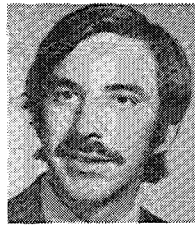
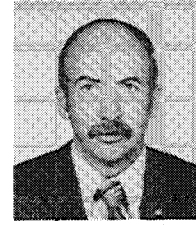
**Robert E. Duffy****Franklin E. Eastep****Lars E. Ericsson****Ronald A. Hess****Harry H. Heyson****Jean A. McGrew****John L. Porter****Craig D. Simcox****Thomas M. Weeks**

The 1983 Team: New Policies and Procedures

THE 1983 team of Associate Editors has been appointed. We're publishing their pictures so that you'll recognize them at AIAA technical meetings and working in Technical Committees. Please look them up and talk to them about the *Journal of Aircraft* (your journal). These Associate Editors are dedicated to achieving the highest quality for the Journal and, in large part, are responsible for its content. I salute their diligence and professionalism.

Robert E. Duffy

Robert E. Duffy is an Associate Professor of aeronautical engineering and astronautics at Rensselaer Polytechnic Institute. Dr. Duffy received his B.A.E., M.A.E., and Ph.D. degrees from Rensselaer in 1951, 1954, and 1965, respectively. He has worked as an aeronautical engineer at Wright Paterson Air Force Base, and as a research engineer at Grumman Aerospace Corporation. He is currently the technical director of Panaflight Corporation. His professional society affiliations include membership in the American Association for the Advancement of Science and the American Society of Mechanical Engineers. Dr. Duffy is an Associate Fellow of the AIAA.

Franklin E. Eastep

Franklin E. Eastep is a Professor and Director of aerospace engineering at the University of Dayton. He received a B.S. from Ohio State University in 1958, an M.S. from the Air Force Institute of Technology in 1963, and a Ph.D. from Stanford University in 1968. Dr. Eastep has been teaching and conducting research within the technical areas of structural dynamics, aeroelasticity, and unsteady aerodynamics since 1968. During this period of time he has been the principal thesis advisor for five doctoral students and over 25 master's students. He served on active duty with the U.S. Air Force for 20 years and retired in 1978. Dr. Eastep is a member of the American Academy of Mechanics, an Associate Fellow of the AIAA, and a member of the AIAA Structural Dynamics Technical Committee.

Lars E. Ericsson

Lars E. Ericsson is a Senior Consulting Engineer in the Engineering Technology Organization of Lockheed Missiles

and Space Corporation, Inc., Sunnyvale, California, where he acts as a consultant to Satellite and Missile Systems Divisions on problems associated with aeroelasticity and vehicle dynamics. Before joining Lockheed Aircraft Corporation in 1956, and LMSC in 1959, he was with the Aeronautical Research Institute of Sweden and the Swedish Aircraft Company, SAAB. Dr. Ericsson received his M.S. degree from the Royal Institute of Technology (KTH), Stockholm, in 1949, and his Ph.D. in 1972. He is an Associate Fellow of the American Institute of Aeronautics and Astronautics and is a member of the American Helicopter Society. Dr. Ericsson has published over 100 papers in his related fields.

Ronald A. Hess

Ronald A. Hess is an Associate Professor in the Department of Mechanical Engineering at the University of California, Davis. He received the B.S., M.S., and Ph. D. degrees in aerospace engineering from the University of Cincinnati in 1965, 1967, and 1970, respectively. After completing his doctoral work, he joined the faculty of the Department of Aeronautics at the Naval Postgraduate School in Monterey, California. In 1976, Dr. Hess joined the staff in the Flight Systems Research Division at NASA Ames Research Center. At NASA, he conducted research in the areas of aircraft handling qualities, control/display and design, and manual control theory. In the fall of 1982, he assumed his present position at the University of California, Davis.

Dr. Hess' current research interests lie in the areas of automatic and manual control of aircraft. He is a Member of AIAA and Sigma Xi, and is also an Associate Editor of the *IEEE Transactions on Systems, Man and Cybernetics*.

