



# D5.2 Project webpage and social media

**GA number:** 815058  
**Project acronym:** FLIPASED  
**Project title:** FLIGHT PHASE ADAPTIVE AERO-SERVOELASTIC AIRCRAFT DESIGN METHODS

**Funding Scheme:** H2020 **ID:** MG-3-1-2018  
**Latest version of Annex I:** 1.1 released on 12/04/2019  
**Start date of project:** 01/09/2019 **Duration:** 40 Months

|   |                          |
|---|--------------------------|
| <b>Lead Beneficiary for this deliverable:</b> | SZTAKI                   |
| <b>Author(s):</b> Virág Bodor                 |                          |
| <b>Last modified:</b> 14/09/2020              | <b>Status:</b> delivered |
| <b>Due date:</b> 29/02/2020                   |                          |

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**Project website:** flipased.eu

| Dissemination Level: |  |          |
|----------------------|--|----------|
| CO                   | Confidential, only for members of the consortium (including the Commission Services) |          |
| PU                   | Public   | <b>X</b> |

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# 1 Executive Summary

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This document presents the development of the webpage and social media channels of FLIPASED project. The project website is to provide information on basic project information, partners, publications, links and contact information. Mathematical models of the demonstrator developed for aircraft design are to be posted on the project website, together with ground and flight test data of various aircraft configurations, to provide a benchmark for the entire community. Project news are posted on LinkedIn and Researchgate.

## 2 Description

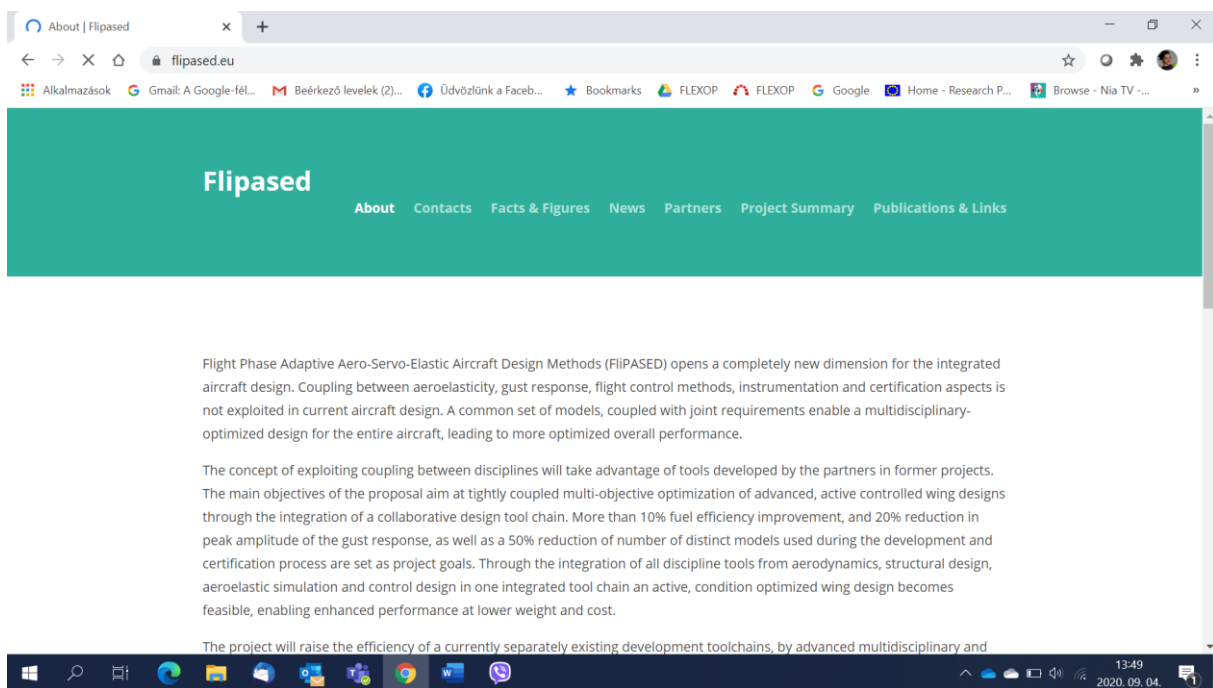
### 2.1 Full description of the approach and results

