

# A new test apparatus to measure the adhesive shear strength of impact ice on titanium 6Al-4V alloy

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## Abstract

We present a new shear test which may be used in an icing environment. Ice is formed on a jig containing the sample material and this is then loaded by a forcing mechanism to effect the adhesive test. It allows impact (atmospheric) ice adhesive shear tests to be undertaken without disturbance or delay, in icing conditions. Finite element analysis is used in order to evaluate the controlling shear stresses in the most highly stressed zone of the ice/substrate interface and some sample experimental data is given for the adhesion of some impact ices to Ti-6Al-4V alloy with different surface finishes. The adhesion forces reported, represent peak values rather than spatially averaged stress values. Therefore values of adhesive shear strength obtained are higher than previous authors (in the range from 2 to 14 MPa instead of 0.05 to 0.5 MPa).

*Keywords:* atmospheric ice, impact ice, finite element analysis, shear strength, fracture mechanics

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## 1. Introduction

Impact ice (also known as atmospheric ice) is the term for ice formed from supercooled water droplets impinging on a solid body. Such droplets can exist extensively in clouds as nuclei which are able to cause the condensation of a droplet, are often not effective as freezing nuclei until the temperature

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6 falls to several tens of degrees below freezing point [1]. The super-cooled  
7 water droplets will however freeze readily on ice particles (producing hail for  
8 instance), aircraft, ships, power transmission lines, trees, wind turbines and  
9 many other natural and man-made objects leading to a range of hazards.  
10 This study has been conducted for the particular case of ice shedding from  
11 aeroengine fan blades. In aircraft engines, fans are not actively protected  
12 with any anti-icing or deicing system. Hence, when ice builds up on fan  
13 blades, it generally sheds due to the centrifugal force acting on it. Ice pieces  
14 can damage the nacelle or be ingested by the engine and damage components  
15 further down stream. Therefore it is of the highest importance to determine  
16 the strength of ice adhesion to the blade in order to allow the ice fragment size  
17 to be determined. Furthermore, in the view of the potential to reduce cost  
18 of testing, manufacturers are trying to model ice shedding from engine parts  
19 and need values for the adhesive strength (in shear and tension) together  
20 with the cohesive strength of ice.  
21 Adhesive shear strength has been extensively studied during the last century,  
22 however only few authors have reported data on adhesive shear strength  
23 of impact ice. Impact ice is quite difficult to obtain. It is necessary to  
24 have either a natural site, a cold room or icing tunnel where water can be  
25 sprayed. The second difficulty is to have a test apparatus able to work in  
26 these conditions. The new test apparatus developped at Cranfield university  
27 is able to measure the adhesive shear strength of ice attached to a substrate  
28 in a running icing tunnel. Given that the thermal expansion coefficient of ice  
29 is generally reported to be approximately 50 microstrains per degree at  $-10^{\circ}\text{C}$   
30 (six times that of Titanium) and that significant creep is to be expected at  
31 these high homologous temperatures, the means to perform a shear test on  
32 ice which is still forming is expected to be of value.

## 33 2. Previous studies

34 Two types of shear test have been described for impact ice: “static” tests  
35 where the ice is pushed, pulled or twisted to separate it from the body it has  
36 grown on, and rotational tests where the ice is removed due to the centrifu-  
37 gal force. These different types of test used lead to a wide range of values  
38 reported for the adhesive shear strength (figure 1).

39 Most of the results fall in the range between 50 and 500 kPa. All authors  
40 presented a range of values due to the fact that ice is a brittle material which  
41 means that scatter will be involved in the results and that several tests need

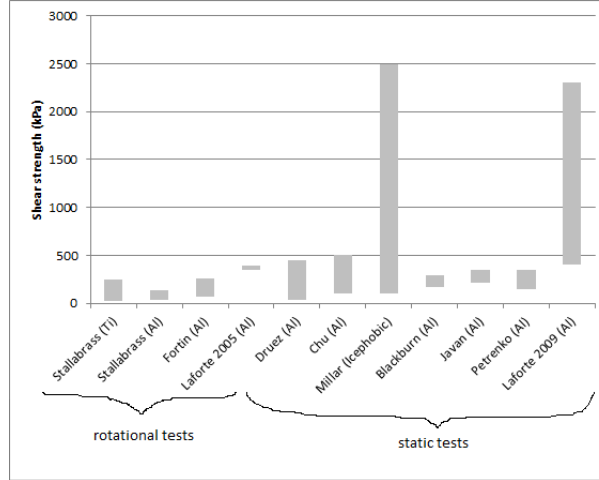


Figure 1: Range of adhesive shear strength values found by the different authors

to be carried out for each icing condition or substrate coating tested. Statistical analysis have been conducted on the experimental results and a mean value and standard deviation have usually been reported. However the scatter does not by itself explain the difference of value reported by the different authors. Three major points could explain the difference in the results: the method of measurements, the different conditions used to form the ice and the properties and the state of the substrate surface.

The first rotational test was carried out by Stallabrass and Price [2]. A cylindrical specimen was mounted on a helicopter rotor blade. Ice was formed by spraying water in a cold room. The blades were rotating at a constant speed of 500 RPM. The centrifugal load was determined using strain gauge measurements. As ice built up, the centrifugal load increased until the adhesive or cohesive strength of ice was reached and ice shed. Five different materials were tested (aluminium, stainless steel, titanium, teflon and viton) through a range of temperature between  $-7^{\circ}\text{C}$  and  $-18^{\circ}\text{C}$ . No special care was taken to clean the blades as it was considered that in application, blades were not cleaned in any way and were contaminated by dust and other sorts of particles. The adhesive shear strength of aluminium and titanium were respectively found to be in the range from 30 to 130 kPa and from 20 to 250 kPa. Whilst this method is realistic for application to spinning components in using centrifugal force to apply the load, it does not force the fracture to follow the interface between the ice and the substrate. Furthermore, it is not

64 always possible to see whether the fracture event was confined to the inter-  
 65 face (adhesive) or whether the ice broke within itself (cohesive). The authors  
 66 reported significant cohesive ice fracture with viton and reported that it was  
 67 difficult to determine the presence or absence of ice on the metal substrate  
 68 surface. Therefore, the results do not tell us with certainty what the ice bond  
 69 strength was.

