Development of Forced Pulse Water Strip of HVOF Coatings and Chrome Plating on Aircraft, Landing Gear, Engine and Propeller Components

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ASETSDefense 2009

Westin Westminster Hotel, Denver, CO

31Aug-3Sep, 2009
# Development of Forced Pulse Water Stripping of HVOF Coatings and Chrome Plating on Aircraft, Landing Gear, Engine and Propeller Components

**1. REPORT DATE**
SEP 2009

**2. REPORT TYPE**

**3. DATES COVERED**
00-00-2009 to 00-00-2009

**4. TITLE AND SUBTITLE**
Development of Forced Pulse Water Strip of HVOF Coatings and Chrome Plating on Aircraft, Landing Gear, Engine and Propeller Components

**5a. CONTRACT NUMBER**

**5b. GRANT NUMBER**

**5c. PROGRAM ELEMENT NUMBER**

**5d. PROJECT NUMBER**

**5e. TASK NUMBER**

**5f. WORK UNIT NUMBER**

**6. AUTHOR(S)**

**7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES)**
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**8. PERFORMING ORGANIZATION REPORT NUMBER**

**9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)**

**10. SPONSOR/MONITOR’S ACRONYM(S)**

**11. SPONSOR/MONITOR’S REPORT NUMBER(S)**

**12. DISTRIBUTION/AVAILABILITY STATEMENT**
Approved for public release; distribution unlimited

**13. SUPPLEMENTARY NOTES**
ASETSDefense 2009: Sustainable Surface Engineering for Aerospace and Defense Workshop, August 31 - September 3, 2009, Westminster, CO. Sponsored by SERDP/ESTCP

**14. ABSTRACT**

**15. SUBJECT TERMS**

**16. SECURITY CLASSIFICATION OF:**

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<th>a. REPORT</th>
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**17. LIMITATION OF ABSTRACT**
Same as Report (SAR)

**18. NUMBER OF PAGES**
17

**19a. NAME OF RESPONSIBLE PERSON**

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Standard Form 298 (Rev. 8-98)
Prescribed by ANSI Std Z39-18
Agenda & Project Overview

USAF SBIR Phase II Awarded to ES3

USAF SBIR Number F071-317-0028
Phase II Period of Performance: 23Jul09 – 22Jul11

Joint SBIR between:
Hill AFB, Robins AFB, FRC-East and Southeast

USAF and USN Phase II SBIR POCs
Frank Zahiri, WRALC SBIR Program Mgr
Scott Wrigley, C-5 SPO, WR-ALC
John Jacobs, Robins AFB
Mike Schow, Hill AFB
Robert Kestler, FRC-East
Tai Ngin, FRC-Southeast

ES3 teamed with VLN Advanced Technologies

Commercialization Interest:
Messier-Dowty, Boeing, Heroux-Devtek, Goodrich, KLM, Delta Air Lines, and others
Acknowledgement of Support and Disclaimer

ES3 would like to acknowledge the US government’s support in the publication of the SBIR related material developed under this contract. All Phase II SBIR related material is based upon work supported by the United States Air Force under Contract No. FA8501-09-0037. Any opinions, findings and conclusions or recommendations expressed in this material are those of the authors and do not necessarily reflect the views of the United States Air Force.
The objective of Phase II SBIR is to validate the crack detectibility and fatigue characteristics of the substrates after pulse waterstrip application.

Hill AFB: Focus is Landing Gear
- 300M High Strength Steel substrates, 280-300 KSI
- HVOF coating is WC-Co
- Chrome plating

Robins AFB: Focus is Aircraft and Propeller
- 4340 Low Strength Steel substrates
- HVOF coating is WC-Co-Cr
- Chrome Plating

FRC-East and Southeast: Focus is Engine
- Inconel 718 substrates
- HVOF coatings are Cr-C and T-800
A process that will strip both chrome plating and HVOF coatings from high & low strength steel, and Inconel718 alloys

Elimination of multiple wet chemical strip tanks
Elimination of hydrogen embrittlement issues that are associated with the wet chemical strip process
Elimination of embrittlement relief bakes
Reduced process time
Environmentally friendly process
Utilization of basic water (no abrasives) in a recycled system
Phase I SBIR feasibility testing successfully completed and report submitted to the USAF in 2008.

Phase II SBIR has initiated.
- Collecting demonstration and validation parts
- Manufacturing coupons
- Parameter Development for INC718 coated panels

Phase III SBIR Commercialization efforts underway for technology insertion.
- Plans to insert into production in POC depots.
- Other depots and companies are invited to contact us for their specific needs and other substrate/finish applications.

OEM’s being coordinated with for complimentary test programs.
Project Status
Phase I SBIR Test Results

Left: View of Chrome plated, HSS coupon prior to pulse waterstrip.
Right: View of the coupon after complete chrome plating removal by pulse waterstrip.

View typical for LSS. Process time was approximately 60 seconds to remove 0.005 inch thick chrome plating along the length of a 1 inch diameter, eight inch long coupon. There is no visual or dimensional damage to the HSS substrate.
Surfaces were visually inspected under 25X magnification to observe surface texture characteristics.
Project Status
Phase II SBIR Dem/Val Parts

F-15 NLG Piston Axle (top left) and F-16 HW NLG Inner Cylinder (top right). Gray shaded areas are plated/coated regions on HSS Steel.

C-130 Propeller Lever Support Sleeve (bottom left) and C-5 Horizontal Stabilizer Pivot Shaft (bottom right). Gray shaded areas are plated/coated regions on LSS steel.
Project Status
Phase II SBIR Dem/Val Parts

F-404 Fan Drive Shaft (top)
Mfg from INC718
Coated with HVOF T-800

J52 Rear Compressor Drive Turbine Shaft (bottom).
Mfg from INC718
Coated with Cr-C
Project Status

Phase II SBIR Parameter Development

Initial Parameter Development has been started for Cr-C and T-800 coated INC 718 flat panels.

Example view of a coated flat panel showing initial parameter development testing results and how different parameter settings affect the coating and substrates.
Boeing Test
Feasibility Test Results

Boeing prepared coupons with HVOF WC-Co-Cr coatings and chrome plating and conducted a preliminary feasibility test with the Pulse Waterjet Strip process on:
- 4340M (280-300 ksi)
- 15-5PH steel (180-200 ksi)
- 6Al-4V Titanium (130 min ksi)

Coupons were processed at VLN and results indicated the plating and coatings could be removed, and that further parameter development and testing was necessary in order to establish stable parameters to eliminate substrate damage.
Booth Design
Automated Pulsed Waterjet Stripping System (APWSS)

Conceptual Design (right)

Plan View of system installed at Vector Aerospace by VLN. (left)
Booth Design

Automated Pulsed Waterjet Stripping System (APWSS)

View of HMI and robot control box near the window of the booth (right)

View of system installed at Vector Aerospace by VLN. (left)
Booth Design

Automated Pulsed Waterjet Stripping System (APWSS)

Agenda & Project Overview

Objective

Benefits

Project Status

Boeing Test

Booth Design

Contact Information

Questions

View of HMI screen
## Contact Information

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Questions?