#### 2.1.1 Project webpage - <https://flipased.eu/>

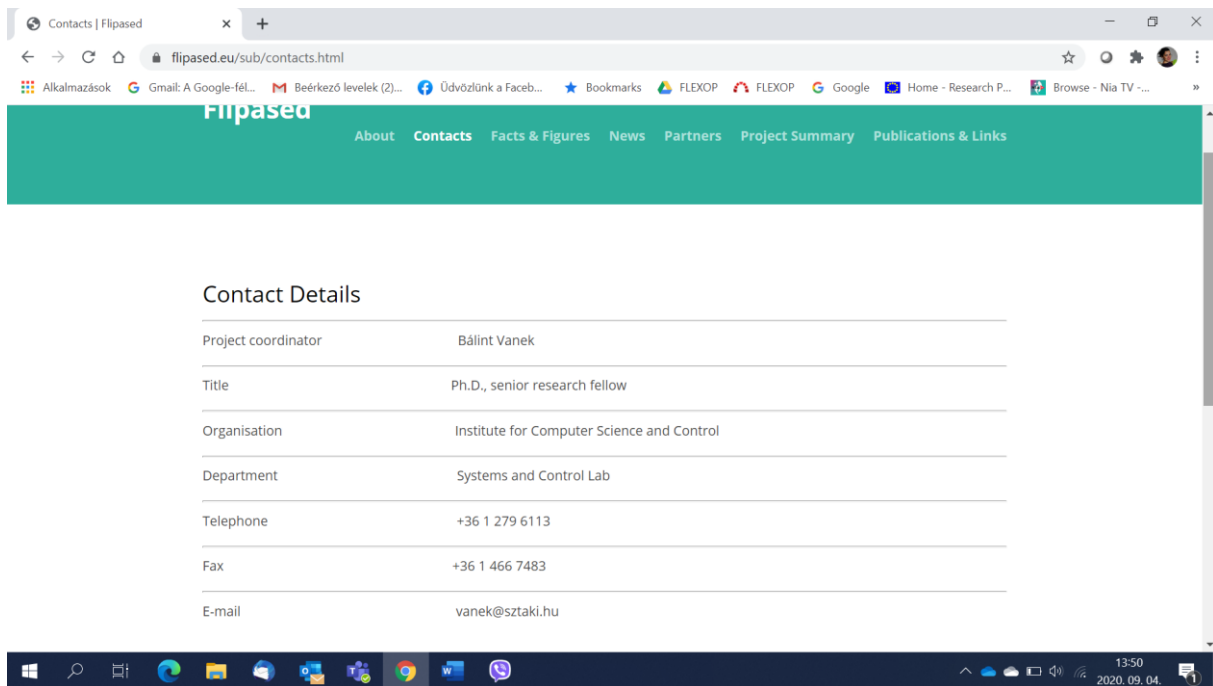
The project website was set up in M8 to provide information on basic project information, partners, publications, links and contact information. Mathematical models of the demonstrator developed for aircraft design will be posted on the project website, together with ground and flight test data of various aircraft configurations, to provide a benchmark for the entire community.

The webpage consists of the following pages (see the 6 different screenshots below).

The page ABOUT contains the project abstract.



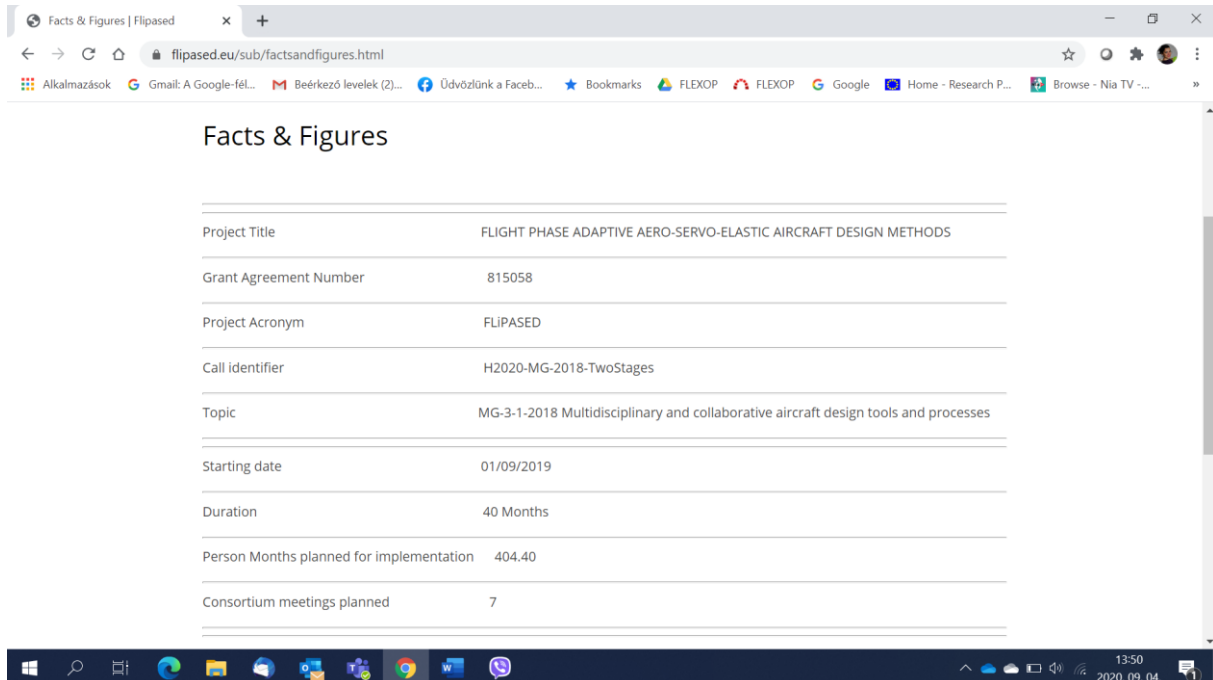
The page CONTACTS contains the contact details for the project coordinator :



