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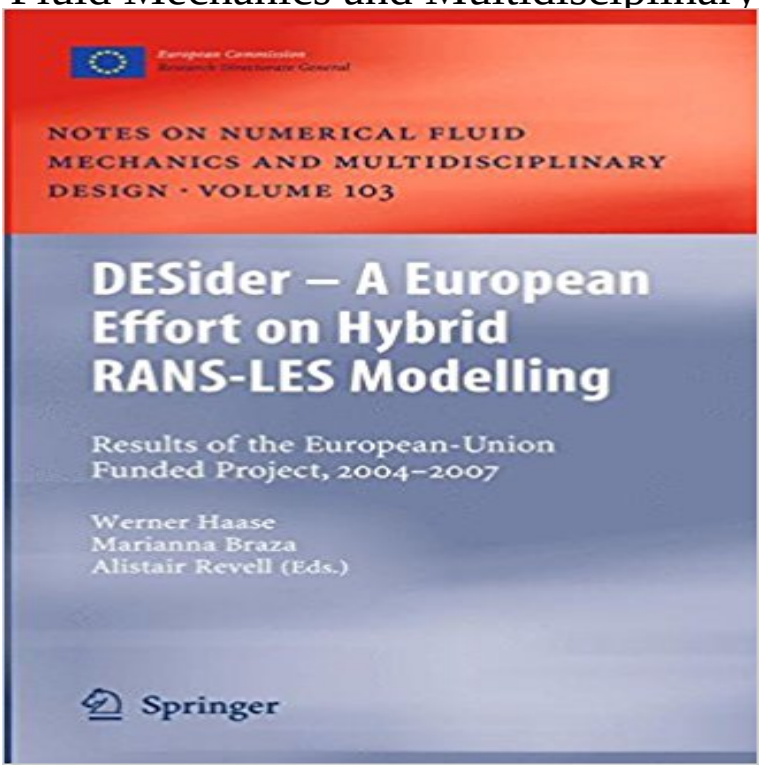

Preface In aircraft design, efficiency is determined by the ability to accurately and rel- bly predict the occurrence of, and to model the development of, turbulent flows. Hence, the main objective in industrial computational fluid dynamics (CFD) is to increase the capabilities for an improved predictive accuracy for both complex flows and complex geometries. This text part taken from Haase et al (2006), - scribing the results of the DESider predecessor project FLOMANIA is still - and will be in future valid. With an ever-increasing demand for faster, more reliable and cleaner aircraft, flight envelopes are necessarily shifted into areas of the flow regimes exhibiting highly unsteady and, for military aircraft, unstable flow behaviour. This undou- edly poses major new challenges in CFD; generally stated as an increased pred- tive accuracy whist retaining affordable computation times. Together with highly resolved meshes employing millions of nodes, numerical methods must have the inherent capability to predict unsteady flows. Although at present, (U)RANS methods are likely to remain as the workhorses in industry, the DESider project focussed on the development and combination of these approaches with LES methods in order to bridge the gap between the much more expensive (due to high Reynolds numbers in flight), but more accurate (full) LES.

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