



# AERONAUTICAL ENGINEERING

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**A SPECIAL BIBLIOGRAPHY**

**WITH INDEXES**

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# AERONAUTICAL ENGINEERING

## A Special Bibliography

### Supplement 91

A selection of annotated references to unclassified reports and journal articles that were introduced into the NASA scientific and technical information system and announced in December 1977 in

- *Scientific and Technical Aerospace Reports (STAR)*
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# INTRODUCTION

Under the terms of an interagency agreement with the Federal Aviation Administration this publication has been prepared by the National Aeronautics and Space Administration for the joint use of both agencies and the scientific and technical community concerned with the field of aeronautical engineering. The first issue of this bibliography was published in September 1970 and the first supplement in January 1971. Since that time, monthly supplements have been issued

This supplement to *Aeronautical Engineering -- A Special Bibliography* (NASA SP-7037) lists 359 reports, journal articles, and other documents originally announced in December 1977 in *Scientific and Technical Aerospace Reports (STAR)* or in *International Aerospace Abstracts (IAA)*

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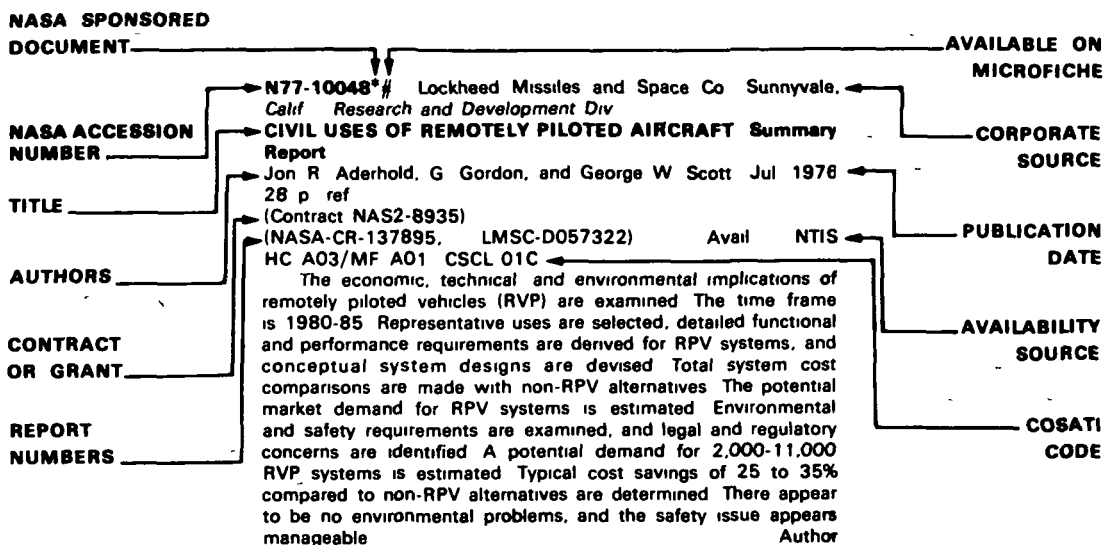
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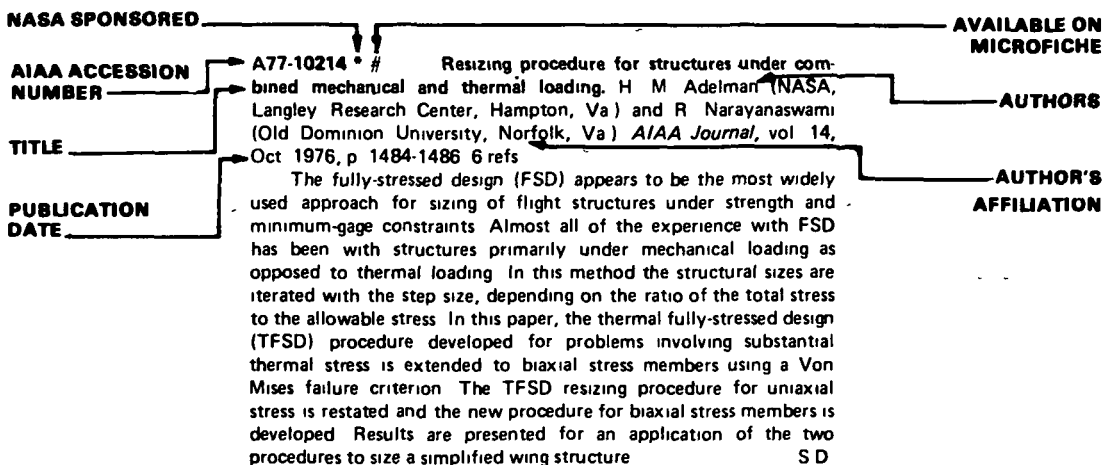
# TABLE OF CONTENTS

IAA Entries .....	549
STAR Entries .....	577
Subject Index .....	A-1
Personal Author Index .....	B-1
Contract Number Index .....	C-1

## TYPICAL CITATION AND ABSTRACT FROM STAR



## TYPICAL CITATION AND ABSTRACT FROM IAA



# AERONAUTICAL ENGINEERING

*A Special Bibliography (Suppl. 91)*

JANUARY 1978

## IAA ENTRIES

**A77-47979** The new airport radar systems L Kroll (Bundesanstalt für Flugsicherung, Frankfurt am Main, West Germany) *Airport Forum*, vol 7, Aug 1977, p 109, 110, 113 (9 ff) In English and German

The design of airport radar systems is discussed, and the characteristics of commercially available transmitters, antennae and receivers are assessed. Features of automated aircraft detection and tracking systems, such as digital moving target indication, crystal-controlled frequency generation, frequency diversity operation, multiple stacking and dual beam antennae, are described. Fully coherent radar systems giving very good subclutter visibility, as well as systems working with L and C-bands, are considered. Advanced concepts of airport radar design under development, including antennae with adaptive controls, clutter-controlled signal processing techniques, multiple excitation antennae, and variable combination reception beams, are also mentioned. J M B

**A77-47980** Reducing walking distances at existing airports J P Braaksma (Carleton University, Ottawa, Canada) *Airport Forum*, vol 7, Aug 1977 p 135-138, 141, 142. In English and German. National Research Council of Canada Grant No. A 8927

Appropriate gate allocation to shorten walking distances for passengers at airport terminals is proposed, with the emphasis on making the most effective use of existing facilities. An analysis of gate allocation procedures at a terminal of the Toronto, Canada International Airport over a period of several years was performed, various categories of passenger flow, such as arriving, departing, domestic, foreign and transferring were studied. It was found that the average walking distance for passengers could be reduced by as much as 57% through effective management of gate scheduling. Maximum walking distances established by the reference manual of the International Air Transport Association are also discussed. J M B

**A77-47999** Detail design aspects of a helicopter transmission system V A B Rogers. In Detail design, Proceedings of the Conference, Keele, Staffs, England, April 3, 4, 1975. London and New York, Mechanical Engineering Publications, Ltd., Institution of Mechanical Engineers, 1976, p 55-57

The introduction outlines the various components that make up a helicopter transmission, tracing the path of power from the engines to main and tail rotors and describing briefly the task of each member. A brief description is given of the dynamic issues that have to be considered leading to a summary of the major dynamic forces imposed on those members. The main text selects for detailed description, various mechanical components which, whilst not peculiar to helicopter design, are less common in other fields of mechanical engineering, (e.g., The Main Free-wheels, Shafts, Couplings and Tail Shaft Disconnect Coupling). The design parameters necessary for successful operation are considered together with

results from Development Tests (Problems encountered together with solutions are also given). Finally, in a more general manner, the steps taken to ensure maximum life and reliability of the components is outlined. (Author)

**A77-48000** Detail design in aircraft S J Swadling (British Aircraft Corp., Ltd., Filton, Bristol, England). In Detail design, Proceedings of the Conference, Keele, Staffs, England, April 3, 4, 1975. London and New York, Mechanical Engineering Publications, Ltd., Institution of Mechanical Engineers, 1976, p 63-72

An examination is conducted of some of the problems encountered in the structural areas of design. The characteristics of the problems and the approaches adopted to solve them are illustrated with the aid of examples related to the design of the engine air intakes of Concorde. Attention is given to design guides, ground rules, design loadings, design allowables and design factors, the forward sidewall assembly, the forward bottom corner, the frame corner problem, the joint between forward and aft structures, a typical frame, and the sidewall link assembly. G R

**A77-48001** Some detail design problems in aircraft gas turbines L Haworth. In Detail design, Proceedings of the Conference, Keele, Staffs, England, April 3, 4, 1975. London and New York, Mechanical Engineering Publications, Ltd., Institution of Mechanical Engineers, 1976, p 86-93

Approaches used in detail design procedures to improve the life of a component in aircraft gas turbines are illustrated with the aid of four examples. In the case of problems associated with thermal expansion, an oval bolt which permits free relative expansion of the flanges without loss of accuracy of location was employed. In another example difficulties in connection with an apparently simple stud were experienced and had to be overcome by various means. Attention is also given to problems related to the introduction of the long root turbine blade and difficulties concerning a turbine shaft assembly. G R

**A77-48054** # Heat transfer at the critical point of a cylinder during intensive blowing (Теплообмен в критической точке цилиндра при интенсивном вдуве) B N Baskarev, V P Motulevich, and E D Sergievskii (Gosudarstvennyi Nauchno-Issledovatel'skii Energeticheskii Institut, Moscow, USSR) *Inzhenerno-Fizicheskii Zhurnal*, vol 33, July 1977, p 5-10. 8 refs. In Russian

Heat transfer at the frontal critical point of a porous cylinder in transverse flow with intensive blowing of helium, nitrogen, and carbon dioxide gas was investigated. Experiments were conducted in a subsonic wind tunnel with the application of thermoanemometric and interferometric methods in the following parameter range: freestream velocity = 2.65-6.75 m/sec ( $Re = 3,000-7,500$ ), temperature = 400-500 K, and blowing intensity  $F = 0.0-0.48$ . Agreement with calculated values of heat transfer was satisfactory in the moderate blowing range. Under strong blowing of nitrogen and carbon dioxide there occurred loss of stability of laminar flow in the frontal region and some increase in heat transfer. P T H

**A77-48174** The effect of drop size on emissions from the primary zone of a gas turbine type combustor R W Anderson, P B Patil, J Chin, J A Nicholls, W Mirsky, and V Lyons (Michigan

University, Ann Arbor, Mich) In Symposium on Combustion (International), 16th, Cambridge, Mass, August 15-20, 1976, Proceedings Pittsburgh, Pa, Combustion Institute, 1977, p 265-274, Comments, p 274, 275 8 refs US Environmental Protection Agency Grant No R-802925

An experimental gas turbine combustor designed to permit independent controlled variation of fuel droplet size, local equivalence ratio, inlet air temperature, combustor pressure, residence time and recirculation is used to study the processes of liquid fuel combustion and pollutant generation The combustor is capable of producing a stable flame without a physical flame holder, allowing for a more accurate approximation of actual combustion processes A variety of mean fuel droplet diameters and primary zone equivalence ratios were employed in obtaining pollutant emission samples In general, it is found that as droplet size increases, the level of unburned hydrocarbons and the mean value of NO concentrations decrease, while the CO level at the point of sampling increases An analysis of droplet sizes in the fuel atomization is also given J M B

**A77-48181** Aerodynamic and thermodynamic characteristics of kerosene-spray flames E E Khalil and J H Whitelaw (Imperial College of Science and Technology, London, England) In Symposium on Combustion (International), 16th, Cambridge, Mass, August 15-20, 1976, Proceedings Pittsburgh, Pa, Combustion Institute, 1977, p 569-575, Comments, p 576 17 refs Research supported by the Atomic Energy Research Establishment

Experiments measuring velocity, turbulence, mean and fluctuating temperatures and droplet concentration in vertical kerosene spray flames burning in the atmosphere were conducted with the aim of testing numerical methods that employ models for droplet combustion to describe gaseous flames Velocity, turbulence intensity and droplet concentration readings were obtained with a laser anemometer operating in forward scatter, mean and fluctuating temperatures were obtained with platinum rhodium thermocouple wires Results suggest that a significant shortening of the flame length occurs as the droplet size is decreased from a Sauter mean diameter of 100 microns to 45 microns The calculated values for the length of a gaseous flame do not appear to provide good approximations for this behavior J M B

**A77-48240 \*** Direct-connect tests of hydrogen-fueled supersonic combustors P J Waltrup, G L Dugger, F S Billig, and R C Orth (Johns Hopkins University, Laurel, Md) In Symposium on Combustion (International), 16th, Cambridge, Mass, August 15-20, 1976, Proceedings Pittsburgh, Pa, Combustion Institute, 1977, p 1619-1629 8 refs NASA-supported research

Direct-connect tests of hydrogen-fueled supersonic combustors were performed using arc-heated air at combustor inlet Mach numbers of 2.9 to 3.2 Various axisymmetric combustor geometries of 5.89 and 6.96 cm (inner diameter) inlet were investigated, the fuel was injected from the wall either from a ring of equally spaced holes normal to the air stream, or from a circumferential slot oriented 45 deg downstream The hole-type injectors consistently gave better results The effects of various parameters are examined, and the performance comparison procedure is described A theoretical model of the supersonic combustion process which includes a pre-combustion shock-compression is used to explain the character of the observed pressure distributions and to assess the effects of the measured heat transfer rates, deduced wall shear, and combustor geometry on performance M L

**A77-48241** Combustion considerations for future jet fuels W S Blazowski (USAF, Aero Propulsion Laboratory, Wright-Patterson AFB, Ohio) In Symposium on Combustion (International), 16th, Cambridge, Mass, August 15-20, 1976, Proceedings Pittsburgh, Pa, Combustion Institute, 1977, p 1631-1638, Comments, p 1638, 1639 14 refs

The effects of fuel hydrogen and nitrogen content have been studied using a T56 combustor rig Increases of combustor liner temperature with decreased fuel hydrogen content were found to be

substantial A new nondimensional temperature parameter which provides a means of correlating results for combustors having rich primary zones designs is presented Limited data for new low-smoke lean designs indicate much less sensitivity of combustor liner temperature to fuel hydrogen content Although smoke emission increased with decreased hydrogen content, gaseous exhaust emissions were unchanged The conversion of fuel bound nitrogen to NOx under practical aircraft combustion conditions is described, and recommendations for alternate jet fuel combustion efforts are summarized M L

**A77-48252** New air traffic control communications and data systems (Neue FS-Kommunikations- und Datensysteme) G D Prieue (Luft- und Raumfahrttechnik, Berlin, West Germany) *Nachrichten Elektronik*, vol 31, Aug 1977, p 222-224 In German

Suitable display units for air traffic control operations are examined, taking into account a device developed by a German company for air traffic-control applications in the 1980s The modular display unit considered has the capability to collect, process, and display synthetic radar image data Attention is given to the general requirements which have to be satisfied by a display unit employed in air traffic control operations, the configuration and function of the display system, the control section as central unit of the display device, the characteristics of the employed mini-computer, and the properties of suitable devices for a display in color G R

**A77-48289 #** Non-equilibrium flow of an inviscid gas past a thin profile D Homencovschi (Bucuresti, Institutul Politehnic, Bucharest, Rumania) *Zeitschrift fur angewandte Mathematik und Mechanik*, vol 57, Aug 1977, p 461-469 7 refs

This paper considers the steady and linearized motion of a non-equilibrium inviscid gas past a thin profile The form in distributions of the equations of the aerodynamics is used For the symmetrical profile the problem is completely solved For the case of the profile without thickness the problem calls for a separate consideration of the completely subsonic, intermediate and completely supersonic regimes respectively In the first two cases the determination of the function  $n(x)$  reduces to the resolution of a Fredholm type regular integral equation of the second species The paper gives the asymptotic solution of the problem for high values of relaxation time For the case of the completely supersonic regime the problem is solved to the end The motion of a fluid over a wall is also analysed (Author)

**A77-48290 #** The role of the boundary layer in supersonic pressure perturbations along a weak wavy wall (Das Druckstorungsfeld im Oberschall langs einer schwach welligen Wand unter Berucksichtigung der Grenzschicht) H. W Stock (Dornier GmbH, Friedrichshafen, West Germany) *Zeitschrift fur angewandte Mathematik und Mechanik*, vol 57, Aug 1977, p 471-476 10 refs In German

Pressure perturbations, generated by a wavy wall in supersonic flow, are calculated by the linearized small perturbation theory including boundary layer effects The boundary layer is divided in an inviscid, rotational outer layer and a viscous sublayer Laminar and turbulent boundary layers are investigated The pressure perturbations, i.e., their amplitude and phase position, are related to those evaluated by the inviscid theory It is shown that the influence of the boundary layer can be neglected, if the wavelength of the wavy wall is much larger than the boundary layer thickness For smaller wavelengths the boundary layer has a damping effect on the outer flow, i.e., the amplitudes of the pressure perturbations are smaller than those for the inviscid case Especially for laminar boundary layers and smaller wavelengths of the wavy wall the pressure perturbations close to the wall exhibit a subsonic character, although the outer flow is supersonic (Author)

**A77-48362 #** L-band antenna for aircraft-to-satellite communications E Hormann, D Lovis, and R Reitzig (Siemens AG,

Munich, West Germany) In European Microwave Conference, 6th, Rome, Italy, September 14-17, 1976, Proceedings

Sevenoaks, Kent, England, Microwave Exhibitions and Publishers, Ltd., 1976, p 288-291

An L-band aircraft transmit/receive antenna for the future Aerosat system is proposed. It consists of two identical phase-scanned four-spiral antenna arrays mounted laterally on either side of the upper area of the aircraft body. The fan-beam is pointed in 10 different angular directions such as to satisfy the 4 dB minimum gain coverage in the field-of-view 10 deg above horizon. The antenna mounts flush with the skin outboard between two stringers and frames in aircraft with transoceanic capability. The coverage performance of the antenna is demonstrated theoretically and experimentally.

(Author)

**A77-48377 # Surface roughness measurements by using low-resolution FM-CW radar altimeters** S R J Axelsson (Saab-Scania AB, Linköping, Sweden) In European Microwave Conference, 6th, Rome, Italy, September 14-17, 1976, Proceedings

Sevenoaks, Kent, England, Microwave Exhibitions and Publishers, Ltd., 1976, p 389-393 6 refs. Research supported by the Svenska Rymdaktiebolaget

When a radar altimeter is used over a rough ground surface, a noise component is added to the output signal. The mean deviation of the noise mainly depends on the range spread of the reflectors located within the antenna beam. The close relationship between noise and range spread can be used to estimate the height of surface roughnesses by low-resolution radar altimetry. Experimental results compare favorably with theoretical predictions.

(Author)

**A77-48378 # A method to reduce the need for large antennas in Microwave Landing Systems /MLS/** B Forssell (ELAB, Trondheim, Norway) In European Microwave Conference, 6th, Rome, Italy, September 14-17, 1976, Proceedings

Sevenoaks, Kent, England, Microwave Exhibitions and Publishers, Ltd., 1976, p 394-398

The replacement of the present Instrument Landing System (ILS) by the new Microwave Landing System (MLS) which is supposed to begin about 1980 is caused by increasing requirements for capacity, accuracy and coverage which ILS cannot meet. A method to obtain good performance with relatively small antennas is to utilize a larger bandwidth for the transfer of signals as space and frequency are interrelated quantities. The transmitted signals are then modulated with a frequency much higher than the information bandwidth and demodulated in the receiver. In this way, a compressed pulse (for pulsed signals) or an efficient delay discrimination (for continuous signals) can be obtained by means of a correlating receiver. By exploiting the whole frequency band allocated for MLS use at C-band, the angle measurement accuracy can be improved as much as 20-80 times.

(Author)

**A77-48411 Civil and military air traffic in France** Management and compatibility J R Bauchet (EUROCONTROL, Nord Regional Centre, Bretigny-sur-Orge, Essonne, France) *Eurocontrol*, Mar 1977, p 3-9 Translation

The French system of air traffic classification is described with regard to general air traffic (such as public transportation) and operational air traffic (such as military aircraft), and the coordination between the respective controllers. Attention is given to dialogue procedures between civil and military controllers via a computer system known as STRIDA-CAUTRA, handling flight plan information, radar data, and flight identification data for the purpose of determining control clearances.

S C S

**A77-48412 The transfer of the German North MATRAC to the EUROCONTROL Centre of Maastricht** M A Woods (EUROCONTROL, Computers, Programming and Processing Div., Brussels, Belgium) *Eurocontrol*, Mar 1977, p 10-19

The German North Military Air Traffic Radar Control Centre (MATRAC) was transferred to the Maastricht Centre in 1975 in order to increase the capacity and flexibility of air traffic services.

The operational concept is outlined with regard to the area of responsibility, airspace structure, and method of control and sectorization. Principal components of MATRAC procedures, hardware, and software are described including radio telephone intercommunication systems, the main computer complex, the peripheral computer complex, operator input and display subsystem, processing systems, and civil-military coordination.

S C S

**A77 48413 EUROCONTROL and radar** E Morgan (EUROCONTROL Radar and Data Handling Div., Brussels, Belgium) *Eurocontrol*, Mar 1977, p 20-28 14 refs

EUROCONTROL has implemented radar systems for automated air traffic control in Maastricht, Netherlands, Shannon, Ireland, and Karlsruhe Federal Republic of Germany. The primary elements of the radar chains are described including (1) radar data display, such as the operator input device and display system, (2) the radar data processing system consisting of reception, processing, and transmission and (3) the data acquisition system, with primary and secondary surveillance radar heads, and digital extractor and data transmission systems. Equipment and procedures are being devised for the evaluation of the radar chain in terms of continuity of radar positional information, information accuracy monitoring, and control of unwanted and/or confusing information. Studies for the future development of radar technology include the implementation of radar automatic failure and alignment detectors, and the application of color to the display system.

S C S

**A77 48414 Aircraft trajectories from radar extrapolations to long term prediction** A Benoit, S Swierstra (EUROCONTROL, Navigation Systems Div., Brussels, Belgium), and J Storey (EUROCONTROL, Programming and Analysis Div., Bretigny sur Orge, Essonne, France) *Eurocontrol*, Mar 1977, p 29-41

Methods are proposed for predicting aircraft trajectory using radar extrapolations and making the results available to the control function. The primary stages are (1) utilization of available control center data and radar information, (2) introduction of additional data without the need for additional on line communications, and (3) generation and/or collection of data not available to the control for transfer to the computer trajectory module, forming a long term trajectory prediction system for the purpose of traffic management. An accuracy analysis has been conducted on a test sample of thirteen commonly used aircraft to determine degree of prediction error, to compare the three methods proposed, and to evaluate the limitation of radar extrapolation. Applications have been made to a series of actual flights for trajectory prediction, techniques for prediction method monitoring and updating have been derived, and areas for future research have been identified.

S C S

**A77 48415 Air traffic control and the initial operation of supersonic transport aircraft** A review of preparatory measures H Schmid (EUROCONTROL, Operational and Requirements Div., Brussels, Belgium) *Eurocontrol*, Mar 1977, p 42-45

**A77-48416 Austria's role in international civil aviation** M Halbmayer (Ministry of Transport, Vienna, Austria) *Eurocontrol*, Mar 1977, p 46-53 Translation

The history of the Austrian civil aviation industry is discussed with reference to (1) the development of the industry both before and after the First World War, (2) air transport, including the establishment of the Osterreichische Luftverkehrs AG, (3) airports and air traffic control prior to 1938, (4) the beginning of the Austrian Airlines, and (5) current studies for partial restructuring and automation of air traffic control, and the development of a modern airspace surveillance system.

S C S

**A77-48474 Rationalization of the European air net** S Gordon (Simat, Helliesen and Eichner, Inc., Newton Centre, Mass.) and R de Neufville (MIT, Cambridge, Mass.) *Transportation Research*, vol 11, Aug 1977, p 235-244 30 refs. Research supported by the University of California and Massachusetts Institute

of Technology, U S Department of Transportation Grant No OS-5023947

This paper investigates the question of whether it might be possible to rationalize, that is to increase the quality of service for a given cost, the airline network within Europe. Various policy analysts have suggested that significant benefits might be achieved along these lines if the Common Market were to reduce the bilateral restrictions on European airlines. Our conclusion is that this is not the case. A main interest of this paper should be the approaches we propose for analyzing transport nets. First, we argue that, when one considers the multidimensional output of scheduled service, we should recognize that economies of scale do exist even for transport modes which are ordinarily not thought to have this characteristic. This provides an important motivation for concentration of services, as does in fact exist. Second, we propose a measure of network connectivity which takes into account the intensity of connections between the nodes. This measure permits a much more precise discussion of the nature of any transportation network. (Author)

**A77-48480** **Space-based solar power study near completion** B M Elson *Aviation Week and Space Technology*, vol 107, Sept 19, 1977, p 58, 59, 62-65, 68, 69

The concept of solar power systems is discussed with regard to potential energy conversion schemes. Two such systems have been found to be equally effective for the project: (1) photovoltaic devices (solar cells) which would convert sunlight directly into electricity by means of solar cell arrays scaled at about 100 sq km for a 10 GW output at the busbars on the ground, and (2) thermal engines (two versions of which are feasible at the present time, the closed Brayton cycle using helium as the working fluid, and the potassium vapor Rankine cycle) which would convert sunlight into electricity via turbomachinery rather than solar cells. Satellite construction techniques, cost evaluation, and flight experimentation are reviewed. S C S

**A77-48513 #** **The aerodynamic noise of gliders (Issledovanie aerodinamicheskogo shuma planerov)** E V Vlasov and V F Samokhin *Akusticheskii Zhurnal*, vol 23, July-Aug 1977, p 550-556. 8 refs. In Russian.