Harry H. Heyson

Harry H. Heyson earned his BAeE, cum laude, at the Polytechnic Institute of Brooklyn in 1949. He received his M.S. in AE degree from Virginia Polytechnic Institute in 1958.

Mr. Heyson joined the staff of NACA's Langley Laboratory in 1949. His research at NACA and NASA has resulted in over 70 papers on the theoretical and experimental aspects of helicopter and V/STOL induced flow fields, ground effects, and wind-tunnel wall effects as well as on innovative new aircraft concepts. He is a frequent lecturer in university short courses and helicopter safety seminars.

Mr. Heyson is currently the Vehicle Integration Manager in the Langley Research Center's Aeronautical Systems Office. He oversees studies of future aircraft, both civil and military, throughout the speed range from low subsonic to supersonic.

Mr. Heyson is an Associate Fellow of the AIAA and a member of the American Helicopter Society.

Jean A. McGrew

Jean A. McGrew is an engineering graduate of the University of Washington, Seattle, Washington, with a B.S. in aeronautical engineering in 1962 and a M.S. in applied mechanics in 1963. He is a Member of the AIAA, the Aerospace Flutter and Dynamics Council and the AIAA Structural Dynamics Technical Committee.

Mr. McGrew has recently been appointed Senior System Integration Manager for Airframe for the MDF 100. Prior to that, he was Chief Design Engineer for Loads and Dynamics. In the preceding years, he has been Section Chief of Methods and Computing Support of the Structures Subdivision at the Douglas Aircraft Company. He has been supervisor of the Douglas Flutter Group which is responsible for all analytic determination of aircraft vibration, unsteady aerodynamic and flutter characteristics of Douglas aircraft, including the DC-10 and DC-9 series and the YC-15. This experience included method development for the application to high gain active control systems such as the fly by wire Douglas Advanced Aerial Refueling Boom. He has also been responsible for and directly involved in aircraft and component ground vibration testing and flight flutter testing.

Prior to his Douglas employment, he worked as a flutter analyst and test engineer for the flutter group of the Northrop Company, Norair Division and in the R&D department of that company.

Mr. McGrew is the author of several technical papers and has been the principal investigator of several Air Force sponsored analytic method development contracts.

John L. Porter

John L. Porter received his B.S. in aeronautical engineering with distinction from the University of Kansas, an M.S. in aeronautics from the California Institute of Technology, and a D.Sc. in Applied Mechanics from Washington University, where he also taught. He is a member of Sigma Gamma Tau and Tau Beta Pi honorary fraternities.

Dr. Porter is presently with the Vought Advanced Technology Center as a Program Manager with responsibility for advanced propulsion research and development. Prior to

joining the Advanced Technology Center in 1976, he was Manager, Systems Engineering for Redifon Simulations, Inc., where he directed research and development activities in the area of computer generated image visual systems.

From 1963 to 1974, Dr. Porter held various technical and managerial positions with the McDonnell Aircraft Corporation, where he contributed to a variety of V/STOL programs including: (1) USFRG, (2) Brequet Model 188, (3) Harrier, and (4) Navy Type A & B. In addition, he made key contributions to an Engine Cycle Evaluation Procedure, conceived the Modified Rutowski method of flight path optimization with variable throttle, and directed an Inlet/Aircraft Drag Investigation program connected with the F-15 Eagle, which received the Air Force's Outstanding Program award.

Dr. Porter is a past recipient of the SAE Wright Brothers' Award for the paper he co-authored on the integration of flight and propulsion controls. He is currently a member of the AIAA Thermophysics Technical Committee.

Craig D. Simcox

Craig D. Simcox received his B.S.A.E. from Iowa State University in 1962; his M.S.A.E. from Stanford University in 1965; and his Ph.D. from Purdue University in 1969. He joined NASA Ames Research Center, 1962 to 1965. Studies there included aerodynamics of preliminary SST designs, gasdynamic effects of planetary atmospheres, and development of low temperature ablators for model testing.

