

Program  
Overview

Vibration and  
Aeroelastic  
Analysis

Aviation  
Safety  
Assurance

Complex  
Weapons  
Analysis

SI Program  
Outcomes

SI Program  
Capability  
Areas

## Program Outcomes

Delivering enhanced and assured asset capability outcomes through the rigorous application of world leading structures, systems and propulsion engineering expertise.

- 20+ years history of providing certified Structural Integrity Solutions and expertise to Defence and Industry Partner to the Defence Aviation Safety Authority.
- Delivering services to broader ADF community including DST, Acquisition and Sustainment Project Offices and Prime System Integrators.
- QinetiQ has been continuously approved as a DAC/AEO/MDO since 1997
  - Currently we are an MDO approved under DASR 21J for all Defence registered aircraft.



**60+**  
**SPECIALIST**

**ASI**  
**ENGINEERS**

**4000+**  
**DESIGN**  
**APPROVED**  
**TASKS**  
**DELIVERED**

**20+**  
**YEARS**

**DELIVERING**  
**ASI SOLUTIONS**  
**FOR ADF**  
**FLEETS**

**250+**  
**COMBINED**  
**YEARS**  
**OF KNOWLEDGE**

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- QinetiQ is the sovereign capability partner for Defence Science Technology Group, helping maintain a Ground Vibration Testing capability for the Australian Defence Force.
- Ground Vibration Test (GVT) involves exciting the test article to obtain the dynamic properties of the object. This particular GVT was conducted in order to determine the dynamic properties of a number of stores on the RAAF F/A-18E/F Super Hornet in support of future stores testing. The stores were excited using modal shakers and a number of input signals, with the response measured at locations across the stores.





- **We are the only Defence Industry partner to have engineers awarded Level 3 Engineering Authority by DASA for all ADF-managed fixed-wing aircraft structures.**
- DASA's (and before that DGTA) strategic partner for structural integrity and airworthiness.
- Specialist independent expert support to drafting DASR AMC/GM/ACs, Policies, White Paper, Sovereign Capability Plan.
- Deliver a range of professionalisation training on behalf of the Authority.
  - SI Familiarisation
  - Propulsion Systems Engineering
  - Helicopter Structural Engineering Familiarisation

## Defence Aviation Safety Regulation

[Click here for General Requirements](#)



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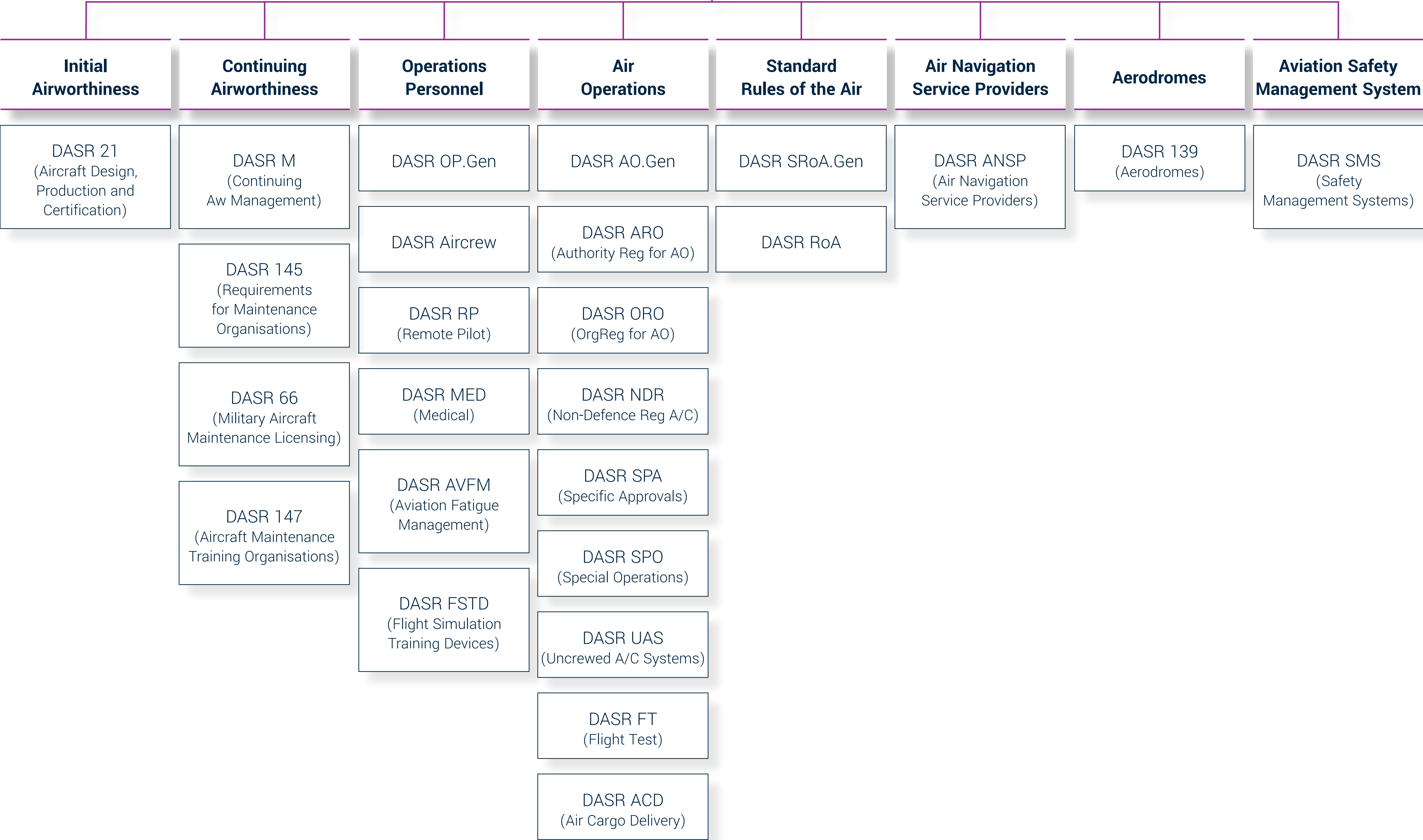
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# Defence Aviation Safety Regulation