70 Fortin and Perron [3] used a similar method but the ice was accreted directly  
 71 on the blades of a helicopter rotor. The rotating speed was kept constant  
 72 around 3230 RPM and, as the ice built up, the power needed to rotate the  
 73 blades increased. An ice shedding event was recorded as a sudden drop in  
 74 power. The blades were made of aluminium alloy and were resurfaced with  
 75 scotch brite after each test. Four temperatures spanning the range between  
 76  $-5^{\circ}\text{C}$  and  $-20^{\circ}\text{C}$  have been tested. The adhesive strength is calculated from  
 77 the balance of the centrifugal, cohesive and adhesive force. The assumption  
 78 made was that the ice thickness has a linear increase from hub to tip. Values  
 79 between 70 and 260 kPa were found for the shear strength of ice on Alu-  
 80 minium. Like for the test rig used by Stallabrass and Price, this test rig does  
 81 not guarantee that an adhesive break can be made. The crack responsible  
 82 for the fracture will take the easiest path to propagate, either within the ice  
 83 or at the interface. In case of cohesive failure, the rotational test rigs will  
 84 then provide lower values for what is taken as the shear strength compared to  
 85 purely adhesive shear test rigs. In their paper, Stallabrass and Price specified  
 86 that their results at low temperature were probably underestimated by 50%  
 87 due to an overestimation of the area of contact in case of cohesive failure.

88 Laforte and Beisswenger [4] used a slightly different system. Icing was built  
 89 up at the extremity of beams by spraying water and the beams were then  
 90 placed in a centrifuge. The speed of the centrifuge was increased from 0,  
 91 at a rate of 300 RPM/s, until ice shedding occurred. The shedding event  
 92 was picked up by two piezoelectric cells which can detect vibrations, placed  
 93 on the side of the centrifuge casing. The shear strength was calculated by  
 94 dividing the centrifugal force by the iced area. An average value of 350 kPa  
 95 was obtained for ice on aluminium at a temperature of  $-10^{\circ}\text{C}$ . Nothing was  
 96 said about the cleanliness or the roughness of the beams. In this test, only  
 97 the values when adhesive fracture occurs were kept. The authors specified  
 98 that cohesive fracture can happen but the tests were discarded.

99 In general, the rotational tests give lower values than “static” (non-rotating)  
 100 test rigs. This is probably due to the fact that rotational test rigs are subject  
 101 to additional forces like vibrations, aerodynamic forces or local heating which

102 are not taken into consideration in “static” test rigs. These additional forces  
 103 are thought to contribute to crack initiation and propagation and therefore  
 104 results in lower apparent force needed to debond the ice. Whilst rotational  
 105 tests are probably the best method to test how ice sticks to rotating compo-  
 106 nents, they cannot give a suitable value for pure adhesive shear strength.  
 107 Both Druez et al. [5, 6] and Chu and Scavuzzo [7–9] used a test apparatus  
 108 which pushed the ice accreted around a metallic cylinder. In both cases the  
 109 ice was formed in an icing tunnel by spraying water on the cold metal sur-  
 110 face, then the mechanical test was carried out. In their experiments, Druez  
 111 et al. used a metal disc to push the ice until it was removed from the sur-  
 112 face and the force was recorded by four strain gauges. The shear strength  
 113 was calculated by dividing the force applied by the contact area between the  
 114 ice and the substrate. Each adhesion measurement was made at the same  
 115 temperature as the icing formation but a delay of 20 minutes was observed  
 116 before any measurement. Substrates were carefully cleaned and dried be-  
 117 fore ice accretion. Values in the range from 40 to 450 kPa were obtained on  
 118 aluminium. Substrate of different roughness have been tested and adhesive  
 119 shear strength has been found to increase with increasing roughness until it  
 120 reaches a plateau for a roughness of  $20\text{ }\mu\text{m}$ . Chu and Scavuzzo’s specimens  
 121 were made using two concentric cylinders. A window on the outer cylinder  
 122 allowed ice to stick on the inner cylinder which is made of the metal of in-  
 123 terest. The adhesive shear force was measured by pushing the inner cylinder  
 124 until ice became detached. A load cell was used to record the force and a  
 125 linear variable displacement transducer to determine the instant of shedding.  
 126 The test temperature was obtained by heating the interface ice/substrate  
 127 using a heating element placed at the center of the inner cylinder. The inner  
 128 cylinder was dipped in acetone and allow to dry. All parts were assembled  
 129 using tongs to minimise contamination by hand oil. Different material rough-  
 130 ness have been tested and this parameter has been found to influence largely  
 131 the adhesion of ice. Values between 100 and 500 kPa have been obtained  
 132 depending on the icing conditions. In all these tests, only purely adhesive  
 133 shear strength values were reported. The authors reported some cohesive  
 134 failure especially with rime ice but the values were discarded. In these tests  
 135 the ice is allowed to rest after being built up, so any thermal stresses that  
 136 could arise as a results of the solidification process will not be involved in  
 137 the mechanical test. Chu and Scavuzzo even used a different temperature  
 138 for growing and testing the ice. As the thermal coefficient of expansion of  
 139 ice is relatively high compared to the thermal coefficient of metal and as the

ice formation process involves some cooling, a small variation in temperature will induce high thermal stresses which would modify the ice adhesion properties and might lead to a bias of the adhesive shear strength.

Millar [10] has studied the adhesion of ice on a wing. After accretion, a piece of ice is isolated by removing the neighboring ice and then it is pushed using a hydraulic ram device. Values between 100 and 2500 kPa were obtained depending on the material tested (range of icephobic materials like polyurethane, teflon paint or silicone).