In 1965 he was admitted to Purdue University where he conducted research on shock wave attenuation and acoustic-turbulent interactions with application to free jet spreading.

Since joining The Boeing Company, Dr. Simcox has worked in research and management in the Noise Technology Staff. His first research was to study the noise generated by hot and cold choked jets with emphasis on shock-related noise fields. Research included jet noise characteristics, and noise characteristics of coannular (bypass) jets, in-flight effects, and suppressor systems. He served as program manager on several proposal teams and contracts including manager for Task III of the DOT/SST Follow-On contract to develop efficient means of noise suppression. He is currently Noise Technology Laboratory Chief.

Dr. Simcox is an Associate Fellow of the AIAA.

Thomas M. Weeks

Thomas M. Weeks completed his degree work at Syracuse University, Department of Mechanical and Aerospace Engineering in 1965. Dr. Weeks entered active commissioned service that year assigned to the Air Force Flight Dynamics Lab at Wright Patterson AFB, Ohio. He chose to work in the area of electrogasdynamics at the nearly completed 50 megawatt facility. In 1968, he separated from the Air Force but chose to remain at the same location working as a civilian.

He was assigned to the Analysis Group attached to the Aeromechanics Staff in 1972 working on transonic wind tunnel wall interference. Then, in 1976, he became Tech Manager of the External Aerodynamics Group of the Aerodynamics and Airframe Branch. He is currently the deputy manager of the X-29A (Forward Swept Wing) Program in the Air Force Wright Aeronautical Laboratories.

Dr. Weeks is an Associate Fellow of the AIAA.

We are continuing to experience a steady growth in our backlog of manuscripts awaiting publication (about 9% annually). Budget limitations preclude expanding the number of pages available per year. Therefore, we must aggressively select only the best-quality papers for publication. This is, of course, a positive step. Other actions stemming from the large backlog include: strict adherence to length standards and initiation of new pre-acceptance procedures.

The new pre-acceptance procedures were initiated last October. These procedures are substantially reducing the acceptance time by removing many of the mailing and handling steps. The long-term effect on backlog reduction remains to be determined. The net result should be a 30% reduction in the current overall time to publication. Please keep in mind, however, that the *Journal of Aircraft*, like other AIAA journals, is an archival journal. Emphasis must be given to quality if the Journal is to serve as a useful reference for a five- to ten-plus year time period. We recognize that quality and timeliness are often in conflict, and this is why we have Editors. My personal approach is to place quality first and meanwhile to do everything possible to achieve timeliness. I feel that we are making substantial progress in both areas.

How can I get my important material published in a timely manner? If this sounds like your question, then you should finish reading this paragraph. First, read the Information to Contributors on the inside back cover of your *most recent volume* of the Journal. Most of your answers to this question are contained on that page. You would be surprised at the number of substantially overlength papers we receive. I'll return papers that are 50% overlength straight back to you for shortening prior to review. This saves a lot of review time. Exceptions are survey papers, invited lectures, and historical reviews. If your paper is substantially overlength, you may want to consider breaking it into separate, self-contained

articles. Each will be independently reviewed, however, by separate reviewers. Please check your figure clarity (lettering size, stray marks, easily readable scales, good photo quality, etc.). Poor figure quality is a constant problem for us. Attention to details such as these will result in fewer changes, ease (therefore speed) of review, and overall reduction in time to publication. I solicit your comments.

I'd like to recognize the recent formation of the Aerodynamics Technical Committee. They are off to a good start. I hope many of the excellent papers presented at meeting sessions organized by this Committee find their way into this Journal.

If you check the inside front cover of the Journal you'll see many of the people who make this publication possible. Norma Brennan directs the Editorial Department with great dedication and skill. Pamela Edwards is our Managing Editor. Her constant attention to detail, assisted by Karen Goodstein and Kathleen Felix, is most appreciated. We also wish to recognize Niki Constantine's diligence in achieving quality composition. Of course, we depend heavily on the leadership and guidance of Earl Dowell, VP-Publications, and our Administrator of Technical Publications, John Newbauer.

