

Aerospace Letters: A Forum for Rapid Communication of New Ideas in Aerospace Research

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At long last, and after considerable debate, discussion, and planning, we introduce *Aerospace Letters*. This is a new section of *AIAA Journal* that will provide a forum for very rapid communication of new and potentially important ideas or results in the broad field of aerospace research. The creation of *Aerospace Letters* has been under discussion for many years, but until now, it never quite achieved liftoff. This is the result of the diligent work of the members of the New Initiatives Subcommittee of the Publications Committee, who studied the idea and did a number of community and editorial surveys. Their first recommendation was to publish an electronic journal called *Aerospace Letters*. Then we decided to try it out first as a subsection of *AIAA Journal*. This approach gives us a number of options, one of which is to allow *Aerospace Letters* to become its own journal if we are overwhelmed with good submissions. An Aerospace Letter will be brief, no more than two journal pages, and the content should justify rapid publication. A Letter should be a gold nugget, an important and compact idea, that might otherwise become lost in longer papers, or may not otherwise be published for a long while until the material for a full paper is developed. The first paragraph of the Letter will serve as an introduction and should contain a clear, concise explanation of what is new and important in the Letter. All submitted Aerospace Letters will be prescreened, and a small number will be sent out for very rapid review. When a submitted Letter is not selected for review, the editors will *not* be required to give explanations. There is no

rebuttal. When a paper is selected for review, it will be sent out to an expert in the field for a very quick opinion, which will be either “yes” or “no.” There will be no iterative procedures between authors and reviewers and editors, as there are with full-length papers and Technical Notes submitted to a journal. The first few Letters that will be published should help to show potential authors how a Letter should be written. These will start in December. We urge authors to consider these as possible examples of the type and level of material we are interested in publishing. The first Letter, already accepted for *AIAA Journal*, is a philosophical, historical observation by John Anderson relating to general concepts in airplane design. Other examples will be considerably more complex mathematically or deal with important insights for fluid or plasma diagnostic techniques, or even define new subfields of Aerospace Science. All of the Letters, however, will be about 2000 words in length, and no more than two journal pages, and tell the reader clearly why they are important. Swift publication of exciting ideas is the objective. Accepted Letters will be published electronically as soon as they are accepted and processed and then will appear in the next available print issue. We will not, however, sacrifice quality and truly expert review. We are all very excited about *Aerospace Letters*, and we urge you to consider this venue for presenting some of your work.

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