The adhesive strength can also be obtained by bending a beam of material which ice is accreted on. Blackburn et al. [11] have argued that, for a specific thickness of ice, when the neutral axis is positioned at the interface ice/substrate, the ice is debonded adhesively and therefore the adhesive shear strength can be obtained. This test was conducted in two steps: the first one where the ice was accreted on aluminium beams in a cold chamber at  $-10^{\circ}\text{C}$  and the second one where the iced beams were tested. Several tests have been conducted and an average value of 230 kPa has been obtained. No information on LWC, tunnel wind speed or droplet size have been given hence a direct comparison with other values is not possible. Again the ice was fractured in conditions which were not the same as those under which it formed (different static temperature and the ice was allowed to rest after accretion).

Javan-Mashmool et al. [12] also tried to use the bending properties of an aluminium bar to measure the shear strength of ice bonded to it. Prior to the ice accretion, piezoelectric film sensors were attached to the aluminium beams. The iced aluminium beams were clamped onto an electric shaker and the ice adhesion was measured by monitoring bending vibrations. The test temperature was set at  $-10^{\circ}\text{C}$  and the wind speed at  $3.3 \text{ m.s}^{-1}$ . An average value of 285 kPa was obtained.

Laforte and Laforte [13] reported about other tests to measure the adhesion of ice on an aluminium substrate. They used tests where the ice was only constrained at the interface ice/substrate and the force was applied to the substrate and not to the ice. Due to the applied force, the substrate was strained and the strain propagated into the ice. The force was applied in three different ways: tension, torsion and bending. In all tests, the adhesion of ice was measured in terms of deicing strain directly measured by strain gauges placed on the aluminium bar. Normal stress or shear stress at the instant of shedding can then be calculated from the strain value and the Young's modulus. Only the torsion test gave a value for pure shear strength.

178 Average values of 2300, 1000 and 400 kPa were obtained for ice thickness of  
 179 2, 5 and 10 mm respectively. With a thicker sample of ice, the probability of  
 180 larger defects in the ice increases which results in a lower value of the ice ad-  
 181 hesive shear strength. Furthermore, two different materials, aluminium and  
 182 nylon, have been tested with different surface finishes and results showed an  
 183 absence of influence of the substrate material but an increase in the shear  
 184 strength with roughness. Here again time was allowed between ice formation  
 185 and mechanical test for relaxing the internal stresses.  
 186 These tests [5–13] were carried out in two steps: ice was made in one location  
 187 then moved and was tested in another location. Moving the ice introduce  
 188 mechanical and thermal shocks that could influence the values obtained [14].  
 189 The only static experiment carried out in a running icing tunnel was done  
 190 by Petrenko [15]. Stainless steel wires of 0.5 mm in diameter were placed  
 191 on a surface and, as ice accumulated, the wires were pulled out. The force  
 192 needed to pull the wires was measured using a force sensor. The time at  
 193 which the wire was pulled and the tensile force were recorded. The adhesive  
 194 shear strength of ice was obtained from the measured tensile force and the  
 195 iced surface of the wires. A curve of adhesive strength variation through time  
 196 was obtained. For ice made at a temperature of  $-10^{\circ}\text{C}$  and a tunnel speed  
 197 of  $20 \text{ m.s}^{-1}$ , values between 150 and 350 kPa were obtained depending on  
 198 the LWC of the cloud. The thickness of the wires were chosen in such a way  
 199 that the wires could not stretch as they were pulled out of the ice.

### 200 **3. The new ice shear test**

201 The main objective of this new test is to provide an adhesive shear test  
 202 which is able to be conducted in a working icing tunnel and provide a shear  
 203 strength value.

204 The ice was grown over the face of a plunger and the substrate (figure 2).  
 205 The substrate has a surface parallel to the direction in which the plunger  
 206 can be made to move. Once an ice layer of sufficient thickness to provide  
 207 a satisfactory stress distribution for the test has been accreted, the plunger  
 208 was pushed with increasing force until the ice becomes detached from the  
 209 substrate by the shearing action. The pressure needed to move the ice was  
 210 measured and then converted to a shear strength value through a finite ele-  
 211 ment analysis.

212 Several test devices could be placed in the tunnel at the same time. Each  
 213 test device included a substrate, a plunger, a rubber tube and a supporting

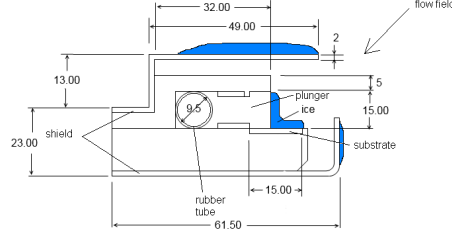


Figure 2: Schematic diagram of the shear test

structure. The substrate can be changed easily so different materials can be tested. Nitrogen gas under pressure passed into the rubber tube which, by inflating, pushed the plunger. The rate at which the gas was allowed into the rubber tube can be varied resulting in controlling the strain rate. The test rig was placed in the tunnel at an angle of  $45^\circ$  with respect to the flow stream. In this way both the substrate surface and the plunger wall were uniformly covered by ice. Ice growth on top and bottom parts of the test rig were mainly avoided by the presence of two shields which caught the supercooled water droplets before they impinged on surfaces. This prevented ice from bridging between the moving and the fixed parts. For the same

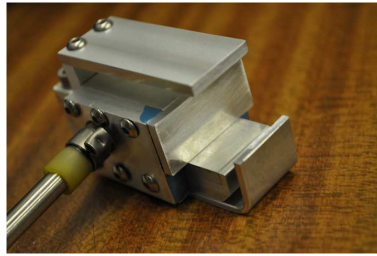


Figure 3: Test rig

reason, the front face of the plunger extended for the full width of the test fixture so that the ice connecting the plunger to the substrate was isolated from other ice on the test fixture (figure 3). The rubber tube was connected to a source of high pressure nitrogen through



