

Airbus In The Uk

This volume contains the proceedings of the CEAS/DragNet European Drag Reduction Conference 2000. The conference addressed the recent advances in all areas of drag reduction research, development, validation and demonstration including laminar flow technology, adaptive wing concepts, turbulent and induced drag reduction, separation control and supersonic flow aspects. This volume is of particular interest to engineers, scientists and students working in the aeronautics industry, research establishments or academia.

This book focuses on ways to better manage and prevent aircraft-based homicide events while in flight using alternate technology to replace the Cockpit Voice Recorder (CVR) and/or Digital Flight Data Recorder (DFDR) functions. While these events are infrequent, the implementation of real-time predictive maintenance allows aircraft operators to better manage both scheduled and unscheduled maintenance events. Aviation Safety and Security: Utilizing Technology to Prevent Aircraft Fatality explores historical events of in-flight homicide and includes relevant accident case study excerpts from the National Transportation Safety Board (NTSB) and Air Accidents Investigation Branch (AAIB). FEATURES Explores historical events of in-flight homicide and offers solutions for ways to mitigate risk Explains how alternate technologies can be implemented to address in-flight safety issues Demonstrates that metrics for change are not solely for safety but also for financial savings for aircraft operation

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Includes relevant accident case study excerpts from the NTSB and AAIB
Expresses the need for real-time predictive maintenance
Stephen J Wright is an academic Professor at the faculty of Engineering and Natural Sciences at Tampere University, Finland, specializing in aviation, aeronautical engineering, and aircraft systems.

A revealing, behind-the-scenes look at the development of the biggest commercial aircraft ever built. With 200 colour photos, this book takes readers through the drama of the A380 project, introducing all the key players and unravelling the controversies surrounding its development.

The aircraft manufacturer Airbus was established in 1970 by the French, German and UK governments (with the Spanish government joining a year later) in order to develop a coordinated and collaborative European response to the dominance of the global civil aviation market by American companies. Since October 2006, following the decision by BAE Systems to sell its stake in the company, Airbus has been wholly owned by EADS (a joint venture between its French, German and Spanish parent companies). Recent Developments with Airbus (HC 427-I) examines recent challenges faced by Airbus, including reduced competitiveness as a result of the weak US dollar, delays and cost overruns in its flagship A380 aircraft, its restructuring programme, and the financing of the A350 XWB project. It also looks at the future role for the UK Government and the Regional Development Agencies, the implementation of the UK's National Aerospace Technology Strategy, and the impact of the current World Trade Organization

(WTO) dispute between the US and the European Union (EU) over government subsidies. Given the fact that the sale of BAE's stake in the company has left the UK without a significant shareholding in
Recent Developments with Airbus

Business Elites and Corporate Governance in France and the UK

British Midland Airways

Annual Report on the OECD Guidelines for Multinational Enterprises 2011 A New Agenda for the Future

The Economics of International Airlines

Last Days of the Concorde

On 27 April 2005, an aircraft lifted away from the runway of Toulouse-Blagnac Airport under the power of six massive Rolls-Royce Trent 900 turbofan engines. It carried a six-man crew, it was making its first flight, and it was making history. For this was the Airbus A380, the largest passenger aircraft in the world. Airbus Industrie was a latecomer to the commercial airliner market, and initially struggled to win orders away from the well-established US giants, Boeing and McDonnell Douglas. Part of Airbus's strategy for success was to offer customers distinct families of aircraft that could be tailored to meet a wide range of performance and capacity demands. Before 2005, the largest and arguably most important members of this family strategy were the Airbus A330 and 340 high-capacity airliners; then along came the A380. With air traffic continuing to double every 15 years, the A380 was designed to meet the needs of the

