



"Henri Coanda" International Airport, Bucharest.



President of INCREST.



Minister Counselor at the Council of State.



Choosing a member of the Romanian Academy.



Stamp emitted by the Romanian Poste.



Henri Coanda Bust.

Mock-up of the aerodyne with four plates designed by Henri Coanda in 1970 - "Dimitrie Leonida" Museum, Bucharest.



Mock-up of the airplane designed by Henri Coanda in 1910 - Aviation Museum, Bucharest.



Early XX<sup>th</sup> century Coanda Aeroplane - pre-dates Jet Aeroplane.



The Bristol-Coanda Monoplane, Larkhill July 1912.



The two Gnome rotary engines of the Coanda Twin, the first multi-engine Airplane, Reims, 1911.



Coanda's 1910 Jet Aeroplane.



The first Bristol-Coanda B.R.7. Biplane version of the Bristol-Coanda Monoplane at Olympia in England, February 1913.



Three quarter side view of Coanda's 1916 long-range bomber.

*"Many individuals of the modern society are like the boatmen: they row, but they look away from the future."*

**"Marketing studies and plan in order to promote products and services of COMOTI"**

- project co-financed by the European Regional Development Fund -

**ASQ MANAGEMENT S.R.L.**  
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1910 - 2010

**HENRI  
COANDA**  
1886 - 1972



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DEVELOPMENT INSTITUTE FOR  
GAS TURBINES

He was born in Bucharest, on June 1886. He began his studies in Romania and continued in Liege, Torino and Berlin. In 1910 he graduates from the School of Aeronautics in Paris. In 1911, Henri Coanda became technical manager of the aircraft and aircraft engine factory in Bristol, England.



At the age of 5



Student - the school of artillery, explosives and navy

## Henri COANDA



Henri Coanda - 1910



Henri Coanda and his wife Marguerite -Stamford Connecticut in late 1964

In 1966, Henri Coanda returned to Romania, where he founded and led the Scientific and Technical Creation Institute (INCREST). Now, COMOTI is part of former INCREST. As a recognition of his scientific contributions, the leaders of the state have elected him as an official member of the Romanian Academy and the Polytechnic Institute has given him the title of "Doctor Honoris Causa" and appointed counselor with a minister rank in the State Council.

Henri Coanda died in Bucharest on November 25<sup>th</sup>, 1972. Henri Coanda's inventions reach an impressive 2608 in number and his 700 patent acts recommend him as the most important scientist of the XX century.

## the First Jet Engine Aircraft - 1910

In October 1910, Henri Coanda exhibited the jet-engine airplane he imagined and designed, at the International Aeronautical Fair in Paris.



The airplane exhibited at the International Aeronautical Fair - Paris 1910

On December 16<sup>th</sup>, 1910, on the Issy les Moulineaux field near Paris, the airplane taxied and took off, setting a marking point in the history of aviation: the first flight of a jet engine airplane.



source: [www.turbosquid.com](http://www.turbosquid.com)

The "American Aviation" magazine, in „Who was the father of jet aviation”, states that the paternity of „the jet engine airplane belongs to Henri Coanda”, whilst the „Flying” magazine, describes, in „He flew in 1910”, the jet engine airplane designed and built by the Romanian engineer, later exhibited at the international aeronautic fair. In another issue of the same magazine, in March 1967, Henri Coanda is again acknowledged as the father of this invention.

## the COANDA EFFECT

During his short flight, Coanda noticed the alignment and attachment of the evacuation gas flow to the airplane fuselage. In 1934, he patented „a procedure and mechanism for the deviation of a fluid in another fluid”, now known as the „Coanda Effect”, which has inspired many theoretical and practical studies.



Systems using the Coanda Effect



On December 16<sup>th</sup>, 1957, Henri Coanda patented an “aerodyne lenticulaire” or, as it's known today, a “flying sorcer”, developed on the principle of the Coanda Effect.

## the Aerodyne