The noise caused by air flowing around KAI-12 or L 13 sport gliders was studied with attention to the intensity, spectral composition, and directional pattern. The dependence of aerodynamic flow noise on the flight regime and the positions of the flaps and wing interceptors was investigated. The basic causes of the noise were examined. M L

**A77-48515 #** **Aerodynamic effects during supersonic flow past a laser beam (Aerodinamicheskie iavleniia pri sverkhzvukovom obtekanii lazernogo lucha)** V A Belokon', O V Rudenko, and R V Khokhlov (Moskovskii Gosudarstvennyi Universitet, Moscow, USSR) *Akusticheskii Zhurnal*, vol 23, July-Aug 1977, p 632-634. In Russian.

Supersonic flow past a laser beam is studied. In an analogous situation, modulated light causes acoustic perturbations in a resting absorbing medium. In the case of flow past a laser, effects occur without modulation since variability is obtained at the time of heating as a consequence of displacements in the medium. The paper is concerned with a one-dimensional gas flow passing through an immobile heated region which has the form of a normal cylinder extending infinitely. The reduction of light intensity is assumed to be small in the heated region. A mathematical analysis of this system is provided. M L

**A77-48632 #** **Investigation of the state of dynamic stress and the influence of service time on the fatigue strength of turbine rotor blades of aircraft gas-turbine engines (Issledovanie dinamicheskoi napriazhennosti i vlianiia ekspluatatsionnoi rabotki na ustalostnuiu prochnost' rabochikh lopatok turbin AGTD)** Iu S Nalimov (Akademiia Nauk Ukrainsskoi SSR, Institut Problem Prochnosti, Kiev, Ukrainian SSR) *Problemy Prochnosti*, Aug 1977, p 34-37. 6 refs. In Russian.

**A77-48686** **Simulation of traffic loading for approach and landing systems with statistical interrogation (Simulation der Verkehrsbelastung bei Anflug- und Landesystemen mit statistischer Abfrage)** W Skupin and R Ullrich (Braunschweig, Technische Universität, Braunschweig, West Germany) *Frequenz*, vol 31, Aug 1977, p 246-253. In German.

In evaluating an approach and landing system with statistical interrogation the total air traffic that influences the reply probability and measurement accuracy of the system must be taken into account. On the basis of a traffic model in which the possibility of interference between the replies in different channels of a given frequency is taken into account, the traffic loading is modeled by statistical generators that simulate interference due to same channel interrogation (pulse overlapping, blocking of the ground station), foreign channel interrogation, and foreign channel reply. A complete simulation facility is defined. Some preliminary results on using this facility on a model of the distance measuring equipment based landing system for the case of single-channel operation are presented. P T H

**A77-48689** **Avionics first principles II - Airborne radars** M Hirst *Flight International*, vol. 112, Sept 3, 1977, p 695-699.

A review is presented of the major advances in airborne radar technology including: (1) development of microwave-emitting radars made possible by the discovery of the magnetron, (2) planar-array and cassegrain antennas which supersede the traditional dish antenna in many applications, (3) the travelling-wave tube, (4) developments in receiver electronics technology, and (5) electronic display technology. Several areas of current research are identified, such as electronic countermeasure resistance, antenna component miniaturization, and various types of reconnaissance radar systems. S C S

**A77-48693** **Design of nonlinear automatic flight control systems** W L Garrard (Minnesota, University, Minneapolis, Minn.) and J M Jordan (U S Army, Missile Command, Redstone Arsenal, Ala.) *Automatica*, vol 13, Sept 1977, p 497-505. 16 refs.

A method for the synthesis of nonlinear automatic flight control systems is developed, and the performance of a control system synthesized by use of this method is compared to the performance of control system designed by use of linear quadratic optimal control theory. Comparisons are made on the basis of aircraft dynamic response at high angles of attack. It is found that the nonlinear controller reduces the altitude loss during stall and increases the magnitude of the angle of attack for which the aircraft can recover from stall. (Author)

**A77-48698 #** **New lidar concept for measuring the slant range transmission in aircraft landing approaches** R H Kohl (Tennessee, University, Tullahoma, Tenn.) *American Meteorological Society, Optical Society of America, and NASA Langley Research Center, International Laser Radar Conference on Laser Atmospheric Studies, 8th, Drexel University, Philadelphia, Pa., June 6-9, 1977, Paper 11 p.*

The single-scatter, single-wavelength, scalar-backscatter lidar equation is investigated to determine the transmission along a line from a point on the ground to what is known as the decision point on the 3 degree aircraft glide slope. It may be applied in aircraft landing approaches for measuring the slant range transmission. S C S

**A77-48709** **Alternative fuels for future aircraft** G D Brewer (Lockheed-California Co., Burbank, Calif.) In *Intersociety Energy Conversion Engineering Conference, 12th, Washington, D C, August 28-September 2, 1977, Proceedings, Volume 1*. La Grange Park, Ill., American Nuclear Society, Inc., 1977, p 62-68. 10 refs.

The paper mentions some results of comparisons of the applicability of liquid hydrogen-fueled aircraft of the future and equivalent aircraft fueled with Jet A. Liquid hydrogen-fueled aircraft show clear superiority stemming from better lift-to-drag ratio in cruise and the specific fuel consumption realized during cruise. These advantages are retained when supersonic transport aircraft are

considered as well. At the moment, studies indicate that it would cost more to build and operate a hydrogen-fueled fleet than a fleet fueled with synthetic Jet A, but if one takes into account projected improvements in the production process for liquid hydrogen (hydrogen gasification) and for synthetic Jet A, the LH2-fueled aircraft comes out ahead P T H

**A77-48819 \*** The liquid hydrogen option for the subsonic transport - A status report P F Korycinski (NASA, Langley Research Center, Hampton, Va.) In Intersociety Energy Conversion Engineering Conference, 12th, Washington, D C., August 28-September 2, 1977, Proceedings Volume 1 La Grange Park, Ill., American Nuclear Society, Inc., 1977, p 964-972 22 refs

Studies dealing with the use of liquid hydrogen for fuel in subsonic air transport systems are reviewed. Topics of the studies include the possibility for economical production of hydrogen, the problems associated with the efficient liquefaction of the gas, the development of insulation materials and materials for long-lasting liquid hydrogen fuel tanks, the difficulties related to fueling processes and the installation of liquid hydrogen fuel stations at major air terminals, an assessment of the hazards connected with liquid hydrogen fuels, and the engineering and design problems involved in incorporating liquid hydrogen fuel systems into large subsonic passenger aircraft J M B

**A77-48898 \*** Experimental data and theoretical analysis of an operating 100 kW wind turbine B S Linscott, J Glasgow (NASA, Lewis Research Center, Cleveland, Ohio), W D Anderson, and R E Donham (Lockheed California Co., Burbank, Calif.) In Intersociety Energy Conversion Engineering Conference, 12th, Washington, D C., August 28-September 2, 1977, Proceedings Volume 2 La Grange Park, Ill., American Nuclear Society, Inc., 1977, p 1633-1650 8 refs Contract No NAS3-20036

Part of the cooperative effort between NASA and ERDA has been the design and the erection of an experimental wind turbine by the NASA-Lewis Research Center. This 100 kW turbine, designated the Mod-O, is located at the NASA Plum Brook site near Sandusky, Ohio. Experimental test data have been correlated with analyses of turbine loads and complete system behavior of the 100 kW Mod-O wind turbine generator over a broad range of steady state conditions, as well as during transient conditions. The deficit in the ambient wind field due to the upwind tower turbine support structure was found to be very significant in exciting higher harmonic loads associated with the flapping response of the blade in bending (Author)

**A77-48899** Fluid dynamics of diffuser augmented wind turbines B L Gilbert, R A Oman, and K M Foreman (Grumman Aerospace Fluid Dynamics Laboratory, Bethpage, N Y.) In Intersociety Energy Conversion Engineering Conference, 12th, Washington, D C., August 28-September 2, 1977, Proceedings Volume 2 La Grange Park, Ill., American Nuclear Society, Inc., 1977, p 1651-1659 6 refs Contract No E(11-1)-2616

The Diffuser Augmented Wind Turbine (DAWT) is one of the advanced concepts being investigated to improve the economics of wind energy conversion systems (WECS). Application of modern boundary layer control techniques has reduced the surface area requirements of an efficient diffuser by an order of magnitude. Many parameters that effect the performance of the diffuser system have been examined in small scale wind tunnel tests with a family of compact diffusers, using screens and centerbodies to simulate the presence of a turbine. Flow field surveys, overall performance, the effect of ground proximity, and the prospects for further improvement are described. The baseline configuration is a conical, 60 deg included angle diffuser with an area ratio of 2.78 controlled by two tangential injection slots. This first generation DAWT can provide about twice the power of a conventional WECS with the same turbine diameter and wind. Economic estimates show that this DAWT can be as much as 50% cheaper than conventional WECS for the same rated power (Author)

**A77-49180 \*** Aeroelastic stability of complete rotors with application to a teetering rotor in forward flight J Shemie and P Friedmann (California, University, Los Angeles, Calif.) *Journal of Sound and Vibration*, vol 53, Aug 22, 1977, p 559-584 23 refs Grant No NGR-05-007-414

The derivation of a set of non-linear coupled flap-lag-torsion equations of motion for moderately large deflections of an elastic, two-bladed teetering helicopter rotor in forward flight is concisely outlined. The following degrees of freedom are included in the mathematical model: rigid body flapping, rigid body lead-lag, elastic bending in flap and lead-lag, blade root torsion, and shaft torsion. Quasi-steady aerodynamic loads are considered and the effects of reversed flow are included. The aeroelastic stability of the complete rotor is investigated by using a linearized system of equations of motion. The equilibrium position about which the equations are linearized is obtained by considering the trim state of the helicopter, in true or simulated forward flight conditions. The sensitivity of the aeroelastic stability boundaries to interblade structural and mechanical coupling is illustrated by comparing the complete rotor stability boundaries with those obtained from a single blade analysis for a number of hover and forward flight cases (Author)

**A77-49224** A new high-brightness, all-weather, ASDE /Airport Surface Detection Equipment/ A G L M Weijts (Hollandse Signaalapparaten, Hengelo, Netherlands) *The Controller*, vol 16, Aug 1977, p 27-29

The Airport Surface Detection Equipment (ASDE) is described including a list of system requirements and operational considerations. The system's main technological components include an antenna system with a turning speed of 60 rpm, transmitter/receivers, digital scan converters, and bright displays. Discussed in greater detail is the digital scan converter memory which consists of 896 x 896 memory cells subdivided into 49 blocks, and four special controls which may be used to (1) freeze the displayed picture, (2) invert the displayed picture, (3) test the operability of the display system, and (4) control the luminance of the display. The ASDE radar frequency has been selected as the optimum compromise between parameters necessary for adverse weather conditions and antenna size necessary for high resolution S C S

**A77-49225** Convex 76 - Aircraft noise and air traffic control T S Johnston (Guild of Air Traffic Control Officers, London, England) *The Controller*, vol 16, Aug 1977, p 29-31

It is suggested that most noise abatement programs impair the efficient use of aircraft, decrease flexibility of operation, and require aircraft to operate below optimum performance. Operational restrictions are listed, including minimum noise routings, use of reduced thrust on take-off, and power cutback on climb-outs. Minimum noise routes are described with regard to problems incurred in take-off and landing stages, and proposals by the National Air Traffic Services, the Civil Aviation Authority, and the Guild of Air Traffic Control Officers are reviewed S C S

**A77-49244 #** Unsteady Oseen flow around a flat-plate airfoil S Murata, Y Miyake, and Y Tsujimoto (Osaka University, Suita, Japan) *JSME, Bulletin*, vol 20, July 1977, p 819-826 10 refs

The viscous flow around a flat plate making small unsteady motion in a uniform flow is analyzed on the basis of Oseen's equation. The exact elementary solutions of the basic equations in the cases that concentrated force acts at the origin parallel and perpendicular to the uniform flow are presented at first. These solutions yield the fundamental structure of each case. The solutions are applied to the problems of plunging motion of a flat plate and of oscillation parallel to itself. Substantial understanding was obtained from the interpretation of the calculated results concerning the effects of viscosity of the fluid on the unsteady forces of a flat plate (Author)

**A77-49340 #** Stability of the pilot aircraft system in maneuvering flight J R Broussard and R F Stengel (Analytic Sciences

Corp, Reading, Mass) (*Annual Conference on Manual Control, 12th, Urbana, Ill, May 25-27, 1976*) *Journal of Aircraft*, vol 14, Oct 1977, p 959-965 9 refs Contract No N00014-75-C-9432

A control-theoretic pilot model is incorporated in the analysis of pilot-aircraft motions during maneuvers. The pilot model is found to be of value for the definition of maneuvering flight stability boundaries, and it simulates pilot control actions during a representative task with reasonable fidelity. The model also is used to demonstrate the consequences of improperly adapted pilot response strategy. It is concluded that the pilot model presented here provides important capabilities for evaluation of flying qualities and for identifying proper piloting procedures during difficult maneuvers.

(Author)

**A77-49341 #** Computer simulation of light aircraft crash R J Melosh (MARC Analysis Research Corp, Palo Alto, Calif) and M P Kamat (Virginia Polytechnic Institute and State University, Blacksburg, Va) *Journal of Aircraft*, vol 14, Oct 1977, p 1009-1014 7 refs

A skeletal aircraft model capable of reflecting material yielding and large geometry changes is used in a computer prediction of the post impact response of a general aviation aircraft. The three-dimensional stiffness-equivalent truss model is monitored from the time of first runway contact through structural translation, rotation, bending and ovalation. Results indicate that post-impact response may be divided into three stages, of which the rebound phase is the most severe in terms of passenger trauma, peak acceleration, and structural plastic work dissipation. Furthermore, it appears that the primary energy-dissipation mechanism is friction between the air plane and the runway, plastic work consumes less than 3% of the touchdown kinetic energy.

J M B

**A77-49342 #** Documentation of the feasibility research on a destructible parachute W B Pepper and R J Buxton (Sandia Laboratories, Albuquerque, N Mex) *Journal of Aircraft*, vol 14, Oct 1977, p 1015-1017 ERDA-supported research

A flammable impregnating mixture which was developed to promote disintegration of a nylon parachute after the deceleration phase of a drop is described. It was specified that the parachute be capable of decelerating a 37.2-lb aerodynamic penetration store from maximum release speeds of 550 knots at an altitude of approximately 250 ft above the terrain. Mixture proportions for the impregnating agent, which contained the elastomer Viton A, magnesium particles and TNT, are given. Drop tests of the 4 ft diameter ribbon parachute are also reported.

J M B

**A77-49343 \* #** Vortex lattice prediction of subsonic aerodynamics of hypersonic vehicle concepts J L Pittman and J L Dillon (NASA, Langley Research Center, High-Speed Aerodynamics Div, Hampton, Va) *Journal of Aircraft*, vol 14, Oct 1977, p 1017, 1018 5 refs

The vortex lattice method introduced by Lamar and Gloss (1975) was applied to the prediction of subsonic aerodynamic characteristics of hypersonic body/wing configurations. The reliability of the method was assessed through comparison of the calculated and observed aerodynamic performances of two National Hypersonic Flight Research Facility craft at Mach 0.2. The investigation indicated that a vortex lattice model involving 120 or more panel elements can give good results for the lift and induced drag coefficients of the craft, as well as for the pitching moment at angles of attack below 10 to 15 deg. Automated processes for calculating the local slopes of mean-camber surfaces may also render the method suitable for use in preliminary design phases.

J M B

**A77-49344 #** Performance of plain-type spoilers applied to the GA/W-1 wing D H Neuhart (Douglas Aircraft Co, Long Beach, Calif) and R B Oetting (Missouri Rolla, University, Rolla, Mo) *Journal of Aircraft*, vol 14, Oct 1977, p 1019, 1020 6 refs

Plain-type solid spoilers were mounted on a finite aspect ratio GA/W-1 wing in an experiment assessing the usefulness of spoilers as replacements for ailerons in flight path (direct lift) control. Wind-tunnel tests of basic flap and wing performance at three flap settings

showed that high lift coefficients could be obtained by the spoiler-wing configuration. In addition, studies of the effect of spoiler deflection on pitching moment performance indicated that the device may be a useful aid to the pilot in the approach-to-landing phase. It is concluded that a 15%-chord spoiler with the hingeline located at the 85% chord position could provide good results in terms of lift, drag and pitching moment performance.

J M B

**A77-49345 #** Calculation of vortex breakdown locations for flow over delta wings J D Wilson (USAF, Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio) *Journal of Aircraft*, vol 14, Oct 1977, p 1020-1022 13 refs

Quasi-cylindrical approximations of the Navier-Stokes equations are employed to predict the location of breakdowns in strong vortices formed when leading-edge separation occurs on highly swept delta wings. It is assumed that the viscous rotational vortex core is confined to a narrow region and thus has negligible influence on the location and shape of the spiral vortex sheet arising from the wing leading edge. A potential flow model is used to supply the outer boundary conditions for the vortex core. Initial boundary conditions on the velocity profiles (or swirl parameter) are treated through correlation with solutions to the core model for a range of initial conditions. The results of the theoretical calculations are confirmed by previously reported experimental observations of vortex breakdown locations.

J M B

**A77-49346 #** Lightning-hazard assessment - A first-pass probabilistic model L McKague (General Dynamics Corp, Fort Worth, Tex) *Journal of Aircraft*, vol 14, Oct 1977, p 1022-1024 9 refs

A model for analyzing and predicting aircraft lightning hazards is described. The model takes into account three basic factors in calculating the frequency with which a given type of aircraft will be struck by lightning: a geometric factor, termed the effective receptor area, an environmental factor, which may be considered a measure of lightning flash density, and a service-related factor, which defines the probability of encountering lightning under a specified set of operating conditions. The relative probabilities associated with lightning strikes to various parts of an airplane (radome, wingtip, fuselage, etc) are also given. The model yields results that compare well with existing data on lightning strike frequency, suggesting that it could be a useful design tool.

J M B

**A77-49374 #** Some regularities of the wearing of fuel pump plunger spheres (Nekotorye zakonomernosti protsessov iznosa sfer plunzherov toplivnykh nasosov) I G Nosovskii and V M Levchenko (Vysshee Inzhenerno-Aviatsionnoe Voennoe Uchilishche VVS, Kiev, Ukrainian SSR) *Akademiya Nauk Uzbekskoi SSR, Doklady*, no 6, 1977, p 23-25 5 refs 1 In Russian.

An experimental procedure for determining the slippage rate between the working surfaces of a plunger sphere and an inclined washer in fuel pumps is explained. Slippage rates were determined for various washer inclination angles and rotor speeds at a constant exit pressure. The damage to sphere surface resulting from pitting by metal particles or from plastic deformation is described.

M L

**A77-49473 #** The need for improved aircraft crashworthiness design R C Tennyson (Toronto, University, Toronto, Canada) and J W Bird (Department of National Defence, Ottawa, Canada) (*Canadian Aeronautics and Space Institute, Canadian Symposium on Recreational and New Generation Light Aircraft, 2nd, Toronto, Canada, Sept 13-15, 1976*) *Canadian Aeronautics and Space Journal*, vol 23, Sept-Oct 1977, p 269-278

Canadian aircraft accident statistics for the period 1970-1974 are surveyed, with emphasis given to cases in which fuselage and cabin damage occurred. Separation of aircraft into specific weight categories and division of accidents into several types allow for determination of the prevalent conditions and extent of damage incurred during various kinds of crashes. In particular, categories involving aircraft weights greater than 12,500 lb, less than 6,000 lb,



or between 6 000 and 12,500 lb are used in the survey. Speed of the aircraft at impact is also assessed. Recommendations are made for improving crashworthiness design, especially in the lighter weight categories. J M B

**A77-49564** The initial region of subsonic coaxial jets II. A S H Kwan and N W M Ko (University of Hong Kong, Hong Kong) *Journal of Fluid Mechanics*, vol 82, Sept 7, 1977, p 273-287. 16 refs. Research supported by the University of Hong Kong.

The phase relationships between the fluctuating pressure and the axial and radial velocity fluctuations in the initial region of coaxial jets were obtained from single- and two-point correlations. The phase relationships were measured on the core side and the entrainment side of the vortices and in the mixing region. The phase relationships obtained in the coaxial jets agree with experimental results for single jets, indicating that the coherent structures in coaxial jets and in single jets are physically similar. P T H

**A77-49645** Acquisition of test compatible avionics - An updated approach. J K Scully (Litton Systems, Inc., Woodland Hills, Calif.) In AUTOTESTCON '76, Proceedings of the Symposium, Arlington, Tex., November 10-12, 1976. New York, Institute of Electrical and Electronics Engineers, Inc., 1976, p 143-150.

Automated test technology forms an integral part of complex avionic systems, although many problems exist with regard to the system relationship between test compatibility (constraints, procedures, and equipment that will result in cost-effective maintenance of avionic systems) and airborne performance requirements. Three propositions are suggested to treat these problems: (1) integration of test compatibility and airborne performance requirements within an incentive structure, (2) assignment of vertical design authority to the avionics unit design team, and (3) standardization of test systems to develop compatibility between avionics design, factory acceptance, and support levels. S C S

**A77-49651 #** Some aspects of the development of air traffic of the Socialist States II (Einige Aspekte der Entwicklung des Luftverkehrs der sozialistischen Staaten II). A Kramer *Technisch-ökonomische Information der zivilen Luftfahrt*, vol 13, no 3, 1977, p 129-133. 20 refs. In German.

The increase in the volume of passenger traffic for the Socialist States in comparison to world air traffic levels during the considered period is related to various factors, including the development of the political relations between the involved states, their economic interrelation, and the technical advances in aircraft construction made, in particular, in the Soviet Union. Tables are presented with data concerning the air traffic volume for different years and the various individual countries. The role of charter air transportation within the general air traffic is also examined, taking into account differences regarding the conditions in socialist and capitalist countries. G R

**A77-49653 #** Jakowlew Jak-42 - Uncomplicated, reliable, economical (Jakowlew Jak-42 - Unkompliziert, zuverlässig, wirtschaftlich). S Jakovlev (O Konstruktorskoe Biuro Jakovlev, USSR) (*Grazhdanskaia Aviatsiia*, no. 1, 1977.) *Technisch-ökonomische Information der zivilen Luftfahrt*, vol 13, no 3, 1977, p. 146-150. In German. (Translation)

The Jak-42, which was designed for an employment on short-haul local routes in the Soviet Union, is to replace the Tu-134, IL-18, and An-24. The new airliner provides accommodations for 100 to 120 passengers. Freight and mail can be carried in addition to the passengers and their baggage. The Jak 42 can carry a normal commercial payload of 10,5 tons over a distance of 1850 km at a speed of 820 km/hr. Attention is given to the takeoff and landing characteristics of the aircraft, aspects of wing design leading to a lowering of production costs, advances in the design of lift producing devices, aspects of aircraft control, problems of cockpit design, and

various approaches used to obtain a high level of reliability and a long operational life for the aircraft. G R

**A77-49654 #** The determination of the center-of-gravity position with the aid of dimensionless values (Ermittlung der Schwerpunktlage mit Hilfe dimensionsloser Werte). P Korrell (Gesellschaft für internationalen Flugverkehr mbH, Berlin, East Germany) *Technisch-ökonomische Information der zivilen Luftfahrt*, vol 13, no 3, 1977, p 151-154. In German.

