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An overview of Lightning Simulation Testing Technique

***Prof.Mohanbabu**[1] Ramyashree B R**[2]*

ABSTRACT –

Aircraft lightning testing techniques are critical for ensuring the safety of aircraft and their passengers. Lightning strikes can cause damage to aircraft in several ways, including direct strikes, electromagnetic interference, and current induction. Direct effects testing, indirect effects testing, and computer simulations are commonly used techniques for evaluating the ability of aircraft to withstand lightning strikes. Direct effects testing involves exposing the aircraft to a simulated lightning strike, while indirect effects testing evaluates the aircraft's ability to withstand electromagnetic interference caused by a lightning strike. Computer simulations use mathematical models to predict the behavior of the aircraft during a lightning strike. By regularly conducting these testing techniques, aircraft manufacturers and operators can identify potential vulnerabilities and make improvements to increase their ability to withstand lightning strikes. Overall, aircraft lightning testing techniques are crucial for maintaining the safety and integrity of aircraft and their passengers.

INTRODUCTION

Damage to aircraft structure (Direct effects test facilities), Full scale aircraft and systems testing (Equipment test), Radome and antennae high voltage impulse testing, Fuel door and pipe gas cell ignition testing (Gas testing), Computer modelling support Static testing .Aircraft lightning testing is a critical part of ensuring the safety and reliability of aircraft. Lightning strikes can cause significant damage to an aircraft's structure, electrical systems, and avionics. Therefore, it is essential to test aircraft to ensure that they can withstand lightning strikes and continue to operate safely.There are several techniques used in aircraft lightning testing, including direct effects testing and indirect effects testing. Direct effects testing involves exposing the aircraft to actual lightning strikes or to artificially generated lightning. Indirect effects testing involves applying a high voltage to the aircraft's structure to simulate the electrical effects of a lightning strike.Overall, aircraft lightning testing is an essential part of aircraft certification and safety. By subjecting aircraft to simulated lightning strikes, we can ensure that they can withstand the electrical and thermal effects of lightning and continue to operate safely, even in adverse weather conditions..

LITERATURE REVIEW

Surge protective devices, SPDs, improve the reliability of power systems by mitigating the risk of equipment failure due to impinging overvoltages. The role of SPDs is more challenging today when considering the advent of smart grids and the associated integration of sensitive electronic equipment into modern low-voltage power systems. This work provides critical insight into performance requirements and test methods for surge protective devices according to IEC 61643 and UL 1449 standards; SPD ratings and fail-safe behavior are on focus. Experimental arrangements are proposed to represent in a laboratory environment the surge current and/or temporary overvoltage events that SPDs may be exposed to in the field; experimental evidence, ATP-EMTP simulation results and field experience are used to support these proposals. Grey zones of SPDs performance and failure mode are discussed in the context of the integrated components technology.

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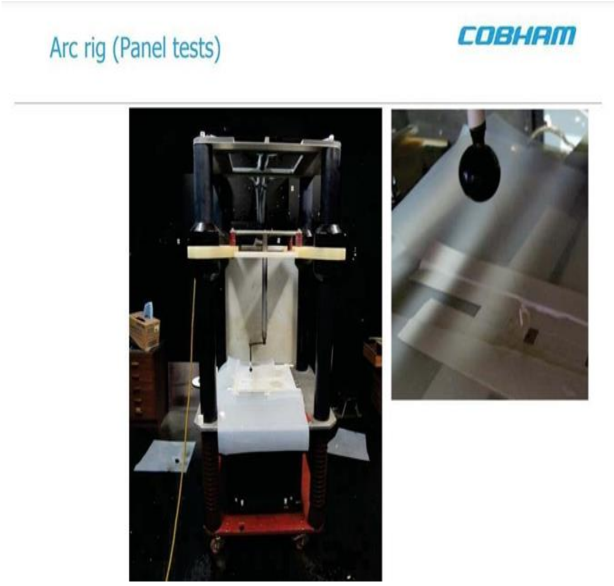
Lightning strike protection combines shapes, one A subject of much study in the aerospace industry. The Major weight savings offered by composite structures hindered by their low electrical conductivity Compared to their aluminum counterpart, about four orders of magnitude alloy counterparts. A commercially available metal Expanded Sheets such as Expanded Copper Sheets (ECF) offer Better protection at the cost of difficult repayments and A significant weight penalty, thus negating the weight Benefits that combinations can bring. Here we study the wet metallization process from Tollen's reagent to plate mill Carbon fibers with silver. Silver coated carbon fibers (SCCF) incorporated into carbon fiber reinforced polymer (CFRP) panel with different adhesives under three Configurations, then the panels are covered with aerospace Subject to grade paint and more for a realistic finish Temper strikes. SCCF aims at sacrificial coating, Layered on a CFRP panel, effectively damping Damage from lightning strikes and scalable and to give A viable LSP solution. A.

