

Air & Space Europe

THE QUARTERLY NEWSLETTER OF THE CEAS

SOME BRIEF NEWS (FOLLOWING)

16 October 2003

The European Commission has presented a Communication on aerospace, identifying the steps needed to improve the political and regulatory framework affecting the competitiveness of this key industry. The Communication is the Commission's response to the analyses and prescriptions of the «STAR 21» Report, presented by the European Advisory Group on Aerospace in 2002.

15 October 2003

Althought modeled after the three-crew Russian Soyuz, the Chinese Shenzhou 5 carried only China's first astronaut, air force Lt-Col. **Yang Liwei**, 38. He took-off 9 a.m. followed by a dawn reentry and landing 21 hr. 23 min. later 600 mi. east of the Gobi desert launch area. Yang is a fighter pilot with 1,350 flight hours who was picked as a Chinese astronaut in 1998. About 10,000 personnel have been involved in the Shenzhou spacecraft, booster and facility buildup.

7 October 2003

The much-anticipated European Aviation Safety Agency (EASA) got underway. The Agency will develop know-how in all areas of aviation safety to help the European Union establish common rules for everything from certification of parts and equipment to the licensing of crew members.

4 October 2003

ACARE related workshop held at the AECMA Annual Convention at AECMA's Annual Convention, in a dedicated workshop entitled «Research-Implementation of the Strategic Research Agenda (SRA) for Sustainable Growth», the major SRA challenges were presented. The session, chaired by **François Quentin** the ACARE Vice Chairman, was very well attended.

1 October 2003

Air France is going ahead with a takeover of Dutch rival KLM in a long-awaited but premium-priced €784 million deal that both companies acknowledged could also expand eventually to include Alitalia.

CEAS EVENT CALENDAR

Date	Location	Organising society	Event and theme
19-21 April 2004	WASHINGTON, DC Washington Court Hotel	AIAA/CEAS	International Air & Space Symposium «Sharing a Common Vision»
3-7 May 2004	ANCHORAGE	AIAA/CEAS	Workshop : «From Challenges to Solutions»
10-12 May 2004	MANCHESTER	AIAA/CEAS	Aeroacoustics Conference
14-16 September 2004	MARSEILLE	AAAF	CEAS Forum 30 th European Rotorcraft Forum
24-25 November 2004 (to be confirmed)	BRUSSELS Sheraton Hotel	AAAF	2 nd European Air and Space Conference - EASC

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editorial

THE CEAS AT THE CROSSROADS

As CEAS Vice President for External Relations I am pleased to present this third issue of the CEAS Quarterly Newsletter to our readers. The aerospace societies of 8 European countries - France, Germany, Italy, Netherlands, Spain, Sweden, Switzerland and United Kingdom - ten years ago formed our Confederation to help member societies and their 25,000 individual members through collaborative efforts. Many achievements have been realized since the first European Aerospace Conference (EAC) held in Bordeaux, in December 1988, on the occasion of Technospace, on the theme of Telecommunication.

The Confederation has generated nearly 50 fora and conferences over the last decade under the oversight of a Programme Coordinating Committee that met regularly three times a year. CEAS aims to support the European Aerospace Community by promoting the highest standards of professional expertise and by facilitating the resolution of key issues, which extend beyond the constraints of competitive commercial scenarios. To help realise these objectives CEAS has instituted Specialists' Committees in specific technical fields.

In transatlantic cooperation CEAS has initiated cooperation with the American Institute of Aeronautics and Astronautics (AIAA) through co-sponsorship of some of the major US conferences, including in 1994 the Global Air & Space Annual Conference that is going to become in 2004 the International Air & Space Symposium entitled «Sharing a Common Vision», 19-21 April 2004, Washington Court Hotel, Washington, DC. The CEAS also co-sponsored the International Space Cooperation Workshops since 1996 in Frascati, Italy, that are initiated by the AIAA International Activities Committee. The next Workshop entitled «from challenges to solutions» will be held from 3 to 7 May 2004 in Anchorage, Alaska. I will co-chair the workshop on behalf of the CEAS.



The recently decided cooperation of CEAS with Russia will complete and enlarge the panorama and will be a new exciting project since a major aerospace congress might be jointly organized in July 2005 in Moscow.

