

The 1981 International Issue

LAST year we introduced the first International Issue of the *Journal of Aircraft*. That issue recognized many important international contributions to the advancement of the science and technology of airborne flight. I asked you to comment on the value of giving such special attention to international contributions. The response was very positive and encouraged repeating the issue in 1981. So now you are looking at the second International Issue which we hope will be at least equally valuable.

This year AIAA publications are featuring a number of "History of Key Technologies" papers. We hope S. Hooker's article on the "History of the Pegasus Vectored Thrust Engine" in this issue will present a clear historical perspective on a truly innovative engine concept which has allowed the existence of the Harrier and AV8-B aircraft.

This year's contributions from eight different countries represent a wide variety of technical subject matter. A three-part presentation on wing analysis and design comes from Israel. From Japan we have a paper on cushion stability of air cushion vehicles. Three papers from England describe a system for the measurement of wind tunnel model attitude, propeller influence on lateral-directional stability of multiengine aircraft, and minimum fuel paths for subsonic aircraft. The West German contribution is a paper on trailing-edge airframe noise source studies. From Canada we feature Dr. Etkin's lecture on the "Turbulent Wind and Its Effect on Flight". A paper from India describes nonstationary gust-responses of flight vehicles. French contributions include a new rig for flight mechanics studies and gun firing similarity for aircraft interference problems. Finally we present three papers from Sweden on the measurement of derivatives for an oscillating airfoil with flap, Viggen thrust reverser, and aircraft technology development in Sweden 1930-1980.

Once again, I'd like your comments as to ways of improving our coverage of important international developments in aircraft technology.

Thomas M. Weeks
Editor-in-Chief