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Newsletter of the VKI Alumni Association

Issue 3, September 2010

From the Editors



by Hans-Peter Dickmann, DC 1987
and Editor Europe
and John Wendt, former Director of the
VKI and Editor North America

This issue presents interviews with two VKI graduates, all of whom have made exceptional careers. We would like to honor additional graduates and look forward to receiving suggestions from the alumni.

One of the newer research activities at the VKI is aeroacoustics. Christophe Schram, a VKI graduate and now a faculty member, provides a historical look at its progress. The writing style is amusing and personal; let's have more articles of this type in the future.

A contribution by Claus Sieverding paints a clear picture of the growth of VKI over the years by recounting the never-ending search for office space. A recent alumni dinner organized by former members of the TU department and guests is described by Mehmet Mersinligil and Hans-Peter Dickmann. And Cem Asma has written a short description of an ablation test in the VKI Plasmatron tunnel with some great photos.

Iris Ulbricht, our first European editor, has resigned her position due to her responsibilities as a team leader at Rolls-Royce and as a mother of three children. We all appreciate her enormous efforts to develop this Newsletter. She remains a

member of the Alumni Association's Board and we are confident she will contribute to future issues of our publication.

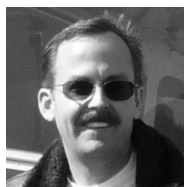
Hans-Peter Dickmann has consented to step into the position of European editor. After finishing Aerospace Engineering at Stuttgart University, Germany, Hans-Peter attended the Diploma Course in 1986-87. He worked for three years as a compressor test engineer at MTU Aero Engines in Munich, Germany. Since 20 years he is working for ABB Turbo Systems in Baden, Switzerland, as a CFD engineer. ABB Turbo Systems is the world's leader in turbocharging diesel- and gas engines in the 500 kW plus power range. Hans-Peter is an expert in turbomachinery CFD; his current projects deal with fluid-structure interaction (blade vibration) and optimization of turbocharger compressors. Together with his wife and three daughters he lives in Waldshut, Germany, 25 km from Baden, meaning he already traveled more than 5000 times to Switzerland - just for work! Of course, he enjoys travelling and hiking in Switzerland in his spare time as well. Hans-Peter is one of the three German members of the VKI-AA Board.

Joop Sloof (DC 1963) has accepted to assist Hans-Peter, in particular by conducting interviews with European alumni. Joop worked for the National Aerospace Laboratory (NLR) in Amsterdam for most of his life, spending the last 15 years as Head of the Fluid Dynamics Division. He has also been a part-time professor in applied computational aerodynamics at the aerospace faculty in Delft and served as both a member and chairman of the Technical Advisory Committee of the VKI. Does the Newsletter's present format and content meet the approval of the alumni? Please let us have your opinions, positive and negative. In particular, we would like to hear of recent promotions of alumni, recent scientific or engineering

accomplishments, alumni gatherings, etc.; in fact, any information that alumni would like to bring to the attention of other alumni. This is your Newsletter and we want it to meet your expectations. The editors thank Mehmet Mersinligil, research engineer at VKI, for doing the layout of this Newsletter.

“Sharing the VKI experience with my fellow students led to fruitful collaborations later on.”

An Interview with Jim McCroskey, DC 1963
by Kent Misegades, DC 1980



One of VKI’s most famous alumni is Jim McCroskey, DC 1963. At VKI he studied high-speed aerodynamics, which he made the focus of his PhD studies at Princeton. He went on to become an international expert in helicopter aerodynamics and a Fellow of the American Institute of Aeronautics and Astronautics (AIAA). He also has served as Chairman of the Fluid Dynamics Panel, NATO Advisory Group for Aerospace Research and Development (AGARD). Among his major Honors and Awards are the AGARD/NATO von Kármán Medal, the French Médaille d’Aéronautique, and the American Helicopter Society (AHS) Howard Hughes Award.