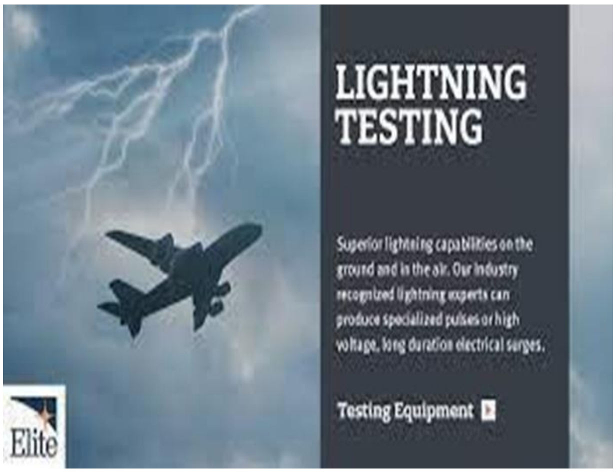


SYSTEM OVERVIEW

Lightning Generator: This unit generates Simulated lightning strikes used to test aircraft. It usually consists of a high-voltage power supply, a pulse shaping network and a switch that generates the high-voltage. pulses with a waveform that mimics the characteristics of Natural lightning.Test aircraft: The aircraft being tested The test setup is connected to a lightning generator Allows application of generated lightning strikes Specific parts of aircraft.Measuring instrument: a A range of measuring instruments are used to record Electrical responses of aircraft during lightning test This instrument includes current and voltage Sensors, oscilloscopes and data acquisition systems. Control system: Control system coordinates Ensures testing process and lightning generator producing correct waveforms and that The measuring device is configured correctly.

C .MODELING AND LIGHTNING -STRIKE DAMAGE TO AIRCRAFT CFRP STRUCTURES .

With enlarge profit in structure more systematic aircraft, more components are plot from flimsy carbon fiber-reinforced (CFRP) composition. CFRP, however, is a poorer electrical and thermal conductor than aluminum alloys used as a prime material. Therefore, CFRP structures that are open to critical broke during a lightning strike should be secured by suitable lightning protection (LP) compute. This study layout an outline of lightning strike event and lightning damage to guard CFRP structures. Furthermore, a new method for the simulation of lightning-induced damage of shielded CFRP structures is presented. This novel approach predicts the response of CFRP structures subjected to lightning strikes without the need to adjust model parameters or resort to experimentally determined parameters. The divination agree well with preliminary and provide insight on the physics of lightning-induced damage.



FUTURE SCOPE

In the future, the scope of aircraft lightning testing techniques is likely to continue to evolve and improve as technology advances. One area of focus is likely to be on the development of more accurate and sophisticated simulation tools that can replicate the complex electrical and electromagnetic effects of lightning strikes on aircraft.Advancements in materials science and engineering are also likely to play a significant role in the future of aircraft lightning testing. Researchers are continually associated with lightning strikes, as well as new coatings and protective measures that can help prevent damage.Another area of focus is likely to be on the development of new testing methods that can more accurately replicate the conditions and stresses of real-world lightning strikes. For example, researchers are exploring the use of rocket-triggered lightning simulations that can create more realistic lightning strikes than current methods.Finally, advances in data analysis and machine learning are likely to play an increasingly important role in aircraft lightning testing in the future. By analyzing large amounts of data from multiple sources, machine learning algorithms can help identify potential vulnerabilities and optimize protection measures to minimize the risks associated with lightning strikes.

OUTPUT

The primary output of the aircraft lightning testing system is data that is used to evaluate the aircraft's ability to withstand the effects of lightning strikes. This data is collected by the measurement equipment during the testing process and typically includes voltage and current measurements taken at various points on the aircraft.

The output data is analyzed to identify any vulnerabilities or weaknesses in the aircraft's design that may make it more susceptible to damage from lightning strikes. This analysis can help aircraft designers and manufacturers to improve the lightning protection systems used on their aircraft, which can increase the safety and reliability of the aircraft.In addition to the data collected during the testing process, the aircraft lightning testing system may also produce other outputs such as reports and recommendations for design improvements. These outputs can be used by aircraft manufacturers, regulatory agencies, and other stakeholders to make informed decisions about the safety and performance of the aircraft.Overall, the output of the aircraft lightning testing system is critical to ensuring the safety and reliability of aircraft in the face of the potentially harmful effects of lightning strikes. By providing accurate data and analysis, the system helps to improve the design and performance of aircraft lightning protection systems, which can ultimately reduce the risk of lightning-related incidents and accidents in the aviation industry.

CONCLUSION

In conclusion, aircraft lightning testing is a critical process that involves subjecting an aircraft to simulated lightning strikes to ensure that it can withstand the potentially harmful effects of natural lightning. The testing technique involves generating high-voltage pulses that simulate the characteristics of natural lightning and recording the electrical currents and voltages induced by the simulated lightning strikes. The data collected is analyzed to identify any vulnerabilities or weaknesses in the aircraft's design and to evaluate its lightning protection and electrical system performance.

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