228 a pressurization system. The pressurization system consisted of a system of  
 229 valves allowing several test fixture to be operated independently. A needle  
 230 valve was employed to select the flow rate of the gas and an electronic valve  
 231 was used to allow gas to enter the system. A house-made connector consisting  
 232 of two wires, one positioned on the top of the device and the other between  
 233 the plunger and the overall structure, was used to determine the instant when  
 234 the plunger starts to move. The two wires were connected through a little  
 235 electrical circuit made up of resistors, battery and lights. During the setting  
 236 of the test, the plunger was pulled back against the structure so the circuit  
 237 was closed and a current could be measured. The lights were used as a visual  
 238 indication of the circuit being close or open. When the plunger started to  
 239 move, the electrical circuit became open, the light went off and a drop in  
 240 the voltage of the circuit can be observed (figure 4). In most of the cases,  
 241 the drop of voltage corresponded to a change in the slope of the curve repre-  
 senting the pressure increase through the rubber tube. After the movement

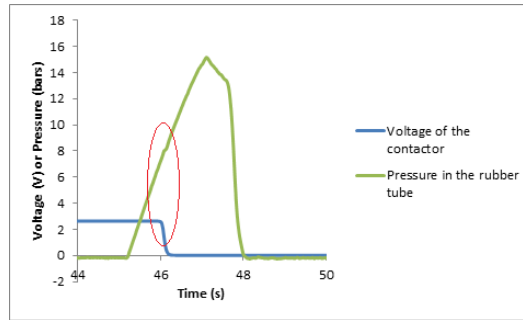


Figure 4: Graph representing the pressure of the gas going through the rubber tube (green curve) and the voltage of the current going through the contactor (blue curve) during a mechanical test

242  
 243 of the plunger (and therefore detachment of ice), the pressure was still able  
 244 to increase as there was no escape route for the gas. The whole pressuriza-  
 245 tion system had to be purged by the operator manually. The pressure was  
 246 measured using a pressure transducer and a recording of one value each ms  
 247 was made by a data acquisition system (DI-718B from DATAQ instruments).  
 248 The test rigs were placed in the tunnel on two support bars. Attention was  
 249 made to constrain the rubber tubes well so they can only expand inside the  
 250 test rig and not on the outside (which can lead to a bursting of the rub-  
 251 ber tube). Natural rubber tubing was used because of its exceptional strain  
 252 capability at the temperature required.

#### 253 4. Test procedure and analysis

254 The substrate surfaces were first cleaned with ethanol and dried using a  
255 hot air gun. Special care was made to remove any water which might have  
256 gone under the plunger. The test jigs were covered and the air supply to the  
257 tunnel atomising system was switched on so that any water still in the nozzles  
258 can be purged without it landing on the test jigs before the experiment was  
259 started. The test jigs were then uncovered, the tunnel working section was  
260 closed and the main fan and the cooling system were started. The different  
261 parameters (LWC, temperature, tunnel speed) were set and when the tunnel  
262 was in stable condition, the water was sprayed.

263 A thickness of 3 mm was found to be best to obtain a clean adhesive re-  
264 moval of the ice from the substrate in a single piece. Therefore when such  
265 a thickness was reached, which took about 5 minutes, the mechanical test  
266 could be started. The tunnel was kept running with the water still being  
267 sprayed. Each test device was operated in turn by selecting the individual  
268 valve and switching on the electrical valve until the ice shed. The substrate  
269 was visually free of any ice. Therefore the ice fracture mode was assumed to  
270 be purely adhesive.

271 The force applied by the plunger to the ice was calculated from the pressure  
272 measured by the pressure transducer taking into account the thickness of  
273 the rubber tube walls. The rate at which the test fixture is pressurized was  
274 controlled to approximately 10 bars per second for the current investigation.  
275 This typically gives fracture in one to two seconds. The strain rate is of the  
276 order of  $10^{-4} \text{ s}^{-1}$ .

277 A post-processing task consisted of recovering the instant of shedding and  
278 noting the value of pressure needed to shed the ice. This latter was called  
279 critical pressure measured ( $P_{c \text{ measured}}$ ). It has to be drawn to the attention  
280 of the reader that the value of  $P_{c \text{ measured}}$  represent the pressure of the gas  
281 needed to move the plunger. Hence, to calculate the critical pressure applied  
282 on the ice ( $P_c$ ), the thickness of the rubber tube and the force required to  
283 push the plunger when no ice is present need to be taken into consideration.  
284 The former point is a coefficient obtained from the geometry of the rubber  
285 tube and directly applied to the measured critical pressure value. The lat-  
286 est required an experimental test in a dry icing tunnel at a temperature of  
287  $-10^\circ\text{C}$ . The pressure required to move the plunger was measured at 1.08 bars  
288 ( $P_{c \text{ measured no ice}}$ ). This value was used as an offset of the critical pressure

289 measured during the test (equation 1).

$$P_c = P_{c\text{ measured}} \times \frac{d_0 - 2e}{d_0} - P_{c\text{ measured no ice}} \quad (1)$$

290 where  $d_0$  is the diameter and  $e$  the thickness of the rubber tube.  
 291 As ice is usually considered as a brittle material, the experimental results  
 292 will include some scatter, even when a lot of care is taken to reproduce  
 293 the same conditions exactly . To deal with this, several values of critical  
 294 pressure were obtained for each condition. It has been proved previously that  
 295 the strength of brittle materials follows a Weibull distribution [16], hence, a  
 296 statistical analysis was run. The software Statistica <sup>1</sup> was used and, for each  
 297 conditions, the software determined the Weibull distribution that best fitted  
 298 the data (two parameters Weibull distribution). These parameters consist  
 299 on the shape parameter (or Weibull modulus) which give an indication of the  
 300 distribution of the flaws in the material, and on the scale parameter which  
 301 represents the spread of the distribution. A low value of the shape parameter  
 302 means that the flaws are distributed non-uniformly and that the strength  
 303 will present more scatter, whereas a high value means a higher reliability  
 304 in the strength value. The Weibull modulus ranged mainly between 4 and  
 305 8 (as a comparison, Weibull modulus for ceramics are in the range from 5  
 306 to 20 and about 100 for steel). In a two parameters Weibull distribution  
 307 the scale parameter is the value at which 63% of the specimens would have  
 308 failed. At the end of the process a mean value and a standard deviation were  
 309 calculated using equations 2 and 3 where  $\lambda$  is the scale parameter,  $k$  is the  
 310 Weibull modulus and  $\Gamma$  is the Gamma function.

$$\bar{m} = \lambda \times \Gamma(1 + 1/k) \quad (2)$$

$$\sigma = \sqrt{\lambda^2 [\Gamma(1 + 2/k) - (\Gamma(1 + 1/k))^2]} \quad (3)$$

## 311 5. Determination of shear strength

312 Two different approaches were used to calculate a shear strength value  
 313 from the critical pressure:

- 314 - A shear strength value which is an average over the whole area of ice
- 315 in contact with the substrate.