His advisor at VKI was Professor Jean Ginoux, with whom he has stayed in contact ever since. He also interacted extensively with Prof. Smolderen. Life in Brussels those days was much different than his life now in the San Francisco area. In his words:

“Our three-room apartment was heated with a coal stove in a beautiful old fireplace in the middle room and a gas space heater in the kitchen. It was unusually cold that winter, and I never mastered the coal stove - it was always too hot or too cold. So we set up a crib for our infant in the kitchen, appropriately distanced from the space heater. The landlord and his wife cautioned me repeatedly that gas was expensive and should be used sparingly, but our expenses for the coal significantly exceeded our gas bill.”

VKI had a significant impact on his career. In his own words: *“First, participating in the Diploma Course gave me a dramatically new and different perspective on an important part of the world outside the US. I learned that even within the common technical disciplines of aerodynamics and propulsion, subtle cultural differences often lead to different attitudes and approaches to problem solving and research pursuits. This insight helped to open many foreign doors.*

“Second, the unique curriculum and instructors at VKI gave me a background and understanding of experimental techniques and procedures that were greatly beneficial to my PhD research and my subsequent research career in helicopter aerodynamics.

“Third, sharing the VKI experience with my fellow students led to fruitful collaborations later on. It prepared and motivated me to cultivate new international contacts throughout my career with the US Army. These included formal research exchanges with ONERA in France, active participation in the NATO/AGARD Fluid Dynamics Panel, early post-Cold War collaboration with the Central Aerohydrodynamics Institute (TsAGI) in Russia, membership in the AIAA International Activities Committee, and service on the Program Committee of the International Council of the Aeronautical Sciences.”

His personal life was also affected significantly: *“My family and I lived in Paris for the 1972-73 academic year, and all four of us became much more aware of and interested in international culture and affairs. In particular, my younger daughter caught the VKI-spirit and has studied and lived in France, Russia, and the Czech Republic. She now lectures in the Slavic Department at UCLA. I have maintained close relationships with five of my fellow students, plus numerous encounters with Prof. Ginoux and his wife Monique.”*

He has also been back to VKI many times: *“I attended a VKI Lecture Series in 1973, and lectured in Lecture Series in 1978 and 1981. I gave individual seminar lectures to the students and faculty two or three times in the 1980s and early 1990s. In 1993, I attended the 30th Reunion of the Class of 1963. We had a reception at the Institute and were given a tour of the facilities. I attended the 50th Anniversary celebration in 2006.”*

So what were the most memorable experiences from 1962-3?

“A number of the students took French lessons at night at a school near the Grand’ Place. After class, we retreated to a brasserie in one of the old Guild Houses on the southeast corner of the Grand’ Place. I didn’t learn too much French, but I sure learned to appreciate Belgian beer.



Jim at the VKI S-1 wind tunnel, 2006

“One of the German students, Peter Schneider, arranged an excursion to Cologne for Mardi Gras in February. There were about a dozen of us, plus three or four Danish au pair girls that we had met at the French class in Brussels, and Peter arranged for us to stay in a university dormitory. Everyone dressed up in costumes -- I thought I would be unique as a Texas cowboy with a huge orange hat that I made from cardboard. Much to my surprise, cowboy costumes were among the most popular ones among the German crowds that year; but at least my hat was unique in color and size.” (Editor’s Note: Despite Jim’s efforts to suppress a photo of his costume, we present it here for your enjoyment.)

“Traditionally, each year Theodore von Karman visited the Institute, which was called Training Center for Experimental Aerodynamics (TCEA) at that time. In the spring of 1963 we got to meet the Great One. At 81, he was pretty feeble; but nevertheless he was interested in our projects. He died a short time later, and TCEA was promptly renamed the von Karman Institute for Fluid Dynamics.

“I fondly remember the Sports Center at the back of the VKI campus. It belonged to the Poste and Transport workers’ syndicate, but VKI students and staff were allowed to use the facilities during the week. During the long lunch hour, bowling, swimming (in late spring), and especially

volleyball were the major activities. The students played volleyball versus the faculty. The faculty usually won, much to the consternation of one of the students who took each mistake by a teammate too seriously.”



A picture of Jim from Mardi Gras in 1963

What would you do differently if you were starting over as a DC student today?

“I would try to learn French better and keep in better touch with all my fellow students. I hope to gain from the Alumni Association renewed friendships and the opportunity to pay back for some of the advantages and opportunities I received from the VKI.”