The screenshot shows a web browser window displaying the 'Contacts' page of the FLIPASED website. The page title is 'Contacts | Flipased' and the URL is 'flipased.eu/sub/contacts.html'. The navigation menu includes 'About', 'Contacts', 'Facts & Figures', 'News', 'Partners', 'Project Summary', and 'Publications & Links'. The main content area is titled 'Contact Details' and contains the following information:

|                     |  |
|---------------------|--|
| Project coordinator | Bálint Vanek                               |
| Title               | Ph.D., senior research fellow              |
| Organisation        | Institute for Computer Science and Control |
| Department          | Systems and Control Lab                    |
| Telephone           | +36 1 279 6113                             |
| Fax                 | +36 1 466 7483                             |
| E-mail              | vanek@sztaki.hu                            |

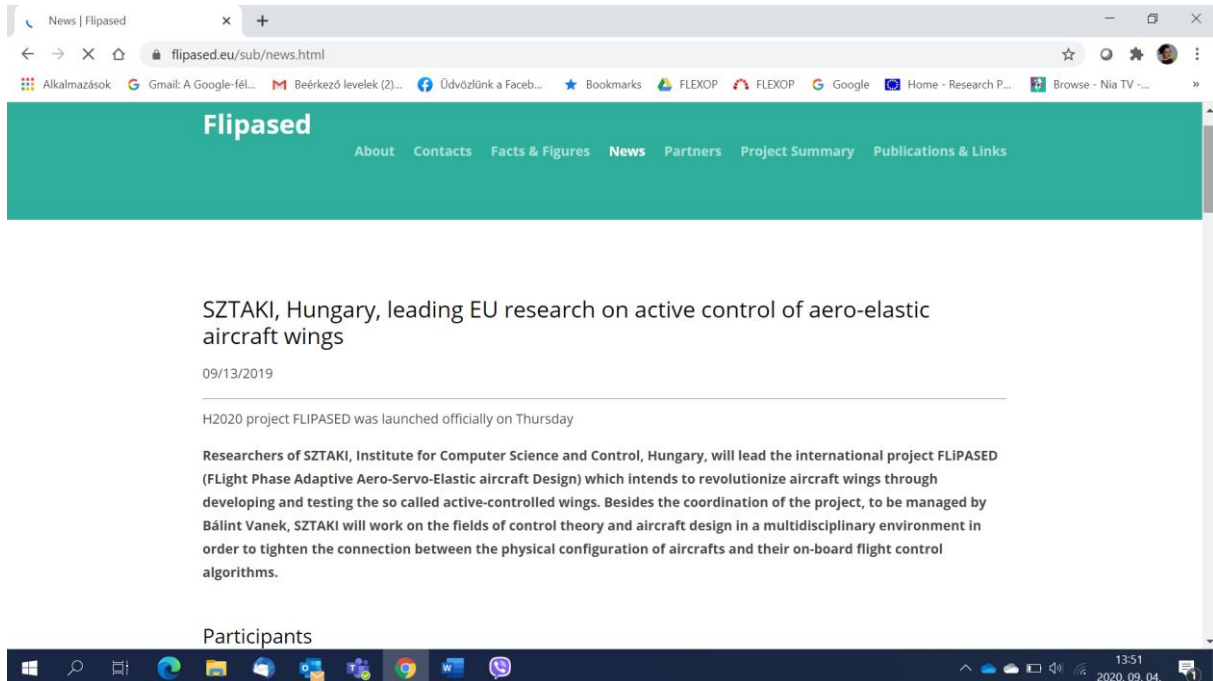
The page FACTS AND FIGURES contains basic information about the H2020 project (call, topic, budget) :



The screenshot shows a web browser window displaying the 'Facts & Figures' page of the FLIPASED website. The page title is 'Facts & Figures | Flipased' and the URL is 'flipased.eu/sub/factsandfigures.html'. The main content area is titled 'Facts & Figures' and contains the following information:

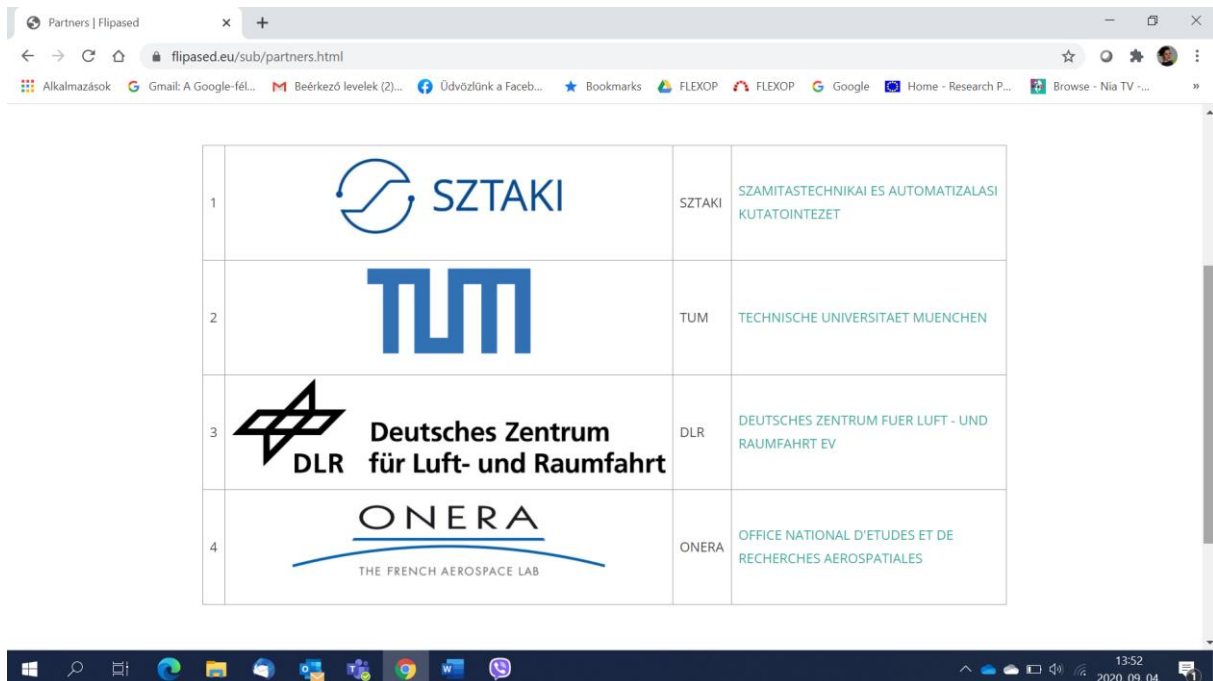
|  |   |
|--|---|
| Project Title                            | FLIGHT PHASE ADAPTIVE AERO-SERVO-ELASTIC AIRCRAFT DESIGN METHODS                    |
| Grant Agreement Number                   | 815058  |
| Project Acronym                          | FLIPASED  |
| Call identifier                          | H2020-MG-2018-TwoStages   |
| Topic                                    | MG-3-1-2018 Multidisciplinary and collaborative aircraft design tools and processes |
| Starting date                            | 01/09/2019  |
| Duration                                 | 40 Months   |
| Person Months planned for implementation | 404.40  |
| Consortium meetings planned              | 7   |

The page NEWS contains the relevant news about the project (articles, announcements, posts, project related communication) :







The screenshot shows a web browser displaying the 'News' page of the FLIPASED project. The page has a teal header with the 'Flipased' logo and navigation links: About, Contacts, Facts & Figures, News, Partners, Project Summary, and Publications & Links. The main content area features a news article titled 'SZTAKI, Hungary, leading EU research on active control of aero-elastic aircraft wings', dated 09/13/2019. The article text states that the H2020 project FLIPASED was launched on Thursday and is led by researchers at SZTAKI, Institute for Computer Science and Control, Hungary. The project aims to revolutionize aircraft wings through developing and testing active-controlled wings, managed by Bálint Vanek. The article also mentions a multidisciplinary environment to connect physical aircraft configurations with on-board flight control algorithms. Below the article is a section titled 'Participants'. The Windows taskbar at the bottom shows the date as 2020.09.04 and the time as 13:51.

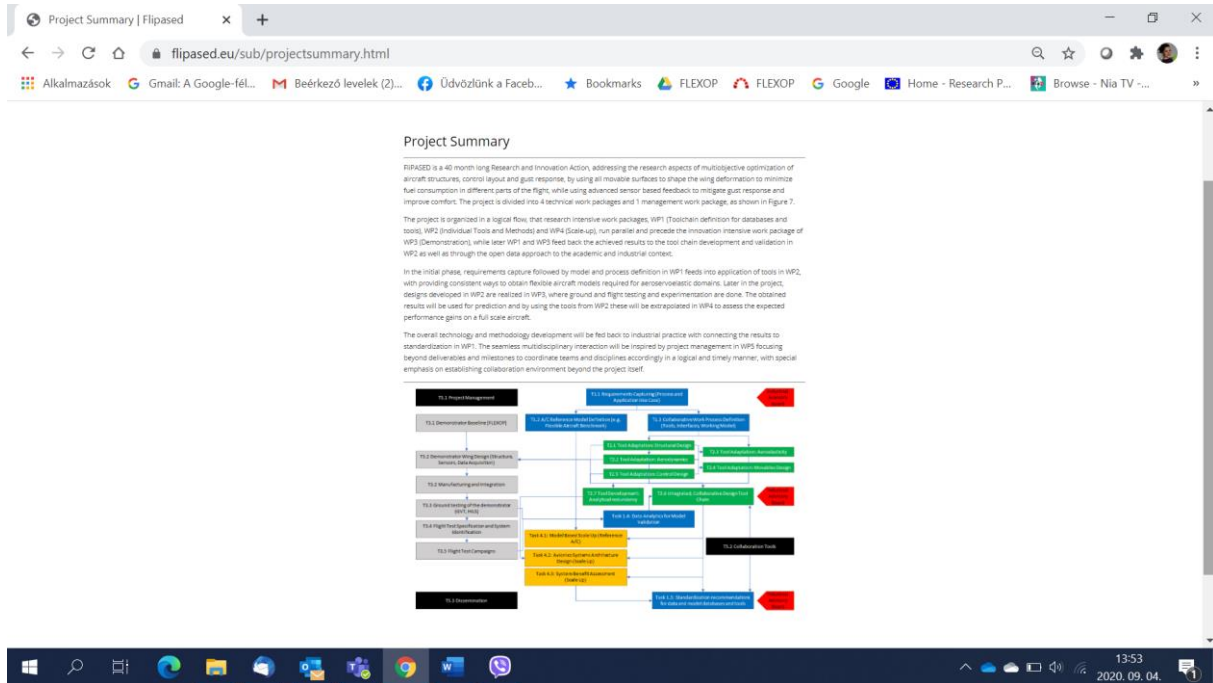
The page PARTNERS contains the name and logo of project partners with link to their web pages:



The screenshot shows the 'Partners' page of the FLIPASED project. It features a table listing four project partners. The table has four columns: an index number, the partner's logo, the partner's name, and the partner's full name. The partners listed are SZTAKI, TUM, DLR, and ONERA. The Windows taskbar at the bottom shows the date as 2020.09.04 and the time as 13:52.

|   |  |        |   |
|---|--|--------|---|
| 1 |   | SZTAKI | SZAMITASTECHNIKAI ES AUTOMATIZALASI KUTATOINTEZET       |
| 2 |   | TUM    | TECHNISCHE UNIVERSITAET MUENCHEN                        |
| 3 |  <b>Deutsches Zentrum für Luft- und Raumfahrt</b> | DLR    | DEUTSCHES ZENTRUM FUER LUFT - UND RAUMFAHRT EV          |
| 4 |   | ONERA  | OFFICE NATIONAL D'ETUDES ET DE RECHERCHES AEROSPATIALES |

The page PROJECT SUMMARY contains info about the structure work breakdown with info about the different work packages:



**Project Summary**

FLIPASED is a 40-month long Research and Innovation Action, addressing the research aspects of multiobjective optimization of aircraft structures, control layout and gust response, by using all movable surfaces to shape the wing deformation to minimize fuel consumption in different parts of the flight, while using advanced sensor based feedback to mitigate gust response and improve comfort. The project is divided into 4 technical work packages and 1 management work package, as shown in Figure 7.

The project is organized in a logical flow that research intensive work packages, WP1 (Toolchain definition for databases and tools), WP2 (Individual Tools and Methods) and WP4 (Scale-up), run parallel and precede the innovation intensive work package of WP3 (Demonstration), while later WP1 and WP3 feed back the achieved results to the tool chain development and validation in WP2, as well as through the open data approach to the academic and industrial context.

In the initial phase, requirements capture followed by model and process definition in WP1 feeds into application of tools in WP2, with providing consistent ways to obtain flexible aircraft models required for aerospace domains. Later in the project, designs developed in WP2 are realized in WP3, where ground and flight testing and experimentation are done. The obtained results will be used for prediction and by using the tools from WP2 these will be extrapolated in WP4 to assess the expected performance gains on a full scale aircraft.

The overall technology and methodology development will be fed back to industrial practice with connecting the results to standardisation in WP1. The seamless multidisciplinary interaction will be inspired by project management in WP5 focusing beyond deliverables and milestones to coordinate teams and disciplines accordingly in a logical and timely manner, with special emphasis on establishing collaboration environment beyond the project itself.

