

# AERONAUTICAL ENGINEERING



A SPECIAL BIBLIOGRAPHY
WITH INDEXES
Supplement 69

**APRIL 1976** 

### **ACCESSION NUMBER RANGES**

Accession numbers cited in this Supplement fall within the following ranges:

STAR (N-10000 Series) N76-14018 N76-16013

IAA (A-10000 Series) A 76-15979 - A 76-18885

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## AERONAUTICAL ENGINEERING

# A Special Bibliography Supplement 69

A selection of annotated references to unclassified reports and journal articles that were introduced into the NASA scientific and technical information system and announced in March 1976 in

- Scientific and Technical Aerospace Reports (STAR)
- International Aerospace Abstracts (IAA)





### INTRODUCTION

Under the terms of an interagency agreement with the Federal Aviation Administration this publication has been prepared by the National Aeronautics and Space Administration for the joint use of both agencies and the scientific and technical community concerned with the field of aeronautical engineering. The first issue of this bibliography was published in September 1970 and the first supplement in January 1971. Since that time, monthly supplements have been issued.

This supplement to Aeronautical Engineering—A Special Bibliography (NASA SP-7037) lists 305 reports, journal articles, and other documents originally announced in March 1976 in Scientific and Technical Aerospace Reports (STAR) or in International Aerospace Abstracts (IAA)

The coverage includes documents on the engineering and theoretical aspects of design, construction, evaluation, testing, operation, and performance of aircraft (including aircraft engines) and associated components, equipment, and systems. It also includes research and development in aerodynamics, aeronautics, and ground support equipment for aeronautical vehicles.

Each entry in the bibliography consists of a standard bibliographic citation accompanied in most cases by an abstract. The listing of the entries is arranged in two major sections, IAA Entries and STAR Entries, in that order The citations, and abstracts when available, are reproduced exactly as they appeared originally in IAA or STAR, including the original accession numbers from the respective announcement journals. This procedure, which saves time and money, accounts for the slight variation in citation appearances.

Three indexes—subject, personal author, and contract number—are included. An annual cumulative index will be published.

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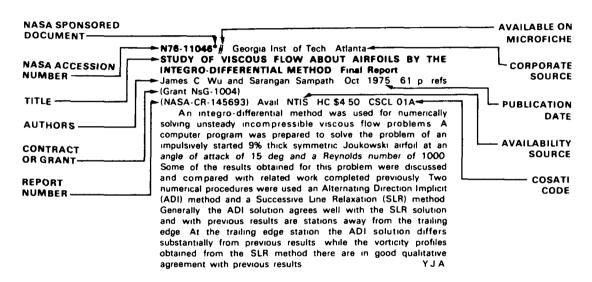
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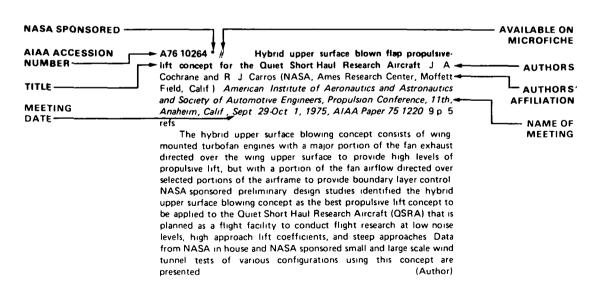
### TABLE OF CONTENTS

			Page
IAA Entries	 		91
STAR Entries			105
Subject Index	 		A - 1
	 		B - 1
Contract Number Index	••	•	C-1

### TYPICAL CITATION AND ABSTRACT FROM STAR



### TYPICAL CITATION AND ABSTRACT FROM 144



## AERONAUTICAL ENGINEERING

A Special Bibliography (Suppl. 69)

### **APRIL 1976**

### IAA ENTRIES

A76-16390 # Experimental vibration-damping study for flat aircraft-skin panels (Eksperimental noe issledovanie dempfirovaniia kolebanii panelei ploskikh samoletnykh obshivok) A I Kashchuk and V V Matveev *Problemy Prochnosti*, Oct 1975, p 95-100 6 refs in Russian

The structural damping capacity of six D16AT duralumin panels of different design was studied as a function of their structural and technological characteristics. It is shown that by using appropriate flexible viscoelastic adhesives (of the type of VK-3), the acoustic resonance vibrations of two-layer panels can be drastically reduced

A76-16491 Testing Europe's Panavia MRCA C Gilson and S Broadbent Flight International, vol 108, Dec 18, 1975, p 883-886

It is expected that by the end of February 1976 the Governments of Britain, West Germany, and Italy will have most of the information required for a decision concerning Panavia's Multi-Role Combat Aircraft (MRCA) Details regarding the flight-test program are discussed, taking into account studies conducted by British, German, and Italian aerospace companies. Approaches used for low-speed drag measurements are reported. The development of a spin-prevention system for the normal operational aircraft is considered in connection with possible roll and yaw stability problems. Attention is also given to plans for the conduction of supersonic tests.

A76-16492 Nav attack trials - Successful first stage Flight International, vol. 108, Dec. 18, 1975, p. 887-889

The first flight of P 04 in September represents a significant advance in the development of the MRCA avionics. The fourth prototype of the MRCA is fully equipped with the inertial nav/attack and radar systems specified for the combat aircraft which is being developed jointly by the aerospace industries in Britain, West Germany, and Italy Much of the avionics equipment, with the exception of the airborne radar, is of European design and manufacture. The radar is built by a U.S. company. Attention is given to the inertial navigation system, the laser rangefinder and marked-target receiver, and the head-up display.

A76-16543 The use of titanium castings to produce a complex shaped intermediate casing of MRCA engine RB 199 (Die Anwendung von Titangussteilen im MRCA Triebwerk RB 199 zur Herstellung eines komplexen Zwischengehäuses) W G Hansen (Motoren- und Turbinen-Union Munchen GmbH, Munich, West Germany) Zeitschrift für Werkstofftechnik, vol 6, Nov 1975, p 361-367 In German

This paper describes the present position on a highly stressed casing and its functions in the RB 199-34 R engine. When the parts of the casing are made from solid forged titanium billets, up to 93% of the material used is machined away. For this reason, the most

complicated parts of the casing were procured as castings and welded together by TIG welding. The paper describes the present quality standard of the titanium castings. The tests on the materials and their mechanical properties show that the castings are inferior to the forgings only with respect to their HCF behavior and their elongation at rupture. Macroscopic flaws are not entirely inevitable but can be detected by X-ray tests. The future prospects for titanium castings are considered favorable. (Author)

A76-16579 Impact damage effects on boron-aluminum composites J C Carlisle, R L Crane, L T Montulli (USAF, Institute of Technology, Dayton, Ohio), and W J Jaques In Composite reliability, Proceedings of the Symposium, Las Vegas, Nev., April 15, 16, 1974 Philadelphia, Pa, American Society for Testing and Materials, 1975, p. 458-470. 16 refs

The foreign-object damage problem associated with jet engines was investigated by impacting both titanium (6Al-4V) and boronaluminum specimens with either steel or room-temperature vulcanizing rubber spheres to simulate the two principal types of ingested foreign objects. To simulate engine operating conditions, some specimens were impacted while under a tensile load. Results indicate that a prestressed composite suffers much greater damage than simple cantilevered specimens. Ti-6Al-4V exhibits excellent impact resistance, loosing only 10 percent of its ultimate tensile strength up to the highest prestresses and impact velocities. Composite specimens react much differently depending on the type of impactor. Steel spheres cause severe damage at very low impact velocities Room-temperature vulcanizing rubber, on the other hand, causes little damage up to a velocity threshhold. Above this point, specimen failure was observed at some prestresses upon impact. The residual tensile and low-cycle fatigue strength of both boronaluminum and titanium was documented for various impacting velocities and prestresses. A fracture-mechanics analysis is presented which successfully predicts the effects of room-temperature vulcanizing rubber impact on boron-aluminum composites

A76-16635 # Resonance vibrations of a rotor on an elastic base with allowance for dry friction (Rezonansnye kolebania vinta na uprugom osnovanii s uchetom sukhogo treniia) R F Ganiev (Akademiia Nauk Ukrainskoi SSR, Institut Mekhaniki, Kiev, Ukrainan SSR) and A A Shcherbina (Kievskii Institut Inzhenerov Grazhdanskoi Aviatsii, Kiev, Ukrainian SSR) Prikladnaia Mekhanika, vol 11, Oct 1975, p 77-82 In Russian

The model of a rotor resting on an elastic base is used to study the ground resonance of a rotor-craft with allowance for dry friction arising in the sealing rings and journal boxes. The ground resonance problem is formulated as the problem of the behavior of the system under conditions of combinational resonance and is studied in the first approximation by an asymptotic method. The possible occurrence of self-excited vibrations is demonstrated, and the mechanisms of excitation are examined. The influence of the self-excited vibrations on the ground resonance is assessed.

A76-16675 # Aeromechanics of supersonic flows past power-law bodies of revolution (Aeromekhanika sverkhzvukovogo obtekaniia tel vrashcheniia stepennoi formy) V I Blagosklonov, V I. Vasil'chenko, S S. Grigorian, G L Grodzovskii, R A Zhukova, N L Krasheninnikova, Iu A Lashkov, P D Mikhailov, M F Pritulo, and A A Rafaeliants Moscow, Izdatel'stvo Mashinostroenie,

1975 184 p 157 refs In Russian

The results of theoretical and experimental studies dealing with the supersonic aeromechanics of minimum-drag power-law bodies of revolution are reviewed and generalized. It is shown that such bodies are characterized also by a low heat transfer coefficient, and that effects observed at hypersonic speeds will also manifest themselves at moderate supersonic speeds. Exact methods for calculating the aerodynamic characteristics of power-law bodies of revolution at hypersonic and supersonic speeds are outlined.

A76-16698 # Experimental investigation of some statistical vibration characteristics of an aircraft engine (Eksperimental'noe issledovanie nekotorykh statisticheskikh kharakteristik vibratsii aviatsionnogo dvigatelia) S G Gershman and V D Svet (Akademiia Nauk SSSR, Akusticheskii Institut, Moscow, USSR) Akusticheskii Zhumal, vol 21, Sept -Oct 1975, p 711-720 12 refs In Russian

Experiments were conducted to determine the two-dimensional laws governing the distribution of probabilities and their parameters along with conventional spectral-correlation characteristics as related to the vibrations of a turbojet aircraft engine. A major conclusion is that the different vibration components in the various regions of the spectrum are nonlinearly correlated with each other. This nonlinear correlation is dependent on the condition of the mechanism used.

SD

A76-16719 Some computational aspects of thin wire modeling E K Miller and F J Deadrick (California, University, Livermore, Calif ) In Numerical and asymptotic techniques in electromagnetics New York, Inc., 1975, p. 89-127 36 refs Research supported by the U S Coast Guard and AEC

Computational problems in modeling of thin-wire structures are discussed, with results obtained from a subsectional collocation solution involving point matching of boundary conditions and a three-term current expansion of the thin-wire electric-field integral equation. Structure segmentation, the thin-wire approximation, near-field numerical anomalies, matrix factorization roundoff error, multiple junction treatment, and required computer time are discussed. Errors in solving the integral equation by the method of moments are distinguished, and various pitfalls and numerical anomalies are singled out for attention. The wire-grid numerical method is shown to be applicable to the study of several other practical problems, such as radar cross section analysis, antenna analysis, and modeling of aircraft and helicopter airframes.

A76-16740 Acoustic excitation of high-velocity jets lu la Borisov and N M Gynkina (Akademiia Nauk SSSR, Akusti cheskii Institut, Moscow, USSR) (Akusticheskii Zhurnal, vol 21, May-June 1975, p 364-371) Soviet Physics - Acoustics, vol 21, no 3, 1975, p 230-233 10 refs Translation

Experimental study of the effect of 14-kHz, 170-db sound on gas jets in the Reynolds number range from 21,000 to 192,000 and the Mach number range from 15 to 9 Nozzle exit was placed in the focus of an elliptical concentrator, in the second focus of which the sound source was placed. The effect of sound was evaluated according to the ratio of axial velocities, the change in jet width, and the spectral characteristics with and without sound interaction Maximal jet excitation was obtained at Strouhal numbers from 25 to 3. For given Strouhal number, the effect of sonic interaction depends on the ratio of acoustic power acting on the jet to the power of the jet itself.

A76-16745 # Viscous flow around a rotationally oscillating circular cylinder A Okajima (Kyushu University, Fukuoka, Japan), H Takata (Tokyo, University, Tokyo, Japan), and T Asanuma Tokyo, University, Institute of Space and Aeronautical Science,

Report no 532, vol 40, Sept 1975, p 311-338 23 refs

Aerodynamic characteristics of a circular cylinder either stationary or rotationally oscillating around its axis in uniform viscous flow are studied by numerical calculation and by experiment The method and results of numerical solution of the Navier Stokes equations by the finite difference analogue are presented together with measurements for the lift and the drag forces acting on the cylinder made by towing test models in still fluid with Reynolds numbers ranging from 40 to 6100 Good agreement is obtained between the calculated results and the experimental ones at Reynolds numbers of 40 and 80, for the steady and unsteady aerodynamic parameters, the phenomenon of the so-called synchronization and so on Numerical calculations indicate that there may be a close relationship between the time-variation of the flow pattern and that of the lift force on an oscillating cylinder. The influence of Reynolds number on the arodynamic parameters and the phenomenon of synchronization are investigated experimentally

(Author)

A76-16746 # Viscous flow around a transversally oscillating elliptic cylinder A Okajima (Kyushu University, Fukuoka, Japan), H Takata (Tokyo, University, Tokyo, Japan), and T Asanuma Tokyo, University, Institute of Space and Aeronautical Science, Report no 533, vol 40, Oct 1975, p 339-368 7 refs

Viscous effects of flow on the aerodynamic characteristic of an elliptic cylinder are investigated on the bases of a numerical solution as the Navier-Stokes equations for flow around both stationary and transversally oscillating elliptic cylinders at Reynolds numbers of 40 and 80 and measurements of the aerodynamic forces and pressure acting on an elliptic cylinder in the range of Reynolds numbers 40 to 20,000. Good agreement is obtained between the calculated results and the experimental ones for steady and unsteady aerodynamic parameters at Reynolds numbers 40 and 80. On the basis of the numerical results the time-variation of flow pattern around an elliptic cylinder is examined e.g., locations of stagnation points. The effects of angle of attack, Reynolds number and oscillatory frequency on aerodynamic parameters are discussed.

A76-16762

Thermal effects in gas turbine rotors and stators during transient modes of operation I (Effets thermiques dans les rotors et stators de turbines à gaz lors des regimes transitoires I) D Girault (Societe Genérale de Constructions Electriques et Mecaniques Alsthom, Belfort, França) Revue Française de Mécanique, 1st Quarter, 1975, p. 45-51 In French

The problems related to the thermal effects when a high-power gas turbine is started and stopped are discussed. The techniques employed aim at the thermal insulation of the turbine disks and casings from the hot gas flow, thus requiring fewer parts to be subjected to severe thermal stresses while using common metals and alloys for the rotors and stators. Starting and stopping programs are devised to ensure an acceptable life for the parts which make direct contact with hot combustion gases. In addition to investigating the mechanical stresses due to thermal gradients, differential expansion of parts in the transient period and the evolution of temperatures in the rotor after the turbine is stopped should be taken into consideration.

A76-16782 # Balancing of rigid rotors and mechanisms (Uravnoveshivanie zhestkikh rotorov i mekhanizmov) V N Barke, V A Zakharov, V A Zenkevich, T P Kozlianinov, Ia I Koritysskii, M E Levit, E V Nikolaevskii, G N Petrov, B T Runov, and V P Roizman Moscow, Izdatel'stvo Mashinostroenie (Osnovy Balansirovochnoi Tekhniki Volume 1), 1975–527 p 61 refs. In Russian

The fundamentals of modern balancing theory are systematically outlined, starting with simple concepts and proceeding to modern methods developed for complex mechanisms and rotor systems with elastic shafts. The principles of operation of sophisticated balancing

stands and machines are described Methods of balancing rotating machines in the field are studied, along with methods for force balancing simple linkages, and methods of rotor-unbalance determination.

A76-16797 # Response of an airfoil to turbulence when damping is moderate. R Arho ASME, Transactions, Series E Journal of Applied Mechanics, vol 42, Dec 1975, p 905, 906

An approximate analytical integration method is presented for evaluation of the expression given by Liepmann (1952) for the mean square deflection of an aircraft wing under random lift. For cases in which there is moderate damping due to the elastic structure of the wing the method yields more accurate results than the white-noise idealization. Two examples are given.

A76-16845 # Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems G Schmitt and D M Miller (Virginia Polytechnic Institute and State University, Blacksburg, Va) Operations Research Society of America and Institute of Management Sciences, Joint National Meeting, Las Vegas, Nev , Nov 17-19, 1975, Paper 28 p 20 refs

It is pointed out that developments in the air transportation industry related to increasing air traffic demand will make it necessary to make in the very near future a number of important decisions. One possible solution to be considered in this connection involves the introduction of a new type of aircraft into the air traffic system. A methodology which has been developed to assist decision makers in making decisions concerning this possibility is discussed. Present conditions are examined along with RTOL aircraft characteristics and questions concerning a utilization of RTOL in the commercial air transportation system. The solution procedure developed is applied to a small air transportation system with five major cities.

A76-16901 Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings Symposium sponsored by the Institute of Acoustics, IME, University of Southampton, RAeS, and Society of Environmental Engineers Journal of Sound and Vibration, vol 43, Nov 22, 1975 335 p

A transportation noise policy is considered along with an assessment of community noise, the future transportation noise environment in the United Kingdom, a brief review of air transport noise, the control of noise from surface transport, motor vehicle noise abatement through economic incentives, and aerodynamic noise sources Attention is also given to noise sources and their control in V/STOL aircraft, noise of advanced subsonic air transport systems, the effect of operating parameters on sources of vehicle noise, noise and vibration on board ship, an analysis of railway vehicle acoustics, the analysis and treatment of diesel-engine noise, and the effects of aircraft noise on man

G F

A76-16903 The future transportation noise environment in the United Kingdom. E J Richards (Loughborough University of Technology, Loughborough, Leics, England) (Institute of Acoustics, IME, University of Southampton, RAeS, and Society of Environmental Engineers, Symposium on Noise in Transportation, Southampton, England, July 22, 23, 1974) Journal of Sound and Vibration, vol 43, Nov 22, 1975, p 147 155 13 refs

An/ investigation is conducted regarding the future trends in aircraft noise. The feelings of people about aircraft noise are examined and a generalized curve of serious noise nuisance is established. Approaches for reducing the noise at the airport are considered, taking into account the cost factors involved. Questions concerning road transport noise are also investigated. It is pointed out that in the case of the existing urban communities approaches

for quieting the motor vehicle constitute the only solution of current noise annoyance problems G R

A76-16937 # Solution of two- and three-dimensional problems involving transonic flows past bodies (K resheniiu dvumernykh i prostranstvennykh zadach obtekaniia tel okolozvukovym potokom) M la Ivanov Zhurnal Vychislitel'noi Matematiki i Matematicheskoi Fiziki, vol. 15, Sept.-Oct. 1975, p. 1222 1240. 32 refs. In Russian

A three-dimensional version of Godunov's (1970) explicit difference scheme is applied to the solution of problems involving sonic, transonic, and supersonic flows of an inviscid nonheat-conducting gas past two- and three-dimensional bodies. Using this method, the steady flow pattern derives from the transient process as a function of time. Flows are calculated for pointed bodies of circular and elliptical cross section, a circular cylinder, a cylinder face, and for configurations composed of cylinders and cones. V.P.

A76-16940 # A numerical method for calculating three-dimensional flows past blunted bodies with a separated shock wave (Ob odnom chislennom metode rascheta prostranstvennogo obtekaniia zatuplennykh tel s otoshedshei udarnoi volnoi) M M Golomazov and A P Ziuzin Zhurnal Vychislitel'noi Matematiki i Matematicheskoi Fiziki, vol 15, Sept-Oct 1975, p 1349 1355 7 refs In Russian

The steady three-dimensional supersonic flow of a perfect gas past blunted bodies is examined. It is assumed that the bodies possess a symmetry plane and that the oncoming velocity vector is situated in this plane. A numerical method for calculating the flow in the transonic region of the shock layer is proposed. Calculations are carried out for an ellipsoid of revolution with an a/b ratio of 1.5 at angles of attack ranging from 0 to 90 degrees, and for segmental bodies at angles of attack from 0 to 30 degrees.

V.P.

A76-17001 # Potential flow past a biplane (Potencjalny oplyw dwuplata) S Demczuk and W Potkanski (Wytwornia Sprzetu Komunikacyjnego, Mielec, Poland) (Krajowa Konferencja Mechaniki Cieczy i Gazow, 1st, Jaszowiec, Poland, Dec 2-7, 1974) Instytut Lotnictwa, Prace, no 62, 1975, p 3 19 15 refs In Polish

A method for determining the distribution of the lift over the wings of a biplane is presented. The method is based on the generalized lift line theory and takes into account biplane interference, the deflection of the control surfaces, and the effect of fuselage type bodies on aerodynamic properties. Some numerical results are compared with experimental results and those obtained by means of Prandtl's lift line method. The lift distribution along the wings has been used to determine a number of aerodynamic coefficients of the biplane. The theoretical and experimental results are in good agreement. The method described enables the determination of aerodynamic characteristics of a single wing in the neighborhood of the ground. (Author)

A76-17005 # Epoxy and polyurethane paint compositions for agricultural aircraft (Epoksydowe i poliuretanowe zestawy malarskie do samolotow rolniczych) W Poninski *Instytut Lotnictwa, Prace*, no 62, 1975, p. 81-93 7 refs. In Polish

The progress made in Poland during the last two decades in the domain of paints for agricultural aircraft is discussed. In view of the development of polyurethane paints in the world comparative tests were performed of the epoxy paints now in use and three different polyurethane paints. The test methods are discussed, comprising tests with selected chemicals for plant protection and under conditions imitating the atmospheric influences. The results obtained show that the properties of polyurethane paints are better than epoxy paints under the action of atmospheric and chemical agents as well.

(Author)

A76-17006 # Limited-energy hydraulic starting system (Hydrauliczny uklad rozruchowy o ograniczonej energii) H Pietruszka and K Kulinicz Instytut Lotnictwa, Prace, no 62, 1975,

### p 95-112 9 refs In Polish

Two types of starting systems for turbine engines are defined limited-energy systems and systems with limited auxiliary drive power output Mathematical analogs are developed for the turbine engine as power plant to be started and for the limited-energy hydrostarting system Starting from cold and starting with engine warmed up are also modeled Agreement between experimental test data and analog model data is satisfactory within the limits of experimental error for test-bench performance, but caution is suggested on extrapolation of the results to all sets of performance conditions

A76-17171 On the amplification of broad band jet noise by a pure tone excitation D Bechert and E Pfizenmaier (Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, Institut für Turbulenzforschung, Berlin, West Germany) Journal of Sound and Vibration, vol 43, Dec 8, 1975, p 581-587 8 refs

It has been found experimentally that broad band jet noise can be amplified by a pure tone excitation as much as 6 to 7 dB. The jet noise amplification effect takes place at sound pressure levels which are present in real aircraft engines. The experimental investigation was restricted to a cold jet at high subsonic Mach numbers excited by a plane sound wave coming from inside the nozzle. Based on a simplified mathematical model an attenuator has been constructed which is able to reduce the jet noise amplification significantly.

(Author)

A76-17223 The Dash 7 at the airport A F Toplis (de Havilland Aircraft of Canada, Ltd., Downsview, Ontario, Canada)

Airport Forum, vol. 5, Dec. 1975, p. 11-17. In English and German

The Dash 7, which is produced by a Canadian aerospace company, has a 50 passenger capacity. The aircraft can be used for high-frequency operations on dense short-haul routes and for daily operations on routes with as few as 25 passengers per flight. The low operational noise level of the aircraft and its STOL characteristics will make it possible to utilize for Dash 7 airports which are close to the populations to be served. Attention is given to questions of aircraft layout and design, the powerplant, aspects of ground maneuverability, runway and taxiway loads, passenger handling, and cargo handling.

A76-17224 Impact of wide-body jets on cargo facilities R F Stoessel (Management Enterprises, Inc., Corona del Mar, Calif.)

Airport Forum, vol. 5, Dec. 1975, p. 28-30, 32, 34, 35. In English and German

Aspects related to the use of an all-cargo aircraft are examined and the requirements for carrying cargo on passenger aircraft are considered. An attempt is made to assign cargo-appeal ratings to a series of aircraft. Advantages of the wide-body aircraft for the transportation of air cargo are discussed, taking into account changes in the characteristics of airport facilities required in connection with the greater capacity of the new aircraft type. Such changes are to be considered in the design of a new international airport in Mexico City.

A76-17249 On the modification of subsystems in structural dynamics S Mahalingam (Sri Lanka, University, Colombo, Sri Lanka) and R E D Bishop (University College, London, England) Journal of Mechanical Engineering Science, vol 17, Dec 1975, p 323-329

Suppose that it is required to find what effects some local modification would have on the vibration characteristics of a structure if a portion is to be replaced. It is shown how, in theory at least, the modified characteristics can be found from a knowledge of those relating to the whole of the original structure and those relating only to the unit which is to be inserted. (Author)

A76-17332 A finite element method for the axisymmetric flow computation in a turbomachine C Hirsch (Brussel, Vrje

Universiteit, Brussels, Belgium) and G Warzee (Fonds National de la Recherche Scientifique, Brussels, Belgium) *International Journal for Numerical Methods in Engineering*, vol. 10, no. 1, 1976, p. 93-113 18 refs

A mathematical model of a general turbomachine is set up in developing a finite-element method applicable to mixed-flow and radial-flow turbomachines and to turbines. The basic equation is formulated as a quasi-harmonic equation for the stream function, and the axisymmetric radial equilibrium equation is computed. The equations for meridional through-flow are formulated as a quasi-harmonic nonlinear equation. A severe under-relaxation factor is introduced into the iterative process to expedite convergence. While results are stable, the relaxation factor affects the number of iterations required. Predicted and experimental data for axial-flow turbocompressors agree closely. The data are referable to subsonic flows, but transonic flows can be handled by employing a similar iterative procedure.

A76-17337 Inertia loading in finite element analysis of structures subject to compound motion J Barlow (Rolls-Royce /1971/, Ltd , Derby, England) International Journal for Numerical Methods in Engineering, vol. 10, no. 1, 1976, p. 197-209

The problems associated with the stress analysis of structures subjected to body force loading due to compound motion are outlined. An economic method for calculating equivalent nodal loading, for use in a finite element displacement analysis, is proposed in which the element discretization and consistent mass matrices are used to advantage. The relevant equations, relating to the rigid body dynamics of compound motion, are appended in matrix notation. Validity of the method is demonstrated by an analysis of the stresses, due to gyroscopic and centrifugal forces, in an aero engine blade model. (Author)

A76-17343 Fighter design philosophy R M Braybrook Air International, vol 10, Jan 1976, p 15-21

Aspects of design philosophy leading to the development of the Cobra series and derivatives are discussed. Special attention is given to the development of the LEX (leading edge extension) concept. The relative advantages and disadvantages of straight and swept wings for attack aircraft with different capabilities and intended applications are considered together with the extent of thrust/weight improvement or degradation inherent in a twin-engined fighter design. Factors affecting the proper selection of airmaments for a given aerodynamic configuration are discussed.

A76-17411 # The new Soviet airliner Jak-42 (Neues sowjetisches Verkehrsflugzeug Jak-42) P Bork (Gesellschaft für Internationalen Flugverkehr mbH, Berlin, East Germany) Technisch-okonomische Information der zivilen Luftfahrt, vol. 11, no. 5, 1975, p. 252-257 6 refs. In German

The Jak-42 was designed to satisfy specific transportation requirements in the USSR of a new type. The new aircraft is to serve industrial centers which are located at a great distance from large railway lines or air traffic routes. Cases are considered in which a relative large number of passengers for flights in the range from 1,000 to 1,500 km are involved. It is assumed that it is not possible to connect the centers economically to the main passenger routes by either railroad or motor traffic. The design requirements for the aircraft are discussed along with the approaches used for the implementation of these requirements in the Jak-42.

A76-17417 # The Dolphin airship with undulating propulsion - Comparison of undulator and propeller on the stand (Delphinluftschriff mit Wellantrieb - Vergleich von Weller und Luftschraube am Stand). W Schmidt Technisch-okonomische Information der zivilen Luftfahrt, vol 11, no 5, 1975, p. 302-308 8 refs In German

The performance characteristics of the Dolphin airship and a helicopter are compared. It is found that a Dolphin airship can lift a payload which is two or three times as heavy as that lifted by a helicopter, taking into consideration the same engine power for both vehicles. The better performance of the Dolphin airship is possible because the undulator of the airship has to lift only the payload. In the case of the helicopter, the weight of the aircraft itself constitutes a considerable part of the load which is to be lifted.

A76-17503 # Calculation of unsteady transonic flow past an oscillating airfoil by a method of fractional steps (Calcul de l'écoulement instationnaire transsonique autour d'un profil oscillant par une méthode à pas fractionnaires) P Laval (ONERA, Châtillonsous-Bagneux, Hauts-de-Seine, France) (Biennial Fluid Dynamics, 12th, Bialowieza, Poland, Sept 8-13, 1975) ONERA, TP no 1975-115, 1975 29 p 14 refs In French

The problem of unsteady transonic flow over a symmetrical oscillating airfoil is solved by integrating numerically the exact unsteady equations in conservation form. The method which is proposed is a modification of the method of fractional steps that was previously applied to the computation of steady transonic flow over an airfoil. At some initial time a harmonic oscillatory motion about a fixed axis is imparted to the airfoil. The displacements are assumed to be small to permit application of the slippage condition to the airful in its mean position. By using symmetry conditions, the computations are carried out for half the field. Three types of flow are calculated the asymptotic nonisentropic steady flow, an unsteady transient flow to avoid placing an abrupt discontinuity on the normal velocity at a given moment of time, and lastly, the true unsteady flow. The results obtained for supercritical shock flows past a biconvex airfoil performing small-amplitudes rotational motions, show that the motions of unsteady forces are close to pure sinusoidal motions, although the shock motion is not sinusoidal, and that a steady-state solution can be obtained after two cycles

A76-17513 # Mathematical model of the vibrations induced by vortex shedding (Modèle mathématique du mouvement vibratoire engendré par un échappement tourbillonnaire) E Szechenyi (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France) La Recherche Aérospatiale, Sept-Oct 1975, p 301 312 22 refs in French

A blunt cylindrical body subjected to a flow perpendicular to its axis will be excited by the unsteady lift forces due to vortex shedding. A mathematical model has been developed to calculate these forces and the resulting response of the cylinder. The model is based on simple physical concepts and uses results of experiments at large. Reynolds numbers. The comparison between theory and experiment is found satisfactory for a test carried out on a flexible cylinder in a wind tunnel. (Author)

A76-17528 # Experiences at BAC /MAD / Ltd with titanium casting. M J Wynne and D J Duckworth (British Aircraft Corp , Ltd , Military Aircraft Div , Warton, Lancs , England) In International Titanium Casting Seminar, 1st, London, England, September 9, 10, 1974, Proceedings London, Titanium Metal and Alloys, Ltd , 1975 32 p

The feasibility of using titanium alloy castings for airplane engine parts is studied empirically. Alpha/beta 6Af-4V common titanium alloy, with rammed graphite mold material, was used in the fabrication of engine hoist tubes, flap tracks, and arrester hook brackets. The products were examined for static strength, fracture toughness, fatigue behavior, crack propagation, wear, and machinability. Photomicrography, electron microprobe analysis, and radiography were also applied to the specimens. The products are compared to wrought specimens and also to specimens made from other alloys. Small flaws suggestive of gas porosity showed up in the cast specimens, but no cracks appeared and fatigue failure did not

occur during tests. The method is judged satisfactory subject to further tests and studies (on stress corrosion, crack propagation, weld repair techniques, properties of TIG and electron beam welded titanium castings).

A76-17533 # Titanium castings - More cost effective than you think E A Williams (TiTech International, Inc., Pomona, Calif.) In International Titanium Casting Seminar, 1st, London, England, September 9, 10, 1974, Proceedings London, Titanium Metal and Alloys, Ltd., 1975. 6 p.

The article examines how costs can be cut effectively through the use of precision titanium castings. Cost of metal removal, labor costs, and increasing materials costs are given, and castings costs are compared to machining costs, including processes incorporating numerical control. The percentage composition of various structural parts and types of parts in the total airframe or aircraft cost is tabulated. Metal removed by machining from forgings or billet stock for major structural parts can amount to 70-80% of the weight of the stock. A 1973 USAF study showed that 30% potential savings could be achieved by reducing metal removal costs, combining some detail parts into one, narrowing excessive quality assurance and duplicate inspections, and using materials to better advantage.

A76-17534 # Historical quality assurance in titanium castings A L Donlevy (TiTech International, Inc., Pomona, Calif.) In International Titanium Casting Seminar, 1st, London, England, September 9, 10, 1974, Proceedings London, Titanium Metal and Alloys, Ltd., 1975. 10 p.

The article reviews the history of titanium casting from its beginnings in 1949. The shift from casting of commercially pure Ti to casting of Ti alloys and the benefits of scrap recycling are indicated. Major improvements in the past five years are registered in both investment casting and sand casting of Ti alloy products, principally for the aerospace industry. Remaining problems and inconsistencies are noted, and projections of future progress are presented. A list of specifications and their identifying codes is appended (material specifications and supporting process or test specifications).

R.D.V.

A76-17993 A correlation between pressure and heat transfer distributions at supersonic and hypersonic speeds J L Stollery (Cranfield Institute of Technology, Cranfield, Beds, England) and G T Coleman (Royal Aircraft Establishment, Farnborough, Hants, England) Aeronautical Quarterly, vol 26, Nov 1975, p 304 312 9

The 'reference enthalpy' and local flat plate concepts are used to derive some simple expressions for the turbulent heat transfer rate distribution over an arbitrary body at supersonic and hypersonic speeds. The connection between pressure and heat transfer rate is established and tested against a number of experimental data.

(Author)

A76-18000 # The Soviet YAK-40 G H Garbett Aircraft Engineering, vol 47, Dec 1975, p 4-19, 22-27, 29-35

The YAK-40 is an all-metal, low wing monoplane with semi-monocoque fuselage, cantilever wings, and a T-tail with a variable incidence horizontal stabilizer. The aircraft is powered by three A-125 turbofan engines, the center one of which is provided with reverse thrust. The maximum payload is 6000 lb, with a maximum take-off gross of 35,275 lb. The cruising speed is 350 mph, average cruise altitude is 19000 ft. The communication systems include VOR/ILS equipment, an ADF system, radio-altimeter system AL-101, a weather radar system and ATC transponder. The navigational aids include a magnetic compass system consisting of a flux detector and a directional gyro, coupled by means of an amplifier intended to form a stable output signal in the direction of flight. The aircraft has retractable tricycle landing gear.

A76-18011 On the drag of bodies of revolution at transonic speeds V N Diesperov and lu B Lifshits (*Prikladnaia Matematika i Mekhanika*, vol 39, Mar -Apr 1975, p 290 297 ) *PMM - Journal of Applied Mathematics and Mechanics*, vol 39, no 2, 1975, p 271-278 14 refs Translation

The present work investigates theoretically some aspects of the law of stabilization, which concerns the weak effect that the magnitude of the velocity of the main flow has on the deviation of the parameters at a body before the shock wave from their values at sonic velocity at infinity. The present investigation also studies the flow behind the shock in order to clarify the nature of the dependence of the resistance of the body on the velocity of the main flow.

A76-18096 The coming era of the quiet helicopter /16th Cierva Memorial Lecture/ T R Stuelphagel (Summa Corp , Hughes Helicopters Div , Culver City, Calif ) *Aeronautical Journal*, vol 79, Dec 1975, p 532-536 5 refs

Advances in the development of quietening technology are discussed using the light turbine helicopter as an example. Objectives in quietening helicopters are ability to cruise unnoticed day or night 500 ft above city or residential areas, and ability to take off and land at urban heliports with an economically acceptable number of flights per day without disturbing neighbors as close as 1000 ft along the flight path and 150 ft to the sides. In the OH-6/500 turbine helicopter reductions in the overall external sound pressure of 17 dB (to 20 dB) in hover and 14 dB (to 16 dB) in level flight have been attained. The most significant reduction is achieved by reducing the rotor tip speed. The main rotor is increased to 5 blades and the tail rotor to 4 blades with staggered spacing to compensate for the lowered rotor thrust. An engine exhaust muffler, shrouded engine inlet, and finer tooth gears are among the other noise-reducing features The total weight penalty is 192 lb Quietening technology developed for the OH-6/500 is being incorporated in the design program of production helicopters capable of operation in either a normal or a quietening mode

A76-18097 The significance of propulsion in commercial aircraft productivity /17th Sir Charles Kingsford-Smith Memorial Lecture/ B N Torell (United Technologies Corp., Pratt and Whitney Aircraft Div., East Hartford, Conn.) Aeronautical Journal, vol. 79, Dec. 1975, p. 537-549

The development of engine technology is reviewed Economic productivity gains accompanying the introduction and development of the major types of power plants used in commercial aviation (piston, turboprop, turbojet, first and second generation turbofan) are analyzed. Special attention is given to the economic impact of the development of alloys and construction techniques improving the high temperature performance of turbine engines. The possible improvements in fuel consumption due to the development of new or improved engine cycles are assessed. Advances in turbofan components, including improved turbine sealing and durability and increased fan and compressor efficiencies, together with increases in the bypass and pressure ratio may reduce fuel requirements 20% Other engine cycles that are under study are high overall pressure ratio turbofan, regenerative turbofan, regenerative intercooled turbofan, turboprop, and turboprop with regenerator CKD

A76-18100 Mil Mi-24 - The first Soviet combat helicopter A Malzeyev *Interavia*, vol 31, Jan 1976, p 44, 45

The Soviet combat helicopter Mil Mi-24 is a basically derivative of earlier Soviet helicopter designs. Stub wings incorporating 20 deg of incidence and 16 deg anhedral serve to carry the external hardpoints. The five-blade main rotor has flapping and drag hinges, while the three-blade tail rotor is linked to the hub by flapping hinges only. The powerplant appears to be a variant of the Glushenko GTD-3F turboshaft engine. An increase in output to 1500 hp has probably been accomplished by raising the turbine entry temperature. Gear operation is hydraulically activated. The tricycle undercarriage is completely retractable.

crew and is capable of transporting an additional 16 combat troops A 12 mm calibre machine gun is mounted in the nose. A variety of other armaments, including ground-to-air missiles and bombs of sizes ranging to 500 lb, may be carried. Speeds over 160 knots can be attained.

A76-18164 The flow about the trailing edge of a supersonic oscillating aerofoil P G Daniels (University College, London, England) Journal of Fluid Mechanics, vol 72, Dec 9, 1975, p 541 557 25 refs Research supported by the Science Research Council

The work analyzes the high Reynolds number (R), supersonic compressible flow in the neighborhood of the trailing edge of a plate performing high or low frequency, small amplitude sinusoidal sciple-deck region at the trailing edge. It is found that the occurrence of separation at the trailing edge is dependent upon the magnitude of the product of the amplitude and the frequency of oscillation and that if this product is much smaller than the inverse fourth root of R, the flow is maintained right up to the trailing edge. For frequencies much less than the fourth root of R, the results for a steady plate at incidence can be used to provide a precise condition for the occurrence of separation at the trailing edge.

A76-18276 # Aeronautics and astronautics in Europe. Balance and perspectives - The necessity for future cooperation in Europe and with the U.S (Luft- und Raumfahrt in Europa. Bilanz und Perspektiven - Über die Notwendigkeit zukunftiger Zusammenarbeit in Europa und mit USA) J Trienes (Bundesministerium der Verteidigung, Bonn, West Germany) Deutsche Gesellschaft für Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept. 16-18, 1975, Paper 75-08 36 p. In German

The current status of aviation in West Germany is examined, taking into account developments related to the Airbus, VFW 614, MRCA, Alpha Jet, Roland, and Bo 105. The position of the German and the European aerospace and space industry in comparison to the U.S. is considered. The conditions which make a future cooperation of European countries necessary are discussed, giving particular attention to military considerations. The political, military, and financial reasons which make a cooperation within Europe mandatory, make a cooperation of Europe with the U.S. also highly desirable.

A76-18278 # Product support A300. P Triep (Messerschmitt-Bolkow-Blohm GmbH, Hamburg, West Germany) Deutsche Gesellschaft fur Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept 16-18, 1975, Paper 75-011 42 p In German

A description is presented of product support activities in the application phase of the Airbus project Attention is given to aspects of organization, the functions of the Airbus support division, the technical services, questions of technical liaison, field service, maintenance, service engineering, ground support equipment, support data management, the commercial group, warranty administration, spares service, and training facilities GR

A76-18279 # The introduction of the short-haul aircraft VFW 614 into the market (VFW 614 das Kurzstreckenflugzeug in der Markteinfuhrung) R Riccius (Vereinigte Flugtechnische Werke-Fokker GmbH, Bremen, West Germany) Deutsche Gesellschaft für Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept 16-18, 1975, Paper 75-012 32 p In German

Work related to the development of the VFW 614 was started in 1961. It was intended to design a short-haul aircraft for about 40 passengers which was suited for applications in the developing countries involving low-density routes. A brief review of the development of the aircraft by European aerospace companies is presented. It is shown that the concept of the VFW 614 is

particularly suited for an employment in regional air traffic Attention is also given to aspects of aircraft operation, the low engine noise, military uses of the aircraft, and the employment of the aircraft as executive jet.

A76-18280 The status of MRCA flight tests (Stand der Flugerprobung MRCA) K Knauer (Messerschmitt-Bolkow-Biohm GmbH, Ottobrunn, West Germany) Deutsche Gesellschaft fur Luftund Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept. 16-18, 1975, Paper 75-013 51 p. In German

The first flight of the first MRCA prototype on August 14, 1974, represents an important event in the development of a European military aircraft. The aircraft has been developed jointly by Great Britain, Italy, and Germany. The design of the aircraft and its performance characteristics are discussed along with the flight test program and the test results. Attention is given to the primary and the secondary control system, the hydraulic system, the electric system, the fuel system, and the flight characteristics of the aircraft.

A76-18281 # The Alpha Jet Program (Das Alpha Jet-Programm) E Gobel Deutsche Gesellschaft fur Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept 16-18, 1975, Paper 75-014 18 p In German

The paper reviews the definition phase of the program undertaken by France and West Germany to build an aircraft that would serve as a jet trainer and for air close support, and then gives a technical description of the aircraft and summarizes the current state of the development phase. The airframe is of conventional construction based on the failsafe principle with an ultimate load of 12g. The powerplants are two Larkac 04's, each with thrust to-weight ratio of 5.1, a thrust of 1350 Kp, and specific fuel consumption of 0.7 kg/Kp/hour. Four prototypes of the aircraft have been tested or are undergoing tests. Flight envelopes obtained in these tests are presented.

A76-18285 # The entire program for aeronautical research and technology of the federal government during the period from 1975 to 1978 (Das Gesamtprogramm Luftfahrt- forschung und technologie 1975-1978 der Bundesregierung) H Hertrich Deutsche Gesellschaft fur Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept 16-18, 1975, Paper 75-020 28 p. In German

A draft of the entire program for aeronautical research and technology of the government of the Federal Republic of Germany was completed in February 1975. Organizational and budgetary questions related to an implementation of the program are examined and the current status of the aerospace industry in West Germany is considered. Attention is given to aspects of a coordination of research conducted by the aerospace industry and by nonindustrial institutions. General objectives of aeronautical research and technology are discussed along with the details of the proposed program.

A76-18287 # Rotary-wing aircraft, today and in the future (Drehfugler heute und in der Zukunft) K Pfleiderer (Messerschmitt-Bolkow Blohm GmbH, Ottobrunn, West Germany) Deutsche Gesellschaft für Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept 16-18, 1975, Paper 75-022 51 p 26 refs in German

The article presents an overview of the status, technology, applications, market openings, and costs of rotary-wing craft in general, and of the helicopter in particular Topics covered include the range of applications in passenger and goods transportation, recent engineering developments, the noise spectrum of rotary-wing craft and noise abatement, the spectrum of research and development costs, and structural design materials

A76-18289 # RPV - Perspectives of a military application (RPV - Perspektiven einer militärischen anwendung). K Heilmann (Bundesministerium der Verteidigung, Bonn, West Germany) Deutsche Gesellschaft für Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept. 16-18, 1975, Paper 75-024 45 p in German

Remotely piloted vehicles (RPV) are unmanned flight vehicles which are suited for a number of military uses. Such uses include missions with a great risk factor. Considered RPV missions are related to reconnaissance, air attack, and electronic warfare. Employment possibilities for RPV depend on a number of vital techniques involving interference-free data transmission and target recognition. An important factor is also the incorporation of RPV systems into existing military structures. A description of various types of RPV is presented.

A76-18298 # Recent contributions of German aeronautical research in the field of aircraft aerodynamics (Neuere Beitrage der deutschen Luftfahrtforschung auf dem Gebiet der Flugzeugaerodynamik) D Hummel (Braunschweig, Technische Universität, Braunschweig, West Germany) Deutsche Gesellschaft für Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept 16-18, 1975, Paper 75-036 42 p 101 refs In German

Studies of profile flows involving incompressible and transonic flows are considered. Attention is given to laminar profiles, profiles with flaps, maximum lift, the development of new profile forms, computational procedures for frictionless flows, the effect of friction, and shock-induced separation. Flows around three-dimensional bodies are discussed, taking into account airfoil theory, slender bodies, boundary layers, and a computational procedure for frictionless flows. A description of experimental techniques is also presented.

A76-18300 # Recent contributions in research and development work on turbojet propulsion (Neuere Beitrage aus Forschung und Entwicklung auf dem Gebiet der Turbofflugtriebwerke) W Heilmann and G Winterfeld Deutsche Gesellschaft für Luft- und Raumfahrt, Jahrestagung, 8th, Bonn, West Germany, Sept 16-18, 1975, Paper 75-038 39 p 18 refs In German

An overview of West German aviation propulsion research and industry, covering the postwar recovery, present and future tasks and perspectives, and presenting salient illustrative examples. Differences in military and civilian specifications and the interplay between them, noise and pollution standards, and cutting of production costs (via increased reliance on castings, friction welding, electroerosion machining) are discussed. Improvements in turbine and compressor design include reduction in the number and weight of blades, cooling design, two-spool bypass axial compressor systems, ways of raising the turbine entrance temperature, the use of variable engine geometry, and improvements in combustion chambers, blading design, engine cooling, and radial compressor design are covered.

RDV

A76-18374 Optimal configuration of rotor blades for horizontal wind energy converters (Die optimale Auslegung rotie-render Flugel fur horizontale Windenergiekonverter) W Weber (Stuttgart, Universitat, Stuttgart, West Germany) Zeitschrift fur Flugwissenschaften, vol 23, Dec 1975, p 443-447 8 refs In German

The paper proposes a formula for the total efficiency of a wind energy converter blade array and constructs on this basis a formula relating rotor blade configuration and efficiency with the aid of some auxiliary geometrical functions. The resulting function was evaluated by computer, and curves are presented showing calculated efficiencies for various blade geometries as blade arrangement is varied.

PTH

A76-18477 # Supersonic high-temperature gas jet flow past a body into a supersonic wake (Obtekanie tela sverkhzvukovoj struei

goriashchego gaza, vytekaiushchei v sputnyi sverkhzvukovoi potok) I M Mirzoev In Mechanics of deformable solids Baku, Izdatel'stvo Elm, 1975, p 41 53 8 refs In

Russian

The paper deals with the supersonic flow around an aircraft and the interaction of the jet engine exhaust with the supersonic wake Shock wave profiles, formation of Prandtl Meyer rarefaction waves and pressure oscillations on the aircraft surface are calculated on the basis of gasdynamic equations. The analysis lends itself to the problem of optimal nozzle arrangement for thrust augmentation.

ВJ

A76-18516 # Outlook on the acoustic characteristics of future subsonic aircraft (Prospective des qualités acoustiques des futurs avions subsoniques) J Plenier (Societe Nationale Industrielle Aérospatiale, Toulouse, France) Association Aéronautique et Astronautique de France, Congrès International Aéronautique, 12th, Paris, France, May 29, 30, 1975, Paper 49 p In French

The paper investigates the principal paths open to the aircraft designer to improve the noise characteristics of subsonic aircraft. Three fundamental approaches are discussed (1) judicious choice of architecture, which, however, would necessitate long studies and prototype designs which the current European aerospace industry is not able to finance on the short term, (2) improving the low-speed performance but at the price of increasing the DOC, and (3) modification of take-off and landing procedures, which rests more in the hands of regulating authorities and airlines rather than the designer. The overall cost picture of the battle for the environment is stressed.

A76-18518 The conversion of aircraft - Acoustic and performance benefits J O Powers (FAA, Office of Environmental Quality, Washington, D C) Association Aéronautique et Astronautique de France, Congres International Aeronautique, 12th, Paris, France, May 29, 30, 1975, Paper 29 p 9 refs

The paper argues the need for acoustic conversion (retrofit) for reducing aircraft noise. The conversion primarily deals with two areas of technology sound absorbing linings, and jet noise silencers. Types of modification - moderate, nominal, and extensive - are illustrated by presenting noise performance figures for the B-727 queit nacelle program. Acoustic modification by engine refan is considered Conversion is examined for business aircraft, including the Jetstar and the Learjet.

A76-18519 # The helicopter and the environment - Need for a compromise (Hélicoptère et environnement - Necessité d'un compromis) G Petit (Société Nationale Industrielle Aérospatiale, Paris, France), Mr d'Ambra, and Mr Dedieu Association Aéronautique et Astronautique de France, Congres International Aéronautique, 12th, Paris, France, May 29, 30, 1975, Paper 39 p 6 refs In French

Noise abatement problems are surveyed in relation to the growing market for nonmilitary helicopters in urban areas Acceptable noise levels for sectors of the population, noise level in relation to helicopter mass, noise generation mechanisms, ways of reducing noise, and airfoil studies are discussed Principal noise sources are isolated as (1) external (main rotor, tail rotor, propulsion engine(s)), and (2) cabin interior (gearbox). The noise spectrum of helicopters is analyzed into discrete frequencies associated with these major noise sources and broadbanded noise associated with the main rotor. The problem of compromise between noise control measures and equipment and keeping production costs and operating costs down is considered.

A76-18522 Aircraft noise - The United States government point of view C. R Foster (FAA, Office of Environmental Quality, Washington, D C ) Association Aéronautique et Astronautique de

France, Congrès International Aéronautique, 12th, Paris, France, May 29, 30, 1975, Paper 13 p

The three major US government agencies dealing with aircraft noise control are the FAA, the EPA, and NASA. The goal of the noise reduction program is twofold, comprising a short term goal and a long term goal. The short term goal is to confine the area of severe noise impact around all US airports to those areas over which the airport proprietor has control. The long term goal is to reduce noise levels in the lesser impacted areas sufficiently to minimize interference with human activities. These goals can be accomplished primarily through existing legislative authority. The modification of aircraft operational procedures and the implementation of environmentally compatible land use programs are considered as methods for noise control. Extensive systems analysis is seen as an aid to all noise control programs.

A76-18523 # Research on aircraft noise - Test methods (La recherche sur le bruit des avions - Méthodes et moyens d'essais) G Casandjian Association Aeronautique et Astronautique de France, Congres International Aeronautique, 12th, Paris, France, May 29, 30, 1975, Paper 18 p In French

Methods and facilities for measuring the basic types of aircraft noise - aerodynamic, engine, and duct noise - are described. Various techniques for reducing noise are considered, with emphasis on the development of absorber materials and jet noise silencers. Methods for making fixed point engine noise measurements are examined, as well as noise tests on turbine rotors. Tables listing the test facility, type of test, noise performance, and sponsoring organization are presented.

A76-18524 Supersonics and the environment E H Burgess (Rolls-Royce Aero Engines, Inc., New York, N.Y.) Association Aeronautique et Astronautique de France, Congres International Aéronautique, 12th, Paris, France, May 29, 30, 1975, Paper 19 p

The effect that the Concorde and other supersonic transports might have on the environment is discussed. A general description is given of the Concorde, with emphasis on design aerodynamic characteristics, and propulsion system configurations. Noise suppression developments on Concorde are considered in detail, with attention paid to design and cost features. SST and air pollution is examined, emphasizing the fact that exhaust smoke from Concorde has been virtually eliminated. The impact of SST on the stratosphere, in particular, the threat to ozone, is touched upon. Models for predicting the effect of emissions on the stratosphere are called generally inadequate. Sonic booms are discussed, with a claim put forth that they are not as harmful as supposed.

A76-18525 # Evaluation of reactions of dwellers in airport environs to aircraft noise (Evaluation des reactions des riverains au bruit des avions) A Alexandre (Organisation de Cooperation et de Développement Economique, Paris, France) Association Aéronautique et Astronautique de France, Congres International Aéronautique, 12th, Paris, France, May 29, 30, 1975, Paper 16 p In French

It is theorized that aircraft noise produces an annoyance which is an indirect psychosociological effect resulting from direct physio logical effects of noise, and leading to an open reaction which takes the form of complaint and protest. The paper presents results of 20,000 interviews conducted on an international scale over the past decade and attempts to plot annoyance indices, with percentage of people very much annoyed as a function of noise intensity. The sample has been processed by Guttman analysis and factorial analysis.

B J

A76-18526 # The CFM56 turbojet engine - Progress in the reduction of engine noise (Le turboreacteur CFM56 - Un progrès dans la réduction du bruit des moteurs) J P Bernard and P Raffy (SNECMA, Paris, France) Association Aéronautique et Astro-

nautique de France, Congres International Aéronautique, 12th, Paris, France, May 29, 30, 1975, Paper 33 p 12 refs In French

The CFMS6 turbojet engine is a double-body, double-flow (functioning in separated flow and multiphase flow) engine with 10 tons of thrust. Test facilities for examining the aerodynamic, internal and engine noise characteristics of the turbojet are described. A facility for determining the effectiveness of acoustic attenuation treatment on the engine is included. Most of the research was carried out in the framework of the Quiet Engine Program Maximal engine noise is plotted as a function of thrust, and noise spectra at landing approach, takeoff and intermediate flight are presented.

A76-18651

1975 report to the aerospace profession, Proceedings of the Nineteenth Symposium, Beverly Hills, Calif., September 24-27, 1975. Symposium sponsored by the Society of Experimental Test Pilots Society of Experimental Test Pilots, Technical Review, vol. 12, no. 4, 1975, 249 p.

F-15A spin tests are considered along with an A-10 progress report, the T34C turboprop trainer spin development program, an MRCA progress report, an F-16 progress report, a B-1 flight test progress report, a flight test report concerning a heavy lift helicopter flight control system, the air cushion landing system test program on the XC-8A, and the advanced medium STOL transport program Attention is also given to a pilot's view of the YC-14 aircraft, a YC-15 flight test progress report, the X-24B flight test program, the Space Shuttle Orbiter Approach and Landing Test Program, and Apollo-Soyuz, US-USSR joint mission results

GR

A76-18652 F-15A spin tests J E Krings (McDonnell Douglas Corp., St. Louis, Mo.) (Society of Experimental Test Pilots, Symposium, 19th, Beverly Hills, Calif., Sept. 24-27, 1975.) Society of Experimental Test Pilots, Technical Review, vol. 12, no. 4, 1975, p. 1-11

The goal of the F-15 High Angle of Attack Flight Test Program was to explore, understand and recover from any and all out ofcontrol conditions anticipated during service use. The plan was to
progress in logical, conservative steps, from a one-g stall to wherever
the airplane behavior led to. The recoverability of the F-15 allowed
us systematic exploration of high AOA flight from stall to the steady
flat spin. In its primary role configuration, the F-15 has no angle of
attack limits. The operational use and recoverability was the primary
consideration throughout the program.

A76-18653 A-10 progress report H W Nelson (Fairchild Republic Co, Farmingdale, NY). (Society of Experimental Test Pilots, Symposium, 19th, Beverly Hills, Calif., Sept 24-27, 1975) Society of Experimental Test Pilots, Technical Review, vol 12, no 4, 1975, p 12-28

The flight test programs for the A-10 aircraft are discussed, taking into account air to air refueling, problems with the GAU-8 30 mm cannon, the icing test, the freedom-from-flutter demonstration, and stall/post stall/spin avoidance tests. Other tests considered are related to the 80% airloads demonstration, the demonstration of initial performance and flying qualities, and the demonstration of safe external store separations.

A76-18654 T34C turboprop trainer spin development program R R Stone (Beech Aircraft Corp., Wichita, Kan.) (Society of Experimental Test Pilots, Symposium, 19th, Beverly Hills, Calif., Sept. 24-27, 1975.) Society of Experimental Test Pilots, Technical Review, vol. 12, no. 4, 1975, p. 29-36

NASA Langley spin tunnel tests showed that the spin characteristics of the T34C aircraft needed to be improved NASA developed two spin fix devices, including 'rectangular strakes' and 'P-X soda straws', either of which promoted a stable, moderate spin mode. An intensive two-month flight test program with 175 spins was conducted. The objective of T34C development was achieved in the final configuration for both upright and inverted spins. The objective involved the achievement of rudder-only recoveries from all spins at all loadings and thrust levels.

A76-18655 Multi role combat aircraft /MRCA/ progress report. N Meister (Messerschmitt-Bölkow-Blohm GmbH, Munich, West Germany) and P. Millett (British Aircraft Corp., Ltd., Weybridge, Surrey, England) (Society of Experimental Test Pilots, Symposium, 19th, Beverly Hills, Calif., Sept 24-27, 1975.) Society of Experimental Test Pilots, Technical Review, vol 12, no 4, 1975, p 37-41, 237-239

The maiden flight of the first MRCA prototype took place on August 14, 1974. The aircraft had been developed jointly by Great Britain, West Germany, and Italy as a replacement for currently used fighter aircraft in the air forces of the three countries. Military demands for the aircraft were mainly related to short takeoff and landing distances and to a high speed low level penetration capability. It is pointed out that four MRCA are presently flying. The fifth aircraft is very close to flight.

A76-18656

B-1 flight test progress report C C Bock, Jr (Rockwell International Corp , El Segundo, Calif ) (Society of Experimental Test Pilots, Symposium, 19th, Beverly Hills, Calif , Sept 24-27, 1975 ) Society of Experimental Test Pilots, Technical Review, vol 12, no 4, 1975, p 59-67

The primary mission of the B-1 aircraft is low-altitude, high-speed penetration to a target. The aircraft will also have the capability for high-altitude supersonic penetration. A review is presented of the early portion of the Phase I flight test plan and the progress made to date is shown. The first flight of the aircraft was conducted on December 23, 1974. Details concerning this flight and fourteen more test flights are discussed. Flying qualities tests which follow will establish the low-altitude operating envelope for the B-1.

A76-18657 Air cushion landing system /ACLS/ test program on the XC-8A J H Brahney (USAF, Wright-Patterson AFB, Ohio) (Society of Experimental Test Pilots, Symposium, 19th, Beverly Hills, Calif., Sept 24-27, 1975 | Society of Experimental Test Pilots, Technical Review, vol. 12, no. 4, 1975, p. 79-95

The objective of the ACLS program is to determine the feasibility of using ground effect technology to provide aircraft with an all surface landing capability. The approach investigated employs an air cushion instead of wheels as the ground contacting medium. The ACLS was installed on a CC-115 Buffalo without interference to the basic aircraft configuration. The test aircraft was designated XC-8A. The major modifications to the aircraft include the air cushion system, the air supply package, the beta propeller system, and the wing float and skid assembly. The XC-8A test program has reached the point where the total feasibility of the ACLS is being demonstrated.

A76-18658 A pilot's view of the YC-14 airplane R L McPherson (Boeing Co., Seattle, Wash.) (Society of Experimental Test Pilots, Symposium, 19th, Beverly Hills, Calif., Sept. 24-27, 1975.) Society of Experimental Test Pilots, Technical Review, vol. 12, no. 4, 1975, p. 99-116. 8 refs.

Two prototypes, designated the YC-14, are to be built for feasibility demonstrations of advanced STOL technology. The aircraft are to operate from 2,000 feet semiprepared strips with acceptable safety margins, carrying a 27,000 pound payload on a 400 nautical mile radius mission with a landing and unrefueled takeoff at the midpoint. The YC-14 is a twin engine, aft loading cargo aircraft similar in length and span to the KC-135. Details of aircraft design are discussed.

A76-18659 \* X-248 flight test program J A Manke (NASA, Flight Research Center, Edwards, Calif) and M V Love (USAF, Edwards AFB, Calif) (Society of Experimental Test Pilots, Symposium, 19th, Beverly Hills, Calif, Sept 24-27, 1975) Society of Experimental Test Pilots, Technical Review, vol 12, no 4, 1975, p 129-154

The X-24B is an air launched, rocket powered research aircraft A number of its design features constitute a tradeoff between

aerodynamics and heating considerations A vehicle description is given and test program objectives are discussed along with operational procedures and aspects of energy management Attention is also given to X-24B handling qualities, approach and landing, wind tunnel data and simulation, and proposed X-24C vehicle requirements GR

A76-18683 \* # Hypersonic incipient separation on delta wing with trailing-edge flap D M Rao (National Aeronautical Labora tory, Bangalore, India, NASA, Langley Research Center, Hampton, Va ) AIAA Journal, vol 13, Oct 1975, p 1386 1388 9 refs Research supported by the Ministry of Technology of England

The paper reviews the experimental data on the incipient separation characteristics of planar delta wings of 75 degree sharp leading edges, with full-span trailing edge flap deflected into the windward flow. The local Reynolds number range for these investigations covered laminar, transitional and turbulent conditions. It is shown that, while turbulent boundary layer data correlates with two dimensional results, in the laminar and transitional cases, there is a nearly parallel shift to higher flap angles for incipient separation.