The preservation of the given center-of-gravity position is an essential condition for the stability and the control of an aircraft. The approaches used for the determination of the center-of-gravity position are related to a use of balance charts, analytical studies, and investigations utilizing electronic computers. All procedures of center-of-gravity determination involve the summation of the individual moments with respect to a reference point and the determination of the lever arm with the aid of the known total weight. A description is presented of a computational procedure based on the IATA airport handling manual. The procedure avoids a use of negative moments. The center of gravity position in the procedure is determined from the dimensionless parameters. The adaptation of the considered procedure for applications involving Interflug aircraft is discussed. G R

**A77-49655 #** The technical conception of the IL-62M. Aerodynamic features (Die technische Konzeption der IL-62M - Aerodynamische Besonderheiten). G Muravev and V Egorov (O Konstruktorskoe Biuro Iliushin, USSR) (*Grazhdanskaia Aviatsiia*, no 10, 1976.) *Technisch-ökonomische Information der zivilen Luftfahrt*, vol 13, no 3, 1977, p 155-158. In German. (Translation)

The aircraft IL-62M has, in comparison to the IL-62, a greater operational range and better takeoff and landing characteristics. The improvements are related to an employment of the D-30KU engine. Differences of the new engine from the NK-8-4 engine of the IL-62 include lower fuel consumption rates, higher thrust values, and reduced noise levels at takeoff and landing operations. Additional flaps are used for the improvement of the lateral aircraft control in the low speed range. The general aerodynamic characteristics of the new aircraft are the same as those of the IL-62. Attention is given to the wing design, the installation of the engines, the aircraft control system, and aspects of flight safety. G R

**A77-49656 #** Noise emission of the agricultural aircraft Z-37 I - Sound intensity level measurements at the agricultural aircraft Z-37 II - Sound intensity level measurements at an agricultural airport (Lärmmission des Agrarflugzeugs Z-37 I - Schallpegelmessungen am Agrarflugzeug Z-37 von Waltraud Krause II - Schallpegelmessungen an einem Agrarflugplatz). W Krause (Gesellschaft für internationalen Flugverkehr mbH, Berlin, East Germany) and H Findeis (Potsdam, Bezirkshygieneinspektion und Institut, Potsdam, East Germany) *Technisch-ökonomische Information der zivilen Luftfahrt*, vol 13, no 3, 1977, p 159-170. 6 refs. In German.

The agricultural aircraft considered is a low-wing monoplane. Maximum energy components of the acoustic emission spectrum lie in the range from 63 to 250 Hz. The characteristics of the frequency spectrum of the acoustic emission during takeoff are presented in a graph, taking into account distances of 50 m, 100 m, 200 m, and 400 m at various positional angles. Attention is given to maximum sound intensity levels as a function of distance, sound emission during braking, the shielding effects of buildings on noise propagation, noise intensity levels during various types of flight operations, acoustic measurements in the aircraft during the flight, details regarding the operations at an agricultural airport, and sound intensity levels at the airport measured under operational conditions. G R

**A77-49657 #** The helicopter Ka-26 in the Special Purpose Flights Sector of Interflug II (Der Hubschrauber Ka-26 im Bereich Spezialflug der Interflug II). G Kronert (Gesellschaft für internationalen Flugverkehr mbH, Berlin, East Germany) *Technisch-*

*okonomische Information der zivilen Luftfahrt*, vol 13, no 3, 1977, p. 171-175 In German

The employment of helicopter for obtaining aerial photographs and for making films increases in spite of the higher expenses per helicopter flying hour in comparison to the costs involved in the case of conventional aircraft. The reasons for this development are related to the special effects which can only be obtained by utilizing the particular flight characteristics of helicopters. The use of the Ka-26 for the considered applications is discussed. Other described applications of the Ka-26 helicopter are related to an employment as an ambulance aircraft, a use in rescue operations, and a utilization as a flying crane. G R

**A77-49658 # Electroenergy supply for airports IV (Elektroenergieversorgung von Flughafen IV)** H Krause (Gesellschaft für internationalen Flugverkehr mbH, Berlin, East Germany) *Technisch-okonomische Information der zivilen Luftfahrt*, vol 13, no 3, 1977, p. 176-179 In German

Approaches are discussed for the determination of limiting values of general validity concerning the continuing supply with electric power taking into account the available solutions for the existing supply problems. Parallel systems containing storage batteries can assure a supply of electric power without interruption. Power supply interruption periods in the case of other solutions are 1 sec, 8 sec, 30 sec, and 3 min. The technical equipment required for various solutions is considered. G R

**A77-49731 # Rain erosion resistant fluoroelastomer radome and antenna coatings** J F Moravec (CAAP Co., Inc., Huntington, Conn.) In Symposium on Electromagnetic Windows, 13th, Atlanta, Ga., September 21-23, 1976, Proceedings. Atlanta, Ga., Georgia Institute of Technology, 1977, p. 29-36 6 refs. USAF-supported research

Sprayable and room temperature curable fluoroelastomer coating compositions having superior rain erosion resistance, thermal and thermal flash resistance have been developed for radome and antenna applications. Rotating arm performance of these coatings as a function of free film rheology, adhesion and coating composition is discussed. Flight testing of white and black pigmented coatings confirm the rotating arm evaluation. Thermal and thermal flash testing have been performed and electrical properties consistent with radome and antenna applications have been achieved. This development work has led to commercially available coating compositions which are currently under qualification testing. (Author)

**A77-49734 # The protection of aircraft radomes against lightning strike** R H J Cary (Ministry of Defence, London, England) and D A Conti (British Aircraft Corp., Ltd., Guided Weapons Div., Stevenage, Herts., England) In Symposium on Electromagnetic Windows, 13th, Atlanta, Ga., September 21-23, 1976, Proceedings. Atlanta, Ga., Georgia Institute of Technology, 1977, p. 67-71 6 refs

The high voltage aspects of lightning protection systems for radomes are considered with emphasis on the basic requirement that the radome should not be punctured. Attention is given to maximum conductor separation, puncture factors, surface flashover factors, and external metal distribution. Lightning protection is also discussed in reference to the microwave performance and current performance of radomes. B J

**A77-49743 # B-1 forward radome microwave test range** J M Carter (Carco Electronics, Menlo Park, Calif.) In Symposium on Electromagnetic Windows, 13th, Atlanta, Ga., September 21-23, 1976, Proceedings. Atlanta, Ga., Georgia Institute of Technology, 1977, p. 123-128

A radome microwave test range for use in qualifying the radome boresight error measuring system of the US Air Force B-1 is described. Factors influencing radar performance, such as radome beam deflections and reflections, transmission efficiency, depolarization and antenna pattern distortion, were monitored at the test range. A five-antenna null seeking servo system was employed in tracking horizontal and vertical boresight errors and simultaneously

plotting radome transmission loss. Test data indicated that the servo tracking null seeker could be calibrated to an accuracy of better than 0.1 milliradians for a variety of antenna configurations and polarization modes. J M B

**A77-49745 # Georgia Tech high temperature solar test facility** J D Walton, Jr (Georgia Institute of Technology, Atlanta, Ga.) In Symposium on Electromagnetic Windows, 13th, Atlanta, Ga., September 21-23, 1976, Proceedings. Atlanta, Ga., Georgia Institute of Technology, 1977, p. 133-138 8 refs. ERDA sponsored research

The Georgia Institute of Technology Solar Thermal Test Facility, which involves a 400 kW solar furnace suitable for simulating aerodynamic heating of radomes, is described. Plans for the facility, scheduled to begin preliminary operation in 1977, call for an initial array of 550 circular mirrors made of low-iron window glass. Mechanical drive mounts for directing the concentrated solar energy to various test areas are also included in the planning. Calculations indicate that with maximum heat flux and concentration ratios, the solar furnace could provide a test area in which at least 175 kW of radiant thermal energy is available. Additional documentation of the facility is also mentioned. J M B

**A77-49747 # Design and test results of very broadband radomes for ECM applications** W Eckl (Messerschmitt-Bölkow-Blohm GmbH, Munich, West Germany) In Symposium on Electromagnetic Windows, 13th, Atlanta, Ga., September 21-23, 1976, Proceedings. Atlanta, Ga., Georgia Institute of Technology, 1977, p. 143-148

The mechanical layout and electromagnetic properties of very broadband radomes for subsonic aircraft ECM applications are presented. Constructions for the nose, tail, and under-fuselage radomes are described along with discussions of the electromagnetic properties and transmittivity, reflection coefficient, and boresight errors. S C S

**A77-49787 Model for the effect of electric fields on satellite-earth microwave radio propagation** D P Haworth, P A Watson, and N J McEwan (Bradford, University, Bradford, Yorks., England) *Electronics Letters*, vol 13, Sept 15, 1977, p. 562-564 15 refs

A model for cross polarization on satellite-earth radio paths is proposed in which particles lying in the horizontal plane under aerodynamic-gravitational forces are aligned by electric fields. This model explains the abrupt cross polarization magnitude changes and abrupt 180-degree phase changes recently observed on satellite-earth paths at microwave frequencies. (Author)

**A77-49847 Theory of the lifting surface in unsteady motion in an inviscid fluid** D Homentcovschi (Bucuresti, Institutul Politehnic, Bucharest, Rumania) *Acta Mechanica*, vol 27, no 1-4, 1977, p. 205-216 7 refs

A lifting surface S in unsteady motion in a barotropic inviscid fluid which fills the whole space is considered. The surface S can be an aircraft wing, a tail surface, or a propeller. The determination of the velocity field and the pressure field is considered and a fundamental relation is derived. The solution of the direct problem is reduced to the solution of a singular integral equation. However, a solution of the obtained equation is difficult, even when numerical approaches are used. For the sake of simplicity, it is assumed that the lifting surface S moves over an (abstract) fixed surface. Attention is given to the case in which the fixed surface is a cylindrical surface and the case in which it is a helicoid with a directrix plane. G R

**A77-49873 An operational video tape recording system utilizing IRIG standard 129-73 segmented helical scan recording format** S S Damron, G L Schoettmer, and A E Strahm (Echo Science Corp., Mountain View, Calif.) In International Telemetering Conference, Los Angeles, Calif., September 28-30, 1976, Proceedings. Pittsburgh, Pa., Instrument Society

of America, 1976, p 215-228 7 refs Contract No F33657-74-C-0562

The Operational Video Tape Recording (OVTR) system includes an airborne video recorder and remote control unit, designed to produce high band video recordings in the environments encountered on deployment in fighter aircraft. The companion ground system consists of a video recorder/reproducer for playback of mission tapes and a video Discassette recorder/reproducer with a slow motion/stop action capability for complete analysis of the recorded data. The system incorporates multi-line rate flexibility to provide record capability of video signals from many electro-optical sensors. The OVTR system is easily expanded in capability to enable the recording of any type of instrumentation data that fits within a 0.5 MHz bandwidth, such as an 8 MB/s serial digital stream, spread spectrum or other down converted communications data. B J

**A77-49908** **ATS-6 European L-band aeronautical experiments** D L Brown, Y Guerin, G Melchior, and F Absolonne (ESA, European Space Research and Technology Centre, Noordwijk, Netherlands) In International Telemetering Conference, Los Angeles, Calif., September 28-30, 1976, Proceedings Pittsburgh, Pa., Instrument Society of America, 1976, p 642-654 13 refs

An ESA program is described in which the ATS-6 satellite was employed to conduct communication and navigation tests over the North Atlantic in an effort to define modulation techniques to be used with the Aerosat system. The experiments, performed on a Comet IV aircraft equipped with a slot dipole antenna, consisted of voice tests comparing delta-PSK with adaptive NBFM, an investigation of multipath noise effects on the PSK data transmission system, and ranging measurements. B J

**A77-49926** **Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif., September 13-16, 1976, Proceedings** Canoga Park, Calif., Survival and Flight Equipment Association, 1976 193 p \$10.00

Techniques and hardware for aiding escape, survival, and recovery in aerospace emergencies are discussed in the contributed papers. Escape and recovery systems for outer space (Space Shuttle and untrained passengers in particular) and from oil platforms and tankers in sudden emergencies are also dealt with. Articles deal with masks, hoods, goggles, pilots' helmets and helmet information displays, oxygen supply and masks, ejection seat and ejection pods, and antiexposure suits for water immersion and severe cold. Other articles address automatic ripcord release, survival kits, testing of life support equipment, a pulsating seat cushion to counteract fatigue in prolonged sitting, fluidic controls, and cabin safety design and dealthalization of structures and objects within the head strike envelope. R D V

**A77-49932** **SENDS /Safe Ejection Envelope Display System/** C Woodward (U S Naval Material Command, Naval Air Development Center, Warminster, Pa.) In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif., September 13-16, 1976, Proceedings Canoga Park, Calif., Survival and Flight Equipment Association, 1976, p 27-30

Simulation testing of a system designed to warn the pilot and aircrew on the time remaining within the safety envelope for safe ejection, the rate at which the craft in hazard is using up the envelope, and of flying conditions outside the safety envelope, is reported. The SENDS system monitors aircraft dynamics by means of onboard sensors, furnishing data to an onboard computer which computes escape capability and displays current status in terms of time remaining for initiating an ejection within the safe recovery envelope of the escape system. Human reaction time and total ejection event time can be predicted, but SENDS aids the human operator in the unpredictable component time to make the decision to eject. R D V

**A77-49933** **Fluidic thrust vector control systems for ejection seats** R B Beale In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif., September 13-16, 1976, Proceedings Canoga Park, Calif., Survival and Flight Equipment Association, 1976, p 31-34

A two-axis, hydrofluidic thrust vector control (TVC) system was designed to improve the trajectory of an ejection seat under adverse conditions from 0 to 600 knots air speed. Center of gravity misalignment and large aerodynamic oscillations are virtually eliminated by this method. A vortex rate sensor, fluidic lag-lead compensation and a hydrofluidic servo actuator using hot gas pressurized oil were chosen to drive a hydrostatic ball and socket nozzle with 20 deg of thrust deflection of a 5000 lb rocket. This system controls seat attitude and rotational rates in the pitch and yaw axes. By stabilizing the escape system at its aerodynamic trim condition with the drogue chute deployed during the rocket burn phase, the remainder of the flight remains stable, according to the 6 DOF seat simulation. Since this control system has only 1 moving part, no pressurized gas or initiators, it will have an MTBF exceeding 50,000 hrs and a maintenance requirement of zero. (Author)

**A77-49934** **Fluidic event sequencing subsystem for AAES** J W Morris (U S Navy, Naval Ordnance Station, Indian Head, Md.), R K Brodersen (Martin Marietta Aerospace, Orlando, Fla.), and V P Marchese (EMX Engineering, Inc., Cedar Grove, N.J.) In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif., September 13-16, 1976, Proceedings Canoga Park, Calif., Survival and Flight Equipment Association, 1976, p 38-41

The feasibility of employing fluidics to achieve event sequencing in aircrew automated escape systems (AAES) is explored. Two fluidic subsystems developed, fabricated, and tested were a fluidic sequencer (FS) breadboard and a fluidic cartridge initiator (FCI). An oscillator feeding pulses into frequency dividers arranged to form a counter comprises the FS breadboard. Time delays for sequencing are generated as the fluidic logic circuits analyze counter outputs (and simulated altitude and velocity sensor inputs in the test). A gas-driven initiator with no moving parts heats an endwall to effect cartridge ignition within msec in the FCI. Interfacing of FS and FCI is sketched. R D V

**A77-49935** **Emergency escape from shuttle vehicles** R T Kendall In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif., September 13-16, 1976, Proceedings Canoga Park, Calif., Survival and Flight Equipment Association, 1976, p 42-47 17 refs

The Paracone emergency escape system for Space Shuttle passengers and its development are described. Ejection seat and ejection pod concepts are compared. Mission requirements dictate a versatile escape system for untrained passengers and personnel from a shirtsleeve situation at any point in the Shuttle mission: on pad, pre-launch, during lift off, in trajectory, in orbit, or during the return trip. The Paracone is an expandable gas-inflated structure enclosing the protected person and acting as aerodynamic decelerator in reentry. Activation of the system in various mission phases is described and illustrated. Paracone cloth materials, mechanical actuation devices, and auxiliary functions (large three-dimensional trackable target, flotation for a water landing or impact attenuation for a hard landing) are described. R D V

**A77-49936** **Proposed helicopter safety system for catastrophic failures** R T Kendall In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif., September 13-16, 1976, Proceedings Canoga Park, Calif., Survival and Flight Equipment Association, 1976, p 66-70 17 refs

Helicopters are subject to several types of catastrophic failures any one of which renders the helicopter unsafe and subjects the occupants to possible injury or death. There has been proposed a Kendall Paracone decelerator system that is attached and stowed at the top of the helicopter, around the main motor shaft. When a catastrophic failure occurs, the main rotor blades are jettisoned via

pyrotechnics and at the same time the gas generators in the Paracone are ignited. The gas generators inflate the Paracone upward and outward forming the decelerator in one-half to one second (as required). This Paracone decelerator holds the helicopter descent rate to an impact velocity of 25 to 50 fps (as required). All of the required technology, materials and techniques are in-being today. The weight penalty as proposed would be approximately two percent of the gross weight of the helicopter. (Author)

**A77-49945**      **Performance and design of a vertical seeking seat steering system** W J Stone (U S Naval Weapons Center, China Lake, Calif ) In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif , September 13-16, 1976, Proceedings      Canoga Park, Calif , Survival and Flight Equipment Association, 1976, p 110-113

The estimated performance and the design of a seat steering and control system that will select a vertical-up trajectory irrespective of aircraft attitude at the point of ejection is described. Trajectory simulation studies indicate that a recovery can be accomplished as low as 50 ft above ground level during an ejection from a fully inverted aircraft. The increase in total impulse required to achieve maximum inverted performance also greatly enhances wing level and sink rate capability. The design that will be implemented for a series of feasibility demonstration tests consists of a three-axis strap-down rate gyro sensor system, microcomputer, gimballed underseat rocket motor, hydraulic actuators, servo valves, hydraulic power supply, and electrical power supply. The system also has the potential for development into a fully independent vertical-seeking control system. (Author)

**A77-49946**      **Evolution of automatic opening lap belts in high performance aircraft** C S Goodman, Jr (USAF, San Antonio Air Logistics Center, Kelley AFB, Tex ) In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif , September 13-16, 1976, Proceedings      Canoga Park, Calif , Survival and Flight Equipment Association, 1976, p 114-119 5 refs

In connection with an employment of the ejection seats used for an ejection from an aircraft in the case of an emergency during the period from 1949 to 1956 the crewman had to manually release his lap belt, kick away from the seat, and then deploy his parachute. Many fatalities occurred because the whole procedure was taking too much time. The ejection seat was, therefore, made fully automatic with the incorporation of an automatic parachute and an automatic lap belt release. The automatic features reduced the operation time of the escape system and provided a significant improvement in low altitude escape capability. The chronological evolution of automatic opening lap belts is discussed, giving attention to the E-1 automatic lap belt release, the first automatic lap belt, the HBU-series lap belt, and considerations concerning a new design of lap belt. G R

**A77-49947**      **The development of new designs of emergency escape parachutes for ejection seats** S B Jackson (Irvin Great Britain, Ltd , Letchworth, Herts , England) In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif , September 13-16, 1976, Proceedings      Canoga Park, Calif , Survival and Flight Equipment Association, 1976, p 120-125

The initial investigation into two designs of Irvin G B emergency escape parachutes to the latest British specification for use on Martin-Baker MK 10 ejection seats is described. The specification requires parachutes with better stability and descent rate than given by the I 24 flat parachute. Trials are described up to medium high speed using ejection seats. The programme which is intended to include a 650 knot trial on the Pendine rocket sled has not yet been completed because of delays in testing, not because of parachute performance. (Author)

**A77-49948**      **Teaching the practical techniques of establishing egress system performance in an accident environment** R E Duran (USAF, San Antonio Air Logistics Center, Kelley AFB, Tex ) In Survival and Flight Equipment Association, Annual Symposium,

14th, San Diego, Calif , September 13-16, 1976, Proceedings      Canoga Park, Calif , Survival and Flight Equipment Association, 1976, p 126-128

Six training categories are considered, taking into account an introductory definition of the weapon system and type of escape system, aspects of ejection statistics, questions of escape system capability, canopy/airframe/ejection seat ballistic schematics, serviceable and ejected seats as training aids, and an analysis of past investigations. In the final segment extracts from previous on-site investigation reports are used as training aids. The concepts and procedures involved are illustrated with the aid of an extract from the T-37 aircraft accident investigation (egress systems) training pamphlet. G R

**A77-49949**      **USAF experience in aircraft accident survivability** W D Tuttle (USAF, Inspection and Safety Center, Norton AFB, Calif ) In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif , September 13-16, 1976, Proceedings      Canoga Park, Calif , Survival and Flight Equipment Association, 1976, p 132-136 11 refs

After crash landing of transport-type aircraft, passenger survival depends upon the crashworthy design of that aircraft. This study reviews the United States Air Force experience in crash landings and ditchings of aircraft when passengers were involved. It is limited to passenger-type Air Force aircraft accidents which occurred between 1967 and 1974. The study relates to the primary cause of death and injury of those passengers involved in survival accidents and discusses crashworthy features which would have improved their survival potential or reduced their injuries. It compares the crashworthiness of all Air Force transport aircraft and those Air Force aircraft performing missions similar to that proposed for the Advanced Medium Short Takeoff and Landing (STOL) Transport (AMST). (Author)

**A77-49950**      **Aircrew escape and survival - Problems and solutions** G R Drew In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif , September 13-16, 1976, Proceedings      Canoga Park, Calif , Survival and Flight Equipment Association, 1976, p 137-140 5 refs

This paper reviews operational ejection seat systems and cites reasons why ejection systems currently in service are considered obsolete or 'old technology'. Ejection seat system problems with respect to performance, survival rates, reliability, maintenance, weight, cost, and complexity, are reviewed. Advanced system concepts are presented as a means of stimulating overall solutions for current aircrew ejection seat system problems. (Author)

**A77-49951**      **Evaluation of inflatable 'air bag' occupant restraint systems for aircraft application** R G Snyder (Michigan, University, Ann Arbor, Mich ) In Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif , September 13-16, 1976, Proceedings      Canoga Park, Calif , Survival and Flight Equipment Association, 1976, p 147-150

The state-of-the-art of 'air bag' technology was assessed for potential applications to aircraft. The design development is outlined, the subsystems assessed, and effectiveness discussed. Problems ranging from toxicity to maintenance and reliability remain unresolved. Since most aircraft crash deceleration environments differ significantly from that of the automotive vehicle, it is uncertain how effective this system will work in aircraft without further extensive testing. No system of crash sensor known is capable of reliably sensing an impending crash, as distinguished from a hard landing or turbulence. While future use of 'air bags' in aircraft is promising, these systems do not now offer as effective protection as other available systems. (Author)

**A77-50440**      **Measurement of nondiagonal generalized damping ratios during ground vibration tests (Mesure des amortissements généralisés non diagonaux d'une structure lors d'un essai au sol de vibration)** G Coupry (ONERA, Châtillon sous Bagneux, Hauts-de-Seine, France) (Congres Canadien de Mécanique Appliquée, 6th,

Vancouver, Canada, May 30-June 3, 1977) *La Recherche Aero spatiale*, July-Aug 1977, p 239-244 In French

Problems in measuring the nondiagonal damping ratios of a structure during ground vibration tests are discussed, in particular, a theoretical difficulty arising in the analysis of nondiagonal damping ratios due to dissipative coupling between the modes of the structure. Errors in the classical determination of vibratory effects through isolation of the excitations of the various modes are assessed, the use of generalized masses, deformations and damping ratios, instead of adapted values based on the concept of equiphase response, is suggested to eliminate the faulty analysis. A sample problem involving the nondiagonal damping ratios of a small twin-engine plane is also given. J M B

**A77-50441 #** The measurement of aircraft overflight noise - Errors due to its nonstationary character (Metrologie des bruits de survols d'avions - Erreurs dues au caractère non stationnaire) M Ernout. *La Recherche Aerospatiale*, July-Aug 1977, p 245-254 9 refs In French

Techniques for measuring noise during aircraft overflights are described, with emphasis on the correction of errors due to the nonstationary nature of the received acoustic signals. Acoustic noise received by a fixed ground microphone is modeled as a Gaussian, nonstationary random process, the estimation bias, variance and mean square error are calculated for a stationary process modulated by an exponential. Optimal integration times for minimizing the mean square error are given. The results of the analysis, presented in graphical form, may be of use in interpreting spectral analyses of the acoustic noise, and in choosing the most appropriate parameters for the analysis. J M B

**A77-50456** Reliability, availability, maintainability/logistics /RAM/LOG/ L L Bishop, T A Cronogue, R Hoffman, D Reside, G Donald, and R Flynn (U S Army, Aviation Systems Command, St Louis, Mo) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings. Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 49-68

