

## NOTICE TO CONTRIBUTORS

Papers for consideration should be addressed to The Editor, The Aeronautical Quarterly, 4 Hamilton Place, London, W1V 0BQ.

Papers must be as short as possible, twenty foolscap pages being considered a maximum. Those written as internal reports, i.e. with full descriptions and complete results of work, must be re-written concisely.

Manuscripts should be read critically, for example by a colleague, before submission, in order to avoid small errors, *which might otherwise prolong the refereeing process.*

### PRESENTATION

Papers submitted should comply with the following points:

1. They must be typewritten with double spacing. The provision of two copies is advisable.
2. The title must be short.
3. A summary of not more than 250-300 words is essential.
4. Routine mathematics should be omitted or given in an Appendix; the main text should contain only necessary equations.
5. **SI Units must be used.**
6. *All* symbols used in the text and figures, whether standard or not, must be listed in a Notation and the following points observed:
  - (a) Greek letters should be clearly written in ink and should also be indicated by name where they first appear.
  - (b) The use of dots, bars, and so on, over symbols, or the use of dots as multiplication signs and bars for brackets should be avoided.
  - (c) Suffixes and indices must be clearly indicated and complicated suffixes avoided.
7. References should be given in the form:

L C Squire. Experimental results for waveriders in certain off-design conditions. *Aeronautical Quarterly*, Vol. XXII, p 225, August 1971.
8. Illustrations should be reduced to a minimum. When the paper is first submitted they can be clear prints of graphs, sketches or photographs. If the paper is accepted, authors will be expected to provide black and white line drawings or graphs, in a form suggested by the editorial staff, and clear glossy photographs.
9. Tables should not duplicate information given in graphs.

### CONDITIONS OF PUBLICATION

1. An author must obtain consent, where necessary, to use any material in his paper which is copyright or the property of any other person or his employers.
2. The copyright of every paper printed in *The Aeronautical Quarterly* is the property of The Royal Aeronautical Society. Permission to reprint or to use any paper will not be refused unreasonably.

### REPRINTS

1. Authors will be entitled to six copies of *The Aeronautical Quarterly* in which their paper appears.
2. Authors can order any number of reprints and estimates are available. Orders must be received before publication of the paper.

---

The Aeronautical Quarterly is published at the Offices of The Royal Aeronautical Society, 4 Hamilton Place, London, W1V 0BQ, at £1.25 net for a single number to non-members and £0.65 net for a single number to members of The Royal Aeronautical Society. None of the papers must be taken as expressing the opinion of the Council of the Royal Aeronautical Society unless such is definitely stated to be the case.

Telephone: 01-499 3515/9. Cables: Didaskalos, London, W1V 0BQ

## THE AERONAUTICAL QUARTERLY

---

It is the aim of *The Aeronautical Quarterly* to attract not only original papers contributing to aeronautical science and engineering, and papers developing new or improved methods of analysis and experimental techniques, but also papers on allied sciences which have a bearing on aeronautical problems. *The Aeronautical Quarterly* is open to authors of any nationality and is not restricted to members of the Society. The time taken to publish a paper often depends on its length and short papers, of not more than 2000 words, can be published more quickly than longer ones.

*The Aeronautical Quarterly* is published in February, May, August and November and the prices, which include postage and packing, are as follows:

	<i>To Members of the Society</i>		<i>To Non-Members</i>	
Per Part	£0.65	(\$1.60)	£1.25	(\$3.00)
Subscription (4 parts)	£2.60	(\$6.40)	£5.00	(\$12.00)

Papers to be published in future issues include:

*H.P.Horton* – Re-developing turbulent boundary layers behind yawed separation bubbles.

*F.M.Burrows* – Mean flow and pressure in a straight suction duct with deflected inflow.

*S.Knoos* – Theoretical study of a flow-resistance gas heater.

*H.C.Garner and G.F.Miller* – Analytical and numerical studies of downwash over rectangular planforms.

*B.G.Newman, R.P.Patel, S.B.Savage, H.K.Tjio* – Three-dimensional wall jet originating from a circular orifice.

*P.W.Bearman and D.M.Trueeman* – An investigation of the flow around rectangular cylinders.

*C.E.Whitfield, J.C.Kelly and B.Barry* – A three-dimensional analysis of rotor wakes.

*J.Pike* – The pressure on flat and anhedral delta wings with attached shock waves.

*W.H.Hui* – The caret wing at certain off-design conditions.

*P.W.Bearman and D.M.Trueeman* – An investigation of the flow around circular cylinders.

*Y.Sugiyama* – A theory for rectangular wings at low aspect ratio with tip clearance.

*T.C.Cannon and J.Genin* – Three-dimensional dynamical behaviour of a flexible towed cable.

*W.Kellaway* – Evaluation of the downwash integral for rectangular planforms by the BAC subsonic lifting-surface method.

---

Printed by Technical Editing and Reproduction Ltd, Harford House, 7-9 Charlotte St, London, W1P 1HD, and  
Published by The Royal Aeronautical Society, 4 Hamilton Place, London, W1V 0BQ, England