BJ

A76-18700 Evolution of the TriStar family E R Schuberth (Lockheed-California Co , Burbank, Calif ) Shell Aviation News, no 432, 1975, p 22-33

Major design features of the three engine short/medium range L-1011-1 TriStar and its derivative models (L 1011-100, L-1011-200, L-1011-250) are outlined The basic model was developed to transport about 250-345 passengers over typical routes of 300 to more than 3000 nautical miles. The required passenger capacity and overall size limitations of the aircraft led to the selection of a large diameter fuselage (235 in ) The wing design was optimized to provide a minimum-cost cruise speed at Mach 0 85, and incorporates full span leading edge slats and double-slotted trailing edge flaps Selection of the S-duct aft-engine configuration led to improved aerodynamic configuration, reduced weight and drag, and excellent crosswind tolerance and pressure recovery. Major improvements in payload and range have been attained in the derivative models primarily through increases in the maximum take-off weight and fuel-carrying capacity accompanied by increases in engine thrust. The external configuration of the basic and derivative models is identical A fuselage-stretched derivative is under study CKD

A76-18728 # Design and test of a highly-loaded three-stage, axial-flow compressor R M Cook (AiResearch Manufacturing Company of Arizona, Phoenix, Ariz ) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-6 12 p Contract No N00140 73-C-0046

The aerodynamic design of a three-stage, axial-flow compressor is discussed herein. This compressor was designed for use in a low-cost, ordnance quality, supersonic turbine engine. The compressor was subsequently rig-tested with two different stator settings. Compressor performance was established with both uniform and distorted inlet airflow. A performance map is presented showing satisfactory design-point efficiency and high-speed surge margin. Part-speed surge margin in excess of the objective was also measured. Compressor performance comparisons with different stator settings and with distorted inlet airflow conditions are included showing good surge margin and good tolerance to inlet distortions. (Author)

A76-18729 # Unsteady wake measurements of airfoils and cascades. B Satyanarayana American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D.C., Jan. 26-28, 1976, Paper 76-7 9 p. 15 refs. Research supported by the Ministry of Defence (Procurement Executive)

An investigation has been undertaken to study the unsteady characteristics of airfoils and cascades at low-frequency parameters

wherein the unsteady pressures, boundary layers, and wakes were measured in the presence of sinusoidally varying gust flow. This paper presents mainly the time-mean and time-dependent wake profiles and comparisons of the wake losses obtained from the unsteady and time-mean wake profiles. The chordwise unsteady pressure differentials are presented with results showing that the differential approaches zero at the trailing edge. The experimental unsteady pressure distribution on an airfoil is compared with the predicted distributions. The amplitudes of the unsteady pressures show good agreement except in the trailing edge region, however, the agreement of the phase angle is poor.

(Author)

A76-18732 \* # Langley facility for tests at Mach 7 of subscale, hydrogen-burning, airframe-integratable, scramjet models W B Boatright, A P Sabol, D I Sebacher, S Z Pinckney, and R W Guy (NASA, Langley Research Center, High-Speed Aerodynamics Div, Hampton, Va) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-11 13 p 22 refs

Modifications to a 20-megawatt arc-heated facility for testing a hydrogen-burning, airframe-integratable, subscale, scramjet model are described. Arc-heated flow is mixed with unheated air to furnish a test flow duplicating Mach 7 flight (Stagnation temperature is 2220 K) Modifications to the commercially available heater to improve survivability and smoothness are described. Pitot profiles show uniform flow and a slightly thinner nozzle boundary layer than predicted Comparison of the tunnel boundary layer, which will be ingested by the engine model, with the boundary layer that a flight engine might ingest from its vehicle forebody shows a difference in the density distribution through the boundary layer Calculations of wall heating and transient wall temperatures of the engine model show that for a 30-sec burn, the heat sink model requires cooling at selected locations to avoid thermal stress, cycle-life problems. Model performance predictions show that fuel equivalence ratio and nozzle exit area both have large effects on thrust. Average inlet entrance Mach number (as affected by boundary-layer ingestion) has little effect on thrust (Author)

A76-18735 \* # Aircraft aerodynamic design and evaluation methods J R Tulinius and R J Margason (NASA, Langley Research Center, Hampton, Va ) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C , Jan 26-28, 1976, Paper 76-15 20 p 49 refs

This paper presents some practical methods for the aerodynamic design and evaluation of conventional aircraft. High-lift methodology which provides improved takeoff and landing and transonic maneuvering performance is discussed. Also, new techniques for estimating and minimizing cruise pressure drag are presented. These include a far-field theory to minimize trimmed induced drag, theories to estimate the spanwise variation of drag due to thickness and lift, and a far-field theory to estimate total pressure drag. In addition to the description of methods, aerodynamic design procedures are outlined and results from both the design and evaluation methods are presented. (Author)

A76-18736 \* # A lifting surface theory for the analysis of nonplanar lifting systems M I Goldhammer (McDonnell Douglas Corp , Long Beach, Calif ) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C , Jan 26-28, 1976, Paper 76-16 12 p 16 refs Research sponsored by the McDonnell Douglas Independent Research and Development Program, Contract No NAS1-13991

A new nonlinear, nonplanar lifting surface theory is presented. The method is regarded as a lifting surface theory in that the effects of wing thickness are neglected, but none of the usual small perturbation assumptions inherent in most other lifting surface theories are made. The method represents nonplanar lifting systems by distributed vorticity, including the leading edge singular behavior characteristic of thin wings. The method is well suited to the

computation of induced drag of nonplanar systems because leading edge suction is calculated from the leading edge singularity. The method has been used to compute the induced drag benefit of winglets (vortex diffusers), and the agreement with NASA experimental data is excellent.

A76-18737 \* # On the use of Pade approximants to represent unsteady aerodynamic loads for arbitrarily small motions of wings. R Vepa (NASA, Langley Research Center, Hampton, Va ) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76 17 13 p 20 refs Grant No NGL-05-020-243

The general behavior of unsteady airloads in the frequency domain is explained. Based on this, a systematic procedure is described whereby the airloads, produced by completely arbitrary, small, time-dependent motions of a thin lifting surface in an airstream, can be predicted. This scheme employs as raw materials any of the unsteady linearized theories that have been mechanized for simple harmonic oscillations. Each desired aerodynamic transfer function is approximated by means of an appropriate Pade approximant, that is, a rational function of finite degree polynomials in the Laplace transform variable. Although these approximations have many uses, they are proving especially valuable in the design of automatic control systems intended to modify aeroelastic behavior. (Author)

A76-18738 \* # Nonlinear slender wing aerodynamics L E Ericsson and J P Reding (Lockheed Missiles and Space Co , Inc , Sunnyvale, Calif ) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C , Jan 26-28, 1976, Paper 76-19 14 p 29 refs Contract No NAS8 28310

On present day high performance aircraft, a large portion of the lift is generated by leading edge vortices generated by flow separation off the highly swept leading edges of the lifting surfaces employed. It has been shown in an earlier paper how the vortex effects can be superimposed on a modified slender wing theory to give the unsteady longitudinal characteristics of sharp edged delta wings up to very high angles of attack. The present paper extends the previous analysis to include the effects of leading edge roundness and trailing edge sweep on the aerodynamic characteristics. The paper also derives analytic means for prediction of the yaw stability of slender wings and the first order effects of Mach number. Universal scaling laws are defined for rapid preliminary design estimates of the slender wing lift and rolling moment. The results indicate that simple analytic tools can be developed to predict the aeroelastic characteristics of the space shuttle ascent configuration with its complicated flow field and aeroelastic cross-couplings (Author)

A76-18739 # A new surface singularity method for multielement airfoil analysis and design D R Bristow (McDonnell Douglas Corp., St. Louis, Mo.) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D.C., Jan. 26-28, 1976, Paper 76-20. 11 p. 12 refs

A solution formulation is presented for arbitrary airfoil geom etries in 2-D, incompressible, potential flow Using only a limited number of line segments to model the geometry, an accurate numerical solution to the direct (analysis) problem is obtained regardless of shape or thickness through application of a mean square singularity strength minimization. From an arbitrary starting geometry, the inverse (design) problem is solved by iterating between the direct problem solution method and an inverse algorithm. The algorithm uses geometry perturbation-velocity perturbation relationships that are accurate over a complete surface. Examples of analysis and design solutions are presented for single and two-element airfoils. (Author)

A76-18754 \* # Turbine vane leading edge gas film cooling with spanwise angled coolant holes G J Hanus and M R L'Ecuyer (Purdue University, West Lafayette, Ind.) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-43 11 p 12 refs

Grant No NGR-15-005-147

An experimental film cooling study was conducted on a 3x size model turbine vane. Injection at the leading edge was from a single row of holes angled in a spanwise direction for two configurations of holes at 18 or 35 deg to the surface. The reduction in the local Stanton number for injection at a coolant-to-mainstream density ratio of 2.18 was calculated from heat flux measurements downstream of injection. Results indicate that optimum cooling occurs near a coolant-to-mainstream velocity ratio of 0.5 Shallow injection angles appear to be most beneficial when injecting into a highly accelerated mainstream. (Author)

A76-18757 # Catalytic combustors for gas turbine engines T J Rosfjord (USAF, Aero Propulsion Laboratory, Wright-Patterson AFB, Ohio) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-46 9 p 5 refs

A catalytic combustor is a device in which chemical reactions initiated by a heterogeneous catalyst (catalytic surface) play an important role in the energy-release process. Previous investigations have affirmed the feasibility of the concept for gas-turbine engine application. This paper presents the current status of the catalytic combustor. Basic principles of its operation and the manner in which they influence combustor design are discussed. Component requirements are contrasted with currently available materials. Specific applications being pursued in current and future programs are described, including an assessment of system advantages and potential problem areas. (Author)

A76-18768 # Simplified methods of predicting aircraft rolling moments due to vortex encounters T M Barrows (U S Department of Transportation, Transportation Systems Center, Cambridge, Mass ) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C., Jan 26-28, 1976, Paper 76-61 9 p 16 refs

Computational methods suitable for fast and accurate prediction of rolling moments on aircraft encountering wake vortices are presented Appropriate modifications to strip theory are developed which account for the effects of finite wingspan. It is shown that in the case of an elliptic wing the aspect ratio correction to the lift curve slope should be based on the semispan. A reciprocal theorem is used to relate the rolling moment on a wing in an arbitrary downwash field to that on a wing in steady rolling motion. Calculations are presented for a wing encountering a vortex with a Betz velocity distribution. It is shown that the ratio of the spans of the generating and encountering aircraft is the most significant parameter in determining the possible hazard. (Author)

A76-18769 \* # Vortex interactions in multiple vortex wakes behind aircraft D L Ciffone (NASA, Ames Research Center, Moffett Field, Calif) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan. 26-28, 1976, Paper 76-62 11 p 14 refs

A flow visualization technique has been developed which allows the nature of lift-generated wakes behind aircraft models to be investigated. Several different configurations of a 0 61-m span model of a Boeing 747-type transport aircraft were tested to allow observation of typical vortex interactions and merging in multiple vortex wakes. The vortices were identified by emitting tracer dyes from selected locations on the model. Wing span loading and model attitude were found to effect both vortex motions within the wake and resulting far-field wake velocity. Landing gear deployment caused a far-field reformation of vorticity behind a model configuration which dissipated concentrated vorticity in the near-field wake. A modified landing configuration was developed which appeared to significantly alleviate the concentrated wake vorticity. (Author)

A76-18770 # Wind tunnel measurements of the trailing vortex development behind a sweptback wing - Effect of simulated

jet engines on the flow field Z El-Ramly and W J Rainbird (Carleton University, Ottawa, Canada) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-63 10 p 7 refs National Research Council of Canada Grant No A-7799

A76-18771 \* # A nonlinear finite-element analysis of wings in steady incompressible flows with wake roll-up E O Suciu and L Morino (Boston University, Boston, Mass) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-64 11 p 12 refs Grant No NGR-22 004 030

The problem of lifting surfaces and complex aircraft configurations in steady incompressible flow is considered. For lifting surfaces the problem is formulated in terms of an integral equation relating the potential discontinuity on wing and wake to the normal derivative of the potential on the lifting surface. For complex configurations the problem is formulated in terms of an integral equation relating the potential to its normal derivative on the surface of the aircraft. The integral equation is approximated by a system of linear algebraic equations obtained by dividing the surfaces into small quadrilateral elements and by assuming the potential (or the potential discontinuity) and its normal derivative to be constant within each element. The wake geometry is obtained by iteration by satisfying the condition that the velocity be tangent to the surface of the wake and that the potential discontinuity be constant along the streamlines (Author)

A76-18778 \* # Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept M D Falarski (NASA, Ames Research Center, U S Army, Air Mobility Research and Development Laboratory, Moffett Field, Calif), J F Wilby (Bolt Beranek and Newman, Inc., Canoga Park, Calif), and T N Aiken (NASA, Ames Research Center, Moffett Field, Calif) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C., Jan 26-28, 1976, Paper 76-79 11 p 5 refs

A wind tunnel investigation was conducted to determine the nature, strength, and variation with airspeed of the acoustic sources of the augmentor wing propulsive-lift concept. The augmentor wing overall noise is dominated by the high frequency jet mixing noise characteristic of the lobed primary nozzle. The augmentor modifies the intensity and propagation characteristics of the jet sources, especially those that exist inside the augmentor. The interaction of the turbulent flow with the augmentor creates low frequency, low-intensity surface noise and trailing edge noise. These sources dominate any jet mixing noise that is present at the low frequencies and could become significant if the jet noise was suppressed by treating the augmentor with a lining tuned to the jet noise source location. The far field noise of the untreated augmentor is unaffected by airspeed, however, this may not be the case when the jet noise is suppressed, because the trailing edge surface pressure and correla tions with far field noise do show a reduction with forward speed

(Author)

A76-18779 # Edge noise attenuation by porous-edge extensions A J Bohn (Boeing Commercial Airplane Co., Seattle, Wash.)

American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D.C., Jan. 26-28, 1976, Paper 76-80. 5 p.

Results of tests of a special class of edge treatments a porous flow-wise extension of the trailing edge are presented. The differences in noise levels radiated from solid edges and porous edge extension. (i.e., noise reductions) were found to be frequency dependent. The noise reduction spectra were found to collapse into a single nondimensional spectrum. The resistive impedance of the porous materials tested varied from approximately 20 to 160 cgs. Rayls. Distinctive changes in noise reduction spectra were induced by changing the basic geometry of the porous-edge extension. An analogy is made between the observed noise reduction spectral.

characteristics of the edge treatment and those of an acoustically lined duct. It is suggested that the mechanisms of noise reduction by the porous extensions are attributed to edge impedance control by an aerodynamic acoustic feedback mechanism. (Author)

A76-18780 \* # Measured response of a complex structure to supersonic turbulent boundary layers L Maestrello, J H Monteith, J C Manning (NASA, Langley Research Center, Hampton, Va ), and D L Smith (USAF, Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-83 11 p 13 refs

Measurements of the response of a large frame stringer panel excited by supersonic turbulent boundary layer are reported. The statistical description of the wall pressure fluctuations in terms of the mean flow parameters governing the turbulent boundary layer is given. These results can be used in the development of design criteria on the response of sidewall structure of a large airplane in supersonic flight, since both forcing field and structure are realistic. Results indicate the significant importance of the modal coupling and the acoustic damping. The acoustic damping plays a major role in the response of the structure.

A76-18789 # A relaxation solution for transonic flow over three-dimensional jet-flapped wings W D Murphy and N D Malmuth (Rockwell International Corp , Thousand Oaks, Calif ) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C , Jan 26-28, 1976, Paper 76-98 11 p 13 refs

An algorithm has been developed which treats transonic flow over jet-flapped wings of general planform within a small disturbance framework. The numerical method represents a generalization of the relaxation solutions developed by Bailey and Ballhaus for unblown wings and the authors' previous work for two dimensional jet-flapped airfoils, and it incorporates a new far field which accounts for the vorticity on the jet. Supercritical results presented for a variety of blown planforms indicate repeal of the Kutta condition, as in two dimensions, appreciable spanwise load carryover for partial span blowing, and reduction in lift augmentation due to sweepback. Comparison of lift coefficients with experimental values show good agreement for various planforms. (Author)

A76-18790 \* # On the computation of the transonic perturbation flow field around two- and three-dimensional oscillating wings W H Weatherill, F E Ehlers (Boeing Commercial Airplane Co, Seattle, Wash), and J D Sebastian (Boeing Computer Services, Inc., Seattle, Wash) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C., Jan. 26-28, 1976, Paper 76-99. 14 p. 20 refs. Contract No. NAS1 13002.

A finite difference method for solving the unsteady flow about harmonically oscillating wings is investigated. The procedure is based on separating the velocity potential into steady and unsteady parts and linearizing the resulting unsteady differential equation for small disturbances. Solutions are obtained using relaxation procedures. It is determined that there is a limit on reduced frequency, which is a function of Mach number and size of mesh region, above which the relaxation procedures will not converge it is found that row line relaxation is more efficient than column relaxation and results are presented for a rectangular wing in harmonic pitch. (Author)

A76-18803 \* # A survey of leeside flow and heat transfer on delta planform configurations J C Dunavant, G D Walberg (NASA, Langley Research Center, Space Systems Div, Hampton, Va), and K Y Narayan American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-118 14 p 20 refs

The dominant feature of hypersonic leeside flow fields is the presence of coiled vortices which are generated as the leeside boundary layer responds to the inviscid flow field. Depending on geometric and stream parameters, the vortices can be completely

maintained within the boundary layer or can lie outside which is the more familiar case of rolled-up vortices associated with separated flow. Three main areas are covered. (1) fundamental leeside flow phenomena associated with inviscid flows, separation and vortex phenomena involving viscid-inviscid interactions on sharp-edged delta wings and cones, (2) the application of these fundamental concepts to delta-wing bodies such as the space shuttle, and (3) the opportunity and a proposed approach to use early shuttle orbiter entry flights to obtain feeside data. (Author)

A76-18831 # An analysis of jet aircraft engine exhaust nozzle entrance profiles, accountability and effects A P Kuchar (General Electric Co , Cincinnati, Ohio) and W Tabakoff (Cincinnati, University, Cincinnati, Ohio) *American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C , Jan 26-28, 1976, Paper 76-152* 12 p

Methods of averaging total pressure and temperature profiles at the entrance of jet engine exhaust nozzles were analytically evaluated. The concept of 'conservation of ideal available thrust' was used to determine the best averaging technique. Results show that pressure profiles should be mass weighted, and temperature profiles should be 'thrust' weighted to properly determine the actual ideal thrust available to the nozzle. A brief analysis of profile effects on Converging-Diverging nozzle performance was conducted using both analytical and experimental approaches. Results indicate that performance is unaffected by the presence of entrance profiles provided they are properly accounted for (Author)

A76-18865 # Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory J L Thomas and B Nerney American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26-28, 1976, Paper 76-198 14 p 19 refs

A computer method for the aerodynamic analysis of generalized wing-body configurations in steady, subsonic, irrotational flows is presented. The method is a combination of vortex lattice and slender body theory used in an iterative fashion. The method was investing gated for several simple wing-body combinations, the iterations converged rapidly in the combined solutions and correct qualitative results were obtained. The method is believed to be applicable, with slight modification, to the general wing-body combination in subsonic flow.

(Author)

A76-18867 # Fin design criteria for tail-rotor-off operation of the aerial scout helicopter S W Ferguson, III (Texas A&M University, College Station, Tex ) American Institute of Aeronautics and Astronautics, Aerospace Sciences Meeting, 14th, Washington, D C, Jan 26 28, 1976, Paper 76-200 11 p 6 refs

A method is presented for the optimum design of a fin to provide directional stability and control during tail-rotor-off operation of helicopters. In this design, the effects of the fuselage, main rotor, and the vertical fin on static and dynamic stability are taken into account. Application of this method is made to the currently used U.S. Army aerial scout helicopter, the Bell OH-58A, which was designed before tail-rotor-off guidelines were available. The present capabilities of the OH-58A are evaluated, and potential design modifications which enhance the helicopter's performance in the tail-rotor-off flight mode are provided. (Author)

A76-18872 Icing testing in the large Modane wind tunnel on a reduced-scale model of a helicopter rotor (Givrage en similitude d'un rotor d'hélicoptère dans la soufflerie S1-Ma) C. Armand and F. Charpin. L'Aéronautique et l'Astronautique, no. 55, 1975, p. 19.28. 7 refs. In French.

Icing tests on full-scale models of parts of aircraft equipped with actual de-icing systems were carried out in the large Modane wind tunnel since 1962. During the last few years, the technique for similitude icing testing on reduced-scale models has been perfected.

and proved The operating range of this wind tunnel has been extended to include helicopter rotors. Although detailed comparisons with flight tests are not available, it appears that the variations in such parameters as drag, thrust, and torque are similar to those given by flight data. Some limitations are due to temperature minima and the annual available cold period. Nevertheless, the total range of speeds during flight (except hovering) may be investigated without risk with this technique by observing during the icing period the behavior of all the parameters defining the simulated flight operation of the helicopter. (Author)

A76-18873

Delta wings in a rarefied hypersonic air stream with sweep angle and incidence effects (Effets de flèche et d'incidence sur une aile delta en écoulement hypersonique raréfié) D Durox (CNRS, Laboratoire d'Aérothermique, Meudon, Hauts-de-Seine, France) and J Allegre (Societé d'Etudes de Constructions de Souffleries, Simulateurs et Instrumentation Aérodynamique, Paris, France) L'Aeronautique et l'Astronautique, no 55, 1975, p 29-34 5 refs In French

As far as re-entry flights of hypersonic space vehicles are concerned, present results give some information on the aerodynamic and thermal behavior of a delta wing for sweep angles between 45 and 80 deg and angles of incidence up to 90 deg Experiments are performed in the strong-interaction regime Wall-pressure and heatflux distributions are presented as well as aerodynamic force measurements. The flow interaction level at the wing surface is related to the strength and disposition of the shock envelope about the vehicle, shock angles are given in the whole range of sweep angles and angles of incidence (Author)

A76-18874 The strategic bomber Rockwell B-1 (Le bombardier stratégique Rockwell B-1) G Bruner (Centre de Documentation de l'Armement, Paris, France) L'Aéronautique et l'Astronautique, no 55, 1975, p 51-59 In French

Design features of the Rockwell B-1 strategic bomber are discussed, and its performance specifications are given. The craft features a variable geometry wing with a spread of 42 m when fully deployed and 237 m when fully retracted. The single unit controllable horizontal stabilizer is mounted at the base of the vertical fin against a torpedo-shaped streamlined body instead of on the fuselage as originally planned. The bomber is powered by four General Electric F-101 turbofan engines of two-shaft design with a static thrust of 135000 daN and a bypass ratio in excess of 2 Special equipment includes Low Altitude Ride Control, which detects turbulence at low altitudes by accelerometers mounted in the fuselage, and a highly advanced Electrical Multiplex System controlling the supply of electricity to all subsystems. The craft is capable of a maximum high-altitude speed of Mach 2.2. The empty weight is 73 tons, maximum payload is 34 tons CKD

### STAR ENTRIES

N76-14018# Advisory Group for Aerospace Research and Development, Paris (France)

THE EFFECTS OF BUFFETING AND OTHER TRANSONIC PHENOMENA ON MANEUVERING COMBAT AIRCRAFT Jul 1975 276 p refs

(AGARD-AR-82) Avail NTIS HC \$9 25

A number of papers were presented dealing with various aspects of buffeting its causes, and its effects on maneuvering combat aircraft. Some of the subjects discussed include operational problems at transonic speeds, human factors engineering flow distribution at transonic speeds dynamic response under buffeting conditions, stability and control flight tests and wind tunnel techniques, and effects of configuration factors.

## N76-14019 Royal Aircraft Establishment Bedford (England) THE OPERATIONAL PROBLEMS ENCOUNTERED DURING PRECISE MANEUVERING AND TRACKING

B I L Hamilton In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 1-8

A summary of the main events that occur in air combat and affect its maneuvers and handling limitations was provided. The basic phases and conduct of air combat were first reviewed. The following phenomena that may affect precise maneuvering were defined and described buffeting wing rock wing drop or roll off', nose slice or 'yaw off nose wander or snaking pitch up and departure. All these phenomena can occur in transonic flight and some of them may be found at the lower Mach numbers where air combat is usually conducted after a protracted engagement. Other factors influencing air combat maneuvering are control forces, harmonization and pilot induced oscillations displays and workload. The use of the following systems in tracking was described automatic flight controls and stability augmentation direct lift control and direct side force control reaction controls.

N76-14021 Office National d Etudes et de Recherches Aerospatiales Paris (France)

### FLOW FIELD ASPECT OF TRANSONIC PHENOMENA

B Monnerie In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 15-20

The aerodynamics aspects of flow field over a wing in transonic maneuvering flight were reviewed in order to investigate the problem of buffeting. The case of a two-dimensional airfoil was first presented followed by a discussion of three-dimensional flows. It was shown that most transonic troubles and particularly buffeting are due to the presence of more or less extended regions of separated flow. These are directly or indirectly related to the shock waves which form on the aircraft in the transonic speed regime. Prediction of what will occur in flight must be based on wind tunnel tests in view of the difficulty to theoretically predict flows with separated regions in the general case. Taking into account the continuous increase in flight Reynolds numbers due to increasing aircraft size, there is a need for higher Reynolds numbers wind tunnels.

N76-14022\* Advisory Group for Aerospace Research and Development Paris (France)

### DYNAMIC RESPONSE OF AIRCRAFT STRUCTURE

In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 21-44

(Contract NAS2-6475)

The physical and mathematical problems associated with the response of elastic structures to random excitations such as occurs during buffeting and other transonic phenomena were discussed The following subjects were covered (1) general dynamic system consisting of the aircraft structure the aerodynamic driving forces due to separated flow and the aerodynamic forces due to aircraft structural motion (2) structural and aerodynamic quantities of the dynamic system with special emphasis given to the description of the aerodynamic forces and including a treatment of similarity laws scaling effects and wind tunnel testing and (3) methods for data processing of fluctuating pressure recordings and techniques for response analysis for random excitation. A general buffeting flutter model which takes into account the interactions between the separated and motion induced flows was presented Relaxations of this model leading to the forced vibration model were explained

Author

N76-14023 Air Force Flight Dynamics Lab Wright-Patterson AFB Ohio

## STABILITY AND CONTROL STATUS FOR CURRENT FIGHTERS

W G Williams and J L Lockenour In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 45-53

The current state-of-the-art of stability and control technology for maneuvering and precision tracking was discussed including basic aerodynamics and aerodynamic stability and control flight control system concepts and methods of prediction and analysis. It was shown that the maximum useable maneuvering capability of present fighter aircraft is often limited to 'g' levels below the maximum aerodynamic lift capability by stability control and handling qualities degradations. In addition handling qualities degradations often prohibit precision tracking although gross maneuvering may still be possible. Automatic flight control systems (stability augmentation and command augmentation) are being employed to correct many of the bare airframe deficiencies and additional capability is being provided by advancements in the fire control systems.

N76-14024 Air Force Flight Dynamics Lab Wright-Patterson AFB Ohio

### STABILITY AND CONTROL POTENTIAL FOR FUTURE FIGHTERS

J L Lockenour and W G Williams In AGARD The Effect of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft 1975 p 54-62

Advanced stability and control concepts aimed at further improving maneuvering and precision tracking were presented. The proposed new modes of control methods of generating the required forces and moments necessary to produce the motions flight control system concepts to implement the maneuvering modes and the additional impact of pilot factors were discussed. Methods of prediction and analysis were also presented and recommendations were made regarding the concepts and areas of analysis which are considered to be most important. Author

N76-14025 Advisory Group for Aerospace Research and Development Paris (France)

### **BUFFET DEFINITION AND CRITERIA**

In its The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 63-83

Two areas related to aircraft buffeting were discussed wing and tail buffet and bomb bay buffeting. In the first area basic definitions were given followed by buffeting criteria for fighter and transport aircraft classification of wing flow and buffeting for various types of wings buffet onset and the severity of

buffeting and tail buffeting It was concluded that (1) for bubble flows the largest excitation is found just upstream of the reattachment point (2) for slender wings with sharp leading edges the buffeting is light but just measurable, (3) for swept wings buffeting measurements must be made on rigid models. Bomb bay buffeting was defined as the specific dynamic behavior of an aircraft when excited by forces of random and harmonic nature due to flow separation in open bays or cavities. A remarkable large change in mean pressures occurs for bays with a length/depth ratio of about six for which drag reises abruptly.

N76-14026 Aeronautical Systems Div Wright-Patterson AFB Ohio

### BUFFET ANALYSIS

P J Butkewicz In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 84-90

The methods available for transonic buffer analysis were reviewed. The analysis methods were divided into two groups experimental model testing including associated empirical prediction methods and semi-empirical or theoretical procedures which require some flow field calculations. Due to the complexity of the transonic flow about wings experiencing unsteady separation, wind tunnel testing is the primary tool for obtaining detailed information about the buffet intensity. A serious problem however exists in applying the results to full scale due to improper boundary layer modelling at the relatively low test Reynolds numbers. A buffet onset prediction method suitable for theoretical analysis was outlined and is primarily applicable to thick aft loaded airfoils which display a significant pressure rise from the shock and trailing edge and which therefore have a tendency for rear separation.

N76-14027 Aeronautical Systems Div , Wright-Patterson AFB, Ohio

### **BUFFET FLIGHT TEST TECHNIQUES**

P J Butkewicz In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 91-98

Buffet instrumentation and flight test techniques were discussed Details of the instrumentation installed for buffet tests of a F-106A aircraft were given. In general, flight instrumentation for buffet tests should include static pressure taps, total pressure and boundary layer rakes accelerometers, strain gauges, aircraft attitude sensors, high speed camera and wing tufts Particular attention must be paid to the application of wing tufts for flow visualization and for the mounting of the camera. The schedule used in buffet flight testing should incorporate that sequence of aircraft configurations and Mach-altitude conditions which will provide the most rapid collection of data based on (1) the time required to attain the desired aircraft configuration and test condition and (2) the aircraft modification time required for the subsequent configurations.

N76-14029 Dornier-Werke G m b H Friedrichshafen (West Germany)

### INFLUENCE OF CONFIGURATION FACTORS ON BUFFETING

H Max In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 104-107

Data concerning the effects of the geometrical configuration parameters, Reynolds number external stores and supercritical wing layout of an aircraft on its buffet boundaries and the buffet intensities was presented. The following geometrical parameters were considered wing aspect ratio, taper ratio, sweep angle, relative maximum thickness of the wing root section and relative maximum camber of the wing section. The effects of these parameters on buffeting were shown graphically. An equation was given from which the light buffet lift coefficient may be estimated for a given wing at specific transonic Mach numbers and Reynolds numbers.

N76-14030 Aeritalia, Turin (Italy)
IMPROVEMENT OF AIRCRAFT BUFFET CHARACTERIS-

#### TICS

G Bucciantini In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 108-110

A series of provisions which can be taken to improve the buffet characteristics of an aircraft were described. These include maneuver slats and flaps strakes aerodynamic fixing (notch sawtooth fence etc.) and vortex generators. The effects of these devices were shown graphically. A separate discussion on the possibility of tailplane buffet and suitable remedial actions was also given.

N76-14031 Advisory Group for Aerospace Research and Development Paris (France)

### CONCLUSIONS AND RECOMMENDATIONS

In its The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 111-112

General conclusions and specific recommendations on aircraft buffeting problems were presented. These include the need for (1) a total system analysis to determine the effects of buffeting during maneuvering flight. (2) improved methods of viscous flow field and separation prediction, (3) comparing results from existing buffet onset prediction with wind tunnel and flight test data to determine their range of applicability. (4) better understanding of wind tunnel perturbation effects. (5) understanding of high speed stall progression. (6) identification of the interaction between the random aerodynamic driving forces and the structural response forces, (7) understanding the basic and interacting phenomena on existing and emerging fighters and (8) isolating the effects of the various parameters more clearly broadening the spectrum of the various parameters and giving a better understanding of the physical process of buffeting.

N76-14032# Advisory Group for Aerospace Research and Development Paris (France)

### APPROACH AND LANDING SIMULATION

Oct 1975 68 p refs

(AGARD-R-632) Avail NTIS HC \$4 50

Realism, validation and standardization of flight simulators are discussed External disturbances and visual and motion cues are evaluated as to their effect on pilot performance. Filter design for the von Karman spectrum and pitching moment coefficient model for Boeing 747 aircraft are appended. A bibliography with 58 references is included.

N76-14033 Advisory Group for Aerospace Research and Development, Paris (France)

### APPROACH AND LANDING SIMULATION, INTRODUCTION

In its Approach and Landing Simulation Oct 1975 p 1-3 refs

Historical notes on flight simulation are presented, progressing from simplified and rudimentary displays to today's sophisticated simulators. Primarily nonhardware aspects of simulation are discussed.

JAM

N76-14034 Advisory Group for Aerospace Research and Development Paris (France)

### ELEMENTS OF APPROACH AND LANDING SIMULATION

In its Approach and Landing Simulation Oct 1975 p 3-4

In simulations of the approach and landing flight regime aircraft models are simplified by the absence of significant aerodynamic effects of varying Mach number and only in the case of the very large very flexible airplane are aeroelastic effects rigorously considered in STOL and VTOL aircraft widely varying interactions between aerodynamics and propulsion are encountered in the range of speeds appropriate to approach and landing. The importance of mathematical representation of atmospheric perturbations and the aircraft's response to them is discussed. Simulator hardware elements are reviewed including

all the mechanisms that provide the pilot with means to input control commands to the computer system model of the aircraft and to assess the aircraft's response to either his inputs or other excitations JAM

N76-14035 Advisory Group for Aerospace Research and Development, Paris (France) **EXTERNAL DISTURBANCES** 

In its Approach and Landing Simulation Oct 1975 p 4-14

External disturbance models are used to test the pilots reactions to given situations and to test the controllability of particular aircraft. Wind profiles wind shear and atmospheric turbulence are used in the simulation. The power spectra due to von Karman and to Dryden are discussed for turbulence simulation A cross power spectra is also considered relating the turbulence velocities in different directions as zero. Various causes of errors in ILS guidance systems are included along with irregularities in runway conditions

N76-14036 Advisory Group for Aerospace Research and Development Paris (France)

AIRCRAFT CHARACTERISTICS

In its Approach and Landing Simulation Oct 1975 p 14-15

The types of data and the degree of detail used in modern simulations are discussed for large subsonic jet transports and powered lift STOL transports. It is shown how aircraft characteristic models will differ depending on the significant aerodynamic structural and propulsion effects of the particular aircraft JAM

N76-14039 Advisory Group for Aerospace Research and Development Paris (France) CONCLUDING REMARKS

In its Approach and Landing Simulation Oct 1975 p 28-61

The attempts at realism during flight simulation are discussed Validation and ample training of pilots are stressed. Little standardization is noted among simulator testing and evaluation The main weak elements of flight simulation motion and visual cues are also considered A bibliography with 58 references is included

N76-14040 Ohio State Univ Columbus A CASCADE IN UNSTEADY FLOW Ph D Thesis

Francis Richard Ostdiek 1975 277 p Avail Univ Microfilms Order No 75-26635

Pressure distributions and pressure histories are determined on both surfaces of an airfoil in a cascade while it is undergoing a sinusoidal variation in angle of attack A low speed wind tunnel was constructed with a stationary five-blade cascade in a three by ten inch test section. The airfoils were biconvex circular arc with 10% thickness and 12 deg turning and were spaced at 23 inches. Each surface contained ten static pressure ports. These signals along with tunnel side wall statics and upstream velocity were recorded on FM Tape digitized and reduced on a digital computer. The pressure fluctuations over most of both surfaces were near sinusoidal and the cyclic average showed little dependence on frequency or velocity. The pressures on both surfaces were adjusted by slow-moving waves and showed only a small change in phase angle with increased frequency

N76-14045\*# National Aeronautics and Space Administration Ames Research Center, Moffett Field Calif

A STOL AIRWORTHINESS INVESTIGATION USING SIMULATIONS OF REPRESENTATIVE STOL AIRCRAFT Final Report

Robert Rumold (Systems Technol Inc Mountain View, Calif) John M Lehman (Systems Technol Inc Mountain View Calif), Robert L Stapleford (Systems, Technol Inc Mountain View, Calif) Robert K Heffley (Systems Technol, Inc Mountain View, Calif) Charles S Hynes and Barry C Scott (FAA Washington D C) May 1975 253 p refs

(Contract NAS2-7926)

(NASA-TM-X-62498 FAA-RD-75-197) Avail NTIS HC \$9 00 CSCL 01A

A simulator study of STOL airworthiness criteria for approach and landing was conducted using a series of different aircraft models. These models were selected to isolate a single parameter or characteristic for evaluation. Specific areas included were an evaluation of speed margins, a flight path margin evaluation, flare and landing technique the effects of touchdown zone constraints an evaluation of two different turbulence models an investigation of flight path/airspeed cross coupling and a study of the effects of short-term flight path response A detailed description of the simulation and the data obtained are included These data include performance measures pilot commentary and pilot ratings

N76-14046\*# National Aeronautics and Space Administration Flight Research Center Edwards Calif

FLIGHT TEST INVESTIGATION OF THE VORTEX WAKE CHARACTERISTICS BEHIND A BOEING 727 DURING TWO-SEGMENT AND NORMAL ILS APPROACHES Final Report

L J Garodz Atlantic City N J NAFEC Oct 1975 139 p refs Prepared jointly with Natl Aviation Facilities Exptl Center (NASA-TM-X-72908 FAA-NA-75-151) Avail NTIS HC \$6.00 CSCL 01A

A series of flight tests were performed to evaluate the vortex wake characteristics of a Boeing 727 (B727-200) aircraft during conventional and two-segment ILS approaches. Flights of the B727 equipped with smoke generators for vortex marking were flown wherein its vortex wake was intentionally encountered by a Lear Jet model 23 (LR-23) or a Piper Twin Comanche (Pa-30) and its vortex location during landing approach was measured using a system of photo-theodolites. The tests showed that at a given separation distance there were no differences in the upsets resulting from deliberate vortex encounters during the two types of approaches. Timed mappings of the position of the landing configuration vortices showed that they tended to descend approximately 91 meters (300 feet) below the flight path of the B727 The flaps of the B727 have a dominant effect on the character of the trailed wake vortex. The clean wing produces a strong concentrated vortex As the flaps are lowered the vortex system becomes more diffuse. Pilot opinion and roll acceleration data indicate that 4.5 nautical miles would be a minimum separation distance at which roll control could be maintained during parallel encounters of the B727's landing configuration wake by small aircraft

N76-14055# Army Foreign Science and Technology Center, Charlottesville, Va

CALCULATION OF THE AERODYNAMIC LOADING ON THE BLADE OF A MAIN ROTOR IN THE GENERAL CASE OF HELICOPTER FLIGHT

A N Bazılevskii, I G Pavlov, and A K Yanko 30 Apr 1975 21 p refs Transl into ENGLISH from the book Voprosy Aerodinamiki i Electrogidrodinamiki Sbornik Nauchnykh Trudov USSR, no 6 1970 p 179-188 (AD-A014047 FSTC-HT-23-0431-75) Avail NTIS CSCL

01/1

Expressions for calculating the aerodynamic loading on a helicopter rotor blade are derived for the general case of helicopter flight along some curvilinear trajectory A one-rotor helicopter scheme is examined. Rotor blade-fuselage interaction is not considered GRA

N76-14057\*# California Univ , Berkeley Inst of Transportation and Traffic Engineering
AN ANALYSIS OF SHORT HAUL AIRLINE OPERATING

COSTS

Adıb Kanafanı and Seyfollah Taghavı Oct 1975 101 p refs (Contract NAS2-7879)

(NASA-CR-137763) Avail NTIS HC \$5 50 CSCL 05C

The demand and supply characteristics of short haul air transportation systems are investigated in terms of airline operating

costs Direct indirect and ground handling costs are included Supply models of short haul air transportation systems are constructed J M S

N76-14058\*# California Univ , Berkeley Inst of Transportation and Traffic Engineering

## STUDIES IN THE DEMAND FOR SHORT HAUL AIR TRANSPORTATION

Adib Kanafani, Geoffrey Gosling, and Seyfollah Taghavi Oct 1975 63 p refs (Contract NAS2-7879)

(NASA-CR-137764) Avail NTIS HC \$4 50 CSCL 05C

Demand is analyzed in a short haul air transportation corridor Emphasis is placed on traveler selection from available routes Model formulations estimation techniques and traffic data handling are included J M S

N76-14059# Advisory Group for Aerospace Research and Development Paris (France)

AIRCRAFT FIRE SAFETY

Oct 1975 330 p Partly in ENGLISH, partly in FRENCH Presented at the 45th Meeting of the AGARD Propulsion and Energetics Panel, Rome 7-11 Apr 1975 (AGARD-CP-166) Avail NTIS HC \$10 00

Fire toxic and explosion hazards associated with aircraft accidents and fires are reviewed. Specific areas discussed include prevention techniques the impact of changes in fuel specifications on aircraft fire safety, and evaluation of test techniques for flame propagation, and extinguishment. Actual aircraft accidents are also reviewed and analyzed.

N76-14060 Royal Aircraft Establishment Farnborough (England) Materials Dept

SAFETY FUEL RESEARCH IN THE UNITED KINGDOM
R E Miller In AGARD Aircraft Fire Safety Oct 1975 10 p

Aircraft fuels which resist fire in a crash are investigated Emphasis is placed on polymeric additives which prevent fuel mist condition. At 0.3% concentration these additives prevent kerosene fires under realistic crash conditions with both flame and heated duct ignition sources. High internal phase ratio emulsions gave no fire resistance in these tests. Methods of introducing the additive and the possible extent of water compatibility and filtration problems are discussed.

N76-14061 Southwest Research Inst San Antonio Tex US Army Fuels and Lubricants Research Lab STATUS OF RESEARCH ON ANTIMIST AIRCRAFT TURBINE ENGINE FUELS IN THE UNITED STATES W D Weatherford Jr and B R Wright In AGARD Aircraft Fire Safety Oct 1975 12 p refs

The physical compatibility and fire safety characteristics of fuel blends containing polymeric antimist agents are discussed in terms of reducing the frequency of in-flight and post-crash aircraft fires. The experimental bench and larger scale evaluation procedures used and the experimental results obtained with several polymeric antimist additives are described. Both fire safety and systems compatibility characteristics and problems are included. Projections are made regarding the future direction of research on such antimist aircraft turbine fuels.

N76-14062 National Research Council of Canada Ottawa (Ontario) Fuels and Lubricants Lab

WIDE-CUT VERSUS KEROSENE FUELS FIRE SAFETY AND OTHER OPERATIONAL ASPECTS

R B Whyte and L Gardner In AGARD Aircraft Fire Safety Oct 1975 20 p refs

The relationships between fuel properties and safety and aircraft operation are summarized. The specifications are compared for wide-cut and kerosene type fuels with emphasis on the properties which can affect operation and safety. The difference in volatility and effects on ignition, combustion, and explosion.

are discussed as well as other properties (fluidity cleanliness and vapor release) which can affect aircraft operations. Ground operations (handling maintenance and engine starting) and flight operations (fire hazard, engine relight, fuel system icing and freezing, range and payload) are considered it is concluded that provided all necessary precautions are diligently enforced the risks involved in using wide-range fuel are at worst only marginally greater than with kerosene.

## N76-14063 Royal Aircraft Establishment Farnborough (England) SYSTEMS PROBLEMS ASSOCIATED WITH THE USE OF SAFETY FUELS

R H Walsh E A Timby and D J R Robinson In AGARD Aircraft Fire Safety Oct 1975 12 p

The performance of components in aircraft fuel systems is investigated when using crash-fire-resistant antimisting aircraft fuels. The effect that the systems have on the fuels is also considered. It is found that the use of safety fuels could result in a continual degradation of their crash-fire-resistant properties. The degradation in the major components of the system is measured and the results are used to program a computer study to predict the state of the fuel remaining in the aircraft on landing following a full range flight.

N76-14064 Societe Nationale Industrielle Aerospatiale Toulouse (France)

## IGNITION PROOFING OF FUEL TANKS [INERTAGE DES RESERVOIRS DE CARBURANT]

Georges Frechou In AGARD Aircraft Fire Safety Oct 1975 7 p In FRENCH

The following topics were discussed (1) causes of fires and flammability of fuels (2) precautions taken to reduce the risks and the resulting problems for the aircraft designers in view of the ever more stringent competitive requirements within the aviation industry (3) the advantage of ignition proofing fuel tanks it is shown that an effective way to ignition proof fuel tanks is to reduce the percentage of oxygen in the gaseous mixture above the fuel since this mixture will not be explosive if the oxygen percentage is below 9 or 10%. This however requires that the fuel tanks be pressurized to prevent outside air from entering and furthermore, that the gases dissolved in the fuel should contain less than 10% oxygen. It was concluded that the resulting design and operational problems do not outweight the expected benefits.

N76-14066 National Research Council of Canada, Ottawa (Ontario) Fuels and Lubricants Lab

### FLAME PROPAGATION IN AIRCRAFT VENT SYSTEMS DURING REFUELLING

L Gardner and J K S Wong In AGARD Aircraft Fire Safety Oct 1975 9 p refs

An investigation was made to determine if ignition at the fuel system vent box of a large commercial aircraft during refuelling could result in flame propagation through the vent system and cause an explosion inside one of the fuel tanks. The program was initiated as the result of an explosion during a commercial refuelling and was confined to investigating the type of series of aircraft involved utilizing a simulation of part of the vent system leading to the tank where the explosion originated. The ability of the flame to propagate was demonstrated using wide-cut fuel and a 50/50 mixture of wide-cut fuel and kerosene. No propagation occurred with kerosene nor with wide-cut fuel that had lost 5% of its light ends. Flame propagation and explosion intensity were found to depend on mixture temperature fuel/air ratio mixture flow velocity and oxygen content of the air.

Author

N76-14067 Falcon Research and Development Co Denver Colo

### DYNAMIC MODELING OF AIRCRAFT FUEL TANK ENVI-RONMENTS AND VULNERABILITY

Levelle Mahood In AGARD Aircraft Fire Safety Oct 1975 9 p refs

The environments, hazards, and vulnerability of regions adjacent to and within aircraft fuel tanks are discussed along with the importance and difficulties of developing fuel tank environment models to assess aircraft combat vulnerability and operating safety. Various approaches to modeling the flammability of the ullage of an aircraft fuel tank are described Examples are given to illustrate various ways that dynamic effects radically alter equilibrium vapor conditions in the ullage. The method of applying the fuel tank ullage environment model to computerized aircraft vulnerability programs is described

N76-14068 Societe Nationale Industrielle Aerospatiale Suresnes (France)

### CABIN FINISHING MATERIALS IN CIVIL PASSENGER AIRCRAFT [LES MATERIAUX D'INTERIEUR CABINE DANS LES AVIONS DE TRANSPORT CIVILS]

Andre Blavy In AGARD Aircraft Fire Safety Oct 1975 3 p In FRENCH

A review of the various types of cabin finishing materials used inside civil passenger aircraft and their properties was presented with special focus on their flammability and generation of toxic fumes when set fire. The following facts were summarized (1) materials from which fires may be easily extinguished generally emit more smoke, (2) fire-proof materials often emit toxic fumes, (3) combustion of these materials due to their self-extinguishing properties result in oxygen depletion and carbon monoxide formation the primary cause of intoxication. The primary emphasis should be placed on rapid extinguishing of any incipient fire

N76-14069\* National Aeronautics and Space Administration Ames Research Center Moffett Field, Calif

### FIRE DYNAMICS OF MODERN AIRCRAFT FROM A MATERIALS POINT OF VIEW

John A Parker Demetrius A Kourtides Richard H Fish and William J Gilwee Jr In AGARD Aircraft Fire Safety Oct 1975 11 p refs

A general approach for selecting polymers to increase fire safety in aircraft is described. It is shown that polymer flammability and thermal protection capability are related to the molecular structure of the polymer and its thermochemical properties. These criteria are used to develop advanced fire-resistant materials which can achieve increased survivability in both post-crash and in-flight fires. The degree of fire hardening of materials depends greatly on the available heat load and fire threat present. It is shown that improvements in fire safety can be achieved by the use of polymers possessing certain basic thermochemical parameters such as high char yield

N76-14070 Royal Netherlands Aircraft Factories Fokker Jr Engineer Materials and Processes Group CRITICAL EVALUATION OF TODAYS FIREPROOF TESTING OF AEROSPACE MATERIALS

L M Godfried In AGARD Aircraft Fire Safety Oct 1975 10 p

The usefulness of the requirements and methods of tests for the judgement of materials or materials combinations in aerospace vehicle application is discussed. It is shown that the application test requirements, and test methods criteria for materials sometimes provide questionnable fire safety Author

N76-14072 Royal Aircraft Establishment Farnborough (England) Materials Dept

### SOME ASPECTS OF SMOKE AND FUME EVOLUTION FROM OVERHEATED NON-METALLIC MATERIALS

A J Christopher In AGARD Aircraft Fire Safety Oct 1975 12 p refs

A dynamic system for assessing the smoke and fume emission characteristics of nonmetallic materials is described. A sample of the material under examination is heated from ambient to 500 C in a stream of air. The behavior of the material under in-flight electrical overheating conditions is simulated. Sample temperature smoke density, and electrode response in a water bubbler are monitored Results obtained for various materials are presented and discussed

N76-14074 Princeton Univ NJ Guggenheim Labs FLAME SPREADING ACROSS MATERIALS A REVIEW OF FUNDAMENTAL PROCESSES

William A Sirignano In AGARD Aircraft Fire Safety Oct 1975 12 p refs

A critical review of the existing researches on flame spread above solid combustible materials is given, both theory and experiment are considered. Special attention is given to the determination of the rate-controlling mechanism for energy transfer ahead of the flame and therefore to the determination of the flame spreading rate. The mechanism could be either gas-phase conduction radiation, gas-phase convection or some combination of these Important factors discussed include natural convective flows, orientation of the direction of flame spread with respect to gravity thickness of the burning material and the values of the conductivity, diffusivities heats of reaction and pyrolysis chemical kinetic constants and ambient oxygen concentration It is indicated how changes in these factors can produce changes in the rate-controlling mechanism Author

N76-14076 Royal Aircraft Establishment, Farnborough (England) Engineering Physics Dept

### FIRE PROTECTION OF FUEL SYSTEMS IN COMBAT **AIRCRAFT**

J A MacDonald and H W G Wyeth In AGARD Aircraft Fire Safety Oct 1975 15 p ref

The conditions which affect fire and explosion probability within aircraft fuel tanks and surrounding bays are examined Particular attention is given to the effect of fuel type target construction and other environmental conditions From a knowledge of the physical effects following projectile attack systems are suggested which could significantly reduce the risk of fire and explosion

N76-14077 Air Force Aero Propulsion Lab Wright-Patterson AFB, Ohio Fuels and Lubrication Div

### AIRCRAFT FIRE PROTECTION TECHNOLOGY

B P Botteri In AGARD Aircraft Fire Safety Oct 1975 15 p

Aircraft fire protection under natural and hostile (combat) flight environment conditions is discussed. Achievement of fire protection capability is dependent upon a knowledge of ignition flammability, and reaction severity characteristics of the combustible materials present and use of this knowledge in the design of the aircraft. Specific areas discussed include, fire and explosion hazard assessment (including fire safe fuels) fire prevention design measures advanced fire and overheat detection systems, void space and dry bay fire suppression techniques, and fuel tank fire and explosion protection systems

#### N76-14078 British Aircraft Corp Warton (England) FIRE PROTECTION OF MILITARY AIRCRAFT

John Vincent In AGARD Aircraft Fire Safety Oct 1975 15 p

The problems associated with classical engine bay fire detection and suppression systems are examined along with airframe design constraints. The primary and secondary fire problem is considered. Statistical evidence from modern war shows that the highest proportion of aircraft kills is due to primary and secondary fire. The application of possible fire suppressant methods is discussed. The current structural and system design philosophy is questioned with respect to achieving improved fire protection of military aircraft Author

N76-14080 Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt Porz (West Germany)

FIRE FIGHTING AGENTS FOR LARGE AIRCRAFT FUEL FIRES

R Fiala and K Dussa In AGARD Aircraft Fire Safety Oct 1975 10 p refs

For a critical evaluation of the properties of the different types of agents experiments were carried out using standardized small and large fuel fires (4 sq m and 200 sq m). The time until extinguishment occured and the amount of agent needed were measured Additionally the time which after a deliberate

reignition elapsed until the whole fuel surface was on fire again, was measured. Results are discussed. Author

N76-14082 Federal Aviation Administration Atlantic City NJ CHARACTERISTICS OF HALON 1301 DISPENSING SYSTEMS FOR AIRCRAFT CABIN FIRE PROTECTION Constantine P Sarkos In AGARD Aircraft Fire Safety Oct 1975 16 p refs

A cabin fire protection system using Halon 1301 an extinguishing agent previously tested and shown to be effective in suppressing and controlling fires in a simulated transport cabin section and a cargo compartment is investigated. Tests were conducted in an obsolete but completely furnished DC-7 passenger cabin equipped with two candidate Halon 1301 dispensing systems modular nozzle and perforated tube. Under no-fire conditions continuous measurements were made of the Halon 1301 concentration at approximately 20 locations measurements were also made of temperature, noise pressure, and visibility The modular nozzle system was judged to be best by virtue of its producing more rapid and effective agent distribution resulting in greater potential fire protection capability. Halon 1301 was found to rapidly permeate all cabin airspaces including those shielded from the discharge streamlines Author

## N76-14085 Cranfield Inst of Technology (England) FIRE, FUEL AND SURVIVAL A STUDY OF TRANSPORT AIRCRAFT ACCIDENTS, 1955 - 1974

A F Taylor In AGARD Aircraft Fire Safety Oct 1975 14 p refs

Accident summaries and reports are examined together with existing papers on the various aspects of fire safety the aim being to piece together a complete picture of the part fire has had in determining overall fatality rates in transport aircraft accidents. Note is taken of the sensitivity of the fire death ratio to the number of high impact accidents with no chance of survival and of how this sensitivity may have clouded some past comparisons between fuels of different volatility. It is indicated that in post impact fires the higher volatility fuels gasoline and wide-cut gasoline, have been responsible for proportionately more fire deaths than has low volatility kerosine thus confirming predictions based on theory and experiment.

### N76-14086 Swissair Zurich (Switzerland) PASSENGER AIRCRAFT CABIN FIRES

Willi Schurter In AGARD Aircraft Fire Safety Oct 1975 5 p

After a brief review of the established findings on the crash of a Swissair Coronado CV-990A in Wurenlingen Switzerland on February 21 1970 an analysis of the cabin fire preceding the crash is given including origin of fire, its propagation and effects on the aircraft systems A method of establishment of elevated local temperatures in cargo compartment and cabin by means of uncommon fractures as found in the wreckage is described. The role played by the major aircraft systems is discussed. Furthermore, since the smoke spreading in cabin and cockpit is considered the factor rendering the aircraft uncontrollable under the prevailing conditions the results of tests carried out simulating the smoke conditions are given.

## N76-14087 Secretariat General a l Aviation Civile Paris (France) CRASH OF THE PP-VJZ AIRCRAFT [L'ACCIDENT DU PP-VJZ]

P Guillevic In AGARD Aircraft Fire Safety Oct 1975 6 p

The results of investigations that followed the crashes of two aircraft (a Caravelle in 1968 and a Boeing 707 in 1973) following fires that started in rear washrooms were reported in both cases, it was concluded that fatalities were primarily caused by intoxication resulting from the inhalation of carbon monoxide and highly acidic toxic vapors such as chlorhydric acid and cyanhydric acid originating in the combustion of cabin finishing materials

N76-14089\*# Virginia Univ Charlottesville Research Labs for the Engineering Sciences

### GENERAL AVIATION TECHNOLOGY ASSESSMENT

Ira D Jacobson Oct 1975 52 p refs

(Grant NGR-47-005-202)

(NASA-CR-145979 ESS-4039-103-75, TR-403905) Avail NTIS HC \$4 50 CSCL 01B

The existing problem areas in general aviation were investigated in order to identify those which can benefit from technological payoffs. The emphasis was placed on acceptance by the pilot/passenger in areas such as performance, safety, handling qualities, ride quality etc. Inputs were obtained from three sectors. Industry government and user although stanted toward the user group. The results should only be considered preliminary due to the small sample sizes of the data. Trends are evident however and a general methodology for allocating effort in future programs is proposed.

N76-14092# National Transportation Safety Board Washington D.C. Bureau of Aviation Safety

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT US CIVIL AVIATION, ISSUE NUMBER 5, 1974 ACCIDENTS FILE NUMBER 1-0008, 1-0030, 1-0036, 1-0039 THROUGH 1-0045, 3-3601 THROUGH 3-4106, 3-4108 THROUGH 3-4300

16 May 1975 422 p

(PB-243421/5 NTSB-BA-75-2) Avail NTIS HC \$11 00 CSCL

Selected aircraft accident reports are presented. The brief format presents the facts conditions circumstances and probable cause(s) for each accident phase of operation kind of flying injury index aircraft damage conditions of light pilot certificate injuries and causal factors.

N76-14093# National Transportation Safety Board Washington,

## AIRCRAFT ACCIDENT REPORT FEDERAL AVIATION ADMINISTRATION DOUGLAS DC-3C, N6 DUBOIS, PENNSYLVANIA 27 MARCH 1975

25 Jun 1975 24 p

(PB-244224/2 NTSB-AAR-75-11, File-3-0288) Avail NTIS HC \$3 50 CSCL 01B

About 1435 e.d.t. March 27 1975 a Federal Aviation Administration Douglas DC-3 crashed during takeoff on the DuBois-Jefferson County Airport DuBois Pennsylvania. The three cockpit occupants and one passenger were seriously injured. The other seven cabin occupants sustained minor injuries. The aircraft was destroyed. The pilot inexperienced and unqualified in the DC-3 was making the takeoff with a 7-knot crosswind and with an unlocked tailwheel. The National Transportation Safety Board determines that the probable cause of the accident was loss of control at takeoff because of the inexperience of the unqualified pilot making the takeoff and because of the failure of the experienced pilot in the right seat to assume timely control.

N76-14094# National Transportation Safety Board Washington D C Bureau of Aviation Safety

AIRCRAFT ACCIDENT REPORT USAF CONVAIR VT-29D (CV-340) AND CESSNA 150H, N50430 NEWPORT NEWS, VIRGINIA 9 JANUARY 1975

18 Jun 1975 31 p

(PB-244223/4, NTSB-AAR-75-10 File-3-0001) Avail NTIS HC \$4 00 CSCL 01B

About 1836 est on January 9, 1974 a United States Air Force Convair VT-29D (CV-340) and a Cessna 150H collided in flight over the James River near Newport News Virginia at an altitude of 1 500 feet The five crewmembers and two passengers aboard the Cessna were killed Both aircraft were destroyed by the collision and subsequent impact with the water The Convair was executing a precision radar approach to Langley Air Force Base and was under the control of the Langley Ground Control Approach final controller The Cessna was on a local pleasure flight it was operating in accordance with visual flight rules and was not on a flight plan. The National Transportation Safety

Board determines that the probable cause of this accident was the human limitation inherent in the see-and-avoid concept which can be critical in a terminal area with a combination of controlled and uncontrolled traffic

N76-14095# Dunlap and Associates Inc., Inglewood Calif THE EFFECT OF LIGHTED DECK SHAPE ON NIGHT CARRIER LANDING Final Report

Joseph W Wulfeck and John E Queen Jun 1975 56 p refs (Contract N00014-72-C-0041, NR Proj 196-115) (AD-A014057) Avail NTIS CSCL 01/2

The primary purpose of the experimental program reported was to explore the possibility of identifying a tunnel lighted deck shape which would minimize errors in judging it to be horizontal. The secondary purpose was to compare errors in judgment of the horizontal between direct viewing and TV viewing Preliminary main and check experiments were conducted to establish the relation between generated glideslope (error in judging simulated lighted carrier deck shapes to be horizontal) and lighted deck shape.

N76-14110# Grumman Aerospace Corp., Bethpage, N Y Research Dept

EXPERIMENTAL INVESTIGATION OF MULTIPLE JET IMPINGEMENT FLOWS APPLICABLE TO VTOL AIRCRAFT IN GROUND EFFECT

William G Hill Jr and Richard C Jenkins Nov 1975 53 p refs

(RM-605) Avail NTIS HC \$4 50

The flow fields created by multiple jets impinging on a ground plane are investigated with primary emphasis on flows pertinent to VTOL aircraft. Experimental flows were produced by one, two, or four axisymmetric subsonic air jets. Initial tests were conducted to evaluate free mixing of multiple jet clusters without ground impingement. Whereas the multiple jets operating out of ground effect were found to have little influence on each other, significant mutual interference was found during ground impingement.

Author

N76-14113\*# National Aeronautics and Space Administration Ames Research Center, Moffett Field Calif

THRUST AND WING LOADING REQUIREMENTS FOR SHORT HAUL AIRCRAFT CONSTRAINED BY ENGINE NOISE AND FIELD LENGTH

Jeffrey V Bowles, Mark H Waters, and Thomas L Galloway Washington Jan 1976 40 p refs

(NASA-TN-D-8144 A-6113) Avail NTIS HC \$4 00 CSCL 01A

Propulsion system and wing loading requirements are determined for a mechanical flap and an externally blown flap aircraft for various engine noise levels and two engine cycles. Both aircraft are sized to operate from a 914m (3000 ft) runway and perform the same mission. For each aircraft concept propulsion system sizing is demonstrated for two different engine cycles - one having a fan pressure ratio of 1.5 and a bypass ratio of 9 and the other having a fan pressure ratio of 1.25 and a bypass ratio of 17.8 The results presented include the required thrust-to-weight ratio, wing loading, resulting gross weight, and direct operating costs as functions of the engine noise level, for each combination of engine cycle and aircraft concept.

N76-14114# Bell Helicopter Co Fort Worth, Tex
RESULTS OF HELICOPTER FLIGHT TESTS OF A CIRCUMFERENTIAL CARBON OIL SEAL Final Report,
1 Jan 1973 - 1 Dec 1974
Charles A Turner Jun 1975 16 p

(Contract DAAJ02-73-C-0035, DA Proj 1G1-62204-AA-72) (AD-A013500, BHC-299-099-740, USAAMRDL-TR-75-23) Avail NTIS CSCL 11/1

Two samples of a circumferential carbon seal design underwent flight tests in UH-1 and AH-1 type helicopters. One sample was tested at Bell Helicopter's flight test facility and one sample was tested at Fort Rucker, Alabama Both seals operated successfully with no reported leakage for a total of

435 hours The seal tested at Bell Helicopter accrued 179 hours of successful operation in an AH-1G helicopter, including cold-weather testing down to -65F. The seal installed at Fort Rucker operated for 256 hours and at the time of this report was still operating satisfactorily.

Author (GRA)

N76-14115# Kaman Aerospace Corp Bloomfield Conn ELASTIC PITCH BEAM TAIL ROTOR STUDY FOR LOH CLASS HELICOPTERS Final Report

John D Porterfield and Frank B Clark Feb 1975 140 p refs (Contract DAAJ01-73-C-0282)

(AD-A013501 R-1325) Avail NTIS CSCL 01/3

This report studies the feasibility of using the flexural concept of the Elastic Pitch Beam in the design of tail rotors for LOH class helicopters. The goal is to provide reliability maintainability, repairability, and performance characteristics that are improved over those of current designs. Specifically the designs studied included individually replaceable airfoil panels a minimum number of bearings, elastomeric bearings where bearings are required and composite materials to improve damage tolerance and repairability. Comparative analyses were used to select the preferred configuration to be subjected to further study.