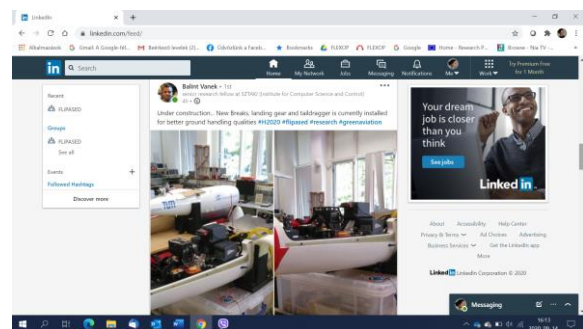
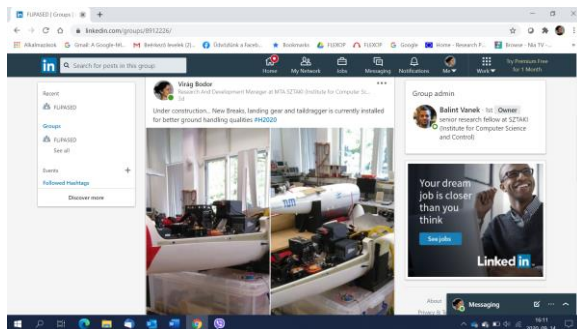
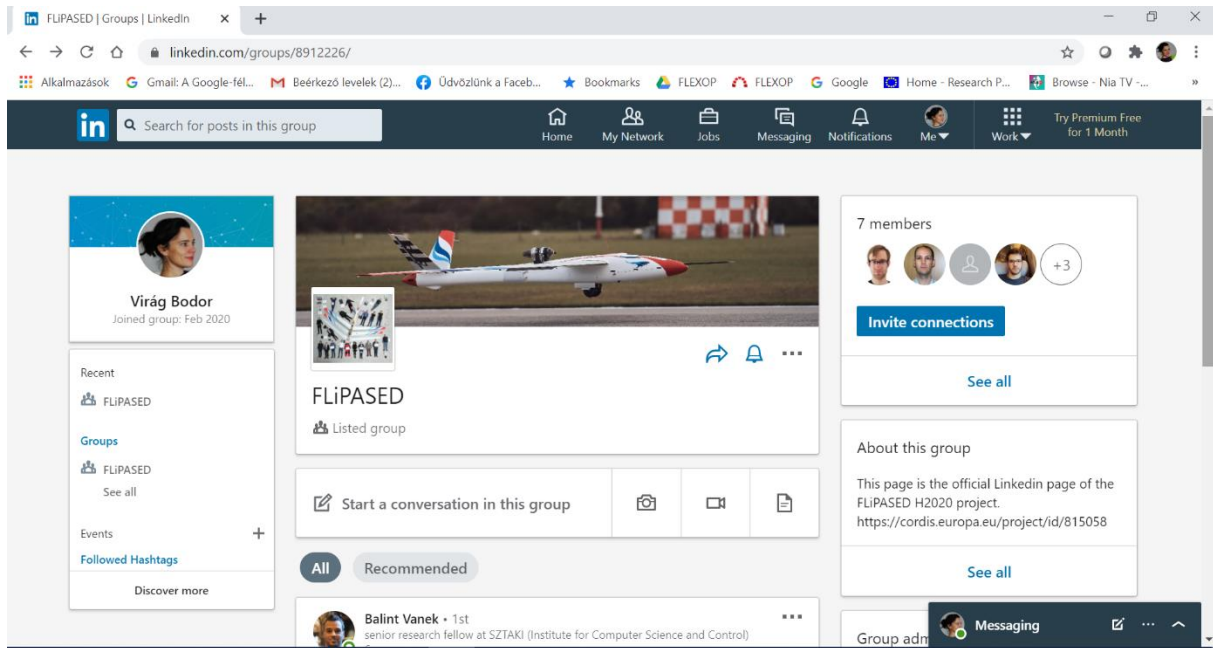
The diagram below illustrates the project structure and task dependencies:

- WP 1: Project Management**
  - Task 1.1: Requirements Gathering/Definition, Additional activities
  - Task 1.2: Demonstration Definition (DUCRS)
  - Task 1.3: Demonstration Wing Design (DUCRS, Model, Manufacturing)
  - Task 1.4: Manufacturing and Integration
  - Task 1.5: Demonstration of the demonstrator (DUCRS)
  - Task 1.6: Flight Test Campaigns
  - Task 1.7: Demonstration
- WP 2: Toolchain Development**
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- WP 4: Scale-up**
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- WP 5: Collaboration**
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## 2.1.2 Social media channels

