



CURRICULUM VITAE

NAME:	Stephen Sharp
TELEPHONE:	Mobile 07740 598 454
E-mail	sharp@airframedesigns.com
DISCIPLINE :	Consultant Stress Engineer
DATE OF BIRTH :	5 June 1964
NATIONALITY :	British
QUALIFICATIONS :	HND Mechanical Engineering

WORK EXPERIENCE :	<p>25 years experience in stress engineering / design of aircraft structures using both manual and computer aided techniques for damage tolerance, fatigue and static stress analysis.</p> <p>Presenter of structural analysis training courses for MSC Software.</p>
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Experience in Date Order

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| Nov 05 – Present
AFD Consultant Engineer
Various Clients | Founding Director of Airframe Designs Limited. Involved with establishing and developing the company to secure work packages from numerous European clients in the Aerospace and Rail industries. WP's have covered projects such as the Boeing 787 Dream Liner, Airbus A400M, C27J military Transport programmes. |
| Feb 05 – Nov 05
Stork/Fokker AESP
Papendrecht, The Netherlands | NH90 Military Helicopter, Fokker Design Team
Senior engineer responsible for the methodology for high cycle fatigue analysis. Fatigue and damage tolerance analysis of metallic/composite primary structure. |
| Sept 04 – to Feb 05
BAESYSTEMS
Brough, UK | JSF (F35) Military Fighter Aircraft, IPT
Structures engineer on horizontal tail of JSF multi-role combat aircraft (F-35). Durability & Damage Tolerance analysis of metallic and composite structure. |
| Jan 03 – Aug 04
Aeronavali
Venice, Italy | Atlantique Maritime Reconnaissance Aircraft
Chief engineer responsible for the life extension using damage tolerance techniques. Analysis of complete airframe using fracture mechanics and static residual strength calculations. |
| Jan 01 – Jan 03
Aermacchi, Venegono I
Milan, Italy | M346 Advanced Jet Trainer, Development Team
Lead engineer responsible for the fatigue and damage tolerance analysis to MIL specs. and consideration of JAR/FAR 25. Responsible for the production of all methodology and structural certification reports. Design of fatigue and fracture qualification tests. Fracture mechanics of primary airframe. |
| Jan 2000 – Jan 01
Hurel Dubois
Paris, France | Airbus A318 Thrust Reverser / Nacelle Design Team
Design and stress of engine thrust reverser/nacelle structure using Nastran / Patran. Hand calculations for metallic and composites parts. Production support for 'fan blade off' test assembly. |
| Jan 1996 – Jan 2000
BAe Military Aircraft
Brough, UK | Hawk T Mk1/A Structures, Life Extension Team
Fatigue & static analysis of engine mounts, control systems, longerons & fuselage structure as part of life extension exercise. Strength studies for AAIB to assist with crash investigations. Damage tolerance calculations on wing attachments and longeron joints. |

Experience in Date Order – cont'd

<p>July 1995 – Jan 1996 BAe MBU Chadderton, UK</p>	<p>VC10 Re-Fuelling Aircraft, In-Service Support Team Calculation of repeat inspection interval for primary structure using manual/computer aided damage tolerance techniques.</p>
<p>July 1994 – July 1995 Atlas Aviation Johannesburg, South Africa</p>	<p>Rooivalk Helicopter Gunship, Design Team Detail design & stress analysis of various structural details. Check stress of the forward fuselage structure.</p>
<p>Feb 1994 – July 1994 BAe Military Aircraft Brough, UK</p>	<p>Hawk T Mk1/A Structures, Design Team Fatigue analysis of fuel tank structure. Stressing of camera installation on EFA chase aircraft. Stressing for static strength test.</p>
<p>Sept 1993 – Feb 1994 RFS Engineering Doncaster, UK</p>	<p>LUL 'Piccadilly' line tube stock, Life Extension Team Responsible for increased passenger capacity and extended life. Stressing of body shell, under frame and fittings.</p>
<p>Jan 1993 – Sept 1993 BAe Military Aircraft Brough, UK</p>	<p>Hawk T-45 Structures, Design & Qualification Team Design stress for the equipment pod. Check stress for the flap mechanism. Fatigue and design stress for the inlet fuel tanks.</p>
<p>April 1992 – Jan 1993 BAe Civil Aircraft Filton, UK</p>	<p>Airbus A330/340 In-service Support Team Fatigue calculations of primary structure subjected to defects to ensure reduced life exceeds threshold inspection interval. Fracture mechanics on damage tolerant items to compute crack growth rates to ensure conformance to certification requirements.</p>
<p>Aug 1991 – April 1992 BAe Military Aircraft Brough, UK</p>	<p>Hawk Mk200 Structures, Qualification Team Check stress of forward fuselage. Stress analysis of outer wing for carriage of wingtip sidewinder. Fatigue calculations of bottom skin.</p>
<p>May 1991 – Aug 1991 BAe Military Aircraft, Warton, UK</p>	<p>Jaguar Structures, In-service Support Team Fatigue analysis on Jaguar aircraft. Compilation of 'G' & B.M. Spectra to allow construction of damage curves and determination of damage rates (hours/F.I.) to obtain the safe F.I. for test defects.</p>



Experience in Date Order – cont'd

May 1990 – May 1991
Brel Ltd
Derby, UK

Class 158 Advanced Rail Vehicle, Design Team
Static strength and fatigue analysis of aluminium bodyshell components including analysis of under floor mounted equipment. Stress of welded structure to CP118 & BS4500 PT10.

Sept 1980 – May 1990
BAe Military Aircraft
Brough, UK

Hawk Structures, Design & Qualification Team
Computer modelling of Hawk fuselage using Nastran. Results utilised for design and stress of airframe in way of gun bay. Nastran FEM of wing box.
Production of T-45 fin type record.