Author (GRA)

N76-14116# Uniroyal Tire Co Detroit Mich RADIAL PLY AIRCRAFT TIRES DESIGN, CONSTRUCTION, AND TESTING Final Report, Dec 1968 - Jan 1975

C G W Spinti J J Licus D J Martin, and J S Wagner Jun 1975 210 p

(Contract F33657-68-C-1292 WM Proj 8-CIP-1913) (AD-A013837 ASD-TR-75-23) Avail NTIS CSCL 01/3

The object of the program was to develop basic, general, radial ply aircraft tire design parameters and construction techniques Four (4) sizes of aircraft tires 20x4 4/12, 30x8 8/22, 144x16/28 and 20 00-20/22 P R were selected for the study A summary report of the literature survey and a design manual were issued for Phase I A total of 81 tires were built of which 49 were tested. One 20x4 4/12 P R tire with revised tread shoulder configuration completed 200 mph qualification testing but the result could not be duplicated. Best performance was obtained on the 44x16/28 P R tires. An 8 actual ply 3 breaker tire completed 200 mph qualification testing. The principle mode of failure on dynamic tests was separation.

N76-14117# Army Aviation Engineering Flight Activity Edwards AFB Calif

between the tread and breakers. Variations in the tread, breaker

construction to improve dynamic performance were tested GRA

EVALUATION OF AN OH-58A HELICOPTER WITH AN ALLISON 250-C20B ENGINE Final Report, 17 Oct - 6 Dec 1974

Tom P Benson, Robert M Buckanin Carl F Mittag and James E Jenks, Jr Apr 1975 86 p refs

(AD-A013861, USAAEFA-74-48) Avail NTIS CSCL 01/3

The United States Army Aviation Engineering Flight Activity conducted a limited performance and handling qualities evaluation of a Bell Helicopter Company OH-58A helicopter with an Allison 250-C20B engine installed. The evaluation was conducted at Edwards Air Force Base and Bishop, California from 17 October through 6 December 1974 Twenty-two flights with 176 productive test hours were required for the evaluation. Test results obtained with the Allison 250-C20B engine were compared with those previously obtained with the Allison 250-C20 engine and the standard T63-A-700 engine Primary performance improvement over the standard T63-A-700 engine was an increase in out-of-ground-effect hover ceiling from 4600 to 11,050 feet standard-day density altitude at a gross weight of 3000 pounds One deficiency and five shortcomings were noted. Unsatisfactory handling qualities characteristics are inherent to the basic OH-58A helicopter and are not associated with the installation of the 250-C20B engine The engine/airframe compatibility characteristics (cooling and vibration levels) of the OH-58A helicopter with the 250-C20B engine are similar to the standard OH-58A helicopter with the T63-A-700 engine. Within the scope of the test, the performance of the OH-58A helicopter with an Allison 250-C20B engine installed was improved over the basic OH-58A helicopter. Handling qualities were essentially unchanged. GRA

N76-14119# Lockheed-Georgia Co Marietta
EVALUATION OF 3-D TURBULENCE TECHNIQUES FOR
DESIGNING AIRCRAFT Final Report, 1 Oct. 1973 - 15 Apr
1976

Frederick D Eichenbaum Jan 1975 85 p refs (Contract F33615-74-C-3004, AF Proj 1367) (AD-A013927, AFFDL-TR-74-151) Avail NTIS CSCL 01/1

A recently developed multiple input power spectral technique is applied to predict the response of a C-5A aircraft to three-dimensional turbulence. Results are compared to the equivalent one-dimensional turbulence analysis, using corresponding C-5A dynamic response test data as a reference. Load variations range from an increase of 3% to a decrease of 14%. Because the coherence properties of the turbulence field are fully accounted for in the 3-d gust response analysis, theoretical results which depend upon the cross spectra between responses and probe-measured gust components tend to show a marked improvement over the 1-d case.

N76-14126# Douglas Aircraft Co, Inc. Long Beach Calif AIRCRAFT NOISE DEFINITION PHASE 1 ANALYSIS OF THE EXISTING DATA FOR THE DC-8, DC-9 AND DC-10 AIRCRAFT Final Report, Oct. 1972 - Aug. 1973

J S Goodman Aug 1973 255 p refs (Contract DOT-FA73WA-3161)

(AD-A016278/4 MDC-J5973-Phase-1 FAA-EQ-73-5) Avail NTIS HC \$10 00 CSCL 01/3

Acoustic and performance data were processed and analyzed for two JT3D turbofan-powered DC-8s, one with short and one with long fan ducts two DC-9s one with JT8D-7 and one with JT8D-9 engines and the DC-10-10 and DC-10-40 aircraft. The acoustic data included reference-day effective perceived noise level and peak A-weighted sound level curves with empirically developed curves for adjusting the noise levels to temperatures from 30 F to 100 F with the relative humidity held constant at 70 percent. The performance data include provisions for a temperature variation from 30 F to 100 F and runway altitude from sea level to 6000 feet. Data accuracy is described in terms of assignable confidence limits.

N76-14127\*# National Aeronautics and Space Administration Lewis Research Center, Cleveland Ohio

NNEP THE NAVY NASA ENGINE PROGRAM

Laurence H Fishbach and Michael J Caddy (Naval Air Develop Center) Dec 1975 36 p refs

(NASA-TM-X-71857, E-8606) Avail NTIS HC \$4 00 CSCL 21E

A computer code capable of simulating almost any conceivable turbine engine is described. This code uses stacked component maps and multiple flowpaths to simulate variable cycle engines with variable component geometry. It is capable of design and off-design (matching) calculations and can optimize free variables such as nozzle areas to minimize specific fuel consumption.

Author

N76-14129\*# General Electric Co., Cincinnati Ohio Aircraft Engine Group

ADVANCED SUPERSONIC PROPULSION SYSTEM TECHNOLOGY STUDY, PHASE 2 Final Report

R D Allan Dec 1975 94 p

(Contract NAS3-16950)

(NASA-CR-134913 R75AEG508) Avail NTIS HC \$5 00 CSCL 21E

Variable cycle engines were identified based on the mixed-flow low-bypass-ratio augmented turbofan cycle, which has shown excellent range capability in the AST airplane. The best mixed-flow augmented turbofan engine was selected based on range in the AST Baseline Airplane. Selected variable cycle engine features were added to this best conventional baseline engine, and the Dual-Cycle VCE and Double-Bypass VCE were defined. The conventional mixed-flow turbofan and the Double-Bypass VCE.

were on the subjects of engine preliminary design studies to determine mechanical feasibility, confirm weight and dimensional estimates, and identify the necessary technology considered not yet available. Critical engine components were studied and incorporated into the variable cycle engine design.

Author

N76-14130\*# National Aeronautics and Space Administration Langley Research Center, Langley Station, Va

SOME COMPARISONS OF THE FLYOVER NOISE CHARACTERISTICS OF DC-9 AIRCRAFT HAVING REFANNED AND HARDWALLED JTBD ENGINES, WITH SPECIAL REFERENCE TO MEASUREMENT AND ANALYSIS PROCEDURES Robert N Hosier Jan 1976 80 p

(NASA-TM-X-72804) Avail NTIS HC \$5 00 CSCL 20A

Flyover noise measurements were made (using Federal Aviation Regulations part 36 procedures) of two DC-9 aircraft one equipped with refanned JT8D-109 engines and the other equipped with hardwalled JT8D-9 engines NASA analyses show a refan centerline noise reduction of about 91 EPNdB and 100 EPNdB for takeoff with cutback and 50 deg flap landing approach, respectively A comparison of refan and hardwall PNLTM spectra shows that the refan noise reduction may be attributed to lower jet noise levels on takeoff and reduced high-frequency tonal content on landing approach A general description of the test procedures and results are included along with detailed descriptions of the measurement and analysis systems

N76-14133# Aircraft Research Association, Ltd., Bedford (England)

### SIMULATION TECHNIQUES FOR PYLON-MOUNTED TURBO-FAN ENGINES, VOLUME 1

A E Harris and G I Pauley Oct 1975 93 p refs Sponsored by Min of Defence London (ARA-36-Vol-1) Avail NTIS HC \$5.00

The effectiveness of the various nacelle simulators used to represent underslung turbofan engine nacelles is discussed in terms of the pressure interferences in evidence on wings and pylons for Mach numbers from 0.6 to 0.8 Drag data obtained from a typical powered nacelle test are presented together with a discussion of the thrust and drag bookkeeping used. A detailed description is given of the analysis of the powered nacelle internal and external characteristics. Equations involved in the thrust and drag analysis of the powered nacelle test data are included.

Author

N76-14134# ARO, Inc Arnold Air Force Station Tenn
JET NOISE A SURVEY AND A PREDICTION FOR
SUBSONIC FLOWS Final Report, Jul 1973 - Sep 1974
Philip T Harsha AEDC Aug 1975 78 p refs
(ARO Proj RF438 ARO Proj R32P)

(AD-A013794 ARO-ETF-TR-74-115 AEDC-TR-75-85) Avail NTIS CSCL 20/1

The state-of-the-art of the prediction of turbulent jet noise is surveyed. This survey includes a description of the available experimental data on subsonic and supersonic cold and hot jets and of present theoretical treatments of the mechanisms of turbulent jet noise production. A detailed analysis of the production of subsonic cold jet noise based on the acoustic analogy formulation is described, and results of computations using this analysis and a turbulent kinetic energy analysis of the jet flow field are presented and compared with representative experimental data.

N76-14137\*# National Aeronautics and Space Administration Flight Research Center Edwards Calif

STABILITY AND CONTROL DERIVATIVES OF THE T-37B AIRPLANE

Mary F Shafer Sep 1975 31 p refs (NASA-TM-X-56036) Avail NTIS HC \$4 00 CSCL 01C

Subsonic stability and control derivatives were determined by a modified maximum likelihood estimator from flight data for the longitudinal and lateral-directional modes of the T-37B airplane Data from two flights in which 166 stability and control maneuvers were performed were used in the determination. The configurations investigated were zero flaps gear up half flaps gear up full flaps gear up and zero flaps gear down. Author

N76-14141# Calspan Corp , Buffalo, N Y

FLIGHT INVESTIGATION OF FIGHTER SIDE-STICK FORCE-DEFLECTION CHARACTERISTICS Final Report, Sep. 1974 - May 1975

G Warren Hall and Rogers E Smith May 1975 94 p refs (Contract F33615-73-C-3051 AF Proj 8219)

(AD-A013926, CALSPAN-AK-5280-F-8, AFFDL-TR-75-39) Avail NTIS CSCL 01/3

A flight investigation of fighter side-stick controller force-deflection characteristics was performed using the USAF NT-33A variable stability airplane equipped with a variable feel side stick. The simulated airplane and control system characteristics were representative of a modern high performance fighter employing a side-stick controller. Up-and-away tasks including formation air-to-air tracking and acrobatic maneuvering, and landing approach tasks were evaluated by two pilots. Four values of nonlinear pitch and roll side-stick force-command gain resulting in different response per force ratios were evaluated with different side-stick force-deflection gradients including a rigid side stick.

GRA

N76-14408# Tokyo Univ (Japan) Inst of Space and Aeronautical Science

## VISCOUS FLOW AROUND A ROTATIONALLY OSCILLATING CIRCULAR CYLINDER

Atsushi Okajima (Kyushu Univ), Hiroyuki Takata and Tsuyoshi Asanuma Sep 1975 29 p refs (ISAS-532) Avail NTIS HC \$4 00

Aerodynamic characteristics of a circular cylinder either stationary or rotationally oscillating around its axis in uniform viscous flow were analyzed by numerical calculation and by experiment. The method and results of numerical solution of the Navier-Stokes equations by the finite difference analog are presented measurements for the lift and the drag forces acting on the cylinder made by towing test models in still fluid in a range of Reynolds number Re=40 to 6100 are included Good agreement was obtained between the calculated results and the experimental ones at Reynolds numbers Re=40 and 80 concerning the steady and unsteady aerodynamic parameters and the phenomenon of the so-called synchronization. It becomes clear from numerical calculation that there may be a close relationship between the time-variation of the flow pattern and that of the lift force on an oscillating cylinder. The influence of Reynolds number on the aerodynamic parameters and the phenomenon of synchronization were examined

N76-14464\*# Rensselaer Polytechnic Inst Troy N Y Tribology Lab

### EVALUATION OF MATERIALS AND DESIGN MODIFICA-TIONS FOR AIRCRAFT BRAKES

T L Ho F E Kennedy and M B Peterson Jan 1975 65 p refs

(Grant NGR-33-018-152)

(NASA-CR-134896) Avail NTIS HC \$4 50 CSCL 11G

A test program is described which was carried out to evaluate several proposed design modifications and several hightemperature friction materials for use in aircraft disk brakes. The evaluation program was carried out on a specially built test apparatus utilizing a disk brake and wheel half from a small het aircraft. The apparatus enabled control of brake pressure velocity, and braking time. Tests were run under both constant and variable velocity conditions and covered a kinetic energy range similar to that encountered in aircraft brake service. The results of the design evaluation program showed that some improvement in brake performance can be realized by making design changes in the components of the brake containing friction material. The materials evaluation showed that two friction materials show potential for use in aircraft disk brakes. One of the materials is a nickel-based sintered composite, while the other is a molybdenum-based material Both materials show much lower wear rates than conventional copper-based materials and are better able to withstand the high temperatures encountered during braking Additional materials improvement is necessary since both materials show a significant negative slope of the friction-velocity curve at low velocities Author

N76-15014\*# Massachusetts Inst of Tech , Cambridge Flight Transportation Lab

## AN ASSESSMENT OF LIGHTER THAN AIR TECHNOLOGY Final Report

Joseph F Vittek Jr, ed Jun 1975 84 p Final Report of Interagency Workshop on Lighter than Air Vehicles Monterey Calif, Sep 1974 Sponsored in part by Navy, DOT and FAA (Grant NsG-2024)

(NASA-CR-137799, FTL-R75-1) Avail NTIS HC \$5 00 CSCL 01B

The workshop on LTA is summarized. The history and background are reviewed. The workshop reports for the following working groups are presented policy, market analysis, economics operations, and technology.

## N76-15015\*# Massachusetts Inst of Tech , Cambridge PROCEEDINGS OF THE INTERAGENCY WORKSHOP ON LIGHTER THAN AIR VEHICLES

Joseph F Vittek, Jr ed Jan 1975 692 p refs Proc held at Monterey Calif Sep 1974 Sponsored in part by Navy, DOT and FAA

(Grant NsG-2024)

(NASA-CR-137800 FTL-R75-2) Avail NTIS HC \$16 25 CSCL 01B

Papers presented at the workshop are reported Topics discussed include economic and market analysis technical and design considerations, manufacturing and operations, design concepts airship applications and unmanned and tethered systems

### N76-15016\* Massachusetts Inst of Tech Cambridge BASIC RELATIONSHIPS FOR LTA ECONOMIC ANALYSIS

Raymond A Ausrotas In its Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 1-6 refs

CSCL 05C

Operating costs based on data of actual and proposed airships for conventional lighter than air craft (LTA) are presented. An economic comparison of LTA with the B-47F is included and possible LTA economic trends are discussed. Author

N76-15017\* National Aeronautics and Space Administration Ames Research Center, Moffett Field Calif

## PRELIMINARY ESTIMATES OF OPERATING COSTS FOR LIGHTER THAN AIR TRANSPORTS

C L Smith and M D Ardema In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 7-19 refs
CSCL 05C

A preliminary set of operating cost relationships are presented for airship transports. The starting point for the development of the relationships is the direct operating cost formulae and the indirect operating cost categories commonly used for estimating costs of heavier than air commercial transports. Modifications are made to the relationships to account for the unique features of airships. To illustrate the cost estimating method, the operating costs of selected airship cargo transports are computed. Conventional fully buoyant and hybrid semi-buoyant systems are investigated for a variety of speeds payloads ranges and altitudes. Comparisons are made with aircraft transports for a range of cargo densities.

## N76-15018\* Holland America Line Rotterdam (Netherlands) COMPARATIVE AIRSHIP ECONOMICS

Robert Harthoorn In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 21-30 refs

CSCL 05C

As future LTA vehicles will be doomed right from the start if they do not fill a real need some differences in transport philosophy between design engineers on the one hand and freight forwarders on the other are discussed Watching rising costs of energy necessary to transport our cargo from A to B and realizing that this price of energy is always included in the product's

selling price at B the apparent correlation between installed specific tractive force per unit of cargo weight and pure freighting cost are contemplated. Very speedy and progressive Airship designs are mistrusted because the key to any low cost transport tool is to design it for its given task only without any unnecessary sophistication.

### N76-15019\* Goodyear Aerospace Corp Akron Ohio EFFECT OF PRESENT TECHNOLOGY ON AIRSHIP CA-PABILITIES

Robert T Madden In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 31-40

CSCL 01B

The effect is presented of updating past airship designs using current materials and propulsion systems to determine new airship performance and productivity capabilities. New materials and power plants permit reductions in the empty weights and increases in the useful load capabilities of past airship designs. The increased useful load capability results in increased productivity for a given range, i.e. either increased payload at the same operating speed or increased operating speed for the same payload weight or combinations of both. Estimated investment costs and operating costs are presented to indicate the significant cost parameters in estimating transportation costs of payloads in cents per ton mile. Investment costs are presented considering production lots of 1, 10 and 100 units. Operating costs are presented considering flight speeds and ranges.

### N76-15020\* Southern California Aviation Council Inc Pasadena AIRSHIP ECONOMICS

Richard D Neumann and L R Mike Hackney *In MIT Proc* of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 41-52 refs CSCL 05C

Projected operating and manufacturing costs of a large airship design which are considered practical with today's technology and environment are discussed. Data and information developed during an 18-month study on the question of feasibility, engineering, economics and production problems related to a large metalclad type airship are considered. An overview of other classic airship designs are provided, and why metalclad was selected as the most prudent and most economic design to be considered in the 1970-80 era is explained. Crew operation ATC and enroute requirements are covered along with the question of handling maintenance and application of systems to the large airship.

## N76-15021\* Southern California Aviation Council, Inc Pasadena SOME ECONOMIC TABLES FOR AIRSHIPS

Richard D Neumann In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 53-61

CSCL 05C

During the course of the Southern California Aviation Council study on lighter than air it was determined that some form of economic base must be developed for estimation of costs of the airship. The tables are presented.

## N76-15022\* Cranfield Inst of Technology (England) A STUDY OF DESIGN TRADE (OFFS) USING A COMPUTER MODEL

Stephen Coughlin In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 63-73 ref

CSCL 01B

The interaction between the efficiency of the structural design and the cost of the structure used was studied. It is shown that future effort is best directed at producing a low cost structure of medium efficiency, but with the ability to withstand normal service wear. The trade-off between aerodynamic drag and structure weight in selecting a length to diameter ratio for the hull is evaluated along with the implications of power plan type and fuel cost on the economics of the airship. The choice of lifting gas is considered.

#### N76-15023\* Naval Academy, Annapolis Md AN ECONOMIC COMPARISON OF THREE HEAVY LIFT AIRBORNE SYSTEMS

Bernard H Carson In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 75-85 refs

CSCL 05C

Current state of art trends indicate that a 50-ton payload helicopter could be built by the end of the decade. However alternative aircraft that employ LTA principles are shown to be more economically attractive, both in terms of investment and operating costs for the ultra-heavy lift role. Costing methodology follows rationale developed by airframe manufacturers, and includes learning curve factors.

## N76-15024\* Massachusetts Inst of Tech Cambridge AN APPROACH TO MARKET ANALYSIS FOR LIGHTER THAN AIR TRANSPORTATION OF FREIGHT

Paul O Roberts Henry S Marcus, and Jean H Pollock (Babson Coll , Babson Park, Mass ) *In Its* Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 87-110 refs

CSCL 05C

An approach is presented to marketing analysis for lighter than air vehicles in a commercial freight market. After a discussion of key characteristics of supply and demand factors a three-phase approach to marketing analysis is described. The existing transportation systems are quantitatively defined and possible roles for lighter than air vehicles within this framework are postulated. The marketing analysis views the situation from the perspective of both the shipper and the carrier. A demand for freight service is assumed and the resulting supply characteristics are determined. Then, these supply characteristics are used to establish the demand for competing modes. The process is then iterated to arrive at the market solution.

## N76-15025\* Aerospace Developments, London (England) MARKET ASSESSMENT IN CONNECTION WITH LIGHTER THAN AIR

John E R Wood *In* MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 111-121

CSCL 05C

A review of the marketability of the airship is given, and the relative energy consumption and speed potential of the airship is compared to other modes and guidelines to areas of initial development are also provided, together with a brief historical review.

### N76-15026\* Massachusetts Inst of Tech Cambridge BASIC RELATIONSHIPS FOR LTA TECHNICAL ANALYSIS

Raymond A Ausrotas *In its* Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 123-131 refs

CSCL 01B

An introduction to airship performance is presented. Static lift equations are shown which when combined with power requirements for conventional airships, allow parametric studes of range, payload, speed and airship size. It is shown that very large airships are required to attain reasonable speeds at transoceanic ranges.

### N76-15027\* Naval Air Development Center, Warminster Pa THE EFFECTS OF SELECTED MODERN TECHNOLOGICAL CONCEPTS ON THE PERFORMANCE AND HANDLING CHARACTERISTICS OF LTA VEHICLES

Carmen J Mazza In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 133-146 refs

CSCL 01B

The results of an airship design sensitivity study are presented A wide variety of airship design concepts, including the classical and high aero-lift augmented-hybrids are examined with regard to specific technological improvements and consequent gains in

performance stability and control and flying qualities Variations in size payload power required and airspeed are quantitatively analyzed for airships representing aero-to-buoyant lift ratios of zero to 30 over a range of technology improvements implying reduced drag, reduced structural weight fractions and lighter more efficient propulsion systems. Qualitatively, future airships are discussed in terms of stability control and flying qualities requirements dictated by projected demands for vastly improved operational effectiveness and ease of handling. Such topics include stability augmentation systems load-alleviation systems and total computer state-sensing and controls management systems It was shown that for the most part highly refined conventional designs offer attractive gains in both performance and ease of handling. Hybrid airships represent a good potential for missions requiring the transport of heavy payloads at higher airspeeds over shorter ranges without the capability for sustained hover and vertical flight

## N76-15028\* Goodyear Aerospace Corp Akron, Ohio BOUNDARY LAYER CONTROL FOR AIRSHIPS

F A Pake and S J Pipitone In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 147-155 refs

CSCL 01A

An investigation is summarized of the aerodynamic principle of boundary layer control for nonrigid LTA craft. The project included a wind tunnel test on a BLC body of revolution at zero angle of attack. Theoretical analysis is shown to be in excellent agreement with the test data. Methods are evolved for predicting the boundary layer development on a body of revolution and the suction pumping and propulsive power requirements. These methods are used to predict the performance characteristics of a full-scale airship. The analysis indicates that propulsive power reductions of 15 to 25 percent and endurance improvements of 20 to 40 percent may be realized in employing boundary-layer control to nonrigid airships.

### N76-15029\* Transportation Technology Inc., Marblehead, Mass AIRSHIP STRESSES DUE TO VERTICAL VELOCITY GRADIENTS AND ATMOSPHERIC TURBULENCE

Duncan Sheldon In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 157-168 refs

CSCL 01A

Munk's potential flow method is used to calculate the resultant moment experienced by an ellipsoidal airship. This method is first used to calculate the moment arising from basic maneuvers considered by early designers, and then expended to calculate the moment arising from vertical velocity gradients and atmospheric turbulence. This resultant moment must be neutralized by the transverse force of the fins. The results show that vertical velocity gradients at a height of 6000 feet in thunderstorms produce a resultant moment approximately three to four times greater than the moment produced in still air by realistic values of pitch angle or steady turning. Realistic values of atmospheric turbulence produce a moment which is significantly less than the moment produced by maneuvers in still air.

### N76-15030\* Woodward (Donald E) Alexandria Va AN AERODYNAMIC LOAD CRITERION FOR AIRSHIPS

Donald E Woodward In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 169-176 refs

CSCL 01A

A simple aerodynamic bending moment envelope is derived for conventionally shaped airships. This criterion is intended to be used much like the Naval Architect's standard wave for preliminary estimates of longitudinal strength requirements. It should be useful in tradeoff studies between speed fineness ratio block coefficient structure weight, and other such general parameters of airship design.

N76-15031\* Naval Ordnance Lab , White Oak Md THE PLANAR DYNAMICS OF AIRSHIPS

Frank J Regan *In MIT* Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 177-186 refs

CSCL 01A

The forces and moments acting upon a LTA vehicle are considered in order to develop parameters describing planar motion. Similar expressions for HTA vehicles will be given to emphasize the greater complexity of aerodynamic effects when buoyancy effects cannot be neglected. A brief summary is also given of the use of virtual mass coefficients to calculate loads on airships.

#### N76-15032\* Ketron, Inc. Arlington Va FLOATING VS FLYING A PROPULSION ENERGY COMPAR-ISON

Fendall Marbury In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 187-197 refs

CSCL 01B

Floating craft are compared to those that fly Drag/weight for floaters is shown to be proportional to v squared/L while for flyers it is independent of size and speed. The transportation market will therefore assign airships to lower speeds than airplanes and will favor large airship sizes. Drag of an airship is shown to be only 11 percent of submarine drag at equal displacement and speed raising the possibility that airships can compete with some types of ships.

## N76-15033\* McMaster Univ , Hamilton (Ontario) LONG FLUID FILLED BAGS SUSPENDED BY LINE FORCES

M L Mullins and J L Duncan *In* MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 199-208 refs Sponsored in part by Natl Res Council of Canada

CSCL 01A

A previous analysis of fluid filled storage bags is extended to the case of a long fluid filled cylindrical membrane supported by uniform line loads. Cross-sectional shape stiffness of the support system and stress resultants in the membrane are determined. The application of the numerical results to problems arising in the design of nonrigid airships is discussed.

N76-15034\* Utah Univ Salt Lake City
COMPUTER AIDED FLEXIBLE ENVELOPE DESIGNS
Ronald D Resch *In MIT* Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 209-215

CSCL 01A

Computer aided design methods are presented for the design and construction of strong, lightweight structures which require complex and precise geometric definition. The first flexible structures is a unique system of modeling folded plate structures and space frames. It is possible to continuously vary the geometry of a space frame to produce large clear spans with curvature. The second method deals with developable surfaces, where both folding and bending are explored with the observed constraint of available building materials and what minimal distortion result in maximum design capability. Alternative inexpensive fabrication techniques are being developed to achieve computer defined enclosures which are extremely lightweight and mathematically highly precise.

N76-15035\* Naval Air Development Center, Warminster Pa Air Vehicle Technology Dept LTA APPLICATION OF A LONG TRAILING WIRE HIGH SPEED/LOW WEIGHT REELING SYSTEM

D F Werb In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 217-222

CSCL 01A

The successful development of a unique yet simple reeling system for handling long trailing tensile members at high speeds is described. This high speed when combined with the system simplicity low weight and effective motive power consumption make this reeling system particularly attractive to LTA planners and designers for numerous LTA missions.

N76-15036\* National Aeronautics and Space Administration Washington, D C

### LTA STRUCTURES AND MATERIALS TECHNOLOGY

Norman J Mayer In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 223-241 refs

#### CSCL 01C

The state-of-the-art concerning structures and materials technology is reviewed. It is shown that many present materials developments resulting from balloon and aircraft research programs can be applied to new concepts in LTA vehicles. Both buoyant and semi-buoyant vehicles utilize similar approaches to solving structural problems and could involve pressurized non-rigid and unpressurized rigid structures. System designs common to both and vital to structural integrity include much of the past technology as well. Further research is needed in determination of structural loads especially in future design concepts. Author

N76-15037\* Du Pont de Nemours (E I) and Co, Wilmington, Del

### POTENTIAL CONTRIBUTION OF HIGH STRENGTH, HIGH MODULUS ARAMID FIBERS TO THE COMMERCIAL FEASIBILITY OF LIGHTER THAN AIR CRAFT

D L G Sturgeon and T K Venkatachalam *In* MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 243-255 refs CSCL 11D

Kevlar aramid fiber fabric, rope and cable performance are reviewed along with the economics relevant to the material, structural, and reliability aspects of lighter than air craft. Author

### N76-15038\* Southern California Aviation Council Inc. Pasadena AIRSHIP CONSTRUCTION

John Roda In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 257-259

#### CSCL 01C

Forty-four years ago the first successful metal airship was completed and delivered to the United States Navy the ZMC-2 Between those years and the present very little effort or serious consideration has been given to the manufacture, design construction, or economic impact of airships. It is important to retain and exploit the small but continually diminishing pool of airship talent that will expedite the success of the United States in what is now a pioneering venture. The relative simplicity of airship construction, utilizing the tremendous technical advances of the last 44 years, leads to the conclusion that this form of transportation holds great promise for reducing costs of military missions and improving the international competitive position of the United States in commercial applications.

#### N76-15039\* Aerling, Bedford Ind OPERATIONAL CONSIDERATIONS FOR THE AIRSHIP IN SHORT-HAUL TRANSPORTATION

Charles D Walker In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 261-266 refs

### CSCL 12B

The airship's problems and the possibilities for their solution in a short-haul transportation environment are surveyed. The problems are derived from both past experience and envisioned operation. Problems relative to both fully buoyant and semi-buoyant configurations are considered and their origins in principle discussed. Also addressed in this paper are the state-of-the-art technologies with the potential of providing answers to the airship's operational difficulties.

## N76-15040\* Maiersperger (Walter P) Monterey Calif DESIGN ASPECTS OF ZEPPELIN OPERATIONS FROM CASE HISTORIES

Walter P Maiersperger In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 267-283 refs

CSCL 12B

Some widely held beliefs concerning the practicability of rigid airships in air carrier operations are discussed. It is shown by a review of past operational experience and some basic aerostatic theory, their actual record and the reasons for their demise. Problems of atmospheric density and temperature variations, meteorological factors, aerodynamic stability, and control, and mooring difficulties are discussed and related to actual case histories. Structural and flight efficiencies are compared to airplane efficiencies for airplanes contemporary with the zeppelin as well as modern designs. The difficulty of supporting new, commercial airship developments on an economic basis is made clear.

## N76-15041\* California Dept of Transportation Sacramento LIGHTER THAN AIR A LOOK AT THE PAST, A LOOK AT THE POSSIBILITIES

William F Shea In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 285-295 refs

### CSCL 12B

A brief history of the flight by LTA including the development of the zeppelin is presented. Safety and economy are discussed along with power requirements and production techniques. The problem of ground handling facilities for very large airships are briefly mentioned.

### N76-15042\* Walker (Hepburn Jr.), Vero Beach, Fla MOORING AND GROUND HANDLING RIGID AIRSHIPS

Hepburn Walker Jr In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 297-310 refs

#### CSCL 01E

The problems of mooring and ground handling rigid airships are discussed A brief history of Mooring and Ground Handling Rigid Airships from July 2, 1900 through September 1 1939 is included Also a brief history of ground handling developments with large U S Navy nonrigid airships between September 1 1939 and August 31, 1962 is included wherein developed equipment and techniques appear applicable to future large rigid airships. Finally recommendations are made pertaining to equipment and procedures which appear desirable and feasible for future rigid airship programs.

## N76-15043\* Naval Air Systems Command Washington D C A NEW CONCEPT FOR AIRSHIP MOORING AND GROUND HANDLING

John C Vaughan /n MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 311-321 refs

#### CSCL 011

Calculations were made to determine the feasibility of applying the negative air cushion (NAC) principle to the mooring of airships Pressures required for the inflation of the flexible trunks are not excessive and the maintenance of sufficient hold down force is possible in winds up to 50 knots. Fabric strength requirements for a typical NAC sized for a 10-million cubic foot airship were found to be approximately 200 lbs/in. Corresponding power requirements range between 66-HP and 5600-HP. No consideration was given to the internal airship loads caused by the use of a NAC and further analysis in much greater detail is required before this method could be applied to an actual design, however, the basic concept appears to be sound and no problem areas of a fundamental nature are apparent.

## N76-15044\* Slate All Metal Dirigible Co , Glendale Calif THE SLATE ALL METAL AIRSHIP

Claude C Slate and Richard D Neumann (Southern Calif Aviation Council Inc.) In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 323-330

### CSCL 01C

The development of the Slate all metal airship City of Glendale built and completed in 1930 is presented. The airship facilities are discussed. Pertinent data which led to other engineering accomplishments for aviation are shown. The SMD-100 concept

is presented along with a brief commentary on the costs and problems involved in such an airship design and the application of the hoisting and elevator facilities to airship development

Author

### N76-15045\* Turbomachines Inc., Irvine, Calif STATE OF THE ART OF METALCLAD AIRSHIPS

V H Pavlecka and John Roda *In* MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 331-349 refs

CSCL 01C

Metalclad airship development of the past history are considered along with the immediate prospects for continuation of the development of these airships. The metalclad airships promise high safety even in highly inclement weather are capable of high speeds, while lifting high useful loads. Metalclad airships which in first cost would compare favorably with the costs of sea-going ships and in operating costs promise to be lower than airplanes.

Author

## N76-15046\* Aerospace Developments London (England) THE AEROSPACE DEVELOPMENTS CONCEPT

John E R Wood In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 351-358

CSCL 01C

The viability of using airships for the transport of natural gas, and the initial design of such a system, the airship and its associated subsystems together with a continuing economic analysis of the project were investigated Investigations, on a funded basis, were also carried out into the application of the airship for A S W and A E W uses, and a further investigation into the transport of mineral concentrates for an Australasian mining concern was completed

## N76-15047\* Papst-Motoren KG St Georgen (West Germany) METHOD FOR TRANSPORTING IMPELLENT GASES

Hermann Papst In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 359-367

CSCL 05C

The described system DAL comprises a method and a device for transportation of buoyant impellent gases, without the need for expensive pipes and liquid tankers. The gas is self air-lifted from its source to a consignment point by means of voluminous light hollow bodies. Upon release of the gas at the consignment point, the bodies are filled with another cheap buoyant gas (steam or heated air) for the return trip to the source. In both directions substantial quantities of supplementary freight goods can be transported. Requirements and advantages are presented.

## N76-15048\* McMaster Univ, Hamilton (Ontario) THE DESIGN AND CONSTRUCTION OF THE CAD-1 AIRSHIP

H J Kleiner R Schneider (Can Airship Develop Corp.), and J L Duncan In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 369-394 refs

CSCL 01C

The background history, design philosophy and Computer application as related to the design of the envelope shape stress calculations and flight trajectories of the CAD-1 airship now under construction by Canadian Airship Development Corporation are reported A three-phase proposal for future development of larger cargo carrying airships is included.

## N76-15049\* Goodyear Aerospace Corp Akron Ohio A LTA FLIGHT RESEARCH VEHICLE

Fred R Nebiker In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 395-404

CSCL 01C

An Airship Flight Research Program is proposed Major program objectives are summarized and a Modernized Navy ZPG3W Airship recommended as the flight test vehicle. The

origin of the current interest in modern airship vehicles is briefly discussed and the major benefits resulting from the flight research program described. Airship configurations and specifications are included.

Author

### N76-15050\* Airfloat Transport Ltd , Guildford (England) THE AIRFLOAT HL PROJECT

Edwin Mowforth (Surrey Univ) In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 405-414

CSCL 01C

A design study is described for a large low-cost rigid airship intended primarily for the movement of large indivisible loads (cargo) between industrial sites. A survey of the ship and its overall performance is followed by accounts of the operational procedures for the above function and for an alternative application to unit module transfer between fixed terminals. A final section indicates the estimated costs of construction and operation. Safety factors are also considered. Lifting devices such as winches hoists are shown and described, and airship configurations are also shown.

### N76-15051\* United Technical Industries El Segundo, Calif THE BASIC CHARACTERISTICS OF HYBRID AIRCRAFT

J B Nichols In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 415-430 refs

CSCL 01C

The transportation of very heavy or very bulky loads by airships, and the ability to carry out extended duration flights at low speeds and low costs was studied. Structural design and weight factors for airship construction are examined. The densities of various light gases to be used in airships are given along with their lifting capacities. The aerodynamic characteristics of various airship configurations was studied. Propulsion system requirements for airships are briefly considered.

N76-15052\* National Aeronautics and Space Administration Ames Research Center Moffett Field Calif

#### A SEMIBUOYANT VEHICLE FOR GENERAL TRANSPORTA-TION MISSIONS

C Dewey Havill and Michael Harper In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 431-439
CSCL 01C

The concept of a small semibuoyant, lifting-body airship with either a disposable or nondisposable buoyant fluid is discussed Estimations of fuel consumption payload capability power requirements and productivity are made and compared to other flight systems. Comparisons are made on the basis of equal cost vehicles. The assumption is made that, to a first-order approximation, the costs of developing procuring and operating a commercial air transport vehicle are proportional to vehicle empty weight. It must be noted that no historical cost data exist for the lifting-body airship and therefore these comparisons must be considered preliminary.

### N76-15053\* Aereon Corp , Princeton N J THE DYNAIRSHIP

William McElwee Miller, Jr In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 441-455

CSCL 01C

A feasibility analysis for the construction and use of a combination airplane-airship named Dynairship is undertaken Payload capacities fuel consumption and the structural design of the craft are discussed and compared to a conventional commercial aircraft (a Boeing 747). Cost estimates of construction and operation of the craft are also discussed. The various uses of the craft are examined (i.e. in police work materials handling and ocean surveillance) and aerodynamic configurations and photographs are shown.

JRT

N76-15054\* Flugwissenschaftliche Fachgruppe Goettingen e V (West Germany)

#### SOME ASPECTS OF HYBRID-ZEPPELINS

Paul-Armin Mackrodt In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 457-464 refs

#### CSCL 01C

To increase an airship's maneuverability and payload capacity as well as to save bouyant gas it is proposed to outfit it with a slender delta-wing which carries about one half of the total take-off weight of the vehicle. An optimization calculation based on the data of LZ 129 (the last airship which saw passenger-service) leads to a Hybrid-Zeppelin with a wing of aspect-ratio 1.5 and 10.5 m span. The vehicle carries a payload of 40% of its total take-off weight and consumes 0.8 t fuel per ton payload over a distance of 10000 km.

#### N76-15055\* Piasecki Aircraft Corp Philadelphia, Pa ULTRA-HEAVY VERTICAL LIFT SYSTEM THE HELI-STAT

Frank N Plasecki In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 465-476 refs

#### CSCL 01C

A hybrid VTOL airship which is combined with helicopters is evaluated. The static lift of the airship supports approximately the full empty weight of the entire assembly. The helicopter rotors furnish the lift to support the payload as well as the propulsion and control about all axes. Thus existing helicopters, with no new technology required can be made to lift payloads of ten times the capacity of each one alone and considerably more than that of any airship built so far. A vehicle is described which has a 75-ton payload based on four existing CH-53D helicopters and an airship of 3,600,000 cu. ft. The method of interconnection is described along with discussion of control instrumentation, drive system and critical design conditions. The vertical lift and positioning capabilities of this vehicle far exceed any other means available today, yet can be built with a minimum of risk development cost and time.

### N76-15056\* Dynapods Inc., New Orleans, La THE VARIABLE DENSITY AIRCRAFT CONCEPT

A C Davenport *In* MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 477-483

#### CSCL 01C

In the variable density aircraft concept the aircraft's density is varied by varying its volume. This is accomplished by combining a variable volume hull, which is called the dynapod, with intrinsic means for the controlled variation of a mass of working fluid or substance within the aircraft. The dynapod is a hinged structure and follows the volumetric variations of the working fluid. The result is a variable density hull which with the attachment of power plants, etc. becomes a variable density aircraft. Author

## N76-15057\* International Bank for Reconstruction and Development, Washington, D C

#### ROLES OF AIRSHIPS IN ECONOMIC DEVELOPMENT

George J Beier and Gerardo Cahn Hidalgo In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 485-498 refs CSCL 05C

It is proposed that airships of known and tested technology could, in some cases, perform routine transport missions more economically than conventional transport modes If infrastructure for direct surface transport is already in place or if such infrastructure can be justified by the size of the market and there are no unusual impediments to constructing it then the airships of tested technology cannot normally compete If, however, the surface routes would be unusually expensive or circuitous or if they involve several transhipments, or if the market size is too small to spread infrastructure costs of conventional transport, the airships of tested technology present a workable alternative. A series of special cases are considered The cases though unusual are not unique, there are several similar possible applications which in total would provide a reasonably large market for airships Author

## N76-15058\* Cranfield Inst of Technology (England) THE APPLICATION OF THE AIRSHIP TO REGIONS LACKING IN TRANSPORT INFRASTRUCTURE

Stephen Coughlin In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 499-507 ref

#### CSCL 12B

The requirements for two areas of airship application are considered. The first of these are those countries where there is a need to move consignments that are too large for the existing transport systems, the second are those regions where ground characteristics have resulted in an area totally devoid of transport. The needs of the second group are considered in detail since they also require transport to provide social as well as economic growth. With this problem in mind a philosophy is put forward for using airships in conjunction with LASH vessels. A specimen design is outlined and the initial costs estimated.

#### N76-15059\* Hackney Associates Sierra Madre Calif AIRSHIP LOGISTICS THE LTA VEHICLE, A TOTAL CARGO SYSTEM

L R Mike Hackney (Southern Calif Aviation Council Inc.) In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 531-538 refs

#### CSCL 12B

Design considerations for logistics are dealt with as they pertain to the large rigid LTA vehicle as either a commercial or military cargo carrier Pertinent factors discussed are (1) the basic mission (2) types of payload (3) the payload space in regards to configuration and sizing its capacity and its loadability A logistic capability comparison of selected cargo airships versus jumbo jets is also made

Author

#### N76-15060\* Combustion Engineering, Inc. Windsor, Conn THE TRANSPORT OF NUCLEAR POWER PLANT COMPO-NENTS

S J Keating, Jr In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 539-549

#### CSCL 12B

The problems of transporting nuclear power plant components to landlocked sites where the usual mode of transport by barge cannot be used are considered Existing methods of ground-based overland transport are discussed and their costs presented Components are described and traffic density projections made to the year 2000 Plots of units transported versus distance transported are provided for units booked in 1973 and booked and proposed in 1974 It is shown that for these cases overland transport requirements for the industry will be over 5,000,000 ton-miles/year while a projection based on increasing energy demands shows that this figure will increase significantly by the year 2000 The payload size, distances and costs of existing overland modes are significant enough to consider development of a lighter than air (LTA) mode for transporting NSSS components

## N76-15061\* Arkansas Univ, Fayetteville AIRSHIPS FOR TRANSPORTING HIGHLY VOLATILE COMMODITIES

Miles Sonstegaard In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 551-558 refs

#### CSCL 12B

Large airships may prove feasible as carriers of commodities that move as gases or cryogenic liquids buoyant gaseous cargo could be ballasted with liquid cargo. Airships are compact in shape, operate in a rarified medium, and hence can be fast and perhaps economic carriers of costly cryogenic tanks. The high-pressure gas pipeline has excessive surface area when carrying hydrogen and excessive fluid density when carrying natural gas, while the cryogenic ocean tanker runs in a dense medium and makes gravity waves. But the airship despite its fluid dynamic advantages faces problems of safety weather and altitude control.

N76-15062\* Environic Foundation International Notre Dame

### ENVIRONIC IMPLICATIONS OF LIGHTER THAN AIR TRANSPORTATION

Patrick Horsbrugh In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 563-570 refs

#### CSCL 12B

The advent of any new system of transportation must now be reviewed in the physical context and texture of the landscape Henceforward all transportation systems will be considered in respect of their effects upon the environment to ensure that they afford an environic asset as well as provide an economic benefit. The obligations which now confront the buoyancy engineers are emphasized so that they may respond to these ethical and environic urgencies simultaneously with routine technical development.

## N76-15063\* Naval Air Systems Command Washington D C AEROCRANE A HYBRID LTA AIRCRAFT FOR AERIAL CRANE APPLICATIONS

Russel G Perkins, Jr and Donald B Doolittle (All Am Eng Co) In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 571-584 refs

#### CSCL 01C

The Aerocrane, a hybrid aircraft combines rotor lift with buoyant lift to offer VTOL load capability greatly in excess of helicopter technology while eliminating the airship problem of ballast transfer In addition the Aerocrane concept sharply reduces the mooring problem of airships and provides 360 deg vectorable thrust to supply a relatively large force component for control of gust loads. Designed for use in short range ultra heavy lift missions, the Aerocrane operates in a performance envelope unsuitable for either helicopters or airships. Basic design considerations and potential problem areas of the concept are addressed.

N76-15064\* Air Force Cambridge Research Labs L G Hanscom Field Mass

#### **UNMANNED POWERED BALLOONS**

Arthur O Korn In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 585-594 refs

#### CSCL 01C

In the late 1960's several governmental agencies sponsored efforts to develop unmanned powered balloon systems for scientific experimentation and military operations. Some of the programs resulted in hardware and limited flight tests others to date have not progressed beyond the paper study stage Balloon system designs, materials propulsion units and capabilities are briefly described and critical problem areas are pointed out which require further study in order to achieve operational powered balloon systems capable of long duration flight at high altitudes

#### N76-15065\* Naval Ordnance Lab, White Oak, Md SPECIAL PROBLEMS AND CAPABILITIES OF HIGH ALTITUDE LIGHTER THAN AIR VEHICLES

P R Wessel and F J Petrone In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 595-603 refs CSCL 01C

Powered LTA vehicles have historically been limited to operations at low altitudes. Conditions exist which may enable a remotely ploted unit to be operated at an altitude near 70,000 feet. Such systems will be launched like high altitude balloons, operate like nonrigid airships, and have mission capabilities comparable to a low altitude stationary satellite. The limited lift available and the stratospheric environment impose special requirements on power systems hull materials and payloads. Potential nonmilitary uses of the vehicle include communications relay, environmental monitoring and ship traffic control.

N76-15066\* La Grue Volante, Chaville (France)
A PRACTICAL CONCEPT FOR POWERED OR TETHERED

#### WEIGHT-LIFTING LTA VEHICLES

M Alain Balleyguier In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 605-612

#### CSCI 01C

A concept for a multi-hull weightlifting airship is presented. The concept is based upon experience in the design and handling of gas-filled balloons for commercial purposes it was first tested in April 1972. In the flight test, two barrage balloons were joined side-by-side with an intermediate frame and launched in captive flight. The success of this flight test led to plans for a development program calling for a powered, piloted prototype a follow-on 40 ton model, and a 400 ton transport model. All of these airships utilize a tetrehedric three-line tethering method for loading and unloading phases of flight, which bypasses many of the difficulties inherent in the handling of a conventional airship near the ground. Both initial and operating costs per ton of lift capability are significantly less for the subject design than for either helicopters or airships of conventional mono-hull design.

N76-15067\* Sheldahl Co , Northfield Minn Tethered Aerostat Systems

## A REVOLUTIONARY AND OPERATIONAL TETHERED AEROSTAT SYSTEM ILLUSTRATING NEW LTA TECHNOLOGY

James A Menke In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 613-622

#### CSCL 01C

An operational tethered aerostat system which demonstrates utility of LTA systems, is described. It was made possible by development of a reliable tethered aerostat that is used to support broadcast equipment at an altitude of 10 000 feet. Two elements of the TCOM system the aerostat and mooring station are particularly relevant to the LTA Workshop. They demonstrate the feasibility of using LTA vehicles in real operational all-weather applications and, in addition illustrate an advance in the overall technology base of LTA. The aerostat and the mooring station, including their technical design features and demonstrated performance characteristics are described.

N76-15068\* Sheldahi Co Northfield, Minn Structures and Materials Engineering
TECHNOLOGY UPDATE TETHERED AEROSTAT STRUCTURAL DESIGN AND MATERIAL DEVELOPMENTS
Robert G Witherow In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 623-635

#### CSCL 01C

Requirements exist for an extremely stable high performance all-weather tethered aerostat system. This requirement has been satisfied by a 250 000 cubic foot captive buoyant vehicle as demonstrated by over a year of successful field operations. This achievement required significant advancements in several technology areas including composite materials design aerostatics and aerodynamics structural design, electro-mechanical design vehicle fabrication and mooring operations. This paper specifically addresses the materials and structural design aspects of pressurized buoyant vehicles as related to the general class of Lighter Than Air vehicles.

N76-15069\* Raven Industries Inc., Sloux Falls S Dak
TWO LIGHTER THAN AIR SYSTEMS IN OPPOSING FLIGHT
REGIMES: AN UNMANNED SHORT HAUL, HEAVY LOAD
TRANSPORT BALLOON AND A MANNED, LIGHT PAYLOAD
AIRSHIP

R A Pohl In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 637-650

#### CSCL 01C

Lighter Than Air vehicles are generally defined or categorized by the shape of the balloon payload capacity and operational flight regime. Two balloon systems that are classed as being in opposite categories are described. One is a cable guided, helium filled, short haul, heavy load transport Lighter Than Air system.

with a natural shaped envelope. The other is a manned, aerodynamic shaped airship which utilizes hot air as the buoyancy medium and is in the light payload class. While the airship is in the design/fabrication phase with flight tests scheduled for the latter part of 1974, the transport balloon system has been operational for some eight years.

## N76-15070\* Mosher Balloon Systems Inc Eugene, Ore BALLOON LOGGING WITH THE INVERTED SKYLINE

C Frank Mosher In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 651-666

CSCL 01C

There is a gap in aerial logging techniques that has to be filled. The need for a simple safe sizeable system has to be developed before aerial logging will become effective and accepted in the logging industry. This paper presents such a system designed on simple principles with realistic cost and ecological benefits.

Author

N76-15071\* Military Sealift Command Washington D.C. Program Development Div

#### LOTS OF LTA APPLICATIONS

Jay S Brown In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 667-677 refs

#### CSCL 01C

Current problems facing the logistical planner in utilizing the new ships of the modern intermodal sea transportation systems in a logistics-over-the-shore (undeveloped) environment are described. Then the employment of two potential LTA vehicle systems are described and discussed as significant parts of possible solutions to this range of logistical problems. Vulnerability aspects of these LTA vehicles are also briefly addressed because of their possible employment near combat areas.

Author

N76-15072\* Developmental Sciences, Inc. City of Industry,

#### REMOTELY PILOTED LTA VEHICLE FOR SURVEILLANCE

Gerald R Seemann, Gordon L Harris, and Glen J Brown In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 679-683

#### CSCL 010

Various aspects of a remotely piloted mini-LTA vehicle for surveillance monitoring and measurement for civilian and military applications are considered Applications operations and economics are discussed

### N76-15073\* Southern California Aviation Council Inc., Pasadena LTA BIBLIOGRAPHY

Richard D Neumann In MIT Proc of the Interagency Workshop on Lighter than Air Vehicles Jan 1975 p 685-688 refs

#### CSCL 05B

This bibliography includes publications which deal with airship design, engineering stress calculations, and historical information Author

#### N76-15074 Kansas Univ Lawrence

## EXPERIMENTAL INVESTIGATION OF SEPARATED FLOW FIELDS ON AN AIRFOIL AT SUBSONIC SPEEDS Ph D Thesis

Hemmige Chintamani Seetharam 1975 119 p Avail Univ Microfilms Order No 76-1303

Detailed measurements of flow fields associated with low speed turbulent boundary layers were made for the 17% thick GA(W)-1 airfoil section. The data include extensive pressure and velocity surveys of the pre- and post-separated regions on the airfoil and the associated wake. The boundary layer characteristics including regions of separation of the airfoil are also presented. The results indicate steep gradients of displacement thickness in nomentum thickness and the separation streamline from the oint of separation to the trailing edge of the airfoil. The tests

reveal that the region of flow reversal terminates within a surprisingly short distance of less than 20% chord downstream from the trailing edge for the test range of angle of attack A physical model for the separated turbulent boundary layer flow over the airfoil is proposed Potential flow models are also proposed which may provide pressure distributions to initiate a complete potential-viscous flow computation of the separated flow over airfoils

# N76-15076 Mississippi State Univ., State College CALCULATION AND ANALYSIS OF THE DEVELOPMENT OF THE TURBULENT BOUNDARY LAYER ON A THICK SYMMETRICAL ROTATING BODY OF LARGE SPAN Ph D Thesis

Lawrence J Mertaugh, Jr 1975 164 p Avail Univ Microfilms Order No 76-82

The development of the turbulent boundary layer over a rotating body such as a helicopter blade or other large aspect ratio propellers is analyzed. The role of the body thickness and the location of the axis of rotation in the development of the turbulent boundary layer is considered. A computer program developed to allow the needed calculations is described Verification of the capabilities of the computer program are provided by comparisons of the computed results with selected sets of experimental data. The results justify the use of the computer program to analyze the turbulent boundary layer over a rotating body. The computer results for rotating bodies are provided for a rotating flat plate and a rotating elliptic cylinder with a thickness ratio of 0.5 Results show that the threedimensional effects on a rotating body are small. The changes in the computed boundary layer characteristics due to changes in the location of the axis of rotation are also small. All of these three-dimensional effects increase with body thickness

Dissert Abstr

N76-15077\*# Boston Univ, Mass Dept of Aerospace Engineering

A NEW UNIFIED APPROACH TO ANALYZE WING-BODY-TAIL CONFIGURATIONS WITH CONTROL SURFACES IN STEADY, OSCILLATORY AND FULLY UNSTEADY, SUB-SONIC AND SUPERSONIC FLOWS

Kadın Tseng and Luigi Morino [1975] 30 p refs (Grant NGR-22-004-030)

(NASA-CR-146073) Avail NTIS HC \$4 00 CSCL 01A

A general formulation for the analysis of steady and unsteady, subsonic and supersonic potential aerodynamics for arbitrary complex geometries is presented. The theoretical formulation, the numerical procedure and numerical results are included. In particular, generalized forces for fully unsteady (complex frequency) aerodynamics for an AGARD coplanar wing-tail interfering configuration in both subsonic and supersonic flows are considered.

N76-15078\*# Boston Univ Mass Dept of Aerospace Engineering

FULLY UNSTEADY SUBSONIC AND SUPERSONIC POTENTIAL AERODYNAMICS FOR COMPLEX AIRCRAFT CONFIGURATIONS WITH APPLICATIONS TO FLUTTER

Kadin Tseng and Luigi Morino [1975] 31 p refs

(Grant NGR-22-004-030)

(NASA-CR-146067) Avail NTIS HC \$4 00 CSCL 01A

A general formulation is presented for the analysis of steady and unsteady subsonic and supersonic aerodynamics for complex aircraft configurations. The theoretical formulation, the numerical procedure, the description of the program SOUSSA (steady, oscillatory and unsteady, subsonic and supersonic aerodynamics) and numerical results are included. In particular, generalized forces for fully unsteady (complex frequency) aerodynamics for a wing-body configuration, AGARD wing-tail interference in both subsonic and supersonic flows as well as flutter analysis results are included. The theoretical formulation is based upon an integral equation which includes completely arbitrary motion. Steady and oscillatory aerodynamic flows are considered. Here small-amplitude fully transient response in the time domain is considered. This yields the aerodynamic transfer function (Laplace transform of the fully unsteady operator) for frequency domain.

analysis This is particularly convenient for the linear systems analysis of the whole aircraft Author

N76-15080\*# National Aeronautics and Space Administration Ames Research Center, Moffett Field Calif

EXPERIMENTAL AERODYNAMIC CHARACTERISTICS FOR SLENDER BODIES WITH THIN WINGS AT ANGLES OF ATTACK FROM 0 DEG TO 58 DEG AND MACH NUMBERS FROM 0.6 TO 2 0

Leland H Jorgensen and Michael H Howell Washington Jan 1976 127 p refs

(NASA-TM-X-3309, A-6150) Avail NTIS HC \$6 00 CSCL

An experimental investigation was conducted in the Ames 6-by-6-Foot Wind Tunnel to measure the static aerodynamic characteristics for bodies of circular and elliptic cross section with various thin flat-plate wings, Eighteen configuration combinations were tested at Mach numbers of 0.6, 0.9, 1.2, 1.5, and 2.0 at angles of attack from 0 deg to 58 deg. The data demonstrate that taper ratio and aspect ratio had only small effect on the aerodynamic characteristics, especially at the higher angles of attack. Undesirable side forces and yawing moments, which developed at angles of attack greater than about 25 deg. were generally no greater than those for the bodies tested alone. As for the bodies alone, the side forces and yawing moments increased as the nose fineness ratio increased and/or as the subsonic Mach number decreased.

N76-15082\*# National Aeronautics and Space Administration Ames Research Center Moffett Field, Calif

ON THE FORMULATION OF THE AERODYNAMIC CHARAC-TERISTICS IN AIRCRAFT DYNAMICS

Murray Tobak and Lewis B Schiff Washington Jan 1976 72 p refs Presented at lectures on Aircraft Stability and Control, Brussels, 12-16 May 1975

(NASA-TR-R-456, A-6008) Avail NTIS HC \$4 50 CSCL 01A

The theory of functionals is used to reformulate the notions of aerodynamic indicial functions and superposition Integral forms for the aerodynamic response to arbitrary motions are derived that are free of dependence on a linearity assumption. Simplifications of the linear superpositions and stability derivative formulations Applied to arbitrary nonplanar motions, the generalization yields a form for the aerodynamic response that can be compounded of the contributions from a limited number of well-defined characteristic motions, in principle reproducible in the wind tunnel. Further generalizations that would enable the consideration of random fluctuations and multivalued aerodynamic responses are indicated.

N76-15083\*# National Aeronautics and Space Administration Langley Research Center, Langley Station, Va

A REVIEW OF THE NASA  $\tilde{\textbf{V}}$ - $\tilde{\textbf{G}}/\textbf{V}$ GH GENERAL AVIATION PROGRAM

Joseph W Jewel, Jr and Garland J Morris Washington Dec 1975 83 p refs

(NASA-TN-D-8058, L-10355) Avail NTIS HC \$5 00 CSCL 01A

The V-G and VGH data collected from a wide variety of general aviation airplanes since the inception of the NASA V-G/VGH General Aviation Program in 1962 are presented These data were analyzed to obtain information on the gust and maneuver loads, on the operating practices, and on the effects of different types of operations on these parameters

Author

N76-15084\*# National Aeronautics and Space Administration Langley Research Center Langley Station, Va

AN INVESTIGATION OF SEVERAL NACA 1-SERIES INLETS AT MACH NUMBERS FROM 0.4 TO 1.29 FOR MASS FLOW RATIOS NEAR 1.0

Richard J Re Washington Dec 1975 110 p refs (NASA-TM-X-3324 L-10497) Avail NTIS HC \$5.50 CSCL 01A

An investigation to determine the performance of eight NACA 1-series inlets at massflow ratios near 10 was conducted in the Langley 16-foot transpose tunnel. The inlet diameter ratios (ratio of inlet diameter to maximum diameter) were 0.85 and 0.89 for an inlet length ratio (ratio of inlet length to maximum diameter) of 10 Inlet lip radius varied from 0061 cm to 0 251 cm and internal contraction area ratio (ratio of inlet area to throat area) varied from 1 006 to 1 201. Reynolds number based on model maximum diameter ranged from 3 600 000 at a Mach number of 400,000 to 5 900 000 at a Mach number of 129 The results indicate that nearly uniform pressure distributions on a given inlet were obtained over a limited range of mass-flow ratios and Mach numbers. When inlet lip thickness was increased by means of lip radius or contraction ratio, the inlet critical Mach number decreased. Drag-divergence Mach number inferred from forebody pressure integrations was above 0.94 for most of the inlets tested Author

N76-15085\*# National Aeronautics and Space Administration Langley Research Center Langley Station Va LONGITUDINAL AERODYNAMIC CHARACTERISTICS OF A DEFLECTED-THRUST PROPULSIVE-LIFT TRANSPORT

Danny R Hoad Washington Nov 1975 185 p refs Prepared in cooperation with Army Air Mobility R and D Lab, Hampton,

(NASA-TM-X-3234, L-10106) Avail NTIS HC \$7 50 CSCL 01A

A wind-tunnel investigation was conducted to determine the effect of deflecting the engine exit of a four-engine double-slotted flap transport to provide STOL performance. Longitudinal aerodynamic data were obtained at various engine exit positions and deflections. The data were obtained at three flap deflections representing cruise take-off, and landing conditions for a range of angles of attack and various thrust coefficients. Downwash angles at the location of the horizontal tail were measured. The data are presented without analysis or discussion. Photographs of the test configurations are shown.

N76-15086\*# National Aeronautics and Space Administration Langley Research Center, Langley Station Va

LOW SPEED WIND TUNNEL INVESTIGATION OF A FOUR-ENGINE UPPER SURFACE BLOWN MODEL HAVING SWEPT WING AND RECTANGULAR AND D-SHAPED EXHAUST NOZZLES

William C Sleeman, Jr and William C Hohlweg (George Washington Univ) Washington Dec 1975 117 p refs (NASA-TN-D-8061 L-10173) Avail NTIS HC \$5 50 CSCL 014

A low speed investigation was conducted in the Langley V/STOL tunnel to determine the power-on static-turning and powered-lift aerodynamic performance of a four engine upper surface blown transport configuration Initial tests with a D-shaped exhaust nozzle showed relatively poor flow-turning capability, and the D-nozzles were replaced by rectangular nozzles with a width-height ratio of 6.0. The high lift system consisted of a leading edge slat and two different trailing-edge-flap configurations. A double slotted flap with the gaps sealed was investigated and a simple radius flap was also tested. A maximum lift coefficient of approximately 9.3 was obtained for the model with the rectangular exhaust nozzles with both the double slotted flap deflected 50 deq and the radius flap deflected 90 deq. Author

N76-15087\*# National Aeronautics and Space Administration Langley Research Center, Langley Station, Va

LOW SPEED WIND TUNNEL INVESTIGATION OF SPAN LOAD ALTERATION, FORWARD-LOCATED SPOILERS, AND SPLINES AS TRAILING-VORTEX-HAZARD ALLEVIATION DEVICES ON A TRANSPORT AIRCRAFT MODEL

Delwin R Croom and R Earl Dunham, Jr Washington Dec 1975 47 p refs

(NASA-TN-D-8133, L-10568) Avail NTIS HC \$4 00 CSCL 01A

The effectiveness of a forward-located spoiler a spline, and span load alteration due to a flap configuration change as

trailing-vortex-hazard alleviation methods was investigated. For the transport aircraft model in the normal approach configuration the results indicate that either a forward-located spoiler or a spline is effective in reducing the trailing-vortex hazard. The results also indicate that large changes in span loading, due to retraction of the outboard flap, may be an effective method of reducing the trailing-vortex hazard

N76-15088\*# National Aeronautics and Space Administration Langley Research Center, Langley Station, Va

AERODYNAMIC CHARACTERISTICS OF A POWERED, EXTERNALLY BLOWN FLAP STOL TRANSPORT MODEL WITH TWO ENGINE SIMULATOR SIZES

William G Johnson, Jr Washington Nov 1975 292 p refs (NASA-TN-D-8057 L-10129) Avail NTIS HC \$9 25 CSCL

The low-speed aerodynamic characteristics are investigated of a general research model - a swept-wing let-powered STOL transport with externally blown flaps. The model was tested with four-engine simulators mounted on pylons under the 9 3-percent-thick supercritical airfoil wing. Two sets of air ejectors were used to provide data with large and small engines. Tests were conducted in the Langley V/STOL tunnel over an angle-ofattack range of -4 deg to 22 deg and a thrust-coefficient range from 0 to approximately 4 The effects are described of power wing leading-edge slat configuration, T-tail and low horizontal-tail positions and double-slotted flap deflection. Additional untrimmed and trimmed engine-out data and tail-body data are included

N76-15089\*# Chrysler Corp , New Orleans La Space Div MATED AERODYNAMIC CHARACTERISTICS INVESTIGA-TION FOR 0 04-SCALE MODEL BOEING 747 CAM/ EXTERNAL TANK (MODEL AX1284 E-5) COMBINATION IN THE UNIVERSITY OF WASHINGTON AERONAUTICAL LABORATORY F K KIRSTEN WIND TUNNEL (CA11)
Nov 1975 337 p Prepared in cooperation with Boeing Co.