## General Requirements



Program Outcomes

Vibration and Aeroelastic Analysis

Aviation Safety Assurance

Complex Weapons Analysis

SI Program Outcomes

SI Program Capability Areas





- Complex weapons have complex certification and sustainment needs, with risk assessments and actions based on best OQE available.
- QinetiQ has a long history of providing SME advice, analysis, complex solution finding, data tracking and reporting services to complex system managers.
- The QinetiQ Structural Integrity Program (SIP) has a Weapon Integrity and Complex Analysis Team that brings together an increasingly powerful combination of deep expertise and capabilities to support the management of complex weapons.

### Problem

Very low MS3314 lug lives based on historical analyses that were excessively conservative due to a lack of access to data and knowledge.



[Click here to read our \*\*solution\*\*](#)

### Problem

AGM-88 HARM/AARGM CATM rocket motors have never been assessed for fatigue life. The CATM rocket motor is refurbished from a live motor, and is subjected to flight hours and spectra previously not envisaged.



[Click here to read our \*\*solution\*\*](#)

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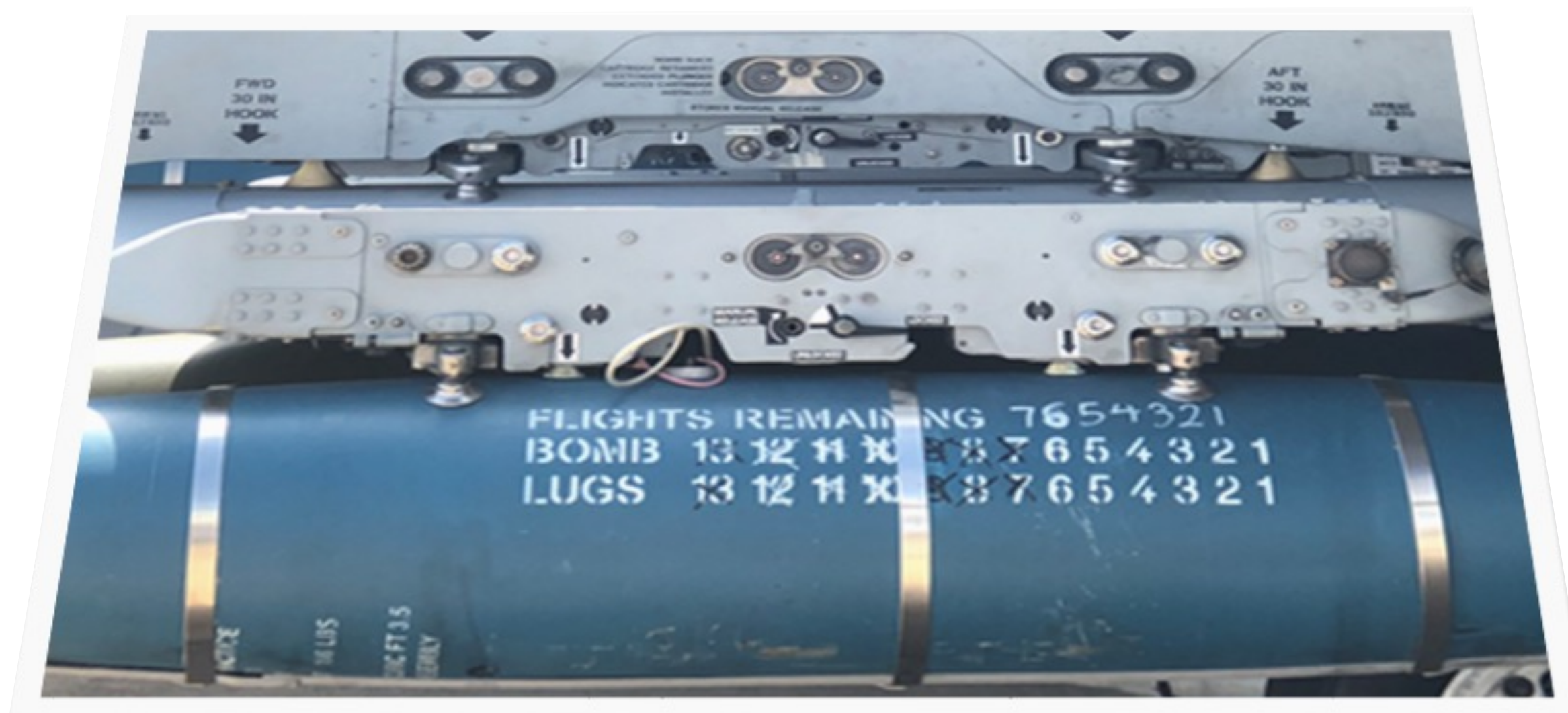
SI Program  
Capability  
Areas





