

## AFRL CALL FOR RESEARCH

1. **Research Title:** Development of a Predictive Capability for Multidisciplinary Design under Uncertainty and Sensitivity Analysis for Design Space Exploration
2. **Individual Sponsor:**  
 Drs. Dr. Philip S. Beran & Ned Lindsley AFRL/RQVC  
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3. **Academic Area/Field and Education Level:** Aerospace or Mechanical Engineering / Computational Physics and Numerical Analysis (BA/BS, MS or Ph.D. level)
4. **Objectives:** To develop, implement, and validate state-of-the-art techniques for error quantification and systematic uncertainty analysis in multidisciplinary numerical calculations for design of aerospace systems. Specifically, this project will develop and implement a systematic process for uncertainty analysis for design and will also quantify expected differences between computational and experimental data (solution/model validation).
5. **Description:** The development of advanced aerospace vehicles remains a strong focus for both military and commercial aviation. Computational methods serve as critical tools in the analysis and design of advanced aerospace systems. Numerous uncertainties in the design, manufacture and operation of high performance military vehicles, however, must be addressed to facilitate their certification. Those uncertainties may be classified into three categories: Parameter uncertainty comes from the lack of knowledge about the values of input parameters to the simulation. Model uncertainty has to do with the effect that assumptions and approximations in the model have on the accuracy of the results compared to physical system modeled. Numerical uncertainty is the error associated with numerically solving the model equations. The latter numerical uncertainty falls into the domain of mathematicians who establish error bounds and convergence rates for various numerical methods. It is arguably the best understood type of uncertainty but also the most benign. Larger uncertainty typically comes from parameter and model uncertainty. These areas are the subject of this research effort. Model uncertainty is the most intractable source of uncertainty to quantify. One way to address it is to consider variable fidelity models of the same system to quantify the effect of simplifying assumptions made in modeling. Once realistic uncertainty models are established as inputs to the analysis and for errors due to assumptions, reliability analysis should quantify the level of uncertainty in the analytical results with respect to the physical component. An accurate reliability assessment tool will help develop a methodology for targeted testing (through numerical or physical experiments). Specifically, reliability analysis provides the sensitivities of the safety of a system to the uncertain variables and to the safety of the components. This information is important for identifying critical uncertainties and components that most influence the system safety and for developing targeted tests that focus on these uncertainties and components. This methodology should allow us to selectively test the most critical components and the most critical conditions.
6. **Research Classification/Restrictions:** None.
7. **Eligible Research Institutions:** Indicate to what organizations this topic should be provided.
  - DAGSI** (Wright State University, AFIT, Ohio State University, University of Dayton, Miami University, Ohio University, University of Cincinnati)
  - AFIT (only)**
  - USAFA (only)**
  - If you are submitting a topic for the USAFA, indicate if you are also interested in sponsoring a USAF Cadet in summer 2015 (Average cost for USAF Cadet for 33 days is \$5000)
    - Yes
    - No