Seattle

(Contract NAS9-13247)

(NASA-CR-141835 DMS-DR-2236) Avail NTIS HC \$10.00 CSCL 01A

Experimental investigations of the aerodynamic characteristics of a 0.04-scale external tank (ET) force model in combination with a 0.04-scale Boeing 747 force model were conducted. Test purposes were (1) to determine ET airloads for selected configurations and (2) to determine the effectiveness of ET position, incidence, and support structure and 747 vertical stabilizing surfaces on stability control, and performance of 747/ET combinations The 747 was tested alone to establish baseline data and to verify test results Six-component aerodynamic force and moment data were recorded for the 747 CAM and ET combination. Six-component force and moment data were also recorded for the ET, which was mounted on an internal balance supported by the 747 Data were recorded for angles of attack from -4 deg to +24 deg in 2 deg increments and angles of sideslip of - deg to + or - 20 deg Testing was conducted at Mach 0.15 with dynamic pressure deg at 36 psf and unit Reynolds number of 1.3 million per foot Photographs of test configurations are shown Author

N76-15090# Royal Aircraft Establishment, Farnborough (England) Aerodynamics Dept

NON-LINEAR DYNAMIC-MOTION CHARACTERISTICS OF A SERIES OF MISSILE CONFIGURATIONS FROM SIMU-LATED FLIGHT BEHAVIOUR AT MACH NUMBERS OF 16 **AND 20** 

I M Titchener London Aeron Res Council 1975 63 p refs Supersedes RAE-TR-73145 ARC-35185 (ARC-R/M-3764 RAE-TR-73145 ARC-35185) HC \$450 HMSO £350 PHI \$1357

Models of a series of related missile configurations representative of current trends in design of maneuverable missiles were tested in a dynamic simulator to determine the damped free oscillatory response to a range of prescribed settings of the controls Nonlinear oscillatory-motion histories measured in a wind

tunnel/flight dynamics simulator are analyzed. The resulting dynamic-motion characteristics for large-amplitude motions in the pitch plane are discussed in relation to the aerodynamic features of the various configurations tested, and a simple dimensionless mathematical model is specified Author (ESA)

N76-15091# Imperial Coll of Science and Technology, London (England)

CALCULATIONS OF THE STEADY CONICAL FLOW PAST A YAWED SLENDER DELTA WING WITH LEADING-EDGE SEPARATION

D I Pullin London Aeron Res Council 1975 49 p refs Supersedes ARC-33963

(ARC-R/M-3767, ARC-33963) Avail NTIS HC \$400. HMSC £3 90. PHI \$15 12

The vortex-sheet model of leading-edge separation is extended to the calculation of steady conical flow past a yawed slender delta wing Introducing yaw destroys the symmetry property inherent in the unyawed problem necessitating that the two leading-edge vortex sheets be treated as independent but mutually interacting singularity distributions in the cross-flow plane of the slender-body theory From the calculations, predictions are obtained of the variation of the principal quantitative flow characteristics - including the two primary vortex core positions and the wing rolling-moment coefficient - with the incidence and yaw parameters. Comparison of these predictions with experimental data is reasonable qualitatively but only fair quantitatively the discrepancies being attributed to the neglect, in the flow model, of the effects of the secondary separation system on the windward side of the wing. The range of the present calculations is to some extent limited by failure of the solution technique at lower values of the incidence parameter

Author (ESA)

N76-15092# Royal Aircraft Establishment, Bedford (England) Aerodynamics Dept

MEASUREMENTS OF THE THREE-DIMENSIONAL INCOM-PRESSIBLE TURBULENT BOUNDARY LAYER INDUCED ON THE SURFACE OF A SLENDER DELTA WING BY THE **LEADING-EDGE VORTEX** 

L F East London Aeron Res Council 1975 63 p refs Supersedes RAE-TR-73141, ARC-35269 (ARC-R/M-3768 RAE-TR-73141, ARC-35269) Avail NTIS

HC \$450 HMSO £326 PHI \$1260 Data obtained in the three-dimensional turbulent boundary layer on the upper lifting surface of a large half-delta model at incidence are presented. The flow studied approximates closely conic conditions and consequently the quantity of data required to define it is not as great as it would be in a general three-dimensional flow. The flow just outside the boundary layer is shown to be in fair agreement with a published inviscid theory for conic flows about lifting bodies. The boundary layer data are restricted to mean flow properties measured with conventional pitot and static probes. The shear stress profiles are derived from the mean flow data by the use of the momentum equations Although of rather limited accuracy this analysis adds further support to the very limited published evidence that in general

the Reynolds stress is not parallel to the velocity gradient Author (ESA)

N76-15093# Royal Aircraft Establishment, Bedford (England) Aerodynamics Dept

THE APPLICATION OF A SURFACE FLOW-VISUALISATION TECHNIQUE IN FLIGHT

P L Bisgood London Aeron Res Council 1975 21 p refs Supersedes RAE-TR-74022 ARC-35554 (ARC-R/M-3769, RAE-TR-74022, ARC-35554) Avail NTIS HC \$3 50 HMSO £1 10 PHI \$4 30

Some exploratory experiments on flight adaptation of the oil-flow technique of visualizing the flow, to a slender-wing research aircraft HP-115 are described. The results obtained are discussed and a comparison made with wind tunnel measurements The technique yielded repeatable results which when compared with data from other sources indicated that the visualizations achieved were valid Author (ESA) N76-15094# Royal Aircraft Establishment, Farnborough (England) Structures Dept

MEASUREMENTS OF OSCILLATORY AERODYNAMIC HINGE MOMENTS FROM THE RESPONSE OF A WIND TUNNEL MODEL TO TURBULENT FLOW

G B Hutton, D A Drane and D R Gaukroger London Aeron Res Council 1975 19 p refs Supersedes RAE-TR-73130-Rev ARC-35231

(ARC-CP-1317, RAE-TR-73130-Rev, ARC-35231) Avail NTIS HC \$3 50, HMSO 50p, PHI \$2 15

Control surface hinge moment derivatives were evaluated from analysis of the response of a wind tunnel model to turbulence in the tunnel flow and these were compared with derivatives obtained from steady state oscillatory measurements on the same model. The comparison shows that the basic dynamic data (natural frequency and damping) obtained from both techniques are in close agreement. However small differences in the data lead to rather larger differences in the value of the aerodynamic derivatives.

N76-15095# Royal Aircraft Establishment, Bedford (England) Aerodynamics Dept

A THEORETICAL AND EXPERIMENTAL INVESTIGATION OF THE EXTERNAL-FLOW, JET-AUGMENTED FLAP

P R Ashill London Aeron Res Council 1975 52 p refs Presented at the AGARD Propulsion and Energetics Conf Schliersee, Ger Sep 1973 Supersedes RAE-TR-74089 ARC-35650

(ARC-CP-1319, RAE-TR-74089 ARC-35650) Avail NTIS HC \$4 50 HMSO  $\pounds$  1 20, PHI \$4 90

A semi-empirical method for predicting the jet deflection angle and the thrust recovery factor, i.e. the factor that is applied to the momentum flux leaving the exit of the engine nacelle to allow for turning and spreading losses is described. The method is based on an analysis of a series of tests performed on a wing body and injector-powered nacelle under static conditions. The formulae derived from the analysis are combined with a theory which is based on the jet-flap analogy, to provide estimates of the forces and moments acting on wings with external flow jet-augmented flaps in forward flight. Comparisons are made between this method and wind-tunnel data obtained.

Author (ESA)

N76-15099# Association Aeronautique et Astronautique de France Paris

PERFORMANCE OPTIMIZATION AND AERODYNAMICS OF PROPULSIVE AND SUSTAINING SYSTEMS IN CYCLIC MODE [AERODYNAMIQUE DES SYSTEMES PORTANTS ET PROPULSIFS EN REGIME DE FONCTIONNEMENT PERIODIQUE OPTIMISATION DE LEURS PERFORMANCES]

G Coulmy T S Luu, and L Malavard 1975 76 p refs In FRENCH

(AAAF-NT-75-5 ISBN-2-7170-0323-1) Avail NTIS HC \$5 00 CEDOCAR, Paris FF 25 (France and EEC) FF 29 (others)

A unified theory of propulsive/sustaining systems is presented using the vorticity theory for sustentating surfaces under unsteady flow Optimum functioning was found to correspond to a Newmann type boundary condition for velocity potential both in stationary and unsteady flight. The numerical method used takes advantage of discretized distribution of singularities from which performance and yield indices are derived. The inverse problem of the deformation to be given to the surface in order that the required law be satisfied was carried out by the singularity method Applications to lifting rotors, oscillatory wings and rotary wings were investigated.

N76-15102# Avions Marcel Dassault-Breguet Aviation Saint-Cloud (France)

TRIDIMENSIONAL LINEARIZED SUPERSONIC FLOW COMPUTATIONS [CALCULS D'ECOULEMENTS TRIDIMENSIONNELS EN SUPERSONIQUE LINEARISE]

P Schein Paris Assoc Aeron et Astronautique de France 1975 51 p refs In FRENCH (AAAF-NT-75-17, ISBN-2-7170-0335-5) Avail NTIS HC \$4 50, CEDOCAR, Paris FF 25 (France and EEC) FF 29 (others)

The method of finite differences is applied to tridimensional linearized supersonic flow computations for the case of fuselage-engine integration at air inlet distortion level. The basic equations approximation, and linearization procedures are reviewed. The discretization process, boundary conditions and stability conditions are detailed, and the computation flow diagram is outlined. Results are compared with actual experiments.

N76-15103# Societe Nationale Industrielle Aerospatiale, Paris (France)

## ROTOR AERODYNAMICS WAKE EQUILIBRATING [AERODYNAMIQUE DES ROTORS MISE EN EQUILIBRE DU SILLAGE]

B Courjaret Assoc Aeron et Astronautique de France 1975 27 p refs In FRENCH Presented at the 11th Assoc Aeron et Astronautique de France Colloq d-Aerodyn Appl, Boreaux 6-8 Nov 1974 Sponsored by Direc de Rech des Moyens d'Essais

(AAAF-NT-75-18, ISBN-2-7170-0336-3) Avail NTIS HC\$4 00, CEDOCAR, Paris FF 15 (France and EEC) FF 19 (others)

The equilibrium of a turbulent wake for a rotor in axial translational motion was used to obtain a better theoretical prevision of the local working point incidences. The advantages of the method are shown to increase with specific rotor loading corresponding to a significant shrinkage of the turbulent zone. The solution of the integral equations is outlined and the results give the wake shape, and the velocity distribution along the rotor blade.

N76-15104# Societe Nationale Industrielle Aerospatiale, Paris (France)

ON THE COMPUTATION OF TWO-DIMENSIONAL TRAN-SONIC FLOW WITH BOUNDARY LAYER [CALCULS BIDIMENSIONNELS TRANSSONIQUES AVEC COUCHE LIMITE]

J Bousquet Assoc Aeron et Astronautique de France 1975 34 p refs in FRENCH

(AAAF-NT-75-20, ISBN-2-7170-0340-1) Avail NTIS HC \$4 00 CEDOCAR, Paris FF 25 (France and EEC) FF 29 (others)

To solve the discrepancy between the results from perfect fluid transonic computations and experiments relating to pressure distribution in shock presence, a method taking into account the viscous effects in the computation of two-dimensional transonic flow with boundary layer was developed. The Garabedian-Korn perfect fluid method is presented and its validity limits in the presence of shocks are discussed. The influence of viscosity on the shock intensity as well as on the boundary layer displacement was investigated theoretically and applied to transonic flow over lifting airfoils. The reliability of this computation method is emphasized and its integration into a supercritical wing computerized simulation line is presented.

N76-15106# Aeronautical Research Inst of Sweden Stockholm Aerodynamics Dept

A WIND TUNNEL TEST OF SYMMETRIC LOADS ON TWO WING-BODY COMBINATIONS AT MACH NUMBERS 4 AND 7 Final Report

Erik Larson 1975 65 p refs (Contract INK-11-12-73197)

(FFA-TN-AU-636) Avail NTIS HC \$4 50

The forces in the symmetry plane on two wingbody combinations and on the body alone were measured at low angles of attack by a watercooled balance at Mach numbers 4 and 7 An attempt was made to inspect and overcome some of the difficulties in predicting component loads on wing-body combinations by short-cut methods at small to medium high angles of attack, less than 15 deg. The usefulness of the slender body theory together with the cross flow and Newtonian theory in the preparation of this kind of short-cut method is however perhaps not yet fully exploited.

Author (ESA)

N76-15108# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt Goettingen (West Germany) Inst fuer

Aeroelastik

### WIND TUNNEL TEST TECHNIQUES FOR THE MEASURE-MENT OF UNSTEADY AIRLOADS ON OSCILLATING LIFTING SYSTEMS AND FULL-SPAN MODELS

Hans Foersching 30 Jul 1975 53 p refs Presented at the Discussion on Unsteady Aerodyn at the AGARD Fluid Dyn Panel Meeting Goettingen West Ger. 27-30 May 1975 (DLR-FB-75-51) Avail NTIS HC \$4 50. DFVLR Cologne

Wind tunnel test techniques for the measurement of unsteady airloads on oscillating lifting systems and full-span models are briefly discussed. The basic principles of measurement, general guidelines of model design and test instrumentation, and other important features for the measurement of dynamic stability derivatives flutter coefficients and unsteady pressure distributions are described and illustrated with some typical test results

Author (ESA)

N76-15109# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany) Rettungs- und Bergungssysteme

### THEORETICAL INVESTIGATION OF THE FILLING PROCESS OF A FLEXIBLE PARACHUTE-PAYLOAD SYSTEM Ph.D Thesis - Tech Univ Brunswick Kuang-Hua Fu Aug 1975 123 p refs In GERMAN ENGLISH

summary

(DLR-FB-75-56) Avail NTIS HC \$5.50, DFVLR Cologne DM 5120

The behavior of a flexible parachute-payload system during the filling process and the following transition to a quasi-steady state was investigated for plane motion. A method was developed with which the parachute performance data (opening shock force, filling time, and speed of payload at the completion of filling) can be calculated for optional system parameter values and initial values. Further the influence was investigated of modeling and geometric parameters as well as that of the initial values on the parachute performance data. It is shown that the load factor first increases with increasing mass ratio attains a maximum and then decreases The load factor increases linearly with increasing Froude number, the amount of increase depends on the mass ratio Author (ESA)

N76-15110# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Goettingen (West Germany) Aeroelastik

#### UNSTEADY PRESSURES ON A HARMONICALLY OSCIL-LATING, STAGGERED CASCADE PART 1. **COMPRESSIBLE FLOW**

Hermann Triebstein Volker Carstens, and Joachim Wagener 1 Sep 1975 70 p refs In GERMAN, ENGLISH summary Report will also be announced as translation 2 Vol

(DLR-FB-75-57-Pt-1) Avail NTIS HC \$4 50 DFVLR, Cologne DM 32 70

Measurements of unsteady airloads on harmonically oscillating cascade airfoils are discussed. Special emphasis is given to the test technique and the test set-up. The measurements were performed in the cascade-windtunnel of the DFVLR-AVA at Goettingen on a plate-like staggered cascade consisting of seven plates at harmonically pitching oscillations about two different pitching axes, and at flapping oscillations of both the whole cascade and one flat plate only. The measurements were performed at zero angle of attack, at a stagger angle of 60 deg, and at a Mach number of 02, the oscillation frequencies were 10 30 and 70 cps thus yielding reduced frequencies from 0 04 to 0 26 and a Reynolds number of 340 000 Some of the test results were critically compared with corresponding theoretical results For part 2, see N76-15111 Author (ESA)

N76-15111# Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt Goettingen (West Germany) Aeroelastık

#### UNSTEADY PRESSURES ON A HARMONICALLY OSCIL-LATING, STAGGERED CASCADE PRESSIBLE FLOW PART 2

Hermann Triebstein Volker Carstens, and Joachim Wagener 30 Jul 1975 90 p refs in GERMAN ENGLISH summary

Report will also be announced as translation 2 Vol (DLR-FB-75-58-Pt-2) Avail NTIS HC \$5.00 DFVLR Cologne DM 41 60

Measurements of unsteady airloads on harmonically oscillating cascade airfoils are discussed. Special emphasis is given to the test technique and the test set-up. The measurements were performed in the cascade-windtunnel of the DFVLR-AVA at Goettingen on a plate-like staggered cascade consisting of seven plates at harmonically pitching oscillations about two different pitching axes, and at flapping oscillations of both the whole cascade and one flat plate only. The measurements were performed at zero angle of attack at a stagger angle of 60 deg and at Mach numbers 04 and 06 the oscillation frequencies were 10 30 and 70 cps thus yielding frequencies of 0 012 to 0 126 and Reynolds numbers 720 000 and 1,080,000 Some of the test results were critically compared with corresponding theoretical results

N76-15117# Aerospace Research Labs , Wright-Patterson AFB

#### SEPARATION AHEAD OF CONTROLS ON SWEPT WINGS Interim Report, Apr 1973 - Apr 1975

Louis G Kaufman II and L Michael Freeman Jun 1975 53 p

(AF Proj 7064)

(AD-A014240 ARL-75-0134) Avail NTIS CSCL 01/3

Shock-induced flow-separation ahead of trailing edge controls on swept wings is investigated with emphasis on the effects of boundary layer transition on the location and shape of the separation line Experimental results were obtained by using forward facing steps mounted on swept-leading-edge flat-plate wing models in the ARL Mach 6 Tunnel for model running length Reynolds numbers varying from 0.9 to 33 million. The data support qualitatively a proposed strip-type method for estimating, the extent and shape of the three dimensional region of separated flow ahead of controls on swept wings

Author (GRA)

N76-15118# Air Force Systems Command Wright-Patterson AFB Ohio Foreign Technology Div

SOVIET NUCLEAR BLIMPS

31 Jul 1975 7 p Transl into ENGLISH from Aeronautica (Italy), v 19, no 9 15 Mar 1974 p 3

(AD-A014310 FTD-ID(RS)I-1637-75) Avail NTIS CSCL 01/3

Reports concerning a Soviet atomic propelled blimp are briefly discussed The blimp is capable of carrying 1800 passengers at a cruising speed of 300 km

N76-15119# Air Force Systems Command, Wright-Patterson AFB Ohio Foreign Technology Div

#### SOME AERODYNAMIC PROBLEMS RAISED BY THE AIRSHIP

Louis Cabot 22 Jul 1975 26 p Transl into ENGLISH from Off Nat Etud Rech Aerosp Note Tech (Chatillon), no 1312, 1973 p 1-15

(AD-A014401, FTD-ID(RS)I-1618-75) Avail NTIS CSCL

After recalling the aerodynamic peculiarities of the free and the tethered balloon, the paper gives a survey of the airship aerodynamic characteristics, as recorded on old machines (especially the Akron), in wind tunnel and in flight. The unstable nature of the airframes is emphasized as well as the associated piloting problem GRA

N76-15122# National Aviation Facilities Experimental Center, Atlantic City, NJ

CHARACTERISTICS OF HALON 1301 DISPENSING SYSTEMS FOR AIRCRAFT CABIN FIRE PROTECTION Final

Report, Jan - Nov 1973 Constantine P Sarkos Sep 1975 126 p refs (FAA Proj 181-521-020)

(AD-A017061/3, FAA-NA-74-59, FAA-RD-75-105) Avail NTIS HC \$5.50 CSCL 01/3

The two Halon 1301 dispensing systems, modular nozzle and perforated tube were designed and installed in an obsolete but completely furnished CD7 passenger cabin. For each system agent distribution was continuously measured during discharge and for a period of 10 minutes at approximately 20 locations throughout the unpressurized cabin. The effect of Halon 1301 discharge on cabin temperature noise pressure, and visibility was also measured. The modular system was judged to be best by virture of its producing more rapid and effective agent distribution resulting in greater potential fire-protection capability Installation of the Halon 1301 dispensers along the ceiling for both systems minimized the known possible transient adverse effects upon passengers from agent concentration overshoot discharge noise overpressure and reduced temperature Halon 1301 was found to rapidly permeate all cabin airspaces including those shielded from the discharge streamlines. The effect of agent leakage through opened emergency exits was investigated It was determined that even under such unfavorable conditions of operation a high-rate discharge system would provide a reasonably good degree of inerting protection over a representative evacuation period Author

N76-15123# Army Mobility Equipment Research and Development Center, Fort Belvoir, Va

## GENERIC AIRBORNE FIRE SUPPRESSION SYSTEM Final Technical Report, Dec 1970 - Jun 1973

William J McNamara Wright-Patterson AFB Ohio DOD Aircraft Ground Fire Suppression and Rescue Office May 1975 70 p (AD-A014226, DOD-AGFSRS-75-2) Avail NTIS CSCL 13/12

This report describes the development design fabrication installation and testing of a generic airborne fire suppression system. This was an experimental device specifically designed to permit inflight operation for testing and evaluation of suppressing and/or extinguishing aircraft crash ground fires from a hovering UH-1H helicopter.

N76-15124# National Transportation Safety Board Washington D C Bureau of Aviation Safety

#### AIRCRAFT ACCIDENT/INCIDENT REPORTS BRIEF FORMAT, SUPPLEMENTAL ISSUE 1974

27 Jun 1975 124 p

(PB-244115/2 NTSB-BA-75-3) Avail NTIS HC \$5 50 CSCL 018

Reports are given of aircraft accidents and incidents that occurred in 1974 and have not been included in a prior issue of briefs. Included are three U.S. air carrier accidents, 28 U.S. air carrier incidents, 99 U.S. general aviation accidents and 38 U.S. general aviation incidents. Four foreign air carrier accidents, one foreign air carrier incident and 12 foreign general aviation accidents that were investigated by the National Transportation Safety Board are also included.

N76-15125# Dayton Univ Research Inst , Ohio

## AIRFIELD PARAMETER STUDY AND CATEGORIZATION SYSTEM RELATED TO AIRCRAFT GROUND FIRE SUPPRESSION AND RESCUE Final Report

David J Iden and Jerry B Reeves Jun 1975 125 p refs (Contract F33657-72-C-0491)

(AD-A014225, DOD-AGFSRS-75-1) Avail NTIS CSCL 13/12

This report presents a discussion of the characteristics of airfields/helicopter pads which are related to the aircraft ground fire suppression and rescue (AGFSR) operation at DoD installations. The basic elements of the AGFSR system are described and a plan for rating airfields/helicopter pads according to their AGFSR needs is presented. The principal factor in the system is the maximum representative fuel fire area which is a direct function of aircraft fuel capacity.

N76-15126# Naval Aerospace Medical Research Lab Pensacola,

ORIENTATION-ERROR ACCIDENTS IN REGULAR ARMY UH-1 AIRCRAFT DURING FISCAL YEAR 1971 RELATIVE INCIDENCE AND COST

W Carroll Hixson and Emil Spezia 11 Jun 1975 36 p refs Sponsored in part by Army Aeromedical Res Lab , Fort Rucker Ala

(MF51524005)

(AD-A014423 NAMRL-1218 USAARL-75-21) Avail NTIS CSCL 01/2

The report is the fifth in a longitudinal series of reports dealing with the magnitude of the pilot disorientation/vertigo accident problem in Regular Army UH-1 helicopter operations incidence and cost data presented for fiscal year 1971 include a total of 31 major and minor orientation-error accidents (15 of which were fatal), resulting in 44 fatalities, 52 nonfatal injuries, and a total UH-1 aircraft damage cost of \$6.337,446 GRA

N76-15127# Payne, Inc Annapolis, Md

EXTENDED MEASUREMENTS OF AERODYNAMIC STABILITY AND LIMB DISLODGEMENT FORCES WITH THE ACES-2 EJECTION SEAT Final Report, 1 Nov 1973 - 31 Jan 1975

Fred W Hawker and Anthony J Euler Wright-Patterson AFB Ohio AMRL Jul 1975 95 p refs

(Contract F33615-74-C-4015 AF Proj 7231)

(AD-A014432, Working-Paper-119-11 AMRL-TR-75-15) Avail NTIS CSCL 01/3

The ACES-2 seat was mounted in a wind tunnel in various attitudes of pitch and yaw. The hand and foot rests were equipped with means to measure limb dislodgement forces. Overall forces and moments were measured at the seat mount. Human subjects were used as seat occupants for gross force and moment data on the seat/occupant combination as well as limb dislodgement force measurements. Anthropomorphic dummies were used for an extended range of yaw angles around to 180 degrees. Only gross force and moment data for the seat/occupant combination were taken with the dummy subjects. The limb dislodgement results are complementary to earlier tests at low pitch angles and show general reductions in magnitude as the pitch angle is increased.

N76-15128# National Transportation Safety Board Washington, D C Bureau of Aviation Safety

## LISTING OF AIRCRAFT ACCIDENTS/INCIDENTS BY MAKE AND MODEL. US CIVIL AVIATION 1973

18 Jun 1975 178 p

(PB-244520/3 NTSB-AMM-75-1) Avail NTIS HC \$7 50 CSCL 01B

The publication contains a listing of all U S civil aviation accidents/incidents occurring in CY 1973 sorted by aircraft make and model included are the file number aircraft registration number date and location of the accident aircraft make and model and injury index for all 4,405 accidents/incidents occurring in this period GRA

N76-15129# National Transportation Safety Board Washington, D C Bureau of Aviation Safety

### BRIEFS OF ACCIDENTS INVOLVING MIDAIR COLLISIONS US GENERAL AVIATION 1973

18 Jun 1975 43 p

(PB-244521/1 NTSB-AMM-75-2) Avail NTIS HC \$4 00 CSCL 01B

Included are 24 accident files 12 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident Additional statistical information is tabulated by kind of flying phase of operation injury index aircraft damage pilot certificate, injuries and causal factor(s).

N76-15130# National Transportation Safety Board Washington D.C. Bureau of Aviation Safety

### BRIEFS OF ACCIDENTS INVOLVING TURBINE POWERED AIRCRAFT US GENERAL AVIATION 1973

18 Jun 1975 74 p

(PB-244522/9 NTSB-AMM-75-3) Avail NTIS HC\$4 50 CSCL

Included are 102 accident briefs 24 of which involve fatal accidents. The brief format presents the facts conditions

circumstances and probable cause(s) for each accident Additional statistical information is tabulated by type of accident, phase of operation injury index, aircraft damage pilot certificate injuries and cause/factor(s)

N76-15131# National Transportation Safety Board Washington, D.C. Bureau of Aviation Safety

#### BRIEFS OF ACCIDENTS INVOLVING ROTORCRAFT US **GENERAL AVIATION 1973**

18 Jun 1975 150 p

(PB-244523/7, NTSB-AMM-75-4) Avail NTIS CSCL 01B

Reports of U.S. General Aviation Rotorcraft accidents occurring in 1973 are presented. Included are 277 accident briefs 28 of which involve fatal accidents. The brief format presents the facts conditions circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident phase of operation, injury index, aircraft damage, pilot certificate injuries and causal factor(s)

N76-15132# National Transportation Safety Board Washington D.C. Bureau of Aviation Safety

#### BRIEFS OF FATAL ACCIDENTS INVOLVING WEATHER AS A CAUSE/FACTOR US GENERAL AVIATION 1973

18 Jun 1975 275 p

(PB-244524/5, NTSB-AMM-75-5) Avail NTIS HC \$9 00 CSCL 01B

The publication contains reports of all fatal US general aviation accidents involving weather as a cause/factor for the year 1973 Included are 272 fatal accidents in the brief format This format presents the facts conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated on all accidents involving weather as a cause/factor by the type of accident phase of operation, injury index, aircraft damage, pilot's certificate injuries and cause, factor(s)

N76-15133# National Transportation Safety Board, Washington, D C Bureau of Aviation Safety

#### BRIEFS OF ACCIDENTS INVOLVING ALCOHOL AS A CAUSE/FACTOR US GENERAL AVIATION 1973

18 Jun 1975 34 p

(PB-244525/2 NTSB-AMM-75-6) Avail NTIS HC \$4 00 CSCL 01B

General Aviation accidents occurring in 1973 involving alcohol impairment as a cause/factor are reported. The brief format presents the facts conditions circumstances and probable cause(s)/factor(s) for each accident Additional statistical information is tabulated by type of accident phase of operation injury index, aircraft damage, pilot certificate injuries and causal

N76-15134# National Transportation Safety Board, Washington, Bureau of Aviation Safety

#### BRIEFS OF ACCIDENTS INVOLVING MISSING AND MISSING LATER RECOVERED AIRCRAFT US GENERAL **AVIATION 1973**

18 Jun 1975 95 p

(PB-244526/O NTSB-AMM-75-7) Avail NTIS HC\$500 CSCL 01B

General aviation missing and missing later recovered accidents occurring in 1973 are reported. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident Additional statistical information is tabulated by type of accident phase of operation injury index aircraft damage, pilot certificate, injuries and causal factor(s)

N76-15135# National Transportation Safety Board Washington DC

#### BRIEFS OF ACCIDENTS INVOLVING CORPORATE/ EXECUTIVE AIRCRAFT **US GENERAL AVIATION 1973** 18 Jun 1975 69 p

(PB-244527/8, NTSB-AMM-75-8) Avail NTIS HC \$4 50 CSCL 01B

Reports of U.S. general aviation corporate/executive aircraft accidents occurring in 1973 are reported. Included are 94 accident Briefs 24 of which involve fatal accidents. The brief format presents the facts conditions circumstances and probable cause(s) for each accident Additional statistical information is tabulated by type of accident phase of operation, injuries and causal/factor(s)

N76-15136# National Transportation Safety Board Washington, D C Bureau of Aviation Safety

#### BRIEFS OF ACCIDENTS INVOLVING AMATEUR/HOME **BUILT AIRCRAFT US GENERAL AVIATION 1973**

18 Jun 1975 71 p

(PB-244528/6, NTSB-AMM-75-9) Avail NTIS HC \$4 50 CSCL

The publication contains reports of US general aviation accidents involving amateur/home built aircraft occurring in 1973 Included are 116 accident Briefs, 30 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s)/factors(s) for each accident Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal/factor(s)

N76-15137# National Transportation Safety Board, Washington, Bureau of Aviation Safety

#### BRIEFS OF ACCIDENTS INVOLVING AIR TAXI OPERA-TIONS US GENERAL AVIATION 1973

18 Jun 1975 114 p

(PB-244529/4, NTSB-AMM-75-10) Avail NTIS HC \$5 50 CSCL 01B

General aviation air taxi accidents occurring in 1973 are reported. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident Additional statistical information is tabulated by type of accident phase of operation injury index aircraft damage, pilot certificate, injuries and causal/factors(s)

N76-15138# National Transportation Safety Board Washington D C Bureau of Aviation Safety

### BRIEFS OF ACCIDENTS INVOLVING AERIAL APPLICATION OPERATIONS US GENERAL AVIATION 1973 18 Jun 1975 266 p

(PB-244530/2 NTSB-AMM-75-11) Avail NTIS HC \$9 00 CSCL 01B

General aviation aerial application accidents occurring in 1973 The brief format presents the facts conditions circumstances and probable cause(s) for each accident Additional statistical information is tabulated by type of accident, phase of operation, injury index aircraft damage, pilot certificate injuries and causal/factor(s) GRA

N76-15145# Air Force Flight Dynamics Lab , Wright-Patterson

#### THE EFFECTS OF STABILITY AUGMENTATION ON THE GUST RESPONSE OF A STOL AIRCRAFT DURING A CURVED MANUAL APPROACH Ph D Thesis Final Report, Jun 1971 - May 1975

Milton B Porter Jun 1975 228 p refs (AF Proj 8219, AF Proj 1986)

(AD-A014301, AFFDL-TR-75-63) Avail NTIS CSCL 20/4

The multiple precision approach paths which are possible with microwave landing systems pose new lateral separation problems for the simultaneous optimum curved approach trajectories. Separation criteria for these new multiple paths will be influenced by aircraft path tracking performance Manually piloted STOL aircraft will be particularly sensitive to atmospheric turbulence during precision tracking. In this study a parametric variation of the open loop poles of a STOL aircraft was made using stability augmentation system (SAS) gains, and the gust response of the manually piloted aircraft was analyzed at points on an MLS approach path. The study was reduced to two quadratic optimal control problems for linear infinite time stochastic systems (1) to compute the SAS gains using a rate-model-in-theperformance-index pole placement algorithm, and (2) to calculate the pilot gains and system gust response using a quadratic optimal pilot model Both the SAS and pilot gains calculation yielded reasonable low gains for all cases and the four lateral-directional

poles and the longitudinal short period poles could be placed accurately. The most significant improvement in lateral error was achieved by increasing roll stability. The variation in lateral path error with bank angle was also significant and the nature of the variation was strongly influenced by the specific augmented poles There was a conflict between good conventional flying qualities and optimum gust response since increased dutch roll frequency yielded the greatest reduction in the objectionable lateral and directional mode cross coupling while increasing the lateral gust

N76-15146# Advisory Group for Aerospace Research and Development Paris (France)

HANDLING QUALITIES SPECIFICATION DEFICIENCIES A G Barnes Nov 1975 23 p refs (AGARD-AR-89) Avail NTIS HC \$3 50

A summary is presented on the contributions received from NATO nations on the deficiencies of six different handling qualities specifications They are Mil-H-8501 Mil-F-8785-B, TSS-3, Mil-F-83300 AR 577, AvP 970 The purpose was to determine those portions of the various handling qualities specifications which were inadequate or overly restrictive. The result shows that there were not a great many severe deficiencies and those that were found were not entirely unexpected. The collected comments illustrate the difficulty of collecting information from design or certification authorities which quantifies flying qualities. Difficulties arise because the information needed to compare an early aircraft design with a current specification is often not available, also there is a reluctance to publicize information which might show a particular aircraft in a bad light. The need for Author further research is shown

N76-15147# Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France)

COMPARISON OF WIND TUNNEL TESTS AND FLIGHT TESTS OF AN EXECUTIVE AIRCRAFT [COMPARAISON DES ESSAIS EN SOUFFLERIE ET DES ESSAIS EN VOL POUR UN AVION EXECUTIVE]

J Maestrati Paris Assoc Aeron et Astronautique de France 1975 24 p In FRENCH

(AAAF-NT-75-14, ISBN-2-7170-0332-0) Avail NTIS HC\$3 50 CEDOCAR, Paris FF 15 (France and EEC) FF 19 (others)

Wind tunnel tests and flight tests of the Falcon business aircraft were compared. The direct method involves comparing the unitary curves obtained from the two tests, whereas the indirect method consists of establishing from the wind tunnel tests a basic set of adjusted parameters which are converted into the same time based parameters recorded on flight test tapes, using flight mechanic equations and a simulation program The comparison of the two methods is presented and the results of longitudinal and lateral tests are discussed

N76-15148# Institute for Defense Analyses, Arlington Va Program Analysis Div

**HELICOPTER** CHANGES IN RELIABILITY/ MAINTAINABILITY CHARACTERISTICS OVER TIME VOLUME 1 BASIC REPORT Final Report

Norman J Asher, John Donelson, and Gerald F Higgins Mar 1975 307 p refs 2 Vol (Contract DAHC15-73-C-0200)

(AD-A014469, S-451-Vol-1, IDA/HQ-75-17098-Vol-1) Avail NTIS CSCL 01/3

This two volume report examines the growth (or lack of it) in reliability and maintainability (R and M) characteristics of past helicopter programs and organizes the data so that they can be used as bases for predicting the R and M characteristics of future helicopter programs. Six types of R and M data are presented (1) failure rates, (2) component-removal rates, (3) mishap rates, (4) maintenance-action rates, (5) operational availability and (6) maintenance man-hours. Volume one also contains much data on past helicopter programs so that they will be available for use by analysts GRA

N76-15149# Institute for Defense Analyses, Arlington, Va Program Analysis Div

CHANGES IN **HELICOPTER** RELIABILITY/ MAINTAINABILITY CHARACTERISTICS OVER TIME VOLUME 2 DATA SUBMITTED BY HELICOPTER MANU-FACTURERS Final Report

Norman J Asher John Donelson and Gerald F Higgins 1975 323 p 2 Vol

(Contract DAHC15-73-C-0200)

(AD-A014470 S-451-Vol-2 IDA/HQ-75-17099-Vol-2) Avail NTIS CSCL 01/3

The second volume of a two-volume report on helicopter performance and maintenance contains data from three aircraft manufacturers on reliability and maintainability (R and M) Much of the information is in graphic and tabular form. Monthly and summary statistics are given directed toward predicting the R and M characteristics of future helicopter programs

N76-15150# Marine Corps Washington, D C DA APPROVED SMALL DEVELOPMENT REQUIREMENT FOR A FAMILY OF EXTERNAL HELICOPTER SLINGS, 5,000 TO 60,000 POUND CAPACITY

25 Jul 1975 18 p

(AD-A014430, MCO-3900 4A) Avail NTIS CSCL 01/3

The report describes the requirements, purpose and operational characteristics of a helicopter sling GRA

N76-15151# Air Force Systems Command Wright-Patterson AFB, Ohio Foreign Technology Div AFB, Ohio Foreign Technolo FATIGUE AND AIRPLANES

Bu Chen 24 Jul 1975 16 p Transl into ENGLISH from Hang Kung Chih Shih (Chinese People's Republic) no 5, 1974

(AD-A014308, FTD-ID(RS)I-1602-75) Avail NTIS CSCL 01/3

Fatigue failure due to cyclic loads is discussed in terms of crack propagation. Preventive measures by aircraft design, and fatigue tests are described

N76-15152# Air Force Systems Command Wright-Patterson Foreign Technology Div AFB, Ohio

MONOGRAPHY

Jiri Moravec 22 Jul 1975 34 p Transl into ENGLISH from Letectivi-Kosmonautika (Czechoslovakia) no 22. 1974 p 24/864-30/870 (AD-Á014304, FTD-ID(RS)I-1518-75) Avail NTIS

01/3 The translation gives a brief technical description with a few drawings and operational data of the Russian MIG-17

N76-15153# Naval Ship Research and Development Center Aviation and Surface Effects Dept Bethesda Md THE DEVELOPMENT OF A TWO-DIMENSIONAL, HIGH ENDURANCE AIRFOIL WITH GIVEN THICKNESS DISTRI-**BUTION AND REYNOLDS NUMBER Final Report** 

George S Pick and Douglas A Lien Jun 1975 58 p refs (WF32421212)

(AD-A014126 ASED-1208, NSRDC-4670) Avail NTIS CSCL

A design procedure has been developed that permits a high-endurance airfoil shape to be determined for a given initial thickness distribution and chord length Reynolds number. The Strand method, which is based on the Stratford theory of incipient separation and the optimization principle of the calculus of variations, was utilized to yield an optimized velocity distribution Upper surface lift was maximized by the resultant distribution however, the total lift was not maximized because of restrictions on the thickness distribution. A generalized parametric study of the upper surface velocity lift and drag characteristics for various flow conditions resulted in a series of preliminary design curves These were used to select appropriate design lift coefficients and L/D ratios for further study. After the basic performance characteristics had been selected a linear theory was used to determine the camber distribution of the airfoil. The velocity distribution that corresponded to the initial thickness and camber distribution obtained from the linear theory was then utilized as the initial input to a fully nonlinear theory (the James airfoil design method) to determine the final airfoil shape. Several iterations of the input were designed to determine the final airfoil shape Several iterations of the input were necessary to obtain an output velocity distribution that was close to the desired one The Von Doenhoff separation criterion was applied to the lower surface to determine whether separation would occur at the design condition. Computations showed that the flow was fully attached

N76-15154# Grumman Aerospace Corp Bethpage N Y MANUFACTURING OF TITANIUM AIRFRAME COMPO-NENTS BY HOT ISOSTATIC PRESSING Final Report, Apr 1974 - Apr 1975

Robert H Witt and Joel Magnuson Apr 1975 98 p refs (Contract N00019-74-C-0301 AF Proj D828) (AD-A014130) Avail NTIS CSCL 01/3

This program has demonstrated the feasibility of producing titanium airframe components by hot isostatic pressing (HIP) of titanium alloy powder Task 1 culminated in the manufacture of an F-14A fuselage brace to near net shape with critical dimensions within the print tolerance. In addition, Task 2 demonstrated that aerospace design requirements could be met by Ti-6Al-6V-2Sn and Ti-6Al-4V as produced by HIP Tensile, fatigue and toughness data are presented which show that annealed plate properties can be attained or exceeded Excellent fracture toughness (K1c) was obtained for Ti-6-6-2 Recommendations are presented for the manufacture of a pilot lot as the continuation of the present Author (GRA)

N76-15155# McDonnell Aircraft Co , St Louis Mo HIGH ACCELERATION COCKPIT CONTROLLER LOCA-TIONS VOLUME 1 PROGRAM SUMMARY Final Technical Report, Jun - Dec 1974

R E Mattes and C F Asiala May 1975 165 p refs 3 Vol (Contract F33615-74-C-3093 AF Proj 6190) (AD-A014810 MDC-A2960-Vol-1 AFFD L-TR-75-58-Vol-1) Avail NTIS CSCL 01/3

A controller-throttle design integration program was conducted for an advanced fighter concept with direct lift, direct side force and high acceleration maneuvering capabilities. Several controller-throttle configuration design alternatives were evaluated in a high acceleration cockpit mock-up by USAF pilots in a static simulation evaluation phase. Cockpit and controller functional capabilities were tailored to satisfy operational needs for normal flight and combat phases and were evaluated within the context of a fighter mission. Objective and subjective data including reach and vision envelopes, task performance times, and pilot preferences from paired comparison and interview questionnaires were utilized to rank the configurations evaluated Several principal areas for future high acceleration cockpit development were defined Author (GRA)

N76-15156# McDonnell Aircraft Co St Louis Mo HIGH ACCELERATION COCKPIT CONTROLLER LOCA-TIONS VOLUME 2 TEST PLAN Final Technical Report, Jun - Dec 1974

C F Asiala and S L Loy May 1975 80 p refs 3 Vol (Contract F33615-74-C-3093 AF Proj 6190) (AD-A014811, MDC-A2960-Vol-2 AFFD L-TR-75-58-Vol-2) Avail NTIS CSCL 01/3

A high acceleration cockpit/controller design and integration program was conducted using a full scale design aid. Alternate cockpit/controller configurations were developed for comparison using this full scale design aid in a formally structured evaluation including mission related task elements. Crew station and controller characteristics were thus related to operator needs in a mission context for advanced fighter concepts Author (GRA)

N76-15157# McDonnell Aircraft Co St Louis Mo HIGH ACCELERATION COCKPIT CONTROLLER LOCA-TIONS VOLUME 3 ONSITE PILOT EVALUATIONS Final Technical Report, Jun - Dec 1974
R E Mattes and C F Asiala May 1975 45 p ref 3 Vol

(Contract F33615-74-C-3093, AF Proj 6190) (AD-A014812, MDC-A2960-Vol-3, AFFD L-TR-75-58 Vol-3) Avail NTIS CSCL 01/3

A high acceleration cockpit evaluation program was conducted for an advanced fighter concept. Program effort included evaluations within the context of a mission scenario by a total of 40 operational pilots in a static design aid Various specific areas of the concept were evaluated as well as the overall need/utility of the crew station. Result allowed identification of those areas where future research and development effort should be focused

N76-15164# Societe Nationale Industrielle Aerospatiale Toulouse (France) Dept Aerodynamique Experimentale INTERACTION OF GE CF6-50 JET REACTORS WITH THE AIRBUS BODY DURING CRUISING FLIGHT WIND TUNNEL SIMULATION [INTERACTION DES JETS DES REACTEURS GE CF6-50 SUR LA CELLULE DE L'AIRBUS EN CROISIERE - SIMULATION EN SOUFFLERIE

M Saiz Paris Assoc Aeron et Astronautique de France 1975 41 p refs In FRENCH

(AAAF-NT-75-15 ISBN-2-7170-0333-9) Avail NTIS HC\$4 00-CEDOCAR, Paris FF 25 (France and EEC) FF 29 (others)

The interaction of double flux aircraft reactors of over 50 000 pounds thrust, as used in large passenger aircraft such as the European A 300 B Airbus, with the aircraft body, was studied The balance of the drag and thrust components of the bodypropulsive unit combination is discussed, and the experimental techniques for determining such interactions are described. Model simulation tests with a motorized nacelle in a supersonic wind tunnel are detailed Finally the use of pressure measurements made to check the validity of the experimental method and to derive the value of the reactor jet interaction during cruising flight is discussed

N76-15166# Honeywell Inc Minneapolis Minn Systems and Research Center

TURBINE ENGINE CONTROL SYNTHESIS VOLUME 1 OPTIMAL CONTROLLER SYNTHESIS AND DEMONSTRA-TION Final Technical Report, 30 Jun 1972 - 15 Mar 1975 C R Stone N E Miller, M D Ward and R D Schmidt Mar 1975 340 p refs 3 Vol

(Contract F33615-72-C-2190, AF Proj 3066)

(AD-A014229 F0164-FR-Vol-1 AFAPL-TR-75-14-Vol-1) Avail NTIS CSCL 21/5

The objective was to determine whether optimal control synthesis methods provide superior means for designing jet engine controllers The methods design controllers with more capability and/or can be exploited to provide less expensive hardware For newer kinds of engines the cost to design should be less than for presently used methods Volume I summarizes optimal control design methodology A paper design of a command and disturbance controller shows that good power lever command response can be achieved the same controller is designed to be insensitive to inlet duct buzz A command controller is synthesized and wind tunnel tested This controller is a good approximation to time optimal with surge-stall TT4 and flameout constraints Small-amplitude control responses are precise. There is strong stability GRA

N76-15167# Honeywell Inc., Minneapolis Minn Systems and Research Center

TURBINE ENGINE CONTROL SYNTHESIS VOLUME 2 SIMULATION AND CONTROLLER SOFTWARE Technical Report, 30 Jun 1972 - 15 Mar 1975

C R Stone N E Miller and M D Ward Mar 1975 292 p refs 3 Vol

(Contract F33615-72-C-2190, AF Proj. 3066)

(AD-A014230 F0164-FR-Vol-2 AFAPL-TR-75-14-Vol-2) Avail NTIS CSCL 21/5

The objective was to determine whether optimal control synthesis methods provide superior means for designing jet engine controllers. The methods design controllers with more capability and/or can be exploited to provide less expensive hardware For newer kinds of engines the cost to design should be less

than for presently used methods Volume 2 contains three Appendices Appendix A contains the details of engine math models. The software for the wind tunnel controller is presented in Appendix B. Appendix C contains a derivation of rate model following.

N76-15168# Honeywell, Inc., Minneapolis, Minn Systems and Research Center

TURBINE ENGINE CONTROL SYNTHESIS VOLUME 3. EXPERIMENTAL ENGINE IDENTIFICATION AND MODELING Final Technical Report, 30 Jun 1972 - 15 Mar 1975 R B Beale and N E Miller Mar 1975 163 p refs 3 Vol (Contract F33615-72-C-2190, AF Proj 3066)

(AD-A014231 F0164-FR-Vol-3, AFAPL-TR-75-14-Vol-3) Avail NTIS CSCL 21/5

This program develops a practical design procedure for turbine engine control systems based on multivariable control theory. This volume describes a practical procedure for experimentally obtaining high-fidelity linear engine models from frequency response measurements. This procedure satisfies the modeling requirements for high-bandwidth control systems which are needed in the future for better regulation of surge margins and disturbances. A dynamic transfer matrix model of the GE-J85-13 engine is obtained at three engine operating speeds. The instrumentation is described for obtaining tape-recorded engine responses. Fourier filtering and servoanalysis techniques are demonstrated. An algorithm is described for identifying dynamic states and transfer functions from frequency responses.

N76-15169# ARO, Inc., Arnold Air Force Station, Tenn TURBINE ENGINE EXHAUST NOZZLE PERFORMANCE WITH NONUNIFORM INLET FLOW Final Report, Jul 1973 - Jun 1974

S Wehofer and R J Matz AEDC Aug 1975 60 p refs (ARO Proj RF442)

(AD-A014261, ARO-ETF-TR-75-43, AEDC-TR-75-82) Avail NTIS CSCL 21/5

The internal fluid dynamic performance of various turbine engine exhaust nozzle configurations was experimentally investigated Nine fixed-geometry exhaust nozzle models representative of contemporary turbofans operating at various power levels were evaluated with uniform inlet conditions and with radial nonuniformities in total pressure and total temperature. The test conditions are representative of both low bypass turbofan and turbojet tailpipe flows. The effects of nozzle throat lip geometry on nozzle performance were evaluated. Also the results obtained from the experimental phase were compared with the performance predicted from a numerical analysis developed at the Arnold Engineering Development Center The major conclusion is that nozzle performance coefficients cannot be ascribed to a given nozzle configuration without some specification of the nozzle inlet flow conditions and coefficient referencing proce-Author (GRA)

N76-15170# Technology Inc., Dayton, Ohio INTEGRATED AEROSPACE ENGINE MANAGEMENT FOUNDATIONS IN ESTIMATION AND PREDICTION OF ENGINE REMOVALS Final Report, 15 May - 22 Aug 1974 Laurence L. George ARL Jun 1975 74 p refs (Contract F33615-73-C-4155, AF Proj 7071) (AD-A014368 ARL-75-0137) Avail NTIS CSCL 21/5

Aerospace engine management is an exceedingly complicated problem with important consequences. Analytical management techniques may have potential application in a future, integrated engine management system. Fundamental to any such system is information about engine lives and the number of engine replacements required to meet flying hour program requirements. In this report, the engine management problem is described in the context of a production system producing flying hours. This perspective shows the necessity for engine life information since the engines produce flying hours. The maximum likelihood estimator of a multi-risk engine life cumulative distribution function with inspections has been derived. It may be an improvement over the actuarial method now used, and information about usage removals and inspection removals is also available from the maximum likelihood estimator. An hierarchical sequence of families.

of distributions has been constructed for ease of sequential likelihood ratio testing for more information about the engine life distributions

N76-15174# Air Force Systems Command Wright-Patterson AFB Ohio Foreign Technology Div

COMPARISON OF TURBOJET, TURBOROCKET, AND RAMJET AS A PROPULSION SYSTEM FOR LONG RANGE AIRPLANES AT MACH NUMBERS BETWEEN 2 AND 4 F Riester 31 July 1975 38 p. refs. Transl into FNGLISH

E Riester 31 Jul 1975 38 p refs Transl into ENGLISH from Deut Luft- und Raumfahrt Forschungsbericht (West Ger), no 38 1972 p 1-36 (AD-A014312 FTD-ID(RS)I-1653-75) Avail NTIS CSCL

(AD-A014312 FTD-ID(RS)I-1653-75) Avail NTIS CSCL 21/5

In the Mach number range between 2 and 4 a transition to another propulsion system is expected for long range airplanes. Limited to the cruise range, the turbojet, the turborocket and the ramjet are investigated. Considering also the additional drag engines are compared, whose air flow rates have the same cross section area for the undisturbed flow in front of the engine. It is shown that even with modern component technology, the turbojet is the optimum propulsion system only up to the Mach number 3.5. Above this Mach number the ramjet becomes more effective. The turborocket is interesting at high Mach numbers because of its high thrust density although its specific impulse is somewhat less.

N76-15176\*# National Aeronautics and Space Administration Flight Research Center Edwards, Calif

SUBSONIC STABILITY AND CONTROL DERIVATIVES FOR AN UNPOWERED, REMOTELY PILOTED 3/8-SCALE F-15 AIRPLANE MODEL OBTAINED FROM FLIGHT TEST

Kenneth W Iliff, Richard E Maine and Mary F Shafer Washington Jan 1976 32 p refs (NASA-TN-D-8136 H-905) Avail NTIS HC \$4 00 CSCL

(NASA-TN-D-8136 H-905) Avail NTIS HC \$4 00 CSCL 01C

In response to the interest in airplane configuration characteristics at high angles of attack an unpowered remotely piloted 3/8-scale F-15 airplane model was flight tested. The subsonic stability and control characteristics of this airplane model over an angle of attack range of -20 to 53 deg are documented. The remotely piloted technique for obtaining flight test data was found to provide adequate stability and control derivatives. The remotely piloted technique provided an opportunity to test the aircraft mathematical model in an angle of attack regime not previously examined in flight test. The variation of most of the derivative estimates with angle of attack was found to be consistent particularly when the data were supplemented by uncertainty levels.

N76-15459 Poish Academy of Sciences, Warsaw GENERALIZED MODEL OF A ROTOR ON FLEXIBLE SUPPORTS [UOGOLNIONY MODEL WIRNIKA NA PODATNYCH PODPORACH]

Agnieska Muszynska 7 Jun 1975 29 p refs In POLISH Avail Issuing Activity

A physical and mathematical model is described of a single-piece rotor (with a disk mounted on the shaft) spinning on two massive sliding bearings. The bearings are located on anisotropic flexible supports. A numerical analysis is presented which includes equations of motion, equilibrium equations, hydrodynamic equations, and matrices.

Transl by MJS.

N76-15468# United Technologies Corp., Stratford, Conn Sikorsky Aircraft Div

THE 3000-HP ROLLER GEAR TRANSMISSION DEVELOP-MENT PROGRAM VOLUME 3 ROLLER GEAR MANUFAC-TURE Final Report

G F Gardner and K R Cormier Jul 1975 293 p refs (Contract DAAJ02-69-C-0042, DA Proj 1G1-62207-AA-72) (AD-A014135 SER-50897-Vol-3 USAAMRDL-TR-73-98C-Vol-3) Avail NTIS CSCL 13/9

This report presents a survey of the manufacturing methods

used in the production of the roller gear transmission. The bulk of the material contained herein deals with the roller gear components of the transmission because of the unique manufacturing problems they presented. No attempt is made to describe in detail the more conventional manufacturing processes employed in the program. The most significant aspect of the manufacture of the roller gear components was the extensive use of electron beam welding. This method of assembly was completely satisfactory with respect to holding critical dimensional tolerances, however, weld integrity, particularly in certain highly stressed joints, was a continual problem. Although weld joint design certainly contributed to the problems encountered the presence of weld voids was certainly a major factor in the weld related fractures.

N76-15469# United Technologies Corp., Stratford, Conn Sikorsky Aircraft Div

THE 3000-HP ROLLER GEAR TRANSMISSION DEVELOP-MENT PROGRAM VOLUME 5 AIRCRAFT TIEDOWN TESTING Final Report

G F Gardner and D O Adams Jul 1975 150 p refs (Contract DAAJ02-69-C-0042, DA Proj 1F1-62207-AA-72) (AD-A014267 UTRC/S611653-Vol-5 USAAMRDL-TR-73-98E-Vol-5) Avail NTIS CSCL 13/9

This report presents the results of a helicopter tiedown test program. The primary purpose of this test was to evaluate a roller gear transmission in an aircraft installation and to conduct a 50-hour tiedown test at a power spectrum equivalent to helicopter military usage. The roller gear transmission transmits 3,000 hp at 203 rpm to a helicopter main rotor head. The transmission is powered by two General Electric axial-flow turboshaft engines each producing 1,870 hp at 18,966 rpm A 19,85 1 roller gear unit is the final reduction stage in the transmission.

N76-15486# Freudenthal (Alfred M ), Chevy Chase, Md RELIABILITY ASSESSMENT OF AIRCRAFT STRUCTURES BASED ON PROBABILISTIC INTERPRETATION OF THE SCATTER FACTOR Final Report, 1 Sep 1973 - 1 Mar 1975

Alfred M Freudenthal Apr 1975 58 p (Contract F33615-74-C-5003, AF Proj 7351)

(AD-A014359 AFML-TR-74-198) Avail NTIS CSCL 01/3
The 'scatter factor' S as used in fatigue design of aircraft is defined as the ratio between the location parameter (estimate) of the 'population' of all aircraft, obtained from n full-scale tests, and the first failure in a fleet of m aircraft introducing the Third Asymptotic distribution of smallest values for the fatigue life of the population this definition produces a Pareto-type distribution of the scatter-factor on the basis of which S can be related to the numbers n and m and the reliability level R Tables of S for different combinations of n, m, R and the 'minimium fatigue life are evaluated Useful values of the scatter factor for different materials and purposes are suggested GRA

N76-15487# Rail Co Hunt Valley, Md
DEVELOPMENT PROGRAM FOR AN AIRCRAFT RELIABILITY AND MAINTAINABILITY SIMULATION (ARMS) MODEL
VOLUME 1 PROGRAM DESCRIPTION Final Report, Jun
1974 - Dec 1975

William C Friese Jul 1975 143 p refs (Contract DAAH02-73-C-0090 DA Proj 1F1-62205-A-119) (AD-A014102, USAAMRDL-TR-75-26A) Avail NTIS CSCL 01/3

The Aircraft Reliability and Maintainability Simulation (ARMS) model concept was developed by the U S Army Air Mobility Research and Development Laboratory, Eustis Directorate The ARMS model is a management tool which permits observation of the impact of a proposed action prior to implementation. The model is used to simulate aircraft operating in user-defined operational and maintenance scenarios. It is designed to allow the user almost complete flexibility in defining aircraft components with their associated failure rates and repair requirements and in defining necessary resources such as ground support equipment.

GRA

N76-15489 Polish Academy of Sciences, Warsaw INVESTIGATION OF COMBINED VIBRATION OF A ROTOR BY THE BALBI MEAN METHOD (BADANIE DRGAN KOMBINOWANYCH WIRNIKA METODA USREDNIANIA BALBIEGO)

Agnieszka Muszynska 29 Aug 1975 20 p refs in POLISH Avail Issuing Activity

An approximation method is presented for solving problems of combined constant vibrations which result from application of self-induced vibrations or vibrations forced by the action of centrifugal forces of inertial and gravitational forces A numerical analysis is given using Balbi s mean method. Transl by MJS

N76-15501# Royal Aircraft Establishment Farnborough (England) Structures Dept

THE EFFECTS OF LOAD DWELLS DURING FATIGUE CRACK PROPAGATION
London Aeron Res Council 1975 14 p refs Supersedes

RAE-TR-74163, ARC-35906 (ARC-CP-1318, RAE-TR-74163 ARC-35906) Avail NTIS

To substantiate the increase of endurance a research program was undertaken to investigate the effect of dwells in fatigue loading on crack propagation rate in thin sheet Al 2% Cu specimens. The fatigue loading used was a simplified flight-by-flight load sequence and in tests including dwell periods, dwells were either at steady tension or at zero load. It is shown that dwells in fatigue loading significantly reduced crack growth rates, dwells at a steady load were possibly more beneficial than dwells at zero load. Possible mechanisms are discussed and further research programs are outlined which should provide a better understanding of these mechanisms.

Author (ESA)

N76-15904# Army Aviation Systems Command, St Louis, Mo ARMY AVIATION RDT AND E PLAN EXECUTIVE SUMMARY Edition No 4

Jul 1975 23 p refs

(AD-A014196) Avail NTIS CSCL 01/3

HC \$3 50, HMSO 25p, PHI \$1 15

The Army Aviation Research Development Test and Engineering (RDT and E) Plan is the U.S. Army Aviation Systems Command (USAAVSCOM) response to the requirement for a Consolidated R and D Plan (CRDP), which constitutes Block 13a in the Life-Cycle Management Model (LCMM) as described in the Joint CDC/AMC Materiel Need Procedures Handbook, March 1972 This Plan is prepared and maintained by AVSCOM on a continuing basis to address the short- and long-range RDT and E activities directed to achieving the Army objectives for which AVSCOM is responsible. This Plan presents a time-phased analysis and presentation of the scientific and technological programs required to support the development of advanced airmobile systems responsive to the future needs of the Army This document sets forth plans and objectives for Army aviation research and development activities for the FY76-95 period with particular emphasis on the period from the present to 1980 Current R and D efforts in Army air mobility are directed primarily toward the development of a family of vertical and short takeoff and landing aircraft to fulfill identified requirements in the land combat functions of mobility, intelligence, firepower, combat service support and command control and communications. The Plan (either the classified or unclassified version) is quite voluminous because of the broad scope of activities and the wide variety of technologies and disciplines that constitute the totality of the air vehicle technology

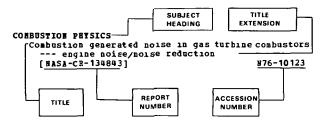
## SUBJECT INDEX

#### AERONAUTICAL ENGINEERING / A Special Bibliography (Suppl 69)

**APRIL 1976** 

A76-18873

#### Typical Subject Index Listing



The title is used to provide a description of the subject matter. When the title is insufficiently descriptive of the document content a title extension is added separated from the title by three hyphens. The NASA or AIAA accession number is included in each entry to assist the user in locating the abstract in the abstract section of this supplement. If applicable, a report number is also included as an aid in identifying the document.