The paper covers various aspects of the reliability, availability, maintainability/logistics (RAM/LOG) methodology of the U S Army Aviation for development aircraft RAM/LOG data acquisition, processing and computation, and assessment are described. P T H

**A77-50462** The life cycle cost impacts of unsafe designs R L Weber (USAF, Inspection and Safety Center, Norton AFB, Calif) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings. Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 120-123

The paper outlines how accident costs can be incorporated into life cycle cost estimates. The problem of analyzing costs due to accidents and combining them with operating and servicing costs is discussed. P T H

**A77-50463** Launch risk analysis J B Baeker, J D Collins, and J M Haber (J H Wiggins Co., Redondo Beach, Calif) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings. Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 124-129 5 refs USAF-supported research

An analysis procedure is developed for assessing the risk associated with the launch of a missile or space booster. The method considers the various hazardous vehicle failure modes and employs a statistical characterization of the vehicle state vector following a failure, the flight termination process and the effects of the atmosphere on the fragments resulting from vehicle breakup. Based on these statistics, the impact distributions for all impacting vehicle debris are computed and used to define the impact probability and casualty expectation for locations hazarded by the launch. An incremental technique is used in these risk computations whereby

fragment impact distributions are computed for discrete vehicle flight times. This allows for a considerably more accurate handling of the various sources of impact uncertainty. (Author)

**A77-50466 \*** Flight inspection data and crack initiation times W S Johnson (General Dynamics Corp., Fort Worth, Tex.), R. A. Heller (Virginia Polytechnic Institute and State University, Blacksburg, Va), and J N Yang (George Washington University, Washington, D C) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings. Piscataway, N J, Institute of Electrical and Electronics Engineers Inc 1977 p 148-154 23 refs Grant No NSG-1099

Lockheed C-130 service-flight inspection data is reduced by means of fracture mechanics and statistical analysis into a form from which the probability of time to crack initiation and the distribution of initial flaw sizes for various locations on the aircraft can be determined. Crack sizes are normalized by extrapolating a growing crack backwards from its first recorded size to 0.3 inches (crack initiation size) yielding the time to crack initiation. In a similar fashion, the crack is grown backwards to a time equal to zero to yield an initial flaw size. In order to perform the discussed computations, crack growth constants were computed for each individual location and were analyzed statistically. Statistical distributions were fitted to times to crack initiation and to initial flaw sizes in order to describe their expected behavior. Weibull and Johnson distributions have been found to fit the data reasonably well but for a better fit convolution integrals of Poisson load distributions and Weibull strength distributions are needed. (Author)

**A77-50467** Wear reliability of aircraft splines D Kececioglu and A Koharcheck (Arizona University, Tucson, Ariz) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings. Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 155-163 11 refs Contract No N00156-75 C-0944

Empirical mathematical models are developed, based on experimental research conducted with aircraft splines, which provide equations for predicting their reliability when spline tooth wear is the failure mode under consideration. The methodology for obtaining the needed distributions of wear for specified operating times and of time for specified amounts of spline-tooth wear is presented. Six applications are given which show how this distributional data can be used to predict the reliability of aircraft splines. The need to generate realistic distributional aircraft spline wear-life data is pointed out. (Author)

**A77 50477** Reliability improvement warranty techniques and applications C A Hardy and R J Allen (General Dynamics Corp., Fort Worth, Tex) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings. Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 222-228

Incentives provided by the Air Force to contractors of new systems to design and produce electronic equipment with low failure rates and low repair costs in operational use are included in the procurement contracts as Reliability Improvement Warranty (RIW) provisions. These provisions obligate the contractor to accomplish repair and replacement of failed equipment at a fixed price during operational use of the equipment by the Air Force, and to guarantee the MTBF of the equipment during the warranty period. This paper defines the RIW concept and discusses it in reference to F-16 development. B J

**A77-50483** RIW experience at ECOM R A Mlinarchik (U.S Army, Systems Analysis Office, Fort Monmouth, N J) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings. Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 257-260

The paper reviews the RIW (Reliability Improvement Warranty) experience at the Army Electronic Command (ECOM) with two RIW programs - CONUS NAV and the Absolute Altimeter. The RIW requirements for the two programs are examined with emphasis on warranty period, exclusions, operating-time adjustments and MTBF guarantee  
B J

**A77-50488 Effectiveness of reliability system testing on quality and reliability** J B Hovis (Westinghouse Electric Corp, Baltimore, Md) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings  
Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 281-285

This paper presents a reliability approach to a program for a high reliability airborne search and track combat radar which was based on three successful approaches evolved at Westinghouse Defense and Electronic Systems Center. The reliability program plan implemented for this radar equipment was designed to produce a system which would perform in a flyoff test better than a predetermined mean-time-between-failure (MTBF). The basis of this approach was basically that used in the successful Electro-Optical system known as the B-52 Steerable TV (AN/AVQ-22) which achieved a field MTBF approximately equal to the predicted value and demonstrated in a Mil-Std-781 test a greater MTBF than the required value. It is felt that the principles described herein could be applied to any program to achieve the desired results in field usage  
(Author)

**A77-50494 AFSATCOM terminal segment reliability test program** R P Hassett (Mitre Corp, Bedford, Mass) and E C Jonson (USAF, Electronic Systems Div, Bedford, Mass) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings  
Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 372-377 6 refs

The development program for the AFSATCOM terminal equipment and the next generation of high reliability airborne UHF radios included an extensive reliability test effort consisting of nine separate MIL-STD-781 tests. Achievement of satisfactory reliability growth was a primary objective of the test program. This paper describes the significant reliability requirements and features of the equipment and of the reliability program and presents an analysis of the results of the testing to date  
(Author)

**A77-50497 Effects of temperature on avionics reliability** J J Duhig, Jr and T E Weaver (Lockheed-Georgia Co, Marietta, Ga) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings  
Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 409-413

The effects of temperature on avionics reliability at the line replaceable unit level are determined. Field failure rates for 42 avionics boxes flying on the USAF C-141 jet transport fleet are analyzed along with operating temperatures obtained in a comprehensive thermal survey. A strong correlation between reliability and equipment price is shown where price is used as a measure of complexity. Using multiple regression analysis techniques, it is shown that the reliability of more complex equipment using flow-through forced convection cooling is very sensitive to increases in temperature. The reliability of less complex equipment cooled by free convection is not as sensitive to increases in temperature  
(Author)

**A77-50501 Failure analysis of digital systems using simulation** L Bertolino (Aeritalia SpA, Settore Avionica, Turin, Italy) and L E Grefsrud (Boeing Co, Seattle, Wash) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings  
Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 432-441

The paper describes a failure analysis method developed as part of the Boeing/Aeritalia 7X7 flight control system electronics

development program. A model of the complete digital system is developed and subsequently modified into a functionally identical fault model which has the additional capability of detailed gate level fault simulation. The fault model combined with the self test program in a fault simulation run enables a quantitative evaluation of the self-test effectiveness by inserting faults one at a time and running the self-test for each one  
B J

**A77-50504 Combined Environment Reliability Test /CERT/** A H Burkhard (USAF, Flight Dynamics Laboratory, Wright-Patterson AFB, Ohio) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings  
Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 460, 461

The Air Force Combined Environment Reliability Test (CERT) is applied to avionics systems and takes account of the dynamic and synergetic nature of the field environment along with its temperature, humidity, random vibration and altitude changes. This paper discusses the basic philosophy and assumptions that have been used to formulate the environmental conditions used for initial testing. Two general conclusions have been drawn: (1) the test approach using mission profiles for one aircraft appears to have the most promise for obtaining consistent reliability statistics, and (2) a composite mission profile that includes qualification test levels does not seem suitable for obtaining consistent reliability statistics  
B J

**A77-50510 Logistics planning simulation model for USAF spare engine management** H J Benet (Texas A & M University, College Station, Tex) and C H Shipman (USAF, Wright-Patterson AFB, Ohio) In Annual Reliability and Maintainability Symposium, Philadelphia, Pa, January 18-20, 1977, Proceedings  
Piscataway, N J, Institute of Electrical and Electronics Engineers, Inc, 1977, p 500-505 13 refs

The simulation model described herein is designed to assist Air Force Logistics Planners in predicting future aircraft engine removals and evaluating the adequacy of spare engine supplies. Written in FORTRAN, the model will give quarterly predictions of both the mean and variance of removals and stockouts so that confidence limits may be set on the ability of the logistics system to support programmed flying requirements  
(Author)

**A77-50623 # Solid state light emitting displays.** E S Eccles  
*Aviation Review*, Aug 1977, p 4, 5

Solid-state light-emitting displays are being developed for aviation indicators. Based on an examination of various display elements, yellow light-emitting diodes were chosen for the display, with a typical strip using up to 900 individual diodes. It has been suggested that two standard forms of linear display, two sizes of circular display, and a four-digit 7-bar numeric readout would be sufficient for standard instrument replacement requirements. Scale illumination and a wide range of light-emitting diode intensity modulation would be utilized along with a digital computing system using microprocessors. Cost effectiveness may be enhanced by using the digital computer system for functions not applicable to conventional instruments  
S C S

**A77-50624 # HUD and the retrofit market** J R Caldwell  
*Aviation Review*, Aug 1977, p 12-15

It has been suggested that aircraft with electro-mechanical gyro gunsight may be retrofitted with modern Head-up Display (HUD) equipment on a cost-effective basis. Among the advantages of the HUD system are: (1) the ability to be integrated with a navigation system, (2) the display of position information, assisting in target search, and for the comparison of predicted position with visual sighting, (3) the ability to interface a HUD system with fire control radar operating in the air-to-air mode, and (4) continuous indication of predicted bomb impact regardless of delivery maneuver. It is concluded that the numerous benefits offered by the HUD system compensate for the cost of a HUD retrofit program  
S C S

**A77-50625 #** Gas turbine temperature techniques. K G McAlrsh *Aviation Review*, Aug 1977, p 16-18

The swaging of mineral insulated cable has been applied to thermocouple design, allowing for the production of exposed and submerged-junction thermocouples, butt-swaged hairpin elements, and several mineral insulated thermocouple harness assemblies. Thermocouple assembly techniques include vacuum brazing, induction brazing and an electron-beam welding technique, with high reliabilities achieved by standard design techniques. Areas for future research are identified including technological relevance to the nuclear power industry, the development of high turbine entry temperatures, the formation of thermocouple junctions on refractory substrates, and the development of alternative temperature measuring systems. SCS

**A77-50662** The need for a workable collision avoidance system - Now C L Smith (Western Air Lines, Inc., Los Angeles, Calif.) *Safe Journal*, vol 7, Fall 1977, p 32, 33

The need to move ahead on achieving a workable collision avoidance system (CAS) for aircraft is argued. The Beacon CAS (BCAS) is recommended as 'earliest possible installation milestone', and as capable of identifying an imminent collision 30 sec prior to impact. Criteria on CAS acceptance recommended by the Air Line Pilots Assoc as 'of primary importance' are presented. Data are presented on total system errors and midair near-misses for the years 1972 through 1975. RDV

**A77-50676 #** Airport electrical and lighting equipment (Elektricheskoe i svetovoe oborudovanie aeroportov) V V Zhukov, B A Vol'pert, and V A Voevodzinskiy. Moscow, Izdatel'stvo Transport, 1976 288 p. In Russian

A comprehensive text on airport runway and taxiway lighting hardware and associated electrical power equipment. Homing beacons, runway localizers, stopway lights, barrier lights, lead-in and lead-out lights, runway and taxiway lighting patterns and various types of luminaires are described. Power supplies, transformer substations, brightness regulators, emergency standby power supplies, and automatic control and switching equipment for runway-side airport lighting systems are covered. RDV

**A77-50678 #** Aircraft electric machines with intensive cooling systems (Aviatsionnye elektricheskie mashiny s intensivnym okhlazhdeniem) V I Naumenko and O G Klochkov. Moscow, Izdatel'stvo Mashinostroenie, 1977 128 p 45 refs. In Russian

The basic approach to the design of cooling systems for aircraft electric machines is presented along with a comparative evaluation of several cooling systems such as air cooling, systems using special cooling agents (e.g., motor oils), convective liquid cooling, evaporation cooling, and hybrid systems using air and evaporation systems in conjunction. Specific construction requirements for the systems are identified, and various heat transfer processes, using intensive free-cooling or forced-cooling modes are described, noting engineering methods for heat calculation. Examples of structural solutions for basic subassemblies are discussed, including schematic drawings of system construction. SCS

**A77-50682 #** Appliances for assembling aircraft and helicopter subsystems and elements (Prisposobleniia dlia sborki uzlov i agregatov samoletov i vertoletov) V P Grigor'ev and Sh F Ganikhanov. Moscow, Izdatel'stvo Mashinostroenie, 1977 139 p. 25 refs. In Russian

The textbook deals with some basic principles of developing the various technological processes involved in the construction of aircraft and helicopter airframes. The design characteristics of various stands, jigs, devices, and appliances used for assembly purposes are examined. A large number of complete arrangements developed for specific purposes are illustrated and discussed. Means of mechanizing assembly processes are studied. VP

**A77-50684 #** Construction and design principles of aircraft gas-turbine engines (Konstruktsiia i osnovy proektirovaniia aviatsionnykh GTD) S I Lovinskiy, G I Linko, and G P Anuchkin. Moscow, Izdatel'stvo Mashinostroenie, 1977 319 p 28 refs. In Russian

The textbook deals essentially with the design characteristics of aircraft gas-turbine engines and their assemblies, subsystems, and elements. Attention is centered on methods of designing the principal engine assemblies and methods of suppressing vibrations and increasing reliability and service life. The discussion includes lubrication, starting, fuel-supply, and automatic control systems. Some typical compressor and turbine designs are examined. VP

**A77-50687 #** The determination of ship location by means of navigation satellites (Opredelenie mesta sudna s pomoshch'iu navigatsionnykh sputnikov) Iu K Baranov. Moscow, Izdatel'stvo Transport, 1976 84 p 14 refs. In Russian

The geometric bases of satellite movement are reviewed, and several methods of determining ship location by means of earth satellites are examined. Techniques considered include a goniometer method, a rangefinder method, a radial velocity method, a differential distance method, and the isoline gradient during the measurement of distance differences by satellite. The determination of ship location by means of the Transit navigation satellite system is discussed, and data used to locate ships by means of Transit are analyzed. ML

**A77-50693 #** Practical aerodynamics of maneuvering aircraft /A manual for flight personnel/ (Prakticheskaya aerodinamika manevrennykh samoletov /Uchebnik dlia letnogo sostava/) V A Altkhov, V G Braga, G F Butenko, N M Lysenko, A A Manucharov, S A Mikoian, Iu N Nechaev, M I Radchenko, and G F Sivkov. Moscow, Voenizdat, 1977 440 p 19 refs. In Russian

The book gives descriptions of the main flight characteristics of modern maneuvering aircraft. The central aspects to which attention is given are the main types of aerodynamic configurations and power plants of modern aircraft, the stability and control of the aircraft, and the behavior of the aircraft during various flight stages. Much of the information is given in the form of graphs illustrating, for example, the matching of air intake conditions with engine conditions, altitude-speed characteristics of the engine, regions of limits on jet engine operating regimes, effect of angle of attack on wing load distribution, onset of pitch and rolling moments, the trends of parameters of motion in aeroinertial rotation, methods of leading an aircraft out of spin, forces acting on aircraft during various flight phases, and landing schemes. PTH

**A77-50709 #** Some mathematical aspects of the correlation theory of aircraft precision and reliability (O nekotorykh matematicheskikh aspektakh korrelatsionnoi teorii tochnosti i nadezhnosti letatel'nykh apparatov) V V Pozniakov. *Kosmicheskie Issledovaniia na Ukraine*, no 7, 1975, p 26-32 18 refs. In Russian

Nonovershoot of a multidimensional random process with dependent components is treated, as a problem to which many aircraft precision and reliability problems are reducible. The validity of the normal distribution hypothesis for such a process, and the possibility of solving precision and reliability problems at the level of random functions correlation theory, are demonstrated. Techniques for computing multidimensional normal integrals and nonovershoot probabilities of random processes are reviewed. The solutions now available are acknowledged as a powerful tool for operations based on the correlation theory of precision and reliability. RDV

**A77-50917 #** The importance of monotonicity of finite difference schemes in straight-through calculation methods (O znachenii monotonnosti konechno-raznostnykh skhem v metodakh skvoz'nogo scheta) A N Minailov. *Zhurnal Vychislitel'noi Matematiki i Matematicheskoi Fiziki*, vol 17, July-Aug 1977, p 1058-1063 14 refs. In Russian

Monotone finite difference schemes of high order of approximation have several advantages over nonmonotone schemes and first order schemes for the description of discontinuous solutions of supersonic flow problems. Some of the problems associated with nonmonotone schemes and low order schemes, such as smearing of shocks and growth of the entropy function, are illustrated by some results taken from the literature. A modification of a method based on the concept of donor cells is proposed as a means of eliminating artificial entropy layers. The main idea is that, instead of projecting the equation of motion onto the X-axis in regions of flow expansion, one introduces an isentropic flow equation. P T H

**A77-50938 # Numerical analysis of the axisymmetric flow past a pervious shell with a hole at the vertex (Chisel'ne doslid-zhennia osesimetrichnogo obtkannya proniknikh obolonok z poliusnim otvorom)** M K Tsiganov (Akademiia Nauk Ukrain's'koi RSR, Institut Gidromekhaniki, Kiev, Ukrainian SSR) *Akademiia Nauk Ukrain's'koi RSR, Dopovidi, Seriya A - Fiziko-Matematichni ta Tekhnichni Nauki*, July 1977, p 634-636. In Ukrainian.

The potential inviscid incompressible flow through an open spherical shell (the flow enters through the open base of the shell and exits through a circular hole at the vertex) is examined. A numerical solution to the flow problem is obtained, by Belotserkovskii's (1965) method of discrete vortices, for circulatory and noncirculatory flow. A pronounced influence of the dimensions of the vertex hole on the hydrodynamic characteristics and apparent mass of the shell is demonstrated. V.P

**A77-50983 A navigation device to help helicopters to land on ocean platforms (Dispositif de navigation et d'aide à l'apontage des hélicoptères sur plates-formes en mer)** M Staron, J P Egliseaud, and D Vasseur (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France) (*Association Technique Maritime et Aéronautique, Session, Paris, France, May 2-6, 1977*) *ONERA, TP no 1977-71, 1977 27 p 8 refs*. In French.

The paper describes the Astrolabe device which provides data facilitating all-weather helicopter approaches and landings. Several features of the device, including its basic organization, the numerical processing of the signal, simulation and experimental results, and intended uses, are discussed. The construction of the device is also explained, the device relies on a synthetic antenna and an airborne data processor for analyzing signals emitted from beacons located on the ocean platform. M L

**A77-50987 # Review of optical techniques with respect to aero-engine applications** C Vêret (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France) (*NATO, AGARD, Lecture Series on Laser Optical Measurement Methods for Aero Engine Research and Development, 90th, Trenton, N J, London, England, Urbino, Italy, Aug 25-Sept 6, 1977*) *ONERA, TP no 1977-80, 1977 18 p 17 refs*.

Optical methods in aerodynamic research are used for flow visualization and for measurements of density and temperature distribution. Optical methods are employed in the study of the flow characteristics of aero-engines by making use of experimental set-ups which include optical windows. Interferometry provides the basic optical method permitting visualization and density measurements in a flow field. The principles of interferometric studies are demonstrated for a Michelson-type interferometer which is easier to use in aero-engine research than other interferometer types. The employment of holographic interferometry is also considered. Attention is given to applications involving the use of the optical methods in aero-engine studies and in the investigation of flames. G R

**A77-50988 # New computation method of turbine blades film cooling efficiency (Méthode nouvelle de calcul de l'efficacité de refroidissement des aubes de turbine par film d'air)** E Le Grives and J J Nicolas (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France) (*NATO, AGARD, Symposium on High Temperature Problems in Gas Turbine Engines, Ankara, Turkey, Sept 19-23, 1977*)

*ONERA, TP no 1977-85, 1977 13 p 14 refs*. In French. Research supported by the Direction de Recherches et Moyens d'Essais.

A new analytical technique is presented for the computation of film cooling effectiveness of gas turbine blades. It is based on a mathematical description of the counter rotating vortex structure associated with the injection of coolant through discrete holes. The transport of mass induced by these vortices plays the major part in the mixing process of hot gas with the individual jets, which defines the adiabatic effectiveness of the resulting film. When merging of the jets and entrainment by turbulent diffusion effects are also taken into account, data from various experiments performed on flat plates are found to be in good agreement with predictions following this approach. Simple rules for computing film effectiveness with injection through several rows of holes allow an extension of this analysis to a large variety of injection patterns. Curvature effects not accounted for in this presentation are left for further investigations. (Author)

**A77-50989 # Coherent structures in the mixing zone of a subsonic hot free jet** C Dahan, G Elias, J Maulard (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France), and M Perulli (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, Compiègne, Université de Technologie, Compiègne, France) (*Symposium sur la Turbulence, Technische Universität Berlin, Berlin, West Germany, Aug 1-5, 1977*) *ONERA, TP no 1977-88, 1977 9 p*.

The existence of a large scale structure of turbulence in a free hot jet is emphasized by measurements carried out on the initial assumption of a fine scale structure. Second order analysis allows one to split the signals picked up in the jet and in the acoustic field into coherent and noncoherent components. The validity of this decomposition with regard to the physical picture of the phenomenon, i.e., vortices convected in the mixing zone, is tested by means of conditional sampling analysis, applied for several diagnostics. (Author)

**A77-50991 # Protection of cooled blades of complex internal structure (Protection d'aubes refroidies à structure interne complexe)** P Galmiche (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France) (*NATO, AGARD, Symposium on High Temperature Problems in Gas Turbine Engines, Ankara, Turkey, Sept 19-23, 1977*) *ONERA, TP no 1977-90, 1977 10 p 12 refs*. In French.

The SF technique for protection of cooled blades of complex internal structure permits protection of both external and internal surfaces, as well as those of the orifices of cooling air, of whatever diameter, in a single operation. The SF method is most often a pack process, at controlled or high activity, its use can be envisaged for previously uncoated parts, but also for pieces already coated by a thermochemical, chemical or PVD method. The respective thickness of external and internal coatings may be precisely predetermined, no parasitic particle being liable to remain inside the parts after application of the protecting treatment. Results obtained to date by application of the ONERA-SF method are illustrated in the paper by the presentation and examination of quite various parts of advanced turbomachines, followed by operational tests by engine manufacturers or airlines. (Author)

**A77-50996 # Influence of the noise level in a transonic wind tunnel on the aerodynamic characteristics of models (Influence du niveau de bruit des souffleries transsoniques sur les caractéristiques aérodynamiques des maquettes)** X Vaucheret (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France) (*NATO, AGARD, Symposium on Unsteady Aerodynamics, Ottawa, Canada, Sept 26-28, 1977*) *ONERA, TP no 1977-110, 1977 16 p 29 refs*. In French.

