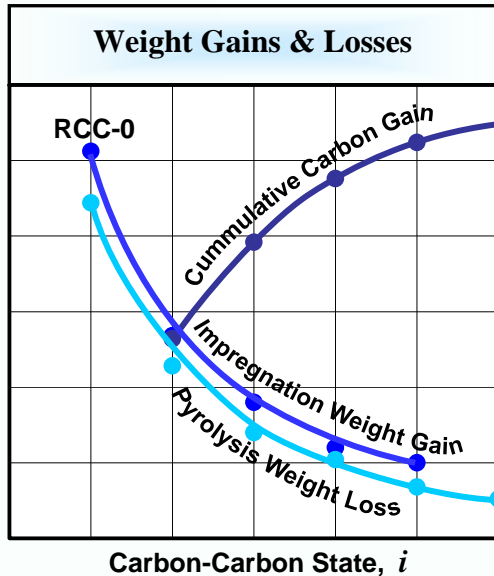
Uncoated RCC-3 Properties, Typical	
Tension (in plane)	7000 - 10000 psi
Flexure (4-point loading)	15000 - 20000 psi
Interlaminar (Flatwise) Tensile	800 - 1200 psi
Interlaminar Shear (via double notch)	1500 - 2500 psi
In-Plane Shear (via double notch)	6000 - 6500 psi
Fiber Volume Fraction	55 - 60%
Bulk Density	1.30 - 1.40 g/cc
Open Porosity	10 - 15%

Coated RCC-3 Properties, Typical	
Tension (in plane)	6000 - 9000 psi
Flexure (4-point loading)	13000 - 17000 psi
Interlaminar (Flatwise) Tensile	600 - 1000 psi
Interlaminar Shear (via double notch)	1200 - 2200 psi
In-Plane Shear (via double notch)	5500 - 6000 psi
Coating Weight Gain	15 - 25%
Coating Thickness, Mold Side	30 - 40 mils
Coating Thickness, Bag Side	40 - 50 mils

$$W_i = 1 - (1 - W_A) \prod_0^i (1 - \eta_{ii})^{-1} \prod_1^i (1 + \eta_{g(i-1)})^{-1}$$

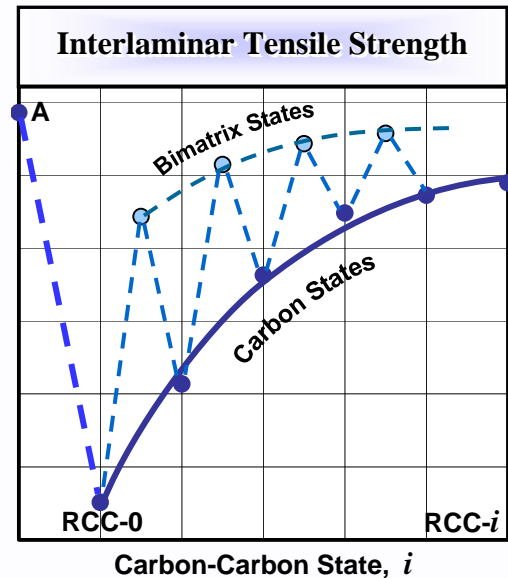
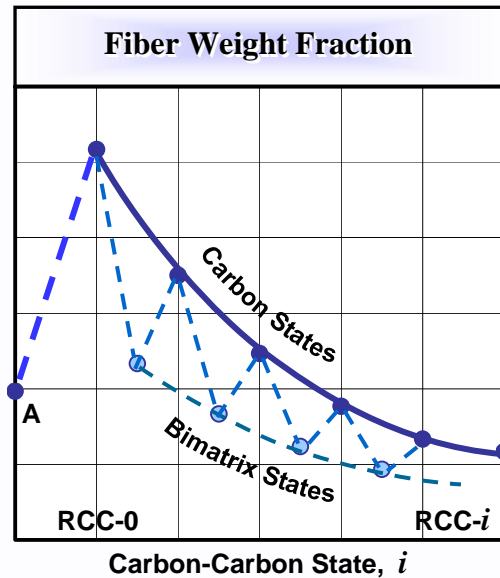
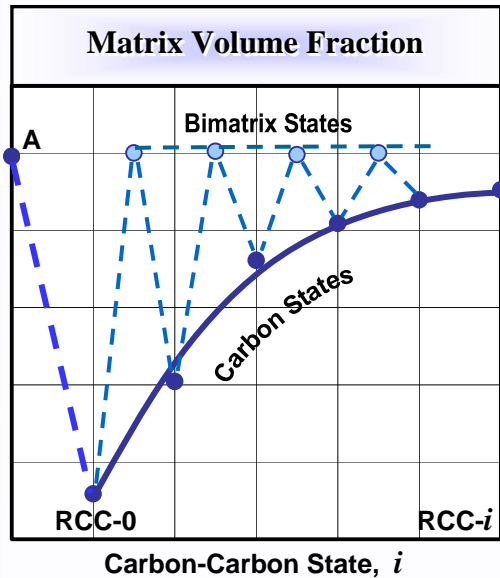
$$\rho_b = (f_w \rho_f^{-1} + m_w \rho_m^{-1})^{-1} (1 - p)$$