The current evolution of European industry with the successful mergers of the last few years, the developments of European markets both for space exemplified by Galileo and for aeronautics with A400M and A380 projects, make a strong pressure on CEAS to respond better to the needs of the aerospace community. After several meetings the CEAS, during its Council meeting held in Rome on 17 October 2003, decided to reinforce and transform itself into a more efficient organization. This will be done with the help of European entities like ESA or Airbus and will have to be formally agreed by each member society. Several options are still being considered that would contribute to a successful and strong organization comparable to the AIAA, from a unique European Aerospace Society or Institute (EAS or EAI) to a CEAS with two subsidiaries, one for space (European Space Society) and one for aeronautics (European Aeronautical Society), those societies being either a grouping of national societies or a society of physical persons. The CEAS is at the crossroads. No doubt that a decision will be taken in the coming months to build an ambitious response to the needs of the European aerospace community. In advance I wish to thank very much everyone who will contribute to the success of this ambitious project.

Jean-Michel Contant
CEAS Vice President, External Relations

Jean-Michel Contant, born in 1945, received his PhD in Business from Paris Dauphine University in Paris, in 1979. He is also an aerospace engineer (ESTACA 1969) and a former student of the Stanford Business School, USA. He is a professor at Paris Dauphine University since 1980 teaching scientific management in the area of applied mathematics and decision making models.

In 1973 he joined Aerospatiale as a structural engineer and was responsible for the dynamic studies for the three-stage-35tons M4 multiple warheads submarine launched ballistic missile that led the entry into service of a new generation of ballistic missiles in France. In 1981 he became advisor for space affairs at Aerospatiale

Headquarters, International Directorate, where he played a key proactive role in the creation of the Arianespace company. He also at this time played a personal decisive role in the motivation of the company's decision-makers to invest in the first TVSAT-TDF1 direct satellites.

In 1990 as Advisor to the Vice-President for Space Programmes **J.-M. Contant** used his international networking and long standing relation with Russia to develop cooperation with Russia that established the conditions for the creation of the Starsem company. **J.-M. Contant** received the Gagarin Medal in 1990 from the Russian Ministry of Transport, to recognize his key contribution to this cooperation venture.

He is currently Head of Business Planning of EADS Space Transportation. He succeeded in developing for EADS ST decision making models to predict success-failure at the time of the bid no-bid review with very high accuracy.

Dr Jean-Michel Contant is member of the Board of the International Space University, Strasbourg, and since 1982 the Secretary General of the International Academy of Astronautics (IAA). He pioneered the creation of the CEAS and tirelessly contributed to the French aerospace community in being a Vice-President of the French Aerospace Society (AAAF) and has been a Vice-President of Aéroclub de France and an acrobatics pilot.

PERSONALITY INTERVIEW

IAN POLL

► The Editorial Coordinators of Air & Space Europe have interviewed Professor Ian Poll OBE, Director of the Cranfield College of Aeronautics, Vice-President Programmes of the CEAS and a past President of the Royal Aeronautical Society.



Prof. Ian Poll OBE, Director of the Cranfield College of Aeronautics

A&SE

Looking at the field of aerospace from the point of view of the universities, how significant do you regard the role of international, and particularly pan-European, cooperation?

Ian Poll

My starting point is the global character of aerospace. Whether it is the technology base, development and manufacture or the operation of aerospace products, all significant activities are now pursued at an international level. The integration of the main industrial players is evident and it is important that education and research providers respond to this by collaborating to deliver professional training and the best possible science, technology and business methodology. Pan-European cooperation is very important.

A&SE

Given the importance, in principle, of cooperation in the aerospace field, what practical steps are being taken by the universities to achieve that goal?

Ian Poll

There are several important European university initiatives underway, against the background of an increasing mobility of aerospace students within Europe. For example, in Cranfield College of Aeronautics, almost half our Master of Science students come from EU countries outside the United Kingdom. However, being specific, there are three ongoing projects, which I believe to be of considerable value. These all have typical «Eurospeak» acronyms – PEGASUS, ECATA and EASN.

A&SE

Can you tell us a bit about these initiatives?

