















# ROYAL AERONAUTICAL SOCIETY

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-  Over 60 Branches worldwide
-  A dedicated Careers Centre
-  Publisher of two complimentary monthly magazines
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-  Comprehensive lecture and conference programme
-  Preferential hire rates for conferences and exhibitions at the Society's luxury premises
-  One of the most extensive aerospace libraries in the world
-  A fully equipped business suite available to members
-  Awards, Bursaries and Scholarships
-  Over 20 Specialist Groups

If you are interested in joining the Society, please return the form below to:

The Professional Standards Department, Royal Aeronautical Society, 4 Hamilton Place, London, W1J 7BQ or Fax: +44 (0)20 7670 4309.

You can also join online at [www.aerosociety.com](http://www.aerosociety.com) for further details please forward enquires to [membership@raes.org.uk](mailto:membership@raes.org.uk) or Tel: 020 7670 4315

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## TICK BOXES AS APPROPRIATE

I wish to apply for membership of the society as an affiliate

- £66 Standard rate
- £40 Retired rate (65 years and over)
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# ROYAL AERONAUTICAL SOCIETY

*At the forefront of change*



Founded in 1866 to further the science of aeronautics, the Royal Aeronautical Society has been at the forefront of developments in aerospace ever since. Today the Society performs three primary roles:

- to support and maintain the highest standards for professionalism in all aerospace disciplines;
- to provide a unique source of specialist information and a central forum for the exchange of ideas;
- to exert influence in the interests of aerospace in both the public and industrial arenas.

## **Benefits**

- Membership grades for professionals and enthusiasts alike
- Over 19,000 members in more than 100 countries
- Over 60 Branches across the world
- Dedicated Careers Centre
- Publisher of three monthly magazines
- Comprehensive lecture and conference programme
- One of the most extensive aerospace libraries in the world

The Society is the home for all aerospace professionals, whether they are engineers, doctors, air crew, air traffic controllers, lawyers, to name but a few. There is a grade of membership for everyone — from enthusiasts to captains of industry.

**To join the Society please contact the Director, Royal Aeronautical Society, 4 Hamilton Place, London W1J 7BQ, UK. Tel: +44 (0)20 7670 4300. Fax: +44 (0)20 7670 6309. e-mail: raes@raes.org.uk**

The Royal Aeronautical Society has 20 Specialist Interest Group Committees, each of which has been set up to represent the Society in all aspects of the aerospace world. These committees vary in size and activity, but all their members contribute an active knowledge and enthusiasm. The Groups meet four or five times a year and their main activities centre around the production of conferences and lectures, with which the Society fulfils a large part of its objectives in education and the dissemination of technical information.

This work is valuable not only in terms of the Society's charter objectives but also financially, as the conference programme contributes to the Society's annual income.

In addition to planning these conferences and lectures, the Groups also act as focal points for the information enquiries and requests received by the Society. The Groups therefore form a vital interface between the Society and the world at large, reflecting every aspect of the Society's diverse and unique membership.

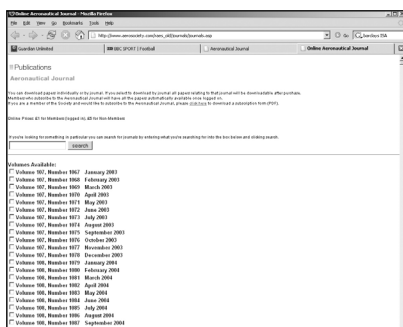
By using the mechanism of the Groups, the Society covers the interests of operators and manufacturers, military and civil aviators, commercial and research organisations, regulatory and administrative bodies, engineers and doctors, designers and distributors, company directors and students, and every other group of professionals who work within aerospace. No other institution represents such a wide and varied range of professions.

The Society membership must ensure that these Groups continue to reflect the constant innovation and development of aviation. This can only be achieved by regular input from members. The Group Committees would welcome new members, and those interested should write to the chairman of the relevant committee c/o the Conference Department.

The Specialist Groups are: Aerodynamics, Air Law, Air Power, Air Transport, Airworthiness & Maintenance, Aviation Medicine, Avionics, Flight Operations, Flight Simulation, Guided Flight, Historical, Human Factors, Human Powered Aircraft, Light Aircraft, Management Studies, Propulsion, Rotorcraft, Space, Structures & Materials and Test Pilots. If you feel you can provide an input, or expand the interests covered by a particular group, please act today and get in touch. Remember, the RAeS is only as influential as the members make it.



www.aerosociety.com



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The website has an on-line news service featuring extended coverage of the latest aerospace, air transport, defence, space and general aviation news.