“VKI opened my eyes.”

an Interview with David
Dolling, DC 1974
by Marshal (Mickey)
Greenblatt, DC 1963



David Dolling graduated from the Diploma Course in 1974 and stayed at VKI for two more years, performing the research that led to his receiving the PhD from the University of London.

What was the most important result of his stay at VKI? *“It opened my eyes to the differences and similarities between people of different countries. I did not have to go back to my home country if there were opportunities elsewhere. I was more open to possibilities I would never have imagined before VKI.”*

David has come a long way from those days. His resume, briefly: After earning his undergraduate

degree from the University of London, he worked for two years at Hawker Siddeley in England. Then he came to VKI for the Diploma Course in the fall of 1973. His research advisor was Jean Ginoux. He recalls fondly Jean Smolderen, then Director of VKI, Mario Carbonaro, Franz Breugelmanns, Bryan Richards, and John Wendt. As for his academic life at VKI, he retains a vivid memory of the endless flow of scientists attending the short courses. His special moments came during the twice-daily coffee breaks when he could mingle with famous people he had just read about.

Towards the end of his stay at VKI, he received an unexpected call from Professor Seymour Bogdonoff of Princeton University in the USA, with an invitation to join the staff there as a post-doctoral student. This was the call that he received only because of his stay at VKI and an invitation that he accepted only because of his days at VKI. He would not have been capable of going so far from home, except for the VKI experience. *“VKI made me comfortable with dropping the constraints we all have in our backgrounds. I was more accepting of the adventure of going abroad.”*



David receiving his DC diploma from Prof. Haus, chairman of the board of directors

He taught courses in viscous flows as a faculty member at Princeton and performed research on shock wave-boundary layer interactions for seven years. He went to the University of Texas to teach in the Department of Aerospace Engineering, where he rose from Assistant Professor to Chairman of the Department and Associate Dean of the School of Engineering. In August of 2008, he was invited to become Dean of the Engineering School at George Washington University in the nation’s capital. Dolling is a Fellow of both the American Institute of Aeronautics and Astronautics and the United Kingdom’s Royal Aeronautical Society.

What are his fondest non-academic memories of his time at VKI? *“Bowling two or three games at the Sports Center during lunch with Michael Kenworthy (USA) and Christopher Hill (UK). I never expected to go to Belgium and improve my bowling. I often bowled four or five strikes in a row.”* That’s it? No other memories? *“Well, with many of my classmates, I went to an Oktoberfest celebration in Koln, or Aachen, where we had never-to-forget experiences. The photos from those days should never be displayed on the VKI web site.”*



David Dolling

Asking a graduate of VKI about Brussels will of course lead to food. *“I developed a passion for moules et frites in Brussels. I never found anything like that in Texas.”* Where was the best place to eat? *“Rue des Bouchers off the Grand Place had a number of excellent restaurants, in all price categories. We went there often.”*

His hobbies now include reading history of the last 100 years and long walks. He loves the atmosphere of Washington. The energy of the city, only six blocks from the White House, is invigorating to David. His plans for George Washington University, a growing institution, are ambitious. He hopes to expand the faculty from 75 to 100 positions, with corresponding increases in student enrollment. His intention is to make the school an intellectual hub for science and engineering, which has become the heart of many disciplines already, thanks to many government laboratories in the area.

What are his thoughts about VKI? *“I am happy to see VKI has changed with the times, has endured, and has prospered. I would love to figure out how to get more Americans to attend.”* Hear, hear.

15 years of aeroacoustic research at VKI

Christophe Schram, DC
1998, VKI Assistant
Professor, President of
the Belgian Chapter
of the VKI-AA



Aeroacoustics, also called flow-induced noise, is one of the recent fields tackled by the VKI, under the impulsion of former Professor Jean-Marc Charbonnier in the mid-nineties. Close to 15 years later, now is probably a good moment to recap on those developments and achievements, and dig out some trends for the future.

Important changes in the city are often brought in by one key person coming from distant shores, and I would like to take this opportunity to acknowledge the crucial role played by one such prophet in the establishment of the aeroacoustic research activities. In our story, the prophet is named Avraham.

