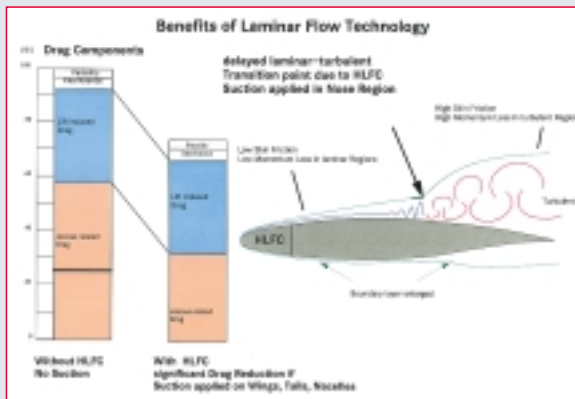




HYBRID LAMINAR FLOW TECHNOLOGY (HYLTEC)

Partner: EADS Airbus (D) (Coordinator), Apparatebau Gauting (D), EADS Airbus (F), Aerospace Systems and Technologies (UK), BAE SYSTEMS (UK), EADS Airbus (E), DERA (UK), DLR (D), FFA (S), Nord-Micro (D), ONERA (F), SAAB (S), SONACA (B), University of Limerick (IRL), Technical University of Berlin (D)

01/01/98 - 30/06/01 -- BRPR-CT97-0606



Impact of suction on aircraft drag

Presently flow around aircraft turbulent, therefore high drag HLFC via suction causes laminar flow therefore lower drag

Consequences:

- Reduced aircraft operating costs
- Reduced aircraft noise
- Reduced aircraft engine emissions

HYLTEC topics:

Task1

Operational flight tests, lab tests, manufacturing issues

Task2

Laminar flow retrofit studies for medium range Airbus aircraft

Task3

Generation and analysis of experimental data, wind tunnel test at ONERA, flight data analysis for A320 HLF campaign



HYLTEC partnership



A320 HLF Flight Test

3 E/LaTec and EC (HYLDA) funded flight tests with A320 No. 1, HLFC applied at vertical tail
 Technical feasibility proven
 No show stopper for HLFC was found