Ian Poll

Let me start with the Partnership of a European Group of Aeronautics and Space Universities, or PEGASUS. This involves

21 universities with strong departments of aerospace studies (4 French, 6 German, 3 Italian, 4 British, 1 Netherlands, 1 Norwegian, 1 Spanish and 1 Swedish). The aim is to improve the alignment of university output with the needs of the multi-stakeholder, European aerospace community. One very important achievement has been a comprehensive bench-marking of the aerospace courses of the member institutions and the creation of the PEGASUS Certificate which validates the equivalence of the degrees.

Secondly, there is ECATA – or the European Consortium for Advanced Training in Aerospace. The ECATA Consortium consists of seven leading aerospace teaching institutes (in France, Germany, Italy, Netherlands, Spain, Sweden and United Kingdom) in association with five major European aerospace companies. The aim is to identify high level training needs for Industry and to develop appropriate programmes. Amongst its activities, ECATA runs an annual Aerospace Business Integration course, bringing together a group of about twenty engineers, with several years experience, and aiming to give well balanced training in some of the skills needed for the successful conduct of multi-national aerospace projects.

Lastly, we have the European Aeronautics Science Network, or EASN. This is, in essence, a mechanism for linking all those European academic institutions with capabilities relevant to aeronautics. One of the goals is the creation of an academic interlocutor for the European Association of Aerospace Industries (AECMA), the Association of European Research Establishments in Aeronautics (EREA) and the European Commission. The centre piece is an open, Internet based, communication network with a comprehensive database of the academic capabilities and resources. This is managed through a number of regional contact points to channel information to and from the participating institutions. This is an activity which started quite recently, but which is developing rapidly and is already extended to the new EU member states.

A&SE

Apart from these academic initiatives, are there more general issues relating to the future on which you would like to comment?

Ian Poll

Yes. I believe that aerospace faces enormous challenges. We have already seen the extraordinary speed at which the operational, political and economic context of aerospace changes. The massive growth in the application of unmanned vehicle technology is transforming our future perception of military capabilities and it seems inescapable that environmental constraints will demand radical new solutions for future air transport. In confronting these challenges, we must have effective international cooperation. I believe that the CEAS has an important part to play, by facilitating the generation and dissemination of relevant knowledge and by encouraging and enabling pan-European networking. I also think it is important to develop and strengthen the 'upward' linkage from CEAS to the International Council of the Aeronautical Sciences (ICAS) and this is something which I intend to progress in the near future.

A&SE

Thank you very much.

HELICOPTER EXPERTS FROM ALL OVER THE WORLD MET AT CONSTANCE LAKE

by Peter Brandt



The European Rotorcraft Forum took place in Friedrichshafen, Germany, from 16 to 18 September 2003, and attracted about 220 participants from 18 countries. This was the 29th Forum since the event started in Southampton in 1975. It has subsequently been held annually in turn in the UK, Germany, France, Italy, The Netherlands and, since 1995, in Russia. This was the 6th Forum in Germany and the first in Friedrichshafen. As in the past, it was again successfully organised by the Deutsche Gesellschaft für Luft- und Raumfahrt – Lilienthal-Oberth (DGLR), the prestigious German aerospace society.

More than 80 specialists from Europe, North and South America, Australia, South Africa and Asia during the Forum presented their actual progress in the field of rotorcraft research and technology, mainly in the classical disciplines like aerodynamics, dynamics, flight mechanics, structures and materials. In addition, invited experts discussed operational and safety aspects, certification issues, advanced projects, and historical highlights.

The main intention of this Forum was for information exchange and for improving cooperation between research centres, universities, industry and operators in order to analyse and expedite solutions for some fundamental rotorcraft issues concerning flight safety, environmental compatibility, performance and cost.



The 29th European Rotorcraft Forum took place in Friedrichshafen in 16 - 18 September 2003



Peter Brandt, Secretary General of the DGLR

Today helicopters provide remarkable achievements for the community and they are indispensable for many operations like emergency medical service, police intervention, disaster control, oil rig supply, environmental surveillance, agricultural work, and for multiple military missions. Nevertheless the public acceptance of helicopters is rather low: too noisy, environmentally harmful, unsafe and too costly.

