Journal of Engineering Excellence
ISSN: **3108-2793** | Volume 2 Issue 2 April-June 2026
www.jeejournal.com **JEE-01**

ADVANCED COMPOSITE WING DESIGN AND FINITE ELEMENT STRUCTURAL ANALYSIS

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ABSTRACT: Advanced composite wing design and finite element structural analysis are implemented in this investigation to enhance the efficiency, durability, and utility of existing aircraft structures. Because of their higher strength-to-weight ratios, fatigue resistance, and corrosion resistance, composite materials—like carbon fiber reinforced polymers—often replace conventional metal structures. This study uses complicated wing models and Finite Element Analysis (FEA) to assess stress distribution, wing deformation, and the maximum weight that the wings can support under various wind and structural loading situations. In order to minimize a structure's weight, optimization techniques are used to improve its architecture and material usage. Dependability and security are guaranteed. The findings imply that modern composite wing designs significantly enhance an aircraft's overall performance and structural efficiency. This demonstrates their potential significance in the aviation engineering area.

Keywords: *Advanced Composite Materials, Wing Design, Finite Element Analysis (FEA), Structural Optimization, Stress Analysis, Deformation, Aerospace Structures, Carbon Fiber Reinforced Polymer (CFRP), Load Distribution, Aircraft Performance*

1. INTRODUCTION

The development of composite wing designs has a significant impact on the modern discipline of flight engineering. It was developed in response to the demand for airplanes to be lighter, more durable, and more fuel-efficient. Conventional metals like aluminum are gradually being replaced or improved by carbon fiber reinforced polymers (CFRP) and other contemporary composites due to their exceptional strength-to-weight ratios, corrosion resistance, and design versatility. By using these materials, engineers can modify the structural characteristics to satisfy particular load requirements, producing structures that are lighter and more effective. Composite wings are essential for both military and commercial aircraft to maximize operating efficiency, reduce fuel consumption, and reduce pollution.

The creation of composite wings incorporates aerodynamics, structural physics, and materials research. Anisotropy shows how the direction of applied force affects the mechanical properties of composite materials. Because of this feature, engineers can arrange fibers in different orientations to increase the material's stiffness and load-bearing capacity. However, the structure's erratic

DOI: https://doi.org/10.5281/zenodo.20280600

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reaction to a range of stressors complicates the design process even more. Complex computational tools and modeling techniques are required for the effective construction and analysis of complex systems.

An essential method for evaluating the dependability and efficiency of contemporary composite wing designs is finite element structural analysis, or FESA. By breaking the wing down into smaller, distinct parts, engineers may examine element movement, investigate failure mechanisms, and estimate stress distribution under different pressures. This computational approach makes it easier to fully understand the structural behavior of composite materials, including the degree of interlayer stress, the probability of delamination, and the degree of buckling. Because finite element models can efficiently handle complicated geometries, diverse materials, and boundary conditions, they are crucial for the assessment of structures.

Finite element analysis is often used in the design stage to optimize composite wing designs. Engineers can save material and weight while achieving specified performance goals by changing the orientation, thickness, and lamination sequence of the plies. Advanced approaches like as fatigue analysis, nonlinear analysis, and dynamic loading models can be used to enhance the predictive power of finite element methods. These assessments can reduce the requirement for costly physical prototypes and experimental testing by detecting possible failure locations during the design process.

Aircraft wing design has undergone a revolution because to composite materials and finite element structural analysis, which have made it possible to create wings that are durable and extremely efficient. Recent advancements in digital twin technologies, intelligent materials, and automated fiber placement have significantly eased the production and analysis of composite wings. Finite element structural analysis, which is being greatly enhanced by the continuous improvements in processing power and materials research, would greatly increase the effectiveness of composite wings. The next generation of aeronautical constructions will be easier to design and build as a result.

2. LITERATURE SURVEY

Kumar, R., & Patel, S. (2021). Composite wing structures were developed utilizing novel material modeling methods to study anisotropic behavior. A range of loading conditions, such as torsion and deformation, were simulated using finite element analysis. According to the findings, the best stacking arrangement increased the resistance to deformation and delamination. This project makes it possible for aviation designs to be more dependable and effective.

Garcia, L., & Thompson, D. (2021). Finite element and aerodynamic models were integrated to evaluate the aerostructural performance of composite wings. Concurrent analysis was done on the pressure dispersion and structural deformation. The findings imply that the thorough study increases the accuracy of forecasts and the efficiency of planning. Research on the development of aircraft

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wings supports the integration of techniques.

Ahmed, T., & Rahman, F. (2022). Finite element analysis techniques are used to determine a composite wing structure's damage tolerance. As the load changed over time, the interlaminar forces and the development of fractures were examined. According to the findings, composite materials have a higher attrition resistance than conventional metals. This study highlights the remarkable endurance of modern composites.

