

The Quarterly Newsletter

AAAF/AIAE/AIDAA/DGLR/FTF/NVvL/RAeS/SVFW

of the **CEAS**

n°2 - 2006 ■ November 2006

editorial



THE NEW CEAS – STEPPING FORWARD

On the occasion of the Fifth European Aeronautics Days which took place in Vienna on 19-21 June 2006, the philosophy of the new CEAS was presented by its chairman **Julián Simón Calero**. This new institution, a legal entity instead of a vague confederation, will energise and deepen the co-operation between the eight national aerospace societies at a European level with a view to providing a more and more important voice in the deliberations that will determine the aeronautics and space sectors in Europe, and even beyond.

At its last meeting, on 23 October in Toulouse, the CEAS management board decided to hold **the first CEAS general assembly, in Brussels on 6 December 2006**.

The board also decided to:

- appoint **Dr Dieter Schmitt**, Airbus, as Executive Director;
- nominate **Gérard Fouilloux** – JHL Conseil – as head of the Programme Coordination Committee (PCC);
- confirm the 1st CEAS «**European Air & Space Congress**» in 2007;
- issue guidelines related to the future CEAS publications.

The CEAS mission being to strengthen the European industrial alliances and working relationships, a bi-annual conference is established to provide a forum for presentation and discussion of scientific and technical topics related to aeronautics and space: the conference organisation will rotate between the eight member societies. The first, organised by the DGLR, the German member society, will be held in **Berlin from 10 to 13 September 2007**.

This event should give a decisive impulse to the CEAS development. Being at the beginning of the 21st century, in which evidently aerospace technologies are going to significantly contribute to evolution and growth within a changing environment, the Berlin's Congress will have the motto:

«**Century perspectives**»

Concerning the publications, the final objectives are:

- a quarterly «**Technical Journal**» for the Aeronautics Branch;
 - a quarterly «**Technical Journal**» for the Space Branch;
 - a regular **CEAS Bulletin**, also quarterly, produced in collaboration with CEAS member Societies, highlighting activities and policies of European significance in the European institutions, industry, research institutes..., relating to aeronautics and space and being of a more general nature as compared to the Technical Journals.
- The concept of the Space Branch Technical Journal is already totally defined and, with the full support of ESA/ESTEC, the process can start as early as the green light is given by the CEAS management. The first issue should appear in the first half of 2007.
- Regarding the Aeronautics Branch Technical Journal, the first issue is envisaged for September 2007.
- The CEAS Bulletin is conceived as an evolutionary development of the present Quarterly Newsletters, strengthened and broadened to reflect the deepening and broadening of the activities of the CEAS. As a first step, the issue 1–2007 will mark a commencement of this evolution, comprising three main parts: general, aeronautics branch, space branch. From this first attempt, needed envisage a continuous process of development, leading to the setting up of an Editorial Committee and the formulation of a realistic business plan.

But before all, it is urgent that each Branch sets up its own technical Committees whose members will have the task to review papers, organise regular and special events (symposia, workshops), participate in working groups for conduct of surveys, prepare position papers, etc.

A lot of practical administrative work is still needed but the first General Assembly of 6 December will be the real kick-off meeting of the new CEAS.

Ulf OLSSON
CEAS Vice-President,
Awards and Publications

COUNCIL OF EUROPEAN AEROSPACE SOCIETIES (CEAS) PUBLICLY LAUNCHED AT AERONAUTICS DAYS 2006 – WIEN, 19-21 JUNE

The newly formed Council of European Aerospace Societies has been publicly launched on the occasion of the 5th European Community Aeronautics Days, held on Vienna, Austria, on 19th – 21st June 2006. The new organisation allows for a framework within which the 8 significant aerospace societies in Europe can work more closely together. It has its headquarters in Brussels and has legal status, as conferred under Belgium law.