Avraham came to a kingdom where the currency in use was then called “Belgian franc”, and in those early times the kingdom was populated by DC students, among which was a young apprentice named Jérôme Anthoine. Avraham had been given one mission: to free Ariane from her pulsatile mood changes. More specifically, one of the issues faced by the Ariane V space launcher was the onset of instabilities, taking place after a fairly repeatable launch time, and shaking the embarked satellite like a prune tree. If the Centre National d’Études Spatiales (CNES), the Groupe SNPE (Société Nationale des Poudres et des Explosifs), the European Space Agency (ESA), the University of Poitiers or the ONERA didn’t care much about prune trees, they did still regard the survival of the launcher payload with some attention. In fact, they gave it enough consideration to plan experiments in order to better understand the origin of the pulsations. But launching rockets was already an expensive sport back then, and they preferred running small-scale experiments even if that was less spectacular. Their small-scale tests were indeed not quite spectacular, since the wise men could not get their model to pulsate at all, in spite of honorable efforts.

Here came therefore our prophet Avraham, landing on VKI grounds with his camel carrying a chest containing various mysterious items such as a bronze Rijke bazooka, several other whistling artifacts and a vague idea of the magic behind the flow-acoustic resonance principles. Avraham spotted Jérôme in the herd of wandering DCs, and Professor Charbonnier gave this young apprentice the assignment to start a PhD on the topic of self-sustained oscillations in solid propellant boosters. Like his colleagues, Jérôme had to struggle with nature, but he eventually managed to have a whistling rig. Hurrah for the prophet and those who put his sacred words into application! Well, they could get a screaming baby-rocket, but still had to find the correct explanation for that unsocial behavior. Then came from beyond the hills and forests, a monk from the monastery of ONERA, brother Grégoire, also known as Professor Casalis. He brought in some ancient wisdom, invented long before Direct Numerical Simulation, which he simply described as Linear Stability Theory. The prophet, the monk and the apprentice soon imagined scenario in which annular combustion inhibitors, parietal instabilities and nozzle cavities each played a precise role in an evil plot aimed at ruining the soft mood of the solid propellant booster. With the happy ending that the launcher and payload lived happily together, not forever and ever, but at least till their inevitable separation in space. Mission accomplished for our heroes. So they thought at least, ignoring the troubles caused by liquid alumina slag accumulation and inhibitor fluid-structural interaction; those were other issues tackled later by Balasz Tóth during his PhD research.

Meanwhile, another young apprentice arrived on the place: myself. I did my DC duty in 1997-98, and wished to start a PhD just as my friend Jérôme, though I swore I would never work as hard as my predecessor. I didn’t work on a PhD topic quite as spatial and sexy as the booster, but we agreed with Professor Charbonnier on a research topic on jet noise. Not a simple jet, as Prof. Charbonnier insisted (“*Please, not just another 50th PhD on jet noise!*”), but two co-axial jets, in order to try at least to mimic geometrically the exhaust of civil transport aircrafts. After the internal aeroacoustic problems studied by Jérôme in his booster, this would be the first VKI activity dealing with exterior aeroacoustics. Fair-play, I started the design of a co-axial jets facility, and of a first anechoic room for the measurement of jet noise.

Amongst the requirements of that rig, it would also have to permit simultaneous Particle Image Velocimetry measurements and the acoustic excitation of the jet instability. I would attempt to correlate the dynamics of vortices with their sound emission. So, I started measuring my jet, but in a single jet configuration first, in order not to over-complicate the task from the beginning... well, till the end as it seems now. Though manufactured, assembled and tested, the annular one of the coaxial jets would never be part of my PhD, which became another 50th PhD on a single jet noise...



*Prof. Jean-Marc Charbonnier,
VKI Faculty 1990-2000*

I had just the time to obtain reasonable PIV velocity fields when the drama happened: Professor Charbonnier, perhaps tired of his new student's insistence to study a single jet, decided to quit the VKI to join the CNES. In despair, supervisor-less, I turned then into mysticism and started fumigating my anechoic room with incense (brand "*Les Rois Mages*"), officially for flow visualizations, but in reality to invoke the protection of the merciful Gods... Who, apparently heard the supplication, since the prophet Avraham himself appeared. This didn't happen exactly in the anechoic room, but on a beach in Corsica where I had decided to attend a summer school on flow noise (this remains today the official version). Definitely a better place to find the messiah... And once again, Avraham opened his arms and welcomed me on the enlightened path of Vortex Sound Theory, just as he did before with Jérôme.