### LinkedIn

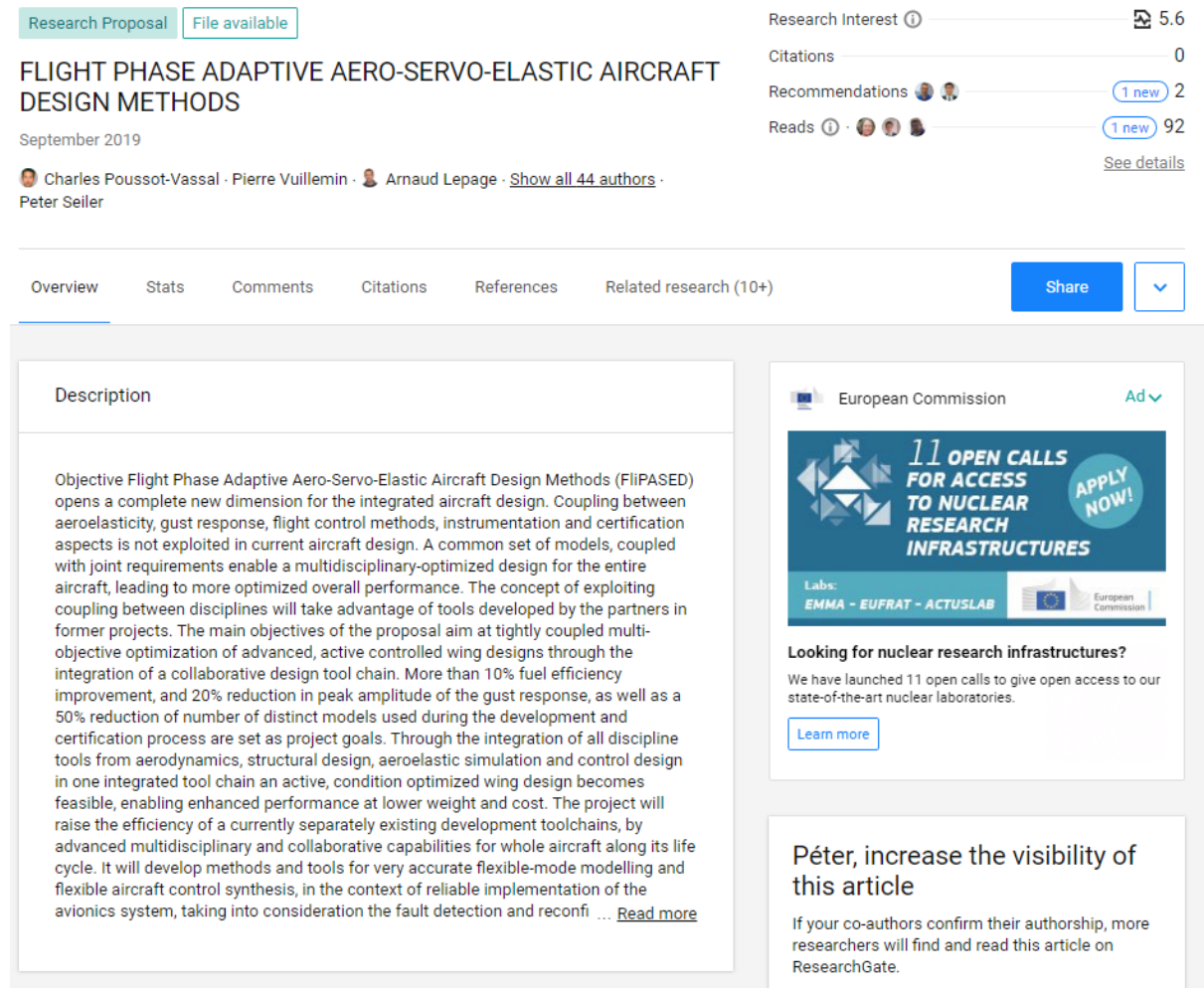
Coordinator has created a group on LinkedIn where we post the recent newsworthy items about the project. Group members can share the content on their own LinkedIn profiles where it is accessible for the public. The proposed text for posts are also sent to the consortium members via e-mail (with illustration attachments).





## Researchgate :

In the past years Researchgate became a major channel to build professional relations based-on common research interest, share research and make discussions about different topics. That's why it was decided to show FLIPASED project and research team on this page. The first step was to upload a research proposal and invite all missing team members to Researchgate through this (there was an information stating that only existing members can be invited into a project). The proposal page can be seen below :



The screenshot shows a ResearchGate project page. At the top, there are two buttons: 'Research Proposal' and 'File available'. The title of the project is 'FLIGHT PHASE ADAPTIVE AERO-SERVO-ELASTIC AIRCRAFT DESIGN METHODS', dated 'September 2019'. The authors listed are Charles Poussot-Vassal, Pierre Vuillemin, Arnaud Lepage, and Peter Seiler. On the right side, there are statistics: Research Interest (5.6), Citations (0), Recommendations (2, with 1 new), and Reads (92, with 1 new). A 'Share' button is visible. Below the title, there are tabs for 'Overview', 'Stats', 'Comments', 'Citations', 'References', and 'Related research (10+)'. The 'Description' tab is selected, showing the following text:

Objective Flight Phase Adaptive Aero-Servo-Elastic Aircraft Design Methods (FLIPASED) opens a complete new dimension for the integrated aircraft design. Coupling between aeroelasticity, gust response, flight control methods, instrumentation and certification aspects is not exploited in current aircraft design. A common set of models, coupled with joint requirements enable a multidisciplinary-optimized design for the entire aircraft, leading to more optimized overall performance. The concept of exploiting coupling between disciplines will take advantage of tools developed by the partners in former projects. The main objectives of the proposal aim at tightly coupled multi-objective optimization of advanced, active controlled wing designs through the integration of a collaborative design tool chain. More than 10% fuel efficiency improvement, and 20% reduction in peak amplitude of the gust response, as well as a 50% reduction of number of distinct models used during the development and certification process are set as project goals. Through the integration of all discipline tools from aerodynamics, structural design, aeroelastic simulation and control design in one integrated tool chain an active, condition optimized wing design becomes feasible, enabling enhanced performance at lower weight and cost. The project will raise the efficiency of a currently separately existing development toolchains, by advanced multidisciplinary and collaborative capabilities for whole aircraft along its life cycle. It will develop methods and tools for very accurate flexible-mode modelling and flexible aircraft control synthesis, in the context of reliable implementation of the avionics system, taking into consideration the fault detection and reconfi ... [Read more](#)




On the right side of the page, there is an advertisement from the European Commission titled '11 OPEN CALLS FOR ACCESS TO NUCLEAR RESEARCH INFRASTRUCTURES' with a 'Learn more' button. Below the ad, there is a section titled 'Péter, increase the visibility of this article' with a message: 'If your co-authors confirm their authorship, more researchers will find and read this article on ResearchGate.'