The new organisation will aim to add value at a European level to the wide range of services provided by the constituent societies and will allow for greater dialogue between the societies and the European institutions, industry, government and academia. The new framework will see the establishment of branches to cover both aeronautics and astronautics and will provide a focus for professionals engaged in these sectors. The aeronau-

tics branch will be chaired by Mr **Alain Garcia** and the astronautics branch will be chaired by **Dr. Constantinos Stavrinidis**.

The new Council builds upon the co-operation previously achieved by the Confederation of European Aerospace Societies that had informally linked the societies in the areas of technical committees and programmes.

Commenting on the formation of the Council, the out-going chairman of the Confederation Julian Simon said, "Today marks a significant step forward by the professional societies in their co-operation at a European level. The new Council will provide an important voice in the discussions that will determine the aeronautics and astronautics sectors in Europe and beyond."

THE SPEECH DELIVERED BY JULIÁN SIMÓN CALERO ON 21 JUNE 2006

« It is with great pleasure, and it is a great privilege, to be able to address you at the beginning of this third day of the 2006 European Aeronautics Days Conference – an important event in the future of Aeronautics in Europe. It is within this context that I wish to speak about another important aspect of European Aeronautics – the professional Aerospace Societies and their increasing role at a European level in the coming years.

Aeronautical Societies in Europe

Let me start by saying that Aeronautical Societies have played, and continue to play, a vital role. This has been so almost from the beginnings of Aeronautics, and in the last fifty years, astronautics has also been encompassed by either the existing societies or newly created ones. Indeed, both aeronautics and astronautics continue to set the pace for innovation, mobility and globalisation and these topics are very much ones that are of concern to us here in Europe. The question, however, is not one of looking back but one of looking forward and to see what is the future in Europe. A future whose horizons are promising and one in which Societies have to be created, established, maintained and worked on. These are not easy tasks, and if they are not done well, they do not give positive results.

The Past: The Societies

It is perhaps worth reviewing some of the existing societies, as they can show us what could be achieved in the future. The National societies have been the most noteworthy, with a long history and an equally long future in front of them. They provide the necessary foundations for any new constructs that might take place in the future. Each of the national Societies has its own distinct characteristics, following on from the diversity of various European nations. Some carry out not only professional functions, but also social ones, acting as a centre of contact

amongst its members and the wider aerospace and space communities. They fulfil functions of institutional relations with the authorities of the country, industry and other related bodies.

In general they are structured for covering their own National Territory. Nowadays some extend significantly towards other countries. At one end of the spectrum we must consider the Royal Aeronautical Society (RAeS) with its 19 500 members located in almost 100 countries across the globe as opposed to the 200 members of the SWTW of Switzerland. The other Societies lie somewhere in between. Consider for instance, the 2500 members of the AIAE in Spain, of whom approximately half dedicate their professional activity to the Aeronautics. The reason for this disparity across the continent is not only due to the geographical extension of the country, but also to the different membership requirements of the Societies. For example, possession of the academic title of aeronautical engineer is required in Spain, while in the United Kingdom members have many other competencies and experience backgrounds. The national associations are irreplaceable pillars which form the foundations for further co-operation at a European level.

The Situation in Europe

The early existence of the European societies closely reflected the industries in the various countries. It is worth saying a little bit more about this. Almost all European countries had a complete and closed Aerospace industry, meaning that they had the capacity to manufacture and support their own products, although with the acquisition of components in other nations. Practically all the countries whose associations we have spoken about have the capacity and capability to produce their own aircraft, and history demonstrates this to be so. To support this industrial capability, national research centres and the associated academic centres were also established.

But this traditional model has long since been taken over by events and the phase of co-operation on a large-scale was entered into some time ago. In this respect let us recall the Concorde project in the Sixties, which was followed by the Tornado, Airbus, Euro-fighter, and others, including all of today's significant projects. In parallel, two supra-national entities were established in the space ambit. The former ESRO and ELDO converted into the ESA, with their launch vehicles.