Δ

A-10 AIRCRAFT A-10 progress report A76-18653 A-300 AIRCRAPT Product support A300 --- Airbus project [DGLR PAPER 75-011] A76
Interaction of GE CP6-50 jet reactors with the A76-18278 airbus body during cruising flight: Wind tunnel simulation [ AAAF-NT-75-15 ] N76-15164 ACOUSTIC BECITATION Acoustic excitation of high-velocity jets A76-16740 On the amplification of broad band jet noise by a pure tone excitation A76-17171 ACOUSTIC MEASUREMENTS Research on aircraft noise - Test methods A76-18523 The CFM56 turbojet engine - Progress in the reduction of engine noise A76-18526 Edge noise attenuation by porous-edge extensions [AIAA PAPER 76-80] A76-18779 ACOUSTIC PROPERTIES Outlook on the acoustic characteristics of future subsonic aircraft A76-18516 Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept
[AIAA PAPER 76-79] A76-18778 ABRODYNAMIC CHARACTERISTICS Aeromechanics of supersonic flows past power-law bodies of revolution --- Russian book A76-16675 Viscous flow around a rotationally oscillating circular cylinder A76-16745 Viscous flow around a transversally oscillating elliptic cylinder A76-16746 Potential flow past a biplane --- determination of lift distribution on wings A76-17001 Supersonics and the environment --- effect of Concorde

Nonlinear slender wing aerodynamics --- delta wing

[AIAA PAPER 76-19]

Alreraft characteristics Experimental aerodynamic characteristics for slender bodies with thin wings at angles of attack from 0 deg to 58 deg and Mach numbers from 0.6 to 2.0 [ NASA-TM-X-3309 ] N76-15080 On the formulation of the aerodynamic characteristics in aircraft dynamics [ NASA-TR-R-456] N76-15082 An investigation of several NACA 1-series inlets at Mach numbers from 0.4 to 1.29 for mass flow ratios near 1.0 [NASA-TM-X-3324] Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model --- wind tunnel tests of aircraft models of jet transport aircraft [NASA-TM-X-3234]
Aerodynamic characteristics of a powered, N76-15085 externally blown flap STOL transport model with two engine simulator sizes [NASA-TN-D-8057] N76-Mated aerodynamic characteristics investigation for 0.04-scale model Boeing 747 CAM/external tank (model AX1284 E-5) combination in the University of Washington Aeronautical Laboratory P. K. Kirsten Wind Tunnel (CA11) [NASA-CR-141835] A theoretical and experimental investigation of the external-flow, jet-augmented flap --- jet flap analogy and wind tunnel tests [ ARC-CP-1319] N76-15095 [ARC-CF-1313]
Some aerodynamic problems raised by the airship
ran-aniunni N76-15119 [AD-A014401] N76-1517 Extended measurements of aerodynamic stability and limb dislodgement forces with the ACES-2 ejection seat [AD-A014432] N76-15127 ABRODINANIC COEFFICIENTS Recent contributions of German aeronautical research in the field of aircraft aerodynamics [DGLR PAPER 75-036] A76-1 A76-18298 The planar dynamics of airships N76-15031 APRODYNAMIC CONFIGURATIONS Solution of two- and three-dimensional problems involving transonic flows past bodies A76-16937 Fighter design philosophy A76-17343 Optimal configuration of rotor blades for horizontal wind energy converters A76-18374 Aircraft aerodynamic design and evaluation methods [AIAA PAPER 76-15] A76-187
A new surface singularity method for multi-element airfoil analysis and design [AIAA PAPER 76-20] Influence of configuration factors on buffeting N76-14029 The development of a two-dimensional, high endurance airfoil with given thickness distribution and Reynolds number [ AD-A014126] N76-15153 APRODYNAMIC DRAG On the drag of bodies of revolution at transonic speeds A76-18011 ARRODYNAMIC PORCES Delta wings in a rarefied hypersonic air stream with sweep angle and incidence effects

A76-18524

A76-18738

ABRODYNAMIC HEAT TRANSFER SUBJECT INDEX

A new unified approach to analyze wing-body-tail configurations with control surfaces in steady,	ARROSPACE SYSTEMS 1975 report to the aerospace profession;
oscillatory and fully unsteady, subsonic and	Proceedings of the Nineteenth Symposium, Beverly
supersonic flows	Hills, Calif., September 24-27, 1975
[NASA-CR-146073] N76-15077	A76-18651
ARRODYNAMIC HRAT TRANSPER A survey of leeside flow and heat transfer on	AEROSPACE VEHICLES  Critical evaluation of todays fireproof testing of
delta planform configurations	aerospace materials
[AIAA PAPER 76-118] A76-18803	N76-14070
ABRODYNAMIC INTERPEBBACE	Some aspects of smoke and fume evolution from
Vortex interactions in multiple vortex wakes behind aircraft	overheated non-metallic materials N76-14072
[AIAA PAPER 76-62] A76-18769	AEROTHERMODYNAMICS
ABRODYWANIC LOADS	Aeromechanics of supersonic flows past power-law
Calculation of the aerodynamic loading on the	bodies of revolution Russian book
blade of a main rotor in the general case of helicopter flight	A76-16675 A correlation between pressure and heat transfer
[AD-A014047] N76-14055	distributions at supersonic and hypersonic speeds
An aerodynamic load criterion for airships	A76-17993
₩76-15030	AIR CARGO
A wind tunnel test of symmetric loads on two wing-body combinations at Mach numbers 4 and 7	Impact of wide-body jets on cargo facilities A76-17224
noting water cooled six component strain	AIR INTAKES
gage balance	An investigation of several NACA 1-series inlets
[FFA-TN-AU-636] N76-15106	at Mach numbers from 0.4 to 1.29 for mass flow
ARRODYNAMIC HOISE Correlation of internal surface turbulence with	ratios near 1.0 [NASA-TM-X-3324] N76-15084
far-field noise of the augmentor wing	Turbine engine exhaust nozzle performance with
propulsive-lift concept	nonuniform inlet flow
[AIAA PAPER 76-79] A76-18778	[AD-A014261] N76-15169
<pre>Edge noise attenuation by porous-edge extensions blown airfoil tests</pre>	AIR LAUNCHING X-24B flight test program
[AIAA PAPER 76-80] A76-18779	A76-18659
Jet noise: A survey and a prediction for subsonic	AIR POLLUTION
flows [AD-A013794] N76-14134	Supersonics and the environment effect of Concorde
AERODYHANIC STABILITY	A76-18524
On the use of Pade approximants to represent	AIR TRANSPORTATION
unsteady aerodynamic loads for arbitrarily small	Decision problem involving the introduction of
motions of wings [AIAA PAPER 76-17] A76-18737	RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing
Simplified methods of predicting aircraft rolling	A76-16845
moments due to vortex encounters	The Dash 7 at the airport
[AIAA PAPER 76-61] A76-18768	A76-17223 The new Sowiet airliner Jak-42
Fin design criteria for tail-rotor-off operation of the aerial scout helicopter	The new Soviet airliner Jak-42
[AIAA PAPER 76-200] A76-18867	Studies in the demand for short haul air
Stability and control status for current fighters	transportation
N76-14023 Stability and control potential for future fighters	[NASA-CR-137764] N76-14058 Preliminary estimates of operating costs for
N76-14024	lighter than air transports
The effects of stability augmentation on the gust	N76-15017
response of a STOL aircraft during a curved	An economic comparison of three heavy lift
manual approach [AD-A014301] N76-15145	airborne systems N76-15023
AERODYNAMICS	An approach to market analysis for lighter than
Flow field aspect of transonic phenomena	air transportation of freight
N76-14021 Buffet analysis	N76-15024
N76-14026	Operational considerations for the airship in short-haul transportation
Fully unsteady subsonic and supersonic potential	N76-15039
aerodynamics for complex aircraft configurations	Design aspects of zeppelin operations from case
with applications to flutter [NASA-CR-146067] N76-15078	histories N76-15040
AEBOELASTICITY	The aerospace developments concept
Response of an airfoil to turbulence when damping	N76-15046
ıs moderate A76-16797	Method for transporting impellent gases N76-15047
On the use of Pade approximants to represent	Roles of airships in economic development
unsteady aerodynamic loads for arbitrarily small	N76-15057
motions of wings	The application of the airship to regions lacking
[AIAA PAPER 76-17]  Nonlinear slender wing aerodynamics delta wing	in transport infrastructure N76-15058
[AIAA PAPER 76-19] A76-18738	The transport of nuclear power plant components
AERONAUTICS	via airships
The entire program for aeronautical research and technology of the federal government during the	N76-15060
period from 1975 to 1978 German program	Airships for transporting highly volatile commodities
[DGLR PAPER 75-020] A76-18285	N76-15061
ABROSPACE INDUSTRY	Environic implications of lighter than air
Aeronautics and astronautics in Europe. Balance and perspectives - The necessity for future	transportation N76-15062
cooperation in Europe and with the U.S.	Two lighter than air systems in opposing flight
[DGLR PAPER 75-08] A76-18276	regimes: An unmanned short haul, heavy load
The entire program for aeronautical research and	transport balloon and a manned, light payload
technology of the federal government during the period from 1975 to 1978 German program	airship #76-15069
[DGLR PAPER 75-020] A76-18285	

SUBJECT INDEX AIRCRAFT DESIGN

AIRCRAPT		AIRCRAFT CONFIGURATIONS	
Buffet definition and criteria	***C 45005	Impact of wide-body jets on cargo facilities	
Ploating vs flying: A propulsion energy c	N76-14025 comparison	The Soviet YAK-40 passenger aircraft	A76-17224
AIRCRAPT ACCIDENT INVESTIGATION	N76-15032	configurations	A76-18000
Pire, fuel and survival: A study of trans aircraft accidents, 1955 - 1974	port	Mil Mi-24 - The first Soviet combat helicop	
diciale accidents, 1955 - 1974	ม76-14085	Recent contributions of German aeronautical	
Passenger aircraft cabin fires	a70 - 14005	research in the field of aircraft aerodyr	
vadenje drivenie dabih rejeb	N76-14086	[DGLE PAPER 75-036]	A76-18298
Aircraft accident reports: Brief format U		Fin design criteria for tail-rotor-off open	
Aviation, issue number 5, 1974 accidents		of the aerial scout helicopter	
number: 1-0008, 1-0030, 1-0036, 1-0039	through	[AIAA PAPER 76-200]	A76-18867
1-0045, 3-3601 through 3-4106, 3-4108 th	rough	Pully unsteady subsonic and supersonic pote	ential
3-4300		aerodynamics for complex aircraft configu	rations
[PB-243421/5]	N76-14092	with applications to flutter	
Alreraft accident report Federal Aviation		[NASA-CR-146067]	ห76-15078
Administration Douglas DC-3C, N6 DuBois,		AIRCRAFT CONTROL	_1
Pennsylvania 27 March 1975 [PB-244224/2]	N76-14093	Stability and control status for current fi	
Alteraft accident report USAF Convair VT-2		Stability and control potential for future	N76-14023
(CV-340) and Cessna 150H, N50430 Newport		scapility and control potential for lattice	N76-14024
Virginia 9 January 1975	ne-s,	Plight investigation of fighter side-stick	1170 14024
[PB-244223/4]	N76-14094	force-deflection characteristics	
Aircraft accident/incident reports: Brief		[AD-A013926]	N76-14141
supplemental issue 1974	•	AIRCRAPT DESIGN	
[PB-244115/2]	N76-15124	The Dash 7 at the airport	
Briefs of accidents involving alcohol as a			A76-17223
cause/factor. US general aviation 1973		Fighter design philosophy	
[PB-244525/2]	N76-15133		A76-17343
Briefs of accidents involving missing and		The new Soviet airliner Jak-42	
later recovered aircraft. US general av	1ation	mb - G	A76-17411
1973	N76-1513#	The Soviet YAK-40 passenger aircraft	
[PB-244526/0] Briefs of accidents involving air taxi ope	N76-15134	configurations	A76-18000
US general aviation 1973	rations.	The introduction of the short-haul aircraft	
[PB-244529/4]	N76-15137	614 into the market	
Briefs of accidents involving aerial appli		[DGLR PAPER 75-012]	A76-18279
operations. US general aviation 1973		The Alpha Jet Program trainer aircraft	
[PB-244530/2]	N76-15138	development	
AIRCRAPT ACCIDENTS		[DGLR PAPER 75-014]	A76-18281
Crash of the PP-VJ2 aircraft		Rotary-wing aircraft, today and in the futu	ıre
	N76-14087	[DGLR PAPER 75-022]	A76-18287
Alrfield parameter study and categorizatio	n system	Outlook on the acoustic characteristics of	future
related to aircraft ground fire suppress	ion and	subsonic aircraft	
rescue			A76-18516
[AD-A014225]	N76-15125	The conversion of aircraft - Acoustic and	
Orientation-error accidents in regular arm		performance benefits	176 40540
aircraft during fiscal year 1971: Relat incidence and cost	ıve	Supersonics and the environment effect	A76-18518
[AD-A014423]	N76-15126	Concorde	OI.
Listing of aircraft accidents/incidents by		Concoluc	A76-18524
and model. US civil aviation 1973	<b>2</b>	Multi role combat aircraft /MRCA/ progress	
[PB-244520/3]	N76-15128	, , , ,	A76-18655
Briefs of accidents involving midair colli	sions.	Air cushion landing system /ACLS/ test proc	gram on
US general aviation 1973		the XC-8A	
[PB-244521/1]	N76-15129		A76-18657
Briefs of accidents involving turbine powe	red	A pilot's View of the YC-14 airplane	
aircraft. US general aviation 1973			A76-18658
[PB-244522/9]	N76-15130	I-24B flight test program	176 40660
Briefs of accidents involving rotorcraft.	US	Perlation of the Marchan family	A76-18659
general aviation 1973 [PB-244523/7]	N76-15131	Evolution of the TriStar family	A76-18700
Briefs of fatal accidents involving weathe		Aircraft aerodynamic design and evaluation	
cause/factor: US general aviation 1973	L as a	[AIAA PAPER 76-15]	A76-18735
[PB-244524/5]	N76-15132	The strategic bomber Rockwell B-1	
Briefs of accidents involving corporate/ex			A76-18874
aircraft. US general aviation 1973		Aircraft fire protection technology app	
[PB-244527/8]	N76-15135	aircraft design	
Briefs of accidents involving amateur/home	built		N76-14077
aircraft. US general aviation 1973		Evaluation of 3-D turbulence techniques for	c
[PB-244528/6]	N76-15136	designing aircraft	
AIRCRAPT BRAKES	. •	[AD-A013927]	N76-14119
Evaluation of materials and design modific	atlons	The variable density aircraft concept	N76_46067
for aircraft brakes	N76-14464	larchan logactace. Who the mobacios - total	N76-15056
[NASA-CR-134896] AIRCRAFT CARRIERS	m / D= 14404	Airship logistics: The LTA vehicle; a total system	ii cargo
The effect of lighted deck shape on night	Carrior	31366	พ76-15059
landing	CULLIEL	Tridimensional linearized supersonic flow	15039
[AD-A014057]	N76-14095	computations	
AIRCRAFT COMPARTMENTS		[ AAAF-HT-75-17 ]	N76-15102
Characteristics of Balon 1301 dispensing s	ystems	Handling qualities specification deficience	
for aircraft cabin fire protection		[AGARD-AR-89]	N76-15146
• • • • • •	N76-14082	Comparison of wind tunnel tests and flight	
Passenger aircraft cabin fires		of an executive aircraft	
	N76-14086	[AAAP-NT-75-14]	N76-15147
		Fatigue and airplanes	NBC CC
		[AD-A014308]	ม76-15151

AIRCRAFT #HGINES SUBJECT INDEX

AIRCRAFT ENGINES	Outlook on the acoustic characteristics of	future
The use of titanium castings to produce a complex shaped intermediate casing of MRCA engine RE 196		A76-18516
A76-16: Experimental investigation of some statistical vibration characteristics of an aircraft engine	compromise	or a A76-18519
A76-166 Experiences at B.A.C. /M.A.D./ Ltd. with titanium	Alrcraft noise - The United States governme point of view	nt
casting feasibility for airplane engine part A76-175 The significance of propulsion in commercial	Research on aircraft noise - Test methods	A76-18522
aircraft productivity /17th Sir Charles Kingsford-Smith Memorial Lecture/	Evaluation of reactions of dwellers in airpo	A76-18523 ort
A76-180 Recent contributions in research and development		A76-18525 sions
work on turbojet propulsion [DGLE PAPER 75-038] A76-183	blown airfoil tests [AIAA PAPER 76-80]	A76-18779
Evolution of the TriStar family A76-187 An analysis of jet aircraft engine exhaust nozzle	AIRCRAFT PERFORMANCE The Dolphin airship with undulating propuls. Comparison of undulator and propeller on	
entrance profiles, accountability and effects [AIAA PAPER 76-152] A76-188	The status of MRCA flight tests	A76-17417
Interaction of GE CF6-50 jet reactors with the airbus body during cruising flight: Wind tunnel simulation		A76-18280 future
[AAAF-NT-75-15] N76-151		A76-18516
AIRCRAFT FUELS Safety fuel research in the United Kingdom N76-140		<b>A76-1</b> 8653
Status of research on antimist aircraft turbine engine fuels in the United States		A76-18874
N76-140		1
Wide-cut Versus kerosene fuels: Fire safety and other operational aspects	aircraft productivity /17th Sir Charles Kingsford-Smith Memorial Lecture/	
N76-140 Systems problems associated with the use of safety fuels performance N76-140	Aeronautics and astronautics in Europe. Bala and perspectives - The necessity for future	
Fire fighting agents for large aircraft fuel fires N76-140	[DGLR PAPER 75-08]	A76-18276
Fire, fuel and survival: A study of transport aircraft accidents, 1955 - 1974 N76-140	The entire program for aeronautical research	
Airfield parameter study and categorization system related to aircraft ground fire suppression and rescue	period from 1975 to 1978 German progra	
[AD-A014225] N76-151		A76-18874
Air cushion landing system /ACLS/ test program on the XC-8A	<pre>Epoxy and polyurethane paint compositions fo agricultural aircraft</pre>	
A76-186 Approach and landing simulation bibliography		A76-17005
[AGARD-R-632] Approach and landing simulation, introduction		ft N76-14045
N76-140 Elements of approach and landing simulation		lity
External disturbances	[AD-A014102]	N76-15487
N76-140 Concluding remarks N76-140	Aircraft fire safety	N76-14059
The effect of lighted deck shape on night carrier landing	Safety fuel research in the United Kingdom	N76-14060
[AD-A014057] N76-140 AIRCRAFT HODELS	other operational aspects	
Vortex interactions in multiple vortex wakes behind aircraft [AINA PAPER 76-62] A76-187	Flame propagation in aircraft went systems of	N76-14062 during
A STOL airworthiness investigation using simulations of representative STOL aircraft		N76-14066
[NASA-TH-I-62498] N76-140 Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model	45 environments and vulnerability	N76-14067 erials
wind tunnel tests of aircraft models of jet transport aircraft [NASA-TR-X-3234] N76-150	point of view	N76-14069
Wind tunnel test techniques for the measurement of unsteady airloads on oscillating lifting systems	aircraft design	N76-14077
and foll-span models [DLR-FB-75-51] N76-151	Fire protection of military aircraft	N76-14078
AIRCRAFT WOISE  The future transportation noise environment in the		
United Kingdom A76-169 The Dash 7 at the airport	O3 Generic airborne fire suppression system	N76-15122 N76-15123
A76-172 The coming era of the quiet helicopter /16th		
Cierva Hemorial Lecture/	I	A76-17411

The Alpha Jet Program trainer aircraft		AIRPORT PLANNING	
development	A76-18281	The Dash 7 at the airport	A76-17223
[DGLE PAPPE 75-014] AIRCRAPT STABILITY Testing Europe's Panavia MRCA	A/0-10201	Impact of wide-body jets on cargo facilities	
resting harope's ranavia nack	A76-16491	AIRPORTS	870-17224
Improvement of aircraft buffet characteris	tics	Evaluation of reactions of dwellers in air	port
AIRCRAFT STRUCTURES	N76-14030	environs to aircraft noise	A76-18525
Experimental vibration-damping study for f aircraft-skin panels	lat	AIRSHIPS The Dolphin airship with undulating propul:	
arrerare-swill ballers	A76-16390	Comparison of undulator and propeller on	
Measured response of a complex structure t supersonic turbulent boundary layers		An assessment of lighter than air technolog	A76-17417
[AIAA PAPER 76-83]	A76-18780	[NASA-CR-137799]	์ ที่76-15014
Dynamic response of aircraft structure		Proceedings of the Interagency Workshop on	lighter
Reliability assessment of aircraft structu	N76-14022	than air vehicles [NASA-CR-137800]	N76-15015
based on probabilistic interpretation of		Basic relationships for LTA economic analys	sis
scatter factor	N76-15486	Drollersport octions of operating costs for	N76-15016
[AD-A014359] AIRCRAFT TIRES	M10-13460	Preliminary estimates of operating costs for lighter than air transports	) L
Radial ply aircraft tires: Design, constr	uction,		N76-15017
and testing [AD-A013837]	N76-14116	Comparative airship economics	N76-15018
AIBCRAFT WAKES	870-14110	Effect of present technology on airship car	
Supersonic high-temperature gas jet flow p body into a supersonic wake nozzle d		Airship economics	ัท76-15019
for aircraft thrust augmentation	A76-18477	Come according tables for assetsing	N76-15020
Simplified methods of predicting aircraft		Some economic tables for airships	N76-15021
moments due to vortex encounters	-	A study of design trade (OFFS) using a com	
[AIAA PAPER 76-61] Vortex interactions in multiple vortex wak	A76-18768	model	N76-15022
behind aircraft	CS	An approach to market analysis for lighter	
[AIAA PAPER 76-62]	A76-18769	air transportation of freight	
Plight test investigation of the vortex wa characteristics behind a Boeing 727 duri		Market assessment in connection with light	N76-15024 er than
two-segment and normal ILS approaches	-	air	
[NASA-TM-X-72908] AIRFOIL PROFILES	N76-14046	Basic relationships for LTA technical analy	N76-15025
Calculation of unsteady transonic flow pas	t an	paste relationships for his technical andi-	N76-15026
oscillating airfoil by a method of fract	ıonal	The effects of selected modern technologic	al
steps [ONERA, TP No. 1975-115]	A76-17503	concepts on the performance and handling characteristics of LTA vehicles	
Unsteady wake measurements of airfoils and	cascades		N76-15027
[AIAA PAPER 76-7] A new surface singularity method for multi	A76-18729	Boundary layer control for airships	N76-15028
airfoil analysis and design	-стещейс	Airship stresses due to vertical velocity	N/0 13020
[AIAA PAPER 76-20]	A76-18739	gradients and atmospheric turbulence	
On the computation of two-dimensional tran flow with boundary layer	sonic	An aerodynamic load criterion for airships	N76-15029
[AAAF-NT-75-20]	N76-15104		N76-15030
MIRPOILS		The planar dynamics of airships	ห76-15031
The flow about the trailing edge of a supe oscillating aerofoil	A76-18164	Ploating vs flying: A propulsion energy co	
Recent contributions of German aeronautica		Long fluid filled bags suspended by line for	
research in the field of aircraft aerody		Commune and affordly and loss designs	N76-15033
[DGLR PAPER 75-036] A cascade in unsteady flow	A76-18298	Computer aided flexible envelope designs	N76-15034
u	N76-14040	LTA application of a long trailing wire hi	
Experimental investigation of separated fl	0 W	speed/low weight reeling system	N76-15035
fields on an airfoil at subsonic speeds	N76-15074	LTA structures and materials technology	110 13033
Unsteady pressures on a harmonically oscil	lating,		พ76-15036
staggered cascade. Part 1: Incompress. [DLR-PB-75-57-PT-1]	ble flow N76-15110	Potential contribution of high strength, he modulus aramid fibers to the commercial	igh
Unsteady pressures on a harmonically oscil		feasibility of lighter than air craft	
staggered cascade. Part 2: Compressibl		li rohin gonotinustica	N76-15037
[DLR-FB-75-\$8-PT-2] The development of a two-dimensional, high	ห76-15111	Airship construction	N76-15038
endurance airfoil with given thickness		Operational considerations for the airship	11
<pre>distribution and Reynolds number {AD-A014126}</pre>	N76-15153	short-haul transportation	ม76-15039
AIRYRAMES	N/0-15155	Design aspects of zeppelin operations from	
Titanium castings - More cost effective th think	an you	histories	N76-15040
CHIUN	A76-17533	Lighter than air: A look at the past, a lo	
Manufacturing of titanium airframe compone	nts by	the possibilities	
hot isostatic pressing [AD-A014130]	N76-15154	Mooring and ground handling rigid airships	N76-15041
AIRLINE OPERATIONS			N76-15042
An analysis of short haul airline operating [NASA-CR-137763]	g costs N76-14057	A new concept for airship mooring and group handling	nđ
AIRPLANE PRODUCTION COSTS		•	N76-15043
Titanium castings - More cost effective th	an you	The Slate all metal airship	N76-15044
think	A76-17533		#10-15V44

ALPHA JET AIRCRAFT SUBJECT INDEX

State of the art of metalclad airships		ALPHA JET AIRCRAFT	
The aerospace developments concept	N76-15045	The Alpha Jet Program trainer aircraft development	
Method for transporting impellent gases	N76-15046	[DGLR PAPER 75-014] ANALOG SIMULATION	A76-18281
The design and construction of the CAD-1 a	N76-15047 airship	Limited-energy hydraulic starting system	A76-17006
A LTA flight research vehicle technology	N76-15048 og y	AHGLE OF ATTACK F-15A spin tests	
assessment, airships  The Airfloat HL project design analysi airships and lift devices for materials		Experimental aerodynamic characteristics f slender bodies with thin wings at angles attack from 0 deg to 58 deg and Mach num from 0.6 to 2.0	of
The basic characteristics of hybrid aircra structural design criteria and weight ar of airships for materials handling		[NASA-TM-X-3309] APPROACH CONTROL Approach and landing simulation biblio	N76-15080
A semibuoyant vehicle for general transpor missions technology assessment of an		[AGARD-R-632] Approach and landing simulation, introduct	N76-14032
for civil aviation	N76-15052	Elements of approach and landing simulation	
The Dynairship structural design crite feasibility analysis of an airplane - as	eria and	External disturbances	N76-14035
Some aspects of hybrid-zeppelins optim	N76-15053	Concluding remarks	N76-14039
of delta wings for airships Ultra-heavy vertical lift system: The Hel		Plight test investigation of the vortex wa characteristics behind a Boeing 727 duri two-segment and normal ILS approaches	ng
helicopter - airship combination for materials handling	: N76-15055	[NASA-TM-X-72908] ARC HRATING Landley faculty for tests at Mach 7 of se	N76-14046
The variable density aircraft concept	N76-15056	Langley facility for tests at Mach 7 of su hydrogen-burning, airframe-integratable, scramjet models	bscare,
Roles of airships in economic development	N76-15057	[AIAA PAPER 76-11] ATMOSPHERIC TURBULENCE	A76-18732
The application of the airship to regions in transport infrastructure		Response of an airfoil to turbulence when is moderate	• •
Airship logistics: The LTA vehicle; a tot system	•	Bvaluation of 3-D turbulence techniques fo designing aircraft	
The transport of nuclear power plant compo		[AD-A013927] Alrship stresses due to vertical velocity gradients and atmospheric turbulence	N76-14119
Airships for transporting highly volatile commodities	N76-15060	ATTACK AIRCRAFT Fighter design philosophy	N76-15029
Environic implications of lighter than air transportation	N76-15061	Mil Mi-24 - The first Soviet combat helico	A76-17343 pter A76-18100
Aerocrane: A hybrid LTA aircraft for aeri	N76-15062 al crane	Fire protection of fuel systems in combat	
applications	N76-15063	AVIONICS Nav attack trials - Successful first stage	
Unmanned powered balloons	N76-15064	MRCA avionics development	A76-16492
Special problems and capabilities of high lighter than air vehicles	N76-15065	AXIAL FLOW TURBINES  Design and test of a highly-loaded three-s  axial-flow compressor	tage,
A practical concept for powered or tethere weight-lifting LTA vehicles	eđ	[AIAA PAPER 76-6] AXISYMMETRIC PLOW	A76-18728
A revolutionary and operational tethered a		A finite element method for the axisymmetr computation in a turbomachine	
system illustrating new LTA technology - ground-air-ground communications	for N76-15067	_	A76-17332
Technology update: Tethered aerostat stru design and material developments	ctural	B-1 AIRCRAFT	
Two lighter than air systems in opposing f		B-1 flight test progress report  The strategic bomber Rockwell B-1	A76-18656
regimes: An unmanned short haul, heavy transport balloon and a manned, light pa airship		BALANCING	A76-18874
Balloon logging with the inverted skyline	N76-15069	Balancing of rigid rotors and mechanisms - Russian book	
LOTS of LTA applications	N76-15070	BIBLIOGRAPHIES	A76-16782
Remotely piloted LTA vehicle for surveilla	N76-15071 Ince N76-15072	Approach and landing simulation biblio [AGARD-R-632] Concluding remarks	graphy N76-14032
LTA bibliography	N76-15072	LTA bibliography	N76-14039
Soviet nuclear blimps [AD-A014310]	N76-15118	BIODYNAMICS	N76-15073
Some aerodynamic problems raised by the ai [AD-A014401]	rship N76-15119	Extended measurements of aerodynamic stabi limb dislodgement forces with the ACES-2	lity and
		ejection seat	

SUBJECT INDEX CIVIL AVIATION

BIFLAMES  Potential flow past a biplane determination of the distribution on wings	ation of	BUFFETING The effects of buffeting and other transonic phenomena on maneuvering combat aircraft	
BLUNT BODIES	A76-17001	[AGARD-AR-82] N Buffet definition and criteria	76-14018
A numerical method for calculating three-dimensional flows past blunted bod:	ies with	N Buffet analysis	76-14025
a separated shock wave	A76-16940	Buffet flight test techniques	76-14026
Aeromechanics of supersonic flows past power	er-law	Influence of configuration factors on buffet	
bodies of revolution Russian book	A76-16675	Improvement of aircraft buffet characteristi	
On the drag of bodies of revolution at transpeeds		Conclusions and recommendations	76-14030
BODY-WING AND TAIL CONFIGURATIONS	A76-18011	BURNING RATE	76-14031
A new unified approach to analyze wing-body configurations with control surfaces in a		Flame spreading across materials: A review fundamental processes	of
oscillatory and fully unsteady, subsonic supersonic flows		'	76-14074
[NASA-CR-146073] BODY-WING COMPIGURATIONS	N76-15077	C	
Potential flow past a biplane determina	ation of	C-5 AIRCRAFT	
lift distribution on wings	A76-17001	Evaluation of 3-D turbulence techniques for designing aircraft	
Aircraft aerodynamic design and evaluation		[AD-A013927] N	76-14119
[AIAA PAPER 76-15]	A76-18735	CABINS	
Aerodynamics of arbitrary wing body combine		Cabin finishing materials in civil passenger	
with wortex lattice and slender body theo [AIAA PAPER 76-198]	A76-18865		76-14068
A wind tunnel test of symmetric loads on to wing-body combinations at Mach numbers 4		CARGO	Cardo
noting water cooled six component st		Airship logistics: The LTA vehicle; a total system	
gage balance [FFA-TN-AU-636]	N76-15106	CASCADE PLOW	76-15059
BORING 707 AIRCRAPT Crash of the PP-VJZ aircraft		Unsteady wake measurements of airfoils and c [AIAA PAPER 76-7] A	ascades 76-18729
BORING 727 AIRCRAPT	N76-14087	Unsteady pressures on a harmonically oscilla staggered cascade. Part 1: Incompressible	
Plight test investigation of the vortex wal	ke		76-15110
characteristics behind a Boeing 727 duris		Unsteady pressures on a harmonically oscilla	ting,
two-segment and normal ILS approaches		staggered cascade. Part 2: Compressible	
[NASA-TM-X-72908]	N76-14046	L	76-15111
BORING 747 AIRCRAFT Vortex interactions in multiple vortex wake	PS	CASCADE WIND TUNBELS A cascade in unsteady flow	
behind aircraft		n'	76-14040
[AIAA PAPER 76-62]  Mated aerodynamic characteristics investign	A76-18769	CASING  The use of titanium castings to produce a co	mnlow
for 0.04-scale model Boeing 747 CAM/exter	rnal	shaped intermediate casing of MRCA engine	RB 199
tank (model AX1284 E-5) combination in the University of Washington Aeronautical La		CAST ALLOYS	76-16543
F. K. Kirsten Wind Tunnel (CA11)	DOLACOLY	The use of titanium castings to produce a co	mplex
[NASA-CR-141835] BOUNDARY LAYER CONTROL	N76-15089	shaped intermediate casing of MRCA engine	
Boundary layer control for airships	N76-15028	Experiences at B.A.C. /N.A.D./ Ltd. with tit casting feasibility for airplane engin	
BOUNDARY LAYER FLOW Calculation of unsteady transonic flow past	t an	A Titanium castings - More cost effective than	76-17528
oscillating airfoil by a method of fract:		think	76-17533
[ONERA, TP NO. 1975-115]	A76-17503	Historical quality assurance in titanium cas	
A survey of leeside flow and heat transfer	on		76-17534
delta planform configurations [AIAA PAPER 76-118]	A76-18803	CATALYSIS  Catalytic combustors for gas turbine engines	
BOUNDARY LAYER SEPARATION	10003	[AIAA PAPER 76-46] A	76-18757
Hypersonic incipient separation on delta wa	ing with	CAUSES	
trailing-edge flap	A76-18683	Briefs of fatal accidents involving weather cause/factor: US general aviation 1973	
On the computation of two-dimensional trans	SOD1C	[PB-244524/5] N CESSNA AIRCRAFT	76-15132
flow with boundary layer		Alrcraft accident report USAF Convair VT-29D	
[AAAP-NT-75-20] BOUNDARY VALUE PROBLEMS	N76-15104	(CV-340) and Cessna 150H, N50430 Newport N Virginia 9 January 1975	
Some computational aspects of thin-wire mode electric field integral equation solu		[PB-244223/4] N CIRCULAR CYLINDERS	76-14094
BRAZIL	A76-16719	Viscous flow around a rotationally oscillation circular cylinder	ng
Crash of the PP-VJ2 aircraft	N76 - 14002	a.	76-16745
BROADBAND AMPLIFIERS	N76-14087	Mathematical model of the Vibrations induced vortex shedding	-
On the amplification of broad band jet nois pure tone excitation	se by a	Viscous flow around a rotationally oscillati	76-17513 na
-	A76-17171	circular cylinder	-
BROMINE COMPOUNDS Characteristics of Halon 1301 dispensing sy	ystems	[ISAS-532] CIVIL AVIATION	76-14408
for aircraft cabin fire protection [AD-A017061/3]	N76-15122	The helicopter and the environment - Need for	ra
ניי איייייייייייייייייייייייייייייייייי	#10-1312Z	compromise A	76-18519

COCKPITS SUBJECT INDEX

Cabin finishing materials in civil passenge aircraft	er N76-14068	Development program for an aircraft reliable and maintainability simulation (ARMS) mod Volume 1. Program description	
Alrcraft accident reports: Brief format U Aviation, issue number 5, 1974 accidents	S Civil	(AD-A014102) CONCORDE AIRCRAFT	N76-15487
number: 1-0008, 1-0030, 1-0036, 1-0039 1-0045, 3-3601 through 3-4106, 3-4108 th	through	Supersonics and the environment effect Concorde	of A76-18524
[PB-243421/5]	N76-14092	CONFERENCES	M/O 10324
A semibuoyant vehicle for general transpormissions technology assessment of autor for civil aviation		Symposium on Noise in Transportation, University of Southampton, Southampton, England, Jul 23, 1974, Proceedings	
Assessed and death or and and monages. Description	N76-15052	1075 to the common profession.	A76-16901
Aircraft accident/incident reports: Brief supplemental issue 1974 [PB-244115/2]	N76-15124	1975 report to the aerospace profession; Proceedings of the Nineteenth Symposium, Hills, Calif., September 24-27, 1975	Beverly
Listing of aircraft accidents/incidents by	make	· · · · · · · · · · · · · · · · · · ·	A76-18651
and model. US civil aviation 1973 [PB-244520/3]	N76-15128	Aircraft fire safety [AGARD-CP-166]	N76-14059
Briefs of accidents involving rotorcraft.  general aviation 1973	σs	Proceedings of the Interagency Workshop on than air vehicles	lighter
[PB-244523/7]	N76-15131	[NASA-CR-137800]	N76-15015
Briefs of fatal accidents involving weather cause/factor: US general aviation 1973	r as a	CONICAL PLOW  Calculations of the steady conical flow pas	st a
[PB-244524/5]	ท76-15132	yawed slender delta wing with leading-edg	
COCKPITS High acceleration cockpit controller locat: Volume 1: Program summary	ions.	separation using vortex sheet model [ARC-R/M-3767] CONSTRUCTION MATERIALS	N76-15091
[AD-A014810]	N76-15155	Cabin finishing materials in civil passenge	er
High acceleration cockpit controller locat: Volume 2: Test plan	ions.	aircraft	N76-14068
[AD-A014811] COMBAT	N76-15156	Potential contribution of high strength, hi modulus aramid fibers to the commercial	r g þ
The effects of buffeting and other transon: phenomena on maneuvering combat aircraft	ıc	feasibility of lighter than air craft	N76-15037
[AGARD-AR-82] The operational problems encountered during	N76-14018	CONTROL STABILITY Stability and control derivatives of the T-	. 37 B
precise maneuvering and tracking	» %76-14019	airplane [NASA-TM-X-56036]	N76-14137
Fire protection of military aircraft		CONTROL SURFACES	
CORBUSTION	N76-14078	Measurements of oscillatory aerodynamic him moments from the response of a wind tunne	
Flame spreading across materials: A review fundamental processes	w of N76-14074	to turbulent flow comparing steady st response technique results on same model [ARC-CP-1317]	
COMBUSTION CHAMBERS  Catalytic combustors for gas turbine engine	ae	CONTROLLABILITY Handling qualities specification deficiency	00
[AIAA PAPER 76-46]	A76-18757	[AGARD-AR-89]	N76-15146
COMBUSTION REFFICIBNCY Catalytic combustors for gas turbine engine	25	CONVERGENT-DIVERGENT HOZZLES An analysis of jet aircraft engine exhaust	nozzle
[AIAA PAPER 76-46] COMMAND AND CONTROL	A76-18757	entrance profiles, accountability and eff	
Army aviation RDT and E plan: Executive st [AD-A014196]	ummary N76-15904	COST AWALYSIS An analysis of short haul airline operating	
COMMERCIAL AIRCRAFT		[NASA-CR-137763]	N76-14057
Decision problem involving the introduction RTOL aircraft into commercial air transpo systems Reduced Takeoff and Landing		An economic comparison of three heavy lift airborne systems	N76-15023
	A76-16845	COST EFFECTIVENESS	
The significance of propulsion in commercial aircraft productivity /17th Sir Charles Kingsford-Smith Memorial Lecture/	11	Titanium castings - More cost effective that think	n you  176-17533
·	A76-18097	COST ESTIMATES	
COMPRESSOR EFFICIENCY Design and test of a highly-loaded three-st	tage,	Preliminary estimates of operating costs for lighter than air transports	or
axial-flow compressor		•	ม76-15017
[AIAA PAPER 76-6] COMPUTER PROGRAMMING	A76-18728	Alrship economics	N76-15020
Development program for an aircraft reliable and maintainability simulation (ARMS) mod		COSTS Basic relationships for LTA economic analys	is
Volume 1. Program description [AD-A014102]	N76-15487	Orientation-error accidents in regular army	N76-15016
COMPUTER PROGRAMS NNEP: The Navy NASA Engine Program		aircraft during fiscal year 1971: Relati	
[NASA-TH-X-71857]	N76-14127	[AD-A014423]	N76-15126
COMPUTER TECHNIQUES Aerodynamics of arbitrary wing body combine		CRACK PROPAGATION  The effects of load dwells during fatigue of	rack
with wortex lattice and slender body theo [AIAA PAPER 76-198]	a76-18865	propagation metal sheets [ARC-CP-1318]	N76-15501
COMPUTERIZED DESIGN Computer aided flexible envelope designs		CRAWES Aerocrane: A hybrid LTA aircraft for aeria	l crane
	N76-15034	applications	
COMPUTERIZED SIMULATION A study of design trade (OPPS) using a comp	puter	CRASH LANDING	N76-15063
nodel	N76-15022	Generic airborne fire suppression system [AD-A014226]	N76-15123
	4.0 13022	[## 4017220]	13123

SUBJECT INDEX ELECTRIC PIELDS

Airfield parameter study and categorizatio		Beasurements of the three-dimensional	
related to aircraft ground fire suppress rescue	ion and	incompressible turbulent boundary layer on the surface of a slender delta wing	
[AD-A014225]	N76-15125	leading-edge vortex	•
CRASHES		[ARC-R/M-3768]	N76-15092
Crash of the PP-VJZ aircraft	876-14087	DEMAND (ECONOMICS)  Studies in the demand for short haul air	
CRITERIA	270 11001	transportation	
Buffet definition and criteria	#36 AHAOF	[HASA-CR-137764]	¥76-14058
CRUISING PLIGHT	N76-14025	DESIGN ANALYSIS  Evaluation of materials and design modifi	cations
Interaction of GE CP6-50 jet reactors with	the	for aircraft brakes	0401015
airbus body during cruising flight: Win		[NASA-CR-134896]	N76-14464
simulation [AAAF-HT-75-15]	N76-15164	A study of design trade (OPPS) using a co model	aputer
CRYOGENIC PLUIDS	170 15104	model	N76-15022
Airships for transporting highly volatile		The Airfloat HL project design analys	
commodities	ม76-15061	airships and lift devices for materials	handling N76-15050
CV-340 AIRCRAPT	470 15001	DRAG MEASUREMENT	870 13030
Aircraft accident report USAF Convair VT-2		Testing Europe's Panavia MRCA	
(CV-340) and Cessna 150H, N50430 Newport	News,	DRAG REDUCTION	A76-16491
Virginia 9 January 1975 [PB-244223/4]	N76-14094	Aeromechanics of supersonic flows past po	wer-law
CYCLIC LOADS		bodies of revolution Russian book	
Performance optimization and aerodynamics		DRY PRICTION	A76-16675
propulsive and sustaining systems in cyc. [AAAP-NT-75-5]	N76-15099	Resonance vibrations of a rotor on an ela	stic base
The effects of load dwells during fatigue		with allowance for dry friction	
propagation metal sheets	N76-15501	DYNAMIC CHARACTERISTICS	A76-16635
[ARC-CP-1318]	100-13301	Non-linear dynamic-motion characteristics	of a
D		series of missile configurations from s	ımulated
_		flight behaviour at Mach numbers of 1.6	and 2.0 N76-15090
DAMPING TESTS  Experimental vibration-damping study for f.	lat	[ARC-R/M-3764] DYNAMIC PROGRAMMING	M/0-13090
aircraft-skin panels		Dynamic modeling of aircraft fuel tank	
ng 3 170gning	A76-16390	environments and vulnerability	N76-10067
DC 3 AIRCRAFT Alloraft accident report Pederal Aviation		DYNAMIC RESPONSE	N76-14067
Administration Douglas DC-3C, N6 DuBois,		Dynamic response of aircraft structure	
Pennsylvania 27 March 1975			N76-14022
[PB-244224/2] DC 8 AIRCRAFT	N76-14093	Evaluation of 3-D turbulence techniques f designing aircraft	OL
Aircraft noise definition. Phase 1: Anal	ysis of	[ AD-A013927]	N76-14119
the existing data for the DC-8, DC-9 and		On the formulation of the aerodynamic	
alicraft [AD-A016278/4]	N76-14126	characteristics in aircraft dynamics [NASA-TR-R-456]	ม76-15082
DC 9 AIRCRAPT	370 14120	DYNAMIC STRUCTURAL ANALYSIS	#.0 1300Z
Aircraft noise definition. Phase 1: Anal		On the modification of subsystems in stru	ctural
the existing data for the DC-8, DC-9 and aircraft	DC-10	dynamics	A76-17249
[AD-A016278/4]	N76-14126		
DC 10 AIRCRAFT		E	
Aircraft noise definition. Phase 1: Anal the existing data for the DC-8, DC-9 and		BCONOMICS	
alteraft	20 10	Comparative airship economics	
[AD-A016278/4]	N76-14126		N76-15018
DE HAVILLAND AIRCRAFT The Dash 7 at the airport		Airship economics	N76-15020
ine buba / de che daipoie	A76-17223	Some economic tables for airships	
DECISION MAKING		-	N76-15021
Decision problem involving the introduction RTOL aircraft into commercial air transp		BJECTION SEATS Extended measurements of aerodynamic stab	ility and
systems Reduced Takeoff and Landing	Ditation	limb dislodgement forces with the ACES-	
	A76-16845	ejection seat	
DELTA WIBGS Hypersonic incipient separation on delta w.	1 na with	[AD-A014432] High acceleration cockpit controller loca	N76-15127
trailing-edge flap	Ing with	Volume 1: Program summary	CIOES.
	A76-18683	[AD-A014810]	N76-15155
Nonlinear slender wing aerodynamics de. [AIAA PAPER 76-19]	lta wing A76-18738	High acceleration cockpit controller loca Volume 2: Test plan	tions.
A survey of leeside flow and heat transfer		[AD-A014811]	พ76-15156
delta planform configurations		High acceleration cockpit controller loca	
[AIAA PAPER 76-118]	A76-18803	Volume 3: Onsite pilot evaluations [AD-A014812]	พ76-15157
Delta wings in a rarefied hypersonic air something with sweep angle and incidence effects	CTGGM	ELASTODYNAMICS	M.O 1313/
•	A76-18873	Resonance vibrations of a rotor on an ela	stıc base
Some aspects of hybrid-zeppelins optime	ızatıon	with allowance for dry friction	A76-16635
of delta wings for airships	N76-15054	Balancing of rigid rotors and mechanisms	
Calculations of the steady conical flow pas	st a	Russian book	
yawed slender delta wing with leading-ed- separation using vortex sheet model	ge	ELECTRIC PIELDS	A76-16782
[ARC-R/M-3767]	N76-15091	Some computational aspects of thin-wire m	odeling
•		electric field integral equation so	lution
			A76-16719

ELECTRIC WIRE SUBJECT INDEX

Some computational aspects of thin-wire mo	deling	Briefs of accidents involving alcohol as a	
electric field integral equation sol		cause/factor. US general aviation 1973	
	A76-16719	[PB-244525/2]	N76-15133
The 3000-HP roller gear transmission devel	opment	EXHAUST HOZZLES  An analysis of jet aircraft engine exhaust	nozzle
program. Volume 3: Roller gear manufac		entrance profiles, accountability and ef	
[AD-A014135]	N76-15468	[AIAA PAPER 76-152]	A76-18831
ELEVATORS (LIPTS)  DA approved small development requirement	for a	Low speed wind tunnel investigation of a four-engine upper surface blown model ha	W1na
family of external helicopter slings, 5,		swept wing and rectangular and D-shaped	
60,000 pound capacity	N7/ 45450	nozzles	W76 45006
[AD-A014430] BLIPTICAL CYLINDERS	N76-15150	[NASA-TN-D-8061] Turbine engine exhaust nozzle performance	N76~15086
Viscous flow around a transversally oscill	ating	nonuniform inlet flow	
elliptic cylinder	A76-16746	[AD-A014261]	N76-15169
RHOTIONAL PACTORS	A/0-10/40	EXHAUST SYSTEMS  Plame propagation in aircraft vent systems	during
Evaluation of reactions of dwellers in air	port	refuelling	
environs to aircraft noise	A76-18525	EXPERIMENTAL DESIGN	N76-14066
BHERGY TECHNOLOGY	270 10325	The development of a two-dimensional, high	
Optimal configuration of rotor blades for		endurance airfoil with given thickness	
horizontal wind energy converters	A76-18374	distribution and Reynolds number [AD-A014126]	N76-15153
ENGINE DESIGN	2.0 (00.)	EXTERNAL STORES	
The significance of propulsion in commerci	al	Mated aerodynamic characteristics investig	
aircraft productivity /17th Sir Charles Kingsford-Smith Memorial Lecture/		for 0.04-scale model Boeing 747 CAM/exte tank (model AX1284 E-5) combination in t	
·	A76-18097	University of Washington Aeronautical La	
Recent contributions in research and devel	opment	F. K. Kirsten Wind Tunnel (CA11)	N76-15000
work on turbojet propulsion [DGLR PAPER 75-038]	A76-18300	[NASA-CR-141835] EXTERNALLY BLOWN PLAPS	N76-15089
Evolution of the TriStar family		Aircraft aerodynamic design and evaluation	
ENGINE MOISE	A76-18700	[AIAA PAPER 76-15] Aerodynamic characteristics of a powered,	A76-18735
The conversion of aircraft - Acoustic and		externally blown flap STOL transport mod	el with
performance benefits	176 40540	two engine simulator sizes	W75 45000
The CFM56 turbojet engine - Progress in th	. ∆76-18518 e	[NASA-TN-D-8057] A theoretical and experimental investigation	N76-15088
reduction of engine noise		the external-flow, jet-augmented flap	
ml	A76-18526	flap analogy and wind tunnel tests	W76 15005
Thrust and wing loading requirements for s haul aircraft constrained by engine nois		[ARC-CP-1319] -	N76-15095
field length		£	
[BASA-TN-D-8144]	N76-14113	F-15 ATRODAD	
	N76-14113	F-15 AIRCRAFT P-15A spin tests	
[NASA-TN-D-8144] BNGINE PARTS	N76-14113 complex e RB 199	F-15 AIRCRAFT F-15A spin tests	A76-18652
[NASA-TN-D-8144] ENGINE PARTS The use of titanium castings to produce a shaped intermediate casing of MRCA engin	N76-14113 complex e RB 199 A76-16543	F-15 AIRCRAFT P-15A spin tests Subsonic stability and control derivatives	for an
[NASA-TN-D-8144] ENGINE PARTS The use of titanium castings to produce a	N76-14113 complex e RB 199 A76-16543 itanium ine parts	F-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test	for an 15
[NASA-TN-D-8144] ENGINE PARTS The use of titanium castings to produce a shaped intermediate casing of MRCA engin Experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane eng	N76-14113 complex e RB 199 A76-16543 itanium	F-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]	for an 15
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engin  Experiences at B.A.C. /M.A.D./ Ltd. with t	N76-14113 complex e RB 199 A76-16543 itanium ine parts	F-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test	for an 15 N76-15176
[NASA-TN-D-8144] ENGINE PARTS The use of titanium castings to produce a shaped intermediate casing of MRCA engin  Experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane eng  ENGINE STARTERS Limited-energy hydraulic starting system	N76-14113 complex e RB 199 A76-16543 itanium ine parts	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136] PABRICS	for an 15 N76-15176 er
[NASA-TN-Ď-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane enguments. Limited-energy hydraulic starting system engine	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft	for an 15 N76-15176
[NASA-TN-D-8144] ENGINE PARTS The use of titanium castings to produce a shaped intermediate casing of MRCA engin  Experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane eng  ENGINE STARTERS Limited-energy hydraulic starting system	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test (NASA-TN-D-8136)  FABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue	for an 15 N76-15176 er N76-14068
[NASA-TN-Ď-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane engune engine engine engine engine engry hydraulic starting system engine engry hydraulic starting system engine engry hydraulic engry hydraulic engry engine engin	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets	for an 15 N76-15176 er N76-14068 crack
[NASA-TN-Ď-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane enguing engine engular eng	N76-14113  complex e RB 199 A76-16543  tanum ine parts A76-17528  A76-17006  ical engine A76-16698 bscale,	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]	for an 15 N76-15176 er N76-14068
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane engune engine en	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design crite	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and
[NASA-TN-Ď-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane enguing engine engine engine engine engine engine engine engine enguine engine engin	N76-14113  complex e RB 199 A76-16543  tanum ine parts A76-17528  A76-17006  ical engine A76-16698 bscale,	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIPE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane enguing engine e	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale, A76-18732	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design crite	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and
[NASA-TN-Ď-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane enguing engine engine engine engine engine engine engine engine enguine engine engin	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  FABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane enguing engine e	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale, A76-18732	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  FABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  FEASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  FIGHTER AIRCRAFT Fighter design philosophy	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053
[ NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane engine e	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS  Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE  The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PRASIBILITY ANALYSIS  The Dynairship structural design crite feasibility analysis of an airplane - airplate - a	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane engus engine eng	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of A76-18524	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIPE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  PICHTER AIRCRAFT Pighter design philosophy The effects of buffeting and other transon phenomena on maneuvering combat aircraft [ACARD-AR-82]	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053 A76-17343 ic N76-14018
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine to experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane enguments. Experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane enguments. Experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane enguments. Experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane enguments. Experiences at B.A.C. /M.A.D./ Ltd. with the casting system.  ENGINE TESTS  Experimental investigation of some statist vibration characteristics of an aircraft vibration characteristics of an aircraft Langley facility for tests at Mach 7 of su hydrogen-burning, airframe-integratable, scramplet models.  [AIAA PAPER 76-11]  ENVIRONMENT EXPECTS  Supersonics and the environment effect Concorde  ENVIRONMENT PROTECTION Environment implications of lighter than air	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  FIGHTER AIRCRAFT Fighter design philosophy The effects of buffeting and other transon phenomena on maneuvering combat aircraft	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053 A76-17343 ic N76-14018
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine engine experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of A76-18524	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIPE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  PICHTER AIRCRAFT Pighter design philosophy The effects of buffeting and other transon phenomena on maneuvering combat aircraft [ACARD-AR-82]	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053 A76-17343 ic N76-14018 ighters N76-14018 ighters N76-14023 fighters
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine to experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane enguing the engine	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of A76-18524  N76-18524	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  FABRICS  Cabin finishing materials in civil passeng aircraft  FATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  FMASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  FIGHTER AIRCRAFT Fighter design philosophy  The effects of buffeting and other transon phenomena on maneuvering combat aircraft [AGARD-AR-82] Stability and control potential for future	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053 A76-17343 ic N76-14018 ighters N76-14023 fighters N76-14023 fighters N76-14024
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine engine experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of A76-18524	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design criter feasibility analysis of an airplane - ai  PIGHTER AIRCRAFT Fighter design philosophy The effects of buffeting and other transon phenomena on maneuvering combat aircraft [AGARD-AR-82]  Stability and control status for current f	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053 A76-17343 ic N76-14018 ighters N76-14024 fighters N76-14024
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine experiences at B.A.C. /M.A.D./ Ltd. with t casting feasibility for airplane engus engine eng	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18524  N76-18524  N76-18524	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  FABRICS  Cabin finishing materials in civil passeng aircraft  FATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  FMASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  FIGHTER AIRCRAFT Fighter design philosophy  The effects of buffeting and other transon phenomena on maneuvering combat aircraft [AGARD-AR-82] Stability and control status for current f  Stability and control potential for future  Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926]	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053 A76-17343 ic N76-14018 ighters N76-14024 N76-14024 N76-14024
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine engine experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17528  A76-176698 bscale,  A76-18732 of A76-18524  N76-18524  N76-18524  for a A76-18519 for	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design criteries shilty analysis of an airplane - ai  PIGHTER AIRCRAFT Fighter design philosophy The effects of buffeting and other transon phenomena on maneuvering combat aircraft [ACARD-AR-82] Stability and control status for current f Stability and control potential for future  Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926] Bonography description of Russian figh	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053 A76-17343 ic N76-14018 ighters N76-14024 N76-14024 N76-14024
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine to experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine to engine the casting system to engine the casting system to engine the casting system to engine the casting the casting system to engine the casting content of the casting system to engine the casting engine the environment effect concorde  ENVIRONMENT PROTECTION Environment and the environment effect compromise  EPOXY COMPOUNDS Epoxy and polyurethane paint compositions agricultural aircraft  EQUILIBRIUM EQUATIONS	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of A76-18524  N76-15062 for a A76-18519 for	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  FABRICS  Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  FEASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  FIGHTER AIRCRAFT Fighter design philosophy  The effects of buffeting and other transon phenomena on maneuvering combat aircraft [ACARD-AR-82]  Stability and control status for current f  Stability and control potential for future  Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926]  Bonography description of Russian figh aircraft [AD-A014304]	for an 15 N76-15176 er N76-14068 crack N76-15501 ria and rship N76-15053 A76-17343 ic N76-14018 ighters N76-14024 N76-14024 N76-14024
[NASA-TN-D-8144]  BNGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine to experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine to engine the casting system to engine the casting the casting system to end	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of A76-18524  N76-15062 for a A76-18519 for	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  FATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design criteresishility analysis of an airplane - ai  FIGHTER AIRCRAFT Fighter design philosophy  The effects of buffeting and other transon phenomena on maneuvering combat aircraft [ACARD-AR-82] Stability and control status for current f  Stability and control potential for future  Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926] Bonography description of Russian figh aircraft [AD-A014304]  FILLING	for an 15   N76-15176 er   N76-14068 crack   N76-15501 ria and rship   N76-15053   A76-17343 ic   N76-14018 ighters   N76-14024   N76-14024   N76-14141 ter   N76-15152
[NASA-TN-D-8144]  ENGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine to experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine to engine the casting system to engine the casting system to engine the casting system to engine the casting the casting system to engine the casting content of the casting system to engine the casting engine the environment effect concorde  ENVIRONMENT PROTECTION Environment and the environment effect compromise  EPOXY COMPOUNDS Epoxy and polyurethane paint compositions agricultural aircraft  EQUILIBRIUM EQUATIONS	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006 ical engine A76-16698 bscale,  A76-18732 of A76-18524  N76-15062 for a A76-18519 for	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-airplane model obtained from flight test [NASA-TN-D-8136]  FABRICS  Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  FEASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  FIGHTER AIRCRAFT Fighter design philosophy  The effects of buffeting and other transon phenomena on maneuvering combat aircraft [ACARD-AR-82]  Stability and control status for current f  Stability and control potential for future  Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926]  Bonography description of Russian figh aircraft [AD-A014304]	for an 15   N76-15176 er   N76-14068 crack   N76-15501 ria and rship   N76-15053   A76-17343 ic   N76-14018 ighters   N76-14024   N76-14024   N76-14141 ter   N76-15152
[NASA-TN-D-8144]  BNGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine to experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine to engine the casting system to engine the casting the casting system to engine the casting the casting to end the casting system to end to e	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17528  A76-17006  ical engine A76-16698 bscale,  A76-18732 of A76-18524  N76-18524  N76-15062 for a A76-18519 for A76-17005 ic flow A76-17332	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design criteresishility analysis of an airplane - al  PIGHTER AIRCRAFT Fighter design philosophy  The effects of buffeting and other transon phenomena on maneuvering combat aircraft [AGARD-AR-82] Stability and control status for current f  Stability and control potential for future  Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926] Bonography description of Russian figh aircraft [AD-A014304]  PILLING Theoretical investigation of the filling prof a flexible parachute-payload system [DLR-PB-75-56]	for an 15   N76-15176 er   N76-14068 crack   N76-15501 ria and rship   N76-15053   A76-17343 ic   N76-14018 ighters   N76-14024   N76-14024   N76-14141 ter   N76-15152
[NASA-TN-D-8144]  BNGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine to experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine to engine the casting system to engine the casting system to engine the casting system to engine the casting the casting system to engine the casting the cast	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17006  ical engine A76-16698 bscale,  A76-18732  of A76-18524  N76-18524  N76-18519 for A76-17005  ic flow	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIPE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design crite feasibility analysis of an airplane - ai  PICHTER AIRCRAFT Fighter design philosophy  The effects of buffeting and other transon phenomena on maneuvering combat aircraft [ACARD-AR-82]  Stability and control status for current f  Stability and control potential for future  Plight investigation of fighter side-stick force-deflection characteristics [AD-A013926] Monography description of Russian figh aircraft [AD-A014304]  PILLING Theoretical investigation of the filling p of a flerible parachute-payload system [DLR-PB-75-56]	for an 15   N76-15176   er   N76-14068   crack   N76-15501   ria and rship   N76-15053   A76-17343   ic   N76-14018   ighters   N76-14024   N76-14024   N76-14018   ter   N76-14018   ighters   N76-14024   N76-14024   N76-15152   rocess   N76-15109
[NASA-TN-D-8144]  BNGINE PARTS  The use of titanium castings to produce a shaped intermediate casing of MRCA engine to experiences at B.A.C. /M.A.D./ Ltd. with the casting feasibility for airplane engine to engine the casting system to engine the casting the casting system to engine the casting the casting to end the casting system to end to e	N76-14113  complex e RB 199 A76-16543 itanium ine parts A76-17528  A76-17528  A76-17006  ical engine A76-16698 bscale,  A76-18732 of A76-18524  N76-18524  N76-15062 for a A76-18519 for A76-17005 ic flow A76-17332	P-15 AIRCRAFT P-15A spin tests  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale F-airplane model obtained from flight test [NASA-TN-D-8136]  PABRICS Cabin finishing materials in civil passeng aircraft  PATIGUE LIFE The effects of load dwells during fatigue propagation metal sheets [ARC-CP-1318]  PEASIBILITY ANALYSIS The Dynairship structural design criteresishility analysis of an airplane - al  PIGHTER AIRCRAFT Fighter design philosophy  The effects of buffeting and other transon phenomena on maneuvering combat aircraft [AGARD-AR-82] Stability and control status for current f  Stability and control potential for future  Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926] Bonography description of Russian figh aircraft [AD-A014304]  PILLING Theoretical investigation of the filling prof a flexible parachute-payload system [DLR-PB-75-56]	for an 15   N76-15176   er   N76-14068   crack   N76-15501   ria and rship   N76-15053   A76-17343   ic   N76-14018   ighters   N76-14024   N76-14024   N76-14018   ter   N76-14018   ighters   N76-14024   N76-14024   N76-15152   rocess   N76-15109

SUBJECT INDEX PLOW DISTRIBUTION

PIBITE DIPPERENCE THEORY		PLIGHT MECHANICS	
On the computation of the transonic perturb		Rotary-wing aircraft, today and in the futu	re
flow field around two- and three-dimension	nal		A76-18287
oscillating wings [AIAA PAPER 76-99]	A76-18790	FLIGHT SIMULATION Wind tunnel measurements of the trailing vo	-+
Tridimensional linearized supersonic flow	A 70-10790	development behind a sweptback wing - Eff	
Computations		simulated jet engines on the flow field	
[AAAP-NT-75-17]	N76-15102	[AIAA PAPER 76-63]	A76-18770
PINITE ELEMENT METHOD		Approach and landing simulation bibliog	raphy
A finite element method for the axisymmetri	c flow	[AGARD-R-632]	N76-14032
computation in a turbomachine	176 17777	Approach and landing simulation, introducti	.OD
Inertia loading in finite element analysis	A76-17332	Elements of approach and landing simulation	N76-14033
structures subject to compound motion			N76-14034
application to gas turbine aero-engines		External disturbances	
	<b>A</b> 76-17337		N76-14035
A nonlinear finite-element analysis of wing		Alrcraft characteristics	
steady incompressible flows with wake rol			N76-14036
[AIAA PAPER 76-64]	A76-18771	Concluding remarks	N76-14039
Fin design criteria for tail-rotor-off oper	ation	Non-linear dynamic-motion characteristics of	
of the aerial sccut helicopter		series of missile configurations from sim	
[AIAA PAPER 76-200]	A76-18867	flight behaviour at Mach numbers of 1.6 a	nd 2.0
PIRE EXTINGUISHERS			ม76-15090
Fire fighting agents for large aircraft fue		PLIGHT SINULATORS	<b>.</b>
Characteristics of Halon 1301 dispensing sy	N76-14080	Simulation techniques for pylon-mounted ture engines, volume 1	DO-Lan
for aircraft cabin fire protection	300#3	[ARA-36-VOL-1]	N76-14133
	N76-14082	PLIGHT TEST INSTRUMENTS	
Characteristics of Halon 1301 dispensing sy.	stems	Buffet flight test techniques	
for aircraft cabin fire protection			N76-14027
	N76-15122	PLIGHT TEST VEHICLES	
PIRE PIGHTING	) f. m.a.	A LTA flight research vehicle technolog	Y
Fire fighting agents for large aircraft fue	N76-14080	assessment, airships	N76-15049
Airfield parameter study and categorization		FLIGHT TESTS	
related to aircraft ground fire suppressi		Testing Europe's Panavia MRCA	
rescue			A76-16491
	N76-15125	Nav attack trials - Successful first stage	
PIRE PREVENTION		MRCA avionics development	A76-16492
Alrcraft fire safety [AGARD-CP-166]	N76-14059	The status of MRCA flight tests	A/0-10432
Ignition proofing of fuel tanks		[DGLE PAPER 75-013]	A76-18280
	N76-14064	1975 report to the aerospace profession;	
Fire protection of fuel systems in combat as		Proceedings of the Nineteenth Symposium,	Beverly
	N76-14076	Hills, Calif., September 24-27, 1975	A76-18651
Aircraft fire protection technology app. aircraft design	lied to	F-15A spin tests	A/6-16651
	N76-14077		A76-18652
Fire protection of military aircraft		A-10 progress report	
	N76-14078		A76-18653
PIRES		B-1 flight test progress report	
Wide-cut versus kerosene fuels: Fire safet	y and	Air cushion landing system /ACLS/ test prog	A76-18656
other operational aspects	N76-14062	the XC-8A	Lam Ou
Pire dynamics of modern aircraft from a mat			A76-18657
Point of view		X-24B flight test program	
	N76-14069		A76-18659
Fire, fuel and survival: A study of transp	ort	Buffet flight test techniques	W76 48007
aircraft accidents, 1955 - 1974	N76-14085	Results of helicopter flight tests of a	N76-14027
Passenger aircraft cabin fires	11003	circumferential carbon oil seal	
	N76-14086	[AD-A013500]	N76-14114
Generic airborne fire suppression system		Evaluation of an OH-58A helicopter with an	Allison
	N76-15123	250-C20B engine	
PLAME PROPAGATION	_	[AD-A013861]	N76-14117
Plane propagation in aircraft vent systems	during	Comparison of wind tunnel tests and flight of an executive aircraft	tests
refuelling	N76-14066	[AAAF-HT-75-14]	N76-15147
Plame spreading across materials: A review		PLOATING	270 15117
fundamental processes		Ploating vs flying: A propulsion energy co	uparison
	N76-14074		N76-15032
PLAT PLATES		PLOW DISTRIBUTION	
The flow about the trailing edge of a super	sonic	Calculation of unsteady transonic flow past	
oscillating aerofoil	A76-18164	oscillating airfoil by a method of fracti steps	Onal
FLEXIBLE BODIES		[ONERA, TP NO. 1975-115]	A76-17503
Computer aided flexible envelope designs		Plow field aspect of transonic phenomena	
	N76-15034	•	N76-14021
PLIGHT CHARACTERISTICS		Experimental investigation of multiple jet	6.
A-10 progress report	176_10653	impingement flows applicable to VTOL airc	rart in
PLIGHT HAZARDS	A76-18653	ground effect [RM-605]	876-14110
Low speed wind tunnel investigation of span	load	Experimental investigation of separated flo	
alteration, forward-located spoilers, and		fields on an airfoil at subsonic speeds	
splines as trailing-vortex-hazard allevia		•	876-15074
devices on a transport aircraft model			
[ NASA-TH-D-8133]	N76-15087		