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<sup>1</sup>Statistica is a statistics and analytics software developped by StatSoft, <http://www.statsoft.com>

316 - A shear strength value which is a peak value related to the most highly  
317 stressed region where the plunger, the substrate and the ice meet.

318 The first value is useful to compare with values reported by other authors  
319 while the second is desirable for general modelling efforts away from experi-  
320 ments.

321 The average value,  $\tau_{av}$ , was calculated from the classic definition of shear  
322 stress,  $\tau = F/A$ , where  $\tau$  is the shear stress,  $F$  is the force applied and  $A$  is  
323 the area of contact. Here  $F$  is the pressure acting on the plunger surface and  
324 is equal to  $F = P_c \times r_0 \times w$  where  $P_c$  is the critical pressure needed to move  
325 the plunger and therefore detach the ice,  $r_0$  is the internal diameter of the  
326 rubber tube (0.9 cm) and  $w$  is the width of the jig. The area of contact,  $A$ ,  
327 represent the area of substrate in contact with the ice and is equal to 1 cm  
328 times the width of the jig. Hence the average shear strength was obtained  
329 from

$$\tau_{av} = 0.9 \times P_c \quad (4)$$

330 The average shear stress does not reflect the true stress state at the ice/substrate  
331 interface which is affected by edge effects. In particular, even though the ap-  
332 plied pressure is constant, the stress distribution at the interface will be  
333 non-uniform; its near field will decay with  $r^{-1/2}$  away from the edge (where  
334 the plunger apply the force on ice) of the interface [17, 18]. Thus, the average  
335 shear strength  $\tau_{av}$  will act as a scalable measure of the applied pressure at  
336 which the sliding begins. The adhesive shear strength, on the other hand,  
337 may only be determined from further considerations regarding the form of  
338 the interfacial stress distribution.

339 The peak shear strength was obtained from Finite Element Modelling. The  
340 commercial software Abaqus 9.2 <sup>2</sup> has been used for the determination of a  
341 correlation between the critical pressure and the stress intensity at the junc-  
342 tion between the ice, the interface and the plunger. The local shear strength  
343 was then calculated from the latter using the average grain size as a typical  
344 flaw size. The use of a finite element analysis allowed us to get the value of  
345 the adhesive shear strength through the fracture toughness at the location  
346 the force was applied. Therefore, the value obtained will not be an average  
347 value along the susbstrate surface but the exact value of shear stress needed

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<sup>2</sup>Abaqus is the name of a finite element analysis software developped by Simulia, <http://www.simulia.com>

348 to detach the ice at the point where the fracture initiates.  
 349 The finite element model, the geometry of which is shown in figure 5, con-  
 350 sisted of a rectangular shaped piece representing the substrate, a “L” shaped  
 351 piece representing the ice and another piece representing the plunger which  
 have a circular wall at the location where the pressure was applied. The

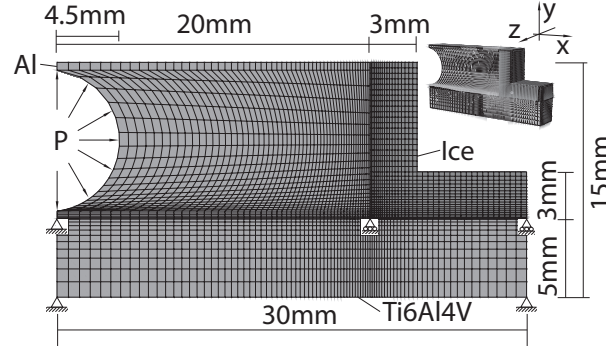


Figure 5: Schematic of the Finite Element Model

352  
 353 plunger and the ice were tied together using a tied constraint, hence these  
 354 two parts will stay stuck together throughout the whole simulation. The  
 355 plunger and the substrate were linked with a surface to surface contact inter-  
 356 action with no friction so the plunger was allowed to slide on the substrate  
 357 surface. The ice and the substrate were linked by a tied constraint. This  
 358 simulation was made to calculate the shear strength of ice corresponding to  
 359 the pressure needed to remove the ice. The ice was not supposed to be re-  
 360 moved until this pressure was reached, then the ice can be assumed to be  
 361 completely tied to the substrate for the whole simulation.  
 362 During the mechanical test, the gas pressure inflates the rubber tube which  
 363 will apply pressure to the plunger. To simplify the model, the rubber tube  
 364 was not represented as a part and the gas pressure was applied directly on the  
 365 plunger curved wall with an allowance made for the thickness of the rubber  
 366 tube. The pressure was assumed to be uniform and had a set magnitude. It  
 367 was applied with a smooth amplitude step to ensure a quasi-static simula-  
 368 tion. Two boundary conditions were set: one to restrict the substrate from  
 369 any movement (encastre boundary condition on the bottom surface of the  
 370 substrate) and the other to restrict the plunger movements to only transla-  
 371 tion in the horizontal direction x.  
 372 The mesh has been particularly refined at the corner of the “L” shaped ice

373 piece as this is the location of the crack initiation. An 8 nodes linear brick el-  
 374 element with reduced integration and hourglass control was used for the mesh  
 375 of all parts. A more detailed discussion on the mesh dependence can be  
 376 found in [19].

377 The finite element analysis was conducted in 3D. This was done to account  
 378 for potential edge effects around the free surfaces, which may have affected  
 379 the stress distribution along the ice/substrate interface. By gradually reduc-  
 380 ing the width of the system along the z direction, we verified that given high  
 381 translational symmetry of the system and its loading along this z direction,  
 382 the system works in plane strain.

