Special Issue

Structural Airworthiness and Life Extension of Aging Aircraft

Message from the Guest Editor

The current approach to assessing and maintaining the airworthiness of both civil and military aircraft has evolved as a result of a number of high-profile incidents, viz: the 1954 Comet failures, the 1958 B-47 accidents, the 1969 F-111 accident, the 1988 Aloha Boeing 737 accident, etc. The Comet failures resulted in the adoption of fail-safe design; the B-47 accidents resulted in the United States Air Force Aircraft Structural Integrity Program; the F-111 failure led to the introduction of damage tolerance design requirements for military aircraft; the Aloha Boeing 737 accident highlighted the importance widespread fatigue damage and subsequently led to the FAA introducing the concept of a limit of validity (LOV). That said, the field is still developing and maturing. As such, this Special Issue focuses the state of the art in assessing and extending the life of both civil and military fixed and rotary wing aircraft and unmanned aerial vehicles (drones and loyal wingman aircraft).

Guest Editor

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