In the past years new technologies in different problem areas have been proposed and studied, which now need to be realised and integrated in new rotorcraft projects:

- aero-acoustically optimised rotors should reduce noise while increasing thrust and lowering fuel consumption;
- actively controlled rotor blades should minimise vibrations while allowing higher cruising speeds;
- electro-optical (fly-by-light) control systems together with pilot information systems should enable safe operation in all-weather conditions and at night;
- advanced materials and structural designs should reduce the helicopter's weight and increase the passenger's safety;
- improved tools for design and testing should provide precise predictions for performance and characteristics and with that reduce the economical risks of rotorcraft development projects.

These technologies, among others, will contribute to further development technology and to promote rotorcraft operation for the benefit of the whole community.

The 30th European Rotorcraft Forum is already announced for September 2004 in Marseille, France.

VIRTUAL ENGINE, A CHALLENGE FOR INTEGRATED COMPUTER MODELLING

by A. Castellani

► THE 9TH CEAS EUROPEAN PROPULSION FORUM ORGANIZED BY THE ASSOCIAZIONE ITALIANA DI AERONAUTICA E ASTRONAUTICA IN ROMA, 15 - 17 OCTOBER 2003

The 9th CEAS European Propulsion Forum was held in Roma, Italy, in October 2003. The event was organized by the Associazione Italiana di Aeronautica e Astronautica (A.I.D.A.A.) and was chaired by Prof. Jean Hourmouziadis from the Technische Universität of Berlin.

The Forum, synthesized by the headline: «Virtual Engine - A Challenge for Integrated Computer Modelling», provides European researchers with an in-depth coverage of applications

of modern computing tools to the analysis of design, performance and maintenance of current and future gas-turbine engines for aircraft propulsion systems, with the aim of promoting the interaction among industry, research centres and academic institutions active in this field of technology.

The Forum attendance consisted of about 40 participants from Germany, United Kingdom, France, Belgium and Italy. The technical content included Preliminary Design, Turbomachinery Lifting, Advanced Mechanical Analysis, Performance and Control, Integration, Aerothermal Design, Aerodynamics, Accessibility and Maintainability.

The general lecture was given on «Aerospace for the 21st Century - Europe's Approach to Future Challenges» by **Dietrich Knoerzer**, DG Research - Aeronautics of the European Commission.

The Forum went in eight sessions with 22 papers presented. The proceedings are included in a CDRom, that is available by request to the A.I.D.A.A.

A PROGRESS UPDATE ON ACARE

by **Adair Swan**

In its January 2001 report «**European Aeronautics: A Vision for 2020**», the Group of Personalities considered Europe's goal of better serving societies needs while becoming a global leader in the field of aeronautics. Among its conclusions, the Group stressed the need for a new **Advisory Council for Aeronautics Research in Europe** (ACARE) whose aim would be to develop and maintain a Strategic Research Agenda (SRA) for aeronautics in Europe.

Launched at the Paris Airshow in June 2001, the ACARE comprises about 30 members with a clearly defined and commonly agreed terms of reference, including representation from the Member States, the Commission and stakeholders, including manufacturing industry, airlines, airports, service providers, regulators, the research establishments and academia.

- ACARE's main focus is to establish and carry forward a Strategic Research Agenda (SRA) that will influence all European stakeholders in the planning of research programmes, particularly national and EU programmes, in line with the Vision 2020 and the goals it identifies. In November 2002, ACARE published its first Strategic Research Agenda, setting out five challenges for Europe in the years up to and beyond 2020.

- The five challenges set out by ACARE address the areas of quality and reliability, the environment, safety, the efficiency of the air transport system, and security. But the Strategic Research Agenda is about much more than identifying the challenges faced by the sector. In its second volume, the Agenda sets out in detail the technical background and the research solutions which need to be developed. This has served as a basis for the design and implementation of specific research programmes and projects.

- Whilst just two years since ACARE was launched it has already achieved significant results in three areas. **First**, there has been something of a cultural change in the way research is addressed in Europe. **Second**, there is evidence to show a greater alignment of significant European and national research programmes. And **third**, all stakeholders have developed a better understanding of the benefits of co-operation, and there is more willingness to co-operate now than there was a few years ago.

Building on these positive developments ACARE has set out to develop the second edition of the SRA. Dr **Bengt Halse** has replaced Professor **Kröll** as Chairman of ACARE and has appointed two new Vice Chairmen – one in charge of Technical issues and integration (**François Quentin**, CEO of Thales Avionics) and the other in charge of institutional issues (**Joachim Szodrich**, DLR).



