

The AERONAUTICAL Journal



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THE AERONAUTICAL JOURNAL

Aims and scope

The aims and scope of The Aeronautical Journal are intended to reflect the objectives of the Society as expressed in the Charter of Incorporation. Briefly these are to encourage and foster the advancement of all aspects of aeronautical and space science. Thus the topics of the Journal include all those which are covered by the various Sections and Groups of the Society such as fluid mechanics and aerodynamics, propulsion, structures and materials, rotorcraft, astronautics and guided flight, dynamics and control, aeromarine technology, aviation medicine, air transport, test flying, flight simulation, air law, management studies, history of aviation and manpowered aircraft. Thus papers are solicited on all aspects of research, design and development, construction and operation of aircraft and space vehicles. Papers are also welcomed which review, comprehensively, the results of recent research developments in any of the above topics.

Notes on the preparation of papers

Acceptance of a submitted paper will depend on the results of rigorous technical review by at least two referees and on the judgement of the Editors as to the importance of the paper to readers of the Journal.

Three clear copies of the manuscript, each complete with illustrations, should be submitted, if the paper is accepted a computer disk containing the paper will be required. Papers should be typed in double spacing and should preferably not exceed 10 000 words. Handwritten manuscripts cannot be accepted.

A list of symbols used, both in the illustrations and in the text, should be given in alphabetical order at the beginning of the paper whether or not they are standard. All unfamiliar terms must be explained.

Symbols and formulae should be typewritten if possible. The use of dots, bars, and similar characters over symbols, or the use of dots as multiplication signs and bars for brackets should be avoided. Suffixes (subscripts) and indices (superscripts) must be clearly indicated. Complicated suffixes and indices also should be avoided where possible.

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The increasing flood of technical information makes it difficult to publish even abstracts of such information and it has become still more difficult to publish technical items of information which do not reach the status of full length papers.

Under this general heading of Technical Notes it is hoped that readers will help in providing just those very items of useful information which normally might not see the light of the printed page.

There will be no set form for these Notes. They may or may not be illustrated. They can be short papers of up to two thousand words; abstracts and comments upon unpublished papers or upon papers in publication with limited circulation; or notes of some interim results of research in hand and notes for further research; or in the form of a letter raising technical points or asking questions; or letters commenting on Notes published.

These pages are intended to be a technical forum where our readers can argue and discuss; where they can inform and be informed, and pass on their own experience, or air their technical difficulties. Contributions will be reviewed by a single referee and published as soon as possible.

No reader need ever say any particular subject does not receive the space it deserves as it can be brought to notice through these pages.

Engineering Notes

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