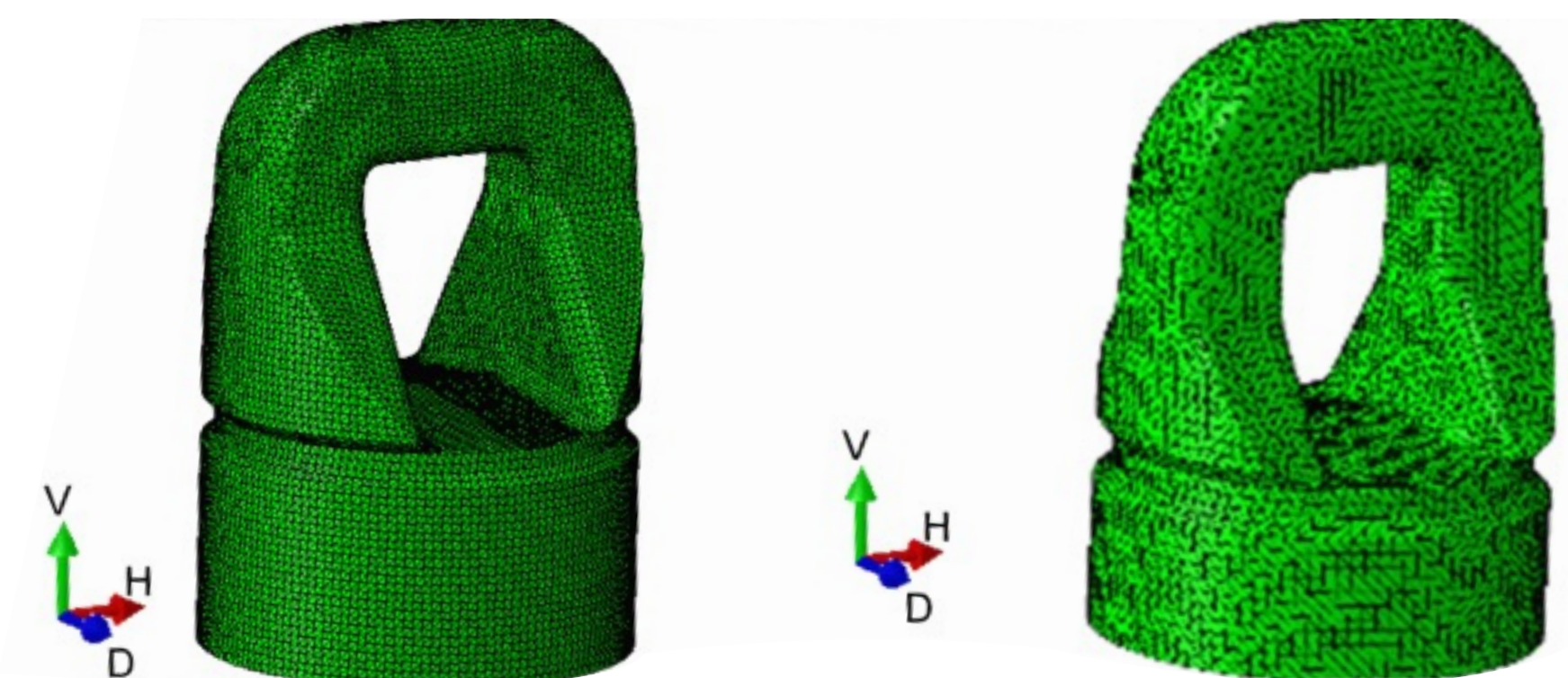
## Problem

Very low MS3314 lug lives based on historical analyses that were excessively conservative due to a lack of access to data and knowledge.



## Solution

Make use of extensive in country OEM data and fatigue testing knowledge and then combining with FEM and DST materials and loads data to generate lives that are more reasonable but still conservative without the need of extensive testing.



## Process and Capabilities Used

FEM, fatigue test interpretation expertise, extensive F/A-18 A/B platform knowledge and OEM data experience, fatigue and damage tolerance expertise, and, stress analysis expertise.