passengers and airports, while also delivering the level of efficiency necessary to protect the environment for future generations. The design incorporated two full-length decks with wide-body dimensions, meaning its two passenger levels offered an entire deck's worth of additional space compared to the next largest twin-engine jetliner. With more seats than any other aircraft, the A380 offered solutions to overcrowding; needing fewer journeys to carry 60 percent more passengers, making it the perfect solution to airport congestion, fleet planning optimization and traffic growth. Typical seating capacity was 525, although the aircraft was certified to carry up to 853 passengers. By mid-2019, fifteen airlines were operating 238 aircraft throughout the world, the original customer being Singapore Airlines, which launched its first A380 service in October 2007. Production of the A380 peaked at 30 aircraft per year in 2012 and 2014. Then, in February 2019, the biggest customer, Emirates, announced that it was to reduce its latest order by 39 aircraft in favour of two other Airbus Models, the A350 and A330neo, a version using the same engines as the Boeing 787 Dreamliner. For Airbus, it was the last act. The Company announced that production of the A380 would cease by 2021. The report provides a first assessment of the outcome of the 2011 Update of the Guidelines adopted at the OECD Ministerial Meeting and a compilation of ideas for future implementation. It also reports the actions taken by the 42 adhering governments from June 2010 to June 2011.

A history of the aircraft industry in Britain looks at the influence of the government, the major postwar issues, and the growth of international collaboration

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University of Manchester, UK. Her teaching and research activities are the innovation and the internationalization of services; technological and organisational changes in the construction sector; and technological capabilities of firms in Latin America. Vivien Walsh is Professor of Innovation Management at Manchester Business School, The University of Manchester, UK. Her teaching and research activities are the areas of globalization; networks and collaboration in the innovation process.

High Fliers Work on Aircraft Wings

The British Aircraft Industry

The Airbus A380

The Inside Story of the Greatest International Competition in Business

The Global Combat Between Airbus and Boeing

Development of New Advanced Drilling Equipment (ADE) for Airbus UK Wing Manufacture

BAe Systems Airbus UK Ltd and the University of Warwick

The aircraft manufacturer Airbus was established in 1970 by the French, German and UK governments (with the Spanish government joining a year later) in order to develop a co-ordinated and collaborative European response to the dominance of the global civil aviation market by American companies. Since October 2006, Airbus has been wholly owned by EADS (a joint venture between its French, German and Spanish parent companies) following the decision by BAE Systems to sell its stake in the company. The Committee's report examines recent challenges faced by Airbus,

including reduced competitiveness as a result of the weak US dollar, delays and cost overruns in its flagship A380 aircraft, its restructuring programme and the financing of the A350 XWB project, as well as the future role for the UK Government and the Regional Development Agencies, the implementation of the UK's National Aerospace Technology Strategy, and the impact of the current World Trade Organization dispute between the US and the EU over government subsidies. Given the fact that the sale of BAE's stake in the company has left the UK without a significant shareholding in Airbus, the Committee commends the work of Airbus UK and the Government in securing part of the work share in the new A350 XWB project. It also finds that whilst the 1,509 UK job losses caused by the company's restructuring are regrettable, this figure represents a fair allocation of the 10,000 redundancies across the company. Looking forward, the Committee expresses its hope that European governments do not engage in potentially wasteful competition between partner countries on overlapping research and technology support, but rather seek to develop a co-ordinated approach that ensures the long-term competitiveness of Airbus in relation to its American rival, Boeing. It also notes its support for the EU in its WTO case against the US, noting the very high level of domestic subsidy Boeing receives, as well as the support it receives from other countries, particularly from Japan.

Business Elites and Corporate Governance in France and the UK is a cross-national study of business elites and corporate governance in France and the UK. It examines

corporate governance from a comparative standpoint and looks beneath the surface at the exercise of power and authority in two distinct national business systems. It explores key issues concerning business elites, their networks, recruitment and reproduction. It aims to shed light on the mechanisms that govern the stability and regeneration of business elites against the backdrop of an increasingly global economy. The Ministry of Defence needs the capability to transport personnel, equipment and stores from the UK to operational theatres across the globe. This capability, known as Strategic Lift, can be delivered by sea, land or air, and its annual cost to the MoD is almost £800 million a year. The Committee's report examines the progress of the MoD in delivering the Strategic Lift requirements set out in the Strategic Defence Review and whether these requirements need to be revisited given the experience of the operations in Afghanistan and Iraq. Findings include that good progress has been made in improving strategic sea-lift, particularly in relation to Ro-Ro ships and the acquisition of Landing Platform Dock (Auxiliary) vessels. However, strategic air-lift is a particular concern given the age of many of the aircraft, and the report looks at the progress of two major equipment programmes designed to deliver new transport aircraft (the A400M transport aircraft) and new tanker aircraft (the Future Strategic Tanker Aircraft). Both Concorde and Airbus are international initiatives aimed at improving the competitiveness of the European aircraft manufacturing. The former, Concorde, was the first supersonic transport passenger-carrying commercial airplane, built jointly by