However, there is a moment in which a qualitative change takes place and the agenda moves on from simply co-operation: this is when the companies start to merge. The most palpable example of this is EADS. It is true that it still has national colourings, but it is now a single company.

Change: Europeanisation and CEAS

In parallel with the harmonisation within the industry, Europe on a political level has been moving closer together with step from the European Community to the European Union. As we are all aware such moves are not always easy and take many years to achieve. However, the reality is that the road of integration in higher entities continues in all cases, with all its consequences. One of these, the one that concerns us now, is the continued co-operation of European aerospace societies.

In general lines the panorama has undergone an upward shift, and the institutional functions, which were performed at a national level have in some areas, become Europeanised. As a result the need for a new umbrella organisation has been identified.

In this respect the different European societies will continue to develop and maintain contacts, and enjoy relations in good harmony. In addition there has long been the desire to establish a stronger link among them. The process commenced around 1990; and the Confederation of European Aerospace Societies (CEAS) was constituted in 1992 during the Farnborough Airshow, and the Confederation soon expanded to include the Societies from 8 countries: UK, France, Germany, Italy, Spain, Netherlands, Sweden and Switzerland.

CEAS was operated only with the goodwill of its members, without any legal backup. It was structured in a Council, and established several technical committees. This approach responded mainly to issues on a European scale but did not fully engage as on truly international scale with other institutions and associations.

New Approaches: New CEAS

This approach was useful to start with, but over time it was shown that this structure was not sufficient – it was very difficult to actually achieve anything. This motivated the existing members, that is the national societies, to search for a new framework that would fulfil the following requirements: a legal status enabling the association to have a permanent office, closer co-operation of European associations, and to constitute groups with personal membership to deliver benefits at a European level beyond those provided by the National societies. All this will be done while maintaining both the base of the national societies, and the capacity and capability of umbrella organisation. The drawing up and approval of these statutes has

been a long and arduous task, but, as almost always in Europe, an agreement was finally reached. The headquarters will be in Brussels, and therefore the statutes were deposited in the appropriate department of the Belgian government. At present we are awaiting the appearance of the corresponding decree constituting the new CEAS, now a Council instead of a Confederation. We hope it will be fully operative at the beginning of next year. Nevertheless we are undertaking the adaptation step-by-step, so that when the moment of the official Constitution arrives, part of the road will be already travelled. We have spent much time and energy in achieving acceptable statutes, and we shall lose the smallest possible amount of time in rendering them effective.

Structure

The approach respects national societies, and the eight member societies provide the representatives for the Council. Apart from acting as framework of the organisation, this has an institutional function as regards European and international bodies. Other societies will also have entrance to the Council, be they from the same eight countries or new ones including the newer European nations, as well as from other organisations. In this manner we intend to increase the institutional capacity and capability in all forums.

In addition two branches, one for Aeronautics and one for Space, will be established. These will bring together individuals from the societies into groups that will deliver European-wide benefits beyond those of the national societies – technical committees, publications & bulletins, congresses & symposia are all envisaged as both branches take advantage of the synergies and the institutional advantage provided. In the longer term, it will be possible for the new organisation to extend its Gold Medal programme to include a wider range of honours to recognise achievement across Europe.

The Space branch is ready to move forward and some of the benefits (such as a member bulletin and a journal) are being developed for launch in early 2007. Speaking of 2007, the 1st European Air and Space Conference will be held in Berlin in September and will be the first event organised by the new organisation.

Before I finish, I should mention that a central theme to the development of the new framework will be the vital role that young people will play in our industry – both today and in the future. Programmes to support students and other young people at a European level will allow them to be fully engaged as their careers develop.

So to conclude, the new CEAS framework, involving the national societies, the Council and the Aeronautics and Astronautics branches constitute, at least in a theory based on experience, a powerful tool which will benefit the sector and its professionals as Europe moves forward in the 21st century.