## Cost, Schedule and Deliverable

The initial task was ~700 hrs of FEM and fatigue analysis and tool 6 months to deliver. The update to include the bomb body and extension to the SH will take 4-5 months to deliver and cost ~400-500 hrs.

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## Problem

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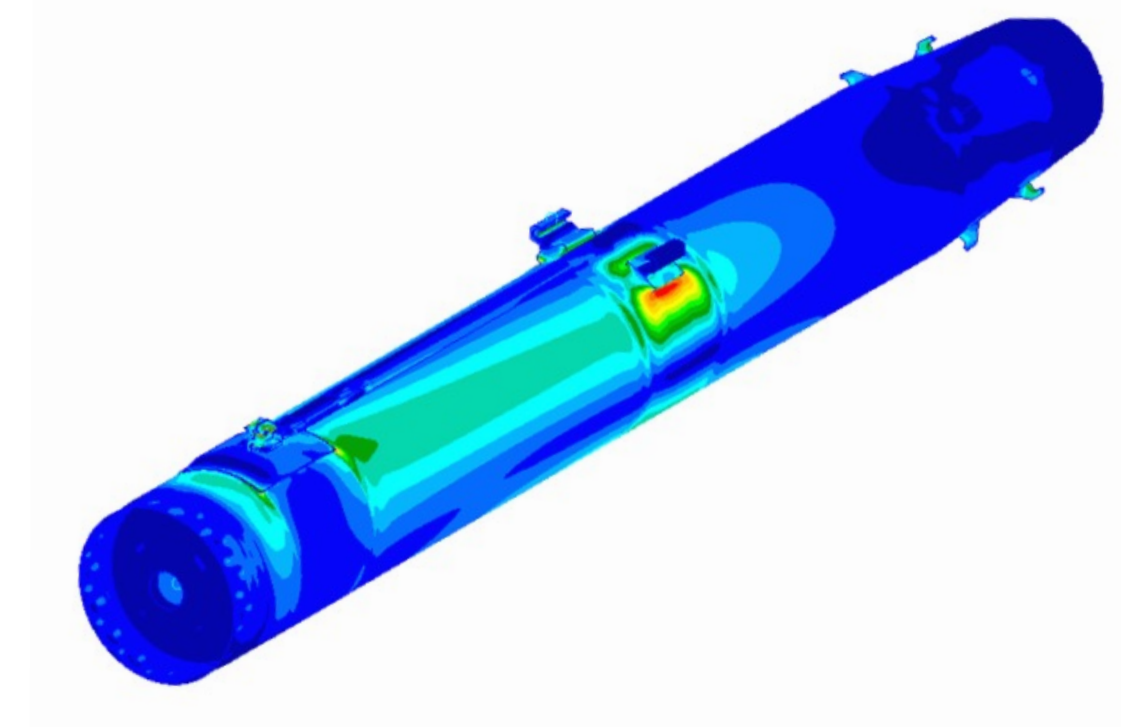


## Process and Capabilities Used

Finite Element Modelling, calibration to OEM internal loads, hotspot identification, comparative lifing to the Control Section.

