



Bonded Joints and Repairs to Composite Airframe Structures

By Chun Hui Wang, Cong N. Duong

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Bonded Joints and Repairs to Composite Airframe Structures is a single-source reference on the state-of-the-art in this rapidly growing area. It provides a thorough analysis of both internal and external joints and repairs, as well as discussions on damage tolerance, non-destructive inspection, self-healing repairs, and other essential information not only on the joints and repairs themselves, but critically, on how they differ from bonds and repairs to metallic aircraft.

Authors Wang and Duong bring a valuable combination of academic research and industry expertise to the book, drawing on their cutting-edge composite technology experience, including analytic and computational leadership of damage and repair planning for the Boeing 787.

Intended for graduate students, engineers, and scientists working on the subject in aerospace industry, government agencies, research labs, and academia, the book is an important addition to the limited literature in the field.

- Offers rare coverage of composite joints and repairs to composite structures, focusing on the state of the art in analysis
- Combines the academic, government, and industry expertise of the authors, providing research findings in the context of current and future applications
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Bibliography

- Sales Rank: #3786946 in Books
- Published on: 2015-11-09
- Original language: English
- Number of items: 1
- Dimensions: 9.40" h x .80" w x 7.60" l, .0 pounds
- Binding: Hardcover
- 306 pages

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Editorial Review

About the Author

Dr. Chun Wang is a Principal Research Scientist and the Head of Composite and Low-Observable Structures in the Air Vehicles Division, DSTO, Australia. He has a PhD in Mechanical Engineering from the University of Sheffield, UK. Prior to joining DSTO in 1995, he held academic positions at the University of Sheffield (UK), the University of Sydney (Australia) and Deakin University (Australia). His main research expertises are in the areas of fatigue and fracture mechanics, composite structures, bonded structural repairs, and scattering of acoustic and electromagnetic waves. He has published over eighty journal articles and book chapters, and over eighty conference papers.

Dr. Cong Duong received a B.S. degree in Aerospace Engineering from California Polytechnic State University, Pomona (1984), a S.M. degree in Aeronautics and Astronautics from Massachusetts Institute of Technology (1986), and a Ph.D. in Applied Mechanics from California Institute of Technology (1994). He is currently an Associated Technical Fellow of the Boeing Company where he has been working in the durability and damage tolerance group for sixteen years. From 1999-2005, he was a principal investigator of the USAF funded Composite Repair of Aircraft Structures (CRAS) program. Under that program, he had developed and implemented analytical and computational methods for design and analysis of bonded repairs over metallic aircraft structures. He is currently developing analytical methods for determining the allowable damage limits and the allowable repair limits on airframe of the new Boeing 787. He has published about twenty papers in peer-review journals, mostly on the subjects of bonded repairs, bonded joints and fracture mechanics.

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Carson McDonald:

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