$$p = 1 - \rho_b [(1 - m_w) \rho_f^{-1} + m_w \rho_m^{-1}]$$



Process Characterization

Substrate Densification = Matrix Densification



Matrix Content in Terms of Densification Weight Changes:

At RCC-0 $m_{w0} = 1 - (1 - m_{wA})(1 - \eta_{l0})^{-1}$

At RCC-1 $m_{w1} = 1 - (1 - m_{wA})(1 - \eta_{l0})^{-1} (1 + \eta_{g0})^{-1} (1 - \eta_{l1})^{-1}$

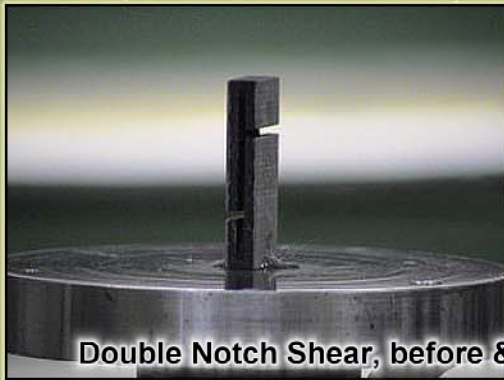
At RCC-i $m_{wi} = 1 - (1 - m_{wA}) \prod_0^i (1 - \eta_{li})^{-1} \prod_1^i (1 + \eta_{g(i-1)})^{-1}$