THE CEAS AWARD FOR 2006 WAS PRESENTED TO DR. RAINER HERTRICH ON 21 JUNE 2006 IN VIENNA



*On the left, Julián SIMÓN CALERO.
On the right, Rainer HERTRICH*

Rainer HERTRICH, born on December 6, 1949, was Chief Executive Officer of EADS European Aeronautic Defence and Space Company from its foundation in July 2000 until July 2005. Prior to his position of EADS, **Rainer HERTRICH** served as President and CEO of Daimler Chrysler Aerospace AG, one of the three EADS founding companies. Hertrich's EADS roots date back

nearly 25 years, when he launched his professional career as an Information Processing Supervisor in 1977 with Messerschmitt-Bölkow-Blohm GmbH (MBB), an EADS predecessor. In 1978, he became Head of the Controlling Department at MBB Service Division. In the same Division he became CFO in 1983. In 1984, he served as the Head of Controlling and Finance Department at Dynamics Division, before becoming CFO and a Division Management Member at MBB's Marine and Special Products Division in 1987.

Shortly after Deutsche Aerospace AG (Dasa) was founded, **Rainer HERTRICH** became the Senior Vice President of Corporate Controlling (1991). In 1996, **Rainer HERTRICH** became Head of aero-engines business, unit of Dasa and at the same time President and CEO of Dasa's aero-engine business unit, Motoren-und-Turbinen-Union München GmbH. He also served as an Executive Committee Member of Dasa. In 2001, **Rainer HERTRICH** was elected president of the European Aerospace Industry Association (AECMA). **Rainer HERTRICH** studied business administration at the Technical University of Nuremberg, graduating with a Bachelor of Commerce. He conducted business training at Siemens AG.

PERSONALITY INTERVIEW

RAINER HERTRICH

► The Editorial Co-ordinators of the CEAS quarterly newsletter (CEAS-QNL) – Jean-Pierre Sanfourche and Hywel Davies – have interviewed Rainer Hertrich

CEAS Quarterly Newsletter

You were one of the main actors of EADS foundation and creation. Could you please – in a few words – summarize the way you experienced the initial phase of this exemplary European entity between 2000 and 2005 ?

Rainer HERTRICH

It was absolutely fascinating to be part of the creation of EADS and being able to witness at first-hand how the new company established itself on the international markets. Why was it fascinating ? Well, you always have to remember what political and industrial significance the creation of this company actually had : the aerospace leaders of three major European countries joined forces to create a truly multinational and integrated company. To that date, something like this – merging national industrial crown jewels into a multinational company – had been unthinkable. But Europe's leading countries had to realize that this step was unavoidable due to the heavy concentration of US aerospace companies in the mid-1990s. Not creating EADS would have meant leaving the US companies with the majority of the world's aerospace market.

So the last six years were mainly consumed with integrating EADS's structures, developing landmark products like the A400M or other products and exploring the huge market potential. And despite a few setbacks, the achievements have validated the EADS approach : today, EADS is the second largest aerospace company in the world. Airbus as a division

of EADS is dominating the civil aviation market together with Boeing. Eurocopter is world leader in the helicopter business. Without an integrated company structure, these achievements would have been impossible. I am extremely proud that – together with my colleague Philippe Camus – I was able to steer this integrated process.

CEAS – QNL

What are you presently expecting, regarding the development of Defence activities and the subsequent trend towards a better balance between Defence and Civil sectors ?

RH

As far as my old company – EADS – is concerned, they have a clear vision with regard to defence : the target is to surpass 10 billion euros in revenues within the next few years. It has always been a core principle at EADS to create a stronger footprint in defence or space to balance the cyclical activities of Airbus. So, yes, EADS' non-Airbus business needs to expand – and I think it will. And I will just provide you with one example why I am convinced about that : given the fact that many militaries – not only in Europe but also worldwide – will go through a substantial modernization process in the future, I am certain that EADS is well positioned with its rich defence product portfolio.