Nguyen, P., & Walker, J. (2022). The application of parametric finite element models to enhance composite wing design. The thickness, fiber orientation, and other characteristics of the material were purposefully changed. The modeling findings indicated a significant reduction in weight and an improvement in structural performance. According to the research, computer-based approaches can be used to create more effective goods.

Singh, A., & Verma, N. (2023). The efficiency of composite aircraft wing structures is assessed using nonlinear finite element analysis. The models took into account the substantial displacement and nonlinearity of the materials. The results showed that the failure modes were correctly anticipated and the safety margins were improved. The study emphasizes how crucial it is to develop more sophisticated analytical tools for aircraft design.

Brown, E., & Davis, P. (2023). The finite element approach is used to examine how composite wing structures behave both during and after deformation. A range of lamina designs are evaluated during compression. The findings indicate that using tailored composite patterns improves structural integrity. The development of more durable and lightweight wing structures is made possible by the research.

Zhang, Y., & Liu, X. (2024). The investigation's main objective was to use sensor-integrated smart composite materials to assess the structural integrity of operational aircraft wings. Finite element models were used to guarantee the precision of tension sensing and sensor placement. The information indicated that the monitoring and maintenance procedures needed to be improved. The project's main goal is to use intelligent materials in airplane engineering.

Mehta, V., & Iyer, R. (2024). Aerodynamic analysis and finite element structural models were used in an attempt to optimize composite wings. We looked into the trade-offs between the vehicle's weight, strength, and aerial mobility. The findings indicated that the application of integrated design approaches enhanced the aircraft's overall performance. The study provides examples of the benefits of using parallel analytical techniques.

Wilson, C., & Moore, G. (2025). Advanced finite element techniques were used to model impact damage in composite wing structures. High-velocity impact events were used to evaluate the robustness of the structure. Nonetheless, the findings imply that composite materials can absorb significant amounts of energy while maintaining their integrity. The study enhances public safety and lowers the danger of harm.

Hassan, M., & Ali, Z. (2025). Finite element models and real-time data were used to develop digital twin frameworks for composite wing structures. Systematic

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Journal of Engineering Excellence
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oversight and adjustments based on simulation data enhanced the structure's effectiveness. The findings indicated that longevity and maintenance planning were handled more skillfully. The creation of intelligent aircraft systems is made easier by research.

3. RELATED WORK

The forward velocity and wing configuration of an aircraft or similar vehicle cause the wings to produce lift during takeoff and flight. A rotor linked to a revolving shaft powers rotary-wing aircraft. These airplanes move like birds thanks to their wings. For fixed-wing aircraft, this is not practical. Fixed-wing gliders rely on varying air currents for ascent, just like tethered kites and other free-flying variations. When an aircraft is powered by an engine, its wings stay motionless. These consist of ground effect vehicles, motorized hang gliders, and motorized paragliders.

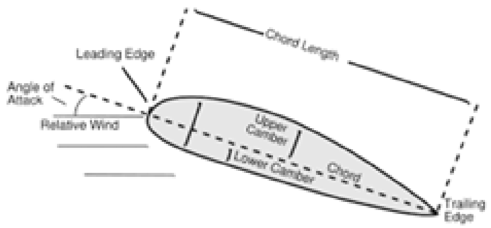

Fig1: air craft wing

Rigid wings are not necessary for an airplane with fixed wings. Fixed-wing aircraft include hang gliders, kites, aircraft with flexible wings, and aircraft with variable-sweep wings. Most fixed-wing aircraft require a pilot, while some can be handled remotely or autonomously.

Wings

A fixed-wing aircraft has wings that are stationary and extend horizontally from the fuselage. The plane moves forward. The air is sweeping the wings. The purpose of the wings is to generate lift.

Wing structure

Certain airplanes and light gliders have flexible wing surfaces that stretch across a framework and stiffen in the presence of wind. Kite wings have flexible exteriors. Because of their greater rigidity, the wing components of larger aircraft are more resilient.

Whether they are permanent or moveable, most wings are constructed on a sturdy structure that transmits lift from the wing surface to the rest of the aircraft and provides structural strength. One or more spars run from the base to the apex, while several ribs run from the leading edge to the trailing edge. These are the main parts of the skeleton.

Wing configuration

These exhibit a broad range of wing numbers and morphologies. A wing structure's trunk can split the span into port (left) and starboard (right) wings, or it might contain the entire span. Occasionally, additional wings have been added to the three-winged triplane, which became well-known during World War I. Alternative multiplane configurations, including the four-winged quadruplane, have had less success.