$$I_i = A(1 - e^{-ki}) + C$$

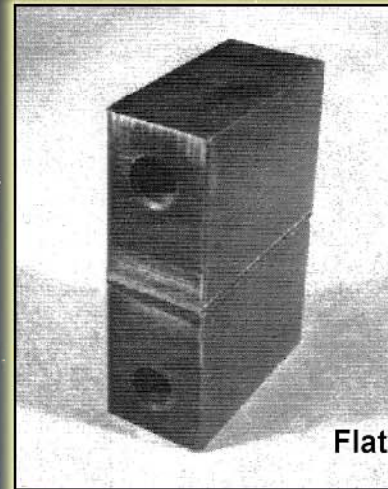
$$I_\infty \rightarrow A + C$$

$$I_0 \rightarrow C$$

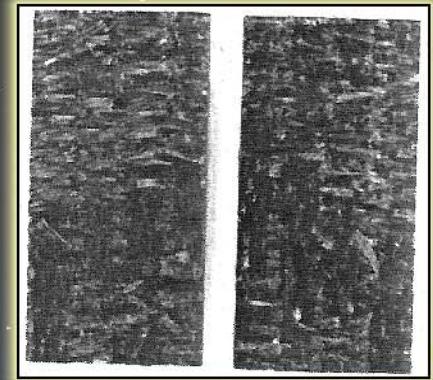
Mechanical Testing



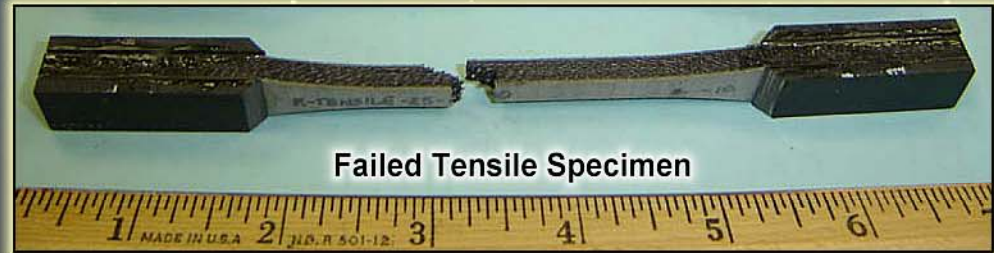
Double Notch Shear, before & after, ILS



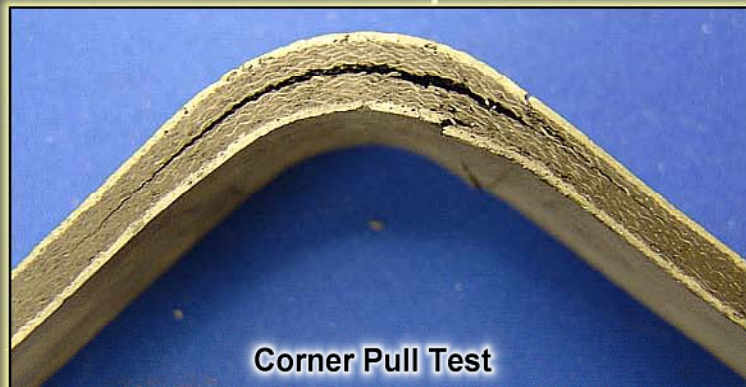
Flatwise Tensile (ILT), before & after



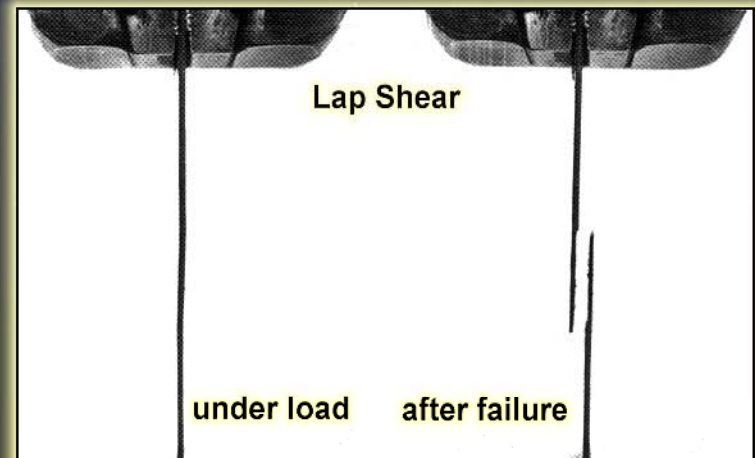
Tested Flex Bars



Failed Tensile Specimen



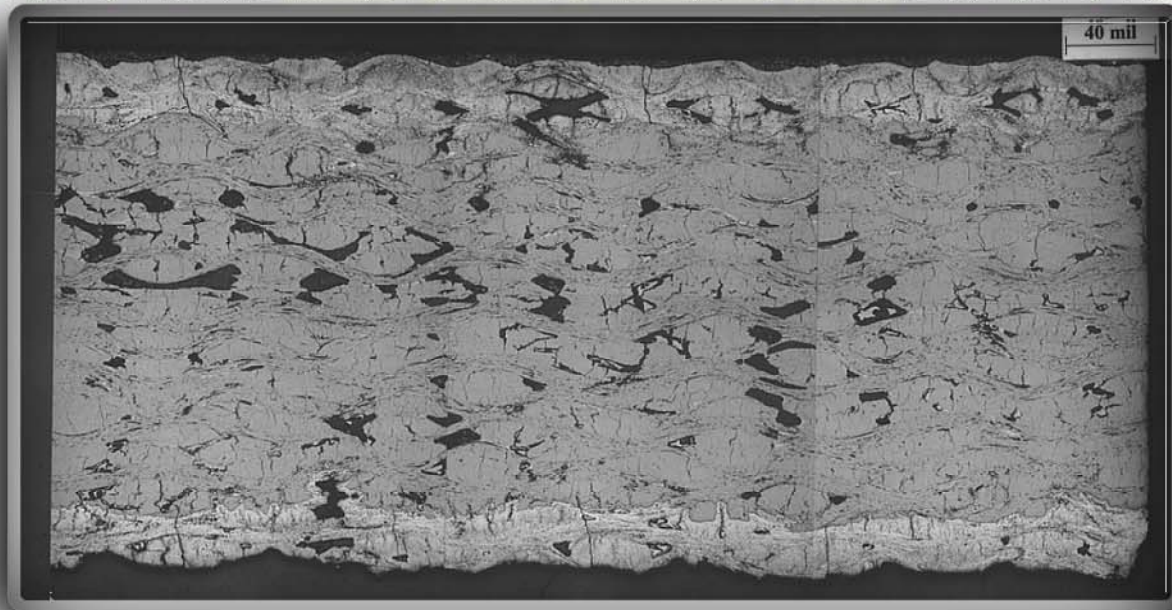