Avraham and I re-defined slightly the objective of my PhD: since James Bridges (NASA Glenn) had concluded in his PhD, a couple of years earlier, that it would definitely never be possible to make a quantitative prediction of jet noise on the basis of experimental data, that would for sure be an interesting aim to pursue. In case of failure, we would just be imperfect humans... But it seems

Avraham has been inspired by higher entities (again), since our prediction obtained was actually quite acceptable.



*Jérôme Anthoine, DC 1996,
VKI Faculty Member 2000-2009*

Meanwhile... Jérôme had become Professor at the VKI, replacing Professor Domenico Olivari and starting the decontamination of his predecessor's cigar perfume encrusted in the first five centimeters of gypsum and cement of each wall, floor and ceiling of his office. This must have been a painstaking, toxic battle, for which I will be forever grateful now that I occupy the place. In his faculty position, Jérôme had the opportunity to tackle a number of aeroacoustic fields, among which was the problem of the pressure waves generated by the entry of high speed trains into long tunnels and their propagation through the tunnel. Jérôme also contributed successfully to the elaboration of a number of research project proposals for the Belgian federal institutions and the European Commission, amongst which were the CAPRICORN project on noise generation by confined flows such as mufflers and fans, the AETHER project (that I submitted and coordinated) related to the aero-acoustic and thermo-acoustic coupling mechanisms taking place in various energy processes, the ECOQUEST project focused on the improvement of fan noise in automotive and railway applications, the DINNO-CROR project dealing with the noise produced by the rising open rotor technology, and the VALIANT project, submitted by Jérôme, which focused on airframe noise in collaboration with leading Russian institutions. (A short note on this project appears elsewhere in this issue of the alumni Newsletter.)

It would be unfair to omit here the crucial contributions of a number of current VKI PhD candidates such as Anna Mueller, Lilla Koloszar,

Michael Bilka and Julien Christophe, and of many other DC students and stagiaires (too numerous to be listed here unfortunately), who have made in just 15 years the VKI aeroacoustics research such a vital activity. I'd like to thank also the PhD and post-doc fellows that I had the chance to supervise during my 6 years spent in the company LMS International as Aeroacoustic Project Leader and RTD Project Manager, and also those who collaborated actively with the VKI team: Paula Martinez, Géraud Guilloud, Korcan Kucukcoskun, Karthik Balachandran and Ying Guo. The development of the VKI aeroacoustic activities would certainly not have progressed as much as it did without the cooperation of world-leading universities, research institutions and industries. I hope they will forgive me for not listing them exhaustively, but we are of course very grateful to them.

Jérôme has now left the VKI to pursue his research in solid propulsion at ONERA in Toulouse, and I am attempting to take over his numerous activities (including the coordination of the VALIANT project). This represents a fair amount of work, which is likely to increase so that I am not too worried about the future of the aeroacoustic activities of the VKI. Flow-generated noise is a strong societal concern in many crucial economic fields such as ground and air transportation, energy production and distribution, and will remain so for decades to come. These are definitely fields where VKI expertise will continue to be deployed, in cooperation with other world-leading institutions. And as always, in cooperation with Avraham Hirschberg, to whom the VKI aeroacoustic community will be forever thankful, for his advice and endless generosity... On behalf of the VKI aeroacousticians: merci, Mico!

The VKI partners with Russia for a more sustainable air transport

Christophe Schram, DC
1998, VKI Assistant
Professor, President of
the Belgian Chapter
of the VKI-AA



Through its aeroacoustic research, the VKI is actively contributing to the reduction of the

environmental impact of air transport. One of the major objectives defined by the Advisory Council for Aeronautics Research in Europe (ACARE) is indeed the reduction of perceived noise level of fixed-wing aircraft by 50% by 2020 compared to 2001. The overall noise radiated by modern aircraft has two sources which are quite balanced at approach: the engine and the airframe. In achieving this required breakthrough towards quieter aircraft, reduction of airframe noise is very important already today and will become even more important in the future, especially for large aircraft, due to the already anticipated development of quieter engines.