CEAS – QNL

How do you perceive the recent EADS re-organizations and

what are the greatest wishes for the future you would like to express ?

RH

As I said previously, EADS has had a lot of achievements over the last six years. But during all those years, the company found itself in the middle of a huge integration process. Structures and relationships were evolving. It is almost natural that you experience setbacks. Successes and setbacks alike have provided us with a number of lessons-learned. Undoubtedly, one lesson-learned was that the management crisis this year was a result of self-inflicted problems. It negatively affected EADS' reputation. The lesson-learned here is that EADS has to do better in this respect. In my view, however, the good news is : this crisis is over now. My impression is that both Tom Enders and Louis Gallois as Chief Executive Officers are working extremely hard to restore the confidence of the investors, the shareholders and the public in EADS. I have no doubt that they will succeed in doing so.

CEAS – QNL

What are your comments about the last Aerodays, Wien, 19-21 June 2006, and in particular about the FP7 content and financing aspects ?

RH

First of all, it was great to see a lot of old friends and colleagues again. The Vienna event also showed how alive and prosperous the European aerospace industry is. Aerospace is one of the few industrial branches in Europe that has seen steady growth in recent years. This fact underlines that the aerospace industry is a pacemaker and trendsetter. And by the way, I felt very honoured to receive this fantastic CEAS award this year.

With regard to the FP7, I believe this is an extremely important programme for research and development. I know that EADS, for instance, has been actively involved in the preparation of the programme, which is starting in January 2007. The budget for aeronautic, space and security topics will be co-adopted by the European Parliament and the member states in November. For over seven years, the aerospace sector will then have access to a budget of 5.4 billion euros. But to be clear: this budget is not a free-ride for industry. Instead, the aerospace companies have to submit good proposals on what they believe the money should be spent on. Additionally, the companies have to put the equivalent money onto the table out of their own pockets as we are talking about a 50 percent co-funding. But overall, this collaborative research is a far-reaching and important initiative as it complements the relatively moderate national research and development funds.

CEAS – QNL

You have exercised a few years ago the AECMA's presidency. If you had to express some advices / wishes concerning the organization and management rules of this institution, what would they be ?

RH

As you know, AECMA no longer exists. In 2004, it was merged into the AeroSpace and Defence Industries Association of

Europe together with EuroSpace and EDIG (European Defence Industry Group). This move consolidated three important associations in the aeronautics, defence and space arena into one, thus bundling Europe's industrial efforts with regard to supranational institutions in Brussels like the European Union (EU). This was an important signal to the national and EU decision-makers: the aerospace and defence industries in Europe are further merging their strengths and are creative synergies. So, as far as that goes, I am happy with what has been achieved on the European level.

CEAS – QNL

What is your reaction to the present evolvement process of the Confederation of European Aerospace Societies (CEAS) ?

What are your main wishes and recommendations regarding:

- *the management of the overall entity ?*
- *the management of the Space Branch ?*
- *the management of the Aeronautics Branch ?*
- *the technical publications ?*
- *the quarterly newsletter ?*
- *the possible creation of a general Aerospace Magazine similar to "Aerospace America", the magazine of the AIAA ?*

RH

First of all, I wish CEAS the best of luck. I am particularly happy to hear that the first overall CEAS conference is to take place in Berlin next year together with the annual conference of the German aerospace society. Generally speaking, I am sure that many people in Europe will appreciate the fact that there is an international organization like CEAS where aerospace experts can exchange ideas.

As far as the CEAS management goes, I am in no position to comment on their internal organization. One thing I can say for sure though : I welcome the fact that the aeronautic and space branch are now covered under one roof. And of course, I wish full success to the persons who will undertake the creation of high standing publications.