aircraft manufacturers in France and the United Kingdom. The collaboration was launched by the signature of a bilateral agreement in 1962 to share costs and risks in producing an SST, with the first prototype produced 10 years later and the first routes inaugurated in 1976. The manufactured aircrafts were procured by the respective state-owned airline companies, British Airways and Air France. Their Concorde fleets flew to destinations all over the world, mostly on transoceanic routes. Due to financial unviability, which hampered its uptake by other airline companies, and the fatal crash of 2000, Concorde operations were finally ceased in 2003. Airbus is a consortium established in 1964 of European aerospace manufacturers, set up by the French, English and German governments and was founded to compete with the American aircraft manufacturers. Its origins trace back to the late 1960s, when the British, French, German decided to foster collaboration between their respective aircraft manufacturers for the development and manufacturing of planes for short- to medium-range and high-capacity airlines. In comparison to Concorde, Airbus has a much stronger market orientation and a strategy much more attentive to the needs of airline companies (beyond Europe) which may be potential purchasers. Nowadays, Airbus is a private company involving British, French, German and Spanish partners. The first aircraft available under the Airbus brand was the A300, in 1972. Since then, the increase in orders has been exponential. In time the Group has become one of the world's top two commercial aircraft manufacturers, competing directly with the American Boeing

Company. This case study explores both initiatives, their overall context, implementation and main impacts from the perspective of mission-oriented research and innovation policy.

International Competitiveness and Technological Change

Recent developments with Airbus

Government Response to the Committee's Ninth Report of Session 2006-07, Eighth Special Report of Session 2006-07

International Trade Law: An Interdisciplinary, Non-Western Textbook, Fourth Edition (2015), Volume 2: Remedies and Preferences

The Turbulent Story of Boeing Commercial Airplanes

The Modern Defense Industry: Political, Economic, and Technological Issues

The UK Aerospace Industry

Bill Gunston's original book, *Airbus*, was published by Osprey in 1988. This 2nd Edition includes all the prolific single-aisle aircraft that have followed the A320, the great new wide-bodies (the A330 and four-engine A340), the enormous A380 (an amazing tale dominated not by the technology but by politics and finance), the totally different A400M military air lifter and, not least, by the extraordinary gestation of the A350, which was launched in 2005, stopped in 2006 and re-launched in a redesigned and enlarged form in 2007.

Deep Stall applies a framework of strategic analysis to the Boeing Company. Boeing is

the world's largest aerospace / defence company, with turnover in the region of US \$60bn. The book examines the relative decline of Boeing in the civil aircraft market in relation to European manufacturer, Airbus. The aim of the book is to utilize the concept of strategic value to explain Boeing's decline. The authors define this concept as investment in people and technology to leverage future market success by developing innovative new products, arguing that Boeing has neglected strategic value in favour of shareholder value, defined in terms of short-term cash benefits. The rationale for the book exists both in the fact that the story in itself is interesting and also in the wider framework of analysis concerning the correct strategic approach for running a high technology business. The argument illustrates what can happen when quarterly returns become the predominant strategic rationale for a company. In the U.S. the business media (Economist, Forbes, Fortune, and Business Week etc) are now focusing on the question of Boeing's decline and the major implications for the U.S. national interest. Boeing is one of the jewels in the US technology crown, but today U.S. jobs and capability are being exported abroad, with most of its aircraft program work based in Asia. This is a hot topic in the US which explains why the business media are now so interested in this question. The book sits squarely in the centre of this debate. Deep Stall concludes with a brief analysis of the recent fight-back that has been evident in Boeing's fortunes and the successful campaign to sell the new 787. The authors probe the question of whether Airbus or Boeing is likely to dominate in the next ten or fifteen

years.

The acquisition and management of information is central to the operation and marketing of many service-providing firms and other organizations. Their varied knowledge requirements influence approaches to organizational structure, relationships to other organizations, the location of operations, and entry into new markets. In this book, an international and interdisciplinary team of leading scholars examines the attributes of knowledge acquisition and diffusion within and across service-providing organizations. Using a variety of case examples, they pay particular attention to the processes of internationalization and the ways in which service-providing organizations affect regional economic development.

