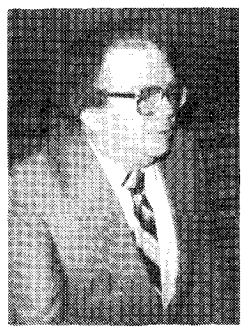
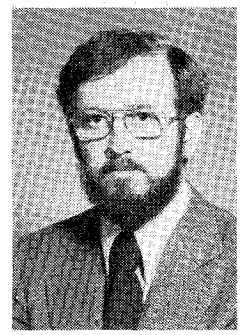

David Brant


Robert E. Duffy


Franklin E. Eastep


Lars E. Ericsson

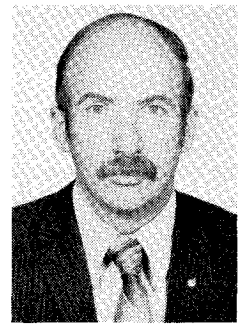

Ronald A. Hess


Harry H. Heyson


Bellur Nagabhushan


Craig D. Simcox


T. Y. Yang


Thomas M. Weeks

The 1987 Team

David Brant

David Brant is a Technical/Design Manager at Gates Learjet Corporation. Mr. Brant received a B.S. in Aeronautical Technology from Arizona State University in 1974 and did M.B.A. work at Florida State University from 1982–1984. From 1974 to 1980 he served as a Design Engineer and Flight Test Engineer at Cessna Aircraft Company. Mr. Brant joined the Piper Aircraft Corporation as an Experimental Test Pilot in 1980. He became the Chief of Engineering Flight Test at Piper in 1982. He joined Gates Learjet in 1984 where he is currently responsible for managing the technical and experimental activities of the Avanti program. Mr. Brant is a Member of the Society of Experimental Test Pilots and the AIAA.

Robert E. Duffy

Robert E. Duffy is an Associate Professor of Aeronautical Engineering and Astronautics at Rensselaer Polytechnic Institute. Dr. Duffy received his degrees from Rensselaer. He has worked as an aeronautical engineer at Wright-Patterson Air Force Base, as a research engineer at Grumman Aerospace Corporation, and as a consultant to numerous corporations. He is currently the technical director of Panaflight Corporation. His professional society affiliations include membership in the American Helicopter Society, the American Society of Mechanical Engineers, and the AIAA, in which he is an Associate Fellow. An author of over 45 articles and papers, Professor Duffy is currently investigating nonsteady flow effects on the aerodynamic characteristics of rotorcraft as a member of the ARO Rotocraft Center of Excellence at Rensselaer.

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, he has been the principal thesis advisor for 5 doctoral students and over 25 masters students. He served on active duty with the U.S. Air Force for 20 years, retiring 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 the 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 a Fellow of the AIAA 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 a Professor in the Division of Aeronautical Science and Engineering of the Department of Mechanical Engineering at the University of California, Davis. He received 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 of 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 an Associate Fellow of the AIAA, Member of the IEEE and Sigma Xi, and an Associate Editor of the *IEEE Transactions on Systems, Man and Cybernetics.*

Harry H. Heyson

Harry H. Heyson earned his B.Ae.E., cum laude, at the Polytechnic Institute of Brooklyn in 1949. He received his M.S. in Aeronautical Engineering from Virginia Polytechnic Institute in 1958. He joined the staff of NACA's Langley Laboratory in 1949. His research at NACA and NASA has resulted in over 75 papers on the theoretical and experimental aspects of helicopter and V/STOL induced flowfields, 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.

Now retired from government service, Mr. Heyson is an Aerospace Consultant and an Associate at the Hampton, Virginia office of Eagle Engineering. He is an Associate Fellow of the AIAA and a member of the American Helicopter Society.

Bellur L. Nagabhushan

Bellur L. Nagabhushan received his B. Tech. degree in Aeronautical Engineering from the Indian Institute of Technology, Madras, India, in 1971 and his M.S. and Ph.D. degrees in Aerospace Engineering from Virginia Polytechnic Institute and State University in 1973 and 1977. At VPI he conducted research on modeling rotorcraft dynamics, stability, and optimal control of helicopter with a sling load, control configured airplane design, and active control of a relaxed-static-stability airplane. He has been with the Defense Systems Division of Goodyear Aerospace Corporation since 1976. His early work focused on evolving conceptual and preliminary designs of conventional and V/STOL airships and hybrid rotorcraft configurations. He was responsible for developing related performance prediction codes and piloted flight simulation capability and for evaluating flying qualities of several point designs. Subsequently he was involved in developing aircraft-based weapon systems. He has conceived and developed prototypes and demonstrated innovative concepts for tactical weapons which sequentially dispense munition into desired patterns. He serves as a technical consultant on problems related to aircraft systems design and performance.

Dr. Nagabhushan has authored over 40 technical papers and articles in archival journals. He has received several Engineering Awards for Technical Achievement at Goodyear. He is an Associate Fellow of AIAA and a member of its V/STOL Aircraft Systems Technical Committee.

Craig D. Simcox

Craig D. Simcox received a 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 was employed at NASA Ames Research Center from 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 for free jet spreading.

Since joining The Boeing Company, Dr. Simcox has worked in research and management on 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 of coannular (bypass) jets, in-flight effects, and suppressor systems. He served as program manager on several proposal teams and research contracts. He is currently Manager—Technology Staff on the 767 Airplane Program. Dr. Simcox is a Fellow of the AIAA.

T. Y. Yang

Henry T. Y. Yang is a Professor in the School of Aeronautics and Astronautics and Dean of Engineering at Purdue University. He received his B.S. from National Taiwan University in 1962, his M.S. from West Virginia University in 1965, and his Ph.D. from Cornell University in 1968. He has been teaching and researching at Purdue since 1969. His areas of specialty are aircraft structures, dynamics, and materials. He has authored a book, 90 archival journal articles, and several dozen conference proceedings papers in these areas. He is a Fellow of AIAA.

Thomas M. Weeks

Thomas M. Weeks completed his degree work at Syracuse University, Department of Mechanical and Aerospace Engineering in 1965. He 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 MW facility. In 1968, he separated from the Air Force but chose to remain at the same location working as a civilian.

He was assigned in 1972 to the Analysis Group attached to the Aeromechanics Staff working on transonic wind tunnel wall interference. In 1976, he became Tech Manager of the External Aerodynamics Group of the Aerodynamics and Airframe Branch. He is currently the manager of the X-29A (advanced technology demonstrator) Program at the Air Force Wright Aeronautical Laboratories. Dr. Weeks is an Associate Fellow of the AIAA.