383 Furthermore, the observed edge effects were minimal, so we were able to re-  
 384 duce the width without affecting the distribution of stress in the bodies and  
 385 along the interfaces.

386 The substrate material was titanium alloy, Ti6Al4V, with a Young's modu-  
 387 lus and density of 113 GPa and 4130 kg.m<sup>-3</sup> respectively. Despite the fact  
 388 that the Young's modulus of ice could vary from 2.5 to 14 GPa and the ice  
 389 density from 700 to 914 kg.m<sup>-3</sup> depending on the icing conditions, an hy-  
 390 pothesis was made that these two parameters were constant over the range of  
 391 icing conditions explored in the present investigation. A value of 870 kg.m<sup>-3</sup>  
 392 was chosen for the ice density which is an average value found through the  
 393 literature. For the Young's modulus of ice, a value of 13.2 GPa was cho-  
 394 sen which correspond to an average of the values measured during previous  
 395 experiments on a few icing conditions (obtained by measuring the speed of  
 396 sound through ice [19]). These two values are dependent on the ambient  
 397 conditions used to build the ice. However, as a first approximation and in  
 398 lack of values, it was assumed that they would be constant throughout the  
 399 whole range of conditions tested. The plunger material was Aluminium alloy,  
 400 with a Young's modulus of 70 GPa and a density of 2700 kg.m<sup>-3</sup>.

401 As the pressure value increases, the shear stress build up. The stress field  
 402 will be near singular at the edge of interface (as shown by Boggy [20]) and  
 403 away from it decay with  $\approx r^{-1/2}$  in the near field. A path reading for out  
 404 putting local stress components was set at the middle of the ice's interface.  
 405 The values of the shear stress along the path were taken. A value similar to  
 406 the stress intensity factor,  $K_{II}^*$ , associated with the interfacial shear stress  
 407 distribution was defined as

$$K_{II}^* = \tau \sqrt{2\pi r} \quad (5)$$

where  $\tau$  is the shear stress and  $r$  is the distance from the edge. The value of the stress intensity factor  $K_{II}^*$  when the applied pressure reaches its critical value  $P_c$  is a universal measure of the interfacial adhesive strength. Barring natural experimental scattering, the critical stress intensity,  $K_{IIc}^*$ , is a characteristic of each material and is independent of geometry or loading. In order to determine the  $K_{IIc}^*$  value from the FEM analysis, the stress intensity factor was calculated from the stress distribution and plotted against the distance from the edge. The curve obtained was fitted by a polynomial equation. The value for  $r = 0$ , was the critical stress intensity  $K_{IIc}^*$ . A correlation can be obtained for different critical pressure applied (figure 6):

$$K_{IIc}^* = 182128 \times P_c \quad (6)$$

where the critical pressure,  $P_c$ , is expressed in MPa and the critical stress intensity factor,  $K_{IIc}^*$  in  $Pa m^{1/2}$ . As may be seen, a linear fit between  $K_{IIc}^*$  and  $P_c$  was obtained which is in agreement with theoretical expressions for the contact stress field between wedges and planar surfaces of dissimilar materials [18]. From the value of the critical stress intensity and taking the grain size

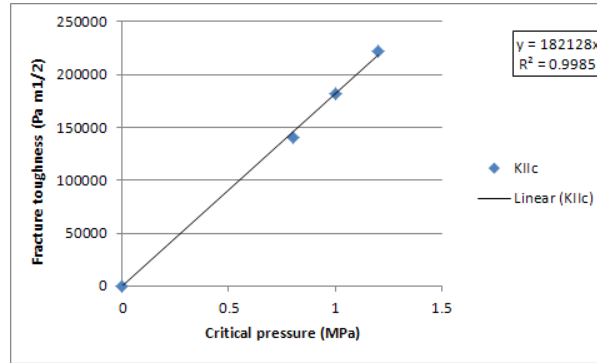


Figure 6: Correlation between critical pressure and fracture toughness

as an indication of material inherent defect size, a shear strength value can be calculated:

$$\tau = \frac{K_{IIc}^*}{\sqrt{\pi a_g}} \quad (7)$$

where  $a_g$  is the average grain size in m.

The use of  $a_g$  as the representative lengthscale with which to define the shear strength is justified on the grounds that, given that ice is a brittle material, the

428 grain size is expected to control the initial crack size and the separation  
429 between defects [21–24]. In the following results, the average grain size was  
430 obtained from measurement using a nail varnish replica method [25].

## 431 6. Results

432 Each result presented was derived statistically from five or more shear  
433 tests performed in the same condition. On the graphs, the crosses represent  
434 the main value and the error bars represent one standard deviation above  
435 and below the main value. Shear strength was obtained using the correlation  
436 presented in the previous section and the average grain size measured during  
437 microstructure observations. Assumptions have been made that the Young  
438 modulus, the poisson ratio and the density of the ice do not vary significantly  
439 with tunnel temperature, tunnel wind speed or LWC. The values used are  
440 respectively 13.2 GPa, 0.31 and 870 kg.m<sup>-3</sup>. In all the following, the sub-  
441 strate used was made of titanium alloy Ti-6Al-4V and had a mirror polished  
442 finish.

### 443 6.1. Influence of temperature

444 The temperature referred to is the total temperature (that is the apparant  
445 temperature of the flow once it has been brought to rest) inside the tunnel.  
446 It was set prior to the ice accretion process and was kept constant during the  
447 whole experiment. The runs made to investigate the influence of temperature  
448 have been made using a low and a moderate value of the LWC (respectively  
449 0.4 g.m<sup>-3</sup> and 0.7 g.m<sup>-3</sup>). The tunnel wind speed and the droplet size were  
450 kept constant at respectively 50 m.s<sup>-1</sup> and 20 μm for the whole series of ex-  
451 periments.

452 The shear strength has been found to increase as the temperature decreases  
453 in the range of temperature from -2°C to -12°C (figure 7 and 8).