International Trade Law: An Interdisciplinary, Non-Western Textbook has been revised in its 4th edition, building upon the global successes of its predecessor editions. Truly a "world law" textbook applicable in any country, this edition offers a theoretical and practical approach to economics, politics, international relations, philosophy, and religion as they relate to international trade law. It may be used either in a two semester sequenced course, or as stand-alone volumes for distinct one-semester courses.

Additional highlights of the 4th edition include:

- Coverage of vital domestic trade legislation on trade sanctions and export controls
- Emphasis on rising powers such as India and China, and controversies involving Iran, North Korea, and Russia
- Technical every-day issues, such as dumping margin and net countervailable subsidization rates,

and critical economic sectors, such as IP and services • GATT-WTO law and free trade agreements (FTAs) The 4th edition has been thoroughly updated with new chapters covering: ethics, trade adjustment assistance (TAA), American trade history, Indian trade law and policy, WTO accession, like products, trade and energy, technical barriers to trade, transparency (TBT), non-application and waivers, balance of payments (BOP) crises, GATT morality exception trade facilitation, sanitary and phytosanitary (SOS) measures, compulsory IP licensing, trade remedies against non-market economies (NMEs), currency manipulation, trade sanctions, export controls, labor and the environment, trade and climate change, development economics, and Africa. Each chapter is manageably sized and offers a user-friendly structure, allowing the flexibility of choosing the chapters that best serve the needs of a professor's individual course. The topics in each chapter help students establish a fundamental foundation upon which to build their knowledge of international trade law. The eBook versions of this title feature links to Lexis Advance for further legal research options.

ninth report of session 2006-07, Vol. 2: Oral and written evidence

Knowledge-Based Services, Internationalization and Regional Development

Handbook of Research on Global Supply Chain Management

Review and Improve the Manufacturing Engineering New Product Introduction Process

- AIRBUS UK

Flying Off Course

The Aerospace Industry

A History

First published in 1991. Routledge is an imprint of Taylor & Francis, an informa company.

Selecting the right aircraft for an airline operation is a vastly complex process, involving a multitude of skills and considerable knowledge of the business. *Buying the Big Jets* has been published since 2001 to provide expert guidance to all those involved in aircraft selection strategies. This third edition brings the picture fully up to date, representing the latest developments in aircraft products and best practice in airline fleet planning techniques. It features a new section that addresses the passenger experience and, for the first time, includes regional jet manufacturers who are now extending their product families into the 100-plus seating category. Overall, the third edition looks at a broader selection of analytical approaches than previously and considers how fleet planning for cost-leader airlines differs from that of network

carriers. Buying the Big Jets is an industry-specific example of strategic planning and is therefore a vital text for students engaged in graduate or post-graduate studies either in aeronautics or business administration. The book is essential reading for airline planners with fleet planning responsibility, consultancy groups, analysts studying aircraft performance and economics, airline operational personnel, students of air transport, leasing companies, aircraft value appraisers, and all who manage commercial aircraft acquisition programmes and provide strategic advice to decision-makers. It is also a valuable tool for the banking community where insights into aircraft acquisition decisions are vital.

The aircraft manufacturer Airbus was established in 1970 by the French, German and UK governments (with the Spanish government joining a year later) in order to develop a co-ordinated and collaborative European response to the dominance of the global civil aviation market by American companies. Since October 2006, Airbus has been wholly owned

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by EADS (a joint venture between its French, German and Spanish parent companies) following the decision by BAE Systems to sell its stake in the company. This document sets out the Government's response to the Committee's report (HCP 427-I, session 2006-07; ISBN 9780215034779) into recent challenges faced by Airbus, its restructuring programme and the financing of the A350 XWB project, as well as the future role for the UK Government and the Regional Development Agencies, the implementation of the UK's National Aerospace Technology Strategy, and the impact of the current World Trade Organization dispute between the US and the EU over government subsidies.

