



Deutsche Gesellschaft
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Lilienthal-Oberth e.V.



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Verein Deutscher Ingenieure
Hamburger Bezirksverein e.V.
Arbeitskreis Luft- und Raumfahrt

Invitation to an RAeS lecture in cooperation with the DGLR and VDI

Rolls-Royce Technology for Future Aircraft Engines

Ulrich Wenger

Head of Research & Technology,
Rolls-Royce Germany

BR725 Engine for Gulfstream G650



Rolls-Royce

Lecture
followed by discussion

Entry free !
No registration required !

Date: Thursday, 20th March 2014, 18:00

Location: HAW Hamburg

Berliner Tor 5, (Neubau), Hörsaal 01.12



Lecture in English

Air traffic today is responsible for around 2% of the CO₂ produced worldwide. However, high annual growth rates in air traffic and considerable reduction efforts in other areas could strongly increase this number. Therefore air traffic stakeholders (industry, airlines, airports, air traffic management) in the European Union have set themselves challenging improvement targets in the so called Flightpath 2050 document. Among other targets it is planned to reduce specific fuel consumption per passenger-kilometer in 2050 by 75% against an average number of the year 2000. The presentation will give an overview over technological improvements, which Rolls-Royce currently develops. Also improvements in the latest Rolls-Royce products on Boeing 787 and A350 will be presented.

As Head of Engineering & Technology of Rolls-Royce Germany, Ulrich Wenger is responsible for materials research and the development of computational methods as well as technology and process development . Ulrich Wenger studied aviation and aerospace engineering at the University of Stuttgart and received his diploma in 1985 . He then worked at MTU Aero Engines as a design engineer . Since 1991 he has worked for Rolls-Royce Germany in different functions. He has held his current position since May 2012. Before that he was head of fan and compressor development responsible for compressor research and development at Rolls-Royce Germany . Ulrich Wenger has been a visiting lecturer on engine design at the Brandenburg Technical University of Cottbus since 2004. He is a member of the German Society for Aeronautics and Astronautics - Lilienthal-Oberth eV (DGLR). He has been a member of the Rolls-Royce Engineering Fellows since 2004.

RAeS Richard Sanderson
VDI Hannes Erben
DGLR Eric Heslop
DGLR / HAW Prof. Dr.-Ing. Dieter Scholz

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