PLOW MEASUREMENT SUBJECT INDEX

Measurements of the three-dimensional		GAS TURBINES
incompressible turbulent boundary layer		Thermal effects in gas turbine rotors and stators
on the surface of a slender delta wing by leading-edge wortex	y the	during transient modes of operation. I for electric power generation
[ARC-R/M-3768]	N76-15092	A76-1676
The application of a surface flow-visualise		Turbine engine control synthesis. Volume 1:
technique in flight compared to wind	tunnel	Optimal controller synthesis and demonstration
tests	W76 45000	[AD-A014229] N76-1516
[ARC-R/M-3769]	N76-15093	Turbine engine control synthesis. Volume 2:
PLOW MEASUREMENT Measurements of the three-dimensional		Simulation and controller software  [AD-A014230] N76-1516
incompressible turbulent boundary layer	ınduced	Turbine engine control synthesis. Volume 3:
on the surface of a slender delta wing by		Experimental engine identification and modeling
leading-edge vortex		[AD-A014231] N76-1516
[ARC-R/M-3768]	N76-15092	GASES
PLOW RESISTANCE On the drag of bodies of revolution at training	ncon1c	Airships for transporting highly volatile commodities
speeds	ISOLIC	N76-1506
<b>DP</b> ************************************	A76-18011	GEARS
PLOW VISUALIZATION		The 3000-HP roller gear transmission development
Vortex interactions in multiple vortex wake	es	program. Volume 3: Roller gear manufacture
behind aircraft	.76 40760	[AD-A014135] N76-1546
[AIAA PAPER 76-62] The application of a surface flow-visualisation of the control	A76-18769	The 3000-HP roller gear transmission development program. Volume 5: Aircraft tiedown testing
technique in flight compared to wind		[AD-A014267] N76-1546
tests	Cumica	GENERAL AVIATION AIRCRAFT
[ARC-R/M-3769]	N76-15093	General aviation technology assessment
FLUID INJECTION		[NASA-CR-145979] N76-1408
Turbine vane leading edge gas film cooling	with	A review of the NASA V-G/VGH general aviation
spanwise angled coolant holes [AIAA PAPER 76-43]	A76-18754	program [NASA-TN-D-8058] N76-1508
PLUTTER ANALYSIS	A/0-10/34	[NASA-TN-D-8058] N76-1508 Briefs of accidents involving midair collisions.
Fully unsteady subsonic and supersonic pote	ential	US general aviation 1973
aerodynamics for complex aircraft config		[PB-244521/1] N76-1512
with applications to flutter		Briefs of accidents involving alcohol as a
[NASA-CR-146067]	N76-15078	cause/factor. US general aviation 1973
PLY BY WIRE CONTROL		[PB-244525/2] N76-1513 Briefs of accidents involving missing and missing
Flight investigation of fighter side-stick force-deflection characteristics		later recovered aircraft. US general aviation
[AD-A013926]	N76-14141	1973
PORKER AIRCHAPT		[PB-244526/0] N76-1513
The introduction of the short-haul aircraft	. VPW	Briefs of accidents involving corporate/executive
614 into the market	-84 40000	alrcraft. US general aviation 1973
[DGLR PAPER 75-012]	A76-18279	[PB-244527/8] N76-1513
PORCED VIBRATION  Investigation of combined vibration of a re	otor hy	Briefs of accidents involving amateur/home built aircraft. US general aviation 1973
the Balbi mean method	,,,,,	[PB-244528/6] N76-1513
	N76-15489	Briefs of accidents involving air taxi operations.
FRACTURE MECHANICS		US general aviation 1973
Fatigue and airplanes	N76- 15151	[PB-244529/4] N76-1513
[AD-A014308] FUEL COMBUSTION	N76-15151	Briefs of accidents involving aerial application operations. US general aviation 1973
Catalytic combustors for gas turbine engine	es	[PB-244530/2] N76-1513
[AIAA PAPER 76-46]	A76-18757	Comparison of wind tunnel tests and flight tests
FUEL SYSTEMS		of an executive aircraft
Systems problems associated with the use of	safety	[AAAF-NT-75-14] N76-1514
fuels performance	N76-14063	GOVERNMENT/INDUSTRY RELATIONS
Fire protection of fuel systems in combat a		Aircraft noise - The United States government point of view
THE Proceedion of their Systems in compact	N76-14076	A76-1852
FUEL TANKS		
		GROUND EFFECT
Ignition proofing of fuel tanks	uge anare	Resonance vibrations of a rotor on an elastic base
Ignition proofing of fuel tanks	N76-14064	Resonance vibrations of a rotor on an elastic base with allowance for dry friction
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank	N76-14064	Resonance wibrations of a rotor on an elastic base with allowance for dry friction A76-1663
Ignition proofing of fuel tanks	N76-14064	Resonance vibrations of a rotor on an elastic base with allowance for dry friction A76-1663 Experimental investigation of multiple jet
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank	N76-14067	Resonance wibrations of a rotor on an elastic base with allowance for dry friction A76-1663
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Pire protection of fuel systems in combat a	N76-14067	Resonance vibrations of a rotor on an elastic base with allowance for dry friction A76-1663 Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in
Ignation proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a	N76-14067 N76-14076	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RM-605]  GROUND EFFECT MACHINES
Ignation proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution for	N76-14067 N76-14076	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect [RM-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on
Ignation proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a	N76-14067 Ircraft N76-14076	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RM-605]  GROUND EPFECT MACHINES Air cushion landing system /ACLS/ test program on the IC-8A
Ignation proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution for	N76-14067 N76-14076	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect [RM-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fune evolution from overheated non-metallic materials	N76-14067 Ircraft N76-14076	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RM-605]  GROUND EFFECT MACHINES  Air cushion landing system /ACLS/ test program on the XC-8A  A76-1865
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution from overheated non-metallic materials	N76-14067 Ircraft N76-14076	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect [RM-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the IC-8A  A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM  Mooring and ground handling rigid airships
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fune evolution from overheated non-metallic materials	N76-14067 NTCTAFT N76-14076 COM	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RN-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the IC-8A  A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM HOORING and ground handling rigid airships  GROUND SUPPORT SYSTEMS
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUMES  Some aspects of smoke and fume evolution from overheated non-metallic materials  G  GAS COOLING  Turbine vane leading edge gas film cooling	N76-14067 NTCTAFT N76-14076 COM	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RM-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the IC-8A  A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM MOORING and ground handling rigid airships  A76-1504  GROUND SUPPORT SYSTEMS A new concept for airship mooring and ground
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution from overheated non-metallic materials  Gas COOLING  Turbine vane leading edge gas film cooling spanwise angled coolant holes	N76-14067 lrcraft N76-14076 om N76-14072	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect [RH-605] N76-1411  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the XC-8A A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM Mooring and ground handling rigid airships  GROUND SUPPORT SYSTEMS A new concept for airship mooring and ground handling
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUMES  Some aspects of smoke and fume evolution from overheated non-metallic materials  G  GAS COOLING  Turbine vane leading edge gas film cooling	N76-14067 NTCTAFT N76-14076 COM	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RM-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the IC-8A  A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM MOORING and ground handling rigid airships  A76-1504  GROUND SUPPORT SYSTEMS A new concept for airship mooring and ground
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fune evolution from overheated non-metallic materials  G  GAS COOLING  Turbine vane leading edge gas film cooling spanwise angled coolant holes [AIAA PAPER 76-43]	N76-14067 N76-14076 COM N76-14072	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect [RH-605] N76-1411  GROUND RPFECT MACHINES Air cushion landing system /ACLS/ test program on the XC-8A A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM Mooring and ground handling rigid airships  A new concept for airship mooring and ground handling N76-1504  GROUND-AIR-GROUND COMMUNICATIONS A revolutionary and operational tethered aerostat
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fune evolution from overheated non-metallic materials  Gas cooling  Turbine vane leading edge gas film cooling spanwise angled coolant holes  [AIAA PAPER 76-43]  GAS JETS  Acoustic excitation of high-velocity jets	N76-14067 lrcraft N76-14076 om N76-14072	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RN-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the XC-8A  A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM Mooring and ground handling rigid airships  A new concept for airship mooring and ground handling  GROUND-AIR-GROUND COMMUNICATIONS A revolutionary and operational tethered aerostat system illustrating new LTA technology for
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution from overheated non-metallic materials  G  GAS COOLING  Turbine vane leading edge gas film cooling spanwise angled coolant holes [AIAA PAPER 76-43]  GAS JETS  Acoustic excitation of high-velocity jets  GAS TURBINE ENGINES	N76-14067 Incraft N76-14076 com N76-14072 With A76-18754	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RM-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the XC-8A  A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM Mooring and ground handling rigid airships  A new concept for airship mooring and ground handling  GROUND-AIR-GROUND COMMUNICATIONS A revolutionary and operational tethered aerostat system illustrating new LTA technology for ground-air-ground communications
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution for overheated non-metallic materials  Gas COOLING  Turbine vane leading edge gas film cooling spanwise angled coolant holes [AIAA PAPER 76-43]  GAS JETS  Acoustic excitation of high-velocity jets  GAS TURBINE ENGINES Catalytic combustors for gas turbine engine	N76-14067 N76-14076 COM N76-14072 With A76-18754	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect [RH-605]  GROUND RPFECT MACHINES Air cushion landing system /ACLS/ test program on the XC-8A  GROUND OPERATIONAL SUPPORT SYSTEM Mooring and ground handling rigid airships  GROUND SUPPORT SYSTEMS A new concept for airship mooring and ground handling  GROUND-AIR-GROUND COMMUNICATIONS A revolutionary and operational tethered aerostat system illustrating new LTA technology for ground-air-ground communications  N76-1506
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution from overheated non-metallic materials  G  GAS COOLING  Turbine vane leading edge gas film cooling spanwise angled coolant holes [AIAA PAPER 76-43]  GAS JETS  Acoustic excitation of high-velocity jets  GAS TURBINE ENGINES	N76-14067 Incraft N76-14076 com N76-14072 With A76-18754	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RM-605]  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the XC-8A  A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM  MOORING and ground handling rigid airships  A new concept for airship mooring and ground handling  B76-1504  GROUND-AIR-GROUND COMMUNICATIONS A revolutionary and operational tethered aerostat system illustrating new LTA technology for ground-air-ground communications  N76-1506
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution for overheated non-metallic materials  Gas COOLING  Turbine vane leading edge gas film cooling spanwise angled coolant holes [AIAA PAPER 76-43]  GAS JETS  Acoustic excitation of high-velocity jets  GAS TURBINE ENGINES Catalytic combustors for gas turbine engine	N76-14067 N76-14076 COM N76-14072 With A76-18754	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect [RH-605]  GROUND RPFECT MACHINES  Air cushion landing system /ACLS/ test program on the XC-8A  GROUND OPERATIONAL SUPPORT SYSTEM  Mooring and ground handling rigid airships  GROUND SUPPORT SYSTEMS  A new concept for airship mooring and ground handling  GROUND-AIR-GROUND COMMUNICATIONS  A revolutionary and operational tethered aerostat system illustrating new LTA technology for ground-air-ground communications  N76-1506  GUST LOADS  On the use of Pade approximants to represent unsteady aerodynamic loads for arbitrarily small
Ignition proofing of fuel tanks  Dynamic modeling of aircraft fuel tank environments and vulnerability  Fire protection of fuel systems in combat a FUNES  Some aspects of smoke and fume evolution for overheated non-metallic materials  Gas COOLING  Turbine vane leading edge gas film cooling spanwise angled coolant holes [AIAA PAPER 76-43]  GAS JETS  Acoustic excitation of high-velocity jets  GAS TURBINE ENGINES Catalytic combustors for gas turbine engine	N76-14067 N76-14076 COM N76-14072 With A76-18754	Resonance vibrations of a rotor on an elastic base with allowance for dry friction  A76-1663  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft in ground effect  [RM-605]  R76-1411  GROUND EFFECT MACHINES Air cushion landing system /ACLS/ test program on the IC-8A  A76-1865  GROUND OPERATIONAL SUPPORT SYSTEM  Mooring and ground handling rigid airships  A new concept for airship mooring and ground handling  R76-1504  GROUND-AIR-GROUND COMMUNICATIONS A revolutionary and operational tethered aerostat system illustrating new LTA technology for ground-air-ground communications  R76-1506  GUST LOADS On the use of Pade approximants to represent

SUBJECT INDEX IMPROVEMENT

	Changes in helicopter reliability/maintainability
Н	characteristics over time. Volume 2: Data
	submitted by helicopter manufacturers
HARMONIC OSCILLATION	[AD-A014470] H76-15149
Calculation of unsteady transonic flow past an	HIGH ACCELERATION
oscillating airfoil by a method of fractional	High acceleration cockpit controller locations.
Steps	Volume 1: Program summary
[ONERA, TP NO. 1975-115] A76-17503	[AD-A014810] #76-15159
Wind tunnel test techniques for the measurement of unsteady airloads on oscillating lifting systems	High acceleration cockpit controller locations. Volume 2: Test plan
and full-span models	[AD-A014811] B76-1515
[DLR-FB-75-51] N76-15108	High acceleration cockpit controller locations.
Unsteady pressures on a harmonically oscillating,	Volume 3: Onsite pilot evaluations
staggered cascade. Part 1: Incompressible flow	[AD-A014812] N76-1515
[DLR-FB-75-57-PT-1] N76-15110	HIGH ALTITUDE BALLOOMS
Unsteady pressures on a harmonically oscillating,	Unmanned powered balloons
staggered cascade. Part 2: Compressible flow	N76-15064
[DLR-FB-75-58-PT-2] N76-15111	Special problems and capabilities of high altitude
HEAT PLUX	lighter than air vehicles
Delta wings in a rarefied hypersonic air stream	N76-15069
with sweep angle and incidence effects	HIGH TEMPERATURE GASES
A76-18873	Supersonic high-temperature gas jet flow past a
HEAVY LIFT HELICOPTERS	body into a supersonic wake nozzle design
The Dolphin airship with undulating propulsion -	for aircraft thrust augmentation
Comparison of undulator and propeller on the stand	λ76-18477
A76-17417	HOT PRESSING
HBLICOPTER DESIGN	Manufacturing of titanium airframe components by
The coming era of the gulet helicopter /16th	hot isostatic pressing [AD-A014130] N76-15154
Cierva Memorial Lecture/	[AD-A014130] N76-15154
Mil M1-24 - The first Soviet combat helicopter	The application of a surface flow-visualisation
A76-18100	technique in flight compared to wind tunnel
The helicopter and the environment - Need for a	tests
Compromise	[ARC-R/M-3769] N76-15093
A76-18519	HUMAN REACTIONS
Fin design criteria for tail-rotor-off operation	Evaluation of reactions of dwellers in airport
of the aerial scout helicopter	environs to aircraft noise
[AIAA PAPER 76-200] A76-18867	A76-18525
Elastic pitch beam tail rotor study for LOH class	HYDRAULIC EQUIPMENT
helicopters	Limited-energy hydraulic starting system
[AD-A013501] N76-14115	A76-17006
HELICOPTER ENGINES	HYPERSONIC FLOW
Evaluation of an OH-58A helicopter with an Allison	Aeromechanics of supersonic flows past power-law
250-C20B engine	bodies of revolution Russian book
[AD-A013861] N76-14117	A76-16675
Changes in helicopter reliability/maintainability	Hypersonic incipient separation on delta wing with
characteristics over time. Volume 2: Data	trailing-edge flap
submitted by helicopter manufacturers [AD-A014470] N76-15149	A76-18683
The 3000-HP roller gear transmission development	A survey of leeside flow and heat transfer on delta planform configurations
program. Volume 3: Roller gear manufacture	[AIAA PAPER 76~118] A76-18803
[AD-A014135] N76-15468	HYPERSONIC HEAT TRANSFER
The 3000-HP roller gear transmission development	A correlation between pressure and heat transfer
program. Volume 5: Aircraft tiedown testing	distributions at supersonic and hypersonic speeds
[AD-A014267] N76-15469	A76-17993
HELICOPTER PERFORMANCE	HYPERSONIC REENTRY
Rotary-wing aircraft, today and in the future	Delta wings in a rarefied hypersonic air stream
[DGLR PAPER 75-022] A76-18287	with sweep angle and incidence effects
Icing testing in the large Modane wind tunnel on a	A76-18873
reduced-scale model of a helicopter rotor	HYPERSONIC WIND TUNNELS
A76-18872	Langley facility for tests at Mach 7 of subscale,
DA approved small development requirement for a	hydrogen-burning, airframe-integratable,
family of external helicopter slings, 5,000 to	scrampet models
60,000 pound capacity	[AIAA PAPER 76-11] A76-18732
[AD-A014430] N76-15150 HELICOPTER PROPELLER DRIVE	A wind tunnel test of symmetric loads on two
The Dolphin airship with undulating propulsion -	<pre>wing-body combinations at Mach numbers 4 and 7 noting water cooled six component strain</pre>
Comparison of undulator and propeller on the stand	gage balance
A76-17417	[PPA-TN-AU-636] N76-15106
HELICOPTER TAIL ROTORS	[111 10 10 050]
Fin design criteria for tail-rotor-off operation	•
of the aerial sccut helicopter	
[AIAA PAPER 76-200] A76-18867	ICB FORMATION
HELICOPTERS	Icing testing in the large Modane wind tunnel on a
Results of helicopter flight tests of a	reduced-scale model of a helicopter rotor
circumferential carbon oil seal	A76-18872
[AD-A013500] N76-14114	IGHITION
Oltra-heavy vertical lift system: The Heli-Stat	Ignition proofing of fuel tanks
helicopter - airship combination for	N76-14064
materials handling	IMPACT DAMAGE
N76-15055	Impact damage effects on boron-aluminum composites
Briefs of accidents involving rotorcraft. US	foreign object ingestion simulation for
general aviation 1973	engines
[PB-244523/7] N76-15131	A76-16579
Changes in helicopter reliability/maintainability	IMPROVEMENT
characteristics over time. Volume 1: Basic	Improvement of aircraft buffet characteristics
report	N76-14030
[AD-A014469] N76-15148	

IN-PLIGHT HONITORING SUBJECT INDEX

IN-PLIGHT HOWITORING	
	JET RNGINES
The application of a surface flow-visualisation	Impact damage effects on boron-aluminum composites
technique in flight compared to wind tunnel	foreign object ingestion simulation for
tests	engines
[ARC-R/H-3769] N76-15093	176-16579
INCOMPRESSIBLE PLOW	Wind tunnel measurements of the trailing wortex
A new surface singularity method for multi-element	development behind a sweptback wing - Effect of
airfoil analysis and design	simulated jet engines on the flow field
[AIAA PAPER 76-20] A76-18739	[AIAA PAPER 76-63] A76-18770
A nonlinear finite-element analysis of wings in	An analysis of jet aircraft engine exhaust nozzle
steady incompressible flows with wake roll-up	entrance profiles, accountability and effects
[AIAA PAPER 76-64] A76-18771	[AIAA PAPER 76-152] A76-18831
INDUSTRIES	Jet noise: A survey and a prediction for subsonic
Balloon logging with the inverted skyline	flows
N76-15070	[AD-A013794] N76-14134
INERTIA PRINCIPLE	Interaction of GE CF6-50 jet reactors with the
Inertia loading in finite element analysis of	airbus body during cruising flight: Wind tunnel
structures subject to compound motion for	simulation
application to gas turbine aero-engines	
A76-17337	Turbine engine control synthesis. Volume 1:
INFORMATION SYSTEMS	Optimal controller synthesis and demonstration
Changes in helicopter reliability/maintainability	[AD-A014229] N76-15166
characteristics over time. Volume 1: Basic	Turbine engine control synthesis. Volume 2:
report	Simulation and controller software
[AD-A014469] N76-15148	[AD-A014230] N76-15167
INJURIES	Turbine engine control synthesis. Volume 3:
Briefs of accidents involving corporate/executive	Experimental engine identification and modeling
aircraft. US general aviation 1973	[AD-A014231] N76-15168
[PB-244527/8] N76-15135	Integrated aerospace engine management.
Briefs of accidents involving amateur/home built	
	Foundations in estimation and prediction of
aircraft. US general aviation 1973	engine removals
[PB-244528/6] N76-15136	[AD-A014368] N76-15170
INLET PLOW	JET PLAPS
An analysis of jet aircraft engine exhaust nozzle	Aircraft aerodynamic design and evaluation methods
entrance profiles, accountability and effects	[AIAA PAPER 76-15] A76-18735
[AIAA PAPER 76-152] A76-18831	A relaxation solution for transonic flow over
INSTRUMENT LANDING SYSTEMS	three-dimensional jet-flapped wings
Flight test investigation of the vortex wake	[AIAA PAPER 76-98] A76-18789
characteristics behind a Boeing 727 during	A theoretical and experimental investigation of
two-segment and normal ILS approaches	the external-flow, jet-augmented flap jet
[NASA-TH-X-72908] N76-14046	flap analogy and wind tunnel tests
INTEGRAL EQUATIONS	[ARC-CP-1319] N76-15095
Some computational aspects of thin-wire modeling	JET IMPINGEMENT
electric field integral equation solution	Experimental investigation of multiple jet
A76-16719	impingement flows applicable to VTOL aircraft in
INTERNATIONAL COOPERATION	ground effect
Aeronautics and astronautics in Europe. Balance	[RM-605] N76-14110
and perspectives - The necessity for future	JET BIXING PLOW
and perspectives - The necessity for future	
and perspectives - The necessity for future cooperation in Europe and with the U.S.	JET MIXING FLOW  Correlation of internal surface turbulence with
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLE PAPER 75-08] A76-18276	JET MIXING FLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276 ISOSTATIC PRESSURE	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276 ISOSTATIC PRESSURE Manufacturing of titanium airframe components by	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  A76-18778
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLE PAPER 75-08] A76-18276 ISOSTATIC PRESSURE Manufacturing of titanium airframe components by hot isostatic pressing	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  A76-18778  JET NOZZLES
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLE PAPER 75-08] ISOSTATIC PRESSURE Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLE PAPER 75-08] A76-18276 ISOSTATIC PRESSURE Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154 ITERATIVE SOLUTION	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  A76-18778  JET NOZZLES
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  A76-16740
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] ISOSTATIC PRESSURE Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  A76-16740
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  JET NOZZLES  Acoustic excitation of high-velocity jets  K
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] ISOSTATIC PRESSURE Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory	JET BIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  JET NOZZLES ACOUSTIC excitation of high-velocity jets  KEROSENE
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] ISOSTATIC PRESSURE Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory	JET BIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAN PAPER 76-79]  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] ISOSTATIC PRESSURE Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory	JET BIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITENATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865	JET BIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAN PAPER 76-79]  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with wortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865  JET AIRCRAFT Longitudinal aerodynamic characteristics of a	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Pire safety and other operational aspects
and perspectives - The necessity for future cooperation in Europe and with the U.S.  [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865  JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with wortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865  JET AIRCRAFT Longitudinal aerodynamic characteristics of a	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Pire safety and other operational aspects
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865  JET AIRCRAFT Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865  JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft	JET BİXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79]  JET NOZZLES  Acoustic excitation of high-velocity jets  K  KEROSENE  Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE)
and perspectives - The necessity for future cooperation in Europe and with the U.S.  [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865  JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  K  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865  JET AIRCRAFT Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TM-X-3234] N76-15085  JET AIRCRAFT NOISE	JET BIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAN PAPER 76-79]  A76-18778  JET NOZZLES  ACOUSTIC excitation of high-velocity jets  KRROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TM-X-3234] N76-15085  JET AIRCRAFT MOISE On the amplification of broad band jet noise by a	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  K KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522
and perspectives - The necessity for future cooperation in Europe and with the U.S.  [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing  [AD-A014130] N76-15154  ITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory  [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft  [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE  On the amplification of broad band jet noise by a pure tone excitation	JET MIXING PLOW  Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE  Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE)  Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  ACOUSTIC excitation of high-velocity jets  KRROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TM-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAPT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAPT NOISE  On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] A76-18754
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  ACOUSTIC excitation of high-velocity jets  KRROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAPT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAPT NOISE  On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] A76-18754
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  ACOUSTIC excitation of high-velocity jets  KRROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits  A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions blown airfoil tests
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURB  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits  The CFM56 turbojet engine - Progress in the reduction of engine noise	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  ACOUSTIC excitation of high-velocity jets  KRROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80]  A76-18779  LIFT
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TM-X-3234] N76-15085  JET AIRCRAFT MOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18526 Aircraft noise definition. Phase 1: Analysis of	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] A76-18754 Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80] A76-18779  LIFT Potential flow past a biplane determination of
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with wortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-PH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits  A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18526 Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80]  LIFT Potential flow past a biplane determination of lift distribution on wings
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation A76-17171  The conversion of aircraft - Acoustic and performance benefits  The CFM56 turbojet engine - Progress in the reduction of engine noise A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise A76-18526 Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10 aircraft	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  ACOUSTIC excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80]  LIPT Potential flow past a biplane determination of lift distribution on wings
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCHAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCHAFT HOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits  A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18526 Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10 aircraft [AD-A016278/4] N76-14126	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] A76-18754 Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80] A76-18779  LIFT Potential flow past a biplane determination of lift distribution on wings A76-17001  Low speed wind tunnel investigation of a
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with wortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits  A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18526  Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10 aircraft [AD-A016278/4] N76-14126  Some comparisons of the flyover noise	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80]  LIPT Potential flow past a biplane determination of lift distribution on wings  A76-17001  Low speed wind tunnel investigation of a four-engine upper surface blown model having
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Manufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  ITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE On the amplification of broad band jet noise by a pure tone excitation A76-17171  The conversion of aircraft - Acoustic and performance benefits  The CFM56 turbojet engine - Progress in the reduction of engine noise A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise A76-18526  Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10 aircraft [AD-A016278/4] Some comparisons of the flyover noise characteristics of DC-9 aircraft having refanned	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  ACOUSTIC excitation of high-velocity jets  KERROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80]  A76-18779  LIPT Potential flow past a biplane determination of lift distribution on wings  A76-17001  Low speed wind tunnel investigation of a four-engine upper surface blown model having swept wing and rectangular and D-shaped exhaust
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT MOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits  A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18526 Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10 aircraft [AD-A016278/4] Some comparisons of the flyover noise characteristics of DC-9 aircraft having refanned and hardwalled JT8D engines, with special	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] A76-18754  Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80] A76-18779  LIFT Potential flow past a biplane determination of lift distribution on wings A76-17001  Low speed wind tunnel investigation of a four-engine upper surface blown model having swept wing and rectangular and D-shaped exhaust nozzles
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE  On the amplification of broad band jet noise by a pure tone excitation  The conversion of aircraft - Acoustic and performance benefits  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18526  Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10 aircraft [AD-A016278/4]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refanned and hardwalled JT8D engines, with special reference to measurement and analysis procedures	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] A76-18754  Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80] A76-18779  LIPT Potential flow past a biplane determination of lift distribution on wings A76-17001  Low speed wind tunnel investigation of a four-engine upper surface blown model having swept wing and rectangular and D-shaped exhaust nozzles [NASA-TN-D-8061] N76-15086
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT MOISE On the amplification of broad band jet noise by a pure tone excitation  A76-17171  The conversion of aircraft - Acoustic and performance benefits  A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18526 Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10 aircraft [AD-A016278/4] Some comparisons of the flyover noise characteristics of DC-9 aircraft having refanned and hardwalled JT8D engines, with special	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KRENOSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view  A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80]  LIPT Potential flow past a biplane determination of lift distribution on wings  A76-17001  Low speed wind tunnel investigation of a four-engine upper surface blown model having swept wing and rectangular and D-shaped exhaust nozzles  [NASA-TN-D-8061]  LIPT AUGMENTATION
and perspectives - The necessity for future cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76-18276  ISOSTATIC PRESSURE  Hanufacturing of titanium airframe components by hot isostatic pressing [AD-A014130] N76-15154  IITERATIVE SOLUTION  Aerodynamics of arbitrary wing body combinations with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865   JET AIRCRAFT  Longitudinal aerodynamic characteristics of a deflected-thrust propulsive-lift transport model wind tunnel tests of aircraft models of jet transport aircraft [NASA-TH-X-3234] N76-15085  JET AIRCRAFT NOISE  On the amplification of broad band jet noise by a pure tone excitation  The conversion of aircraft - Acoustic and performance benefits  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18518  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-18526  Aircraft noise definition. Phase 1: Analysis of the existing data for the DC-8, DC-9 and DC-10 aircraft [AD-A016278/4]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refanned and hardwalled JT8D engines, with special reference to measurement and analysis procedures	Correlation of internal surface turbulence with far-field noise of the augmentor wing propulsive-lift concept [AIAA PAPER 76-79] A76-18778  JET NOZZLES  Acoustic excitation of high-velocity jets  KEROSENE Wide-cut versus kerosene fuels: Fire safety and other operational aspects  N76-14062  LAW (JURISPRUDENCE) Aircraft noise - The United States government point of view A76-18522  LEADING EDGES Turbine vane leading edge gas film cooling with spanwise angled coolant holes [AIAA PAPER 76-43] A76-18754  Edge noise attenuation by porous-edge extensions blown airfoil tests [AIAA PAPER 76-80] A76-18779  LIPT Potential flow past a biplane determination of lift distribution on wings A76-17001  Low speed wind tunnel investigation of a four-engine upper surface blown model having swept wing and rectangular and D-shaped exhaust nozzles [NASA-TN-D-8061] N76-15086

SUBJECT INDEX HECA AIRCRAFT

LIPT DBVICBS The Airfloat HL project design analysi airships and lift devices for materials	handling	Ultra-heavy vertical lift system: The Hel: helicopter - airship combination for materials handling	
	N76-15050		ท76-15055
LIFTING BODIES A lifting surface theory for the analysis nonplanar lifting systems		MATERIALS TESTS Evaluation of materials and design modification for aircraft brakes	
[AIAA PAPER 76-16] Wind tunnel test techniques for the measur		[NASA-CR-134896] MATHEMATICAL MODELS	N76-14464
unsteady arrloads on oscillating lifting and full-span models [DLR-FB-75-51]	N76-15108	Some computational aspects of thin-wire move electric field integral equation solu	
LIFTING RESETRY VEHICLES A survey of leeside flow and heat transfer delta planform configurations		Mathematical model of the vibrations induce vortex shedding	
[AIAA PAPER 76-118] LIFTING ROTORS	A76-18803	Generalized model of a rotor on flexible so	
Performance optimization and aerodynamics		MATRIX METHODS	
propulsive and sustaining systems in cyc [AAAP-NT-75-5] LOCKHEED AIRCRAFT	N76-15099	Inertia loading in finite element analysis structures subject to compound motion application to gas turbine aero-engines	
Evolution of the TriStar family		-tt	A76-17337
LOW ALTITUDE	A76-18700	MAXIMUM LIKELIHOOD ESTIMATES Integrated aerospace engine management.	
B-1 flight test progress report	A76-18656	Foundations in estimation and prediction engine removals	
LOW SPEED WIND TUBBELS  Low speed wind tunnel investigation of spa alteration, forward-located spoilers, an		[AD-A014368] MECHANICAL PROPERTIES Potential contribution of high strength, hi	N76-15170
splines as trailing-vortex-hazard allevi devices on a transport aircraft model	ation	modulus aramıd fibers to the commercial feasibility of lighter than air craft	
[ NASA-TN-D-8133 ]	N76-15087	<b></b>	N76-15037
M		METAL PATIGUE Patigue and airplanes [AD-A014308]	N76-15151
MACH BUMBER		METAL MATRIX COMPOSITES	
Experimental aerodynamic characteristics f		Impact damage effects on boron-aluminum com	
slender bodies with thin wings at angles attack from 0 deg to 58 deg and Mach num from 0.6 to 2.0		foreign object ingestion simulation in engines	A76-16579
[NASA-TH-X-3309]	N76-15080	METAL SHEETS	M/0-103/3
MAINTAINABILITY Changes in helicopter reliability/maintain		The Slate all metal airship	N76-15044
characteristics over time. Volume 1: B		State of the art of metalclad airships	N76-15045
[AD-A014469] Changes in helicopter reliability/maintain characteristics over time. Volume 2: D.		The effects of load dwells during fatigue of propagation metal sheets [ARC-CP-1318]	N76-15501
submitted by helicopter manufacturers [AD-A014470] MAINTENANCE	N76-15149	MIL AIRCRAFT Mil Mi-24 - The first Soviet combat helicop	ter A76-18100
Development program for an aircraft reliab and maintainability simulation (ARMS) mo Volume 1. Program description		MILITARY AIRCHAFT Mil Mi-24 - The first Soviet combat helicop	
[AD-A014102]	N76-15487	Army aviation RDT and E plan: Executive su	
MANAGEMENT PLANNING Integrated aerospace engine management.		[AD-A014196] MILITARY HELICOPTERS	N76-15904
Poundations in estimation and prediction engine removals		Evaluation of an OH-58A helicopter with an 250-C20B engine	
[AD-A014368] MANEGVERS	N76-15170	[AD-A013861] MILITARY OPERATIONS	N76-14117
The effects of buffeting and other transon phenomena on maneuvering combat aircraft		LOTS of LTA applications	N76-15071
[AGARD-AR-82]	N76-14018	Army aviation RDT and E plan: Executive su	
The operational problems encountered durin precise maneuvering and tracking	_	[AD-A014196]	N76-15904
MARKET RESEARCH The introduction of the short-haul aircraf	N76-14019	Nav attack trials - Successful first stage MRCA avionics development	
614 into the market	t vrm	RPV - Perspectives of a military application	A76-16492
[DGLR PAPER 75-012]	A76-18279	[DGLR PAPER 75-024]	A76-18289
Market assessment in connection with light	er than	Army aviation RDT and E plan: Executive su [AD-A014196]	
Marketing	N76-15025	MISSILE COMPIGURATIONS Non-linear dynamic-motion characteristics of	of a
An approach to market analysis for lighter air transportation of freight		series of missile configurations from sit flight behaviour at Mach numbers of 1.6 a	ulated and 2.0
MATERIALS HANDLING	N76-15024	[ARC-R/M-3764] HOORING	พ76-15090
The Airfloat HL project design analysis airships and lift devices for materials		A new concept for airship mooring and groun handling	nđ
	N76-15050	<b>,</b>	N76-15043
The basic characteristics of hybrid aircrastructural design criteria and weight and		MRCA AIRCRAFT Testing Europe's Panavia MRCA	
of airships for materials handling	N76-15051	Nav attack trials - Successful first stage MRCA avionics development	A76-16491
		THEN CATORIES ACASTONMENT	A76-16492

HACELLES SUBJECT INDEX

<b>-1</b>	NAME TO THE TAXABLE PARTY OF THE TAXABLE PARTY OF THE TAXABLE PARTY OF TAX
	199 Experiences at B.A.C. /M.A.D./ Ltd. with titanium 16543 casting feasibility for airplane engine parts
Multi role combat aircraft /MRCA/ progress report	
A76-	18655 point of view
N	N76-14069 Critical evaluation of todays fireproof testing of aerospace materials
WACELLES	N76-14070
Simulation techniques for pylon-mounted turbo-fa engines, volume 1	an Some aspects of smoke and fume evolution from overheated non-metallic materials
[ARA-36-VOL-1] N76-	14133 N76-14072
NASA PROGRAMS A review of the NASA V-G/VGH general aviation	NONLINEAR SYSTEMS Non-linear dynamic-motion characteristics of a
program	series of missile configurations from simulated
[NASA-TN-D-8058] N76-	15083 flight behaviour at Mach numbers of 1.6 and 2.0
NATURAL GAS  The aerospace developments concept	[ARC-R/M-3764] N76-15090 NONLINEARITY
	15046 On the formulation of the aerodynamic
Method for transporting impellent gases	characteristics in aircraft dynamics
NOISE	15047 [NASA-TR-R-456] N76-15082 NORTHROP AIRCRAFT
Jet noise: A survey and a prediction for subsor	nic Fighter design philosophy
flows	14134 NOZZLE DESIGN A76-17343
[AD-A013794] N76-1	14134 NOZZLE DESIGN Supersonic high-temperature gas jet flow past a
Research on aircraft noise - Test methods	body into a supersonic wake nozzle design
A76-1	18523 for aircraft thrust augmentation A76-18477
Some comparisons of the flyover noise characteristics of DC-9 aircraft having refam	
and hardwalled JT8D engines, with special	The transport of nuclear power plant components
reference to measurement and analysis procedur [NASA-TM-X-72804] N76-	res via airships 14130 N76-15060
NOISE POLLUTION	NUCLEAR PROPULSION
Symposium on Noise in Transportation, University	
of Southampton, Southampton, England, July 22, 23, 1974, Proceedings	, [AD-A014310] N76-15118
176- ·	
The future transportation noise environment in t United Kingdom	OPERATIONAL HAZARDS
A76-	
Supersonics and the environment effect of	precise maneuvering and tracking N76-14019
Concorde A76-	
BOISE REDUCTION	Decision problem involving the introduction of
Symposium on Noise in Transportation, University	Decision problem involving the introduction of RTOL aircraft into commercial air transportation
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845 Operational considerations for the airship in
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845 Operational considerations for the airship in
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1 The future transportation noise environment in tunited Kingdom  A76-1	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in to United Kingdom  A76-1  On the amplification of broad band jet noise by	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1:
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1 The future transportation noise environment in tunited Kingdom  A76-1 On the amplification of broad band jet noise by pure tone excitation  A76-1	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration  [AD-A014229]  N76-15166
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in tunited Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845  Operational considerations for the airship in short-haul transportation N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] Turbine engine control synthesis. Volume 2:
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1 The future transportation noise environment in tunited Kingdom  A76-1 On the amplification of broad band jet noise by pure tone excitation  A76-1	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  16901 Operational considerations for the airship in short-haul transportation  16903 OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration  [AD-A014229] N76-15166  Turbine engine control synthesis. Volume 2: Simulation and controller software
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845  Operational considerations for the airship in short-haul transportation N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] N76-15167 Turbine engine control synthesis. Volume 3:
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in to United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845  Operational considerations for the airship in short-haul transportation N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] N76-15166  Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] N76-15167  Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231] N76-15168  OPTIMIZATION
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in to United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231]  OPTIMIZATIOB  Some aspects of hybrid-zeppelins optimization
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1 The future transportation noise environment in tunited Kingdom  A76-1 On the amplification of broad band jet noise by pure tone excitation  A76-1 The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1 The conversion of aircraft - Acoustic and performance benefits  A76-1 The helicopter and the environment - Need for a	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231] OPTIMIZATION  Some aspects of hybrid-zeppelins optimization
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in to United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-AD14229] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-AD14220] Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-AD14231]  OPTIMIZATIOB  Some aspects of hybrid-zeppelins optimization of delta wings for airships  N76-15054
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  16901
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in to United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  Research on aircraft noise - Test methods  A76-1	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014220] Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231]  OPTIMIZATION  Some aspects of hybrid-zeppelins optimization of delta wings for airships  N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder  A76-16745
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  The CFM56 turbojet engine - Progress in the	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  16901 Operational considerations for the airship in short-haul transportation  16903 OPTIMAL CONTROL  a Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] N76-15166  Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] N76-15167  Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231] N76-15168  OPTIMIZATIOB  Some aspects of hybrid-zeppelins optimization of delta wings for airships  N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder  A76-16745  Viscous flow around a transversally oscillating
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in to United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  Research on aircraft noise - Test methods  A76-1	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration  [AD-A014229] Turbine engine control synthesis. Volume 2: Simulation and controller software  [AD-A014230] Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling  [AD-A014231] OPTIMIZATION  Some aspects of hybrid-zeppelins optimization of delta wings for airships  N76-15054  OSCILLATING CYLINDERS  Viscous flow around a rotationally oscillating circular cylinder  N76-16745  Viscous flow around a transversally oscillating elliptic cylinder
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-1  Edge noise attenuation by porous-edge extensions	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  16901
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in tunited Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-1  Edge noise attenuation by porous-edge extensions  blown airfoil tests	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration  [AD-A014229]  Turbine engine control synthesis. Volume 2: Simulation and controller software  [AD-A014230]  Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling  [AD-A014231]  OPTIMIZATION  Some aspects of hybrid-zeppelins optimization of delta wings for airships  N76-15054  OSCILLATING CYLINDERS  Viscous flow around a rotationally oscillating circular cylinder  N76-16746  Viscous flow around a transversally oscillating elliptic cylinder  N76-16746  Viscous flow around a rotationally oscillating circular cylinder
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-1  Edge noise attenuation by porous-edge extensions blown airfoil tests  [AIAA PAPER 76-80]  Some comparisons of the flyover noise	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  16901
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-1  Edge noise attenuation by porous-edge extensions — blown airfoil tests  [AIAA PAPER 76-80]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refame	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845  Operational considerations for the airship in short-haul transportation N76-15039  OPTIMAL CONTROL N76-15039  OPTIMAL CONTROL Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] N76-15166  Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] N76-15167  Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling (AD-A014231) N76-15168  OPTIMIZATION Some aspects of hybrid-zeppelins optimization of delta wings for airships N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder A76-16745  Viscous flow around a transversally oscillating elliptic cylinder [ISAS-532] N76-14408  OSCILLATING FLOW Mathematical model of the vibrations induced by
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  A76-1  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-1  Edge noise attenuation by porous-edge extensions blown airfoil tests  [AIAA PAPER 76-80]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refamment and hardwalled J18D engines, with special	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845  Operational considerations for the airship in short-haul transportation N76-15039  OPTIMAL CONTROL Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] N76-15167 Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231] N76-15168  OPTIMIZATION Some aspects of hybrid-zeppelins optimization of delta wings for airships  N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder  Viscous flow around a transversally oscillating elliptic cylinder  Viscous flow around a rotationally oscillating circular cylinder  [ISAS-532] OSCILLATING FLOW  Mathematical model of the vibrations induced by vortex shedding
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-1  Edge noise attenuation by porous-edge extensions blown airfoil tests  [AIAA PAPER 76-80]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refammand hardwalled J18D engines, with special reference to measurement and analysis procedur [MASA-TH-X-72804]	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845  Operational considerations for the airship in short-haul transportation N76-15039  OPTIMAL CONTROL N76-15039  OPTIMAL CONTROL Volume 1: Optimal controller synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] N76-15166  Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] N76-15167  Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231] N76-15168  OPTIMIZATION Some aspects of hybrid-zeppelins optimization of delta wings for airships N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder A76-16745  Viscous flow around a transversally oscillating elliptic cylinder [ISAS-532] N76-16746  Viscous flow around a rotationally oscillating circular cylinder [ISAS-532] N76-14408  OSCILLATING PLOW Mathematical model of the vibrations induced by vortex shedding A76-17513  The flow about the trailing edge of a supersonic
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  A76-1  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-1  Edge noise attenuation by porous-edge extensions blown airfoil tests  [AIAA PAPER 76-80]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refammand hardwalled J18D engines, with special reference to measurement and analysis procedur [NASA-TM-X-72804]  NOISE TOLERANCE	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  A76-16845  Operational considerations for the airship in short-haul transportation  N76-15039  OPTIMAL CONTROL  Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231] OPTIMIZATION  Some aspects of hybrid-zeppelins optimization of delta wings for airships  N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder  Viscous flow around a transversally oscillating elliptic cylinder  Viscous flow around a rotationally oscillating circular cylinder  [ISAS-532] OSCILLATING FLOW  Mathematical model of the vibrations induced by vortex shedding  The flow about the trailing edge of a supersonic oscillating aerofoil
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  The CFM56 turbojet engine - Progress in the reduction of engine noise  A76-1  Edge noise attenuation by porous-edge extensions blown airfoil tests  [AIAA PAPER 76-80]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refammand hardwalled J18D engines, with special reference to measurement and analysis procedur [MASA-TH-X-72804]	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845  Operational considerations for the airship in short-haul transportation N76-15039  OPTIMAL CONTROL N76-15039  OPTIMAL CONTROL Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] N76-15166  Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] N76-15167  Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231] N76-15168  OPTIMIZATION Some aspects of hybrid-zeppelins optimization of delta wings for airships N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder A76-16745  Viscous flow around a transversally oscillating circular cylinder [ISAS-532] N76-14408  OSCILLATING FLOW Mathematical model of the vibrations induced by vortex shedding A76-17513  The flow about the trailing edge of a supersonic oscillating aerofoil A76-18164 A new unified approach to analyze wing-body-tail
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  A76-1  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  A76-1  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  Research on aircraft noise - Test methods  A76-1  The CFM56 turbojet engine - Progress in the reduction of engine noise  Edge noise attenuation by porous-edge extensions blown airfoil tests  [AIAA PAPER 76-80]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refammand hardwalled J18D engines, with special reference to measurement and analysis procedum [NASA-TH-X-72804]  NOISE TOLERANCE  The future transportation noise environment in the United Kingdom	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing  16901 Operational considerations for the airship in short-haul transportation N76-15039  16903 OPTIMAL CONTROL  a Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-Mol4229] W76-15166  Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-Mol4230] N76-15167  Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling (AD-Mol4231)  OPTIMIZATION Some aspects of hybrid-zeppelins optimization of delta wings for airships N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder A76-16745  Viscous flow around a transversally oscillating elliptic cylinder A76-16746  Viscous flow around a rotationally oscillating circular cylinder [ISAS-532] N76-14408  OSCILLATING PLOW Hathematical model of the vibrations induced by vortex shedding A76-17513  The flow about the trailing edge of a supersonic oscillating aerofoil  A new unified approach to analyze wing-body-tail configurations with control surfaces in steady,
Symposium on Noise in Transportation, University of Southampton, Southampton, England, July 22, 23, 1974, Proceedings  A76-1  The future transportation noise environment in the United Kingdom  A76-1  On the amplification of broad band jet noise by pure tone excitation  The coming era of the quiet helicopter /16th Cierva Memorial Lecture/  The conversion of aircraft - Acoustic and performance benefits  A76-1  The helicopter and the environment - Need for a compromise  A76-1  Aircraft noise - The United States government point of view  A76-1  Research on aircraft noise - Test methods  The CFM56 turbojet engine - Progress in the reduction of engine noise  Edge noise attenuation by porous-edge extensions  blown airfoil tests  [AIAA PAPER 76-80]  Some comparisons of the flyover noise characteristics of DC-9 aircraft having refammand hardwalled J78D engines, with special reference to measurement and analysis procedur [NASA-TM-X-72804]  MOISE TOLERANCE  The future transportation noise environment in the United Kingdom	Decision problem involving the introduction of RTOL aircraft into commercial air transportation systems Reduced Takeoff and Landing A76-16845  Operational considerations for the airship in short-haul transportation N76-15039  OPTIMAL CONTROL N76-15039  OPTIMAL CONTROL Turbine engine control synthesis. Volume 1: Optimal controller synthesis and demonstration [AD-A014229] N76-15166  Turbine engine control synthesis. Volume 2: Simulation and controller software [AD-A014230] N76-15167  Turbine engine control synthesis. Volume 3: Experimental engine identification and modeling [AD-A014231] N76-15168  OPTIMIZATION Some aspects of hybrid-zeppelins optimization of delta wings for airships N76-15054  OSCILLATING CYLINDERS Viscous flow around a rotationally oscillating circular cylinder A76-16745  Viscous flow around a transversally oscillating circular cylinder [ISAS-532] N76-14408  OSCILLATING FLOW Mathematical model of the vibrations induced by vortex shedding A76-17513  The flow about the trailing edge of a supersonic oscillating aerofoil A76-18164 A new unified approach to analyze wing-body-tail

SUBJECT INDEX PSYCHOLOGICAL EFFECTS

_		POLYUBETBARE RESIES	<u>.</u> .
P		Epoxy and polyurethane paint compositions in agricultural aircraft	Or
P-531 HELICOPTER		agricultural discidit	A76-17005
Fin design criteria for tail-rotor-off oper	ration	POROUS WALLS	
of the aerial scout helicopter	A76-18867	Edge noise attenuation by porous-edge exter blown airfoil tests	slons
[AIAA PAPER 76-200] PADE APPROXIMATION	g / 0 - 10 00 /	(AIAA PAPER 76-80]	A76-18779
On the use of Pade approximants to represen		POSITION (LOCATION)	
unsteady aerodynamic loads for arbitraril	ly small	High acceleration cockpit controller locati	ons.
motions of wings [AIAA PAPER 76-17]	A76-18737	Volume 1: Program summary [AD-A014810]	พ76-15155
PAINTS		High acceleration cockpit controller locati	ons.
Epoxy and polyurethane paint compositions f	for	Volume 2: Test plan	n76_1E1E6
agricultural aırcraft	176-17005	[AD-A014811] High acceleration cockpit controller locati	N76-15156
PANEL PLUTTER		Volume 3: Onsite pilot evaluations	
Measured response of a complex structure to	•	[AD-A014812] POTENTIAL PLON	N76-15157
supersonic turbulent boundary layers [AIAA PAPER 76-83]	A76-18780	Potential flow past a biplane determina	tion of
PANELS		lift distribution on wings	
Experimental vibration-damping study for fl	Lat	A new surface singularity method for multi-	A76-17001
arccraft-skin panels	A76-16390	airfoil analysis and design	element
PARACHUTES		[AIAA PAPER 76-20]	A76-18739
Theoretical investigation of the filling pr	rocess	Aerodynamics of arbitrary wing body combine with wortex lattice and slender body theo	
of a flexible parachute-payload system [DLR-PB-75-56]	N76-15109	[AIAA PAPER 76-198]	A76-18865
PASSEEGER AIRCRAFT		PREDICTION ANALYSIS TECHNIQUES	
Decision problem involving the introduction RTOL aircraft into commercial air transpo		Simplified methods of predicting aircraft in moments due to vortex encounters	colling
systems Reduced Takeoff and Landing	or cacton	[AIAA PAPER 76-61]	A76-18768
	A76-16845	Buffet analysis	
Impact of wide-body jets on cargo facilities	es A76-17224	A theoretical and experimental investigation	N76-14026
The Soviet YAK-40 passenger aircraft	A70-17224	the external-flow, jet-augmented flap	
configurations		flap analogy and wind tunnel tests	-
The introduction of the short-haul aircraft	A76-18000	[ARC-CP-1319] PRESSURE DISTRIBUTION	N76-15095
614 into the market	. ***	A correlation between pressure and heat tra	nsfer
[DGLR PAPER 75-012]	A76-18279	distributions at supersonic and hypersoni	c speeds
Cabin finishing materials in civil passenge aircraft	er	Unsteady wake measurements of airfoils and	A76-17993
diciale	N76-14068		A76-18729
Passenger aircraft cabin fires		A cascade in unsteady flow	
PAYLOADS	N76-14086	PROJECT MANAGEMENT	N76-14040
Theoretical investigation of the filling pr	ocess	Product support A300 Airbus project	
of a flexible parachute-payload system	W76 45 400	[DGLR PAPER 75-011]	A76-18278
[DLR-FB-75-56] PENHSYLVANIA	N76-15109	PROPELLANT ADDITIVES Safety fuel research in the United Kingdom	
Aircraft accident report Federal Aviation			N76-14060
Administration Douglas DC-3C, N6 DuBois,		Status of research on antimist aircraft ture engine fuels in the United States	bine
Pennsylvania 27 March 1975 [PB-244224/2]	N76-14093	engine ideas in the onited states	N76-14061
PERFORMANCE		PROPULSION	
Systems problems associated with the use of fuels performance	safety	Ploating vs flying: A propulsion energy co	Mparison N76-15032
	N76-14063	PROPULSION SYSTEM CONFIGURATIONS	W/O 13032
PERFORMANCE TESTS		Recent contributions in research and develo	pment
Radial ply aircraft tires: Design, construent and testing	iction,	work on turbojet propulsion [DGLR PAPER 75-038]	A76-18300
[AD~A013837]	N76-14116	PROPULSION SYSTEM PERFORMANCE	
PILOT BEROR		The significance of propulsion in commercia	11
Orientation-error accidents in regular arm; aircraft during fiscal year 1971: Relati		aircraft productivity /17th Sir Charles Kingsford-Smith Memorial Lecture/	
incidence and cost			A76-18097
[AD-A014423]	N76-15126	Thrust and wing loading requirements for sh	
PILOT PERFORMANCE High acceleration cockpit controller locati	ons.	haul aircraft constrained by engine noise field length	and
Volume 1: Program summary		[NASA-TN-D-8144]	N76-14113
[AD-A014810]	N76-15155	Performance optimization and aerodynamics	
High acceleration cockpit controller location volume 2: Test plan	Lons.	propulsive and sustaining systems in cycl [AAAF-NT-75-5]	N76-15099
[AD-A014811]	N76-15156	Comparison of turbojet, turborocket, and ra	mjet as
High acceleration cockpit controller locati	lons.	a propulsion system for long range airpla	nes at
Volume 3: Onsite pilot evaluations [AD~A014812]	N76-15157	Mach numbers between 2 and 4 [AD-A014312]	N76-15174
PLASTICS		PROPULSIVE EPPICIENCY	
Cabin finishing materials in civil passenge	er	Correlation of internal surface turbulence far-field noise of the augmentor wing	ATTP
aircraft	N76-14068	propulsive-lift concept	
POLLUTION CONTROL		[AIAA PAPER 76-79]	A76-18778
Alrcraft noise - The United States governme	ent	PSYCHOLOGICAL EFFECTS Evaluation of reactions of dwellers in airp	ort
point of view	A76-18522	environs to aircraft noise	
		- <del>-</del> ·	A76-18525

PUMBUIT TRACKING SUBJECT INDEX

PURSUIT TRACKING  The operational problems encountered during precise maneuvering and tracking	1 N76-14019	RESEARCH AND DEVELOPMENT  The entire program for aeronautical research technology of the federal government during period from 1975 to 1978 German program [DGLR PAPER 75-020]  Recent contributions in research and development	ing the cam A76-18285
QUALITY COSTROL		work on turbojet propulsion [DGLR PAPER 75-038]	A76-18300
Titanium castings - More cost effective that think		Research on aircraft noise - Test methods	A76-18523
Historical quality assurance in titanium ca	A76-17533 Istings A76-17534	RESONANT VIBRATION Resonance vibrations of a rotor on an elast with allowance for dry friction	tic base
QUIET ENGINE PROGRAM  The coming era of the quiet helicopter /16t		REYNOLDS NUMBER	A76-16635
Cierva Memorial Lecture/	A76-18096	Hypersonic incipient separation on delta with trailing-edge flap	ing with
n		RIGID ROTORS	A76-18683
RANDOM VIBRATION		Balancing of rigid rotors and mechanisms Russian book	
Experimental investigation of some statistivity vibration characteristics of an aircraft		ROCKET THRUST	A76-16782
	A76-16698	X-24B flight test program	176 10650
RECOMMENDATIONS Conclusions and recommendations		ROLLING MOMENTS	A76-18659
BECOVERABILITY	N76-14031	Simplified methods of predicting aircraft i moments due to vortex encounters	colling
F-15A spin tests	A76-18652	[AIAA PAPER 76-61] ROTARY STABILITY	A76-18768
RECYCLING		Balancing of rigid rotors and mechanisms	· <b>-</b>
Historical quality assurance in titanium ca	astings A76-17534	Russian book	A76-16782
REELS LTA application of a long trailing wire hig	j <b>h</b>	ROTARY WING AIRCRAFT Resonance vibrations of a rotor on an elast	ic base
speed/low weight reeling system	N76-15035	with allowance for dry friction	A76-16635
RELAXATION METHOD (MATHEMATICS) A relaxation solution for transonic flow ow	er		re A76-18287
	A76-18789	ROTARY WINGS  Icing testing in the large Modane wind tunn	
On the computation of the transonic perturb flow field around two- and three-dimension oscillating wings		reduced-scale model of a helicopter rotor  Calculation of the aerodynamic loading on t	A76-18872
[AIAA PAPER 76-99] RELIABILITY	A76-18790	blade of a main rotor in the general case helicopter flight	
Critical evaluation of todays fireproof tes aerospace materials		[AD-A014047] Elastic pitch beam tail rotor study for LOF	N76-14055 class
RELIABILITY AWALYSIS	N76-14070	helicopters [AD-A013501]	N76-14115
Reliability assessment of aircraft structur based on probabilistic interpretation of		Calculation and analysis of the development turbulent boundary layer on a thick symmetry	etrical
	N76-15486	rotating body of large span such as r wings	
RELIABILITY REGINERBING  Changes in helicopter reliability/maintaina	bility	Performance optimization and aerodynamics of	N76-15076 f
characteristics over time. Volume 1: Bareport		propulsive and sustaining systems in cycl [AAAP-NT-75-5]	N76-15099
[AD-A014469] Changes in helicopter reliability/maintaina	N76-15148 bility	Rotor aerodynamics. Wake equilibrating [AAAP-NT-75-18]	N76-15103
characteristics over time. Volume 2: Da submitted by helicopter manufacturers		ROTATING BODIES Calculation and analysis of the development	of the
[AD-A014470] REMOTE REGIONS	N76-15149	turbulent boundary layer on a thick symme rotating body of large span such as r	etrical
The application of the airship to regions l in transport infrastructure	acking	Wings	N76-15076
	N76-15058	ROTATING SHAFTS Balancing of rigid rotors and mechanisms	·-
RPV - Perspectives of a military application		Russian book	
[DGLR PAPER 75-024] Unmanned powered balloons	A76-18289	ROTOR AERODYNAMICS	A76-16782
Remotely piloted LTA vehicle for surveillan	N76-15064	Design and test of a highly-loaded three-st axial-flow compressor	age,
	N76-15072	[AIAA PAPER 76-6] Calculation of the aerodynamic loading on t	A76-18728
unpowered, remotely piloted 3/8-scale F-1 airplane model obtained from flight test		blade of a main rotor in the general case helicopter flight	
[NASA-TN-D-8136]	N76-15176	[AD-A014047]	N76-14055
1975 report to the aerospace profession;	_	Optimal configuration of rotor blades for	
Proceedings of the Nineteenth Symposium, Hills, Calif., September 24-27, 1975	Beverly	horizontal wind energy converters	A76-18374
	A76-18651 У	ROTORS  Generalized model of a rotor on flexible su	pports
assessment, airships	N76-15049	Investigation of combined vibration of a ro	N76-15459 tor by
		the Balbi mean method	N76-15489

