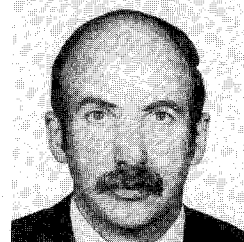


thank all the others in the Editorial Department who answer my requirements and otherwise add their personal value to the Journal.

Volunteer Associate Editors are the cornerstone of any technical publication. They select the reviewers and decide the fate of submitted papers. Most are published and reflect the dedicated efforts of my staff of "AEs" in the quality of their final form. AEs rarely complain, and when they do it is about authors late with revisions. When it is necessary to decline publication, about 25% last year, we try to provide useful information to the author to serve as a basis for a fresh start. I personally review all AE decisions to decline publication and, of course, we keep the door open for rebuttal of our decision. My staff of Associate Editors for 1991 appears in these pages. They often attend AIAA meetings, and if you look them up they will be glad to listen to your ideas or answer any questions about the Journal.

Reviewers for 1990 are also listed in these pages. We try to select reviewers who will get involved with each paper and objectively determine where it can be made better. Most authors appreciate the feedback, and the result is the best possible presentation and long-term retention of value. That our reviewers are willing to volunteer their time to assure accuracy

and overall quality speaks well for the stature of the Journal and AIAA.



Thomas M. Weeks
Editor-in-Chief

Papers Development Team

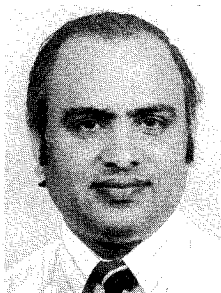
M. L. Laster
R. W. Wlezien
Lars Ericsson
Richard J. Ranaudo
Norman H. Fischer
Richard Margason
Bruce Holmes
Frank Eastep
Ed Rogan
Gerald M. Vogel

Ground Test TC
Aeroacoustics TC
Applied Aerodynamics TC
Flight Testing TC
Survivability TC
V/STOL Aircraft Systems TC
General Aviation Systems TC
Structural Dynamics TC
Aircraft Design TC
Academic Affairs

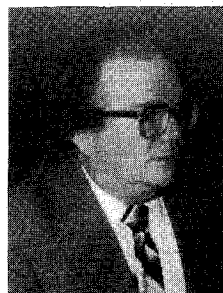
The 1991 Team



R.K. Agarwal



I. Chopra



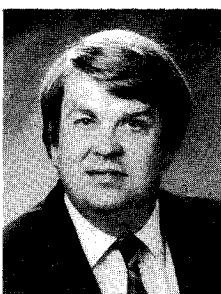
R.E. Duffy



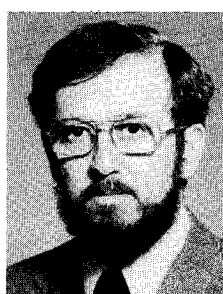
F.E. Eastep



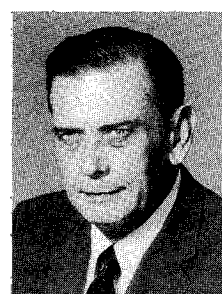
L.E. Ericsson



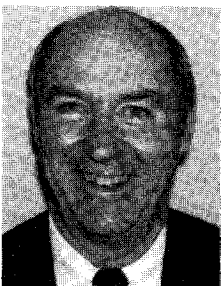
A.F. Grandt Jr.



R.A. Hess



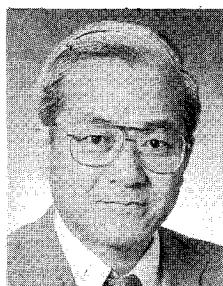
H.H. Heyson



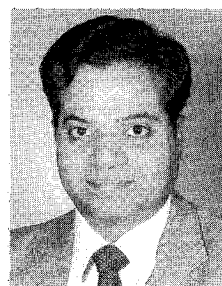
K.J. Holt



M.C. Joshi



C.F. Lo



B.L. Nagabhushan

Ramesh K. Agarwal

Ramesh K. Agarwal is currently the Program Director for Advanced Computational Fluid Dynamics at McDonnell Douglas Research Laboratories. He received a B.S. in Mechanical Engineering from the Indian Institute of Technology, Kharagpur, India, in 1968; an M.S. in Aeronautical Engineering from the University of Minnesota in 1969; and a Ph.D. in Aeronautical Sciences from Stanford University in 1975. Since joining the staff at MDRL in 1978, Dr. Agarwal has worked in all aspects of CFD, namely, grid generation, adaptive and multigrid methods, solution of nonlinear potential, Euler, and Navier Stokes equations, viscous-inviscid interactions, boundary-layer flows, and turbulence modeling. Recently, he has initiated new programs in the areas of computational aeroacoustics, computational electromagnetics, parallel processing, and CFD-based expert systems.