CEAS – QNL

What is your opinion about:

- *the enlargement of the CEAS to other member states ?*
- *the necessity of formal links between the ASD (ex-AECMA) and CEAS structures ?*

RH

Basically, I would like to see as many European members as possible join CEAS in order to multiply the expertise of this great organization. Yet, I don't think it is necessary to create formal links between ASD and CEAS. There should be some type of corporate memberships in order to safeguard the necessary exchange of positions and ideas. Overall, I support that people active in aerospace organize themselves in professional organizations because this increases the visibility of our branch among political decision-makers.

MR. ALAIN GARCIA HA BEEN NOMINATED HEAD OF THE AERONAUTICS BRANCH OF THE CEAS



Alain GARCIA, presently Executive Vice President Engineering, AIRBUS

Alain GARCIA graduated in 1966 from the «Ecole Nationale Supérieure d'Arts et Industrie» de Strasbourg, France, with additional training in aeroengines in Bristol, England and aerodynamics at ENSICA, in France.

Mr GARCIA joined Aerospatiale (then Sud Aviation) in 1966 as a flight controls engineer in the Concorde programme. He became head of powerplant systems in 1972, working specifically with applications for the Airbus programmes, where he developed new standards related to powerplant integration.

In 1987, he became Chief Engineer for Aerospatiale in charge of the

A330/A340 Programme from its beginning to initial in-service years. **Mr GARCIA**, who has been involved in Airbus programmes since 1969, was appointed Vice President, General Engineering, at Airbus Industry in 1994, in charge of the consortium's engineering policies and aircraft performance. In January 1997, he succeeded Bernard Ziegler as Senior Vice President of Engineering.

In 2001, he was appointed Executive Vice President of Airbus SAS, as Head of Engineering.

He has taught thermodynamics and propulsion in Toulouse engineering colleges and participated in a number of international seminars and symposia. He is also a member of the "Haut Conseil Scientifique de l'ONERA. He has been appointed Director of the Aeronautical Branch of the Council of European Aerospace Societies (CEAS) in 2006.

Born in 1943 in France, Mr Garcia is married with two children.

Honours received

- Member of the Académie Nationale de l'Air et de l'Espace
- Fellow of the Royal Aeronautical Society
- Membre Emérite of the French Aeronautical and Astronautical Association
- Prix Aéronautique AAAF (2001)
- Médaille de l'Aéronautique (2002)
- Honorary President of Eurocaé (active from 1999 to 2002)
- SAE Aerospace Engineering Leadership Award (2004)

AERODAYS, 19-21 JUNE 2006, VIENNA



Air transport is a vital asset for Europe's economic and social prosperity. The aeronautics sector contributes about 500 billion Euros to the EU GNP every year. It employs 3.1 million people, representing 1.9% of all jobs in the EU. Aeronautics exports amount to 60% of the industry's turnover, generating a trade surplus of 2.2 billion Euros and, with a fleet of about 5000 aircrafts, European airlines transport 1 billion people every year. This unmitigated success for the industry is a direct result of its pioneering R&D-oriented approach. With its longstanding experience in co-operative and international research and its proud history of scientific and technological excellence, the aeronautics industry itself is now seen as a model for the larger European 'knowledge-based society' that the Union is so urgently seeking to achieve. In keeping with the size, importance and success of the European aeronautics industry, the European Commission, the Austrian EU Presidency, the FFG and the DGLR for CEAS has organised a premier-level event in the form of the Aeronautics Days 2006 Conference. Continuing from successful predecessors in Brussels (1991), Naples (1993), Toulouse (1997) and Hamburg (2001), this Fifth Community Aeronautics Days took place from 19.-21. June 2006 in Vienna, Austria, and brought together aeronau-

tics stakeholders from all over Europe, including Russia and the Ukraine, and from the Americas and Asia, to network, present results and discuss common future R&D projects.

Highlights included keynote addresses by major industrial and political figures, technical excursions providing an up-close look at the latest in aeronautics technological innovation, a state-of-the-art exhibition area and sparkling social events at prestigious Vienna sites, aimed at allowing key players and industry newcomers to mix and get to know each other.

