

COURSE REGISTRATION

Damage Tolerance Evaluation of
Repairs to Ageing Small Aircraft

Name: _____

Company: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____

Registrations close Friday 30th October 2009

Mail or fax this form with your payment details to:

MEMKO Pty Ltd
PO Box 102
Mount Macedon 3441
Fax: 03 8080 1645

Payment Method:

- I enclose cheque (\$1,650) payable to MEMKO Pty Ltd
 Bank transfer (\$1,650) to MEMKO P/L BSB 033-624 Ac 171204
 Charge my credit card:

Visa MasterCard Amex Amount: \$1,650

Number: _____ CVC: _____

Card expiry: __ / __ Cardholder Name: _____

Cardholder's Signature: _____

For further info, please contact MEMKO on 03-9013 5787 or training@memko.com.au
Tax invoices/receipts will be emailed to above email address.



Sir Lawrence Wackett Centre

CONTINUING EDUCATION AND TRAINING SERIES

Damage Tolerance Evaluation of Repairs to Ageing Small Aircraft Structures

This two day course is specifically designed for Engineers who hold CAR35 Instruments of Appointment or who perform related tasks. The workshop is an adjunct to the existing Design and Airworthiness Approval Regulations course conducted by the Wackett Centre and has been established in cooperation with CASA.

The course will provide an introduction to the problem of fatigue in ageing small (FAR 23) aircraft structures and how the damage tolerance philosophy applies, leading to the management of continuing airworthiness through supplemental inspection programs. Structural certification requirements and acceptable means of compliance will be covered, with reference to case studies. It is not a course on crack growth analysis, although basic principles of fracture mechanics will necessarily be covered.

Monday 16th November 2009—Tuesday 17th November 2009
9:00am—5:00pm

Venue:

RMIT, 850 Lorimer Street , Port Melbourne VIC 3207



Course managed by MEMKO Pty Ltd, ABN 24 426 927 691

COURSE OUTLINE

The course will cover the following topics:

- The history of fatigue design requirements for small aircraft and the ageing aircraft problem in an Australian context
- FAR 23 structural certification requirements for fatigue and damage tolerance
- Acceptable means of compliance –FAA AC 23-13A
- Introduction to Damage Tolerance Principles
- Review of the Cessna 402 SID
- Methodologies for evaluating repairs for damage tolerance including stress analysis and comparative crack growth analysis

COURSE LECTURERS

Dr Eric Whitney
Aeronautical Engineers Australia

Dr Eric Whitney is a consulting aeronautical engineer based in Perth WA, where he works day-to day repairing and modifying aeroplanes from single engine Cessnas all the way up to large commercial aircraft. He holds CAR35 signatory status in the area of structures and mechanical systems for aeroplanes and rotorcraft.

Previously he has worked on the Whitney Boomerang project, working in all areas of structural test, flight test, certification and manufacturing. Before that he worked for Boeing Australia on the F/RF -111C and F-111G airframes as a structures engineer, developing and approving repairs and modifications as a Military DE signatory. He has a PhD and Bachelor's degree in Aeronautical Engineering.

Mr David Rees
Civil Aviation Authority

Mr David Rees is an aeronautical engineer with twenty years industry experience in aircraft structures analysis and design. Design experience on ageing aircraft platforms includes RAAF F-111C and C-130.

David has held senior structural analysis and certification roles on recent aircraft design programs including Airbus A380 wing and Lockheed Martin F-35 wing and centre fuselage. David currently works for CASA in the Airworthiness Engineering Group where responsibilities include the oversight of design approval activity under CAR 35.

COURSE ACCREDITATION

All participants will receive a RMIT University certificate of completion after full attendance of the course.

The course is recognized for Continuing Professional Development in accordance with Engineers Australia guidelines.

COURSE PREREQUISITES

The course is intended for persons who hold, or are seeking to hold, regulatory approval for CAR 35 in the structures discipline. A basic understanding of aircraft stress analysis principles and methods is assumed.

Experience in crack growth analysis and knowledge of aircraft structural design standards would be an advantage.

COURSE FEES

Fee for this 2 day course is \$1,500 plus GST. This includes course notes, morning and afternoon tea/coffee and lunches.

Course fees will be returned less a \$50 administration fee, upon receipt of a written cancellation notice before Friday 30th October.

MEMKO Pty Ltd reserves the right to cancel the course, in which case participants will be notified and the course fee will be returned in full.

Places are limited.