454 The values obtained range between 2.1 and 10.8 MPa which is a lot higher  
455 than the values found in the literature. At a temperature of -10°C, values  
456 less than 500 kPa were usually reported by previous authors. In the present  
457 study, the ice was shed from its substrate in exactly the same conditions  
458 as during its formation; meaning that no redistribution of thermal stresses  
459 has been involved within the ice. Also the shear force reported relates to  
460 the peak shear force where fracture initiates, not the mean force/area factor  
461 usually used. Shear stress decreases as the distance from the edge increases  
462 meaning that an average value would be lower than the value at the edge.



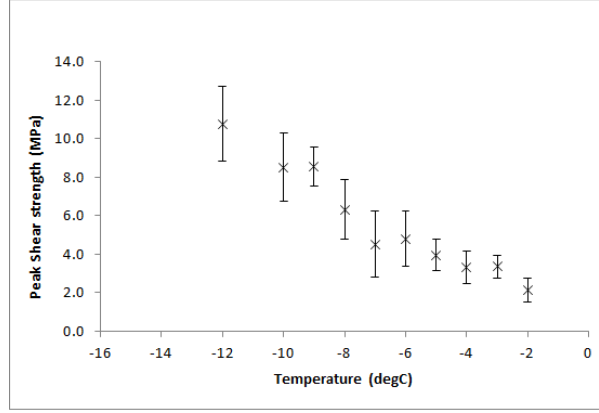


Figure 7: Effect of temperature on the peak shear strength of ice (LWC=0.4g.m<sup>-3</sup>)

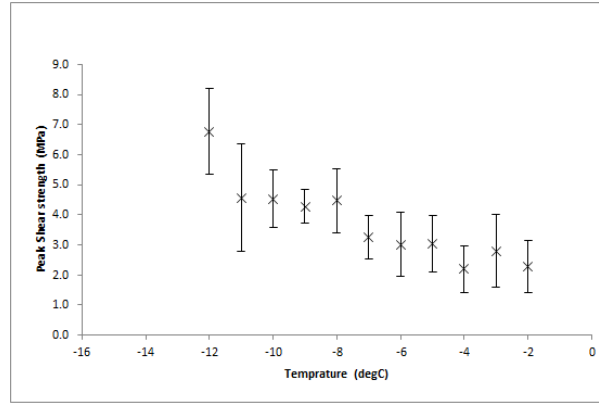


Figure 8: Effect of temperature on the peak shear strength of ice (LWC=0.7g.m<sup>-3</sup>)

463 By using equation 4, an average shear strength was calculated. The values  
 464 obtained lie in the range between 0.3 and 1.0 MPa which is closer to the  
 465 values obtained by previous authors.

466 The trend of adhesive shear strength to increase with decreasing temperature  
 467 is relatively comparable with the previous studies. Druetz et al. [5, 6], Chu  
 468 and Scavuzzo [7–9], Stallabrass and Price [2] and Fortin and Perron [3] re-  
 469 ported an increase in shear strength as the temperature decreases with either  
 470 a constant or a maximum value reached at a certain temperature.

## 6.2. Influence of Liquid Water Content (LWC)

A series of tests has been conducted where the LWC of the cloud has been modified while keeping the tunnel temperature, wind speed and droplet size constant at respectively  $-5^{\circ}\text{C}$ ,  $50 \text{ m.s}^{-1}$  and  $20 \mu\text{m}$ . Five different values of LWC have been tested from  $0.4$  to  $0.8 \text{ g.m}^{-3}$ . Microstructure has been studied at a LWC of  $0.4 \text{ g.m}^{-3}$  and  $0.7 \text{ g.m}^{-3}$  only. Therefore the value of the grains size has been estimated for the other LWC from the known values. Grains have been found to double in size from  $225 \mu\text{m}$  at a LWC of  $0.4 \text{ g.m}^{-3}$  to  $522 \mu\text{m}$  at a LWC of  $0.7 \text{ g.m}^{-3}$ . In the absence of microstructure observations at each LWC value and of any trend of behaviour of grains size with LWC, a linear fit was assumed between these two values and extrapolated for the LWC at  $0.8 \text{ g.m}^{-3}$ . As this hypothesis could be wrong and therefore mislead the results in terms of peak shear strength, the average shear strength will also be presented and discussed here (figure 9). As

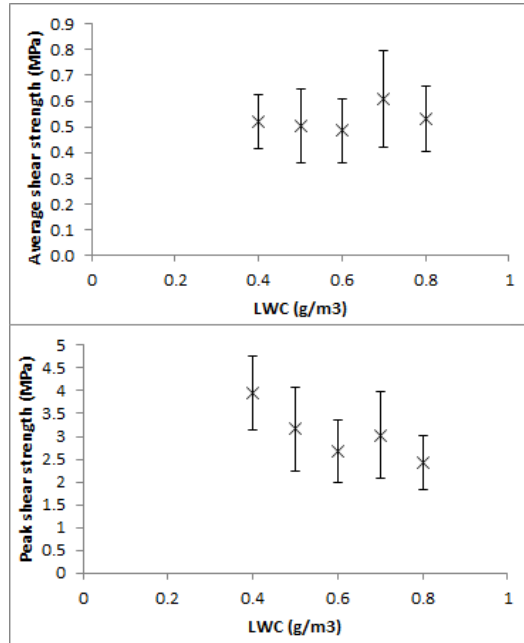


Figure 9: Effect of LWC on the shear strength of ice ( $T=-5^{\circ}\text{C}$ ,  $V=50 \text{ m.s}^{-1}$ ,  $\text{MVD}=20 \mu\text{m}$ )

shown on figure 9, the average shear strength was quasi independent of LWC whereas the peak shear strength was decreasing as the LWC increased. From equation 7, with a similar value of critical pressure, larger grains size leads

488 to lower value of peak shear strength hence the trend observed. Druez et  
 489 al. [6] conducted experiments with two different LWC and droplet size. He  
 490 reported that an increase in this combination of parameters resulted in an  
 491 increase in the adhesive shear strength. The same kind of observation was  
 492 made by Petrenko [15] who concluded that adhesive shear strength increases  
 493 with LWC in the range from 0.3 to 2.4 g.m<sup>-3</sup>. In these two studies, the wind  
 494 velocity used was much lower than in the present experiments (between 8  
 495 and 20 m.s<sup>-1</sup> for Druez, 20 m.s<sup>-1</sup> for Petrenko and 50 m.s<sup>-1</sup> for this study).