## Solution

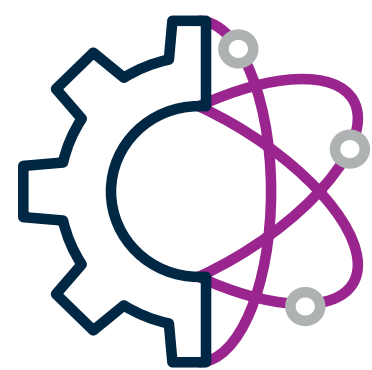
Perform a fatigue assessment, using detailed FEA and methods previously used for control section fatigue.



## Cost, Schedule and Deliverable

FEA completed, 1500 hrs over 10-12 months, comparative lifing to commence shortly, delivered in an Engineering Report.





Enhance capability



Maximised availability  
and minimised cost  
of ownership



Certification

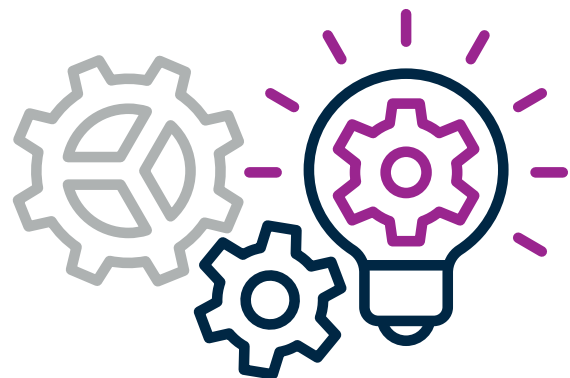


Informed options  
analysis



Safety Authority  
advice

# SI Program Outcomes



Complex analyses  
and so-what  
assessment



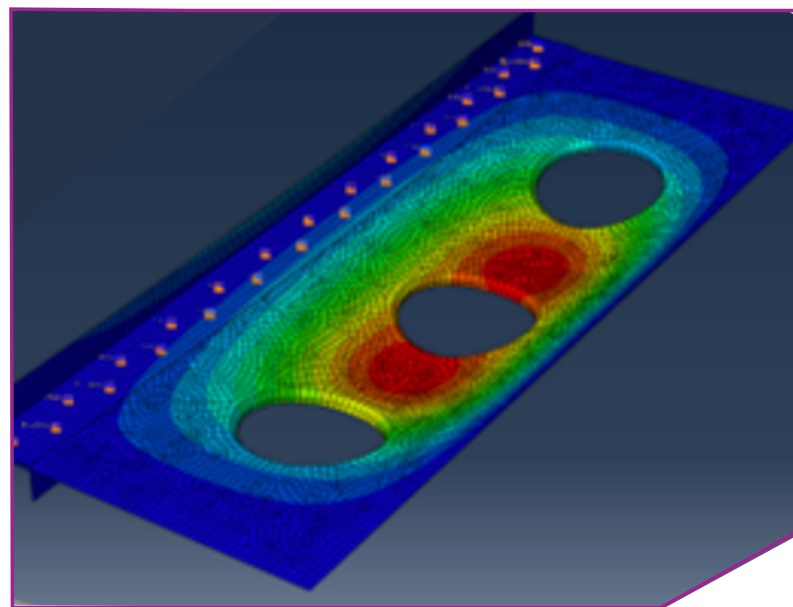
Engineering and  
forensic investigation  
expertise