The next steps were to add the project page including 45 members of the research team to make regular updates and add all related references (currently 22). References are currently mainly from the predecessor Flexop project but they will be regularly updated as the project goes forward.

Screenshots about the project page, updates and references can be seen below.

Project

## FLIGHT PHASE ADAPTIVE AERO-SERVO-ELASTIC AIRCRAFT DESIGN METHODS

 Péter Bauer · 
  Charles Poussot-Vassal · 
  Pierre Vuillemin · 
 [Show all 45 collaborators](#)

Goal: Flight Phase Adaptive Aero-Servo-Elastic Aircraft Design Methods (FLiPASED) opens a complete new dimension for the integrated aircraft design. Coupling between aeroelasticity, gust response, flight control methods, instrumentation and certification aspects is not exploited in current aircraft design. A common set of models, coupled with joint requirements enable a multidisciplinary-optimized design for the entire aircraft, leading to more optimized overall performance. The concept of exploiting coupling between disciplines will take advantage of tools developed by the partners in former projects. The main objectives of the proposal aim at tightly coupled multi-objective optimization of advanced, active controlled wing designs through the integration of a collaborative design tool chain. More than 10% fuel efficiency improvement, and 20% reduction in peak amplitude of the gust response, as well as a 50% reduction of number of distinct models used during the development and certification process are set as project goals. Through the integration of all discipline tools from aerodynamics, structural design, aeroelastic simulation and control design in one integrated tool chain an active, condition optimized wing design becomes feasible, enabling enhanced performance at lower weight and cost. The project will raise the efficiency of a currently separately existing development toolchains, by advanced multidisciplinary and collaborative capabilities for whole aircraft along its life cycle. It will develop methods and tools for very accurate flexible-mode modelling and flexible aircraft control synthesis, in the context of reliable implementation of the avionics system, taking into consideration the fault detection and reconfiguration. The accuracy of developed tools and methods will be validated on a safe and affordable experimental platform, and results will be shared along with design requirements and standardized interfaces in an open source approach.

[Hide details](#)

Updates 0 new 3  
 Recommendations 0 new 0  
 Followers 0 new 4  
 Reads 19 new 19

Overview

Project log

References (22)

Add research

Add update



FLiPASED Project page in Researchgate



You  
added an **update**

2h ago ▾

Short summary about the FLiPASED project goals

 [Flipased\\_TN\\_Project\\_description\\_v2.pdf](#) · 183.69 KB

[Comment](#) [Share](#)

2 Reads



You  
added an **update**

3h ago ▾



*Under construction... New Breaks, landing gear and taildragger is currently installed for better ground handling qualities.*

Follow our webpage: <https://flipased.eu/>

Twitter: <https://twitter.com/flipased>

#H2020 #FLiPASED #greenaviation #research

or LinkedIn group: <https://www.linkedin.com/groups/8912226/>

FLiPASED updates in Researchgate

## Research referenced in this project

[Add more references](#)

### Ground Testing of the FLEXOP Demonstrator Aircraft

Conference Paper Jan 2020

 Jurij Sodja ·  Roeland De Breuker ·  Yasser Meddaikar · [...] ·  Bálint Vanek

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1 Citation

### Active Flutter Mitigation Testing on the FLEXOP Demonstrator Aircraft

Conference Paper Jan 2020





 Bela Takarics ·  Bálint Patartics ·  Tamás Luspay · [...] ·  Andrés Marcos

[View](#) [Remove from list](#)

3 Citations

### FLIGHT PHASE ADAPTIVE AERO-SERVO-ELASTIC AIRCRAFT DESIGN METHODS





Research Proposal Full-text Sep 2019

 Charles Poussot-Vassal ·  Pierre Vuillemin ·  Arnaud Lepage · [...] ·  Peter Seiler

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### Identification and Modeling of the Airbrake of an Experimental Unmanned Aircraft




Article Full-text Jun 2020 · Journal of Intelligent and Robotic Systems

 Péter Bauer ·  Lysandros Anastasopoulos ·  Franz-Michael Sendner · [...] ·  Bálint Vanek

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### Model reduction for LPV systems based on approximate modal decomposition

Article Full-text Sep 2016 · International Journal for Numerical Methods in Engineering

 T. Luspay ·  Tamas Peni ·  I. Gozse · [...] ·  Bálint Vanek

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11 Citations

Part of the FLiPASED references list in Researchgate

### 3 Conclusion

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The home page and social media channels were set up during the first year of the project. The consortium will monitor the new possibilities and adjust the communication strategy accordingly.