The author of over 60 articles and papers, Dr. Agarwal has been an Affiliate Professor of Mechanical Engineering at Washington University, St. Louis, since 1986. He is an Associate Fellow of the AIAA; and after serving on its Fluid Dynamics Technical Committee from 1986 to 1989, he is currently a member of the AIAA Multidisciplinary Optimization Committee.

Inderjit Chopra

Inderjit Chopra is a Professor and Acting Chairman of Aerospace Engineering at the University of Maryland. He received a B.Sc. in Engineering from Punjab Engineering College, Chandigarh, India, in 1965; an M.E. from Indian Institute of Science, Bangalore, India, in 1968; and a Sc.D. from Massachusetts Institute of Technology in 1977. He worked at the National Aeronautical Laboratory in Bangalore from 1966 to 1974. His research there included aeroelastic wind tunnel testing of scaled models of airplanes and launch vehicles. At MIT, he worked on aeroelastic analysis of wind turbine rotors for his doctoral dissertation. In 1977, he joined NASA Ames/Stanford University Joint Institute of Aeronautics and Acoustics, where he researched aeroelastic analysis of advanced rotor systems and dynamic testing of full-scale helicopters in the NASA Ames 40 × 80 ft wind tunnel. In 1981, he joined the University of Maryland. He is a major participant of the Army's Center of Rotorcraft Education and Research at Maryland. An author of over 60 articles and papers, Dr. Chopra is also an associate editor of the *Journal of the American Helicopter Society* and a member of the editorial advisory board of *Vertica*, *The International Journal of Rotorcraft and Powered Lift Aircraft*. He is an Associate Fellow of AIAA.

Robert E. Duffy

Robert E. Duffy is a faculty member in the Department of Mechanical Engineering, Aeronautical Engineering and Mechanics at Rensselaer Polytechnic Institute. Dr. Duffy received his degrees from Rensselaer. In addition to having worked as an aeronautical engineer at Wright-Patterson Air Force Base and as a research engineer at the Grumman Aerospace Corporation, he has served as a consultant to numerous corporations and governmental agencies. He was, for a number of years, technical director of Panaflight Corporation and a past owner of the Burden Lake Country Club. His professional society affiliations include membership in AIAA, in which he is an Associate Fellow, the American Helicopter Society, and the American Society of Mechanical Engineers. The author of over 60 articles and papers, Professor Duffy is currently investigating nonsteady flow effects on the aerodynamic characteristics of both fixed and rotary wing aircraft. He is also experimentally investigating the heat transfer to highly swept wings in the high enthalpy, high Mach number (10-25) range.

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 10 doctoral students and over 35 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 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, 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.

Alten F. Grandt Jr.

Alten F. (Skip) Grandt Jr. is currently Professor and Head of the Purdue University School of Aeronautics and Astronautics. He received a Ph.D. in Theoretical and Applied Mechanics from the University of Illinois in 1971 and was then employed as a Materials Research Engineer by the Air Force Materials Laboratory, Wright-Patterson AFB, Ohio, where his duties involved basic research concerned with damage tolerance analysis of engine and airframe structures and materials. He joined the Purdue faculty in 1979 and became Head of the School of Aeronautics and Astronautics in 1985. In addition to his administrative duties, he also teaches and conducts research in the general areas of aerospace structures and materials. Professor Grandt has authored and coauthored approximately 60 papers and reports dealing with fatigue and fracture mechanics.

Ronald A. Hess

Ronald A. Hess 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, he joined the staff of the Flight Systems Research Division at NASA Ames Research Center. At NASA he conducted research in the areas of aircraft handling qualities, control/display analysis and design, and manual control. In 1982, he joined the faculty of the Department of Mechanical Engineering at the University of California, Davis, where he is currently a Professor in the Department of Mechanical, Aeronautical, and Materials Engineering. His current research interests lie in the areas of automatic and manual control of aircraft and in man/machine systems.

Dr. Hess is an Associate Fellow of the AIAA, a member of the IEEE, Sigma Xi, and Tau Beta Pi and is an Associate Editor of the *IEEE Transactions on Systems, Man, and Cybernetics*. He is a Vice-President of the IEEE Systems, Man, and Cybernetics Society and chairman of the Society's

Manual Control Technical Committee. He is a member of the Technical Committee on Atmospheric Flight Mechanics of AIAA.

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 75 papers on the theoretical and experimental aspects of helicopters 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.

After a brief period as an Associate at the Hampton Division of Eagle Engineering, Mr. Heyson has established his own consulting practice specializing in helicopter and V/STOL aerodynamics and wind tunnel wall effects.