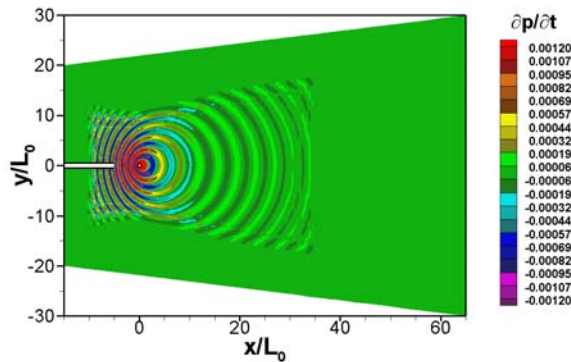
VKI Jet-airfoil interaction noise facility

The VKI is Coordinator of the VALIANT project, funded by the European Commission under its 7th Framework Programme, where 11 other partners among which 3 leading Russian institutions (*see <http://www.cimne.com/websasp/valiant>*) tackle the challenges of generating new experimental data and validating and improving numerical tools for the prediction of airframe noise generated by landing gears, slats, flaps and local separation regions. Due to the extremely complex physical nature of the phenomenon and the high computational cost of computing full aircraft configurations on one hand, and a lack of a reliable experimental database on the other hand, VALIANT focuses on key generic test cases representing the major broadband airframe noise mechanisms associated with multiple body interactions: two-struts (landing gear), wing-flap, slat wing and gap-turbulence.

Some preliminary achievements of the VALIANT project include the design and manufacturing of the generic airframe configurations, with measurement

campaigns to start soon in Fall 2010. One of the key objectives is for the VKI to adapt and use its large subsonic wind tunnel L1A for the experimental identification of aerodynamic noise sources through acoustic beam forming. With this effort, and in conjunction with the work done in its two anechoic facilities for static and rotating machinery noise, the VKI is strongly consolidating its experimental expertise in aeroacoustics.

Numerical simulations have also been performed already on a simplified validation benchmark, consisting in a simple acoustic source placed in a uniform stream. The simulation of the transient flow features of the wing-flap configuration, for a Reynolds number of 10^6 , is under way as well.



A classical validation benchmark for aeroacoustic simulation methodologies is the propagation of acoustic waves, generated by a simplified source model, convected by a uniform stream (Mach number 0.5 in the present case).

As a next step, a first pass simulation of the airframe configurations will be performed using state-of-the-art methodologies, for an assessment of the accuracy and robustness limitations of those methods. The second half of the project will consist in an upgrade of the methods and second pass simulation of the airframe cases.

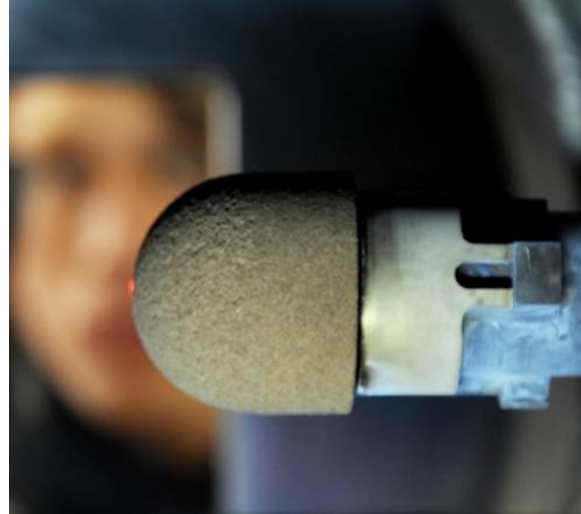
Short note on current research in the VKI Plasmatron facility

