

Special Issue: Guest Editor's Note

As an international forum the *International Journal of Flow Control* publishes highly multi-disciplinary research articles coming from groups from all around the world. This *Special Issue*, however, focuses on papers originating from *Europe*. Significant research activities can be seen in Europe since almost two decades in flow control. Individual groups cover the areas from basic research - theoretically, numerically and experimentally - up to industrial applications. Experimental studies comprise high-lift systems, compressors, cars, busses and trucks, and combustors, to name just a few. Funding is provided by national and European Funding agencies, and by industry. A part of the activities are embedded in so-called coordinated programs providing a long-term basis to work on a certain subject. On a European level, these programs start with transnational consortia bringing together experts from many member countries from Universities, National Research Institutes and Industry in a succession of so-called Framework Programs. Likewise, national groups with members from different locations inside a country are funded within coordinated national programs. Finally, bigger multi-disciplinary consortia working in one University receive funds to work on flow control. These coordinated programs are complemented, of course, by many individual research projects.

Giving an overview of all European groups and consortia is impossible. A restriction to very few papers in a single *Special Issue* precludes any attempt to give a comprehensive survey of the many activities in Flow Control seen in Europe. In a personally biased view of the Guest Editor, I first selected five different European countries and then five groups within these countries. I am fully aware that, by this, I do not pay the due respect to all other European colleagues. Apologizing for this decision, I would like to invite all other colleagues to submit regular papers to the *International Journal of Flow Control* for forthcoming issues.

From the selected papers two report on experimental closed-loop flow control. Illingworth and Morgans (*United Kingdom*) dampen instabilities in a Rijke tube and Wiederhold et al. (*Germany*) control the flow separation in a stator cascade with a multiple-input multiple-output controller. The result of a LES study is compared to experimental data by Krajnović and Östh (*Sweden*) for the open-loop flow control applied on a simplified A-pillar of a generic vehicle. In the contribution of Schlatter et al. (*Sweden/Netherlands*) the laminar-turbulent transition is delayed in a numerical study by introduction of streamwise streaks using the linear parabolic stability equations. Finally, Fournier et al. (*France*) report on DNS and LES studies of a generic configuration.

Guest Editor
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