

629. 7. 083

...

,

:

[5].

80 %

[1, 2].

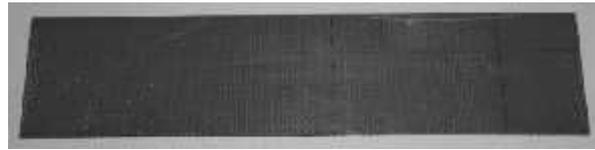
45%

[3, 4].

[1].

[6]

(. 2).



.3.

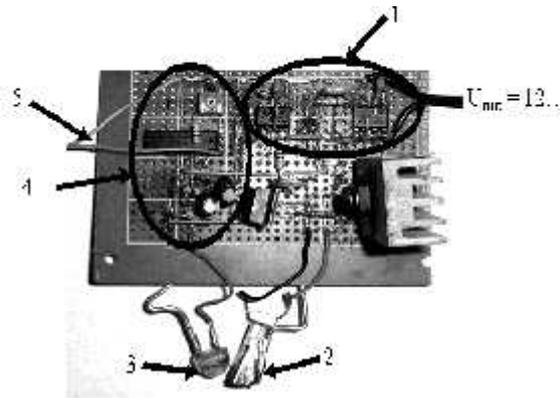
) ();
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1.

:

« ».

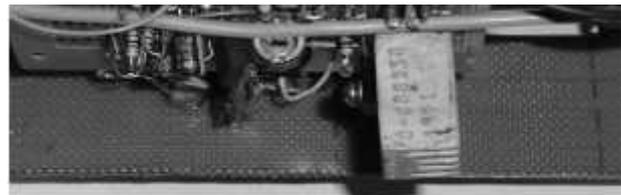
2.



(

$1,4 \pm 0,05$),

3...5 %,



.2.
(1 - ; 2 - ();
3 - ; 4 - ;
5 -)

3.

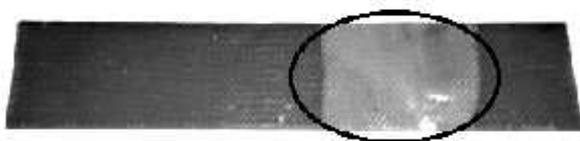
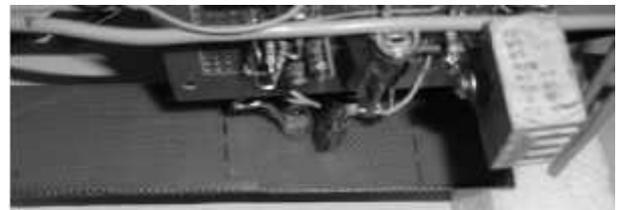
185 38 3 ,
« » 50 38 (.3)



($1,05 \pm 0,05$)
 $1,45 \pm 0,05$),

0,4 , 27,5 %,
(.4).

3,3...5%





4.) ;)
(). 3

10% (
0,84±0,05
1,31±0,05),

4. . . . /
-2007 - 5. . . . // . . .
5. . . . /
. . . . //
-2014 - 3.
6.
. 05.02.11. . - .
2000. -17 .
12.08.2014

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1. . . . : . -
.: « . . . », 2004. - 496 .
2. . . .
. . . . // . . . //
- 2012.
. . . . , 2012. - . 56 - 64.
3. . . .
. . . . : 210-205708, 2010. - 11 .

**PRACTICAL REALIZATION OF THE INFRARED TESTING OF THE ELEMENTS OF AIRFRAMES
OF AIRCRAFT DURING EXPLOITATION**

O.L. Puzuryov, V.V. Ushakov

In this paper is proposed to use an infrared flaw detection method to monitor the structural elements of the airframe made of polymer composite materials under operating companies. The basic scheme of work of this method and apparatus to collect on its basis. The results of preliminary studies confirming the efficiency of the device.

Keywords: *composite materials, infrared radiation, infrared flaw detection*