Corner Pull Test



Lap Shear

under load after failure

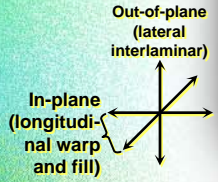
RCC Cross-Sectional View



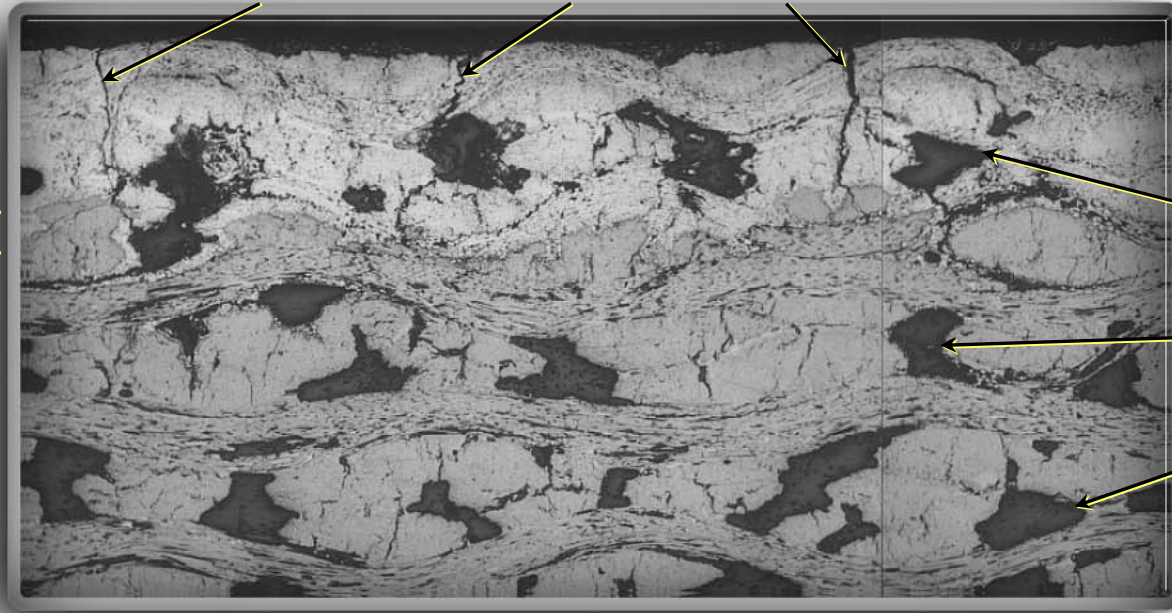
SiC ceramic coating phase (IML bag side)

SiC ceramic coating phase (OML mold side)

C/C substrate (19 ply flat average area)



Craze cracks due to coating-to-substrate CTE differential



Interface region and gradient conversion zone separating the SiC ceramic phase and RCC-3 carbon substrate