For the purpose of studying the influence of noise in transonic wind tunnels, the perforated walls of the ONERA S2 Modane wind tunnel were covered with a gauze so that the noise level is reduced to that specified in the LEHRT project. Standard models were used in this study. Except for a shift of the pitch moments, the noise does not affect the overall steady characteristics. The shock locations are strongly modified by the noise, but only when the separation occurs at the shock foot. Without separation, the edge tones were easily perceived, especially as the lift decreased. With separation and



suppression of wall noise, the pressure transducers reveal wing vibrations in their natural modes. Without noise suppression this response is completely masked, which may falsify the conclusions concerning aerodynamics-structure coupling. With strong separation, the noise effect disappears. For fixed transition, the edge tone effect is damped in the absence of separation, but amplified by its presence. (Author)

**A77-50998 # Aerodynamic problems of helicopter blade tips** B Monnerie and J-J Philippe (ONERA Châtillon-sous-Bagneux, Hauts-de-Seine, France) (*Forum Européen sur les Aérodynames a Voilure Tournante et a Sustentation Propulsive, 3rd, Aix-en-Provence, France, Sept 7-9, 1977*) ONERA, TP no 1977-112 1977 20 p 13 refs. Research sponsored by the Direction Technique des Constructions Aéronautiques

Wind tunnel studies of wall mounted half wings and rotor models are reported. Results for blades with straight or 30 deg swept tips are presented with particular attention to the three-dimensional and unsteady aspects of the flows over these blade tips in zero lift configuration at high speed. Available and planned computer programs for predicting these types of flows are described. Results from an experimental investigation of phenomena related to vortex interaction are also considered. M L

**A77-51002 # Techniques and facilities used at ONERA /Modane Center/ for icing tests (Techniques et moyens d'essais de givrage utilisés à l'ONERA /Centre de Modane/)** C Armand, F Charpin, G Fasso, and G Leclere (NATO, AGARD, Round Table on Icing in Aircraft, Ottawa, Canada, Sept 29, 1977) ONERA, TP no 1977-123, 1977 33 p 19 refs. In French

Since 1962, the large S1 wind tunnel at Modane has been used to perform icing tests on full-scale aircraft parts such as the wings, tail surfaces, and radome. During recent years, experimental studies have promoted a technique for conducting tests on reduced-scale fixed wings. Equations are provided which define the conditions for which the amount of ice formed is about the same as the amount of trapped water. Lately this reduced-scale icing test technique has been extended to rotary wings. The evolution of aerodynamic coefficients for rotors in icing conditions and the area distribution of ice on the blades are very similar to those observed in true flight. (Author)

**A77-51004 # Evolution of aircraft design through the concept of the control configured vehicle (Evolution de la conception des avions grace aux commandes automatiques généralisées)** P Poisson Quinton and J C Wanner (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France) (*Société des Electriciens, des Electroniciens et des Radioelectriciens, Congres Annuel, Grenoble, France, Sept 20-24, 1977*) ONERA, TP no 1977-129, 1977 31 p 35 refs. In French

The paper examines some of the future aircraft design possibilities opened up by the concept of the control configured vehicle. Some of the new design goals discussed include artificial stability, direct control of forces by means of two additional degrees of freedom (direct lift and direct lateral force), load limitation during maneuvering, antiturbulence capability for greater comfort of passengers and crew, pushing back the flutter limit, and the integration of systems. P T H

**A77-51006 \* # Producibility aspects of advanced composites for an L-1011 Aileron** J Van Hamersveld and L D Fogg (Lockheed California Co., Burbank, Calif.) *Society of Manufacturing Engineers, Paper EMR76-04, 1976 48 p Contract No NAS1-12939*

The design of advanced composite aileron suitable for long-term service on transport aircraft includes Kevlar 49 fabric skins on honeycomb sandwich covers, hybrid graphite/Kevlar 49 ribs and spars, and graphite/epoxy fittings. Weight and cost savings of 28 and 20 percent, respectively, are predicted by comparison with the production metallic aileron. The structural integrity of the design has been substantiated by analysis and static tests of subcomponents. The producibility considerations played a key role in the selection of design concepts with potential for low-cost production. Simplicity in fabrication is a major factor in achieving low cost using advanced

tooling and manufacturing methods such as net molding to size, draping, forming broadgoods, and cocuring components. A broadgoods dispensing machine capable of handling unidirectional and bidirectional prepreg materials in widths ranging from 12 to 42 inches is used for rapid layup of component kits and covers. Existing large autoclaves, platen presses, and shop facilities are fully exploited. (Author)

**A77-51007 Deburring - Requirements of the aircraft** W I Satler (Douglas Aircraft Co., Long Beach, Calif.) *Society of Manufacturing Engineers, Paper MR76-124, 1976 11 p*

The major problem of the deburring process for sheet metal and machined parts, as it relates to aerospace manufacturing, is identified as the volume of parts which must be hand burred. Suggestions to alleviate this problem, within the defined requirements and limitations, are presented, including the development of a universal deburring machine, the creation of a portable deburring facility, and organization of a centralized deburring facility. S C S

**A77-51009 \* Trapped rubber processing for advanced composites** P J Marra (Douglas Aircraft Co., Long Beach, Calif.) *Society of Manufacturing Engineers, Paper EM76-172, 1976 17 p 6 refs* NASA-supported research

Trapped rubber processing is a molding technique for composites in which precast silicone rubber is placed within a closed cavity where it thermally expands against the composite's surface supported by the vessel walls. The method has been applied by the Douglas Aircraft Company, under contract to NASA-Langley, to the design and fabrication of 10 DC-10 graphite/epoxy upper aft rudder assemblies. A three-bay development tool form mold die has been designed and manufactured, and tooling parameters have been established. Fabrication procedures include graphite layup, assembly of details in the tool, and a cure cycle. The technique has made it possible for the cocured fabrication of complex primary box structures otherwise impracticable via standard composite material processes. S C S

**A77-51010 Design, fabrication and test of an F-14 composite overwing fairing** H Forsch (Grumman Aerospace Corp., Bethpage, N Y.) *Society of Manufacturing Engineers, Paper EM76-175, 1976 17 p* Navy-supported research

The objectives of the program described in this report were to fully demonstrate the cost and weight savings and the performance improvement made possible by utilization of hybrid composite materials for aircraft primary structures. In the present case, this was demonstrated by defining, developing, and testing the design for an F-14 overwing fairing made of hybrid fiberglass/graphite/epoxy material. Design allowables were first analytically established for the hybrid laminate and then confirmed in a series of 72 coupon tests at room temperature and 300 F. A total of 28 element tests at 300 F completed the confirmation of the design concepts. P T H

**A77-51015 Rohrbond** M M Schwartz (Rohr Industries, Inc., Chula Vista, Calif.) *Society of Manufacturing Engineers, Paper AD76-280, 1976 10 p*

Advanced engineering techniques have been developed for high-strength titanium alloy structures used in thrust engines and airframe and space-oriented structures. One such technique is a diffusion welding system used as a joining process for non-honeycomb applications. Another process is a joining system combining brazing and diffusion welding for honeycomb sandwich structures. Selected materials are applied to the faying surfaces in small amounts and when exposed to heat they react with the substrate and form a eutectic melt which creates a bridge between the components. Diffusion is used to dilute subsequent thermal treatment, which results in a diffusion weld. Several test programs have been conducted by NASA-Langley and Lockheed Aircraft Corporation for evaluation of the methods for titanium and advanced composite materials, and other applications of the technique have been suggested. S C S

**A77-51016** Deburring - Some of the problems and requirements of the aircraft industry J F Cochran (General Dynamics Corp, St Louis, Mo) *Society of Manufacturing Engineers, Paper MR76-547*, 1976 11 p

The necessity, dictated by cost considerations, of carrying out more deburring operations on aircraft components and structures by machines rather than manually is underscored. Some examples of potential cost reductions by machine deburring are cited. Items for possible consideration include automatic abrasive brush machines and computer controlled robots. P T H

**A77-51028 \* #** Theoretical jet exhaust noise model for the duct burning turbofan R S Larson (United Technologies Corp, Pratt and Whitney Aircraft Group, East Hartford, Conn) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1264* 13 p 22 refs. Contract No NAS3-17866

A model was developed to predict the acoustic power spectrum for a Duct Burning Turbofan (DBTF) whose cycle results in a high velocity, high temperature fan stream and a lower velocity, lower temperature primary stream. Model tests have demonstrated that a DBTF may produce substantially less noise than a conventional turbojet with the same thrust and weight flow. Predictions from the model agreed well with measured data from the model tests. The characteristics of the DBTF acoustic power spectrum were shown to be related to the rapid mixing of the fan and primary streams. The effects of fan to primary velocity ratio, temperature ratio, area ratio, and the effect of nozzle geometry on DBTF jet noise were determined. (Author)

**A77-51032 #** Airframe noise - A status report, 1977 R L Chapkis and A H Marsh (DyTec Engineering, Inc, Huntington Beach, Calif) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1268* 8 p 35 refs

Numerous studies of airframe generated noise have now been conducted. As a result, nonpropulsive noise sources are now routinely considered in evaluating landing noise levels of future airplanes. All of the present methods for predicting airframe noise are largely empirical. Uncertainty still exists as to the proper fluid mechanical and acoustical models to employ to describe airframe noise. Further development of scaling laws and noise prediction models requires knowledge of Reynolds number and component-interaction effects. Progress since 1975 has included development of new experimental techniques for noise source identification and acquisition of high-quality flyover noise data. (Author)

**A77-51033 #** Are wheel-well related aeroacoustic sources of any significance in airframe noise W M Dobrzynski and H H Heller (Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, Abteilung technische Akustik, Braunschweig, West Germany) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1270* 9 p 7 refs

An experimental program was initiated to determine the relative importance of wheel-well related aeroacoustic sources in the farfield airframe noise spectrum. Both model tests (employing geometric replicas of nose and main landing gear/wheel-well configurations) and full-scale tests (using a DC-10 series 30 aircraft) were conducted to study the aeroacoustic behavior of wheel-wells under flow- (respectively flight-) conditions corresponding to a landing approach situation. Both model and full-scale tests indicate that aircraft wheel-wells respond primarily in their volume modes, however, levels of discrete frequency pressure modes within a wheel-well were found to be relatively low - on the order of 115 dB - for a typical approach condition and not very pronounced with respect to the neighboring random noise. Prediction of farfield signatures due to wheel-well internal pressure resonances from model and full-scale data, and comparison with total aircraft-airframe noise signatures strongly suggest that wheel-well related aeroacoustic sources are rather unimportant in relation to other airframe noise contributors, such as landing-gears and wings. (Author)

**A77-51034 #** Noise component method for airframe noise M R Fink (United Technologies Research Center, East Hartford, Conn) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1271* 11 p 18 refs. US Department of Transportation Contract No FA76WA-3821

A method was developed for predicting aerodynamic noise radiated by an airframe. Separate contributions are calculated for the clean wing, horizontal tail, vertical tail, landing gear, leading edge slats and flaps, and trailing edge flaps. Each noise component is predicted using scaling laws appropriate to that component, with amplitudes matched to available data. Spectra calculated by this method, the NASA ANOPP total aircraft method, and the drag element method are compared with flyover noise data for a sailplane, a twin-propeller lightplane, a business jet, and a jumbo jet. (Author)

**A77-51035 \* #** Airframe noise of the DC-9 A B Bauer and A G Munson (Douglas Aircraft Co, Inc, Long Beach, Calif) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1272* 8 p 11 refs. Research supported by the Douglas Aircraft Independent Research and Development Program, Contract No NAS1-14696 (DOUGLAS-6658)

Airframe noise measurements are reported for the DC-9 31 aircraft flown at several speeds and with a number of flap, landing gear, and slat extension configurations. The data are corrected for atmospheric attenuation and spherical divergence, and are presented for an overhead position normalized to a 1-meter height. The sound pressure levels are found to vary approximately as the fifth power of flight velocity. Both lift and drag dipoles exist as a significant part of the airframe noise. The data are compared with airframe noise predictions using the drag element and the data analysis methods. Although some of the predictions are very good, further work is needed to refine these methods, particularly for the gear-down and flaps-down configurations. (Author)

**A77-51036 \* #** Experimental and analytical separation of hydrodynamic, entropy and combustion noise in a gas turbine combustor M Muthukrishnan, W C Strahle, and D H Neale (Georgia Institute of Technology, Atlanta, Ga) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1275* 11 p 12 refs. Grant No Nsg 3015

This paper deals with noise sources which are central to the problem of core engine noise in turbopropulsion systems. The sources dealt with are entropy noise and direct combustion noise, as well as a non-propagating pseudosound which is hydrodynamic noise. It is shown analytically and experimentally that a transition can occur from a combustion noise dominant situation to an entropy noise dominant case if the contraction of a terminating nozzle to the combustor is high enough. In the combustor tested, entropy noise is the dominant source for propagational noise if the combustor is choked at the exit. Analysis techniques include spectral, cross spectral, cross correlation, and ordinary and partial coherence analysis. Measurements include exterior and interior fluctuating and mean pressures and temperatures. (Author)

**A77-51037 #** Gas turbine engine core noise source isolation by internal-to-far field correlations B N Shivashankara (Boeing Commercial Airplane Co, Seattle, Wash) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1276* 6 p

An auxiliary power unit (APU) was tested for exhaust noise in an anechoic chamber. Six internal and numerous near- and far-field microphones were employed. Extensive cross-correlation and coherence function analysis was performed. The combustor was found to be one of the dominant sources of exhaust noise in the far field below 400 Hz. Additional noise generation around 375 and 600 Hz was apparent between the combustor exit and the turbine exit which may be entropy noise or flow noise generated in the turbine inlet torus. The mixing process between the cooling air and the exhaust

flow (which takes place a short distance upstream of the nozzle exit) was also identified as an important source of low frequency noise

(Author)

**A77-51038 \* #** Measurement of far field combustion noise from a turbofan engine using coherence functions A M Karchmer, M Reshotko, and F J Montegani (NASA, Lewis Research Center, Cleveland, Ohio) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1277* 33 p 14 refs

Coherence measurements between fluctuating pressure in the combustor of a YF-102 turbofan engine and far-field acoustic pressure were made. The results indicated that a coherent relationship between the combustor pressure and far-field existed only at frequencies below 250 Hz, with the peak occurring near 125 Hz. The coherence functions and the far-field spectra were used to compute the combustor-associated far field noise in terms of spectra, directivity, and acoustic power, over a range of engine operating conditions. The acoustic results so measured were compared with results obtained by conventional methods, as well as with various semiempirical predictions schemes. Examination of the directivity patterns indicated a peak in the combustion noise near 120 deg (relative to the inlet axis)

(Author)

**A77-51047 #** New scaling laws for hot and cold jet mixing noise based on a geometric acoustics model C L Morfey, V M Szweczyk (Southampton, University, Southampton, England), and B J Tester (Lockheed-Georgia Co, Marietta, Ga) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77 1287* 26 p 29 refs. Research supported by the Ministry of Defence (Procurement Executive), Contract No F33615-76-C 2021

New scaling laws are presented for hot turbulent jet mixing noise outside the cone of silence. These account for mean flow field effects on sound radiation via an analytical high-frequency approximate solution to Lilley's equation. Numerical calculations for sound radiation from sources in a cylindrical shear flow are used to test the validity of the approximation. The proposed scaling laws yield an excellent collapse of jet noise measurements over a wide range of conditions. The resulting information has been incorporated into a jet mixing noise prediction scheme which, with appropriate modifications to the analytical high-frequency approximation, can be applied both inside and outside the cone of silence

(Author)

**A77-51048 =** Shielding aspects of heated twin jet noise R A Kantola (GE Research and Development Center, Schenectady, N.Y.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77 1288* 15 p 9 refs. US Department of Transportation Contract No OS-30034

A thorough experimental study of the noise characteristics of twin jets is presented in this paper. Both twin round and twin rectangular jets are investigated at typical jet engine conditions, that is with heated high velocity flow. By varying the nozzle to nozzle spacing, it is possible to discriminate between the effects of turbulent mixing and acoustic shielding. As a result of this investigation, it was established that the turbulent mixing effects (both interaction noise generation and mixing suppression) occur for closely spaced nozzles and while acoustic shielding occurs at all nozzle spacing, it plays the dominant role at wide nozzle spacings. The levels of this acoustic shielding afforded by an adjacent jet can be sufficient to cause a nearly complete masking of the noise of the shielded jet. A significant discovery of this investigation was the importance of the layer of cooler slower moving ambient air that exists between the twin jet plumes. This interjet layer causes refraction and reflection of acoustic waves and as the nozzle separation increases, the layer extends further downstream, thereby shielding more of the jet noise sources

(Author)

**A77-51049 \* =** An experimental investigation of the trailing edge noise mechanism J C Yu (NASA, Langley Research Center,

George Washington University, Joint Institute for Advancement of Flight Sciences, Hampton, Va) and C K W Tam (Florida State University, Tallahassee, Fla) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1291* 14 p 27 refs

An experimental investigation has been conducted to understand the physical mechanism of noise generation from a turbulent wall jet discharging over a flat plate and interacting with its sharp trailing edge. An aspect ratio 10 rectangular nozzle was used to provide the wall jet. Measurements made consist of farfield noise, surface pressure fluctuations, turbulent velocity fluctuations, and two-point space-time cross-correlations among these quantities. Results are presented which suggest strongly that the generation mechanism is the interaction of the convecting large scale quasi-orderly disturbance in the upper free shear layer of the wall jet with the trailing edge. The interaction also excites large scale strong vortical motion in the trailing edge wake. The dominant part of the sound field is highly coherent and in phase opposition across the trailing edge

(Author)

**A77-51052 #** Unsteady surface pressure characteristics on aircraft components and farfield radiated airframe noise H H Heller and W M Dobrzynski (Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, Abteilung technische Akustik, Braunschweig, West Germany) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1295* 11 p 12 refs

Aircraft wings and landing gears have been identified as primary contributors to airframe noise. An experimental and analytical research program was conducted to determine the relationship of aeroacoustic source mechanisms at the origin and the resulting farfield acoustic radiation for these particular aircraft components. Employing an aerodynamically very clean glider both as test vehicle and test bed, fluctuating surface pressure characteristics were determined in regions that were suspected to be prime source areas, viz the wing flap trailing edges, and regions of highly turbulent flow impingement, or flow separation on fairly large models of 4-wheel main landing gears. Source characteristics in terms of surface pressure spectra and longitudinal and lateral pressure correlation lengths were ultimately used to predict farfield acoustic radiation, the results of this prediction procedure compared favorably with measured data. In review of this program, one may conclude that high-performance gliders offer themselves as excellent experimental tools in airframe noise research, providing near ideal test conditions, specifically inherent absence of disturbing (tunnel or engine) noise and flow turbulence, close to full-scale Reynolds-numbers and realistic relative motion of source and observer

(Author)

**A77-51057 \* #** A finite element algorithm for sound propagation in axisymmetric ducts containing compressible mean flow A L Abrahamson (Wyle Laboratories, Inc, Hampton, Va) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1301* 12 p 26 refs. NASA-supported research

The described investigation is concerned with the development of a finite element scheme which can be used in a study of the acoustics of aircraft engine ducts. In the absence of suitable variational principles for acoustic fluctuations within an aircraft fan engine, an acoustic analysis must proceed directly from the differential equations which describe compressible flow. The derived equations cannot be solved algebraically. The numerical technique used for solving them makes use of a linear rectangular element of a type considered by Zienkiewicz (1971). Attention is given to aspects of element derivation, the global matrix assembly, the solution of the matrix equation, questions of acoustic attenuation, and illustrations of the potential of the current model in duct optimization

G R

**A77-51060 #** Source location by shielding with application to a large turbofan engine J A Beasley, E G Broadbent, and S M Dammis (Royal Aircraft Establishment, Farnborough, Hants, England) *American Institute of Aeronautics and Astronautics,*

*Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1304* 13 p 12 refs

To investigate the distribution and directivity of the noise radiation from a large turbofan engine, it was mounted on a static test bed, and a movable screen was located successively at a number of positions partially shielding a microphone array. The results are analyzed by assuming that the acoustic source distribution can be represented by a number of discrete point sources spaced out along the axis of the engine and the jet. The directional strength of each point source is prescribed by a truncated Fourier series, whose coefficients are then evaluated by a least-squares fit to the measurements. (Author)

**A77-51069 \* # Forward flight effects on EBF noise** M R Fink (United Technologies Research Center, East Hartford, Conn.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1314* 12 p 16 refs Contract No NAS3 17863

Forward flight effects on local mean velocity and turbulence velocity profiles, surface pressure spectra, and far field acoustic pressure spectra were measured for a simple externally blown flap (EBF). Both upper-surface-blowing and under the wing configurations were tested. Ratio of acoustic wind tunnel velocity to nozzle exhaust velocity was varied from 0 to 3/8 in steps of 1/8. A method was determined for predicting forward flight effects on surface-radiated noise. This noise is decreased in amplitude and shifted to higher frequency relative to data obtained at zero flight speed. Predictions are validated by comparisons with published NASA, Boeing, and Lockheed data. (Author)

**A77-51070 \* # Forward speed effects on blown flap noise** A P Pennock (Lockheed-Georgia Co., Marietta, Ga.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1315* 9 p 9 refs NASA-supported research

The effects of forward speed on the noise of under-the-wing (externally blown flaps, EBF) and over-the-wing (upper surface blown, USB) blown flap configurations were measured in wind tunnel model tests with cold jets. The results are presented without correction for the effects (e.g., signal convection, shear layer refraction) associated with flight simulation in a wind tunnel or free jet facility. Noise decreases were generally observed at microphones forward of the wing. The reductions were larger at the low frequencies (below peak SPL) than at the high (above peak SPL). Noise increases of 10 dB or more were observed at the aft microphones, especially in the high frequency range. (Author)

**A77-51071 \* # Numerical prediction of aeroacoustic jet-flap flows** A J Baker (Tennessee, University, Knoxville, Tenn.) and P D Manhardt (Computational Mechanics Consultants, Inc., Knoxville, Tenn.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1316* 11 p 26 refs Contract No NAS1-14282

Turbulent boundary layer flows departing an aerodynamic surface are experimentally verified to be strong sources of noise. Analysis of the source tensor of the Lighthill equation identifies important gradients of mean and fluctuating velocity components. Transition distributions of mean flow and select fluctuating velocity correlations, within the region immediately downstream of a sharp edged flap terminus are established by finite element solution of a parabolized form of the time-averaged steady flow Navier-Stokes equations closed with a turbulence kinetic energy model. Numerical solutions are presented which quantize the localized large mean flow accelerations and resultant peaks in the distribution of turbulence kinetic energy in the near wake region. Results are verified by comparison to experiment. (Author)

**A77-51072 \* # Interim noise correlation for some OTW configurations using external jet-flow deflectors** U von Glahn and D Groesbeck (NASA, Lewis Research Center, Cleveland, Ohio) *American Institute of Aeronautics and Astronautics, Aeroacoustics Con-*

*ference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1317* 27 p 5 refs

Jet/flap interaction acoustic data obtained statically from a model-scale study of STOL-OTW configurations with a conical nozzle mounted above the wing and using various external deflectors to provide jet-flow attachment are correlated. The acoustic data are correlated in terms that consider the jet/flap interaction noise contributions associated primarily with fluctuating lift, trailing edge, and configuration wake noise sources. Variables considered include deflector geometry, flap setting and wing size. Finally, the configuration overall noise levels are related to static lift and thrust measurements in order to provide insight into possible acoustic/aerodynamic performance trade-off benefits. (Author)

**A77-51073 \* # Over-the-wing model thrust reverser noise tests** J Goodykoontz and O Gutierrez (NASA, Lewis Research Center, V/STOL and Noise Div., Cleveland, Ohio) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1318* 20 p 10 refs

Experimental results are presented for static acoustic tests of a 1/12 scale model over-the-wing target type thrust reverser. The model configuration simulates a design that is applicable to the over-the-wing short-haul advanced technology engine. Aerodynamic screening tests of a variety of reverser designs identified configurations that satisfied a reverse thrust requirement of 35 percent of forward thrust at a nozzle pressure ratio of 1.29. The variations in the reverser configuration included, blocker door angle, blocker door lip angle and shape, and side skirt shape. Acoustic data are presented and compared for the various configurations. The model data scaled to a single full size engine show that peak free field perceived noise levels at a 152.4 meter sideline distance range from 98 to 104 PNdB. (Author)

**A77-51074 \* # Summary of forward velocity effects on fan noise** C E Feiler and J F Groeneweg (NASA, Lewis Research Center, Cleveland, Ohio) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1319* 11 p 31 refs

The available experimental data comparing the in-flight and static behavior of fan noise are reviewed. These results are then compared with recent data obtained for a fan stage tested with forward velocity in the NASA Lewis 9x15 low speed wind tunnel. Tentative conclusions are presented, based on the author's judgments, about the significance and nature of the changes in noise observed when a forward velocity is imposed. Finally, the implications of the emerging picture of in-flight fan source noise for suppressor design are discussed. (Author)

**A77-51075 # Investigation of subsonic fan noise sources by fluctuating pressure measurements on rotating blades** P Raffy (SNECMA, Paris, France), S Lewy, J Lambourion, and M Chatanier (ONERA, Châtillon-sous-Bagneux, Hauts-de-Seine, France) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1321* 14 p 18 refs

Discrete frequency noise generated by a subsonic fan is studied through different experiments involving current aerodynamic and acoustic characterization, space structure measurement of in-duct propagating waves, and blade pressure measurements. These last tests were conducted on a six blades, low speed axial flow fan using electret miniature pressure transducers and on a scaled 0.47 meter diameter, high pressure ratio, subsonic fan using original thin film 50 micron thick pressure transducers on blades. Relationships between inflow distortion, blade pressure signature and in-duct modal structure are highlighted and differences in the results obtained with the two fans analyzed. Finally, starting from inflow distortion data as an input to theoretical calculations, blade pressure spectra, modal power distribution, radiated noise are derived and compared to experimental results. (Author)

**A77-51079 # Flight noise studies on a turbojet engine using microphones mounted on a 450 ft tower** J R Brooks (Rolls-Royce

(1971), Ltd, Bristol, England) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1325* 12 p 8 refs

