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Airbus Damage Tolerance

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Emeritus Professor Phil Irving,
Formerly Head of Damage Tolerance
Group at Cranfield, Phil has been
teaching, researching and publishing
in the field of fatigue, structural
integrity and damage tolerance in

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aircraft structures, both in industry and academia for the past 30 years.

Aircraft Fatigue and Damage Tolerance - Cranfield University
Damage tolerance is a property of a structure relating to its ability to sustain defects safely until repair can

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be effected. The approach to engineering design to account for damage tolerance is based on the assumption that flaws can exist in any structure and such flaws propagate with usage. This approach is commonly used in aerospace engineering, mechanical engineering,

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and civil engineering to manage the
extension of cracks in structure
through the application of the
principles of fracture m

Damage tolerance - Wikipedia
22.2.1 Damage-tolerance
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approach assumes that the largest undetectable defect exists at the most critical location in the structure, and that structural integrity is maintained throughout defect growth, which should be discovered at the next scheduled inspection.

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This paper discusses a methodology
for the optimal design of structures

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with damage tolerance constraints, i.e. residual strength and fatigue life. This methodology may have to be modified when considering the problem of wide spread fatigue damage, or multi-site damage.

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