

NOTICE TO CONTRIBUTORS

Papers for consideration should be addressed to The Editor, The Aeronautical Quarterly, 4 Hamilton Place, London, W1V 0BQ.

Papers must be as short as possible, twenty foolscap pages being considered a maximum. Those written as internal reports, i.e. with full descriptions and complete results of work, must be re-written concisely.

Manuscripts should be read critically by, say, a colleague before submission, in order to avoid small errors, *which might otherwise prolong the refereeing process.*

PRESENTATION

Papers submitted should comply with the following points:

1. They must be typewritten with double spacing.
2. The title must be short—with a sub-title if necessary.
3. A summary of not more than 250-300 words is essential.
4. Routine mathematics should be omitted or given in an Appendix and only necessary equations should be included in the text.
5. *All* symbols used in the text and figures, whether standard or not, must be listed in a Notation and the following points observed:
 - (a) The letter *l* must be distinguished from the numeral 1 and the letter *O* from the zero 0.
 - (b) Greek letters should be clearly written in ink and should also be indicated, particular attention being paid to the use of alpha and *a*, kappa and *k*, mu and *μ*, nu and *ν*, eta and *η*.
 - (c) The use of dots, bars, and so on, over symbols, or the use of dots as multiplication signs and bars for brackets should be avoided as far as possible.
 - (d) Suffixes and indices must be clearly indicated and complicated suffixes avoided.
6. References should be given in the form:
HOWELL, W. T. Stability of Multi-Stage Axial Flow Compressors. *Aeronautical Quarterly*, Vol. XV, p. 328, November 1964.
7. Illustrations should be reduced to a minimum. When the paper is first submitted they can be clear prints of graphs, sketches or photographs. If the paper is accepted, authors will be expected to provide black and white line drawings or graphs, in a form suggested by the editorial staff, and clear glossy photographs.

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THE AERONAUTICAL QUARTERLY

It is the aim of *The Aeronautical Quarterly* to attract not only original papers contributing to aeronautical science and engineering, and papers developing new or improved methods of analysis and experimental techniques, but also papers on allied sciences which have a bearing on aeronautical problems. *The Aeronautical Quarterly* is open to authors of any nationality and is not restricted to members of the Society. The time taken to publish a paper often depends on its length and short papers, of not more than 2000 words, can be published more quickly than longer ones.

VOLUME XXI

Volume XXI of *The Aeronautical Quarterly* will be published in February, May, August and November 1970.

Since 1961, when the price of *The Aeronautical Quarterly* was last increased, printing costs have risen by nearly 40 per cent and a further increase in price is now long overdue. It has been decided, with regret, that the prices for Volume XXI, which include postage and packing, will therefore be as follows:

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C. W. Stammers—The flutter of a helicopter rotor blade in forward flight.
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T. Y. Na—An initial value method for the solution of MHD boundary-layer equations.
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