

Irony and Hope

ONE of the most ironic facets of the history of aeronautical development is the interrelation between the technologies of destructive and constructive applications of aviation. While air power is being used in a devastating war in Southeast Asia, substantial progress is being made in expanding the capabilities of air transportation to better serve the needs of peoples and nations for communication and distribution. The irony lies in the indisputable fact that much of this progress has resulted from research and engineering techniques that originated in requirements for weapons systems.

There is danger in recognition of this fact. It could be easily concluded that the ultimate good which is produced by this process justifies the concentration on means of destruction. On the other hand, it can be argued that if the energies devoted to defensive and offensive purposes were channeled into attacks on the basic causes of human conflict, even greater strides could be made. The fact that an increasing amount of attention is being given by AIAA to solution of community problems through techniques developed in aerospace programs provides a ray of hope.

The *Journal of Aircraft*, of course, is concerned primarily with the aspects of this approach which are related to transportation systems. Recent AIAA meetings have presented forums for discussion of many aspects of the problems associated with these systems and we are glad to have the opportunity to publish the resulting papers. The continuing devotion of the aviation industry to improvement of intercity and intercontinental travel throughout the broad spectrum from VTOL to hypersonic flight will make increasingly important contributions to the general welfare and progress of mankind. We applaud the engineering community for this recognition of its responsibility to the society in which it flourishes.

There is no intention here to denigrate the valuable contribution of the defense industry to technological progress or its importance to the security of free peoples. The very fact that its technology is being used to further civilian developments demonstrates the concern of the entire aerospace

community for social betterment. Nevertheless, it is our hope that the day is not too far distant when, instead of "beating our swords into plowshares," we will build "plowshares" in the first place. It will save a lot of beating.

Acknowledgment and Thanks

Again we have the pleasant opportunity to express our gratitude to all who have contributed to the progress of the *Journal of Aircraft*. First, our thanks go to the authors who have provided the foundation of the publication by writing down, many times laboriously, the results of their work so that others may have the benefit of their new knowledge. We appreciate their forbearance in the sometimes tedious process of review, revision, editing, and scheduling for publication. We commend them for the high degree of technical competence and integrity as well as the clarity and conciseness which they have achieved (not always without some prodding) in their writing. We urge future writers to continue to strive toward the highest standards in these areas.

We congratulate Ruth Bryans who, during the past year, moved into the important post of Director of Scientific Publications of AIAA, and thank her for continuing guidance and assistance. To Susan Gritz, who assumed Miss Bryans' responsibilities as Managing Editor of Scientific Publications, we also extend congratulations and deep appreciation for the efficient and effective manner in which she has handled the publication of this journal and the difficult problems (few of which are routine) associated with editor/author/reviewer relationships.

We are particularly grateful to the many reviewers who voluntarily throughout the year devote time and energy to the study and evaluation of papers being considered for publication. It is, to a very large extent, their conscientious effort which maintains the quality of the journal and its usefulness to readers. Although they must remain anonymous while they work for us, we are happy to identify them *en masse* at this time. Their names are listed on page 2.

Carl F. Schmidt
Editor-in-Chief

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* Because it is difficult to include the reviewers for October, November, and December in this issue of the Journal, they will be listed with the reviewers for 1968, in the January 1969 issue.