The reported investigation had the objective to obtain definitive noise data from a small turbojet engine, statically and in flight Tests were designed for studying flight effects on the exhaust noise of a turbojet engine by making measurements at a number of jet velocities and forward speeds It was attempted to obtain flight data for which ground effects were reduced to a minimum Corresponding static noise measurements included tests with the bare engine and tests in which the engine was installed in the aircraft It was found that a use of tower-mounted microphones provided flight noise data of unusually good quality and free from ground effects Noise increases which occur in the forward arc, particularly in going from static to flight conditions, can only be explained by a mechanism which amplifies the noise as measured during a flyover G R

**A77-51080 \* #** Acoustic scattering of point sources by a moving prolate spheroid S L Padula and C H Lu (NASA, Langley Research Center, Hampton, Va) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1326* 10 p

The theories of geometrical optics and diffraction are used to investigate the scattering of sound generated by a distribution of point sources in the neighborhood of a prolate spheroid Source positions, source frequencies, and spheroid sizes which correspond to source distributions and fuselage sizes in jet aircraft are selected The alteration of the scattered field due to the simultaneous forward motion of the body and sources is illustrated It is observed that the sound levels produced by rapidly moving point sources are significantly higher than those produced by the moving source and body system The results suggest that scattering of acoustic sources should be considered in any theoretical or experimental study of aircraft flyover noise (Author)

**A77-51081 #** The noise from unheated supersonic jets in simulated flight W D Bryce and R A Pinker (National Gas Turbine Establishment, Farnborough, Hants, England) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1327* 13 p 18 refs

In an attempt to define the effect of flight on supersonic jet noise using controlled model scale experiments, a circular convergent nozzle passing an unheated airflow has been tested in an anechoic chamber with the addition of a co-flowing airstream to simulate flight The results show that while the frequency of the shock-associated noise changes little in flight, the amplitude is modified both by changes in the source strength as measured at 90 deg to the jet axis and by a convective term which can be specified The jet mixing noise reduces in flight by an amount consistent with that expected for a subsonic jet at the same velocity (Author)

**A77-51082 \* -** Effect of flight on jet noise from supersonic underexpanded flows V Sarohia (California Institute of Technology, Jet Propulsion Laboratory, Pasadena, Calif) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1328* 9 p 20 refs Contract No NAS7 100

Experiments on underexpanded cold jet flows from a convergent nozzle under simulated flight conditions have shown that a large periodic spinning motion of the jet can occur with greatly enhanced broadband noise production Shadowgraph pictures indicate that this oscillatory jet motion accompanies the generation of random weak shock waves at the source These waves appear to be generated at the point downstream of the nozzle exit where the shock cells in the jet begin to disappear The weak shock waves propagate upstream and have been identified to be the cause of enhanced broadband jet noise production in flight In addition, the results show that the boundary layer flow conditions over the outside of the primary nozzle (simulating engine cowl flow in flight) have a key role in the production of these random weak shock waves (Author)

**A77-51083 \* -** Effect of simulated forward speed on the jet noise of inverted velocity profile coannular nozzles A B Packman K W Ng (United Technologies Corp, Pratt and Whitney Aircraft Group, East Hartford, Conn), and C Y Chen (United Technologies Research Center, East Hartford, Conn) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1329* 12 p 15 refs Contract No NAS3-17866

Tests were conducted of inverted velocity profile coannular nozzles and a conical nozzle in an acoustic wind tunnel facility to simulate flight effects on jet noise generation Coannular model nozzles were tested at fan to core nozzle exit area ratios of 75 and 1.2 Fan stream jet velocity ranged up to 2000 fps at a variety of fan exhaust pressure ratios and temperatures for a core stream of 1000 fps The wind tunnel airflow was varied from static to 425 fps The acoustic results indicated that the noise level differences seen previously under static conditions are retained in the flight environment (Author)

**A77-51084 \* #** Effects of forward motion on jet and core noise J K C Low (Douglas Aircraft Co, Inc, Long Beach, Calif) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1330* 15 p 20 refs Contract No NAS3 20031 (DOUGLAS-6616)

A study was conducted to investigate the effects of forward motion on both jet and core noise Measured low-frequency noise from static-engine and from flyover tests with a DC-9-30 powered by JT8D 109 turbofan engines and with a DC-10-40 powered by JT9D 59A turbofan engines was separated into jet and core noise components Comparisons of the static and the corresponding in-flight jet- and core-noise components are presented The results indicate that for the DC 9 airplane at low power settings, where core noise is predominant, the effect of convective amplification on core-noise levels is responsible for the higher in-flight low-frequency noise levels in the inlet quadrant Similarly, it was found that for the DC-10 airplane with engines mounted under the wings and flaps and flap deflection greater than 30 degrees, the contribution from jet flap-interaction noise is as much as 5 dB in the inlet quadrant and is responsible for higher in-flight low-frequency noise levels during approach conditions Those results indicate that to properly investigate flight effects, it is important to consider the noise contributions from other low-frequency sources, such as the core and the jet-flap interaction (Author)

**A77-51087 \* #** Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA Quiet Engine 'C' H E Bloomer, J W Schaefer, E J Rice, and C E Feiler (NASA, Lewis Research Center, Cleveland, Ohio) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1333* 10 p 11 refs

The purpose of the experimental program reported herein was to define the length of multiple pure tone (MPT) treatment required to reasonably suppress the MPT's produced by a supersonic tip speed fan and also determine what other suppression, broadband, and blade passing frequency (BPF), might be accomplished The experimental results are presented in terms of both far-field and duct acoustic data Front quadrant sound power level reduction in the far field is shown to agree with duct measurements over the range of treatment lengths Detailed one-third octave and narrow band spectra at the maximum forward noise angle are presented Some detailed analyses of one-third-octave band amplitudes are shown as a function of far-field angle An approximate spinning mode duct propagation analysis is then introduced which predicts the acoustic suppression by the treatment on the multiple pure tones (Author)

**A77-51088 \* #** Effects of simulated flight on fan noise suppression M F Heidmann and D A Dietrich (NASA, Lewis Research Center, Cleveland, Ohio) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga, Oct 3-5, 1977, Paper 77-1334* 22 p 17 refs

Attenuation properties of three treated fan inlets were evaluated in the NASA-Lewis Anechoic Wind Tunnel using a subsonic tip speed, 50.8 cm-diameter fan. Tunnel flow simulated the inflow clean-up effect on source noise observed in flight and allowed observation of the blade passage frequency tone cut-off phenomenon. Acoustic data consisted of isolated inlet noise measured in the far field at two positions and with traverses at four frequencies. Averaged attenuation properties showed relative agreement of the inlets with their design intent, however, tunnel flow significantly affected the attenuation spectra. With no tunnel flow the strong blade passage tone was more highly attenuated than the adjacent broadband noise. With tunnel flow, when cut-off was observed, the attenuation at the tone frequency was comparable to that for broadband noise. Tunnel flow increased by several dB the maximum attenuation occurring at midfrequencies of the attenuation spectra. The combined effect of tunnel flow on attenuation and source noise resulted in suppressed fan noise levels throughout the spectra. Tunnel flow caused some substantial directivity variations that are interpreted as acoustic mode changes, with tunnel flow generally reducing the proportion of modes near cut-off. (Author)

**A77-51091 # Helicopter rotor aerodynamic and aeroacoustic environments** C R Cox (Bell Helicopter Textron, Fort Worth, Tex.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct 3-5, 1977, Paper 77-1338* 11 p 11 refs

Results of flight tests are presented in which a helicopter rotor's blade surface pressure, leading edge stagnation point, surface flow magnitude and direction, and external noise were measured simultaneously. Aerodynamic instrumentation installed at five radial blade stations is described and unsteady aerodynamic phenomena observed on the blades are identified. Measured and theoretical normal force coefficients and angle of attack are compared. General agreement is found for the azimuthal variation of each parameter. Regions where theory and test disagree are identified and their importance to rotor performance design is discussed. Airload fluctuations and acoustic signals are used to locate and define the origin of rotor noise during high speed flight and in operating regimes of strong wake interaction. (Author)

**A77-51092 \* # An experimental investigation of helicopter rotor high frequency broadband noise** A Lee, K S Aravamudan, P Bauer, and W L Harris (MIT, Cambridge, Mass.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct 3-5, 1977, Paper 77-1339* 11 p 16 refs. Grants No DAAG29-C 027, No NsG 2095

The paper describes experiments involving a 4.17 foot diameter model rotor operating in a 5 times 7.5 ft open jet wind tunnel enclosed in an anechoic chamber. The effects of rotor thrust, advance ratio, and the number of blades on the intensity and spectrum of high frequency broadband noise (HFBN) have been investigated. The effects of each parameter were determined by keeping the other two constant. The directivities of the two- and three-bladed rotors were measured in a direction perpendicular to the plane of the rotor disk. The effects of heading edge, pressure side, and suction side serrations on HFBN were measured under several operating conditions, and the effects of the serrations on the mean thrust generated by the rotor were studied. A scaling law is proposed to determine the location of the peak frequency and intensity of HFBN. (Author)

**A77-51093 \* # Some results of the testing of a full-scale Ogee tip helicopter rotor, acoustics, loads, and performance** W R Mantay (US Army, Air Mobility Research and Development Laboratory, Hampton, Va.), P A Shidler, and R L Campbell (NASA, Langley Research Center, Hampton, Va.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct 3-5, 1977, Paper 77-1340* 10 p 8 refs

Full-scale tests were utilized to investigate the effect of the Ogee tip on helicopter rotor acoustics, performance, and loads. Two facilities were used for this study: the Langley whirl tower and a

UH-1H helicopter. The test matrix for hover on the whirl tower involved thrust values from 0 to 44,480 N (10,000 lbs) at several tip Mach numbers for both standard and Ogee rotors. The full scale testing on the UH-1H encompassed the major portion of the flight envelope for that aircraft. Both near-field acoustic measurements as well as far-field flyover data were obtained for both the Ogee and standard rotors. Data analysis of the whirl-tower test shows that the Ogee tip does significantly diffuse the tip vortex while providing some improvement in hover performance. Flight testing of both rotors indicates that the strong impulsive noise signature of the standard rotor can be reduced with the Ogee rotor. Forward flight performance was significantly improved with the Ogee configuration for a large number of flight conditions. Further, rotor control loads and vibrations were reduced through use of this advanced tip rotor. (Author)

**A77-51094 \* # Some measured and calculated effects of a tip vortex modification device on impulsive noise** R J Pegg (NASA, Langley Research Center, Hampton, Va.) and R P White, Jr (Systems Research Laboratories, Inc., Newport News, Va.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct 3-5, 1977, Paper 77-1341* 8 p 23 refs

The results of a recent wind tunnel test program to evaluate the effectiveness of the Tip Air Mass Injection (TAMI) system in modifying the blade tip vortex occurring during helicopter flight is described with attention to the effect of this modification on the impulsive noise. The measurement program is explained, and the correlation between experimental and predicted results is discussed. Topics considered include the effect of descent rate on noise pressure time histories, the effect of air mass injection on noise, and the analysis based on a dB(A) weighted approach. Impulsive noise generated by the interaction of a helicopter rotor blade and the concentrated tip vortex during forward flight descent is a primary contributor to acoustic annoyance as it draws early attention to the presence of the helicopter. M L

**A77-51095 \* # Interaction of rotor tip flow irregularities with stator vanes as a noise source** J H Dittmar (NASA, Lewis Research Center, Cleveland, Ohio) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct 3-5, 1977, Paper 77-1342* 10 p 27 refs

The role of the interaction of rotor tip flow irregularities (vortices and velocity defects) with downstream stator vanes is discussed as a possible fan noise mechanism. This is accomplished by indicating some of the methods of formation of these flow irregularities, observing how they would behave with respect to known noise behavior and, attempting to compare the strength of the rotor tip flow irregularity mechanism with the strength of the more common rotor wake stator mechanism. The rotor tip flow irregularity-stator interaction is indicated as being a probable inflight noise source. (Author)

**A77-51099 # Effect of forward motion on turbomachinery noise** G L Blankenship (Douglas Aircraft Co., Inc., Long Beach, Calif.) *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct 3-5, 1977, Paper 77-1346* 17 p 27 refs (DOUGLAS-6619)

A study was conducted to determine a procedure for correcting static-engine data for the effects of forward motion. Data were analyzed from airplane flyover and static-engine tests with a JT8D-109 low-bypass-ratio turbofan engine installed on a DC-9-30, with a CF6-6D high-bypass-ratio turbofan engine installed on a DC-10-10, and with a JT9D-59A high-bypass-ratio turbofan engine installed on a DC-10-40. The observed differences between the static and the flyover data bases are discussed in terms of noise generation, convective amplification, atmospheric propagation, and engine installation. The results indicate that each noise source must be adjusted separately for forward-motion and installation effects and then projected to flight conditions as a function of source-path angle, directivity angle, and acoustic range relative to the microphones on

the ground. High-frequency noise measured on the static-test stand and projected to flight must be adjusted for an additional source of atmospheric absorption, excess attenuation. The level and the directivity of the fan tone at blade passing frequency generated under static conditions must be corrected for the reduced level of turbulence in flight and for the change in the modal constituents of the source. At frequencies equal to and greater than the fan-blade-passing frequency, the increased flight levels of turbine noise must be considered. (Author)

**A77-51102 #** Simultaneous characterization of jet noise sources and acoustic field by a new application of conditional sampling. L. Avezard, C. Dahan, G. Elias, A. Lelarge, J. Maulard (ONÉRA, Châtillon-sous-Bagneux, Hauts-de-Seine, France), and M. Perulli (Compiègne, Université de Technologie, Compiègne, France). *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1349* 9 p. 7 refs.

A new method of signal processing involving conditional sampling permits the calculation of conditional coherence between an information representative of wave packets within an emitting medium and the acoustic field. This method is applied to jet noise emission, with different diagnostics within the jet (hot wire, laser velocimetry, infrared radiometry) and leads to the characterization of the acoustic field associated with the wave packets isolated, even in a poor acoustic environment. Furthermore, conditional schlieren photography triggered by the same conditioning criteria (on microphone or jet probing signals) permits the visualization of these wave packets. (Author)

**A77-51103 \* #** Experimental results of large-scale structures in jet flows and their relation to jet noise production. V. Sarohia and P. F. Massier (California Institute of Technology, Jet Propulsion Laboratory, Pasadena, Calif.). *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1350* 7 p. 16 refs. Contract No. NAS7-100.

Experiments have been performed to determine the role of large-scale turbulent structures in the production of jet noise. Axisymmetric turbulent jet flows at ambient stagnation temperature have been observed with the aid of flow visualization techniques. Jet Mach numbers at the nozzle exit ranged between 0.1 and 0.9, and the Reynolds number, based on nozzle exit diameter, was approximately 10 to the 6th. Large organized turbulent structures existed as far downstream of the nozzle exit as 7 diameters. High speed schlieren motion pictures synchronized with near field pressure measurements of an excited jet indicated that strong instantaneous peaks in the pressure signal occurred whenever a merging process between two large-scale organized structures occurred. This pressure pulse propagated at a speed which was somewhat larger than the velocity of the jet at the nozzle exit. (Author)

**A77-51107 \* #** Aeroacoustic performance of a scoop inlet. J. M. Abbott (NASA, Lewis Research Center, Cleveland, Ohio). *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1354* 10 p. 10 refs.

Results of a low speed wind tunnel test program are presented which demonstrate the aerodynamic and acoustic performance of a scoop inlet. Engine noise that would normally propagate toward the ground is directed upward by the extended lower lip of the scoop inlet. In addition, more of the scoop airflow comes in from above the inlet than below, leading to relatively higher surface velocities on the upper lip and lower surface velocities on the lower lip. These lower velocities on the lower lip result in a higher attainable angle of attack before internal flow separation occurs. (Author)

**A77-51108 \* #** The influence of the inlet duct contour on forward radiated fan noise. D. Sloan, B. W. Farquhar, and C. Rayl (Boeing Commercial Airplane Co., Seattle, Wash.). *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1355* 11 p. 10 refs. Contract No. NAS1-14673.

Measurements have been obtained to determine the extent to which the shape of the inlet duct affects the directivity pattern of forward radiated noise from aircraft gas turbine engines. The test program was conducted using a model fan to which were attached any of three inlet ducts with each designed to cause a particular noise directivity pattern. Existing information on the effects of wave refraction in inlet-type flow fields was used to design the duct contours. Results indicated that the shape of the inlet duct strongly influenced the radiated noise field but that wave refraction was not the dominant factor in controlling the noise directivity pattern. (Author)

**A77-51109 #** A novel concept for suppressing internally generated aircraft engine noise. S. L. Sarin and D. A. Cornelisse (Fokker-VFW, Schiphol Airport, Netherlands). *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1356* 6 p.

A method for suppressing aircraft engine noise through injection of hot air over the duct surface was investigated. The observed noise suppression capacity of an anti-icing system which injects hot air over the acoustical liners of engine intakes motivated static and in flight tests of the resultant noise levels. Findings indicated an appreciable lowering of forward radiated pure tone over RPM ranges at which noise is increasing with RPM. The phenomenon was also observed when untreated intakes were tested. Further study to determine the physical mechanism involved and the applicability of the technique to a variety of aircraft is proposed. J. M. B.

**A77-51115 \* #** Acoustic loads on upper-surface-blown powered-lift systems. C. M. Willis, J. A. Schoenster, and J. S. Mixson (NASA, Langley Research Center, Hampton, Va.). *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1363* 8 p. 12 refs.

Powered lift concepts are utilized in aircraft currently under development for STOL application. One of the concepts, upper surface blowing, places the jet exit just above the upper surface of the wing to produce powered lift from the jet exhaust blowing over the deflected flap. New data are presented to show the effects of airspeed, angle of attack, and angle of jet impingement. Scaling relationships are investigated concerning their applicability for extrapolating data to a different model size. The effects of a number of test parameters are examined and full scale spectra are predicted from model data. It is concluded that scale models are an effective means for obtaining fluctuating pressure spectra for use in aircraft design. The prediction of full-scale loads from model data will require geometrically accurate models and closely spaced measurement locations. G. R.

**A77-51117 #** Cabin noise behavior of a USB STOL transport. L. M. Butzel, L. D. Jacobs, J. V. O'Keefe, and M. B. Sussman (Boeing Commercial Airplane Co., Seattle, Wash.). *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1365* 10 p.

Exterior fuselage fluctuating pressures and cabin noise were measured for a 100 ton, twin engine, upper surface blowing (USB) propulsive lift aircraft. Measurements were accomplished in conjunction with the developmental flight tests of the U.S. Air Force YC-14 Advanced Medium STOL transport for various ground, low speed and cruise conditions. Results from preliminary analysis of the data show orderly and intuitively reasonable trends. Interior and exterior levels are found to generally correlate with engine mixed exhaust relative jet velocity. Modest changes in interior noise are associated with USB flap and vortex generator deployment. The resultant data base should support further detailed analysis. (Author)

**A77-51118 #** An analytical model for entropy noise of subsonic nozzle flow. H. Y. Lu (Boeing Commercial Airplane Co., Seattle, Wash.). *American Institute of Aeronautics and Astronautics, Aeroacoustics Conference, 4th, Atlanta, Ga., Oct. 3-5, 1977, Paper 77-1366* 7 p.

An analytical model was developed for the evaluation of entropy noise generated in a low Mach number nozzle flow. The acoustic intensity radiated from the nozzle exit was obtained in closed form. Correlations among upstream temperature, pressure, and velocity fluctuations are required for calculation of radiated noise. The mean flow and the flow inhomogeneities were assumed to be quasi one-dimensional, and an exponential nozzle was selected to simplify the analysis. Results show that the upstream fluctuation of temperature is an important source of nozzle entropy noise and the noise intensity is roughly proportional to the nozzle contraction rate. (Author)

**A77-51178** Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings. Symposium sponsored by the Institute of Electrical and Electronics Engineers, New York, Institute of Electrical and Electronics Engineers, Inc., 1976. 243 p. Members, \$15, nonmembers, \$20.

Position location and navigation systems are discussed, with attention given to Doppler navigation concepts, inertial navigation systems, techniques involving distance measurement equipment (DME), hyperbolic range difference monitoring, the Navstar Global Positioning System and tactical radio frequency systems. Topics of the papers include accuracy assessment of augmented multilateration tracking systems, a tracking system covering 100 test participants over a wide range, Doppler positioning for search and rescue missions, development of a range measurement system for tracking aircraft, optimal orthonormalization of strap-down inertial guidance systems, precise positioning of sonobuoys using DME techniques, low-altitude aircraft overflight monitoring, marine navigation systems, and the Joint Tactical Information Distribution System. J M B

**A77-51179** Position location systems technology. N. Lawhead (General Dynamics Corp., Electronics Div., San Diego, Calif.). In Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings. New York, Institute of Electrical and Electronics Engineers, Inc., 1976, p. 1-12.

Inertial navigation and electromagnetic position location systems are discussed. The advantages of inertial systems, including high short-term accuracy, resistance to jamming and capability of accommodating an unlimited number of users without performance degradation, are reviewed, disadvantages, such as poor long-term accuracy due to gyro drifts and unwieldy size, are also cited. Electromagnetic systems, which have high long-term accuracy and can be reduced to convenient size, are suggested as complements to the inertial devices. Range measurement techniques employed by position location systems are reviewed, and the correction of range measurement errors is also considered. Several position location system configurations, including those that rely on range, azimuth and elevation readings, range and two direction angles, spherical range-only assessments, or hyperbolic range difference monitoring, are described. J M B

**A77-51180** Precision location, navigation and guidance using DME techniques. J. T. Raney and K. D. Rehm (IBM Corp., Federal Systems Div., Owego, N.Y.). In Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings. New York, Institute of Electrical and Electronics Engineers, Inc., 1976, p. 13-21. Grant No. DAAD07-75-C-0108.

A Distance Measurement Equipment (DME) approach for a precision location, navigation and control system which has multi-mission applications is presented. Specifically, a description is given of the Drone Formation Control System (DFCS) which is intended to provide simultaneous location, navigation, guidance, control and telemetry functions of up to six Remotely Piloted Vehicles (RPVs) from takeoff to landing plus precision location and navigation of four additional vehicles. Features discussed include automatic rendezvous, collision avoidance, manual/automatic control, and formation flying. The control and navigational concepts leading to

accuracies of 23 feet in absolute position and 19 feet in relative position are discussed. The application of DME systems to other range instrumentation tasks, such as MSR (Mobile Sea Range), ATC (Air Traffic Control), RPV mission guidance and control, and weapon guidance applications is also considered. (Author)

**A77-51181** A multipurpose position accuracy verification system. H. I. Brock and G. Bonfanti (Martin Marietta Aerospace, Orlando, Fla.). In Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings. New York, Institute of Electrical and Electronics Engineers, Inc., 1976, p. 22-26. 7 refs.

A method for accurately estimating the position and velocity of aircraft during test flights at low altitudes is described. The position-fixing technique involves distance measuring equipment (DME), including an interrogator, installed on board the test aircraft, and a grid of five ground stations. The software developed for the interrogator is capable of compensating for hardware biases and atmospheric refraction errors, while producing real-time accuracy analyses. DME ground stations can be located on existing surveyed sites, eliminating the need for expensive resurveying. Position estimates accurate to less than 20 ft may be obtainable with the method. J M B

**A77-51182** Accuracy evaluation of augmented multilateration tracking systems. P. H. Lisman and J. W. Prausa (Stanford Research Institute, Menlo Park, Calif.). In Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings. New York, Institute of Electrical and Electronics Engineers, Inc., 1976, p. 27-32.

Performance tests for high-accuracy aircraft tracking systems that combine multilateration position determination with inertial sensor attitude determination are discussed. The tracking systems, also known as state vector tracking systems, are typically capable of accuracies within 5 to 50 feet in position and 0.2 to 3 deg in attitude. The design of tests using independent reference instrumentation to verify that equipment will function within specified tolerance limits, or to measure the essential parameters of a particular cause-effect relationship in the system, is considered. Reference instrumentation, which may include theodolites, laser trackers, photogrammetry, ballistic cameras and high-precision inertial systems, is described. Data analysis schemes applicable to accuracy or precision tests are also mentioned. J M B

**A77-51183** Applications of augmented multilateration tracking systems. L. E. Davies (Stanford Research Institute, Menlo Park, Calif.). In Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings. New York, Institute of Electrical and Electronics Engineers, Inc., 1976, p. 33-38.