Bengt Halse
ACARE Chairman

- Together with the assistance of all the ACARE stakeholders with their outstanding people, ideas, skills and determination, the leadership team are aiming to turn the second edition of the SRA into real funded programmes that will make a significant impact on the air transport system of the next decades.

ACARE invites all those interested in following its developments, in particular its preparation of the second edition of the SRA, to subscribe to its periodic newsletter. This can be done by simply registering interest on the ACARE web site: www.acare4europe.com/html/new.shtml

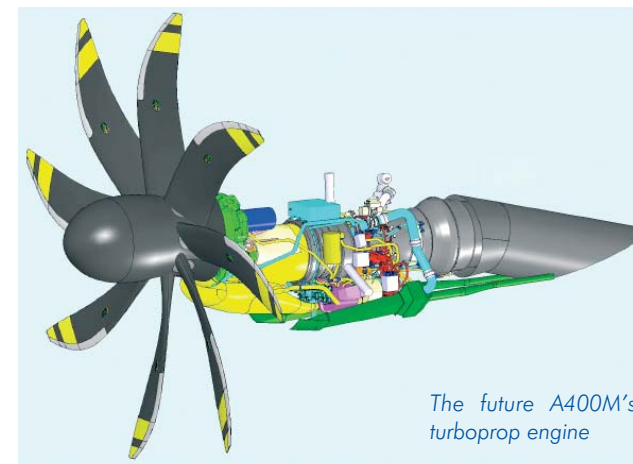
Adair Swan

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EUROPROP INTERNATIONAL (EPI) SETTLES IN SPAIN

The Consortium responsible for the TP400-D6 engine which powers the A400M, the military transport aircraft, has opened its office in Madrid.

The Spanish Secretary of State of the Ministry of Science and Technology, His Excellency Mr **Pedro Morenés Eulate**, has inaugurated the new offices of Europrop International (EPI) in the Parque Empresarial San Fernando de Henares in Madrid. The Chairman of Europrop International (EPI) and PDG of Snecma Moteurs, Mr **Jean-Paul Herteman** and its Managing Director, Prof. Dr **Günter Kappler** hosted the event.



The future A400M's
turboprop engine

Jean-Paul Herteman said: «The TP400 will contribute to the development of the high-technology aero engine industry in Europe, securing over 5,000 high-value, high-skilled jobs across Europe. We have founded EPI in order to act as a single engine company.»

Günter Kappler highlighted the importance of having the teams for engineering, programme & operations, commercial and ILS in full collocated in the new office. Also he added: «The location in Madrid allows us to have instant contact with our customer AMSL and the engine integration team led by EADS Casa.»



Dr G. Kappler

The TP400-D6 is the western world's largest-ever turboprop engine and it is designed to power the Airbus Military Company A400M aircraft. Initially more than 750 engines will be required for the 180 four-engined A400M aircraft committed by the participating Nations. Other applications may come later. This engine helps the development of the high technology aero engine industry in Europe, securing high value, high skilled jobs within the participating companies.

The Europrop International (EPI) Consortium is formed by Europe's four leading engine manufacturers MTU, Snecma Moteurs, Rolls-Royce and Industria de Turbo propulsores (ITP).

The TP400-D6 is a three-shaft configuration that will deliver a maximum power output of 11,000 shaft power. The propeller will measure 5.3 meters in diameter. It benefits from the proven technologies the four partners have developed in many civil and military engine programmes.

A first conceptual design was to be completed in November 2003, with final design concluded within a year. The TP400's first ground tests are due in August 2005, and its first flight on a testbed aircraft in December 2006. The A400M will have its first flight in November 2007, with first deliveries to customers in August 2009.

On the occasion of the Europrop International (EPI) office inauguration in Madrid, two new directors were nominated:

Jacques Desclaux as Programme & Operations Director and **David Redondo** Benito de Valle as ILS (Integrated Logistic Support) Director.

Jacques Desclaux (49) comes from Snecma Moteurs where he held the position of Director of M 88 programme. **David Redondo** (53) comes from ITP Industria de Turbo Propulsores S.A. where he held the position of Head of ILS department. Both have an excellent career in the European aerospace industry.