Aeronautics Days 2006 provided a major, world-level forum for information exchange and dissemination of EU-funded RTD results, fully in line with the Union goals of creating an open and coordinated European Research Area, a Single European Sky and of enabling efficient mobility throughout Europe and the world.

Austria made Aeronautics Days 2006 into a highlight of its EU Presidency and took special pride in showcasing its magnificent capital city throughout the programme. This not only included the impressive line-up of events planned for participants but also a special programme of social events for accompanying partners.



Prof. Dr.-Ing. Joachim Szodruch, President of the DGLR and member of the CEAS Board, during the opening ceremony of the Aerodays.



Eduard Mainoni, Secretary of State BMVIT, Austria, during the Congress Banquet in the Town Hall of Vienna.

A special contest for students was another highlight. Altogether, over 800 participants of more than 30 nations attended the three-day Aeronautics Days 2006 Conference, the largest gathering of its kind in Europe. The DGLR as the representative of CEAS in the organisation showed impressively how important a European network of specialist like CEAS is for the success for the Air & Space branch in Europe and worldwide. CEAS is looking forward to the next events in cooperation with the EC.

1ST CEAS EUROPEAN AIR & SPACE CONGRESS IN BERLIN

The mission of CEAS is to strengthen the European industrial alliances and working relationships. To further this endeavor, the biannual European Air & Space Conference has been established to provide a forum for presentation and discussion of all scientific and technical areas related to aeronautics and astronautics. The conference organization rotates between the eight member societies. The 1. CEAS European Air & Space Congress, on the 10. – 13. Sep. 2007, will be organized by the DGLR (German Society for Aeronautics and Astronautics) in conjunction with its annual national conference: Deutscher Luft- und Raumfahrt Kongress 2007. In addition and only for this special occasion the biannual Conference on Spacecraft Structures, Materials and Mechanical Testing will be embedded in CEAS 2007.

As we continue into 21st century, the aeronautical and space technologies will significantly contribute to evolution and growth within an evolving and changing global environment. Therefore, the 2007 Congress in Berlin is held under the motto of

«CENTURY PERSPECTIVES»

The focus of the presentations shall be on the following five goals for the Congress:

- Access to space and future space utilization,
- Innovative concepts for future air transport,
- Environment and technologies for environmental aspects in aeronautics and space,
- International cooperation among academia, research and industry,
- Education and training for aeronautics and space, attracting young high-talented engineers.

A student – event will be organized during the main conference. An individual call for papers will be available on www.ceas2007.org.

Berlin, the capital of Germany, is a dynamic, cosmopolitan and creative city, allowing for every kind of lifestyle. East meets West in this metropolis in the heart of a changing Europe and is therefore the ideal place for the **1st CEAS European Air & Space Congress**. Our venue, the Estrel Hotel Berlin is said to be Europe's largest convention, entertainment and hotel complex. With 1,125 rooms and suites, five restaurants, two bars, a beer garden, the Estrel has plenty to offer to every guest.

Approximately 800 square meters for exhibition will be available for the aerospace industry as well as for soft- and hardware vendors in general.

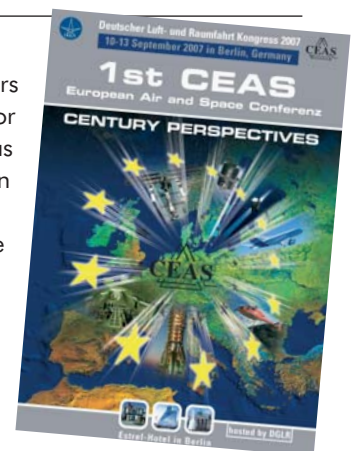
The Conference Language will be English, but papers and presentations in German are also welcome.