Basically, multilateration tracking involves the measurement of the distances between the test/training PIP (participant instrumentation package) and three or more remote stations, and the use of these data in a computer to track the PIP. In the case of an augmented system other measurements that contribute to the tracking process are made at the participant vehicle. Representative augmented multilateration tracking systems include the RMS (range measuring system), the ACMR (air combat maneuvering range), and the EATS (extended area test system). The characteristics that determine potential applications are examined, taking into account advantages which also apply to a conventional radar, advantages which are related to the absence of angle measurements, and the types of augmentation. Present and potential applications are related to basic and primary flight training, air to surface weapon delivery, electronic warfare training, ground forces training, and fleet exercises. G R

**A77-51184** Technical objectives and approaches to the tracking subsystem of the Extended Area Test System /EATS/. J. F. Cline (Stanford Research Institute, Menlo Park, Calif.). In Position Location and Navigation Symposium, San Diego, Calif., November



1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 39-46 Contracts No N00019-70-C-0391, No N00019-71-C-0451, No N00019-73-C-0537, No N00123-74 C-0900, No N00123-75-C-0715

The tracking apparatus developed for the Extended Area Test System of the Pacific Missile Test Center is described. The tracking subsystem is designed to perform multilateration tracking of up to 100 test participants (ships, aircraft, missiles and targets) within a 250-nautical mile range from an island station, the subsystem is also required to relay certain communication and instrumentation signals. Problems addressed in feasibility studies, including altitude reporting by test participants, transponder peak power requirements, accuracy specifications, the analysis of radio frequency link failures and the use of airborne instrumentation stations, are reviewed. Methods of increasing the capacity of the tracking apparatus, such as decreasing the interrogation rates of certain participants, are also mentioned.

J M B

**A77-51185** Application of UHF adaptive array to navigation/tracking systems W K Masenten and W R Jones (Hughes Aircraft Co, Fullerton, Calif.) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 47-52 8 refs. Contract No N00014-75-C-1198

The UHF Adaptive Array Processor was originally developed to suppress jammers and interference on UHF communication channels. It can also effectively provide direction finding which uses signal sources, beacons, and interference/jammers. This feature allows a UHF antenna system to be utilized as a navigation aid and provides both absolute and relative directional data in the presence of jamming/interference environments. The UHF Adaptive Array Processor forms beams and nulls in the direction of the desired signal and interference, respectively. Since a programmable computer implements the adaptation algorithms, a variety of array weighting algorithms can be used. These algorithms include the angle estimation technique recently proposed by Davis, Brennan, and Reed (1976), this technique forms the equivalent of the monopulse sum/difference patterns to estimate the signal source location. The ability of the UHF Adaptive Array Processor to implement this and other direction finding algorithms is discussed, and the function design and hardware implementation of the adaptive array processor are reviewed. (Author)

**A77-51186 \*** Single pass Doppler positioning for Search and Rescue satellite missions P E Schmid, F O Vonbun (NASA, Goddard Space Flight Center, Greenbelt, Md), and J J Lynn (Old Dominion Systems, Inc, Gaithersburg, Md) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 58-67 6 refs

This paper describes the implementation of beacon location experiments involving the NASA Nimbus-6 and the Amateur Satellite Corporation (AMSAT) Oscar-6 and Oscar-7 spacecraft. The purpose of these experiments is to demonstrate the feasibility of determining the geographical location of a low power VHF 'distress beacon' via satellite Doppler data collected during satellite passes is reduced in a mini-computer by means of a simple algorithm resulting in the simultaneous recovery of the unknown receiver coordinates and the unknown Doppler bias frequency. Results indicate point positioning to within a few kilometers - which is within the required accuracies for the positioning of downed aircraft for Search/Rescue missions.

(Author)

**A77-51187** Development of the RMS-2 System of ODDR&E/T&E/ R Gehrke (System Planning Corp, Arlington, Va) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 68-72

The original Range Measurement System (RMS) was the result of a program conducted to obtain a multiple object tracking system. There is now a family of such systems. Each system utilizes the same basic concept and hardware to attain a multiple player tracking capability tailored to meet the needs of a particular test range. The development of the first RMS is described and investigations which led to the construction of the RMS-2 are examined. The first configuration of the RMS-2 is considered and the evolution of the early RMS-2 to its present RMS/SCORE configuration is discussed. The RMS/SCORE is flexible and adaptable by the choice of software control. It has tracked aircraft, helicopters, troops, and tanks. G R

**A77-51188** History and development of the SCORE pod P F Hughes (System Planning Corp, Arlington, Va) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 77-80

The Simulated Combat Operations Range Equipment (SCORE) whose development was sponsored by the Deputy Director of Defense Research and Engineering for Test and Evaluation, ODDR&E(T&E), uses an inertial navigation system to provide accurate tracking of high-performance aircraft. The system operates as an adjunct to the multilateration tracking system, RMS-2. A flight test in November 1973 demonstrated the potential capability of the SCORE system. A test in December 1974 indicated that the accuracy of the RMS/SCORE system approached predictions, but further development of the system was needed. A field acceptance test of three SCORE pods, conducted in June-July 1976, showed that tracks of pairs of pods on an aircraft differed by 10 to 15 ft in position, 5 to 10 ft/sec in velocity and 1 to 2 deg in attitude. The RMS/SCORE Accuracy Test, initiated in the Summer of 1976, is designed to measure the accuracy of this system as a function of the vehicle-to-system geometry, hardware and software configuration, and the physical environment. (Author)

**A77-51189** Navigation checkpointing with forward-sensed, fixed-range terrain profiles G E Carlson, G L Bair, and C M Benoit (Missouri-Rolla, University, Rolla, Mo) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 81-88 Navy-supported research

A method for automatic identification of navigation checkpoints is presented. It uses terrain elevation profiles sensed at a fixed range with a forward-looking, azimuth-scanning radar. These profiles are compared with stored reference profiles to identify the aircraft position. The comparison concept and system implementation are discussed. The results of system analysis performed by digital simulation are shown. These results establish the theoretical feasibility of the system and indicate system parameter selections, limits on allowable profile errors, and the effect of aircraft altitude errors. Results are presented for a range of terrain roughnesses to indicate the effect of this parameter. (Author)

**A77-51190** Advanced terrain correlation techniques P R Hinrichs (E-Systems, Inc, Dallas, Tex) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 89-96

The requirements for an ideal positioning system are enumerated and compared with terrain correlation systems. Models for terrain and performance characteristics are introduced. Properly implemented, a terrain correlation system can be very accurate and tolerate large navigational uncertainties prior to the update. Error estimates are made for state-of-the-art components and reference source data, and predictions using the performance models and these error characteristics indicate that accuracies rivaling optical systems can be achieved. (Author)

**A77-51192** Tactical and long-range navigation in the AN/ARN-101/V/ T E Perfitt and F E Pickel (Lear Siegler, Inc,

Grand Rapids, Mich ) In Position Location and Navigation Symposium, San Diego, Calif , November 1-3, 1976, Proceedings  
New York, Institute of Electrical and Electronics Engineers, Inc , 1976, p 116-121 USAF-supported research

The AN/ARN-101 provides a navigation subsystem with a high degree of accuracy, flexibility, and expansion capability which, in turn, is the basis for accurate reconnaissance and weapon delivery operation in the RF-4C and F-4E aircraft The navigation, position locating, and position updating capability utilizes a digital inertial measurement unit, Loran, fire-control radar, Pave Tack, TISEO, and optical sight interfaces A multisensor implementation of offset target location and coordinate computation is utilized to update the navigation position, and to provide information to the tactical problem The prime navigation mode is an integrated Loran-inertial implementation utilizing an 8-state Kalman filter and a secondary phase correction algorithm to minimize navigation errors associated with Loran Outputs are provided in latitude/longitude, Universal Transverse Mercator (UTM), and Loran Time Difference (TD) coordinates The computation subsystem was designed with spare memory and execution time to handle additional sensors as they are applied to the ARN-101 (Author)

**A77-51195** Air Combat Maneuvering Range/Instrumentation 'ACMR/I' G W Eaton (Cubic Corp , San Diego, Calif ) In Position Location and Navigation Symposium, San Diego, Calif , November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc , 1976, p 141-148

The instrumentation system described provides real-time attitude and position data on eight high-dynamic fighter aircraft and position data on 12 additional cooperative targets Position data is derived from multilateration range measurements using FM-CW phase-comparison techniques Attitude and acceleration data is obtained from a strap-down inertial system initialized by the ranging system Digital data is transmitted to and from the target by frequency shift keying of the ranging carrier A multiprocessor ground computer using Kalman filter techniques provides a total state vector for each participant at a rate of 10 per second The multiprocessor also provides real-time missile simulation for performance scoring The Display and Debriefing Subsystem provides real-time computer-drawn pseudo three-dimensional display of the aircraft, total replay capability, and control of the entire system from the operator's console (Author)

**A77-51196** Precise positioning of sonobuoys using AME and DME techniques R W H Keller (Cubic Corp , San Diego, Calif ) In Position Location and Navigation Symposium, San Diego, Calif , November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc , 1976, p 149-156

The Sonobuoy Reference System (SRS) described is a new technique in antisubmarine warfare This system, flown by the Navy in S-3A and P-3C aircraft, allows precise electronic location of enemy submarines Sonobuoys are dropped in the area of a suspected submarine, and SRS allows display of its location relative to the sonobuoys Based on phase-comparison techniques, the system determines the angles between aircraft and sonobuoys by measuring the phase difference between a signal arriving at two antennas Slant range is determined by measuring the phase delay of a signal transmitted from the aircraft through the sonobuoy and retransmitted back to the aircraft Self-calibration, data processing (including Kalman filtering), and other system applications are also described (Author)

**A77-51197** Aircraft Space Position Measurement System - An application of precision DME E Herzberg (Cubic Corp , San Diego, Calif ) In Position Location and Navigation Symposium, San Diego, Calif , November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc , 1976, p. 157-163

The Aircraft Space Position Measurement System (ASPMS) is a USAF omnidirectional tracking system designed and produced for

the 4950th Test Wing at Wright Patterson AFB, Ohio This system consists of two airborne interrogators, five transponders, a master site, and a ground relay station Rectangular and spherical coordinates of the aircraft are computed from multiple slant-range data furnished by distance-measuring equipment and a barometric altitude transducer Coordinates are provided in near real-time to the aircraft and to a laser tracking system for use in acquisition ASPMS has a range of 100 miles and a position-fixing accuracy of plus or minus 25 ft in the x- and y-directions, and plus or minus 50 ft in the z-direction (Author)

**A77-51198** An application of Omega as a sensor R Brown and G Brohaugh (Northrop Corp , Electronics Div , Palos Verdes Peninsula, Calif ) In Position Location and Navigation Symposium, San Diego, Calif , November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc , 1976, p 169-176

A hybrid navigation system, for use on the USAF E-3A Airborne Warning and Control System, is described The system consists of dual inertial navigation systems aided by both Doppler radar and Omega navigation equipment The primary objective is to provide attitude, heading, velocity, and position information with a very high probability of mission success Both bounded position accuracy (a one-mile standard deviation) and inflight alignment of the inertial navigators make Omega a logical choice as one of the prime sensor subsystems The system that resulted from this effort provides both ground and inflight alignment of both inertial navigation systems Inflight alignment has been achieved using Doppler radar and Omega together, Doppler radar alone, and Omega alone This paper discusses design and performance features of the system, addresses system-level considerations, and provides flight-test data (Author)

**A77-51199** An integrated marine navigation system J M Nash (Orincon Corp , La Jolla, Calif ) In Position Location and Navigation Symposium, San Diego, Calif , November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc , 1976, p 177-183 6 refs

Optimal integration of four marine navigation sensor subsystems is achieved using a seven-state, extended Kalman filter A surface ship's gyrocompass, electromagnetic speed (EM) log, Omega radio navigation receiver, and a Navy Navigation Satellite System (NNSS) receiver are used to obtain position and velocity measurements for input to a seagoing navigation system Linearized error models are developed for each sensor subsystem and used in a covariance analysis of the integrated system Maneuvers, failure modes, and potential computational simplifications are modeled and analyzed Error budget sensitivity analyses are performed to ascertain the time-varying effects of various error sources on system accuracy The result of the error modeling, covariance analyses and experiments with computational modifications is a best, suboptimal, filter design which is recommended for onboard multisensor integration of navigation sensors (Author)

**A77-51200** Loran-C data acquisition and handling for improved accuracy D J Granato (Defense Mapping Agency, Hydrographic Center, Washington, D C ) and B J Uttam (Analytic Sciences Corp , Reading, Mass ) In Position Location and Navigation Symposium, San Diego, Calif , November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc , 1976, p 184-188 7 refs

The design of a Loran-C data handling system for navigation is presented, noting the force-fit algorithm, which has the potential to improve accuracy (dependent on wave propagation time) by reducing errors between theoretical and empirically-derived additional secondary phase (ASF) factors The primary elements of the Loran-C data acquisition system are described along with procedures for data handling, processing, and storage at a centralized facility The techniques are designed to generate improved ASF corrections, and thus improve general system accuracy S C S

**A77-51201** Clarinet Pilgrim - Communications using Loran-C W N Dean (Magnavox Government and Industrial Electronics Co, Fort Wayne, Ind) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 190-195

The Clarinet Pilgrim system, presently operational in the Northwest Pacific Loran-C chain, is used to transmit communications using pulse position modulation of some of the pulses from each Loran station. The position shifts are randomized to prevent timing errors. A theoretical analysis predicts that the effects on navigation receivers, both linear and hard-limiting, should be negligible. A series of controlled tests was made to determine the effects of modulation on hard-limiting receivers. The results show the effects to be truly negligible. (Author)

**A77-51202** The GPS Control Segment and its service to the GPS User M J Hurlley, D D Thornburg (General Dynamics Corp, Electronics Div, San Diego, Calif), and J L Kramer (General Dynamics Western Data Service Center, San Diego, Calif) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 196-202 DOD-sponsored research

Phase I of the GPS navigation satellite effort is to evaluate the performance of User receiving equipment. Phase I is composed of six satellites, a ground Control Segment, and User equipment. The purpose of this paper is to describe how the Control Segment supports the User equipment testing effort. The Control Segment generates the data required by the User to obtain a navigation solution, uploads this data into the satellite processor for transmission to the User, and collects the satellite ranging data required to determine the satellite ephemeris and clock performance parameters. The Control Segment software mechanization to perform these functions is a file-based, multi-tasked architecture. This architecture and its legacy to future phases of GPS are also described. (Author)

**A77-51203** The Inverted Range GPS User test facility R L Harrington and J T Dolloff (General Dynamics Corp, Electronics Div, San Diego, Calif) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 204-211

The Inverted Range will supply four ground-based simulated GPS satellite signals at Yuma Proving Ground for testing of GPS receivers. The ground transmitters can operate independently or in synchronization with the satellites as they become available. The four ground transmitters are remotely controlled by the Inverted Range Control Center, which is equipped with a GPS receiver for monitoring both ground transmitter and satellite signals. The simulated satellite signals use four of the available 36 PRN codes to be used by GPS but differ from the satellites in that only the L1 signal is supplied. The navigation message contents are necessarily different, although the word/subframe/frame lengths and parity scheme are the same. Both code phase and frequency of the ground transmitter signals are controlled. The code phase is controlled with a resolution of about 1.5 nanoseconds, and the ground transmitter signals are predicted to have an accuracy of a few nanoseconds. The signals will be radiated with hemispherical coverage at a power level selectable between -30 and +30 dBm. (Author)

**A77-51204** JTIDS - An overview of the system design and implementation R Dell-Imagine (Hughes Aircraft Co, Ground Systems Group, Fullerton, Calif) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 212-215

The Joint Tactical Information Distribution System (JTIDS) is a time-division multiple access communications system designed to operate in the 960-1215 MHz band of the Tactical Air Navigation System (TACAN) and provide a secure antijam data link to operate

in the tactical environment of the 1980's. This paper summarizes the operation of JTIDS and the design of JTIDS terminals by Hughes Ground Systems under subcontract to Boeing for its E-3A program. The network architecture, waveform characteristics, coding, and network synchronization methods are examined. A summary of TACAN compatibility analyses and tests is given. Finally, the partitioning of the E-3A hardware is described. (Author)

**A77-51205** Principles, simulation results and inter-operability of JTIDS relative navigation W R Fried (Hughes Aircraft Co, Fullerton, Calif) In Position Location and Navigation Symposium, San Diego, Calif, November 1-3, 1976, Proceedings New York, Institute of Electrical and Electronics Engineers, Inc, 1976, p 216-222

The time-synchronous operation and high accuracy time-of-arrival measurement capability of JTIDS terminals makes possible a high performance relative navigation (RELNAV) capability through addition of only a software module to the JTIDS communication terminal computer program. Each member of a JTIDS community determines his own position, velocity and time bias through sequential passive time-of-arrival measurements on the signals received from the other members in the net, using appropriate source selection criteria, a recursive (e.g., Kalman) filter mechanization and extrapolation with dead reckoning data. Infrequent active round-trip-timing is used by some units to maintain very high time quality. The derived navigational information is either with respect to a relative grid, whose origin and direction are arbitrarily established by one member, or with respect to absolute, geographic coordinates. Computer simulation results have demonstrated the high accuracy performance capability of the RELNAV concept for a variety of mission scenarios. (Author)

**A77-51261 \*** Proving the correctness of a flight-director program for an airborne minicomputer W D Maurer (George Washington University, Washington, D C) (*Association for Computing Machinery, Interface Meeting on Programming Systems in the Small Processor Environment, New Orleans, La, Mar 4-6, 1976*) ACM SIGPLAN Notices, vol 11, Apr 1, 1976, p 103-108 NSF Grant No DCR 73-03431-A01, Grant No NsG 1170

Program verification procedures are described and used to determine the correctness of a program written for an airborne computer. The basic method relies on the inductive assertion method of Floyd (1967), modified and extended for application to a machine-language situation. Correctness considerations in the flight director program include self-modification, system correctness, executable instructions, overflow, approximate calculations with fractional quantities, and fixed point scaling. An example proof of correctness, which proceeds by proving the correctness of a certain subroutine, is provided. M L

**A77-51276 #** Electronic systems for air traffic control (Radiotekhnicheskie sredstva upravleniia vozdushnym dvizheniem) V A Boldin *Itogi Nauki i Tekhniki, Seriya Radiotekhnika*, vol 10, no 1, 1976, p 5-103 36 refs In Russian

Various methods, employing electronic systems for air traffic control, are described, including Tacan, Loran, DF, VOR, ILS, MLS, and DABS. Onboard systems for collision avoidance are presented (noting the criteria used for their design and testing) such as EROS II, AVOIDS, and SECANT. Landing systems are discussed including those using amplitude scanning of antenna radiation patterns, systems employing the Doppler effect, and a comparison of systems using the Doppler effect, amplitude scanning, and a method of active interferometry. S C S

**A77-51277 #** Radar systems with phased-array antennas (Radiolokatsionnye sistemy s fazirovannymi antennoymi reshetkami) N T Vasilenko *Itogi Nauki i Tekhniki, Seriya Radiotekhnika*, vol 10, no 1, 1976, p 104-223 59 refs In Russian

Design principles for radar systems with phased-array antennas are described, including electronic beam control. A classification

table of types of phased-array antennas is presented, noting the advantages and deficiencies of each. Noise immunity of radar systems with phased-array antennas is discussed along with the criteria for its evaluation. Techniques for sidelobe reduction are outlined, and descriptions of adaptive radar stations and radar stations using matched systems are included. Suggestions are given for using radar systems with phased-array antennas for ground-based, shipboard, and airborne functions. C S C

**A77-51351 Automatic systems check-out** *Aviation Engineering and Maintenance*, vol 1, Sept 1977, p 22-24, 39, 40

Components of the USAF Central Integrated Test (CITS) automatic built-in testing system are described in detail. The CITS control and display panel is reproduced, and test display modes are listed, with identification codes. CITS software options are enumerated in brief. Descriptions are provided of the data bus, plug-in interface unit, data acquisition units (strategically located through the aircraft), computer-controlled airborne strip printer (furnishing hard copy on failures and fault isolation data to aid maintenance), and maintenance recorder (writing logistics information and ground analysis of difficult failures onto magnetic tape). The CITS system was designed for a B-1 prototype. R D V

**A77-51352 CF6 engine designed for maintenance** *Aviation Engineering and Maintenance*, vol 1, Sept 1977, p 25-27, 48

Redesign of the CF6 bypass turbofan engine family and engine components for maintainability is described. Improved maintainability is manifested in three areas: enhanced inspection accessibility, easy rapid removal and replacement of engine parts, and modular construction of basic components. Data on shop visit rates, in-flight shutdown rates, and unscheduled removal rates for the CF6 and comparable engines are provided. Fan, high-pressure compressor, low-pressure turbine, combustor/high-pressure turbine, and gearbox are individually replaceable modules. Transportability of the entire engine assembly and of modular parts is described. Inspection ports for borescopes and their use are discussed. R D V

**A77-51353 Airframe composite materials** B Walsh *Aviation Engineering and Maintenance*, vol 1, Sept 1977, p 37, 38

Advantages of composite materials for airframe parts fabrication, types of composites and their salient properties, composites development and applications programs sponsored by USAF, US Navy, and NASA, and barriers to acceptance of composites in the industry are discussed briefly. To date, use of composites has become common only in secondary structures (spoilers, fairing panels, control surfaces) and some medium primary structures (horizontal tail in B-737, vertical fin in DC-10 and L-1011). Weight savings and fuel savings with no loss in strength or service life, and lower costs with increasing acceptance and production and rising overall materials costs, are cited. R D V

**A77-51354 Eight-channel resolver simplifies digital flight controls** J Munn (Micro Networks Corp., Worcester, Mass.) *Aviation Engineering and Maintenance*, vol 1, Sept 1977, p 41-43, 63

A compact eight-channel resolver-to-digital converter (R/DC) is presented for use in digitally adaptive flight control systems. Eight resolver channels can be processed sequentially on a single 6 by 9 in module, for improved continuous automatic monitoring and correction of slight changes in attitude, pitch, yaw, and improved stability and compensation of aircraft with smaller stabilizers and increased wing area. A combination of highly stable thin film resistors, dual-in-line hybrid circuits, and ICs incorporating micro-processor and memory in a compact package offer cost, space, and accuracy advantages, with elimination of staleness error. Operating principles of the R/DCs are discussed. R D V

**A77-51460 A mathematical model of transcontinental balloon** C D La Padula and C F Polcaro (CNR, Laboratorio di

Astrofisica Spaziale, Frascati, Italy) *International Astronautical Federation, International Astronautical Congress, 28th, Prague, Czechoslovakia, Sept 25-Oct 1, 1977, Paper 77-167* 22 p 6 refs

The general features of a mathematical model of intercontinental stratospheric balloon flight that takes into consideration the sunrise-sunset effect, outgassing, and balloon pressurization, are described. The computer program is based on both adiabatic formulas and step-by-step temperature variations. A ballast release logic optimized for best possible altitude stabilization and minimum ballast consumption was verified on model runs. P T H

**A77-51600 Computer studies of swirl flows in Carnot diffusers (Rechnerische Untersuchungen von Drallströmungen in Carnotdiffusoren)** M Acrivellus (Karlsruhe, Universität, Karlsruhe, West Germany) *Forschung im Ingenieurwesen*, vol 43, no 5, 1977, p 159-163 5 refs. In German

The calculation of the static pressure rise and the stagnation pressure drop for single-stage Carnot diffusers with swirl flow is carried out with the aid of a computational model based on measurement results, and calculated values are compared with experiment. The computed velocity trend and static pressure trend are in agreement with the experimentally determined ones, but the measured stagnation pressure is well below the calculated one. The reason for this is seen mainly in the appearance of vortex instabilities in the boundary layer of the swirl flow. P T H

**A77-51608 # Conditions of physical validity in the linear aerodynamics of supersonic jets (Conditii de validitate fizica in aerodinamica liniara a jeturilor supersonice)** C Iacob (Bucuresti, Universitatea, Bucharest, Rumania) *Studii si Cercetari Matematice*, vol 29, Sept-Oct 1977, p 507-519 5 refs. In Rumanian

The theory of plane supersonic jets expanding in the atmosphere has been recently studied (Jacob, 1975) and an extension of the Prandtl formula has been obtained. The formulae connect the length of the first wave to the mean diameter of the jet function of the pressure at the nozzle. In the present paper the physical validity conditions of these formulae have been analyzed and numerical results are presented. J M B

**A77-51610 # Queues with delayed, probabilistic feedback as a model of air traffic control communications** W W Bundy and W C Giffin (Ohio State University, Columbus, Ohio) *Operations Research Society of America and Institute of Management Sciences, Joint National Meeting, Miami, Fla., Nov 3-5, 1976, Paper 23* p 8 refs

The availability of aids to navigation and air traffic control facilities is one of the factors which determine the ultimate capacity of an airfield. An investigation is conducted of the air traffic controller availability to pilots who need to engage in voice communications with the controller. The investigation makes use of a model for the description of the communication network and the measurement of its performance. The feedback model employed is examined. The model utilizes the numerical techniques for solving finite systems of linear differential equations with constant coefficients first proposed by Koopman (1972). Attention is given to approaches for modeling the probability of feedback, the definition of the probability state vector, the queue statistics calculated from the numerically determined time-varying probability distribution, and the results of a statistical analysis of voice communications. G R