by Cem Asma,
DC 2001,
VKI Research Engineer

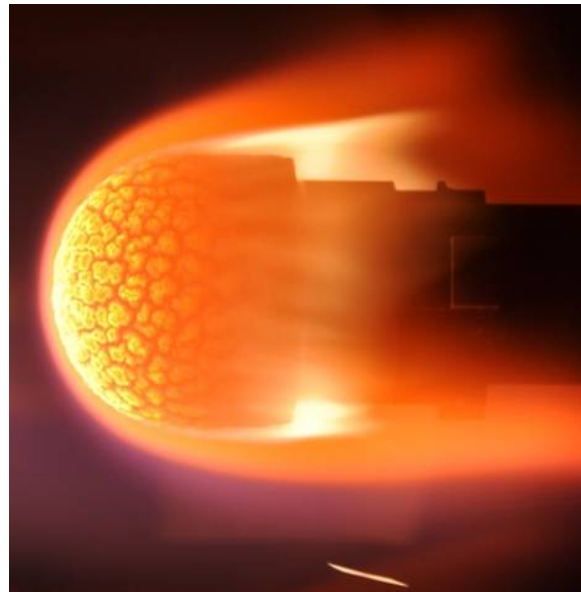


As interplanetary missions (to Moon, Mars, Titan or to outer space) become more and more popular,

aerospace engineers are developing next-generation ablative thermal protection materials that will help the spacecrafts perform a successful atmospheric entry into the planets (and back to Earth).



An ambitious program has been started at the VKI to develop the capability of testing, analyzing and qualifying such ablative thermal protection materials in the VKI Plasmatron facility.



The first photo shows Bernd Helber (2009-2010 Research Master student from Germany) in the background, employing a red laser beam to align the emission spectrometer with the Amorim cork-composite ablative sample to be tested. The second photo shows ablation occurring during a test run.

The Ever Lasting Search for Office Space at VKI

by Claus Sieverding,
DC 1966,
VKI Faculty 1970-2003
and President, of the
VKI-AA



As far as I can remember office space was always a crucial problem at VKI. The first big effort to create office space for the DC students was made in 1966 by moving the library from the first floor in the main building to one of the two small barracks left by the Germans after their occupation of the VKI grounds during the war and which still served as canteen when I arrived as a student in 1965. In exchange, the canteen was moved to a big empty hall above the Turbomachinery lab with a superb view on the beech tree forest, the Fôret de Soignes, across the Chaussée de Waterloo.

To cure the crying lack of office space around the 1980's, it was decided to implement prefabricated office modules in the parking lot in front of the main building, extended a couple of years later by adding a second floor on top of the first building. This building was intended mainly for doctoral students and research engineers, but the computer center and its personnel were also installed which in turn freed again office space in the main building.

The desperate search for further places for student desks led in the 1990's even to the conversion of some storage rooms in the basement of the main building into study rooms for stagiaire students.

The situation regarding available office space remained pretty much unchanged until 2007 when the grounds of the sport center were transferred from the ministry of communications to the ministry for science policy who in turn entrusted the use of the sport center to VKI. However, all alumni attending the celebration of the VKI 50th anniversary in 2006 witnessed the desolate state of the sport center which had been completely abandoned since its closure in 2000 with the exception of the play house on the right side upon entering the sport center from the institute which VKI had been allowed to use. Indeed the closure of

the restaurant in the sports center left VKI in a difficult situation regarding lunch arrangements for the VKI lecture series participants. The offer to make use of the playhouse was therefore more than welcomed and a catering company has taken care of the well being of the participants ever since.



The prefabricated office building, ~1980

With the agreement signed in 2007 it was decided to rapidly exploit the building which contained the changing rooms for the tennis players. The building was completely renovated in 2009/2010. The rooms in the basement were modified for storage rooms of unused equipment, an office for the electricians and a laboratory for a new wind tunnel. The ground floor with the old administrative office of the sports center, the club room and the change rooms were converted entirely into study rooms for research engineers, PhD students and stagiaires. The sanitary installations underwent a complete refreshing.



New office space in the sports center- front view of the renovated 'D Building'

The need for these extensions becomes evident considering the following numbers. During the year 2009-2010 VKI hosted: 36 DC students, 50 PhD students, 6 researchers following the Applied Research Program, 2 Post Doctoral fellows and 59 stagiaire students, the latter staying typically for a period of 3-4 months. In addition there were 16 research engineers.