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BARCELONA AERONAUTICS AND SPACE (BAIE)

► ON THE OCCASION OF THE CEAS COUNCIL MEETING HELD IN APRIL 2003, Mr **JUAN M. LECUE** PRESENTED THE BARCELONA AEROSPACE CLUSTER

The BAIE cluster was created by initiative of the Barcelona City Hall that, in the year 2000, brought together public institutions, private companies and other key players of the Catalan aerospace sector, to promote the Metropolitan Region of Barcelona and Catalonia as competitive locations for the activities related to the aeronautics and space industry.

From the very beginning both the Autonomous Government Generalitat de Catalunya (through the Ministry of Industry/CIDEM) and the Spanish Government (through the Ministry of Science & Technology) have joined BAIE, giving their full support as founding members. Its main goals are:

- To promote the development and consolidation of a competitive aerospace industrial cluster in the Metropolitan Region of Barcelona and in Catalonia.
- To define common actions and policies directed to all agents (enterprises, administration and other social agents) and aimed at promoting the cluster.
- To attract more economical activities related to the aeronautics and space sectors.
- To establish strategic relations and exchange and cooperation agreements with other regions.
- To promote and guide the participation of the associated companies in national and international aerospace events and projects.
- To foster aeronautics and space education at all levels, including both within the university and outside the university framework.



**CHOOSING BARCELONA:
a GREAT idea**




BAIE started its activities with 29 founding members, but today has more than 80 members (50 of which are companies, mainly SMEs). This shows the great industrial, R&D, economic and infrastructures potential of Barcelona and Catalonia and its companies in the aerospace field. This potential has been put to the test in the 10 Catalan companies that have been awarded contracts for the Airbus A380 during 2002 (for tooling, interiors and on-board software). Many of these 10 companies are newcomers to the aerospace sector, thus showing the high quality standards by which they abide.

These contracts have helped Catalonia see a 76% revenue increase in 2002 in aeronautics and space (126 694 984 €), as compared to the previous year. This has positioned our sector in a 5% share of the Spanish market.

Juan M. Lecue
General Manager

BAIE Barcelona Aeronautics & Space Association
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THE LIFE OF THE CEAS

by Ulf Olsson

THE 34TH COUNCIL MEETING

- The CEAS had its 34th Council meeting in Rome on the 17th of October with participants from the different societies. The president Fedde Holwerda introduced Mr **Peter Brandt** as the successor of Mr **Hans Lüttgen**, who has retired from the DGLR. On behalf of the Council the President expressed his thanks to Mr **Lüttgen** for his valuable contribution to CEAS over the years. He also welcomed Dr **Cereti** as the President of AIDAA as of October 1, 2003.
- At the Council Meeting in Cambridge, October 2002, Dr **Stavriniadis** from ESA/Estec presented an initiative to establish a European Space Society (ESS). Continued discussions have since then taken place between Dr **Stavriniadis** and the President of the CEAS. An updated and more detailed proposal resulted from these meetings and was reported to the Council. It was concluded that the Council was in favour of creating an ESS as proposed because there is an acknowledged gap in the field of Space within CEAS. However, in the long term the Council would like to see a legal structure established for the CEAS as a whole with the space group serving as a pilot step.
- An enlarged collaboration with Russia was also discussed. Russia does not seem to have a professional society like the CEAS, but its Academy of Sciences (RAS) fulfills this role. A first step in a collaboration could be to set up a joint conference in aerospace sciences.
- The Council heard a presentation of the «**Orden dos Engenheiros**» (Portugal). This organisation is authorized to grant the professional title of engineer in Portugal of which around 700 work in aerospace activities. It was agreed that the organisation could have the observer status in CEAS and later evolve into a full member. A similar presentation is expected from the Hellenic Aerospace Society.
- The second issue of the Quaterly Newsletter has been sent to the Societies. It was decided to establish a mailing list of journalists to whom the Newsletter could be distributed.
- Societies are requested to propose candidates for the CEAS Award before the 1st of March 2004. The CEAS Award has been created in order to recognise persons who have made outstanding contributions of European recognition, by individuals or teams, to the advancement of aerospace in Europe. The Award takes the form of a medal and a scroll and is presented annually, by the President of CEAS. In selecting among the candidates, the Council will give preference to single individuals. The recipient must be recognized as an authority in the field at the highest European policy level and the Council will take care to keep the recipients representative of the multiplicity of European aerospace (aeronautics and space) both geographically and professionally (government, industry, institutes, universities etc).