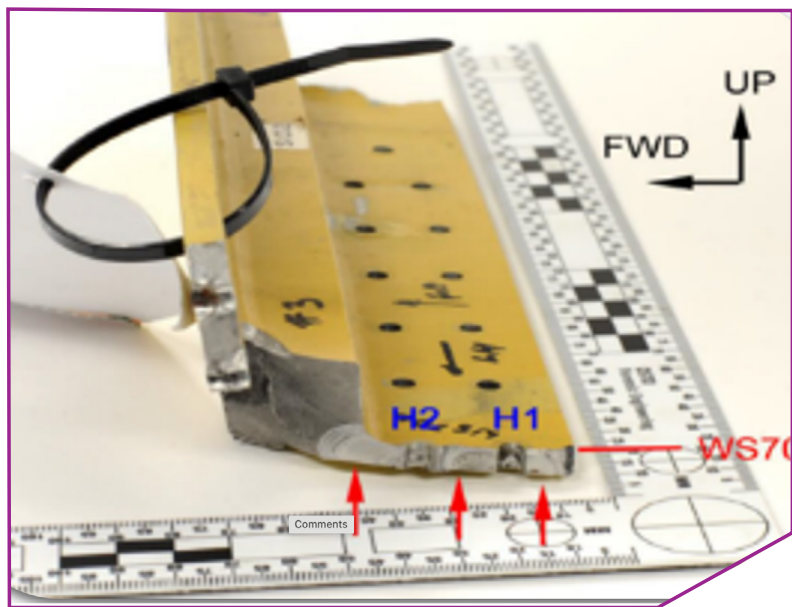
Quantification and  
qualification of risks to  
safety and capability



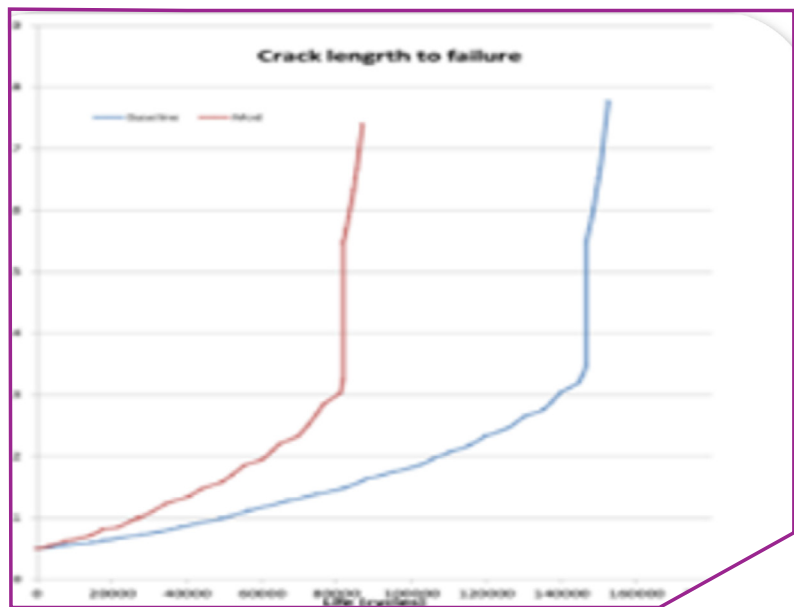
SI Program Capability Areas



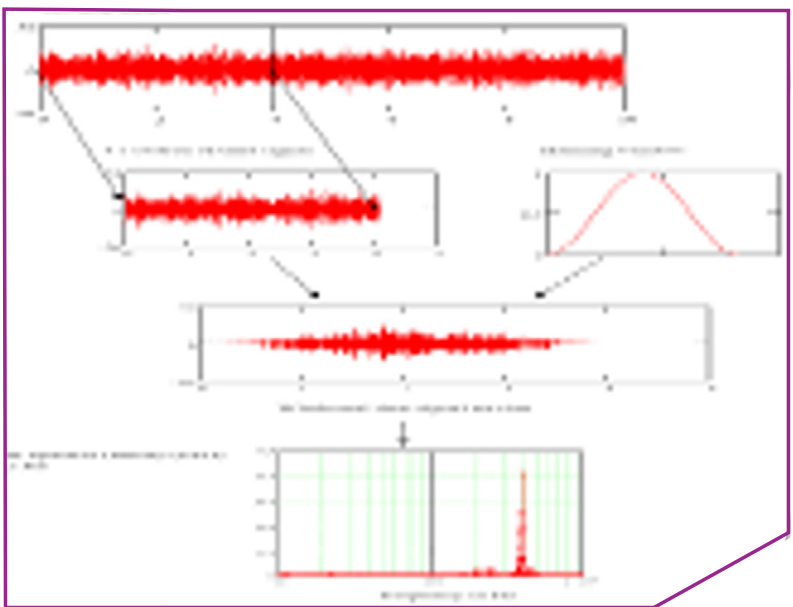
Static and Dynamic Structural Analysis – Classical & FEA