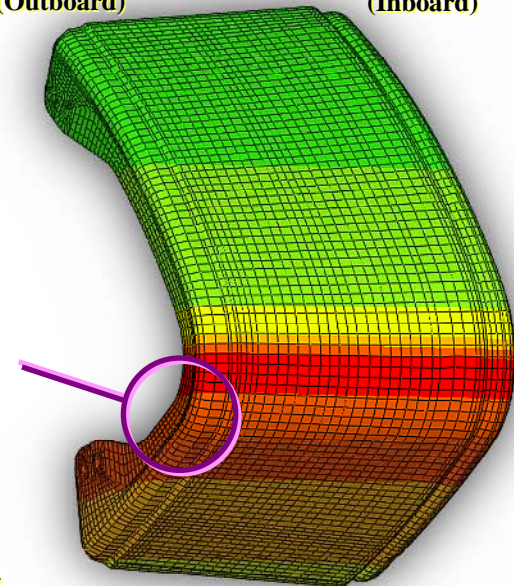
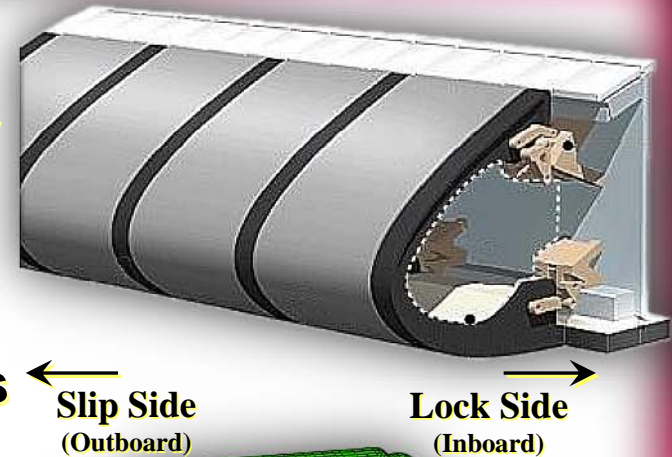
Remnant voids and pores: A combination of closed and open microvoids and macropores which were partially permeable or completely impervious to lateral intrusion fluids

Historical Challenges

- **Interlaminar properties – Compared to PAN-based systems, ILT and ILS very good for RCC; Flat PAN fiber bundle morphology vs. crenulated rayon with interlaminar nesting**
- **Other mechanicals – Tensile strength of rayon fibers 1/4 to 1/5 that of PAN, rayon modulus and conductivity much lower than PAN; PAN reinforcement choice of industry**
- **Delaminations – Weak planes, residual stresses, residual volatiles and void/pore pressure build-up are major causes**
- **Oxidation protection – SiC functional gradient conversion coating superior approach; Breach would be catastrophic; Small mass loss occurs over lifetime of panels**
- **Differential CTE – SiC coating-to-substrate CTE mismatch mitigated by functional gradient; Peripheral craze cracks are glass sealed multiple times (TEOS, Type A, Type Fh)**