These news pages are updated each weekday by our editorial news team and include many items which, for reasons of space, do not appear in the magazine. An archive of previous news stories can also be accessed by Society members.

The RAeS website also contains information on all of the Society's activities, including publications, membership, divisions, conferences, careers, awards and library services.

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# THE AERONAUTICAL JOURNAL

## Instructions for authors

### CORRESPONDING AUTHORS

The author willing to handle correspondence at all stages of refereeing, production and post-production stages should be indicated clearly on the covering letter. Their full name, full postal address, telephone and fax numbers should be included with their e-mail address.

### PREPARATION OF PAPERS

#### General

Initial submissions must comprise a PDF, MS Word or Latex file including figures. These must be sent to the Editor either by email or posted disc. E-mail and postal addresses for submissions can be found at the bottom of this sheet. Handwritten manuscripts are not acceptable. The accompanying letter must include a request for publication and state that the paper has not been published previously or submitted for publication elsewhere. The author is invited to suggest two appropriate referees and a suitable Associate Editor to handle the submitted manuscript.

The receipt of papers will be acknowledged by return, with a copy of these conditions and a reference number which should be used in all correspondence.

Prior to submission, manuscripts should be read critically by a third party who is familiar with the subject area and has a good grasp of the English language. Authors must also obtain permission where necessary to use any material in a paper which is copyright or the property of any other persons or entity, including their employers. Any fees incurred are the sole responsibility of the author(s). The paper may also be published on the Internet. *The Aeronautical Journal* is marketed and sold internationally.

#### Figures

All figures must be provided by the author(s) and must be included with the initial manuscript. Hand drawings should be avoided. Drawings considered unsuitable for publication will be returned with a request for them to be resupplied electronically. All figures should be numbered and given captions. References to figures in the text should be referred to as; Fig. 1, Figs 2 and 3 or Figure 1 if at the start of a sentence.

Photographs should be provided electronically and be scanned at 300dpi. Graphs, tables, charts etc. should be at least 150dpi. Figures and photos are accepted in the following formats: JPEG, TIFF and EPS.

### STYLE GUIDELINES

Papers must be in English and should comply with the structural guidelines below and should preferably not exceed 10,000 words. The following is the recommended generic format:

**Title:** The title should be kept short and concise.

**Authors' names and affiliations:** Names should be presented in the order the authors want them to appear on the published paper. Each author's organisation to which they are associated should be included with accompanying address.

**Abstract:** A single paragraph abstract of around 150 words which summarises the paper and contains no references.

**Nomenclature:** A list of all symbols used in the text and figures, whether familiar or not, should be given in alphabetical order with, for example, c before C and all English letters listed before Greek symbols. Subscripts and superscripts should be listed separately where possible. SI units should be used throughout.

#### Main Text

**Introduction:** Discuss the *raison d'être* of the work, including previous work by others and how the work being presented aims to advance or complement this.

**Equations:** Equations must be numbered in brackets (...1). Each equation should be produced electronically in *WORD* preferably using Equation Manager or MathType. Variables should be in italics. Constants should be in plain text. Vectors and matrices should be in plain text but bold. Cos, Sin, Tan should begin in capitals and be in plain text.

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**References:** References should be numbered sequentially in the text as they occur and placed at the end of the manuscript. For example, most commonly for papers<sup>(1)</sup> and reports<sup>(2)</sup>. They should be presented as follows:

1. Miller, P and Wilson, M. Wall jets created by single and twin high pressure jet impingement, *Aeronaut J*, March 1993, **97**, (963), pp 87-100.
2. Green, J.E., Weeks, D.J. and Brooman, J.W.F. Prediction of turbulent boundary layers and wakes in compressible flow, ARC R&M No 3791, 1979.
3. King-Hele, D. *Satellite Orbits in an Atmosphere*, Blackie, Glasgow, 1987.

**Appendices:** If no suitable reference is available appendices may be used to clarify certain points, such as a step in the theoretical analysis.

**Tables:** Tables should have a number and a caption. Each table should be cited in numerical order in the text.

### TECHNICAL NOTES

These can be up to 2,000 words in length and have no set form. They can be abstracts, comments upon unpublished papers, notes on interim results or a call for further research. They do not have to contain figures or nomenclature and may be in the form of a letter. Manuscripts submitted in this category are reviewed and published more quickly than a full paper.

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