



# *Helicopter Dynamic Components Project*

---

*Presented at:  
HCAT Meeting  
March 2005*

# *Contracts with Sikorsky, Boeing Philadelphia and Bell Helicopter*

- *Contracts awarded to Sikorsky (H60); Boeing (H46/H47) and Bell (UH-1/AH-1) in 2003*

## *OEMs Performed Following Tasks:*

- *Conducted analysis of helicopter dynamic components onto which hard chrome is applied by OEM or in repair*
- *Identified materials and rig tests that would be required to qualify HVOF coatings as replacement for chrome on their components*
- *Submitted reports on results of analysis and designation of required tests*
- *Participated in stakeholders meeting to complete Joint Test Protocol and discuss potential component rig tests*

# *Stakeholders Meeting*

- *Meeting held 17-18 March 2004 in Baltimore*
- *25 attendees representing three OEMs, NAVAIR, NADEP Cherry Point, Army AMCOM, Army Research Lab, HCAT, Hill AFB, NAVFAC, thermal spray experts*
- *OEMs made presentations related to hard chrome usage on their helicopters, material test requirements, and component test requirements*
- *NADEP Cherry Point made presentation on scheduled component testing*
- *Extensive discussion on materials testing that makes up Joint Test Protocol*

# *Development of Materials JTP*

## ■ *Base Materials*

- *4340 steel (200-220 ksi strength)*
- *PH13-8Mo stainless steel*
- *9310 carburized steel*
- *Aluminum 7075-T73 alloy*

## ■ *Coatings*

- *WC/17Co and WC/10Co4Cr*
- *Tribaloy 400*
- *WC/17Co plus T400 bond layer for Al alloy only*

## ■ *Axial high-cycle fatigue testing, load control, both tension/tension and fully reversed stress*

## ■ *Crevice corrosion testing only since ASTM B117 has proven to be unreliable (using Sikorsky-designed crevice corrosion test)*

# *Development of Materials JTP*

- *Fretting fatigue (combination of high cycle, short-stroke sliding wear with alternating stress); United Technologies test rig will be utilized*
- *ASTM F519 environmental embrittlement testing*
- *Fluid compatibility weight loss tests (for fluids not already evaluated in landing gear and actuator projects)*

# *Component Testing Being Considered*

- *H1 brake disk adapter flange and tail rotor control tube (Bell)*
- *H-47 transmission test (Army)*
- *H-60 dummy gearbox test (Sikorsky)*
- *H-60 tail takeoff flange, rotor flange sleeve and swash plate guide for lead-the-fleet flight testing (Sikorsky and NAVAIR)*

# *Component Testing in HDC Project*

- *H-46 generator gears coated with HVOF WC/Co and subjected to 200-hour endurance test at Boeing; no problems encountered*
- *Two additional gears coated with WC/Co for 900-hour lead-the-fleet flight test*
- *Flight clearance has been obtained from NAVAIR*
- *Gears in production shop at Cherry Point awaiting installation; once installed, will be inspected every 100 hours*