SUBJECT INDEX STAGGERING

BUE TIME (COMPUTERS)	The effects of stability augmentation on the gust
Some computational aspects of thin-wire modeling electric field integral equation solution	response of a STOL aircraft during a curved manual approach
A76-16719	[AD-A014301] N76-15145
The effect of lighted dock shape on night carrier	SINGULARITY (MATHEMATICS)  A new surface singularity method for multi-element
The effect of lighted deck shape on night carrier landing	airfoil analysis and design
[AD-A014057] H76-14095	[AIAA PAPER 76-20] A76-18739
•	SKIH (STRUCTURAL HEMBER) Experimental vibration-damping study for flat
S	aircraft-skin panels
SCALE MODELS Hated aerodynamic characteristics investigation	SLENDER BODIES
for 0.04-scale model Boeing 747 CAM/external	Aerodynamics of arbitrary wing body combinations
tank (model AX1284 E-5) combination in the	with vortex lattice and slender body theory [AIAA PAPER 76-198] A76-18865
University of Washington Aeronautical Laboratory P. K. Kirsten Wind Tunnel (CA11)	Experimental aerodynamic characteristics for
[NASA-CR-141835] N76-15089	slender bodies with thin wings at angles of
SCATTBRING PUNCTIONS Reliability assessment of aircraft structures	attack from 0 deg to 58 deg and Mach numbers from 0.6 to 2.0
based on probabilistic interpretation of the	[NASA-TM-X-3309] N76-15080
scatter factor [AD-A014359] N76-15486	SLENDER WINGS Nonlinear slender wing aerodynamics delta wing
SEALS (STOPPERS)	[AIAA PAPER 76-19] A76-18738
Results of helicopter flight tests of a circumferential carbon oil seal	Calculations of the steady conical flow past a yawed slender delta wing with leading-edge
[AD-A013500] N76-14114	separation using vortex sheet model
SELF INDUCED VIBRATION Investigation of combined vibration of a rotor by	[ARC-R/M-3767] N76-15091 Measurements of the three-dimensional
the Balbi mean method	incompressible turbulent boundary layer induced
N76-15489	on the surface of a slender delta wing by the
SEPARATED FLOW A numerical method for calculating	leading-edge vortex [ARC-R/M-3768] N76-15092
three-dimensional flows past blunted bodies with	The application of a surface flow-visualisation
a separated shock wave	technique in flight compared to wind tunnel tests
Experimental investigation of separated flow	[ARC-R/M-3769] N76-15093
fields on an airfoil at subsonic speeds N76-15074	SMALL PERTURBATION FLOW A relaxation solution for transonic flow over
Calculations of the steady conical flow past a	three-dimensional jet-flapped wings
yawed slender delta wing with leading-edge separation using vortex sheet model	[AIAA PAPER 76-98] A76-18789 On the computation of the transonic perturbation
[ARC-R/M-3767] N76-15091	flow field around two- and three-dimensional
Separation ahead of controls on swept wings	oscillating wings [AIAA PAPER 76-99] A76-18790
[AD-A014240] N76-15117 SHAFTS (MACHINE BLEMENTS)	[AIAA PAPER 76-99] A76-18790 SMOKE
Generalized model of a rotor on flexible supports	Some aspects of smoke and fume evolution from
SHOCK LAYERS	overheated non-metallic materials N76-14072
A numerical method for calculating	SOUND AMPLIFICATION
three-dimensional flows past blunted bodies with a separated shock wave	On the amplification of broad band jet noise by a pure tone excitation
A76-16940	A76-17171
SHOCK WAVE PROPAGATION On the drag of bodies of revolution at transonic	SPACE SHUTTLES  Nonlinear slender wing aerodynamics delta wing
speeds	[AIAA PAPER 76-19] A76-18738
SHORT HAUL AIRCRAFT	SPECIFICATIONS Handling qualities specification deficiencies
The introduction of the short-haul aircraft VFW	[AGARD-AR-89] N76-15146
614 into the market [DGLR PAPER 75-012] A76-18279	SPIN TESTS F-15A spin tests
An analysis of short haul airline operating costs	A76-18652
[NASA-CR-137763] N76-14057	T34C turboprop trainer spin development program A76-18654
Studies in the demand for short haul air transportation	SPLINES
[NASA-CR-137764] N76-14058	Low speed wind tunnel investigation of span load
Thrust and wing loading requirements for short haul aircraft constrained by engine noise and	alteration, forward-located spoilers, and splines as trailing-vortex-bazard alleviation
field length	devices on a transport aircraft model
[NASA-TN-D-8144] N76-14113 SHORT TAKEOPP AIRCRAPT	[NASA-TN-D-8133] N76-15087 SPOILERS
The Dash 7 at the airport	Low speed wind tunnel investigation of span load
A pilot's view of the YC-14 airplane	alteration, forward-located spoilers, and splines as trailing-vortex-hazard alleviation
A76-18658	devices on a transport aircraft model
A STOL airworthiness investigation using simulations of representative STOL aircraft	[NASA-TH-D-8133] N76-15087 STABILITY DERIVATIVES
[NASA-TH-X-62498] N76-14045	Stability and control derivatives of the T-37B
Low speed wind tunnel investigation of a	arrplane [NASA-TM-X-56036] N76-14137
four-engine upper surface blown model having swept wing and rectangular and D-shaped exhaust	Subsonic stability and control derivatives for an
nozzles	unpowered, remotely piloted 3/8-scale P-15
[NASA-TH-D-8061] H76-15086 Aerodynamic characteristics of a powered,	airplane model obtained from flight test
	[NASA-TN-D-8136] N76-15176
externally blown flap STOL transport model with	STAGGERING
two engine simulator sizes [NASA-TW-D-8057] N76-15088	

STEADY PLOW SUBJECT INDEX

Unsteady pressures on a harmonically osci. staggered cascade. Part 2: Compressib	llating, le flow	SUPERSONIC COMBUSTION RAMJET ENGINES Langley facility for tests at Mach 7 of su	bscale.
[DLR-PB-75-58-PT-2] STEADY FLOW	ท76-15111	hydrogen-burning, airframe-integratable, scramjet models	
A nonlinear finite-element analysis of wi	nas in	[AIAA PAPER 76-11]	A76-18732
steady incompressible flows with wake re	oĺ1-up	SUPERSONIC COMPRESSORS	
[AIAA PAPER 76-64]	A76-18771	Design and test of a highly-loaded three-s	tage,
STRESS ANALYSIS On the modification of subsystems in struc	rt ura l	axial-flow compressor [AIAA PAPER 76-6]	A76-18728
dynamics	ceutar	SUPERSONIC FLIGHT	270 10120
	A76-17249	B-1 flight test progress report	176 40656
Inertia loading in finite element analysis structures subject to compound motion -		SUPERSONIC FLOW	A76-18656
application to gas turbine aero-engines		Aeromechanics of supersonic flows past pow	er-law
	A76-17337	bodies of revolution Russian book	.26 46675
Airship stresses due to vertical velocity gradients and atmospheric turbulence		A numerical method for calculating	A76-16675
gradients and acmospheric turburence	ห76-15029	three-dimensional flows past blunted bod	ies with
STRESS MEASUREMENT		a separated shock wave	176 16000
Measured response of a complex structure of supersonic turbulent boundary layers	to	The flow about the trailing edge of a supe	A76-16940
[AIAA PAPER 76-83]	A76-18780	oscillating aerofoil	
STRUCTURAL ANALYSIS	·	Tully westerds subserve and supergraphs and	A76-18164
Long fluid filled bags suspended by line f	n76-15033	Fully unsteady subsonic and supersonic pot aerodynamics for complex aircraft config	
Lighter than air: A look at the past, a l		with applications to flutter	
the possibilities	WEG 45054	[NASA-CR-146067]	ท76-15078
The Slate all metal airship	N76-15041	Tridimensional linearized supersonic flow computations	
ine state all metal alibaip	N76-15044	[AAAP-NT-75-17]	ท76-15102
STRUCTURAL DESIGN	_	SUPERSONIC HEAT TRANSFER	_
On the modification of subsystems in struct dynamics	ctural	A correlation between pressure and heat tradistributions at supersonic and hyperson.	
dynamics	A76-17249	distributions at supersonic and hyperson.	A76-17993
The design and construction of the CAD-1 a		SUPERSONIC JET FLOW	
Reliability assessment of aircraft structu	N76-15048	Supersonic high-temperature gas jet flow pool body into a supersonic wake nozzle do	
based on probabilistic interpretation of		for aircraft thrust augmentation	esign
scatter factor			A76-18477
[AD-A014359] STRUCTURAL DESIGN CRITERIA	N76-15486	SUPERSONIC SPEEDS  Non-linear dynamic-motion characteristics	of a
The basic characteristics of hybrid aircra	aft	series of missile configurations from si	mulated
structural design criteria and weight as	nalysıs	flight behaviour at Mach numbers of 1.6	and 2.0 N76-15090
of airships for materials handling	N76-15051	[ARC-R/M-3764] SUPBRSONIC TRANSPORTS	N/6-15090
The Dynaurship structural design crite	eria and	Supersonics and the environment effect	of
feasibility analysis of an airplane - as	lrship N76-15053	Concorde	A76-18524
STRUCTURAL ENGINEERING	H/0-13033	Advanced supersonic propulsion system tech	
LTA structures and materials technology		study, phase 2	
Airship construction	N76-15036	[NASA-CR-134913] SUPBRSONIC WAKES	N76-14129
alibally constitue tron	N76-15038	Supersonic high-temperature gas jet flow page 1	ast a
STRUCTURAL VIBRATION		body into a supersonic wake nozzle d	es1gn
Mathematical model of the vibrations induced vortex shedding	ced by	for aircraft thrust augmentation	A76-18477
700002 52000223,	A76-17513	SUPPORT SYSTEMS	
SUBSONIC AIRCRAFT		Product support A300 Airbus project	.26 40070
Outlook on the acoustic characteristics of subsonic aircraft	ruture	[DGLR PAPER 75-011] SURPACE PINISHING	A76-18278
	A76-18516	Cabin finishing materials in civil passenge	er
SUBSONIC PLOW		aircraft	N76-14068
Acoustic excitation of high-velocity jets	A76-16740	SURPACE GEOMETRY	N70-14006
Fully unsteady subsonic and supersonic pot	tential	A lifting surface theory for the analysis	of
aerodynamics for complex aircraft configurations to flutter	gurations	nonplanar lifting systems [AIAA PAPER 76-16]	A76-18736
[NASA-CR-146067]	N76-15078	SURV BILLANCE	M/0- (0/30
SUBSONIC SPEED		Remotely piloted LTA vehicle for surveilla	
Experimental investigation of separated fl fields on an airfoil at subsonic speeds	LOW	SWEEP ANGLE	N76-15072
read on an arrant at babbonro special	N76-15074	Delta wings in a rarefied hypersonic air s	tream
SUPERCRITICAL PLOW		with sweep angle and incidence effects	.76 40073
Mathematical model of the vibrations induc vortex shedding	sea by	SWRPT WINGS	A76-18873
-	A76-17513	Separation ahead of controls on swept wing	
SUPERSORIC AIRCRAFT Comparison of turbojet, turborocket, and i	ramiot as	[AD-A014240] SWEPTBACK WINGS	N76-15117
a propulsion system for long range airpl		Wind tunnel measurements of the trailing w	ortex
Mach numbers between 2 and 4		development behind a sweptback wing - Ef:	
[AD-A014312] SUPERSONIC BOUNDARY LAYERS	N76-15174	simulated jet engines on the flow field [AIAA PAPER 76-63]	A76-18770
Measured response of a complex structure t	to	SYSTEMS MANAGEMENT	E/0-10//U
supersonic turbulent boundary layers		Decision problem involving the introduction	
[AIAA PAPER 76-83]	A76-18780	RTOL aircraft into commercial air transpo systems Reduced Takeoff and Landing	OLTATION
			A76-16845

SUBJECT INDEX TRAILING EDGES

T		A revolutionary and operational tethered aerosta system illustrating new LTA technology for	
		ground-air-ground communications	
T-34 EBGIBE T34C turboprop trainer spin development progra	a <b>n</b> 6-18654	#76-* Technology update: Tethered aerostat structural design and material developments	15067 1
T-37 AIRCRAFT		H76-	15068
Stability and control derivatives of the T-378 airplane		Two lighter than air systems in opposing flight regimes: An unmanned short haul, heavy load	
TABLES (DATA)	5-14137	transport balloon and a manned, light payload airship	
Listing of aircraft accidents/incidents by maker and model. US civil aviation 1973		N76-1 THERMAL STRESSES	15069
	6-15128	Thermal effects in gas turbine rotors and stator during transient modes of operation. I for	
Army aviation RDT and E plan: Executive summa	ary 6-15904	electric power generation	16762
TAIL ASSEMBLIES	•	THICKNESS RATIO	
Elastic pitch beam tail rotor study for LOH cl helicopters	1ass 5-14115	Calculation and analysis of the development of t turbulent boundary layer on a thick symmetrics	al
TANKS (CONTAINERS)		rotating body of large span such as rotary wings	y 15076
Hated aerodynamic characteristics investigated for 0.04-scale model Boeing 747 ChM/external		TRIN WINGS	13076
tank (model AX1284 E-5) combination in the University of Washington Aeronautical Labora	atory	A lifting surface theory for the analysis of nonplanar lifting systems	
F. K. Kirsten Wind Tunnel (CA11)		[AIAA PAPER 76-16] A76-1	18736
[NASA-CR-141835] N76 TECHBOLOGICAL FORECASTING	6-15089	On the use of Pade approximants to represent unsteady aerodynamic loads for arbitrarily sma	11
The coming era of the quiet helicopter /16th Cierva Memorial Lecture/		motions of wings [AIAA PAPER 76-17] A76-1	18737
A76	6-18096	Experimental aerodynamic characteristics for	
Aeronautics and astronautics in Europe. Balance and perspectives - The necessity for future	ce	slender bodies with thin wings at angles of attack from 0 deg to 58 deg and Mach numbers	
cooperation in Europe and with the U.S. [DGLR PAPER 75-08] A76	6-18276	from 0.6 to 2.0 [NASA-TH-X-3309] N76-1	15080
Rotary-wing aircraft, today and in the future	!	THREE DIMENSIONAL PLOW	.5000
Outlook on the acoustic characteristics of fu	6-18287 ture	Solution of two- and three-dimensional problems involving transonic flows past bodies	
subsonic aircraft A70	6-18516	A numerical method for calculating	16937
TECHNOLOGY ASSESSMENT Nav attack trials - Successful first stage	_	three-dimensional flows past blunted bodies wi a separated shock wave	
MRCA avionics development	6-16492	A76-* Recent contributions of German aeronautical	16940
Multi role combat aircraft /MRCA/ progress re A76		research in the field of aircraft aerodynamics [DGLR PAPER 75-036] A76-1	s 18298
	6-18658	Tridimensional linearized supersonic flow computations	15 10 2
		THRUST AUGHEBTATION	15 102
Advanced supersonic propulsion system technological study, phase 2		Supersonic high-temperature gas jet flow past a body into a supersonic wake nozzle design	
[NASA-CR-134913] An assessment of lighter than air technology	5-14129	for aircraft thrust augmentation A76-	18477
[NASA-CR-137799] An economic comparison of three heavy lift	6-15014	TITABIUM ALLOYS  The use of titanium castings to produce a comple	ex
airborne systems	6-15023	shaped intermediate casing of MRCA engine RB	
Basıc relationships for LTA technical analysis N76	s 5-15026	Impact damage effects on boron-aluminum composit foreign object ingestion simulation for	tes
LTA structures and materials technology N76	6-15036	engines A76-1	16579
A LTA flight research vehicle technology assessment, airships		Experiences at B.A.C. /M.A.D./ Ltd. with titaning casting feasibility for airplane engine page 10.	arts
N/C  A semibuoyant vehicle for general transportations  missions technology assessment of airshifor civil aviation		A76-' Titanium castings - More cost effective than you think A76-'	
	6-15052	Historical quality assurance in titanium casting	
Effect of present technology on airship capabi	ulities 6-15019	Manufacturing of titanium airframe components by hot isostatic pressing	
The effects of selected modern technological concepts on the performance and handling	•		15 154
characteristics of LTA vehicles	5-15027	Measurements of oscillatory aerodynamic hinge moments from the response of a wind tunnel mod	iei
TERMINAL FACILITIES Impact of wide-body jets on cargo facilities	3 13027	to turbulent flow comparing steady state response technique results on same model	
	5-17224		15094
Research on aircraft noise - Test methods	5-18523	A study of design trade (OPFS) using a computer model	
TETERRED BALLOONS			15022
A practical concept for powered or tethered weight-lifting LTA vehicles		The flow about the trailing edge of a supersonic	c
N76	6-15066	oscillating aerofoil	18164

TRAILING-EDGE FLAPS SUBJECT INDEX

Wind tunnel measurements of the trailing w development behind a sweptback wing - Ef.		The coming era of the quiet helicopter /16 Cierva Memorial Lecture/	
simulated jet engines on the flow field [AIAA PAPER 76-63]	A76-18770	The significance of propulsion in commerci	A76-18096 al
TRAILING-EDGE FLAPS Hypersonic incipient separation on delta w trailing-edge flap	ing with	aircraft productivity /17th Sir Charles Kingsford-Smith Memorial Lecture/	A76-18097
Separation ahead of controls on swept wing	A76-18683 s	Status of research on antimist aircraft tu engine fuels in the United States	
[AD-A014240] TRAIBIBG AIRCRAFT	N76-15117	NNEP: The Navy NASA Engine Program	N76-14061
T34C turboprop trainer spin development pro	ogram A76-18654	[HASA-TH-X-71857] Briefs of accidents involving turbine powe	N76-14127 red
TRANSIBHT RESPONSE Thermal effects in gas turbine rotors and during transient modes of operation. I		aircraft. US general aviation 1973 [PB-244522/9] Turbine engine exhaust nozzle performance	N76-15130
electric power generation	A76-16762	nonuniform inlet flow [AD-A014261]	N76-15169
TRANSLATIONAL MOTION Rotor aerodynamics. Wake equilibrating		TURBOCOMPRESSORS A finite element method for the axisymmetr	ıc flow
[ANAP-NT-75-18] TRANSHISSION EPPICIENCY	N76-15103	computation in a turbomachine	A76-17332
The 3000-HP roller gear transmission developrogram. Volume 5: Aircraft tiedown to		Design and test of a highly-loaded three-s- axial-flow compressor	tage,
[AD-A014267] TRANSONIC PLIGHT	N76-15469	[AIAA PAPER 76-6] TURBOPAN ENGINES	A76-18728
The effects of buffeting and other transon: phenomena on maneuvering combat aircraft		Advanced supersonic propulsion system technology, phase 2	nology
[AGARD-AR-82] Buffet analysis	N76-14018	[NASA-CR-134913] Simulation techniques for pylon-mounted tu	N76-14129 cbo-fan
TRANSONIC FLOW	N76-14026	engines, volume 1 [ARA-36-VOL-1]	N76-14133
Solution of two- and three-dimensional prol involving transonic flows past bodies		TURBOGRHERATORS  Thermal effects in gas turbine rotors and s	
Calculation of unsteady transonic flow past oscillating airfoil by a method of fract.		during transient modes of operation. I electric power generation	for A76-16762
steps		TURBOJET BUGINES The use of titanium castings to produce a	
[ONERA, TP NO. 1975-115] On the drag of bodies of revolution at transpeeds	A76-17503 asonic	shaped intermediate casing of MRCA engine	
A relaxation solution for transonic flow or three-dimensional jet-flapped wings	A76-18011 Ver	Experimental investigation of some statist: vibration characteristics of an aircraft	
[AIAA PAPER 76-98] Plow field aspect of transonic phenomena	A76-18789	Recent contributions in research and develo	opment
On the computation of two-dimensional trans flow with boundary layer	N76-14021 Sonic	[DGLR PAPER 75-038] The CFM56 turbojet engine - Progress in the reduction of engine noise	A76-18300
[AAAF-NT-75-20] TRANSOBIC PLUTTER	N76-15104	Design and test of a highly-loaded three-st	A76-18526
On the computation of the transonic perturn flow field around two- and three-dimension		axial-flow compressor [AIAA PAPER 76-6]	A76-18728
oscillating wings [AIAA PAPER 76-99]	A76-18790	TURBOPROP ENGINES T34C turboprop trainer spin development pro	ogram
TRANSPORT AIRCRAFT The new Soviet airliner Jak-42		TURBULENCE EFFECTS	A76-18654
Fire, fuel and survival: A study of transpaircraft accidents, 1955 - 1974	A76-17411 port	Measurements of oscillatory aerodynamic him moments from the response of a wind tunne to turbulent flow comparing steady st	el model
Airship logistics: The LTA vehicle; a total	N76-14085 al cargo	response technique results on same model [ARC-CP-1317]	N76-15094
system	พ76-15059	Heasured response of a complex structure to	•
Longitudinal aerodynamic characteristics of deflected-thrust propulsive-lift transpor wind tunnel tests of aircraft models	rt model	supersonic turbulent boundary layers [AIAA PAPER 76-83] Calculation and analysis of the development	A76-18780
transport aircraft [NASA-TM-X-3234]	N76-15085	turbulent boundary layer on a thick symme rotating body of large span such as i	etrıcal
TRANSPORTATION Symposium on Noise in Transportation, University		₩ings	N76-15076
of Southampton, Southampton, England, Jul 23, 1974, Proceedings	Ly 22, A76-16901	Measurements of the three-dimensional incompressible turbulent boundary layer in on the surface of a slender delta wing by	
TURBINE BLADES Thermal effects in gas turbine rotors and s	stators	leading-edge vortex [ARC-R/M-3768]	N76-15092
during transient modes of operation. I electric power generation	for A76-16762	TURBULENT FLOW  Correlation of internal surface turbulence far-field noise of the augmentor wing	with
Turbine vane leading edge gas film cooling spanwise angled coolant holes		propulsive-lift concept [AIAA PAPER 76-79]	A76-18778
[AIAA PAPER 76-43] TURBIBE EBGINES Limited-energy hydraulic starting system	A76-18754	TURBULENT HEAT TRANSPER A correlation between pressure and heat transfer distributions at supersonic and hypersonic	
Inertia loading in finite element analysis structures subject to compound motion		TURBULENT JETS Acoustic excitation of high-velocity jets	A76-17993
application to gas turbine aero-engines	A76-17337		A76-16740

SUBJECT INDEX WEATHER

TURBULENT WAKES	VIBRATIOE DAMPIEG
Performance optimization and aerodynamics of propulsive and sustaining systems in cyclic mo	Experimental vibration-damping study for flat de aircraft-skin panels
[AAAF-HT-75-5] N76-1	
Rotor aerodynamics. Wake equilibrating	Response of an airfoil to turbulence when damping
[AAAP-NT-75-18] B76-1	5103 is moderate A76-16797
TWO DIMENSIONAL BODIES  The development of a two-dimensional, high	VIBRATION MEASUREMENT
endurance airfoil with given thickness	Experimental investigation of some statistical
distribution and Reynolds number	vibration characteristics of an aircraft engine
[AD-A014126] H76-1	5153 A76-16698 VIBRATIONAL STRESS
Solution of two- and three-dimensional problems	On the modification of subsystems in structural
involving transomic flows past bodies	dynamics
176-1	=: * : : = :
On the computation of two-dimensional transonic	VIRGIBIA
flow with boundary layer [AAAP-NT-75-20] N76-1	Aircraft accident report USAF Convair VT-29D 5104 (CV-340) and Cessna 1508, N50430 Newport News,
(	Virginia 9 January 1975
U	[PB-244223/4] N76-14094
J.S.S.R.	VISCOUS FLOW
Soviet nuclear blimps	Viscous flow around a rotationally oscillating circular cylinder
[AD-A014310] N76-1	
Monography description of Russian fighter	Viscous flow around a transversally oscillating
aircraft [AD-A014304] N76-1	elliptic cylinder 5152 A76-16746
DH-1 HELICOPTER	Viscous flow around a rotationally oscillating
Orientation-error accidents in regular army UH-1	circular cylinder
aircraft during fiscal year 1971: Relative	[ISAS-532] N76-14408
incidence and cost [AD-A014423] N76-1	VISUAL ACUITY 5126 The effect of lighted deck shape on night carrier
UNHANNED SPACECRAPT	landing
RPV - Perspectives of a military application	[AD-A014057] N76-1409
[DGLR PAPER 75-024] A76-1	
UNSTRADY PLOW  Viscous flow around a transversally oscillating	Calculations of the steady conical flow past a yawed slender delta wing with leading-edge
elliptic cylinder	separation using vortex sheet model
A76-1	6746 [ARC-R/H-3767] N76-1509
Calculation of unsteady transonic flow past an	VORTEX STREETS
oscillating airfoil by a method of fractional steps	Mathematical model of the vibrations induced by vortex shedding
[ONERA, TP NO. 1975-115] A76-1	7503 A76-17513
Unsteady wake measurements of airfoils and casca	
[AIAA PAPER 76-7]  On the computation of the transonic perturbation	
flow field around two- and three-dimensional	[AIAA PAPER 76-61] A76-18768
oscillating wings	Vortex interactions in multiple vortex wakes
[AIAA PAPER 76-99] A76-1	
A cascade in unsteady flow N76-1	[AIAA PAPER 76-62] A76-18769 4040 Wind tunnel measurements of the trailing vortex
Wind tunnel test techniques for the measurement	· · · · · · · · · · · · · · · · · · ·
unsteady airloads on oscillating lifting syste	ms simulated jet engines on the flow field
and full-span models	[AIAA PAPER 76-63] A76-18770
[DLR-PB-75-51] N76-1 Unsteady pressures on a harmonically oscillating	
staggered cascade. Part 1: Incompressible fl	OW [AIAA PAPER 76-118] A76-1880
[DLR-FB-75-57-PT-1] N76-1	5110 Aerodynamics of arbitrary wing body combinations
Unsteady pressures on a harmonically oscillating	
staggered cascade. Part 2: Compressible flow [DIR-PB-75-58-PT-2] N76-1	
JRBAH TRANSPORTATION	alteration, forward-located spoilers, and
The future transportation noise environment in t	
United Kingdom A76-1	devices on a transport aircraft model 6903 [NASA-TH-D-8133] N76-15087
TILITY AIRCRAFT	5903 [NASA-TH-D-8133] N76-15087 VORTICITY EQUATIONS
Epoxy and polyurethane paint compositions for	A lifting surface theory for the analysis of
agricultural aircraft	nonplanar lifting systems
A76-1	7005 [AIAA PAPER 76-16] A76-18736 VULHERABILITY
••	
	Dynamic modeling of aircraft fuel tank
V	Dynamic modeling of aircraft fuel tank environments and vulnerability
VELOCITY DISTRIBUTION	
/BLOCITY DISTRIBUTION  Rotor aerodynamics. Wake equilibrating	environments and vulnerability N76-14067
VBLOCITY DISTRIBUTION  Botor aerodynamics. Wake equilibrating  [AMAP-NT-75-18] 876-1  VERTICAL AIR CURRESTS	environments and vulnerability N76-14067
/BLOCITY DISTRIBUTION  Rotor aerodynamics. Wake equilibrating [AAAF-NT-75-18]  FERTICAL AIR CURREFTS  Airship stresses due to vertical velocity	environments and vulnerability N76-14067 W WARES
VBLOCITY DISTRIBUTION  Botor aerodynamics. Wake equilibrating [AAAF-HT-75-16]  VERTICAL AIR CURRENTS  Airship stresses due to vertical velocity gradients and atmospheric turbulence	environments and vulnerability N76-14067  W WAKES Unsteady wake measurements of airfoils and cascades
VELOCITI DISTRIBUTION  Botor aerodynamics. Wake equilibrating  [AMP-NT-75-18] F76-1  VERTICAL AIR CURRENTS  Airship stresses due to vertical velocity  gradients and atmospheric turbulence  N76-1	environments and vulnerability  N76-14067  WARES Unsteady wake measurements of airfoils and cascades  [AIAA PAPER 76-7]  A76-18729
VELOCITY DISTRIBUTION  Botor aerodynamics. Wake equilibrating [AAAF-NT-75-18] F76-1  VERTICAL AIR CURREFTS  Airship stresses due to vertical velocity gradients and atmospheric turbulence  N76-1  VERTICAL TARROPP AIRCHAPT  Experimental investigation of multiple jet	Tenvironments and vulnerability  N76-14067  W  WAKES  Unsteady wake measurements of airfoils and cascades  [AIAA PAPER 76-7]  WEAPOB SYSTEMS  RPV - Perspectives of a military application
VELOCITY DISTRIBUTION  Botor aerodynamics. Wake equilibrating  [AMP-HT-75-18] F76-1  VERTICAL AIR CURRENTS  Airship stresses due to vertical velocity  gradients and atmospheric turbulence  N76-1  VERTICAL TAKEOFF AIRCRAFT  Experimental investigation of multiple jet  impingement flows applicable to VTOL aircraft	environments and vulnerability  N76-14067  WAKES  Unsteady wake measurements of airfoils and cascades  FO29  [AIAA PAPER 76-7]  WEAPON SYSTEMS  RPV - Perspectives of a military application [DGLR PAPER 75-024]  A76-18289
/BLOCITY DISTRIBUTION  Botor aerodynamics. Wake equilibrating [AAF-NT-75-18] F76-1  FERTICAL TAKEOFF AIRCHAFT  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft ground effect	environments and vulnerability  N76-14067  W  WAKES  Unsteady wake measurements of airfoils and cascades  [AIAA PAPER 76-7]  WEAPON SYSTEMS  RPV - Perspectives of a military application  [DGLR PAPER 75-024]  WEATERN
VELOCITY DISTRIBUTION  Botor aerodynamics. Wake equilibrating  [AMP-HT-75-18] F76-1  VERTICAL AIR CURRENTS  Airship stresses due to vertical velocity  gradients and atmospheric turbulence  N76-1  VERTICAL TAKEOFF AIRCRAFT  Experimental investigation of multiple jet  impingement flows applicable to VTOL aircraft	Tenvironments and vulnerability  N76-14067  W  WAKES  Unsteady wake measurements of airfoils and cascades  [AIAA PAPER 76-7] A76-18729  WEAPOB SYSTEMS  RPV - Perspectives of a military application  [DGLR PAPER 75-024] A76-18289  WEATHER  Briefs of fatal accidents involving weather as a
/BLOCITY DISTRIBUTION  Botor aerodynamics. Wake equilibrating [AAAF-NT-75-18] 876-1  FERTICAL AIR CURREFTS  Airship stresses due to vertical velocity gradients and atmospheric turbulence  N76-1  FERTICAL TARBOFF AIRCRAFT  Experimental investigation of multiple jet impingement flows applicable to VTOL aircraft ground effect [RH-605] N76-1	environments and vulnerability  W  WAKES Unsteady wake measurements of airfoils and cascades [AIAA PAPER 76-7] WEAPON SYSTEMS RPV - Perspectives of a military application [DGLR PAPER 75-024] A76-18289 WEATER HILD Briefs of fatal accidents involving weather as a cause/factor: US general aviation 1973 [PB-244524/5] 876-15132

WRIGHT AWALYSIS SUBJECT INDEX

WRIGHT AWALYSIS	9	ING OSCILLATIONS	
The basic characteristics of hybrid aircraft		Response of an airfoil to turbulence when	damping
structural design criteria and weight analy	ysıs	ıs moderate	176 46707
of airships for materials handling	76-15051	On the use of Pade approximants to represe	A76-16797
WINCHES	70 15051	unsteady aerodynamic loads for arbitrari	
LTA application of a long trailing wire high		motions of wings	-
speed/low weight reeling system	76-15035	[AIAA PAPER 76-17]	A76-18737
WIND TUNNEL TESTS	76- 15035	Measurements of oscillatory aerodynamic himoments from the response of a wind tunn	
T34C turboprop trainer spin development progr	ram	to turbulent flow comparing steady s	
	76-18654	response technique results on same model	
Langley facility for tests at Mach 7 of subset hydrogen-burning, airframe-integratable,		[ARC-CP-1317] ING PLANFORMS	N76-15094
scramjet models	•	A relaxation solution for transonic flow o	ver
[AIAA PAPER 76-11] A.	76-18732	three-dimensional jet-flapped wings	
Wind tunnel measurements of the trailing vor- development behind a sweptback wing - Effect		[AIAA PAPER 76-98]	A76-18789
simulated jet engines on the flow field		<pre>ING PROFILES   Potential flow past a biplane determin</pre>	ation of
	76-18770	lift distribution on wings	
Correlation of internal surface turbulence wi	ıth		A76-17001
far-field noise of the augmentor wing propulsive-lift concept		Recent contributions of German aeronautica research in the field of aircraft aerody	
	76-18778	[DGLR PAPER 75-036]	A76-18298
Icing testing in the large Modane wind tunnel		Evolution of the TriStar family	
reduced-scale model of a helicopter rotor	76 40070	Countries at matheda of moderating comments	A76-18700
An investigation of several NACA 1-series in	76-18872 Lets	Simplified methods of predicting aircraft moments due to vortex encounters	rolling
at Mach numbers from 0.4 to 1.29 for mass		[AIAA PAPER 76-61]	A76-18768
ratios near 1.0		A relaxation solution for transonic flow o	ver .
[NASA-TM-X-3324] Longitudinal aerodynamic characteristics of a	76-15084	three-dimensional jet-flapped wings [AIAA PAPER 76-98]	A76-18789
deflected-thrust propulsive-lift transport		On the computation of the transonic pertur	
wind tunnel tests of aircraft models of		flow field around two- and three-dimensi	
transport aircraft	76-15085	oscillating wings [AIAA PAPER 76-99]	A76-18790
[NASA-TH-X-3234]  Low speed wind tunnel investigation of a		INGS	M/0-10/90
four-engine upper surface blown model having		A nonlinear finite-element analysis of win	
swept wing and rectangular and D-shaped exi	haust	steady incompressible flows with wake ro	
nozzles [NASA-TN-D-8061] N7	76-15086 W	[AIAA PAPER 76-64]	A76-18771
Mated aerodynamic characteristics investigati		Balloon logging with the inverted skyline	
for 0.04-scale mcdel Boeing 747 CAM/externa	al		N76-15070
tank (model AX1284 E-5) combination in the University of Washington Aeronautical Labor	ratory		
F. K. Kirsten Wind Tunnel (CA11)	acor 1	X	
[NASA-CR-141835] N7		-24 AIRCRAPT	
The application of a surface flow-visualisation technique in flight compared to wind to		X-24B flight test program	A76-18659
tests	uner		E/0-18039
[ARC-R/M-3769] N7	76-15093	γ	
Measurements of oscillatory aerodynamic hinge moments from the response of a wind tunnel		AK 40 AIRCRAFT	
to turbulent flow comparing steady stat		The Soviet YAK-40 passenger aircraft	
response technique results on same model		configurations	
	76-15094	7 44 170cm	A76-18000
A wind tunnel test of symmetric loads on two wing-body combinations at Mach numbers 4 ar		C-14 AIRCRAFT A pilot's view of the YC-14 airplane	
noting water cooled six component strain		a part of the transfer of the	A76-18658
gage balance			
[FFA-TN-AU-636] Wind tunnel test techniques for the measurement	76-15106		
unsteady airloads on oscillating lifting sy	ystems		
and full-span models			
[DLR-FB-75~51] N7 Extended measurements of aerodynamic stabilit	76-15108		
limb dislodgement forces with the ACES-2	., and		
ejection seat			
[AD-A014432] Comparison of wind tunnel tests and flight to	76-15127		
of an executive aircraft	SIS		
[AAAP-NT-75-14] N7	76-15147		
WINDPOWERED GENERATORS			
Optimal configuration of rotor blades for horizontal wind energy converters			

N76-14113

N76-15087

WING LOADING

Thrust and wing loading requirements for short haul aircraft constrained by engine noise and field length

[NASA-TN-D-8144]

Low speed wind tunnel investigation of span load alteration, forward-located spoilers, and splines as trailing-vortex-hazard alleviation devices on a transport aircraft model

[NASA-TN-D-8133]

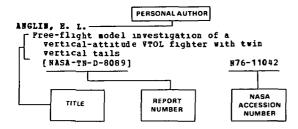
876-15

# PERSONAL AUTHOR INDEX

AERONAUTICAL ENGINEERING / A Special Bibliography (Suppl 69)

**APRIL 1976** 

#### Typical Personal Author Index Listing



Listings in this index are arranged alphabetically by personal author. The title of the document provides the user with a brief description of the subject matter The report number helps to indicate the type of document cited (e.g. NASA report translation NASA contractor report) The accession number is located beneath and to the right of the title e.g. N76 11042. Under any one author's name the accession numbers are arranged in sequence with the IAA accession numbers appearing first

A	
ADAMS, D. C.	
The 3000-HP roller gear transmission develo	pment
program. Volume 5: Aircraft tiedown to	sting
[AD-A014267]	N76-15469
AIKEN, T. N.	
Correlation of internal surface turbulence	With
<pre>far-field noise of the augmentor wing propulsive-lift concept</pre>	
[AIAA PAPER 76-79]	A76-18778
ALEXANDRE, A.	A/0-10//0
Evaluation of reactions of dwellers in air	ort
environs to aircraft noise	-010
	A76-18525
ALLAN, R. D.	
Advanced supersonic propulsion system techn	ology
study, phase 2	
[NASA-CR-134913]	N76-14129
ALLEGRE, J.	
Delta wings in a rarefied hypersonic air st	ream
with sweep angle and incidence effects	_
	A76-18873
ARDEMA, M. D.	
Preliminary estimates of operating costs for	) [
lighter than air transports	
ADDO D	N76-15017
Response of an airfoil to turbulence when of	lamnin <i>a</i>
is moderate	rambind
is moderate	A76-16797
ARMAND. C.	2.0 10737
Icing testing in the large Modape wind tunn	nel on a
reduced-scale model of a helicopter rotor	
<b>,</b>	A76-18872
ASANUBA, T.	
Viscous flow around a rotationally oscillat	:1hg
cırcular cylinder	
	A76-16745
Viscous flow around a transversally oscilla	sting
elliptic cylinder	
	A76-16746
Viscous flow around a rotationally oscillat	ing
circular cylinder	
[ISAS-532]	N76-14408
ASHER, N. J. Changes in helicopter reliability/maintains	h-1-4-
report report	sic
[AD-A014469]	N76-15148
[ 44 60 14403 ]	810-15140

Changes in helicopter reliability/maintains characteristics over time. Volume 2: Da submitted by helicopter manufacturers	bility ita
[AD-A014470] ASHILL, P. R.	N76-15149
A theoretical and experimental investigation	on of
the external-flow, jet-augmented flap [ABC-CP-1319]	N76-15095
ASIALA, C. F. High acceleration cockpit controller locati	.ons.
Volume 1: Program summary [AD-A014810]	N76-15155
High acceleration cockpit controller locati Volume 2: Test plan	.ons.
[AD-A014811] High acceleration cockpit controller locati	N76-15156 .ons.
Volume 3: Onsite pilot evaluations [AD-A014812]	N76-15157
AUSROTAS, R. A. Basic relationships for LTA economic analys	
-	N76-15016
Basic relationships for LTA technical analy	's1s N76-15026
B	
BALLEYGUIER, M. A.	
A practical concept for powered or tethered weight-lifting LTA vehicles	l
BARKE, V. N.	N76-15066
Balancing of rigid rotors and mechanisms	<b>A76-167</b> 82
BARLOW, J.  Inertia loading in finite element analysis	of
structures subject to compound motion	A76-17337
BARNES, A. G. Handling qualities specification deficience	.es
[AGARD-AR-89] BARROWS, T. M.	N76-15146
Simplified methods of predicting aircraft r	colling
moments due to vortex encounters [AIAA PAPER 76-61]	A76-18768
BAZILEVSKII, A. W.  Calculation of the aerodynamic loading on the blade of a main rotor in the general case	:he
blade of a main rotor in the general case helicopter flight	of
[AD-A014047] BEALE, R. B.	N76-14055
Turbine engine control synthesis. Volume 3	
Experimental engine identification and mo [AD-A014231] BECHERT, D:	N76-15168
On the amplification of broad band jet nois pure tone excitation	e by a
•	A76-17171
BEIER, G. J. Roles of airships in economic development	N76-15057
BBHSON, T. P. Evaluation of an OH-58A helicopter with an	Allison
250-C20B engine [AD-A013861]	N76-14117
BERNARD, J. P.	
The CPM56 turbojet engine - Progress in the reduction of engine noise	
BISGOOD, P. L.	<b>1</b> 76-18526
The application of a surface flow-visualisatechnique in flight	tion
[ARC-R/M-3769]	N76-15093

BISHOP, R. E. D. PERSONAL AUTHOR INDEX

BISHOP, R. B. D. On the modification of subsystems in structure dynamics	tural	CARLISLE, J. C. Impact damage effects on boron-aluminum co	mposites A76-16579
djadazos	A76-17249	CARSON, B. B.	270-10379
BLAGOSKIOUCV, V. I. Aeromechanics of supersonic flows past pow	er-law	An economic comparison of three heavy lift airborne systems	
bodies of revolution	A76-16675	CARSTENS, V.	N76-15023
BLAVY, A. Cabin finishing materials in civil passeng aircraft		Unsteady pressures on a harmonically oscil staggered cascade. Part 1: Incompressi [DLR-PB-75-57-PT-1]	
BOATRIGHT, W. B.	N76-14068	Unsteady pressures on a harmonically oscil staggered cascade. Part 2: Compressibl	lating,
Langley facility for tests at Mach 7 of su hydrogen-burning, airframe-integratable,		[DLR-PB-75-58-PT-2] CASABDJIAN, G.	N76-15111
scramjet models [AIAA PAPER 76-11]	A76-18732	Research on aircraft noise - Test methods	A76-18523
BOCK, C. C., JR. B-1 flight test progress report		CHARPIN, P. Icing testing in the large Modane wind tun.	
PARK 1 T	A76-18656	reduced-scale model of a helicopter roto	
BOHM, A. J.  Edge noise attenuation by porous-edge exte [AIAA PAPER 76-80]	nsions A76-18779	CHEN, B. Fatigue and airplanes	A76-18872
BORISOV, IU. IA.	270 10775	[AD-A014308]	N76-15151
Acoustic excitation of high-velocity jets	A76-16740	CHRISTOPHER, A. J.  Some aspects of smoke and fume evolution for	rom
BORK, P.		overheated non-metallic materials	N76 40070
The new Soviet airliner Jak-42	A76-17411	CIFFONE, D. L.	N76-14072
BOTTERI, B. P.		Vortex interactions in multiple vortex wake	es
Aircraft fire protection technology	N76-44077	behind aircraft	176 10760
BOUSQUET, J.	N76-14077	[AIAA PAPER 76-62] CLARK, F. B.	<b>∆</b> 76-18769
On the computation of two-dimensional tran	sonic	Elastic pitch beam tail rotor study for LO	<b>B</b> class
flow with boundary layer	N76-15104	helicopters	N76 1041E
[AAAF-NT-75-20] BOWLES, J. V.	N/0-15104	[AD-A013501] COLEMAN, G. T.	N76-14115
Thrust and wing loading requirements for s	hort	A correlation between pressure and heat tra	
haul aircraft constrained by engine nois field length		distributions at supersonic and hyperson	areeds
[NASA-TN-D-8144] BRAHNEY, J. H.	N76-14113	COOK, R. H.  Design and test of a highly-loaded three-si	t ano
Air cushion landing system /ACLS/ test pro the IC-8A	gram on	arial-flow compressor [AIAA PAPER 76-6]	A76-18728
BRAYBROOK, E. H.	A76-18657	CORMIER, K. R. The 3000-HP roller gear transmission develo	opment
Fighter design philosophy	A76-17343	program. Volume 3: Roller gear manufact [AD-A014135]	hure N76-15468
BRISTOW, D. R.  A new surface singularity method for multi airfoil analysis and design	-element	COUGHLIN, S. A study of design trade (OPPS) using a compared model	puter
[AIAA PAPER 76-20] BROADBERT, S.	A76-18739	The application of the airship to regions :	N76-15022 lacking
Testing Europe's Panavia MRCA	176 16401	in transport infrastructure	was 45050
BROWN, G. J.	A76-16491	COULMY, G.	ม76-15058
Remotely piloted LTA vehicle for surveilla BROWN, J. S.	nce N76-15072	Performance optimization and aerodynamics of propulsive and sustaining systems in cyc.  [AAAP-NT-75-5]	
LOTS of LTA applications	N76-15071	COURJARET, B. Rotor aerodynamics. Wake equilibrating	
BRUNER, G. The strategic bomber Rockwell B-1		[AAAF-NT-75-18] CRANE, R. L.	N76-15103
BUCCIARTINI, G.	A76-18874	Impact damage effects on boron-aluminum com	mposites A76-16579
Improvement of aircraft buffet characteris	tics N76-14030	CROOM, D. R. Low speed wind tunnel investigation of span	
BUCKANIE, B. M. Evaluation of an OH-58A helicopter with an 250-C20B engine	Allison	alteration, forward-located spoilers, and splines as trailing-vortex-bazard allevid	
[AD-A013861] BURGESS, B. H.	N76-14117	devices on a transport aircraft model [NASA-TN-D-8133]	N76-15087
Supersonics and the environment		D	
DREEDSTOF D 3	A76-18524		
BUTKEWICZ, P. J. Buffet analysis	N76-14026	DABBRA, MR.  The helicopter and the environment - Need is compromise	for a
Buffet flight test techniques		->	A76-18519
-	N76-14027	DANIELS, P. G.	
C		The flow about the trailing edge of a super oscillating aerofoil	
CABOT, L.		DAVENPORT, A. C.	A76-18164
Some aerodynamic problems raised by the air [AD-A014401]	rship N76-15119	The variable density aircraft concept	N76-15056
CADDY, H. J.		DEADRICK, P. J.	lel ing
NNEP: The Navy NASA Engine Program [NASA-TM-X-71857]	N76-14127	Some computational aspects of thin-wire mod	A76-16719

GARODZ, L. J. PERSONAL AUTHOR INDEX

DEDIEU, MR. The helicopter and the environment - Weed compromise	for a	F	
·	A76-18519	PALABSKI, H. D.	
Potential flow past a biplane	A76-17001	Correlation of internal surface turbulence far-field noise of the augmentor wing propulsive-lift concept	with
DIESPEROV, V. H. On the drag of bodies of revolution at tra		(AIAA PAPER 76~79) PBRGUSON, S. W., III	A76-18778
speeds	A76-18011	Fin design criteria for tail-rotor-off oper of the aerial scout helicopter	
DONELSON, J.  Changes in helicopter reliability/maintain characteristics over time. Volume 1: F		[ATAA PAPER 76-200]  PIALA, R.  Fire fighting agents for large aircraft fue	A76-18867
report [AD-A014469]	N76-15148	FISH, R. H.	N76-14080
Changes in helicopter reliability/maintain characteristics over time. Volume 2: I submitted by helicopter manufacturers	ata	Pire dynamics of modern aircraft from a mag	N76-14069
[AD-A014470] DOHLEYY, A. L. Historical quality assurance in titanium o	N76-15149	FISHBACH, L. H. NNEP: The Navy NASA Engine Program [NASA-TH-K-71857]	N76-14127
DOOLITTLE, D. B.	A76-17534	FORESCHING, H. Find tunnel test techniques for the measure	
Aerocrane: A hybrid LTA aircraft for aeri applications	al crane	unsteady airloads on oscillating lifting and full-span models	
DRANE, D. A.	N76-15063	[DLR-FB-75~51] POSTER, C. R.	N76-15108
Measurements of oscillatory aerodynamic himoments from the response of a wind tunn		Alrcraft noise - The United States government point of view	
to turbulent flow [ARC-CP-1317] DUCKWORTH, D. J.	N76-15094	PRECHOU, G. Ignition proofing of fuel tanks	A76-18522
Experiences at B.A.C. /H.A.D./ Ltd. with t casting	atanıum	PREEMAN, L. M.	N76-14064
DUNAVANT, J. C.	A76-17528	Separation ahead of controls on swept wing: [AD-A014240]	s N76-15117
A survey of leeside flow and heat transfer delta planform configurations		PREUDENTHAL, A. H. Reliability assessment of aircraft structure	res
[AIAA PAPER 76-118] DUNCAN, J. L.	A76-18803	based on probabilistic interpretation of scatter factor	
Long fluid filled bags suspended by line f	N76-15033	[AD-A014359] FRIESE, W. C.	N76-15486
The design and construction of the CAD-1 a DUNHAM, R. E., JR.	N76-15048	Development program for an aircraft reliab: and maintainability simulation (ARMS) mod Volume 1. Program description	del.
Low speed wind tunnel investigation of spa alteration, forward-located spoilers, an	nd	[AD-A014102] FU, K. H.	N76-15487
splines as trailing-wortex-hazard allevi devices on a transport aircraft model [NASA-TR-D-8133]	N76-15087	Theoretical investigation of the filling pi of a flexible parachute-payload system [DIR-FB-75-56]	N76-15109
DUROX, D.  Delta wings in a rarefied hypersonic air s	stream	G	
with sweep angle and incidence effects DUSSA, K.	A76-18873	GALLOWNY, T. L. Thrust and wing loading requirements for si	hort
Fire fighting agents for large aircraft fu	lel fires N76-14080	haul aircraft constrained by engine noise field length	e and
<b>E</b>		[NASA-TN-D-8144] GANIBY, R. P.	N76-14113
E BAST, L. F.		Resonance wibrations of a rotor on an elas- with allowance for dry friction	
Measurements of the three-dimensional incompressible turbulent boundary layer	induced	GARBETT, G. H. The Soviet YAK-40	A76-16635
on the surface of a slender delta wing b leading-edge vortex [ARC-R/M-3768]	N76-15092	GARDNER, G. P.	A76-18000
EHLERS, F. E. On the computation of the transonic pertur		The 3000-HP roller gear transmission developrogram. Volume 3: Roller gear manufac	
flow field around two- and three-dimensi oscillating wings		[AD-A014135] The 3000-HP roller gear transmission development	N76-15468 opment
[AIAA PAPER 76-99] EICHEBBAUH, P. D.	A76-18790	program. Volume 5: Aircraft tiedown to [AD-A014267]	esting N76-15469
Evaluation of 3-D turbulence techniques for designing aircraft [AD-A013927]	N76-14119	GARDWER, L. Wide-cut versus kerosene fuels: Fire safe other operational aspects	ty and
EL-RAMLY, 2. Wind tunnel measurements of the trailing w		Flame propagation in aircraft vent systems	N76-14062 during
development behind a sweptback wing - Ef simulated jet engines on the flow field	fect of	refuelling	พ76-14066
[AIAA PAPER 76-63] ERICSSON, L. B.	A76-18770	GARODE, L. J.  Plight test investigation of the vortex wa	
Nonlinear slender wing aerodynamics [AIAA PAPER 76-19]	A76-18738	characteristics behind a Boeing 727 during two-segment and normal ILS approaches	ng N76-14046
EULER, A. J.  Extended measurements of aerodynamic stabilimb dislodgement forces with the ACES-2		[ NASA-TH-I-72908]	B/0-14046
ejection seat [AD-A014432]	N76-15127		

GAUKROGER, D. R. PERSONAL AUTHOR INDEX

		HANSEN, W. G.	
GAUKROGER, D. R. Measurements of oscillatory aerodynamic hi	nge	The use of titanium castings to produce a c	complex
moments from the response of a wind tunn	el model	shaped intermediate casing of MRCA engine	
to turbulent flow [ARC-CP-1317]	N76-15094	HANUS, G. J.	A76-16543
GEORGE, L. L.	110 15054	Turbine vane leading edge gas film cooling	with
Integrated aerospace engine management.		spanwise angled coolant holes	
Foundations in estimation and prediction engine removals	of		A76-18754
[AD-A014368]	N76-15170	HARPER, H.  A semibuoyant vehicle for general transport	cation
GERSHMAN, S. G.		missions	
Experimental investigation of some statist		HADDEG A D	ท76-15052
vibration characteristics of an aircraft	A76-16698	HARRIS, A. B. Simulation techniques for pylon-mounted tur	ho-fan
GILSON, C.	2.0 .0030	engines, volume 1	. DO LUL
Testing Europe's Panavia MRCA		[ARA-36-VOL-1]	N76-14133
CTIUPP U .I .ID	A76-16491	HARRIS, G. L. Remotely piloted LTA vehicle for surveillar	
GILWER, W. J., JR.  Fire dynamics of modern aircraft from a ma	terials	Remoterly prioted big vehicle for surveilled	N76-15072
point of view		HARSHA, P. T.	
CIDARIM D	N76-14069	Jet noise: A survey and a prediction for s	ubsonic
GIRAULT, D.  Thermal effects in gas turbine rotors and	stators	flows [AD-A013794]	N76-14134
during transient modes of operation. I		HARTHOORE, R.	
	A76-16762	Comparative airship economics	
GODFRIED, L. M. Critical evaluation of todays fireproof te	sting of	HAVILL, C. D.	N76-15018
aerospace materials	Sting Of	A semibuoyant vehicle for general transport	ation
	N76-14070	missions	
GOBBEL, E. The Alpha Jet Program		HAWKER, F. W.	N76-15052
[DGLR PAPER 75-014]	A76-18281	Extended measurements of aerodynamic stabil	ity and
GOLDHANNER, M. I.		limb dislodgement forces with the ACES-2	
A lifting surface theory for the analysis	of	ejection seat	N76-15127
nonplanar lifting systems [AIAA PAPER 76-16]	A76-18736	[AD-A014432] HEFFLEY, R. K.	N/6-1512/
GOLOHAZOV, M. H.		A STOL arrworthiness investigation using	
A numerical method for calculating		simulations of representative STOL aircra	
three-dimensional flows past blunted bod: a separated shock wave	les with	[NASA-TM-K-62498] HEILHANN, K.	N76-14045
a boparacoa bassa arro	A76-16940	RPV - Perspectives of a military application	n
GOODHAN, J. S.	_		A76-18289
Aircraft noise definition. Phase 1: Anal the existing data for the DC-8, DC-9 and		Recent contributions in research and develo	nmen+
aircraft	DC 10	work on turbojet propulsion	pmenc
[AD-A016278/4]	N76-14126	[DGLR PAPER 75-038]	A76-18300
GOSLING, G. Studies in the demand for short haul air		HERTRICH, H.  The entire program for aeronautical research	sh and
transportation		technology of the federal government duri	
[ NASA-CR-137764]	N76-14058	period from 1975 to 1978	-
GRIGORIAN, S. S. Aeromechanics of supersonic flows past power	an-lav		A76-18285
bodies of revolution	er-raw	HIDALGO, G. C. Roles of airships in economic development	
	A76-16675		
GRODZOVSKII, G. L.			N76-15057
	1	HIGGINS, G. F.	
Aeromechanics of supersonic flows past power	er-law	Changes in helicopter reliability/maintaina	bility
	er-law A76-16675		bility
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P.		Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469]	bility sic N76-15148
Aeromechanics of supersonic flows past power bodies of revolution	A76-16675	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Bareport [AD-A014469] Changes in helicopter reliability/maintaina	ability asic N76-15148 ability
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P.		Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469]	ability asic N76-15148 ability
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of sui	N76-16675 N76-14087 bscale,	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Bareport [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Dasubmitted by helicopter manufacturers [AD-A014470]	ability asic N76-15148 ability
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suintropen burning, airframe-integratable,	N76-16675 N76-14087 bscale,	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers [AD-A014470] HILL, W. G., JR.	ability asic N76-15148 ability
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suinty hydrogen-burning, airframe-integratable, scramjet models	N76-16675 N76-14087 bscale,	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers [AD-A014470] HILL, W. G., JR. Experimental investigation of multiple jet	nbility sic N76-15148 nbility ta N76-15149
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suintrangen-burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]  GYEKINA, N. B.	A76-16675 N76-14087 bscale,	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers [AD-A014470] HILL, W. G., JR. Experimental investigation of multiple jet impingement flows applicable to VTOL aircoground effect	hbility issic N76-15148 hbility ta N76-15149
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of supersonic burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]	A76-16675 N76-14087 bscale, A76-18732	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers [AD-A014470] HILL, W. G., JR. Experimental investigation of multiple jet impingement flows applicable to VTOL aircoground effect [RM-605]	nbility sic N76-15148 nbility ta N76-15149
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suintrangen-burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]  GYEKINA, N. B.	A76-16675 N76-14087 bscale,	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Bareport [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Dasubmitted by helicopter manufacturers [AD-A014470] HILL, W. G., JR. Experimental investigation of multiple jet impingement flows applicable to VTOL aircoground effect [RM-605] HIRSCH, C.	N76-15148 N76-15148 N76-15149 N76-15149
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suinty hydrogen-burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]  GYEKINA, W. B. Acoustic excitation of high-velocity jets	A76-16675 N76-14087 bscale, A76-18732	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers [AD-A014470] HILL, W. G., JR. Experimental investigation of multiple jet impingement flows applicable to VTOL airc ground effect [RM-605] HIRSCH, C. A finite element method for the axisymmetric computation in a turbomachine	N76-15148 N76-15149 N76-15149 N76-14110 Oc flow
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suinydrogen-burning, airframe-integratable, scramjet models [AIRA PAPER 76-11]  GYEKINA, B. M. Acoustic excitation of high-velocity jets	A76-16675 N76-14087 bscale, A76-18732	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers [AD-A014470] HILL, W. G., JR. Experimental investigation of multiple jet impingement flows applicable to VTOL aircoground effect [RM-605] HIRSCH, C. A finite element method for the axisymmetric computation in a turbomachine	N76-15148 N76-15148 N76-15149 N76-15149
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suin hydrogen-burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]  GYEKINA, W. B. Acoustic excitation of high-velocity jets	A76-16675 N76-14087 bscale, A76-18732	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR.  Experimental investigation of multiple jet impingement flows applicable to VTOL airc ground effect  [RM-605] HIRSCH, C.  A finite element method for the axisymmetricomputation in a turbomachine	N76-15148 tbility ta N76-15149 traft in N76-14110 or flow A76-17332
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suinydrogen-burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]  GYEKINA, W. M. Acoustic excitation of high-velocity jets  HACKNEY, L. R. M. Airship economics	A76-16675 N76-14087 bscale, A76-18732 A76-16740	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers [AD-A014470] HILL, W. G., JR. Experimental investigation of multiple jet impingement flows applicable to VTOL aircoground effect [RM-605] HIRSCH, C. A finite element method for the axisymmetricomputation in a turbomachine  HIXSOH, W. C. Orientation-error accidents in regular army aircraft during fiscal year 1971: Relati	N76-15148 N76-15149 N76-15149 Fraft in N76-14110 C flow A76-17332
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suinty hydrogen-burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]  GYEKINA, B. B. Acoustic excitation of high-velocity jets  HACKMEY, L. R. B. Airship economics  Airship logistics: The LTA vehicle; a total	A76-16675 N76-14087 bscale, A76-18732 A76-16740	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR.  Experimental investigation of multiple jet impingement flows applicable to VTOL airc ground effect  [RM-605] HIRSCH, C.  A finite element method for the axisymmetricomputation in a turbomachine  HIXSOH, W. C.  Orientation-error accidents in regular army aircraft during fiscal year 1971: Relationednee and cost	N76-15148 tb1lity ta N76-15149 raft in N76-14110 cc flow A76-17332
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suinydrogen-burning, airframe-integratable, scramjet models [AIRA PAPER 76-11]  GYEKINA, W. M. Acoustic excitation of high-velocity jets  HACKNEY, L. R. M. Airship economics	A76-16675 N76-14087 bscale, A76-18732 A76-16740 N76-15020 Al cargo	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR.  Experimental investigation of multiple jet impingement flows applicable to VTOL airc ground effect  [RM-605] HIRSCH, C.  A finite element method for the axisymmetric computation in a turbomachine  HIXSON, W. C.  Orientation-error accidents in regular army aircraft during fiscal year 1971: Relatincidence and cost  [AD-A014423]	N76-15148 N76-15149 N76-15149 Fraft in N76-14110 C flow A76-17332
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suinty hydrogen-burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]  GYEKINA, B. B. Acoustic excitation of high-velocity jets  HACKMEY, L. R. B. Airship economics  Airship logistics: The LTA vehicle; a total	A76-16675 N76-14087 bscale, A76-18732 A76-16740	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR.  Experimental investigation of multiple jet impingement flows applicable to VTOL airc ground effect  [RM-605] HIRSCH, C.  A finite element method for the axisymmetricomputation in a turbomachine  HIXSOH, W. C.  Orientation-error accidents in regular army aircraft during fiscal year 1971: Relationednee and cost	N76-15148 hbility ta N76-15149 rraft in N76-14110 cc flow A76-17332 UH-1 ve
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of supersonic models [AIAA PAPER 76-11]  GYMKIMA, W. M. Acoustic excitation of high-velocity jets  HACKHEY, L. R. M. Airship economics Airship logistics: The LTA vehicle; a total system  HALL, G. W. Flight investigation of fighter side-stick	A76-16675 N76-14087 bscale, A76-18732 A76-16740 N76-15020 Al cargo	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR.  Experimental investigation of multiple jet impingement flows applicable to VTOL airc ground effect  [RM-605] HIRSCH, C.  A finite element method for the axisymmetric computation in a turbomachine  HIXSON, W. C.  Orientation-error accidents in regular army aircraft during fiscal year 1971: Relatincidence and cost  [AD-A014423] HO, T. L.  Evaluation of materials and design modification arcraft brakes	N76-15148 N76-15149 N76-15149 Craft in N76-14110 Cc flow A76-17332 UH-1 Ve
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of sull hydrogen-burning, airframe-integratable, scramjet models [AIAA PAPER 76-11]  GYBKINA, N. M. Acoustic excitation of high-velocity jets  HACKBEY, L. R. M. Airship logistics: The LTA vehicle; a total system  HALL, G. W. Flight investigation of fighter side-stick force-deflection characteristics	A76-16675 N76-14087 bscale, A76-18732 A76-16740 N76-15020 Al cargo	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR. Experimental investigation of multiple jet impingement flows applicable to VTOL aircoground effect  [RM-605] HIRSCH, C. A finite element method for the axisymmetricomputation in a turbomachine  HIXSON, W. C. Orientation-error accidents in regular army aircraft during fiscal year 1971: Relatinicadence and cost  [AD-A014423] HO, T. L. Evaluation of materials and design modification aircraft brakes  [NASA-CR-134896]	N76-15148 hbility ta N76-15149 rraft in N76-14110 cc flow A76-17332 UH-1 ve
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of supersonic models [AIAA PAPER 76-11]  GYMKINA, W. M. Acoustic excitation of high-velocity jets  HACKHEY, L. R. M. Airship economics Airship logistics: The LTA vehicle; a total system  HALL, G. W. Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926]  HABILTOR, B. I. L.	A76-16675  N76-14087  bscale,  A76-18732  A76-16740  N76-15020  al cargo  N76-15059	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR.  Experimental investigation of multiple jet impingement flows applicable to VTOL airc ground effect  [RM-605] HIRSCH, C.  A finite element method for the axisymmetric computation in a turbomachine  HIXSON, W. C.  Orientation-error accidents in regular army aircraft during fiscal year 1971: Relatincidence and cost  [AD-A014423] HO, T. L.  Evaluation of materials and design modification arcraft brakes	N76-15148 hbility ta N76-15149 raft in N76-14110 c flow A76-17332 UH-1 ve N76-15126 httons N76-14464
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of suinty for Mach 11 of suinty for superson for tests at Mach 7 of suinty for superson for high-velocity jets  HACKNEY, L. R. H. Airship logistics: The LTA vehicle; a total system  HALL, G. W. Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926]  HAMILTOW, B. I. L. The operational problems encountered during	A76-16675  N76-14087  bscale,  A76-18732  A76-16740  N76-15020  al cargo  N76-15059	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR.  Experimental investigation of multiple jet impingement flows applicable to VTOL aircoground effect  [RM-605] HIRSCH, C.  A finite element method for the axisymmetricomputation in a turbomachine  HIXSON, W. C.  Orientation-error accidents in regular army aircraft during fiscal year 1971: Relatinicadence and cost  [AD-A014423] HO, T. L.  Evaluation of materials and design modification for aircraft brakes  [NASA-CR-134896] HOAD, D. R.  Longitudinal aerodynamic characteristics of deflected-thrust propulsive-lift transpor	N76-15148 hbility ta N76-15149 raft in N76-14110 c flow A76-17332 UH-1 ve N76-15126 ttions N76-14464
Aeromechanics of supersonic flows past power bodies of revolution  GUILLEVIC, P. Crash of the PP-VJZ aircraft  GUY, R. W. Langley facility for tests at Mach 7 of supersonic models [AIAA PAPER 76-11]  GYMKINA, W. M. Acoustic excitation of high-velocity jets  HACKHEY, L. R. M. Airship economics Airship logistics: The LTA vehicle; a total system  HALL, G. W. Flight investigation of fighter side-stick force-deflection characteristics [AD-A013926]  HABILTOR, B. I. L.	A76-16675  N76-14087  bscale,  A76-18732  A76-16740  N76-15020  al cargo  N76-15059	Changes in helicopter reliability/maintaina characteristics over time. Volume 1: Ba report  [AD-A014469] Changes in helicopter reliability/maintaina characteristics over time. Volume 2: Da submitted by helicopter manufacturers  [AD-A014470] HILL, W. G., JR.  Experimental investigation of multiple jet impingement flows applicable to VTOL aircoground effect  [RM-605] HIRSCH, C.  A finite element method for the axisymmetricomputation in a turbomachine  HIXSON, W. C.  Orientation-error accidents in regular army aircraft during fiscal year 1971: Relatinedance and cost  [AD-A014423] HO, T. L.  Evaluation of materials and design modification for aircraft brakes  [NASA-CR-134896] HOAD, D. R.  Longitudinal aerodynamic characteristics of deflected-thrust propulsive-lift transport	N76-15148 hbility tta N76-15149 raft in N76-14110 c flow A76-17332 UH-1 ve N76-15126 ttions N76-14464

PERSONAL AUTHOR INDRY LICUS, J. J.