VKI Alumni Reunion in Glasgow during 2010 IGTI/ASME Turbo Expo



by Mehmet Mersinligil, DC 2007,
VKI Research Engineer
and Hans-Peter Dickmann, DC 1987,
Editor Europe

As Claus Sieverding noted in the first issue of our newsletter, VKI Alumni are always strongly represented at international conferences in the fluid dynamics area and play a leading role in many conference committees. Since 1956, the Turbo Expo organized by the International Gas Turbine Institute / ASME is held annually and has become the major international conference for turbomachinery professionals. VKI is strongly represented in this organization with ASME fellows, session (co-)chairs and committee members among the faculty together with many technical papers authored each year by current VKI members and alumni. As every year alumni from different years, countries and continents join the Turbo Expo, it is a tradition to organize a VKI Alumni reunion dinner during the conference.

This year the dinner was organized by M. Mersinligil, VKI Research Engineer and DC 2007 on Thursday, June 17th 2010. The VKI Alumni met at the Brian Maule Restaurant, a fine-dining restaurant with an à la carte menu and plenty of wine, for this joyful evening.

The reunion dinner was coinciding with the birthday of Filippo Coletti, DC-TU 2006 and Ph.D. Candidate at VKI. Everyone celebrated Filippo's

birthday effusively. He was away from his family but with his warm-hearted fellows from VKI.



Filippo Coletti, celebrating his birthday at VKI Alumni reunion dinner on June 17th, 2010.

Participants of the alumni dinner:

- 1) Greg Holbrook, DC 1980
- 2) Dale Van Zante, STP 1991
- 3) Nicolas Van De Wyer, DC 2005
- 4) Bryan Richards, Faculty 1967-1979
- 5) Mehmet Mersinligil, DC 2007
- 6) Byron Roberts, DC 1970
- 7) Jean-François Brouckaert, VKI Faculty, DC '95
- 8) Hans-Peter Dickmann, DC 1987
- 9) Louis M. Larosiliere, DC 1985
- 10) Tom Verstraete, VKI Faculty
- 11) Filippo Coletti, DC 2006
- 12) Frédéric Didier DC 2000
- 13) Sergio Lavagnoli, DC 2008
- 14) Giacomo Bruno Persico, Visiting Ph.D. 2006
- 15) Jan Michalek, DC 2007
- 16) Tolga Yasa, DC 2004
- 17) Guillermo Paniagua, VKI Faculty, DC 1997
- 18) Victor Pinicca, DC 2009
- 19) Vincente Jerez Fidalgo, DC 2005
- 20) Michela Massini, DC 2003
- 21) Margaret Richards
- 22) Alison Roberts
- 23) Nicole Key, DC 2003



During the reunion dinner, the alumni received messages from Tony Arts, and Claus Sieverding, the president of the VKI Alumni Association. The message from Claus Sieverding was read by Hans-Peter Dickmann, encouraging former VKI members to unite under the VKI Alumni Association, emphasizing the importance of our ever growing network.

Did you know?

...that James Watt was a Scottish Engineer?

His portrait was used for advertisement for the Turbo Expo conference in the city of Glasgow.

...that there is a statue of the Duke of Wellington in Glasgow?

Yes, we might have heard about him before – especially in Waterloo, south of Rhode-St-Genèse. As Wellington was not a Scotsman himself, people in Glasgow put funny hats on his head almost everyday:

http://www.rampantscotland.com/glasgow/glw_wellington.htm



James Watt portrait used for ASME Turbo Expo 2010 banners and flyers

Recent news from the VKI

- ✦ The VKI Alumni Association will hold its annual Board meeting on September 25, 2010. A large turnout of Board members is anticipated. Those who cannot attend in person will be able to participate by phone.
- ✦ The VKI joined the newly formed European Windtunnel Trade Association (EWA – TA) earlier this year, having been a member of the original European Windtunnel Association (EWA) since its founding. EWA was a Network of Excellence initiated and supported by the European Commission. A full report on the activities of the EWA can be found on the VKI alumni website.
- ✦ In the last Newsletter, an announcement was made of Dr. Mahmood Khalid's appointment as Head of the Aeronautics/Aerospace Department at VKI. Unfortunately, we must report here that he has decided to return to Canada for personal reasons and Professor Hermann Deconinck has once again temporarily taken over this position as acting head of department.