High Fliers Work on Aircraft Wings Airbus UK Ltd and the University of Warwick Review and Improve the Manufacturing Engineering New Product Introduction Process - AIRBUS UK Recent developments with Airbus ninth report of session 2006-07, Vol. 2: Oral and written evidence The Stationery Office

Effectiveness of Implementing Total Productive

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Maintenance/autonomous Maintenance Programmes, Into the Large Component Manufacturing Machine Facility at the Airbus UK Factory at Broughton

eleventh report of session 2006-07, report, together with formal minutes, oral and written evidence

Political, Economic, and Technological Issues

Airbus Industrie

Airbus UK Ltd and the University of Warwick

A Practical Guide for Internal and External Service Providers

Investigation No. 332-414

Supply Chain Management (SCM) has always been an important aspect of an enterprise's business model and an effective supply chain network is essential to remaining competitive in a global environment. By properly managing the flow of goods and services, businesses can operate more efficiently while managing most of the workload behind-the-scenes. The Handbook of Research on Global Supply Chain Management is an in-depth reference source that covers emerging issues and relevant applications of information pertaining to supply chain management from an international perspective. Featuring coverage on topics such as the global importance of SCMs to strategies for producing an effective supply chain, this comprehensive publication is an essential resource for academics and business professionals alike interested in uncovering

managerial insight and logistics solutions.

The author of *The Sporty Game* journeys behind the scenes to examine the high-stakes rivalry between the world's two largest aircraft manufacturers--Boeing and Airbus--drawing on interviews with industry insiders to reveal how Boeing lost its edge in the marketplace and what it is doing to reclaim its status. Reprint. 20,000 first printing.

Whether it's guns and ammunition or multidimensional anti-terrorism systems, the defense industry is dynamic, complex, and ubiquitous. It is also mysterious, powerful, and controversial, involving thousands of players worldwide—from suppliers and producers to government and military procurers to shadowy figures that trade in the black market. This comprehensive, two-volume reference will explore, on a global scale, the various issues, concepts, problems, and controversies surrounding the rise of the modern defense industry. Unparalleled in its scope and insight, *The Modern Defense Industry* will prove invaluable to the industry's critics and champions alike. The phenomenon of a more-or-less permanent defense industry—especially one so wide in scale, breadth (air, sea, land, and space), technology, and geography—is still relatively new. Until now, its implications for politics, economics, and technology have not been adequately discussed in an authoritative, accessible format for scholars and researchers, business people, journalists, policymakers, and interested laymen. *The Modern Defense Industry* addresses the period from 1945 to the present, covering the United States, Europe, Russia, China, Israel, and other important arms-producing and arms-procuring countries. Including essays by experts from around the world, a glossary, data on firms and governments, laws and policies, primary documents, case studies, and a host of other elements, this set will be a unique resource for anyone interested in the arms industry. It will also offer penetrating insights into topics like international

relations and diplomacy, arms proliferation, and contemporary politics. Volume I comprises chapters by experts in the field on topics like the relationship between the industry, military, government; how new modes of warfare are changing the industry; the implications of globalization on the industry; the black and gray areas of the arms trade; and much more. Volume II features an extensive A-Z glossary of terms, lists of defense firms and government agencies, annotated primary documents, lists of leading defense contractors and key weapon systems, an analysis of key legislation, and professional organizations. The Modern Defense Industry sets the standard for state of the art overviews of an industry that has, for better or worse, come to infuse nearly every aspect of world affairs in the early twenty-first century. British Midland Airways existed under different identities for over 70 years, during which time it grew from a flying training school into a scheduled transatlantic airline operating wide-bodied Airbus aircraft. With the prime routes dominated by British Airways and its predecessors, it had to diversify, and one product of this was its "instant-airline" concept, which saw its Boeing 737 aircraft flying in the liveries of many African and Middle Eastern companies. Later in its life, British Midland Airways felt confident enough to go "head to head" with British Airways on the UK domestic trunk routes. The acquisition of a major financial stake by Lufthansa in 2009 led to its membership of the prestigious Star Alliance partnership, but even the German national airline could not find a way to stem accumulating losses, and, in 2011, the carrier was absorbed into British Airways. With over 140 images, this book charts the rise and fall of British Midland Airways.

Theory and Application
Strategic lift

ninth report of session 2006-07, Vol. 1: Report, together with formal minutes

In-depth Case Studies : from Concorde to Airbus : Case Study Report

Strategic Management

The Crash of Flight 4590 and the End of Supersonic Passenger Travel

Superjumbo of the 21st Century

"This study was requested by the House Committee on Ways and Means in

a letter dated March 8, 2000. The Committee requested that the U.S.