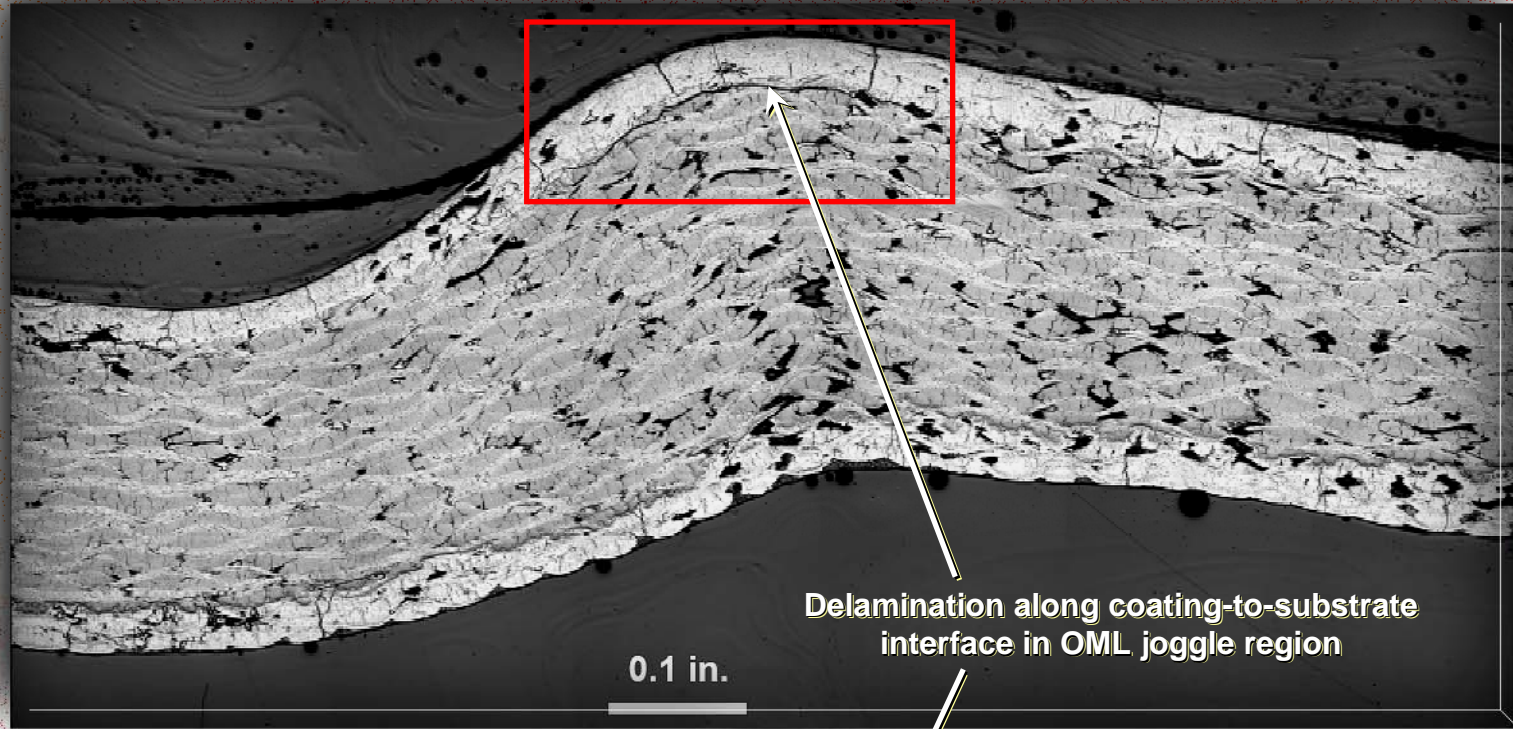
Current Problems

- Weakened coating-to-substrate adhesion found on wing panel after STS-114 led to coating spallation
- Other panels/flights have shown indications and sub-coating delams
- Tiger Team formed to identify root cause and pass/fail criteria; 25 - 30 missions before indications appear
- Failures predominant along slip-side OML joggle radius, under the coating
- Thermal models indicate high thermal flux in this area during re-entry events