RICHARD I. CASE : THE CEAS AWARD WINNER 2003



CONFEDERATION OF EUROPEAN AEROSPACE SOCIETIES
AAAF AIAE AIDAA DGLR FTF NVvL RAeS SVFW

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Ref: 2003-15
Amsterdam, 25 September 2003


Subject: CEAS Award 2003


Dear, Mr. Case,

On behalf of the Council of the Confederation of the European Aerospace Societies (CEAS) I have the pleasure to inform you that you have been elected as the CEAS Award winner 2003. This CEAS 'gold medal' is presented to you in recognition of your outstanding contributions to the design, development and manufacture of the EH101 helicopter, as well as to a new generation medium-lift rotorcraft jointly developed by Westland Helicopters with Agusta of Italy. Also for being instrumental in the integration of Westland with Agusta to form the European joint-venture company Agusta Westland, which is now the largest helicopter company in the world.

The Council wishes to congratulate you with this CEAS Award 2003.

[...]

Yours sincerely,

F. Holwerda
CEAS President



Richard I. Case

took place in October 2001 and the next will be held in 2004. These congresses, which usually are fully seated with up to 500 participants, have become the most important forum for aerospace engineers in Sweden. To get international views on actual topics FTF has invited top level managers from the leading European Aerospace consortiums to give lectures at the congress. The technical sessions in Swedish comprise about 80 lectures in 7 parallel sessions during two days and they represent the state of the art of Swedish aerospace activities.

FTF frequently arranges **seminars and lectures** in aerospace topics. The evening lectures take place in each of the local branches so that the members are informed about the current aerospace news.

FTF annually is presenting **awards for outstanding achievements in aerospace technology** in Sweden. The **Thulin medal**, in gold or silver, is normally given to about two or three persons every year since 1944 to commemorate a Swedish aeronautics pioneer. This FTF awards, approved by the **Royal Swedish Academy of Engineering Sciences**, is considered to be the most distinguished in aerospace technology in Sweden. As a nonprofit technical information society, FTF derives its main financial support from member dues and from conference registration fees.

The **point of contact** in the Swedish Society of Aeronautics and Astronautics is the Secretary in the Stockholm society.

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THE SWEDISH SOCIETY OF AERONAUTICS AND ASTRONAUTICS

The Swedish Society of Aeronautics and Astronautics (Flyg Tekniska Föreningen, FTF) was founded in 1933 in Stockholm. On 3 December, the 70th anniversary of the FTF has been celebrated in Stockholm. This event was also intended to mark the 100th anniversary of the first manned aircraft flight. About 150 participants heard lectures and debated on the future of civil and military aviation. The purpose of the Society is to promote and stimulate the interest in technology of aeronautics in Sweden. Today FTF has more than **2200 members**, mostly aerospace engineers. Besides Stockholm, FTF has local branches in four other cities, Linköping, Trollhättan, Gothenburg and Malmö where the foremost Swedish aerospace industries are situated. FTF has been the host of the several **international aerospace congresses**. As a member of IAF since its foundation in 1950, FTF was the host in Stockholm for the 11th IAF congress in 1960 and of the 36th IAF congress in 1985. FTF is also a member of ICAS and hosted ICAS congresses in Stockholm both in 1962 and in 1990. Every third year since 1992, FTF conducts a **national aerospace congress** in Stockholm devoted to the progress of aeronautics and astronautics in Sweden. The latest national congress

SOME BRIEF NEWS

24 October 2003
The *Concorde* made its final commercial flight today after more than 27 years operations for Air France and British Airways.

21 October 2003
In Moscow, ACARE representatives attended a conference, organised by Rosaviakosmos and attended by all major Russian research institutes, to identify possible areas of Russian participation in FP6 on a regular basis.

18 October 2003
The Cervantes mission, with European Space Agency astronaut **Pedro Duque**, and the ISS Expedition 8 crew lifted off today in Soyuz TMA-3 on flight 7S to the International Space Station. The launch took place from the Baikonur Cosmodrome in Kazakhstan at 11:38 local time (07:38 Central European Summer Time)