HOHLWEG, W. C.			
Low speed wind tunnel investigation of a		ĸ	
four-engine upper surface blown model l swept wing and rectangular and D-shaped		Kabapabi, a.	
nozzles (MASA-TN-D-8061)	N76-15086	An analysis of short haul airline operating [NASA-CR-137763]	g costs 1876-14057
HORSBRUGH, P. Environc implications of lighter than as		Studies in the demand for short haul air transportation	210 14037
transportation	N76-15062	[NASA-CR-137764] KASECHUK, A. I.	N76-14058
HOSIER, R. B.	870 13002	Experimental vibration-damping study for f.	lat
Some comparisons of the flyover noise		aircraft-skin panels	126 16200
characteristics of DC-9 aircraft having and hardwalled JT8D engines, with speci		KAUPHAH, L. G., II	A76-16390
reference to measurement and analysis   [NASA-TH-X-72804]		Separation ahead of controls on swept wing: [AD-A014240]	s N76-15117
HOWELL, M. H.	for	KEATING, S. J., JR.  The transport of nuclear power plant compo-	non+c
Experimental aerodynamic characteristics slender bodies with thin wings at angle		The clansport of nuclear power prant component	N76-15060
attack from 0 deg to 58 deg and mach no	nmbers	KEHNEDY, P. B.	
from 0.6 to 2.0 [NASA-TM-X-3309]	N76-15080	Evaluation of materials and design modification for aircraft brakes	ations
HUMMEL, D.	#70-15000	[NASA-CR-134896]	N76-14464
Recent contributions of German aeronautic		KLBIBER, H. J.	
research in the field of aircraft aeroc	dynamics A76-18298	The design and construction of the CAD-1 a	17501P N76-15048
HUTTON, G. B.	270 10250	KNAUER, K.	5040
Measurements of oscillatory aerodynamic l		The status of MRCA flight tests	176 40000
moments from the response of a wind ture to turbulent flow	uner moder	[DGLR PAPER 75-013] KORITYSSKII, IA. I.	A76-18280
[ARC-CP-1317]	N76-15094	Balancing of rigid rotors and mechanisms	
HINES, C. S.		TORE 1 O	A76-16782
A STOL airworthiness investigation using simulations of representative STOL airc	craft	KORN, A. C. Unmanned powered balloons	
[ NASA-TM-X-62498 ]	N76-14045	-	N76-15064
•		KOURTIDES, D. A. Fire dynamics of modern aircraft from a ma	terrals
i i		point of view	CCLICIO
IDEN, D. J.		**************************************	N76-14069
Airfield parameter study and categorizating related to aircraft ground fire suppres		KOZLIANINOV, T. P. Balancing of rigid rotors and mechanisms	
rescue	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,	A76-16782
[AD-A014225]	N76-15125	KRASHENINNIKOVA, N. L.	o=-1 ou
ILIPP, K. W. Subsonic stability and control derivative	es for an	Aeromechanics of supersonic flows past pow- bodies of revolution	er-la#
unpowered, remotely piloted 3/8-scale 1	P-15		A76-16675
<pre>airplane model obtained from flight tes [NASA-TN-D-8136]</pre>	st N76-15176	KRINGS, J. E. F-15A spin tests	
IVABOV, M. IA.	11.0 13110	1 13h Spin Ceses	A76-18652
Solution of two- and three-dimensional pr	coblems	KUCHAR, A. P.	
involving transonic flows past bodies	A76-16937	An analysis of jet aircraft engine exhaust entrance profiles, accountability and ef	
		[AIAA PAPER 76-152]	A76-18831
J		<pre>KULINICZ, K. Limited-energy hydraulic starting system</pre>	
JACOBSON, I. D.			A76-17006
General aviation technology assessment [NASA-CR-145979]	v76 10000		
JAQUES, W. J.	N76-14089	L	
Impact damage effects on boron-aluminum		LARSON, E.	
JENKINS, R. C.	A76-16579	A wind tunnel test of symmetric loads on twing-body combinations at Mach numbers 4	
Experimental investigation of multiple je	et	[FPA-TN-AU-636]	N76-15106
impingement flows applicable to VTOL an	rcraft in	LASHKOV, IU. A.	
ground effect [RM-605]	N76-14110	Aeromechanics of supersonic flows past pow- bodies of revolution	er-ram
JEEKS, J. B., JR.			A76-16675
Evaluation of an OB-58A helicopter with a 250-C20B engine	n Allison	LAVAL, P. Calculation of unsteady transonic flow pas	+ an
[AD-A013861]	N76-14117	oscillating airfoil by a method of fract.	
JEWEL, J. W., JR.		steps	4
A review of the NASA V-G/VGH general avia program	ition	[ONERA, TP NO. 1975-115] LECUYER, H. R.	A76-17503
[NASA-TN-D-8058]	N76-15083	Turbine vane leading edge gas film cooling	with
JOHNSON, W. G., JR. Aerodynamic characteristics of a powered,		spanwise angled coolant holes [AIAA PAPER 76-43]	A76-18754
externally blown flap STOL transport mo		LEBUAH, J. H.	E/0 18/34
two engine simulator sizes		A STOL airworthiness investigation using	
[NASA-TN-D-8057] JORGENSEN, L. H.	N76-15088	simulations of representative STOL aircra [NASA-TM-X-62498]	aft N76-14045
Experimental aerodynamic characteristics	for	LEVIT, B. E.	14043
slender bodies with thin wings at angle	es of	Balancing of rigid rotors and mechanisms	196 46905
attack from 0 deg to 58 deg and Mach nu from 0.6 to 2.0	ımDers	LICUS, J. J.	A76-16782
[NASA-TM-X-3309]	N76-15080	Radial ply aircraft tires: Design, constr	uction,
		and testing [AD-A013837]	N76-14116
		[25 24 1202 1]	

LIBN, D. A.		MARCUS, H. S.	
The development of a two-dimensional, high		An approach to market analysis for lighter	than
endurance airfoil with given thickness		air transportation of freight	
distribution and Reynolds number	N76-15153	Mancacon D 1	N76-15024
[AD-A014126] LIPSHITS, IU. B.	7 CC1 C1 -01 M	MARGASON, R. J.  Alrcraft aerodynamic design and evaluation	most hodo
On the drag of bodies of revolution at trai	nsonic	[AIAA PAPER 76-15]	A76-18735
speeds		MARTIN, D. J.	270 10733
******	A76-18011	Radial ply aircraft tires: Design, constr	uction.
LOCKEBOUR, J. L.		and testing	
Stability and control status for current fi	ıghters	[AD-A013837]	N76-14116
	N76-14023	MATTES, R. E.	
Stability and control potential for future		High acceleration cockpit controller locat:	lons.
	N76-14024	Volume 1: Program summary	
LOVE, H. V.		[AD-A014810]	N76-15155
X-24B flight test program	176 10650	High acceleration cockpit controller locat:	lons.
TOT 6 1	A76-18659	Volume 3: Onsite pilot evaluations	N76_15157
LOY, S. L. High acceleration cockpit controller locati	ions.	[AD-A014812] HATVBEV, V. V.	N76-15157
Volume 2: Test plan	LONDI	Experimental vibration-damping study for fi	lat
[AD-A014811]	N76-15156	aircraft-skin panels	
LUU, T. S.			A76-16390
Performance optimization and aerodynamics of	of	MATZ, R. J.	
propulsive and sustaining systems in cycl		Turbine engine exhaust nozzle performance	vith
[ AAAF-NT-75-5 ]	N76-15099	nonuniform inlet flow	
		[AD-A014261]	N76-15169
M		MAX, H.	
<del>-</del> -		Influence of configuration factors on buffe	
<pre>HACDOHALD, J. A. Fire protection of fuel systems in combat a</pre>	arcraft	MAYER, B. J.	N76-14029
	N76-14076	LTA structures and materials technology	
HACKRODT, P. A.	110 14010	Bia believed and according toolinging	N76-15036
Some aspects of hybrid-zeppelins		MAZZA, C. J.	
• • • • • • • • • • • • • • • • • • • •	N76-15054	The effects of selected modern technological	11
MADDEN, R. T.		concepts on the performance and handling	
Effect of present technology on airship cap	abilities	characteristics of LTA vehicles	
	N76-15019		พ76-15027
MAESTRATI, J.		MCNAMARA, W. J.	
Comparison of wind tunnel tests and flight	tests	Generic airborne fire suppression system	
of an executive aircraft	N76-15147	[AD-A014226]	N76-15123
[AAAP-NT-75-14] HAESTRELLO, L.	N 70-15147	MCPHERSON, R. L. A pilot's view of the YC-14 airplane	
		a prior a view of the 10 14 dispidite	A76-18658
Measured response of a complex structure to supersonic turbulent boundary layers	,	MEISTER. N.	
supersonic turbulent boundary layers	A76-18780	MEISTER, N. Multi role combat aircraft /MRCA/ progress	report
supersonic turbulent boundary layers		MEISTER, N. Multi role combat aircraft /MRCA/ progress	report A76-18655
supersonic turbulent boundary layers [AliA PAPER 76-83] MAGHUSON, J. Hanufacturing of titanium airframe componen	A76-18780	Multi role combat aircraft /MRCA/ progress MENKE, J. A.	A76-18655
supersonic turbulent boundary layers [AIAA PAPER 76-83] MAGNUSOH, J. Hanufacturing of titanium airframe componen hot isostatic pressing	A76-18780	<pre>Multi role combat aircraft /MRCA/ progress MENKE, J. A.     A revolutionary and operational tethered as</pre>	A76-18655
supersonic turbulent boundary layers [AIAA PAPER 76-83] MAGNUSON, J. Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]	A76-18780	Multi role combat aircraft /MRCA/ progress MENKE, J. A.	A76-18655 erostat
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supersonic turbulent boundary layers [AliA PAPER 76-83]  MAGNUSON, J.  Hanufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAM, S.  On the modification of subsystems in struct	A76-18780 ats by N76-15154	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered ac system illustrating new LTA technology  MERTAUGH, L. J., JR.	A76-18655 erostat N76-15067
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe componen hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics	A76-18780 ats by N76-15154 ural	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development	A76-18655 erostat N76-15067
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGHUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics	A76-18780 ats by N76-15154	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetry.	A76-18655 erostat N76-15067
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSOH, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.	A76-18780 ats by N76-15154 ural	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development	A76-18655 erostat N76-15067 t of the etrical
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank	A76-18780 ats by N76-15154 ural	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span	A76-18655 erostat N76-15067
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability	A76-18780 ats by N76-15154 ural	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetry.	A76-18655 erostat N76-15067 c of the etrical N76-15076
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability	A76-18780 ats by N76-15154 aural A76-17249	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accepted as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKRAILOV, P. D.	A76-18655 erostat N76-15067 c of the etrical N76-15076 er-law
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGHUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIRRSPERGER, W. P.  Design aspects of zeppelin operations from	A76-18780  ats by  N76-15154  aral  A76-17249	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accepted as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution	A76-18655 erostat N76-15067 c of the etrical N76-15076
supersonic turbulent boundary layers [AITA PAPER 76-83]  MAGNUSOH, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories	A76-18780 ats by N76-15154 ara1 A76-17249 N76-14067 case	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accepted as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.	A76-18655 erostat N76-15067 of the etrical N76-15076 er-law
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories	A76-18780  ats by  N76-15154  aral  A76-17249	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction	A76-18655 erostat N76-15067 c of the etrical N76-15076 er-law A76-16675
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. E.	A76-18780  ats by  N76-15154  aral  A76-17249  N76-14067  case  N76-15040	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accepted as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction RTOL aircraft into commercial air transpo	A76-18655 erostat N76-15067 c of the etrical N76-15076 er-law A76-16675
supersonic turbulent boundary layers [AlTA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. E.  Subsonic stability and control derivatives	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction	A76-18655 erostat N76-15067 of the etrical N76-15076 er-law A76-16675 of
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, renotely piloted 3/8-scale P-1	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transpossystems	A76-18655 erostat N76-15067 c of the etrical N76-15076 er-law A76-16675
supersonic turbulent boundary layers [AITAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIRESPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test.	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an 5	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accepted and system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.	A76-18655 erostat N76-15067 c of the etrical N76-15076 er-law A76-16675 h of ortation A76-16845
supersonic turbulent boundary layers [AITAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIRRSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transpossystems	A76-18655 erostat N76-15067 e of the etrical N76-15076 er-law A76-16675 h of of of the etrical A76-16845 deling
supersonic turbulent boundary layers [AITAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAN, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIRESPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test.	A76-18780  ats by  N76-15154  ara1  A76-17249  N76-14067  case  N76-15040  for an  5	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accepted and system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.	A76-18655 erostat N76-15067 c of the etrical N76-15076 er-law A76-16675 h of ortation A76-16845
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an  5  N76-15176	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model.	A76-18655 erostat N76-15067 c of the etrical N76-15076 er-law A76-16675 h of of ortation A76-16845 deling A76-16719
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supersonic turbulent boundary layers [AIAA PAPER 76-83]  **HAGHUSON, J.**  **Hanufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  **HAHLINGAM, S.**  On the modification of subsystems in struct dynamics  **HAHOOD, L.**  Dynamic modeling of aircraft fuel tank environments and vulnerability  **HAIERSPERGER, W. P.**  Design aspects of zeppelin operations from histories  **HAINE, R. E.**  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  **HAIAVARD, L.**  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  **HALMUTH, B. D.**  A relaxation solution for transonic flow ow three-dimensional jet-flapped wings [AIAA PAPER 76-98]	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an  5  N76-15176  af  ac mode  N76-15099	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered ac system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model of the symmetric problem in the symme	A76-18655 erostat  N76-15067 c of the etrical  N76-15076 er-law  A76-16675 a of of thation  A76-16845 deling A76-16719 deling A76-15166 erostation  N76-15166
supersonic turbulent boundary layers [AIAA PAPER 76-83]  HAGHUSOH, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  HAHALINGAM, S.  On the modification of subsystems in struct dynamics  HAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  HAINE, R. B.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  HALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycle [AAAF-NT-75-5]  HALMUTH, B. D.  A relaxation solution for transonic flow over three-dimensional jet-flapped wings [AIAA PAPER 76-98]  HALZETEV, A.	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an  5  N76-15176  atc. mode  N76-15099  er  A76-18789	Multi role combat aircraft /MRCA/ progress  BENKE, J. A.  A revolutionary and operational tethered accepted and system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model.  MILLER, N. E.  Turbine engine control synthesis. Volume 1 (AD-A014229)  Turbine engine control synthesis. Volume 2 (AD-A014230)  Turbine engine control synthesis. Volume 2 (AD-A014230)  Turbine engine control synthesis. Volume 2 (AD-A014230)	A76-18655 erostat N76-15067 e of the etrical N76-15076 er-law A76-16675 A of of of ottation A76-16845 deling A76-16719 :: ation N76-15166 :: N76-15167
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, renotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  MALMUTH, B. D.  A relaxation solution for transonic flow over three-dimensional jet-flapped wings [AIAA PAPER 76-98]  MALZEYEV, A.  Bil Bi-24 - The first Soviet combat helicopersone in the second of t	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an  5  N76-15176  atc. mode  N76-15099  er  A76-18789	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, B. K.  Some computational aspects of thin-wire model of the symmetry of the symmetry of the symmetry of the symmetry of the introduction RTOL aircraft into commercial air transposystems  MILLER, B. K.  Some computational aspects of thin-wire model of the symmetry o	A76-18655 erostat N76-15067 of the etrical N76-15076 er-law A76-16675 of of of ottation A76-16845 deling A76-15166 er N76-15167 er Station N76-15167 er Station N76-15167
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, renotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  MALMUTH, B. D.  A relaxation solution for transonic flow over three-dimensional jet-flapped wings [AIAA PAPER 76-98]  MALZEYEV, A.  Bil Bi-24 - The first Soviet combat helicopersone in the second of t	A76-18780  ats by  N76-15154  ara1  A76-17249  N76-14067  case  N76-15040  for an  5  N76-15176  ats  ats  n76-15099  for  A76-18789	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accepted and system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKRAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model optimal controller synthesis. Volume of Ab-A014229]  Turbine engine control synthesis. Volume of Ab-A014230]  Turbine engine control synthesis. Volume of Ab-A014231]	A76-18655 erostat N76-15067 e of the etrical N76-15076 er-law A76-16675 A of of of ottation A76-16845 deling A76-16719 :: ation N76-15166 :: N76-15167
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, renotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  MALMUTH, B. D.  A relaxation solution for transonic flow over three-dimensional jet-flapped wings [AIAA PAPER 76-98]  MALZEYEV, A.  Bil Bi-24 - The first Soviet combat helicop  MANKE, J. A.  Y-24B flight test program	A76-18780 ats by N76-15154 ara1 A76-17249 N76-14067 case N76-15040 for an 5 N76-15176 at	MENKE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, B. K.  Some computational aspects of thin-wire model of the symmetry of the symmetry of the symmetry of the symmetry of the introduction RTOL aircraft into commercial air transposystems  MILLER, B. K.  Some computational aspects of thin-wire model of the symmetry o	A76-18655 erostat N76-15067 of the etrical N76-15076 er-law A76-16675 of of of ottation A76-16845 deling A76-15166 er N76-15167 er Station N76-15167 er Station N76-15167
supersonic turbulent boundary layers [AIAA PAPER 76-83]  HAGHUSON, J.  Hanufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  HAHALINGAM, S.  On the modification of subsystems in struct dynamics  HAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  HAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  HAINE, R. E.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  HALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  HALMUTH, B. D.  A relaxation solution for transonic flow ow three-dimensional jet-flapped wings [AIAA PAPER 76-98]  HALZBIEV, A.  Hil Hi-24 - The first Soviet combat helicop  HANKE, J. A.  I-24B flight test program	A76-18780  ats by  N76-15154  ara1  A76-17249  N76-14067  case  N76-15040  for an  5  N76-15176  ats  ats  n76-15099  for  A76-18789	MENKE, J. A.  A revolutionary and operational tethered ac system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model of the symmetropy of the symmetropy of the symmetropy of the systems  MILLER, M. E.  Turbine engine control synthesis. Volume of the symmetropy of the symmetropy of the symmetropy of the symmetropy of the symmetry of the symmetropy of the sym	A76-18655 erostat N76-15067 of the etrical N76-15076 er-law A76-16675 of of of ottation A76-16845 deling A76-15166 er N76-15167 er Station N76-15167 er Station N76-15167
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. E.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  MALMUTH, B. D.  A relaxation solution for transonic flow ow three-dimensional jet-flapped wings [AIAA PAPER 76-98]  MAIZETEV, A.  Mil Mi-24 - The first Soviet combat helicop  MANKE, J. A.  I-24B flight test program  MANNING, J. C.	A76-18780 ats by N76-15154 ara1 A76-17249 N76-14067 case N76-15040 for an 5 N76-15176 af 1.c mode N76-15099 rer A76-18789 ara-18659	Hulti role combat aircraft /MRCA/ progress  BENKE, J. A.  A revolutionary and operational tethered accepted and system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model optimal controller synthesis. Volume 1 (AD-A014229)  Turbine engine control synthesis. Volume 2 (AD-A014230)  Turbine engine control synthesis. Volume 2 (AD-A014231)  MILLER, R. E.  Safety fuel research in the United Kingdom  MILLER, W. M., JR.	A76-18655 erostat N76-15067 fof the etrical N76-15076 er-law A76-16675 fof of
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. B.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  MALMUTH, B. D.  A relaxation solution for transonic flow over three-dimensional jet-flapped wings [AIAA PAPER 76-98]  MALZEREY, A.  Bil Bi-24 - The first Soviet combat helicop  MANKE, J. A.  X-24B flight test program  MANNING, J. C.  Heasured response of a complex structure to	A76-18780 ats by N76-15154 ara1 A76-17249 N76-14067 case N76-15040 for an 5 N76-15176 af 1.c mode N76-15099 rer A76-18789 ara-18659	MENKE, J. A.  A revolutionary and operational tethered ac system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model of the symmetropy of the symmetropy of the symmetropy of the systems  MILLER, M. E.  Turbine engine control synthesis. Volume of the symmetropy of the symmetropy of the symmetropy of the symmetropy of the symmetry of the symmetropy of the sym	A76-18655 erostat N76-15067 fof the etrical N76-15076 er-law A76-16675 fof of of of of ottation A76-16845 deling A76-15166 eritation N76-15167 deling N76-15167 deling N76-15167 deling N76-15168
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGHUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. E.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  MALMUTH, B. D.  A relaxation solution for transonic flow ow three-dimensional jet-flapped wings [AIAA PAPER 76-98]  MALZEREV, A.  Mil Mi-24 - The first Soviet combat helicop  MANKE, J. A.  I-24B flight test program  MANNING, J. C.  Measured response of a complex structure to supersonic turbulent boundary layers	A76-18780  ats by  N76-15154  aural  A76-17249  N76-14067  case  N76-15040  for an  5  N76-15176  of  ac mode  N76-15099  ver  A76-18789  ver  A76-18789	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accessive illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model optimal controller synthesis. Volume of Optimal controller synthesis. Volume of Ab-A014229]  Turbine engine control synthesis. Volume of Ab-A014230]  Turbine engine control synthesis. Volume of Ab-A014231]  MILLER, R. E.  Safety fuel research in the United Kingdom  MILLER, W. M., JR.  The Dynairship	A76-18655 erostat N76-15067 fof the etrical N76-15076 er-law A76-16675 fof of
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGNUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014430]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. E.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  MALMUTH, B. D.  A relaxation solution for transonic flow ow three-dimensional jet-flapped wings [AIAA PAPER 76-98]  MAIZETEV, A.  Mil Mi-24 - The first Soviet combat helicop  MANKE, J. A.  I-24B flight test program  MANNING, J. C.  Measured response of a complex structure to supersonic turbulent boundary layers [AIAA PAPER 76-83]	A76-18780 ats by N76-15154 ara1 A76-17249 N76-14067 case N76-15040 for an 5 N76-15176 af 1.c mode N76-15099 rer A76-18789 ara-18659	MENTE, J. A.  A revolutionary and operational tethered as system illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. M.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model optimal controller synthesis. Volume 1 (AD-A014229)  Turbine engine control synthesis. Volume 2 (AD-A014230)  Turbine engine control synthesis. Volume 2 (AD-A014231)  MILLER, R. E.  Safety fuel research in the United Kingdom  MILLER, W. M., JR.  The Dynairship  MILLETT, P.	a76-18655 erostat N76-15067 of the etrical N76-15076 er-law A76-16675 of of of of otation A76-16845 deling A76-15166 : N76-15167 : deling N76-15168 N76-15168
supersonic turbulent boundary layers [AIAA PAPER 76-83]  MAGHUSON, J.  Manufacturing of titanium airframe component hot isostatic pressing [AD-A014130]  MAHALINGAM, S.  On the modification of subsystems in struct dynamics  MAHOOD, L.  Dynamic modeling of aircraft fuel tank environments and vulnerability  MAIERSPERGER, W. P.  Design aspects of zeppelin operations from histories  MAINE, R. E.  Subsonic stability and control derivatives unpowered, remotely piloted 3/8-scale P-1 airplane model obtained from flight test [NASA-TN-D-8136]  MALAVARD, L.  Performance optimization and aerodynamics of propulsive and sustaining systems in cycl [AAAP-NT-75-5]  MALMUTH, B. D.  A relaxation solution for transonic flow ow three-dimensional jet-flapped wings [AIAA PAPER 76-98]  MALZEREV, A.  Mil Mi-24 - The first Soviet combat helicop  MANKE, J. A.  I-24B flight test program  MANNING, J. C.  Measured response of a complex structure to supersonic turbulent boundary layers	A76-18780  ats by  N76-15154  ara1  A76-17249  N76-14067  case  N76-15040  for an  5  N76-15176  af  ara6-18789  ster  A76-18100  A76-18659  A76-18780	Multi role combat aircraft /MRCA/ progress  MENKE, J. A.  A revolutionary and operational tethered accessive illustrating new LTA technology  MERTAUGH, L. J., JR.  Calculation and analysis of the development turbulent boundary layer on a thick symmetrotating body of large span  MIKHAILOV, P. D.  Aeromechanics of supersonic flows past power bodies of revolution  MILLER, D. H.  Decision problem involving the introduction RTOL aircraft into commercial air transposystems  MILLER, E. K.  Some computational aspects of thin-wire model optimal controller synthesis. Volume of Optimal controller synthesis. Volume of Ab-A014229]  Turbine engine control synthesis. Volume of Ab-A014230]  Turbine engine control synthesis. Volume of Ab-A014231]  MILLER, R. E.  Safety fuel research in the United Kingdom  MILLER, W. M., JR.  The Dynairship	a76-18655 erostat N76-15067 of the etrical N76-15076 er-law A76-16675 of of of of otation A76-16845 deling A76-15166 : N76-15167 : odeling N76-15168 N76-15168

PERSONAL AUTHOR INDEX PIPITONE, S. J.

MIBZORV, I. M. Supersonic high-temperature gas jet flow p body into a supersonic wake	ast a	0	
-	A76-18477	OKAJIHA, A.	
BITTAG, C. P. Evaluation of an OH-58A helicopter with an 250-C20B engine	Allison	Viscous flow around a rotationally oscilla circular cylinder	11ng 176-16745
[AD-A013861] MONNERIE, B.	N76-14117	Viscous flow around a transversally oscill elliptic cylinder	
Flow field aspect of transonic phenomena	N76-14021	Viscous flow around a rotationally oscilla	A76-16746 ting
MONTEITH, J. H.  Measured response of a complex structure to supersonic turbulent boundary layers	o	circular cylinder [ISAS-532] OSTDIEK, F. B.	N76-14408
[AIAA PAPER 76-83] MONTULLI, L. T.	A76-18780	A cascade in unsteady flow	N76-14040
Impact damage effects on boron-aluminum co	mposites A76-16579	Р	
Honography		PARE, P. A.	
[AD-A014304] MORINO, L.	N76-15152	Boundary layer control for airships	N76-15028
A nonlinear finite-element analysis of win steady incompressible flows with wake ro	11-up	PAPST, H. Hethod for transporting impellent gases	
[AIAA PAPER 76-64] A new unified approach to analyze wing-bod	A76-18771 y-tail	PARKER, J. A.	N76-15047
configurations with control surfaces in oscillatory and fully unsteady, subsonic		Fire dynamics of modern aircraft from a ma point of view	terials
supersonic flows [NASA-CR-146073]	N76-15077	PAULEY, G. I.	N76-14069
Fully unsteady subsonic and supersonic pot	ential	Simulation techniques for pylon-mounted tu	rbo-fan
<pre>aerodynamics for complex aircraft config with applications to flutter</pre>		engines, volume 1 [ARA-36-VOL-1]	N76-14133
[NASA-CR-146067] HORRIS, G. J.	N76-15078	PAVLECKA, V. B. State of the art of metalclad airships	
A review of the NASA V-G/VGH general aviat program	ion	PAVLOV, I. G.	N76-15045
[NASA-TN-D-8058] MOSHER, C. F.	N76-15083	Calculation of the aerodynamic loading on blade of a main rotor in the general cas	
Balloon logging with the inverted skyline	N76-15070	helicopter flight [AD-A014047]	N76-14055
HOWPORTH, E. The Airfloat HL project		PERKINS, R. G., JR. Aerocrane: A hybrid LTA aircraft for aeri	al crane
MULLINS, M. L.	N76-15050	applications	N76-15063
Long flund filled bags suspended by line f	orces N76-15033	PETERSON, M. B. Evaluation of materials and design modific	ations
A relaxation solution transonic flow o	ver	for aircraft brakes [NASA-CR-134896]	N76-14464
three-dimensional jet-flapped wings [AIAA PAPER 76-98] MUSZIMSKA, A.	A76-18789	PETIT, G.  The helicopter and the environment - Need compromise	for a
Generalized model of a rotor on flexible s			A76-18519
Investigation of combined vibration of a r the Balbi mean method	N76-15459 otor by	PETRONE, F. J.  Special problems and capabilities of high lighter than air vehicles	altıtude
the balbl mean method	N76-15489	PETROV, G. N.	N76-15065
N		Balancing of rigid rotors and mechanisms	A76-16782
NARAYAB, K. Y. A survey of leeside flow and heat transfer	ов	PFIZENHAIRE, E. On the amplification of broad band jet noi	
delta planform configurations [AIAA PAPER 76-118]	A76-18803	pure tone excitation	- Δ76-17171
NEBIKER, F. E. A LTA flight research vehicle	274 15000	PPLBIDERER, K. Rotary-wing aircraft, today and in the fut	
MELSON, H. W.	N76-15049	[DGLR PAPER 75-022] PIASECKI, P. B.	A76-18287
A-10 progress report	A76-18653	Ultra-heavy vertical lift system: The Hel	ı-Stat พ76-15055
NERNEY, B. Aerodynamics of arbitrary wing body combin with vortex lattice and slender body the	ations	PICK, G. S.  The development of a two-dimensional, high endurance airfoil with given thickness	
(AIAA PAPER 76-198] BRUMANN, R. D.	A76-18865	distribution and Reynolds number [AD-A014126]	พ76-15153
Airship economics	ห76-15020	PIETRUSZKA, B. Limited-energy hydraulic starting system	176 47006
Some economic tables for airships	พ76-15021	PINCKNEY, S. Z.	A76-17006
The Slate all metal airship	N76-15044	Langley facility for tests at Mach 7 of su hydrogen-burning, airframe-integratable,	nscale,
LTA bibliography	N76-15073	scramjet models [AIAA PAPER 76-11]	A76-18732
HICHOLS, J. B. The basic characteristics of hybrid aircra	ft N76-15051	PIPITONE, S. J.  Boundary layer control for airships	พ76-15028
BIROLABUSKII, B. V. Balancing of rigid rotors and mechanisms	· - · - <del></del> ·		
	A76-16782		

A76-16782

PLENIER, J.  Outlook on the acoustic characteristics of subsonic aircraft	future A76~18516	RICCIUS, R.  The introduction of the short-haul aircraf 614 into the market	t VFW A76-18279
POHL, R. A. Two lighter than air systems in opposing f		[DGLR PAPER 75-012] RICHARDS, E. J.	
regimes: An unmanned short haul, heavy transport balloon and a manned, light pa	load	The future transportation noise environmen United Kingdom	A76-16903
airship	N76-15069	Comparison of turbojet, turborocket, and r	
POLLOCK, J. H. An approach to market analysis for lighter	than	a propulsion system for long range airpl Mach numbers between 2 and 4	N76-15174
air transportation of freight PONIBSKI, W.	N76-15024	[AD-A014312] ROBERTS, P. O.	_
Epoxy and polyurethane paint compositions agricultural aircraft	for	An approach to market analysis for lighter air transportation of freight	N76-15024
PORTER, M. B.	A76-17005	ROBINSON, D. J. R. Systems problems associated with the use o	
The effects of stability augmentation on t response of a STOL aircraft during a cur		fuels	N76-14063
manual approach [AD-A014301]	N76-15145	RODA, J. Airship construction	
PORTERFIELD, J. D. Elastic pitch beam tail rotor study for LO		State of the art of metalclad airships	N76-15038
helicopters	N76-14115	ROIZHAN, V. P.	N76-15045
[AD-A013501] POTKABSKI, W. Potential flow past a biplane	H70-14113	Balancing of rigid rotors and mechanisms	A76-16782
	A76-17001	ROSPJORD, T. J.	
POWERS, J. 0.  The conversion of aircraft - Acoustic and performance benefits		Catalytic combustors for gas turbine engine [AIAA PAPER 76-46] RUMOLD, R.	a76-18757
PRITULO, E. P.	A76-18518	A STOL airworthiness investigation using simulations of representative STOL aircr.	aft
Aeromechanics of supersonic flows past pow bodies of revolution	er-law	[NASA-TH-X-62498] RUNOV, B. T.	N76-14045
PULLIN, D. I.	A76-16675	Balancing of rigid rotors and mechanisms	A76-16782
Calculations of the steady conical flow pa yawed slender delta wing with leading-ed separation		S	270 10702
[ARC-R/M-3767]	N76-15091	SABOL, A. P. Langley facility for tests at Mach 7 of sub	hscale.
Q		hydrogen-burning, airframe-integratable, scramjet models	
QUBER, J. E. The effect of lighted deck shape on night	carrier		A76-18732
QUEEN, J. E.	carrier N76-14095	scramjet models [ATAA PAPER 76-11]  SAIZ, M. Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Wind	the
QUEEN, J. E.  The effect of lighted deck shape on night landing		scramjet models [ATAM PAPER 76-11]  SAIZ, H.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windsinulation [AMAF-NT-75-15]	the
QUEEH, J. E. The effect of lighted deck shape on night alanding [AD-A014057]  RAFAELIANTS, A. A.	N76-14095	scramjet models [AIAA PAPER 76-11] SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windsimulation [AAAP-NT-75-15] SARKOS, C. P. Characteristics of Halon 1301 dispensing second	the d tunnel N76-15164
QUBEH, J. B. The effect of lighted deck shape on night landing [AD-A014057]	N76-14095 er-law	scramjet models [ATAM PAPER 76-11]  SAIZ, H.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Wind simulation [AAAF-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simulation for aircraft cabin fire protection	the d tunnel N76-15164 ystems N76-14082
QUBEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  RAFAELIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFFY, P.  The CFM56 turbojet engine - Progress in the	N76-14095 er-law A76-16675	scramjet models [ATAM PAPER 76-11]  SAIZ, H.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windsimulation [AAAF-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simple for aircraft cabin fire protection  Characteristics of Halon 1301 dispensing simple for aircraft cabin fire protection [AD-A017061/3]	the d tunnel N76-15164 ystems N76-14082
QUEEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R  RAPARLIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAPPY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise	N76-14095 er-law A76-16675	scramjet models [ATAM PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windsignal and the samulation [AAAP-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing symptomic for aircraft cabin fire protection  Characteristics of Halon 1301 dispensing symptomic for aircraft cabin fire protection [AD-A017061/3]  SATYANARAYANA, B.  Unsteady wake measurements of airfoils and	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades
QUBER, J. B.  The effect of lighted deck shape on night landing [AD-A014057]  R RAFARLIANTS, A. A. Aeromechanics of supersonic flows past powhodies of revolution  RAFFY, P. The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J. Wind tunnel measurements of the trailing wind tunnel measurement	N76-14095  er-law  A76-16675  e  A76-18526  ortex	scramjet models [AINA PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windstand [ANAP-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simulation [Anap-nt-75-15]  Characteristics of Halon 1301 dispensing simulation  Characteristics of Halon 1301 dispensing simulation for aircraft cabin fire protection  [AD-A017061/3]  SATYANARAYANA, B.  Unsteady wake measurements of airfoils and [AINA PAPER 76-7]  SCHEIN, P.	the d tunnel n76-15164 ystems n76-14082 ystems
QUBER, J. B.  The effect of lighted deck shape on night landing [AD-A014057]  R RAFAELIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFFY, P.  The CPM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J.  Wind tunnel measurements of the trailing wind the simulated jet engines on the flow field	N76-14095  er-law  A76-16675  e  A76-18526  ortex fect of	SCRAMJET models [ATAM PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windsairbus body during cruising flamkOS, C. P.  Characteristics of Halon 1301 dispensing stor aircraft cabin fire protection  [AD-A017061/3]  SATYANARNANNA, B.  Unsteady wake measurements of airfoils and [AIAA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729
QUEEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R  RAFARLIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFPY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAIBBIRD, W. J.  Wind tunnel measurements of the trailing wind development behind a sweptback wing - Ef simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. H.	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770	scramjet models [ATAA PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windsaid and the samulation [AAAP-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing symptomic for aircraft cabin fire protection  Characteristics of Halon 1301 dispensing symptomic for aircraft cabin fire protection  [AD-A017061/3]  SATIAMARNANA, B.  Unsteady wake measurements of airfoils and [ATAA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations [AAAP-NT-75-17]  SCHIFF, L. B.	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades
QUEEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R RAFAELIANTS, A. A. Aeromechanics of supersonic flows past powbodies of revolution  RAFFY, P. The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J. Wind tunnel measurements of the trailing we development behind a sweptback wing - Ef simulated jet engines on the flow field [AIAA PAPER 76-63]	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770  ing with	scramjet models [AITAN PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Wind simulation [AAAP-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simulation for aircraft cabin fire protection  Characteristics of Halon 1301 dispensing simulation for aircraft cabin fire protection  Characteristics of Halon 1301 dispensing simulations for aircraft cabin fire protection  [AD-A017061/3]  SATYANARAYANA, B.  Unsteady wake measurements of airfoils and [AIAA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations [AAAP-NT-75-17]  SCHIFF, L. B.  On the formulation of the aerodynamic characteristics in aircraft dynamics	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729
QUBER, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R  RAFAELIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFFY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J.  Wind tunnel measurements of the trailing wind evelopment behind a sweptback wing - Efficient simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. M.  Hypersonic incipient separation on delta with trailing-edge flap  RE, R. J.	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770  lng with A76-18683	SCRAMJET models [ATAA PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Winds simulation [AAAF-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing system for aircraft cabin fire protection  Characteristics of Halon 1301 dispensing system aircraft cabin fire protection  [AD-A017061/3]  SATYANARAYANA, B.  Unsteady wake measurements of airfoils and [AIAA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations [AAAF-NT-75-17]  SCHIFF, L. B.  On the formulation of the aerodynamic characteristics in aircraft dynamics [NSSA-TR-R-456]  SCHEIDT, R. D.	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729 N76-15102
QUEEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R  RAFAELIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFFY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J.  Wind tunnel measurements of the trailing wind evelopment behind a sweptback wing - Efficient simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. M.  Hypersonic incipient separation on delta with trailing-edge flap  RE, R. J.  An investigation of several NACA 1-series at Mach numbers from 0.4 to 1.29 for massivation near 1.0	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770  ing with A76-18683  inlets s flow	SCRAMJET models [ATAA PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Winds simulation [AAAF-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing symptom for aircraft cabin fire protection  Characteristics of Halon 1301 dispensing symptom for aircraft cabin fire protection  [AD-A017061/3]  SATYANARAYANA, B.  Unsteady wake measurements of airfoils and [AIAA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations [AAAF-NT-75-17]  SCHIFF, L. B.  On the formulation of the aerodynamic characteristics in aircraft dynamics [NASA-TR-R-456]  SCHHIDT, R. D.  Turbine engine control synthesis. Volume Optimal controller synthesis and demonstrates an	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729 N76-15102
QUEEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R  RAPARLIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAPPY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J.  Wind tunnel measurements of the trailing wind development behind a sweptback wing - Efficient simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. M.  Hypersonic incipient separation on delta with trailing-edge flap  RE, R. J.  An investigation of several NACA 1-series at Mach numbers from 0.4 to 1.29 for mass ratios near 1.0 [NASA-TM-X-3324]  REDING, J. P.	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770  ing with A76-18683  inlets	SCTAMJET MODELS [AITA PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windsaid and the samulation [AAAP-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simulation [AD-A017061/3]  SATIANARNANA, B.  Unsteady wake measurements of airfoils and [AITA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations [AAAP-NT-75-17]  SCHIFP, L. B.  On the formulation of the aerodynamic characteristics in aircraft dynamics [NASA-TR-R-456]  SCHMIDT, R. D.  Turbine engine control synthesis. Volume optimal controller synthesis and demonstrated the property of the property of the property of the polyhon airship with undulating propulation.  The Dolphin airship with undulating propulations.	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729 N76-15102 N76-15082 1: ration N76-15166 sion -
QUBER, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R  RAFAELIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFFY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J.  Wind tunnel measurements of the trailing wind development behind a sweptback wing - Efficient simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. H.  Hypersonic incipient separation on delta wind trailing-edge flap  REB, R. J.  An investigation of several NACA 1-series at Mach numbers from 0.4 to 1.29 for mast ratios near 1.0  [NASA-TH-X-3324]  REDING, J. P.  Nonlinear slender wing aerodynamics [AIAA PAPER 76-19]	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770  ing with A76-18683  inlets s flow	scramjet models [AINA PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windstanding [AAAP-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simulation [AD-0017061/3]  SATIANARNANA, B.  Unsteady wake measurements of airfoils and [AINA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations [AAAP-NT-75-17]  SCHIFF, L. B.  On the formulation of the aerodynamic characteristics in aircraft dynamics [NASA-TR-R-456]  SCHMIDT, R. D.  Turbine engine control synthesis. Volume Optimal controller synthesis and demonstrated the properties of undulating propulations.  [AD-014229]  SCHHIDT, W.  The Dolphin airship with undulating propulations of undulator and propeller on	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729 N76-15102 N76-15082 1: ration N76-15166 sion -
QUBER, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R  RAFAELIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFFY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J.  Wind tunnel measurements of the trailing wind turnel measurements of the trailing of simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. M.  Hypersonic incipient separation on delta wind trailing-edge flap  RE, R. J.  An investigation of several NACA 1-series at Mach numbers from 0.4 to 1.29 for mast ratios near 1.0 [MASA-TH-I-3324]  REDING, J. P.  Nonlinear slender wing aerodynamics [AIAA PAPER 76-19]  REEVES, J. B.  Airfield parameter study and categorization related to aircraft ground fire suppress.	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770  lng with A76-18683  inlets s flow N76-15084  A76-18738  n system	SCTAMJET MODELS [AITAN PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Wind simulation [AAAP-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simulation [AD-0017061/3]  SATIANARAYANA, B.  Unsteady wake measurements of airfoils and [AIAA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations [AAAP-NT-75-17]  SCHIFF, L. B.  On the formulation of the aerodynamic characteristics in aircraft dynamics [NASA-TR-R-456]  SCHMIDT, R. D.  Turbine engine control synthesis. Volume Optimal controller synthesis and demonstration of undulator and propeller on SCHMIDT, W.  The Dolphin airship with undulating propuls comparison of undulator and propeller on SCHMITT, G.  Decision problem involving the introduction RTOL aircraft into commercial air transports.	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729 N76-15102 N76-15106 sion - the stand A76-17417
QUEEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R RAFAELIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFFY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J.  Wind tunnel measurements of the trailing wind development behind a sweptback wing - Efficient simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. M.  Hypersonic incipient separation on delta winteralling-edge flap  RE, R. J.  An investigation of several NACA 1-series at Mach numbers from 0.4 to 1.29 for mass ratios near 1.0 [NASA-TR-I-3324]  REDING, J. P.  Nonlinear slender wing aerodynamics [AIAA PAPER 76-19]  REVERS, J. B.  Airfield parameter study and categorization related to aircraft ground fire suppress: rescue [AD-A014225]	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770  lng with A76-18683  inlets s flow N76-15084  A76-18738  n system	SCRAMJET models [ATAM PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Windsaid and the same a	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729 N76-15102 N76-15106 sion - the stand A76-17417
QUEEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R  RAFARLIAMTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAFPY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAIBBIRD, W. J.  Wind tunnel measurements of the trailing wind development behind a sweptback wing - Efficient simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. M.  Hypersonic incipient separation on delta with trailing-edge flap  RE, R. J.  An investigation of several NACA 1-series at Mach numbers from 0.4 to 1.29 for mast ratios near 1.0 [MASA-TH-I-3324]  REDING, J. P.  Nonlinear slender wing aerodynamics [AIAA PAPER 76-19]  REEVES, J. B.  Airfield parameter study and categorization related to aircraft ground fire suppressing	N76-14095  er-law A76-16675  e A76-18526  ortex fect of A76-18770  lng with A76-18683  inlets s flow N76-15084  A76-18738  n system lon and N76-15125	SCTAMJET MODELS [AITAN PAPER 76-11]  SAIZ, M.  Interaction of GE CP6-50 jet reactors with airbus body during cruising flight: Wind simulation [AAAP-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simulation [AD-0017061/3]  SATIANARAYANA, B.  Unsteady wake measurements of airfoils and [AIAA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations [AAAP-NT-75-17]  SCHIFF, L. B.  On the formulation of the aerodynamic characteristics in aircraft dynamics [NASA-TR-R-456]  SCHMIDT, R. D.  Turbine engine control synthesis. Volume Optimal controller synthesis and demonstration of undulator and propeller on SCHMIDT, W.  The Dolphin airship with undulating propuls comparison of undulator and propeller on SCHMITT, G.  Decision problem involving the introduction RTOL aircraft into commercial air transports.	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729 N76-15102 N76-15106 sion - the stand A76-17417 n of ortation A76-16845
QUEEN, J. E.  The effect of lighted deck shape on night landing [AD-A014057]  R RAPABLIANTS, A. A.  Aeromechanics of supersonic flows past powhodies of revolution  RAPPY, P.  The CFM56 turbojet engine - Progress in the reduction of engine noise  RAINBIRD, W. J.  Wind tunnel measurements of the trailing wind development behind a sweptback wing - Efficient simulated jet engines on the flow field [AIAA PAPER 76-63]  RAO, D. M.  Hypersonic incipient separation on delta wittrailing-edge flap  RE, R. J.  An investigation of several NACA 1-series at Mach numbers from 0.4 to 1.29 for mast ratios near 1.0 [MASA-TH-X-3324]  REDING, J. P.  Nonlinear slender wing aerodynamics [AIAA PAPER 76-19]  REEVES, J. B.  Airfield parameter study and categorization related to aircraft ground fire suppressingscue [AD-A014225]  REGAN, P. J.	N76-14095  er-law  A76-16675  e  A76-18526  ortex fect of  A76-18770  lng with  A76-18683  inlets s flow  N76-15084  A76-18738  n system lon and	SCTAMJET MODELS  [AINA PAPER 76-11]  SAIZ, M.  Interaction of GE CF6-50 jet reactors with airbus body during cruising flight: Wind simulation  [AAAF-NT-75-15]  SARKOS, C. P.  Characteristics of Halon 1301 dispensing simulation  [AD-0017061/3]  SATIANARMANA, B.  Unsteady wake measurements of airfoils and  [AINA PAPER 76-7]  SCHEIN, P.  Tridimensional linearized supersonic flow computations  [AAAF-NT-75-17]  SCHIFF, L. B.  On the formulation of the aerodynamic characteristics in aircraft dynamics  [NASA-TR-R-456]  SCHMIDT, R. D.  Turbine engine control synthesis. Volume Optimal controller synthesis and demonstrate (AD-0014229)  SCHHIDT, W.  The Dolphin airship with undulating propuls Comparison of undulator and propeller on SCHMITT, G.  Decision problem involving the introduction RTOL aircraft into commercial air transponsesses.	the d tunnel N76-15164 ystems N76-14082 ystems N76-15122 cascades A76-18729 N76-15102 N76-15106 sion - the stand A76-17417 n of ortation A76-16845

PERSONAL AUTHOR INDEX TORRIL, B. E.

SCHURTER, W.		STOLLERY, J. L.	efor
Passenger aircraft cabin fires	N76-14086	A correlation between pressure and heat tran distributions at supersonic and hypersonic	
SCOTT, B. C.			76-17993
A STOL airworthiness investigation using		STONE, C. R.	
simulations of representative STOL aircra	1ft 1876-14045	Turbine engine control synthesis. Volume 1:	
[WASA-TH-X-62498] SEBACHER, D. I.	N/6- 14045	Optimal controller synthesis and demonstra [AD-A014229]	176-15166
Langley facility for tests at Mach 7 of sul	scale.	Turbine engine control synthesis. Volume 2:	
hydrogen-burning, airframe-integratable,	•	Simulation and controller software	
scramjet models		•	176-15167
[AIAA PAPER 76-11]	A76-18732	STORE, R. R.	
SEBASTIAN, J. D. On the computation of the transonic perturb	nation	T34C turboprop trainer spin development prog	76-18654
flow field around two- and three-dimension		STUBLPHAGEL, T. R.	.,,
oscillating wings		The coming era of the quiet helicopter /16th	1
[AIAA PAPEE 76-99]	A76-18790	Cierva Memorial Lecture/	
SEBNAND, G. R.			76-18096
Remotely piloted LTA vehicle for surveillar	N76-15072	STURGEOF, D. L. G. Potential contribution of high strength, high	ıh
SEETHARAS, B. C.	2.0 10012	modulus aramid fibers to the commercial	,_
Experimental investigation of separated flo	OW .	feasibility of lighter than air craft	
fields on an airfoil at subsonic speeds	n76 45 07"		176-15037
CULPUD H D	N76-15074	SUCIU, E. O. A nonlinear finite-element analysis of wings	. 15
SHAPER, M. P. Stability and control derivatives of the T-	-378	steady incompressible flows with wake roll	
airplane			76-18771
[ NASA-TM-X-560 36 ]	N76-14137	SVET, V. D.	
Subsonic stability and control derivatives		Experimental investigation of some statistic	
unpowered, remotely piloted 3/8-scale F-	15	vibration characteristics of an aircraft e	176-16698
airplane model obtained from flight test [NASA-TN-D-8136]	N76-15176	SZECHENYI, E.	10030
SHCHERBINA, A. A.		Mathematical model of the vibrations induced	l by
Resonance vibrations of a rotor on an elast	tic base	vortex shedding	
with allowance for dry friction	A76-16635	ž.	76-17513
SHEA, W. P.	A/0-10033	<b>-</b>	
Lighter than air: A look at the past, a lo	ook at		
the possibilities		TABAKOFF, W.	
	N76-15041	An analysis of jet aircraft engine exhaust n	
SHELDOW, D. Alrship stresses due to vertical velocity		entrance profiles, accountability and effe	2005 176-18831
gradients and atmospheric turbulence		TAGHAVI, S.	.,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
<b>,</b>	N76~15029	An analysis of short haul airline operating	costs
SIRIGHANO, W. A.	_		176-14057
Flame spreading across materials: A review	of	Studies in the demand for short haul air	
fundamental processes	N76-14074	transportation [NASA-CR-137764]	76-14058
SLATE, C. C.	470 14074	TAKATA, H.	., 0 11030
The Slate all metal airship		Viscous flow around a rotationally oscillati	ng
	N76-15044	cırcular cylinder	26 46205
SLEEMAN, W. C., JR. Low speed wind tunnel investigation of a		Viscous flow around a transversally oscillat	176-16745
four-engine upper surface blown model have	ring	elliptic cylinder	-Lug
swept wing and rectangular and D-shaped			76-16746
nozzles		Viscous flow around a rotationally oscillati	ıng
[NASA-TN-D-8061]	N76-15086	circular cylinder	76-14408
SHITH, C. L. Preliminary estimates of operating costs for	nr.	[ISAS-532] TAYLOR, A. P.	176-14400
lighter than air transports	-	Fire, fuel and survival: A study of transpo	ort
•	N76-15017	aircraft accidents, 1955 - 1974	
SHITH, D. L.			176-14085
Measured response of a complex structure to supersonic turbulent boundary layers	,	THOMAS, J. L.  Aerodynamics of arbitrary wing body combinat	1015
[AIAA PAPER 76-83]	A76-18780	with vortex lattice and slender body theor	
SMITH, R. B.			76-18865
Flight investigation of fighter side-stick		TIMBY, E. A.	
force-deflection characteristics	N76-48484	Systems problems associated with the use of fuels	safety
[AD-A013926] SONSTEGAARD, H.	N76-14141		176-14063
Airships for transporting highly volatile		TITCHENER, I. H.	.,,,,,,,,,
commodities		Non-linear dynamic-motion characteristics of	a
	N76-15061	series of missile configurations from simu	
SPEZIA, B. Orientation-error accidents in regular arms	, NH-1	flight behaviour at Mach numbers of 1.6 am [ARC-R/M-3764]	176-15090
Orientation-error accidents in regular army aircraft during fiscal year 1971: Relati		TOBAK, H.	,50,0
incidence and cost		On the formulation of the aerodynamic	
[AD-A014423]	N76-15126	characteristics in aircraft dynamics	.7/ 45000
SPINTI, C. G. W. Radial ply aircraft tires: Design, constru	iction	• • • • • • • • • • • • • • • • • • • •	176-15082
and testing	TO CTOR,	TOPLIS, A. F. The Dash 7 at the airport	
[AD-A013837]	N76-14116		76-17223
STAPLEFORD, R. L.		TORELL, B. H.	
A STOL alreadthiness investigation using	· <b>f</b> +	The significance of propulsion in commercial	<u> </u>
simulations of representative STOL aircra [NASA-TM-X-62498]	N76-14045	aircraft productivity /17th Sir Charles Kingsford-Smith Memorial Lecture/	
STORSSEL, R. P.	17073		76-18097
Impact of wide-body jets on cargo facilities	es		
	A76-17224		

TRIBBSTRIM, H. PRESONAL AUTHOR INDEX

TRIBBSTEIN, H.	1.44	WALSE, R. H.	
Unsteady pressures on a harmonically oscil staggered cascade. Part 1: Incompressi		Systems problems associated with the use o fuels	1 safety
[DLR-FB-75-57-PT-1]	N76-15110	Idel2	N76-14063
Unsteady pressures on a harmonically oscil	lating,	WARD, M. D.	
staggered cascade. Part 2: Compressibl		Turbine engine control synthesis. Volume	
[DLR-PB-75-58-PT-2] TRIEBES, J.	N76-15111	Optimal controller synthesis and demonst	ration N76-15166
Aeronautics and astronautics in Europe. Ba	lance	[AD-A014229] Turbine engine control synthesis. Volume	
and perspectives - The necessity for fut		Simulation and controller software	
cooperation in Europe and with the U.S.		[AD-A014230]	N76-15167
[DGLR PAPER 75-08] TRIEP, P.	A76-18276	WARZEE, G.	a flow
Product support A300		A finite element method for the axisymmetr computation in a turbomachine	10 1104
[DGLR PAPER 75-011]	A76-18278	compacted in a carbonactic	A76-17332
TSENG, K.		WATERS, M. H.	
A new unified approach to analyze wing-bod		Thrust and wing loading requirements for s	
configurations with control surfaces in oscillatory and fully unsteady, subsonic		haul aircraft constrained by engine nois field length	е апа
supersonic flows		[NASA-TN-D-8144]	N76-14113
[NASA-CR-146073]	N76-15077	WEATHERPORD, W. D., JR.	
Pully unsteady subsonic and supersonic pot		Status of research on antimist aircraft tu	rbine
aerodynamics for complex aircraft config with applications to flutter	urations	engine fuels in the United States	N76-14061
[ NASA-CR-146067]	N76-15078	WEATHERILL, W. H.	170 14001
TULIBIUS, J. R.		On the computation of the transonic pertur	
Alrcraft aerodynamic design and evaluation		flow field around two- and three-dimensi	onal
[AIAA PAPER 76-15] TURBER, C. A.	A76-18735	oscillating wings [AIAA PAPER 76-99]	A76-18790
Results of helicopter flight tests of a		WEBER, W.	A70 10730
circumferential carbon oil seal		Optimal configuration of rotor blades for	
[AD-A013500]	N76-14114	horizontal wind energy converters	
••		WEHOFER, S.	A76-18374
V		Turbine engine exhaust nozzle performance	with
VASILCHEMKO, V. I.		nonuniform inlet flow	
Aeromechanics of supersonic flows past pow	er-law	[AD-A014261]	N76-15169
bodies of revolution	A76-16675	WERB, D. F.	~ <b>L</b>
VAUGHAN, J. C.	A 70- 10075	LTA application of a long trailing wire his speed/low weight reeling system	y n
A new concept for airship mooring and grou	nd	5,200,200 200,200 2002	N76-15035
handling		WESSEL, P. R.	
VPUFIMIAUITIE M V	N76-15043	Special problems and capabilities of high	altıtude
VEHRATACHALAH, T. K. Potential contribution of high strength, h	1gh	lighter than air wehicles	N76-15065
modulus aramid fibers to the commercial		WHYTE, R. B.	
feasibility of lighter than air craft	W76 4500F	Wide-cut versus kerosene fuels: Fire safe	ty and
VEPA, R.	N76-15037	other operational aspects	N76-14062
On the use of Pade approximants to represe	nt	WILBY, J. P.	M70 14002
unsteady aerodynamic loads for arbitrari		Correlation of internal surface turbulence	with
motions of wings	176 40727	far-field noise of the augmentor wing	
[AIAA PAPER 76-17] VINCENT, J.	A76-18737	propulsive-lift concept [AIAA PAPER 76-79]	A76-18778
Fire protection of military aircraft		WILLIAMS, B. A.	
	N76-14078	Titanium castings - More cost effective the	an you
VITTEK, J. P., JR.		think	176 17511
An assessment of lighter than air technolo [NASA-CR-137799]	99 N76-15014	WILLIAMS, W. G.	A76-17533
Proceedings of the Interagency Workshop on		Stability and control status for current fi	ighters
than air vehicles			N76-14023
[NASA-CR-137800]	N76-15015	Stability and control potential for future	
164		WINTERFELD, G.	N76-14024
W		Recent contributions in research and development	opment
WAGENER, J.		work on turbojet propulsion	
Unsteady pressures on a harmonically oscil		[DGLR PAPER 75-038]	A76-18300
staggered cascade. Part 1: Incompress: [DLR-PB-75-57-PT-1]	N76-15110	WITHEROW, R. G. Technology update: Tethered aerostat struc	ctural
Unsteady pressures on a harmonically oscil		design and material developments	CCULUI
staggered cascade. Part 2: Compressibl		•	N76-15068
[DLR-PB-75-58-PT-2]	ห76-15111	WITT, R. H.	
WAGHER, J. S. Radial ply aircraft tires: Design, constr	nction	Manufacturing of titanium airframe componer hot isostatic pressing	ats by
and testing	,	[AD-A014130]	N76-15154
[AD-A013837]	N76-14116	WONG, J. R. S.	
WALBERG, G. D.		Flame propagation in aircraft vent systems	during
A survey of leeside flow and heat transfer delta planform configurations	Oil	refuelling	N76-14066
[AIAA PAPER 76-118]	A76-18803	WOOD, J. E. R.	17000
WALKER, C. D.		Market assessment in connection with light	er than
Operational considerations for the airship	ın	air	N76-1500F
short-haul transportation	N76-15039	The aerospace developments concept	N76-15025
WALKER, H., JR.			N76-15046
Mooring and ground handling rigid airships			
, ,		WOODWARD, D. E.	
	N76-15042	An aerodynamic load criterion for airships	N76-15030

ZIUZIN, A. P. PERSONAL AUTHOR INDEX

WRIGHT, B. R.

Status of research on antimust aircraft turbine engine fuels in the United States

WOLFECK, J. W.
The effect of lighted deck shape on night carrier landing [AD-A014057] 876-14

WYETE, H. W. G. Pire protection of fuel systems in combat aircraft

Experiences at B.A.C. /M.A.D./ Ltd. with titanium casting

A76-17528

YANKO, A. K.

Calculation of the aerodynamic loading on the blade of a main rotor in the general case of helicopter flight
[AD-A014047]

N76-N76-14055

ZAKHAROV, V. A. Balancing of rigid rotors and mechanisms

A76-16782

EEBKEVICH, V. A.
Balancing of rigid rotors and mechanisms

ZHUKOVA, R. A.
Aeromechanics of supersonic flows past power-law bodies of revolution

ZIUZIN, A. P.
A numerical method for calculating
three-dimensional flows past blunted bodies with
a separated shock wave

A76-16940

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AERONAUTICAL ENGINEERING / A Special Bibliography (Suppl 69)

**APRIL 1976** 

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AF PROJ. D828	P33615-74-C-3093
N 76-15154	N76-15155
AF PROJ. 1367 N76-14119	ม76-15156 ม76-15157
AF PROJ. 1986	F33615-74-C-4015
N76-15145	N76-15127
N76-15166	F33615-74-C-5003 N76-15486
N76-15167	F33657-68-C-1292
N76-15168	N76-14116
AF PROJ. 6190 N76-15155	P33657-72-C-0491 N76-15125
N76-15156	INK-11-12-73197
N76-15157	N76-15106
AP PROJ. 7064 N76-15117	MF51524005 N76-15126 NAS1-13002 A76-18790
AP PROJ. 7071	NAS1-13991 A76-18736
N76-15170	NAS2-6475 N76-14022
AF PROJ. 7231 N76-15127	NAS2-7879 N76-14057 N76-14058
AP PROJ. 7351	NAS2-7926 N76-14045
N76-15486	NAS3-16950 N76-14129
AP PROJ. 8219 N76-14141	NAS8-28310 A76-18738 NAS9-13247 N76-15089
N76-15145	NGL-05-020-243
ARO PROJ. RF438	A76-18737
N76-14134 ARO PROJ. RF442	NGR-15-005-147 A76-18754
N76-15169	NGR-22-004-030
ARG PROJ. R32P	A76-18771
N76-14134 DA PROJ. 1F1-62205-A-119	ท76-15077 ท76-15078
N76-15487	NGR-33-018-152
DA PROJ. 1F1-62207-AA-72	N76-14464
N76-15469 DA PROJ. 1G1-62204-AA-72	NGR-47-005-202 N76-14089
N 76-14114	NR PROJ. 196-115
DA PROJ. 1G1~62207-AA-72 N76-15468	N76-14095 NRC A-7799 A76-18770
DAAH02-73-C-0090	NRC A-7799 A76-18770 NSG-2024 N76-15014
N76-15487	ม76-15015
DAAJ01-73-C-0282 N76-14115	N00014-72-C-0041 N76-14095
DAAJ02-69-C-0042	N00019-74-C-0301
N76-1546 €	N76-15154
N76-15469 DAAJ02-73-C-0035	H00140-73-C-0046 A76-18728
N76-1411.4	WF32421212 N76-15153
DARC15-73-C-0200	WM PROJ. 8-CIP-1913
N76-15148 N76-15149	N76-14116 182-530-035.2
DOT-PA73WA-3161	N76-14045
N76-14126	505-04-11-01-00
PAA PROJ. 181-521-020 N76-15122	N76-15084 505-06-12-02-00-21
P33615-72-C-2190	N76-15082
N76-15166	505-06-81 N76-15080
N76-15 16 7 N76-15 16 8	505-08-20-01 N76-15083 505-10-41-03 N76-15085
F33615-73-C-3051	N76-15086
N76-14141	N76-15088
P33615-73-C-4155 N76-15170	512-53-03 N76-14137 N76-15176
P33615-74-C-3004	514-52-01-03 N76-15087
N76-14119	791-40-03-01 N76-14113

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A Special Bibliography (Su	polement 69)	<u> </u>	6 Performing Organiza	ation Code	
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7. Author(s)			8 Performing Organization Report No		
	<del></del>		10 Work Unit No.		
9 Performing Organization Name and Address					
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articles, and other documents introduced into the NASA scientific and technical					
information system in March 1976.					
17 Key Words (Suggested by Author(s))		18 Distribution Statement			
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