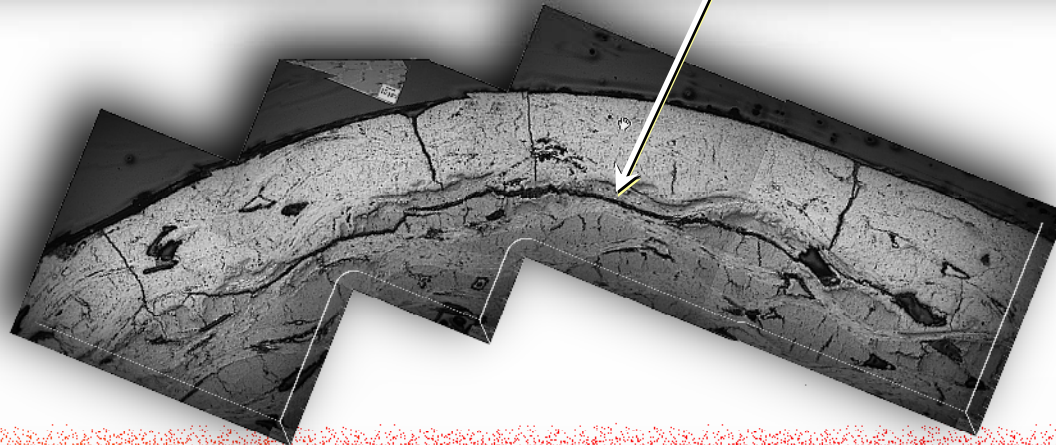


T = 800 seconds

Current Problems

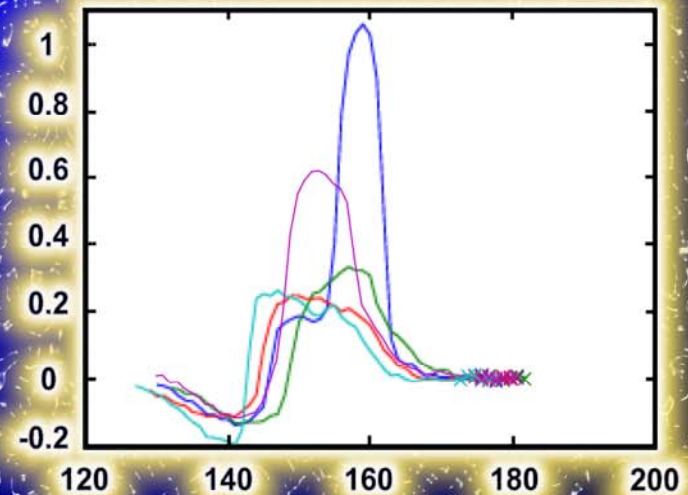
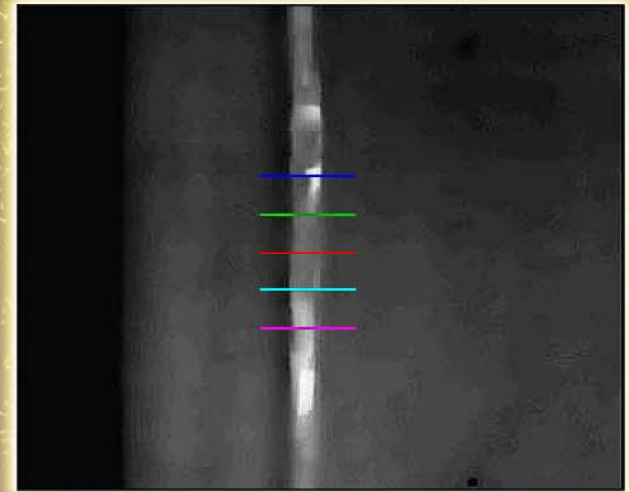


Delamination along coating-to-substrate interface in OML joggle region



Current Problems

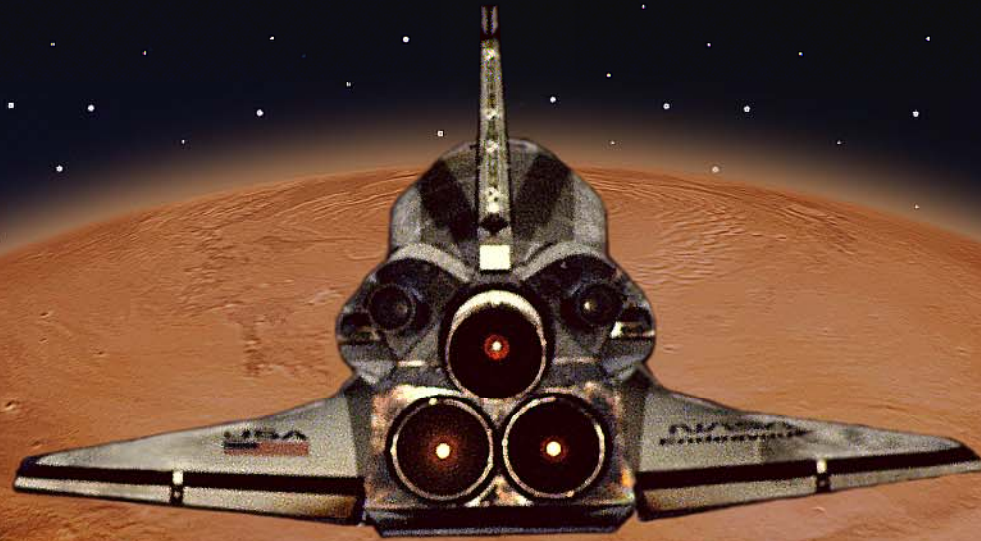
- **Flash IR Thermography NDE technique being refined to identify pass/fail criteria and material property correlations**
- **Minimum 0.2 IR indication proposed by NESC; Tiger Team decisions based on flight-to-flight delta**



Root Cause Status

- **Testing & analysis currently underway at various centers to understand root cause including materials property characterization to re-entry loads to thermal cycling**
- **Working theories include sealant reactions, refurbishment effects, pore pressure build-up, IML fabric distortions, bag side impressions and thermomechanical fatigue**
- **Likely cause attributed to thermomechanical fatigue coupled with stresses generated during manufacturing or from repeated re-entry episodes**





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