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

Kenneth J. Holt

Kenneth J. Holt is Manager of Customer Relations, Southwest U.S. for McDonnell Aircraft Company. He received his B.Sc. from Hampton University in Virginia and his M.B.A. from the University of Missouri, St. Louis. He served 20 years in the U.S. Air Force and retired as a Lieutenant Colonel and a Command Pilot. His background is in fighters, having flown the F-86, F-100, F-4, F-15, F-18 and also tours in the Air Training Command and Strategic Air Command. He joined McDonnell in 1973. There he flew production test flights and was the company's interface with the military and Federal Aviation Administration for test flights. He developed much of the flight test operating procedures for the F-18 and AV8B, and was the McDonnell flight operations consultant to the Government Aircraft Factory F-18 facility at Avalon, Australia. He retired from active flying in 1984. Mr. Holt is a Member of AIAA and serves on the Aircraft Operations Technical Committee.

Mahendra C. Joshi

Mahendra C. Joshi is currently Group Leader, Acoustics Technology at Douglas Aircraft Company, Long Beach, California. He received his Ph.D. in Aeronautical Engineering from University of Tennessee Space Institute in 1977. He was a post-doctoral research associate for two years at NASA Langley/George Washington University's Joint Institute for Advancement of Flight Sciences and performed research in blown flap noise and airframe noise. In 1979, he joined Douglas Aircraft Company as Senior Acoustics Engineer responsible for studies of sound propagation and attenuation in engine ducts. In 1983, he moved to Bell Helicopter Textron and was the Principal Investigator of rotorcraft exterior noise research activities including the NASA-sponsored National Rotorcraft Noise Reduction Program. He returned to Douglas Aircraft Company in 1988 and is currently managing aircraft acoustics technology development activities. Dr. Joshi is a member of AIAA and the Aeroacoustics Technical Committee. He was also a member of the American Helicopter Society's Acoustics Technical Committee.

Ching F. Lo

Ching F. Lo is a Professor of Aerospace and Mechanical Engineering at the University of Tennessee Space Institute. He received his B.S. from National Taiwan University, Taipei, Taiwan in 1959 and his M.S. and Ph.D. degrees from Cornell University in 1964 and 1967, respectively. He joined the research staff of Arnold Engineering Development Center at Arnold Air Force Base, TN in 1967. His research involved the development of aerodynamic ground test facilities and testing

techniques including Reynolds number effects and wind tunnel wall interference technology for various types of wind tunnels from low speed V/STOL to transonic, supersonic speed and adaptive wall tunnel. He has been responsible for the application of Artificial Intelligence (AI) technology to wind tunnel facilities. As a senior research fellow at NASA in 1987, he initiated an AI application program for the operation of the NASA/ARC wind tunnel facilities in Aerodynamics Division. He assumed his present position at the University of Tennessee in 1988.

Dr. Lo's current interest concerns the development of AI/expert systems for wind tunnel facilities and Space Shuttle, engineering monitoring expert systems, neural network based systems for propulsion, and tunnel wall interference. He is a member of AIAA and a member of the American Association for Artificial Intelligence.

Bellur L. Nagabhushan

Bellur L. Nagabhushan received his B. Tech. degree in Aeronautical Engineering from 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. After completing his graduate studies, he joined the Defense Systems Division of Goodyear Aerospace Corporation in Akron, Ohio. Here, he evolved conceptual and preliminary designs of advanced V/STOL airship and hybrid rotorcraft configurations and investigated their flying qualities. Subsequently, he was involved in developing aircraft based weapon systems. He conceived, developed prototypes, and demonstrated innovative concepts for tactical weapons which sequentially dispense munition into desired patterns. He also served as a consultant on projects related to aircraft system design, performance analysis, and flight simulator development. In 1987 he joined the Bendix/King Avionics Division of Allied Signal Aerospace Company, in Fort Lauderdale, Florida, as a senior staff engineer and was involved in the development of Digital FBW System for aircraft flight control. Presently, he is an Associate Professor of Aerospace Engineering at Parks College of Saint Louis University in Cahokia, Illinois.

Dr. Nagabhushan has broad research interests which include all types of flight vehicles and associated flight mechanics and control technologies. He has authored over 50 technical papers and articles in archival journals. He holds several patents in the U.S. and Europe and has received numerous Engineering Awards for Technical Achievement while at Goodyear. He is an Associate Fellow of AIAA and serves on its Atmospheric Flight Mechanics Technical Committee. He is also a member of the American Helicopter Society. In addition to being an Associate Editor of this journal, Dr. Nagabhushan also serves as an Associate for its International Board of Editors.

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. His initial work was in the area of electrogasdynamics at the nearly completed 50 MW facility. In 1968, he separated from the Air Force but remained 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 Technical Manager of the External Aerodynamics Group of the Aerodynamics and Airframe Branch. He then served as deputy and acting manager of the X-29 Advanced Technology Development. He is currently Chief of the Experimental Engineering Branch in the Flight Dynamics Laboratory of Air Force Wright Aeronautical Laboratories. Dr. Weeks is an Associate Fellow of the AIAA.