Technical papers and posters that address one of the 5 Congress goals in any of the following areas of interest are invited:

aviation, manned aircraft, unmanned aerial systems, space systems, utilization of space environment, fluid-dynamics and thermodynamic, structures, air and space law, aviation and space history, aerospace propulsion, aircraft cabin and cargo systems, flight guidance and control, flight mechanics, information technology and electronics, system management and electronics, aviation & space medicine, mechanical flow technology, spacecraft structures, materials and mechanical testing.

Deadline for the receipt of abstracts will be April, 13th, 2007. For submitting papers or posters electronically, please forward by e-mail to CEAS@dglr.de (template as seen on www.ceas2007.org). The final selection of papers and posters of the submitted abstracts will be based on the following criteria: scientific/technical relevance, actuality, reference to the Congress' motto and goals.

This important event for the European Aeronautics and Astronautics in 2007 will start in the afternoon of 10. September with an opening ceremony with keynote speakers from politics, industry and science. Other highlights will be a reception of the Mayor of Berlin and the conference dinner. A social program is planned parallel to the conference for accompanying persons with a tour of the sightseeing attractions of the Berlin area. Concluding the congress there will be an offer of several Technical Tours organized on Friday, 14. September. We are looking forward to seeing you in Berlin in September.



2ND CEAS/DGLR INTERNATIONAL SYMPOSIUM "TO MOON AND BEYOND"!

Since the dawn of civilization, human beings have wanted to conquer the Cosmos. Europe has a long, continuous and successful tradition in studying the Moon, our Solar System and the Universe.

The Apollo landings on the moon, observations of the sun and our planet Earth, robotic explorations of the planets and the inauguration of the International Space Station are achievements that have revolutionized the view of humankind of the universe and inspired people around the world. Now, entering a new millennium, time has come to answer the question of expanding humankind's future in space.

Governments and space agencies around the world are beginning to consider future space policies and priorities, including various options for human space flight. The next European Space Conference at Ministerial level in 2008 will address a new policy in the frame of common long term objectives of the European Space Agency. Objectives to be considered are:

1. Strengthen European identity
2. Increase Europe's strategic independence
3. Enhance citizens' economic and societal security
4. Consider new international and global co-operation options in space.



This is the background for the German Society for Aeronautics and Astronautics (DGLR) with its European Partners (CEAS) to take the initiative calling for an international symposium dedicated to the discussion of goals, applications, challenges and

opportunities of new ventures for human and robotic space exploration. The organisers of this symposium consider it hence timely to provide a comprehensive survey and information base for public and political discussions on the capabilities and benefits to be gained by the realization of European lunar exploration initiatives – and beyond.

The main objectives of this symposium are:

- Scoping of potential lunar activities for the next two decades
- Identifying applications and benefits of associated proposals
- Starting European initiatives towards the moon
- Provide inputs for the formulation of a new European Space Policy of ESA and the European Union.

We invite you to join the symposium next year – the submission deadline to send abstracts of papers for presentation is 16 November.

Regarding information can be found at www.beyondmoon.de.

NOTES FOR EDITORS:

1) The 8 member societies of the Council of European Aerospace Societies are:

- Royal Aeronautical Society – RAeS (UK),
- Deutsche Gesellschaft für Luft- und Raumfahrt - Lilienthal- Oberth e. V – DGLR (Germany),
- Association Aéronautique et Astronautique de France – AAAF (France),
- Associazione Italiana di Aeronautica e Astronautica – AIDAA (Italy),
- Asociación de Ingenieros Aeronáuticos de España – AIAE (Spain),
- Nederlandse Vereniging voor Luchtvaarttechniek – NVvL

(Netherlands),

- Flygtekniska Föreningen. Svensk förening för flygteknik och rymdteknik – FTF (Sweden),
- Schweizerische Vereinigung für Flugwissenschaften – SWVF (Switzerland).

The total membership of the 8 societies is in excess of 26,000.

2) The previous grouping of societies, the Confederation of Aerospace Societies, was launched at the Farnborough Airshow in 1992.

3) CEAS will be headquartered in the Brussels offices of DLR.

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