NDT & Fractography



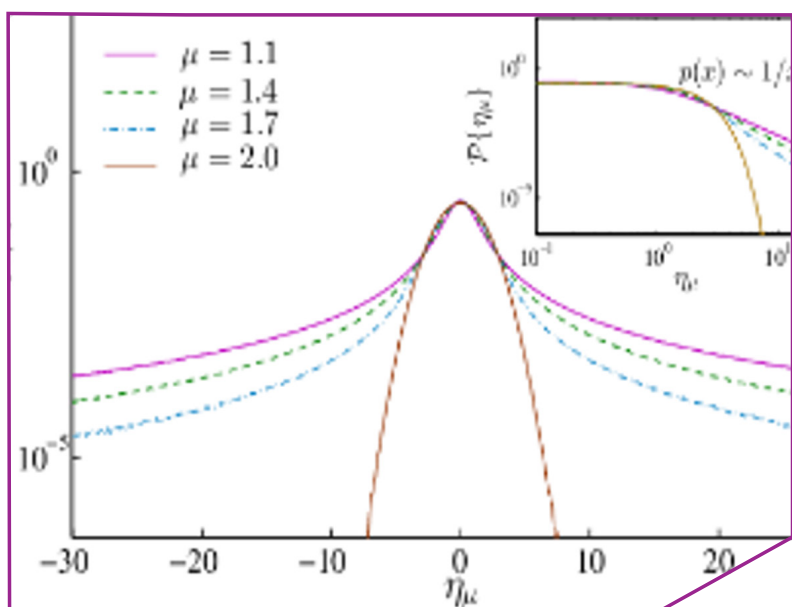
Fatigue & Damage Tolerance



Vibration



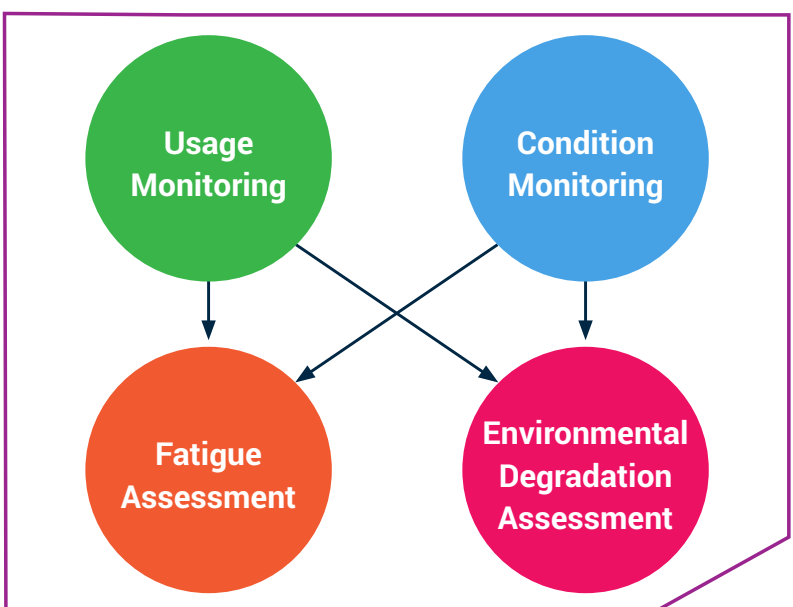
Data & Trend Analysis



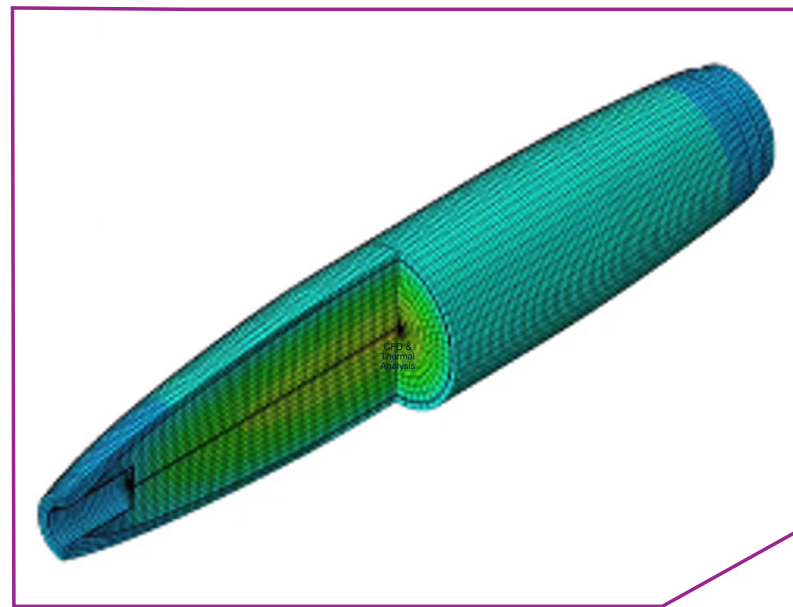
Statistical Analysis

Program	Name	Doc	Item / Asset
21-434	Application	(1) Accept to specify a paragraph of 2 lines within the section applying to the general application moves and 2 lines within the section 1-100. Not as a result of a type or a type of low review is required.	NA
21-434	Application	(1) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(2) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(3) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(4) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(5) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(6) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(7) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(8) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(9) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