### 496 6.3. Influence of tunnel wind speed

497 In the same way as for the previous parameters, the tunnel wind speed  
 498 has been modified while the temperature, the LWC and the droplet size were  
 499 kept constant at respectively -5°C, 0.4 g.m<sup>-3</sup> and 20 μm. Different values  
 have been tested from 50 to 80 m.s<sup>-1</sup> (figure 10). The average shear strength

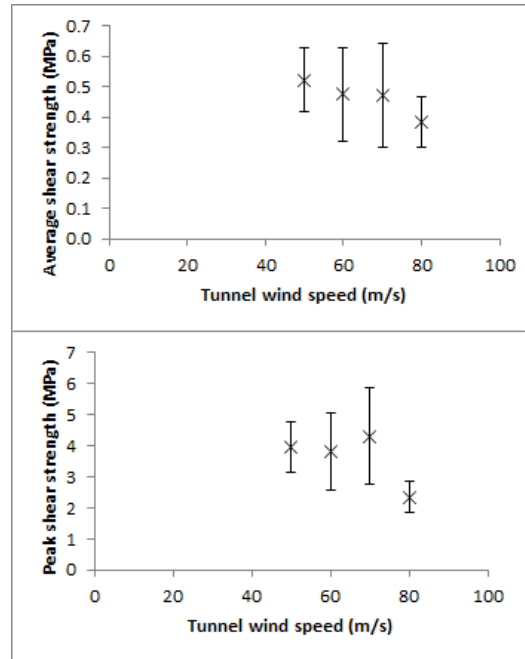


Figure 10: Effect of tunnel wind speed on the shear strength of ice

500 has been found to decrease from 0.52 MPa to 0.38 MPa as the tunnel wind  
 501 speed increased from 50 to 80 m.s<sup>-1</sup>. The trend of the peak shear strength  
 502 is less obvious. A maximum seemed to appear at 70 m.s<sup>-1</sup> followed by a  
 503

drop to  $80 \text{ m.s}^{-1}$ . More data would be needed to have a better view of the behaviour of peak shear strength with tunnel wind speed. Druez et al. [5] reported an increase of shear strength with speed from 4 to  $16 \text{ m.s}^{-1}$  which level up until  $20 \text{ m.s}^{-1}$ . Chu and Scavuzzo [7] also found a small increase of shear strength with speed between 20 and  $90 \text{ m.s}^{-1}$  but the trend was not clear due to scatter.

#### 6.4. Influence of surface roughness

The aforementioned mechanical tests have been carried out on well polished titanium. Some preliminary work of the effect of the substrate surface finish has been made by finishing the titanium surface with coarse grinding paper. This results in the appearance of groves in the horizontal or vertical direction (figure 11). No microstructure observations have been made for

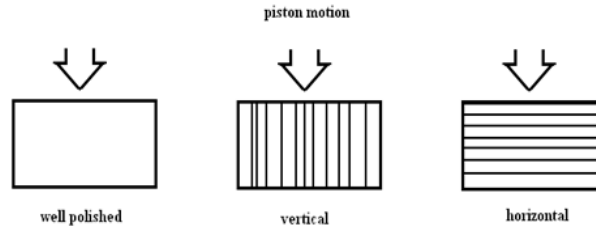


Figure 11: Representation of the different roughness on the substrate surface

the ice accreted on these surface so, in order to compare the influence of substrate surface roughness, the average adhesive shear strength will be used in this section.

In general, the adhesive shear strength was seen to increase as the roughness increases and higher values have been found for the horizontal stripes rather than for the vertical stripes. On figure 12, the numbers (500, 800 and 1200) represent the grit of the silicone carbide paper and the letters, V and H, stands for vertical and horizontal respectively as shown on figure 11.

The increase in shear strength with the roughness was expected as the ice is assumed to stick more to a rough surface than a smoother surface. In the case of shear especially, ice is thought to slide more easily when accreted on a smoother surface.

The authors who have studied the effect of surface roughness reported an increase in adhesive shear strength as the roughness increases up to a certain

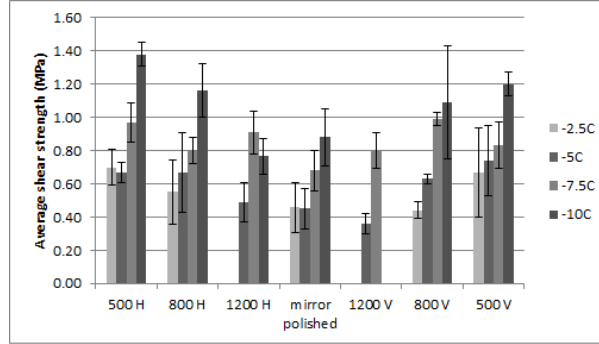


Figure 12: Effect of substrate roughness on the adhesive shear strength of ice

value at which further increase in roughness has no influence on the adhesive shear strength [5, 7–9, 13].

## 7. Conclusion

Whilst many workers have reported ice adhesion strengths to various engineering surfaces, only few workers have done so for impact ice. The work published on impact ice comes from a diversity of test rigs and procedures each producing distinct thermal history and load transfer characteristics. To this range we add a new shear test rig which may be operated in icing conditions. It features a stress concentration to promote adhesive fracture and minimise the influence of ice thickness and any geometrical irregularities. The stress distribution has been analysed in terms of critical stress intensity  $K_{IIc}^*$  as a function of applied pressure for crack to grow. This has been applied, together with some information on the scale of the microstructure to produce a shear strength.

The test has been used to illustrate the dependence of shear bond strength of impact ice to a Ti-6Al-4V alloy sheet material on the temperature at which the ice forms and is tested, cloud concentration, wind speed and surface roughness. The trends observed when the ambient temperature was varied, were similar to those reported by other workers but the shear strength values were significantly greater taking this peak stress approach.

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# A new test apparatus to measure the adhesive shear strength of impact ice on titanium 6Al-4V alloy

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