International Trade Commission (the Commission) examine the ability of

the U.S. civil aerostructures industry to compete over the short and long

terms with those industries in Europe, Canada, and to the extent possible,

Asia. The Commission's report examines the composition and recent

trends of the large civil aircraft (LCA) aerostructures industry; the process

of new aerostructures development; the means and trends of government

support for research and development; and the relative strengths and

weaknesses of the aerostructures industries in these countries and

regions, for the period 1995-99 and to the extent possible, 2000"--Publisher

description

A practical and realistic guide for both external and internal service

providers in an aviation context to implementing an effective way to control

the service quality as perceived by their customers, Delivering Excellent Service Quality in Aviation is essential for those service providers that are not yet systematically managing their service quality. Offering a step-by-step and easy to understand framework, it also enables those service providers that are already proactively managing their service quality to build new techniques into current practice for maximum effect. By using this guide, decision-making as well as budget and capacity planning can be optimized and justified to any stakeholders in the service operation. Customer satisfaction can be improved considerably over time and, thereby, profits (or budget allocation for internal service providers). Crucially, the improvements the book provides can be systematically measured and easily disseminated throughout the organization, leading to increased levels of motivation amongst staff.

This student-focused text provides an emphasis on skills development. Packed with real-life examples of what can go wrong with even the most well-conceived strategies, there is a focus on realism throughout. With a highly accessible writing style, this text it is an invaluable learning tool for all students in this area.

UK aerospace Industry : Fifteenth report of session 2004-05, Vol. 2: Oral

and written Evidence

Competitive Assessment of the U.S. Large Civil Aircraft Aerostructures Industry

Airbus A380

Fleet Planning for Airlines

Aviation Safety and Security

Mission-oriented R&I Policies

Wing Project Produces Sky-high Savings

Airbus

Every 7 minutes, an A380 takes off or lands somewhere in the world...The Airbus was initially designed and developed in order to provide a contender to the Boeing's growing monopoly of the skies in the biggest large-aircraft market in the world. Ambitious in design, the undertaking seemed mammoth. Yet scores of aviation engineers and pilots worked to get the design off the ground and the Airbus in our skies. This double-decker, wide-body, 4 engine jet airliner promised to redefine expectations when it came to commercial flight. Five years on from its launch, Graham Simons provides us with this, an impressively illustrated narrative history of the craft, its achievements, and the legacy it looks set to provide to a new generation of aviation engineers,

enthusiasts and passengers. Operated by airlines such as Emirates, Singapore Airlines, Qantas and Lufthansa, the story of the A380 could be said to represent the story of modern-day travel itself, characterised by major technological advances across the world that constantly push the boundaries of expectation. Sure to appeal broadly across the market, this is very much a commemorative volume, preserving the history of this iconic craft in words and images.

The gripping true tale of a devastating plane crash, the investigation into its causes, and the race to prevent similar disasters in the future. On July 25, 2000, a Concorde, the world's fastest passenger plane, was taking off from Charles de Gaulle Airport in Paris when it suddenly burst into flames. An airliner capable of flying at more than twice the speed of sound, the Concorde had completed 25 years of successful flights, whisking wealthy passengers--from diplomats to rock stars to corporate titans--between continents on brief and glamorous flights. Yet on this fateful day, the chartered Concorde jet, en route to America, crashed and killed all 109 passengers and crew onboard and four people on the ground. Urgent questions immediately arose as investigators scrambled to discover what had gone wrong. What caused the fire? Could it have been prevented? And, most urgently, was the Concorde safe to fly? Last Days of the Concorde addresses these issues and

many more, offering a fascinating insider's look at the dramatic disaster, the hunt for clues, and the systemic overhauls that followed the crash.

This book examines an event that never happened - a trade war between the US and the EC in respect of the civil aircraft builder, Airbus Industrie. By understanding this trade dispute, the author casts light on broader issues of international cooperation by focusing on the bilateral trade negotiations that took place between 1979 and 1992. He considers the role played by aerospace firms, the GATT and the transatlantic alliance in shaping this cooperative outcome.

A New Agenda for the Future

Proceedings of the CEAS/DragNet European Drag Reduction Conference,
19-21 June 2000, Potsdam, Germany

Deep Stall

The Development of Improved Processes Relating to the Exploitation of
Engineering Research at Airbus UK

Aerodynamic Drag Reduction Technologies

Air Wars

The Complete Story