Our International Board of Editors serve, in their respective countries, to obtain good articles depicting recent important results. We plan to publish the Fourth International Issue this year.

The dedication and thoroughness of our reviewers assure technical accuracy and importance to the technical community. Their promptness and interest in the Journal during 1982 have been most appreciated.

Thomas M. Weeks
Editor-in-Chief

Reviewers for the *Journal of Aircraft*—1982*

Abla, M. H.	Berrier, B. L.	Calico, R.	Cota, G. R.	Eisner, H.
Adams, M. R.	Berven, L. H.	Camp, D. W.	Coyle, J. M.	Emerson, D. E.
Adcock, J. B.	Bevilaqua, P. M.	Campbell, J. F.	Crow, S. C.	Eney, J. A.
Ahtye, W. F.	Bielak, G. W.	Carlson, H. W.	Culp, M. F.	Englar, R. J.
Aiken, E. W.	Bingham, G. J.	Cassenti, B. N.	Cunningham, A. M.	Engle, H., Jr.
Aitischler, V. A.	Black, R. W.	Cataldo, C. E.	Curry, C. E.	Erickson, G. E.
Albery, W. B.	Blake, B.	Caughey, D. A.	Curtiss, H. C., Jr.	Erickson, J. C., Jr.
Amiet, R. K.	Bland, A. M.	Cawthon, J. A.	Cuthbertson, R. D.	Eschweider, J.
Andersen, J. D.	Bland, S. R.	Cebeci, T.	Cyrus, M. L.	Etkin, B.
Anderson, A. O.	Bober, L. J.	Chalk, C. R.	Dadone, L.	Eversman, W.
Anderson, E. C.	Boone, J. D.	Chambers, J.	DaForno, G.	Evvard, J. C.
Anderson, J. D.	Booz, D. E., Jr.	Chamis, C. C.	Dansby, T.	Fairchild, J. E.
Anderson, S. B.	Borst, H. V.	Chappel, L. E.	De Jorgh, J. E.	Federson, R. E.
Andrisani, D.	Bortner, M.	Chaussee, D. S.	De Young, J.	Fester, D. A.
Ashley, H.	Boruff, W. R.	Chen, L. T.	Deiwert, G. S.	Fidler, J. E.
Ashworth, B.	Bowers, D. L.	Cherry, F.	Denke, P. H.	Fluk, H.
Atkinson, D.	Boxer, E.	Chevalier, H. L.	DeYoung, J.	Foa, J. V.
Banach, H. J.	Boyden, R. P.	Chilton, R. G.	DiCarlo, D.	Foss, W. E.
Bank, M. H.	Branch, W. M.	Chin, J.	Dickman, J. M.	French, J. V.
Barlow, J. B.	Breakwell, J. V.	Chipman, R.	Dillenius, M. F. E.	Freyre, O. L.
Barnard, H. R.	Briggs, H. C.	Clark, J. W.	Diller, B.	Friedman, P. P.
Barnhart, B.	Bristow, D.	Cochrane, J. A.	Dotson, B. F.	Frink, N. T.
Barr, N. M.	Brown, H.	Coe, P. L.	Drake, S. K.	Fujita, T. T.
Bauer, A. B.	Bruce, T. W.	Cominsky, A.	DuBro, G.	Gabel, R.
Beissner, F. L.	Bryson, A. E., Jr.	Conley, N. E.	Duffy, R. E.	Gallardo, V. C., Jr.
Bennett, A. G., Jr.	Burnham, R. W.	Cook, T. S.	Dvorak, F. A.	Ganz, U. W.
Bentz, C. E.	Bushnell, D. H.	Cooksey, J. M.	Edwards, J. W.	Garrard, W.
Berg, D. E.	Butzel, L. M.	Cosner, R. R.	Ehlers, F. E.	Gearhart, W. S.

*Those who reviewed manuscripts late in the year will be listed in the January 1984 issue.