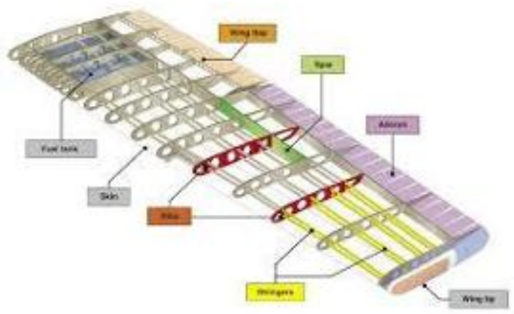

Fig2: air craft wing with ribs and spars

Materials used in the design of aircraft

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The design of the airplane must adhere to certain guidelines concerning the materials and construction complexity. A wide range of materials may be used in the construction of an aircraft. It is possible to combine strength, flexibility, corrosion resistance, and specific weight.

The selection of various materials for the building of airplane components is determined by the fundamental parameters for the strength-to-weight ratio and the expected load directions.

4. PROBLEM DESCRIPTION

Making a three-dimensional model of an airplane wing with ribs and spars is the assignment's objective. Next, assess the static, wear, and modal characteristics of the wing using finite element analysis.Planning and analysis were done using ANSYS, while 3D modeling was done using PRO-Engineer.

MODELS

Speeds	Materials
400	Aluminium alloy 6061-T8[8]. S2-glass & carbon epoxy
600	
800	

The methodology followed in the project is as follows:

- Develop a 3D wing model including ribs and spars using parametric design software like Pro/ENGINEER.
- Transform the surface design into a ParaSolid format and load it into ANSYS for computational analysis.
- Conduct static evaluation of the wing assembly under applied static load conditions.

Introduction To CAD/CAE:

Computer-aided design (CAD) is the utilization of computers to expedite the process of designing and documenting plans. CADD is also a term used to describe software that facilitates the process of creating and sketching on a computer.

Introduction To Pro-Engineer

Pro/ENGINEER Wildfire is the most effective 3D product design software due to its exceptional productivity tools, which facilitate the compliance with industry and company standards and the implementation of design best practices. Integrated Pro/ENGINEER CAD/CAM/CAE solutions enable the production of genuinely remarkable products by expediting the design process and enhancing quality and originality.

Different modules in pro/engineer

Creating, designing, assembling, and sketching sheet metal components.

Introduction To Finite Element Method:

FEM and FEA, which are abbreviations for "Finite Element Analysis," are equivalent. The Finite Element Method is a critical piece of mathematical apparatus that simplifies the resolution of complex questions and provides a preliminary response. In the real world, the finite element method can be employed to solve a wide range of engineering duties. The outcomes are identical when employing the finite element method.

5. RESULTS

Models of aircraft wing using ribs and spars done in pro-e wildfire 5.0

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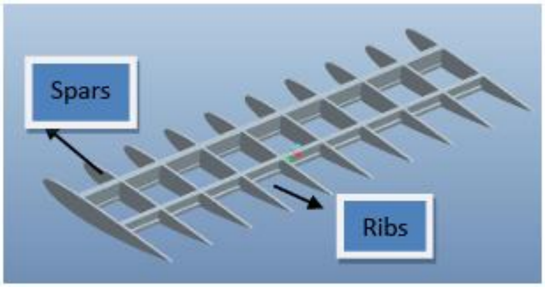

Fig4: wing ribs and spars

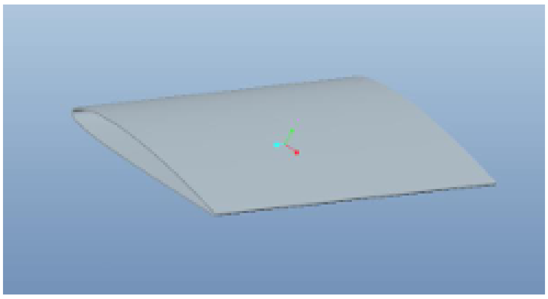
Fig5: skin

Assembly

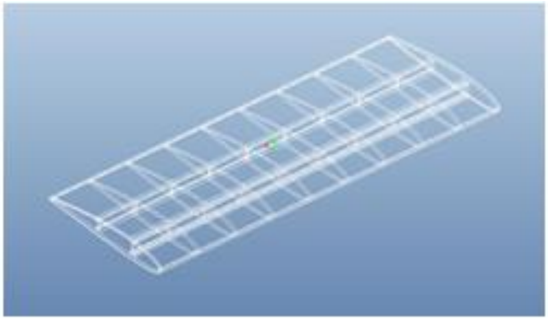
Fig3: wing with ribs and spars

6. CONCLUSION

The results of this study demonstrate that modern flight wings are significantly more robust, lighter, and effective at reducing drag when constructed with high-performance composite materials and precise numerical modeling techniques. By accurately predicting the distribution of stress, the deformation of materials, and the location of their failure under various types of loading, finite element analysis (FEA) enhances the reliability and safety of systems. This study demonstrates how to reduce weight without compromising structural integrity by employing specific fiber orientations and layered composite structures. These findings demonstrate that contemporary design methodologies that incorporate simulations can simplify the production of inexpensive, lightweight aircraft.

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DOI: https://doi.org/10.5281/zenodo.20280600