(10) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(11) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(12) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(13) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(14) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(15) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(16) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(17) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(18) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(19) A maximum type and a maximum loading capacity of 10 a maximum	NA
21-434	Application	(20) A maximum type and a maximum loading capacity of 10 a maximum	NA

Certification



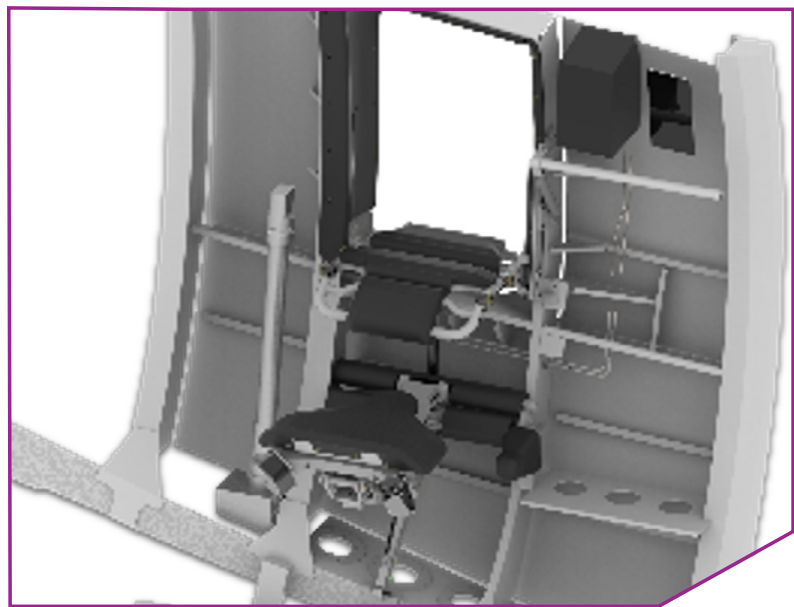
SI Strategic Advice & System Design



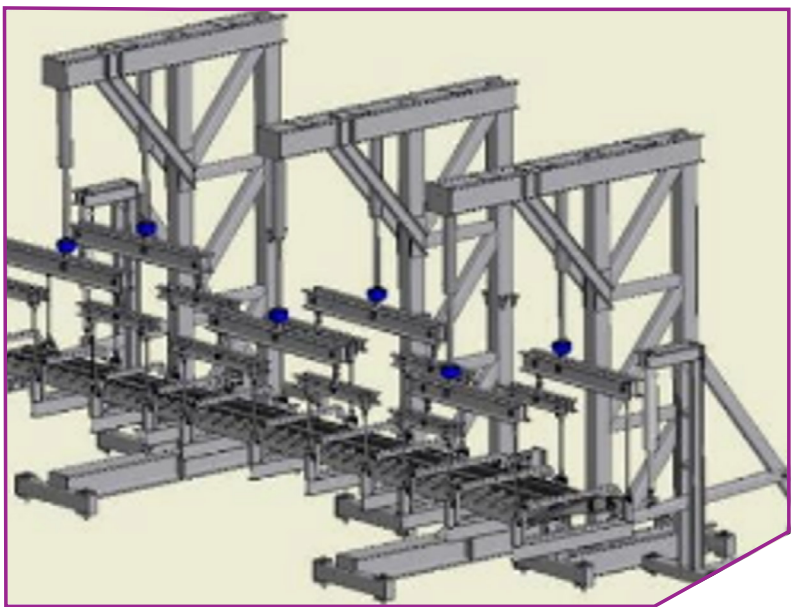
CFD & Thermal Analysis



Software Development



Mechanical Design & Production Management



Testing Development & Support

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