INTRODUCTION/MOTIVATION

Background Information: This project aims to innovate aircraft door stop beams for Boeing, replacing aluminum with carbon fiber composite alternatives. We seek to evaluate how different carbon fiber layup orientations affect the strength of these door stop beams. This initiative seeks to enhance safety, increase payload capacity, and streamline manufacturing processes.

- $4000 budget
- Must fit within the envelope of the original design
- Must manufacture and test 3 composite versions of the part
- Must support minimum distributed load of 30 kips
- Constraints: Manufacturing quality

DESIGN PROCESS

- Proposed solution: Utilize multiple carbon fiber manufacturing methods to create optimal, composite versions of the original part
- Resources needed: Onyx Carbon Fiber 3D printer and associated materials, Carbon Fiber Prepreg, CNC fabric cutter, Autoclave

MANUFACTURING

Iteration V (Above) Eiger model, Concentric Continuous Carbon Fiber Filament shown in Blue
Iteration V During print (Above)
Iteration V completed print (Below)

TESTING

Hand Layup Process (Above)

RESULTS/VALIDATION

Stops needed: To satisfy the total force requirement of 30 kips, we would need use 10 stops using Iteration 5.

Iteration IV
- Load: 1.89 Kip
- Failure: Combined

Iteration V
- Test I
  - Load: 3.45 Kip
  - Failure: Combined

Hand Layup
- Load: 4.19 Kip
- Failure: Bearing at load application point

Team Composite Door Stop Beam wishes to thank:

- Faculty Mentor: Dr. Richard Wiebe
- Boeing Mentors: Mitchell Mellor & Matthew Soja
- Professor Marco Salviato
- Grace Dojan
- Jiahao Lu
- Assistant Teaching Professor: Eli Patten
- Machine Shop Team: Veasna Thon & Eamon McQuaide
- Prepreg Material Provider: Shannon Dong
- Composite Shop Manager: Kyle Luiten
- Material Science Lab Manager: Carter Beamish

CITATIONS