**A77-51613 # Estimation of helicopter performance by an extended energy method improved by flight tests** K Sanders (Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumfahrt, Institut für Flugmechanik, Braunschweig, West Germany) *Deutsche Gesellschaft für Luft- und Raumfahrt, European Rotorcraft and Powered Lift Aircraft Forum, 2nd, Buckeburg, West Germany, Sept 20-22, 1976, Paper 13* p 8 refs

This paper presents a useful method for obtaining helicopter performance data. Only minimal flight test data is required and the method does not require excessive computer time. The estimation of

helicopter performance by the energy method yields good results for medium forward speeds. The energy-method has been extended to also include hovering, low speed, and high speed flight. It was found that only a small number of flight test data points are needed to obtain the required correction factors. These factors cover effects which are not considered in the simple downwash model, take into account ground effect influences, and correct for power losses caused by compressibility effects. Results computed using the expanded method were compared with flight test data for five different helicopters. Calculated results agreed closely with experimental results when flight test data of sufficient accuracy was used. (Author)

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## STAR ENTRIES

**N77-32079\*#** National Aeronautics and Space Administration Ames Research Center Moffett Field Calif  
**DETERMINING THE LIFT AND DRAG DISTRIBUTIONS ON A THREE-DIMENSIONAL AIRFOIL FROM FLOW-FIELD VELOCITY SURVEYS**  
 Kenneth L Orloff May 1977 75 p  
 (NASA-TM-73247 A-7062) Avail NTIS HC A04/MF A01 CSCL 01A

The application of the incompressible momentum integral equation to a three-dimensional airfoil was reviewed to interpret the resulting equations in a way that suggests a reasonable experimental technique for determining the spanwise distributions of lift and drag. Consideration was given to constraints that must be placed on the character of the vortex wake structure shed by the wing to provide the familiar relationship between lift and bound vorticity. It is shown that the induced drag distribution is not directly measurable, but can be obtained via the lift distribution approximately for a deflected wake and exactly for a planar wake. Moreover, it is shown that it is only necessary to survey a short distance above and below the wing trailing edge. Examples are presented for several typical loading distributions and the results of a numerical simulation of the suggested experiment are discussed. Author

**N77-32080\*#** National Aeronautics and Space Administration Hugh L Dryden Flight Research Center, Edwards Calif  
**BUFFET CHARACTERISTICS OF THE F-8 SUPERCRITICAL WING AIRPLANE**  
 V Michael DeAngelis and Richard C Monaghan Sep 1977 30 p refs  
 (NASA-TM-56049 H-945) Avail NTIS HC A03/MF A01 CSCL 01A

The buffet characteristics of the F-8 supercritical wing airplane were investigated. Wing structural response was used to determine the buffet characteristics of the wing and these characteristics are compared with wind tunnel model data and the wing flow characteristics at transonic speeds. The wingtip accelerometer was used to determine the buffet onset boundary and to measure the buffet intensity characteristics of the airplane. The effects of moderate trailing edge flap deflections on the buffet onset boundary are presented. The supercritical wing flow characteristics were determined from wind tunnel and flight static pressure measurements and from a dynamic pressure sensor mounted on the flight test airplane in the vicinity of the shock wave that formed on the upper surface of the wing at transonic speeds. The comparison of the airplane's structural response data to the supercritical flow characteristics includes the effects of a leading edge vortex generator. Author

**N77-32081\*#** National Aeronautics and Space Administration Langley Research Center, Langley Station Va  
**AERODYNAMIC CHARACTERISTICS AT MACH NUMBERS FROM 0.6 TO 2.16 OF A SUPERSONIC CRUISE FIGHTER CONFIGURATION WITH A DESIGN MACH NUMBER OF 1.8**  
 Barrett L Shrout Washington Sep 1977 79 p refs  
 (NASA-TM-X-3559 L-11604) Avail NTIS HC A05/MF A01 CSCL 01A

An investigation was made in the Langley 8-foot transonic tunnel and the Langley Unitary Plan wind tunnel over a Mach

number range of 0.6 to 2.16 to determine the static longitudinal and lateral aerodynamic characteristics of a model of a supersonic-cruise fighter. The configuration, which is designed for efficient cruise at Mach number 1.8, is a twin-engine tailless arrow-wing concept with a single rectangular inlet beneath the fuselage and outboard vertical tails and ventral fins. It had untrimmed values of lift-drag ratio ranging from 10 at subsonic speeds to 6.4 at the design Mach number. The configuration was statically stable both longitudinally and laterally. Author

**N77-32082\*#** National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio  
**COLD-AIR PERFORMANCE OF A 12.766-CENTIMETER-TIP-DIAMETER AXIAL-FLOW COOLED TURBINE. 3. EFFECT OF ROTOR TIP CLEARANCE ON OVERALL PERFORMANCE OF A SOLID BLADE CONFIGURATION**  
 Jeffrey Haas (Army Air Mobility Research and Development Lab Cleveland Ohio) and Milton G Kofskey Sep 1977 24 p refs  
 (NASA-TP-1032 E-9181) Avail NTIS HC A02/MF A01 CSCL 01A

Two tip clearance configurations, one with a recess in the casing and the other with a reduced rotor blade height, were investigated at design equivalent speed over a range of tip clearance from about 2.0 to 5.0 percent of the stator blade height. The optimum configuration with a recess in the casing was the one where the rotor tip diameter was equal to the stator tip diameter (zero blade extension). For this configuration there was an approximate 1.5 percent decrease in total efficiency for an increase in tip clearance of 1 percent of stator blade height. For the reduced blade height configurations there was an approximate 2.0 percent decrease in total efficiency for an increase in tip clearance of 1 percent of stator blade height. Author

**N77-32083\*#** National Aeronautics and Space Administration Langley Research Center Langley Station Va  
**EFFECT OF ROTOR WAKE ON AERODYNAMIC CHARACTERISTICS OF A 1/6 SCALE MODEL OF THE ROTOR SYSTEMS RESEARCH AIRCRAFT**  
 Raymond E Mineck (US Army Air Mobility Research and Development Lab Langley Va) Washington Sep 1977 120 p refs  
 (DA Proj 1L1-61102-AH-45)  
 (NASA-TM-X-3548 L-11515) Avail NTIS HC A06/MF A01 CSCL 01A

Tests were conducted in the Langley V/STOL tunnel to determine the effect of the main-rotor wake on the aerodynamic characteristics of the rotor systems research aircraft. A 1/6-scale model with a 4-blade articulated rotor was used to determine the effect of the rotor wake for the compound configuration. Data were obtained over a range of angles of attack, angles of sideslip, auxiliary engine thrusts, rotor collective pitch angles, and rotor tip-path plane angles for several main-rotor advance ratios. Separate results are presented for the forces and moments on the airframe, the wing, and the tail. An analysis of the test data indicates significant changes in the aerodynamic characteristics. The rotor wake increases the longitudinal static stability, the effective dihedral, and the lateral static stability of the airframe. The rotor induces a downwash on the wing. This downwash decreases the wing lift and increases the drag. The asymmetrical rotor wake induces a differential lift across the wing and a subsequent rolling moment. These rotor induced effects on the wing become smaller with increasing forward speed. Author

**N77-32084#** Naval Postgraduate School Monterey Calif  
**DATA REDUCTION FOR THE UNSTEADY AERODYNAMICS ON A CIRCULATION CONTROL AIRFOIL. M.S. Thesis**  
 Mar 1977 63 p refs  
 (AD-A041153) Avail NTIS HC A04/MF A01 CSCL 20/4

Calculating the lift, drag, and pitching moment coefficients for an airfoil from the static pressure distribution obtained from wind tunnel tests is a routine task when steady flow is considered, but it is much more complicated when the airfoil is operating in

an unsteady flow field, similar to that experienced by a helicopter rotor blade, produced by an oscillating wind tunnel. A data reduction routine capable of condensing the large numbers of data associated with the unsteady investigation, as well as a numerical integration algorithm for the unsteady aerodynamic coefficients, were developed, however, no unsteady data were collected due to hardware failures. The ability of the program was demonstrated on previously obtained steady and quasi-steady data and sample results were presented. Author (GRA)

**N77-32086#** Armament Development and Test Center, Eglin AFB, Fla  
**TRANSONIC PRESSURE DISTRIBUTION ON AN AIRCRAFT WING MODEL DURING ROCKET SLED RUNS**  
**Final Report**  
 Hans Rasmussen Mar 1977 73 p refs  
 (AD-A041633, ADTC-TR-77-34) Avail NTIS  
 HC A04/MF A01 CSCL 20/4

Hardware and techniques are described which were used in a series of rocket sled runs aimed at measuring aerodynamic data in the transonic speed regime during rocket sled runs. During these tests surface pressure distribution was measured on an aircraft wing model mounted in vertical position on a rocket sled at Mach numbers between zero and Mach 0.95 and at Reynolds numbers (based on cord length) up to 23 millions. The data were collected while sweeping the entire Mach number range both during acceleration and during deceleration. Selected data obtained in this test series are presented and compared with wind tunnel and flight test results. The influence of time delay in the pressure tubing is discussed and methods for compensating for this effect are presented. Author (GRA)

**N77-32090#** Bolt, Beranek and Newman, Inc., Cambridge Mass  
**A GUIDE FOR ESTIMATION OF AEROACOUSTIC LOADS ON FLIGHT VEHICLE SURFACES, VOLUME 1**  
**Final Report, Jan 1975 - Jul 1976**  
 Eric E Ungar, John F Wilby, Donald B Bliss, B Pinkel and A Galatsis Wright-Patterson AFB, Ohio AFFDL Feb 1977 207 p refs  
 (Contract F33615-75-C-3017)  
 (AD-A041198, BBN-3215-Vol-1, AFFDL-TR 76-01-Vol-1) Avail  
 NTIS HC A10/MF A01 CSCL 20/1

A compilation is presented of the best available methods for estimating the magnitudes, spectra and correlations of pressures that act on the surfaces of flight vehicles due to propulsion and powered lift systems, surface flows and armament. Author (GRA)

**N77-32091#** Advisory Group for Aerospace Research and Development Paris (France)  
**SPECIAL COURSE ON CONCEPTS FOR DRAG REDUCTION**  
 Jun 1977 294 p Presented at an AGARD Special Course at the von Karman Inst. Rhode-St-Genese, Belgium, 28 Mar - 1 Apr 1977  
 (AGARD-R-654, ISBN-92-835-1247-2) Avail NTIS  
 HC A13/MF A01

The results of aerodynamic research and development in aircraft design to reduce drag, boundary layer control, and optimization of gas turbine intake system are evaluated in relation with fuel consumption.

**N77-32092#** National Aeronautics and Space Administration Langley Research Center Langley Station Va  
**AN OVERVIEW OF CONCEPTS FOR AIRCRAFT DRAG REDUCTIONS**

Jerry N Hefner and Dennis M Bushnell /in AGARD Spec Course on Concepts for Drag Reduction Jun 1977 30 p refs

Avail NTIS HC A13/MF A01 CSCL 01A

A current overview of aerodynamic drag reduction concepts which have potential for reducing aircraft fuel consumption is presented. The discussion shows where the greatest percentages

of aircraft fuel is burned and what areas have the greatest potential for fuel conservation. The paper deals with aerodynamic improvements and touches only briefly on structural and propulsion improvements. Concepts for reducing pressure drag (i.e. roughness wave interference and separation drag), drag due to lift/induced drag and skin-friction drag at subsonic and supersonic speeds are emphasized. Author

**N77-32093#** National Aeronautics and Space Administration Langley Research Center Langley Station Va  
**METHODS FOR REDUCING SUBSONIC DRAG DUE TO LIFT**

R T Whitcomb /in AGARD Spec Course on Concepts for Drag Reduction Jun 1977 17 p refs

Avail NTIS HC A13/MF A01 CSCL 01A

The results of repeat experimental research on methods for reducing subsonic drag due to lift are discussed. The NASA supercritical airfoils and their application to structurally practical wings with increased aspect ratio are described. A design approach and experimental results for wing-tip-mounted winglets are presented. Several methods for utilizing the thrust of jet engines to provide reductions in the drag due to lift are also discussed. Author

**N77-32101#** DOD Aircraft Ground Fire Suppression and Rescue Office, Wright-Patterson AFB, Ohio  
**DESIGN OF A CASCADE FIRE APPARATUS FOR TESTING COUNTERMEASURE EFFECTIVENESS**  
**Final Report, Jan - Jun, 1976**

S Wiersma, R S Alger, R G McKee, and W H Johnson Jun 1976 51 p refs  
 (AD-A043176, DOD-AGFSRS-76-7) Avail NTIS  
 HC A04/MF A01 CSCL 13/12

A cascade fire apparatus was designed to be used in the evaluation of agent effectiveness and application techniques in suppressing accidental aircraft ground fires involving fuels which are cascading, spraying, or pouring. The apparatus provides for (1) a controllable burning rate, (2) a reproducible fire, (3) a flame geometry that minimizes wind effects, and (4) an adjustable size by virtue of its modular nature. One of the two fuel supply nozzling options yields a smokeless fire, however the other option has better fire characteristics for evaluating some of the countermeasures. Suppression tests were conducted using PKP and Monnex dry chemical agents and gaseous Halon 1211. It was not possible to compare the effectiveness of Halon 1211 and the powder agents because of the different application rates and capacities of the extinguishers tested and therefore the different required fire size. The apparatus appeared to be well suited for evaluation of agent effectiveness against the kinematic fires and also for training firemen in fighting these fires. Author (GRA)

**N77-32102#** National Transportation Safety Board Washington, D C Bureau of Technology  
**BRIEFS OF ACCIDENTS INVOLVING AIR TAXI OPERATIONS, US GENERAL AVIATION, 1975**

1975 130 p  
 (PB-267653/4, NTSB-AMM-77-10) Avail NTIS  
 HC A07/MF A01 CSCL 01B

Forty-three commuter air carrier and 157 on-demand air taxi accident briefs are reviewed. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information on all air taxi accidents is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal/factor(s).  
 GRA

**N77-32103** Texas Univ., Austin  
**GLOBAL POSITIONING SYSTEM NAVIGATION ALGORITHMS**  
**Ph D. Thesis**

Leonard Richard Kruczynski 1976 327 p  
 Avail Univ Microfilms Order No 77-11544

The passive-ranging concept of the system and the various hardware, software and environmental factors which determine



system accuracy were examined. The simulation of an aircraft flight with satellite range and range-rate measurements and with barometric altimeter measurements is used to numerically evaluate navigation algorithms. The results show that accuracy is strongly dependent on user-satellite geometry. An exponentially correlated random acceleration filter model for the aircraft, combined with measurement bias models, was incorporated into an extended Kalman filter. Numerical results show that, for the basic filter model, filters which maintain good accuracy during the maneuvering phases of flight have poor performance during cruising flight and conversely, filters which perform well during cruise, have degraded accuracy during maneuvers. Dissert Abstr

**N77-32104#** National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif  
**MULTIPLE CURVED DESCENDING APPROACHES AND THE AIR TRAFFIC CONTROL PROBLEM**

Sandra G Hart (San Jose State Univ., Calif.), Duncan McPherson (San Jose State Univ., Calif.), John Kreinfeldt (Tufts Univ., Medford, Mass.), and Thomas E Wemple Aug 1977 20 p refs (Grant NGL-05-046-002) (NASA-TM-78430, A-7151) Avail NTIS HC A02/MF A01 CSDL 17G

A terminal area air traffic control simulation was designed to study ways of accommodating increased air traffic density. The concepts that were investigated assumed the availability of the microwave landing system and data link and included (1) multiple curved descending final approaches, (2) parallel runways certified for independent and simultaneous operation under IFR conditions, (3) closer spacing between successive aircraft, and (4) a distributed management system between the air and ground. Three groups each consisting of three pilots and two air traffic controllers flew a combined total of 350 approaches. Piloted simulators were supplied with computer generated traffic situation displays and flight instruments. The controllers were supplied with a terminal area map and digital status information. Pilots and controllers also reported that the distributed management procedure was somewhat more safe and orderly than the centralized management procedure. Flying precision increased as the amount of turn required to intersect the outer mark decreased. Pilots reported that they preferred the alternative of multiple curved descending approaches with wider spacing between aircraft to closer spacing on single, straight in finals while controllers preferred the latter option. Both pilots and controllers felt that parallel runways are an acceptable way to accommodate increased traffic density safely and expeditiously. Author

**N77-32105#** Technische Universitaet, Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung  
**CONTRIBUTIONS TO THE EVALUATION OF THE GERMAN PROPOSAL DLS FOR A NEW MICROWAVE LANDING SYSTEM, PART 1 [BEITRAEGE ZUR ERPROBUNG DES DEUTSCHEN VORSCHLAGES DLS FUER EIN NEUES MIKROWELLEN-LANDESYSTEM, 1 TEIL]**

Sep 1976 91 p refs Partly in GERMAN and ENGLISH 2 Vol (TUBS/SFB58/M1-Pt-1) Avail NTIS HC A05/MF A01

Research projects in connection with the development and evaluation of the German proposal DLS (Distance measuring equipment-based Landing System) are presented. Topics include multipath propagation, systems capacity, and anthropotechnical aspects.

**N77-32106#** Technische Universitaet, Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung  
**SIMULATION OF THE MULTIPATH PROPAGATION OF DLS [SIMULATION DER MEHRWEGEAUSBREITUNG BEIM DLS]**

H Ecklundt *In its* Contrib to the Evaluation of the Ger Proposal DLS for a New Microwave Landing System, Pt 1 Sep 1976 p 6-12 refs In GERMAN

Avail NTIS HC A05/MF A01

Multipath propagation aspects of the German proposal for DLS (Distance measuring equipment-based Landing System), i.e., ground reflection, building reflection, aircraft reflection, diffuse reflection, and hump deviation were simulated. As a basis for comparison, the MIT Lincoln Laboratory multipath simulation computer program was used. The development of the program's multipath driver with MIT subroutines and model driver with model subroutines is described. ESA

**N77-32107#** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung  
**MEASUREMENT OF THE MULTIPATH PROPAGATION AT THE BRUNSWICK TEST AIRPORT [MESSUNGEN DER MEHRWEGEAUSBREITUNG AUF DEM TESTFLUGHAFEN BRUNSCHWEIG]**

Peter Form and Springer *In its* Contrib to the Evaluation of the Ger Proposal DLS for a New Microwave Landing System, Pt 1 Sep 1976 p 13-27 In GERMAN

Avail NTIS HC A05/MF A01

A multipath instrument landing system was tested at Brunswick airport, Germany. The Doppler shift between direct signal and reflected (building) system was used to separate the signals. The tests were performed with a Piaggio aircraft flying at 10 m altitude. The Doppler shifts of the direct and reflected signal (1011 MHz) were calculated. Evaluation of the test data shows the technique to be promising. ESA

**N77-32108#** Technische Universitaet, Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung  
**THE BRUNSWICK DLS TEST AIRPORT AREA - A NON CLEAN ENVIRONMENT**

Peter Form, Springer, and H Ecklundt *In its* Contrib to the Evaluation of the Ger Proposal DLS for a New Microwave Landing System, Pt 1 Sep 1976 p 28-37 Presented at the 6th AWOP Working Group A Meeting, The Hague 5-16 Jul 1976

Avail NTIS HC A05/MF A01

DLS-independent multipath measurements and multipath environment simulation of the Brunswick test airport were made. The results show the rather strong multipath propagation conditions under which the DLS microwave landing system is being tested. ESA

**N77-32110** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung  
**INFLUENCE OF THE MULTIPATH PROPAGATION ON THE DISTANCE MEASURING PART OF DLS [EINFLUSS DER MEHRWEGEAUSBREITUNG AUF DEN ENTFERNUNGSMESSTEIL DES DLS]**

Busch *In its* Contrib to the Evaluation of the Ger Proposal DLS for a New Microwave Landing System Pt 1 Sep 1976 p 77-80 In GERMAN

Avail NTIS HC A05/MF A01

The influence of the multipath propagation on the distance measuring component of DLS was investigated by computer simulation. The simulation program consisted of three phases: calculation of the demodulated signal, calculation of the time failures, and reconstruction of the evaluation algorithm of the DLS distance measuring component. Results of the simulation programs show that for a disturbed demodulated signal (DME-impulse) the signal curve remains Gaussian. ESA

**N77-32111#** Technische Universitaet, Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung  
**PRESENTATION OF DLS INFORMATION**

R Beyer *In its* Contrib to the Evaluation of the Ger Proposal DLS for a New Microwave Landing System, Pt 1 Sep 1976 p 81-84

Avail NTIS HC A05/MF A01

Displays of DLS information are discussed taking the advantages of DLS more flexible approach profiles, new piloting

techniques and as a consequence advanced cockpit instrumentation into account. It is concluded that the conventional cockpit instruments generally are adequate for the conventional approach with DLS and that DLS simplifies the design of flight dependent circuits (e.g. gain programmers) needed to process relative position information by providing absolute position information. ESA

**N77-32112#** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung **CONTRIBUTIONS TO THE EVALUATION OF THE GERMAN PROPOSAL DLS FOR A NEW MICROWAVE LANDING SYSTEM, PART 2 [BEITRAEGE ZUR ERPROBUNG DES DEUTSCHEN VORSCHLAGES DLS FUER EIN NEUES MIKROWELLENLANDESYSYSTEM, 2 TEIL]**

Mar 1977 79 p refs Partly in GERMAN and partly in ENGLISH 2 Vol

(TUBS/SFB58/M2-Pt-2) Avail NTIS HC A05/MF A01

Research projects in connection with the development and evaluation of the German proposal DLS (Distance measuring equipment-based Landing System) are presented. Topics include multipath propagation simulation, adjustable null-steering in elevation measurement improvements to the DLS system, multipath immunity in mountainous sites and Salzburg scenario for multipath simulation tests.

**N77-32116#** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung **MULTIPATH IMMUNITY OF MLS IN MOUNTAINOUS SITES**

Peter Form *In its* Contrib to the Evaluation of the Ger Proposal DLS for a New Microwave Landing System Pt 2 Mar 1977 p 55-66 refs Presented at the 7th AWOP Group A Meeting, London, Nov 1976

Avail NTIS HC A05/MF A01

The usability of microwave landing systems in mountainous regions is discussed. Some examples of operational sites partly surrounded by mountains requiring curved approach or missed approach procedures are given. Salzburg Airport and Hong Kong International Airport. The immunity of DLS (Distance measuring equipment-based Landing System) in such environments a result of the pulse transmission, is described. In addition to narrow angle focusing antennas, the used pulse technique generates elliptical characteristics in space which limits the space for transmission and eliminates multipath sources. ESA

**N77-32118#** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung **CIVIL TRANSPORT AIRCRAFT SHORT RANGE ALL-WEATHER FLIGHT [ALLWETTERFLUG ZIVILER TRANSPORTFLUGZEUGE IM NAHBEREICH]**

Sep 1976 82 p refs In GERMAN

(TUBS/SFB58/FB1976) Avail NTIS HC A05/MF A01

Topics dealt with include flight path and aircraft position control, navigation and security systems instrumentation and human factors engineering.

**N77-32119#** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung **INTEGRATED PATH GUIDANCE SYSTEM FOR UNCONVENTIONAL APPROACH PROCEDURES [INTEGRIERTES BAHNFLUEHRUNGSSYSTEM FUER UNKONVENTIONELLE ANFLUGVERFAHREN]**

K H Doetsch and R Brockhaus *In its* Civil Transport Aircraft Short Range All-Weather Flight Sep 1976 p 7-28 refs In GERMAN

Avail NTIS HC A05/MF A01

Topics discussed include the hybrid computer system, the simulation program, simulator extensions test evaluation, simulator tests, optimization of the multiparameter system, and application of characteristic frequency drift curves for the investigation of the breakdown security of flight control systems. ESA

**N77-32121#** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung **FLIGHT MECHANICAL PROBLEMS IN CONNECTION WITH THE INTERCEPTION PROCESS [FLUGMECHANISCHE PROBLEME BEIM ABFANGVORGANG]**  
K Wilhelm *In its* Civil Transport Aircraft Short Range All-Weather Flight Sep 1976 p 33-35 In GERMAN

Avail NTIS HC A05/MF A01

The influence of wind shearing on the flight path of an aircraft was investigated using hybrid computer EAI Pacer 600 simulation on the one hand and mathematical modeling on the other hand. A program to optimize the interception and overshooting process by means of a digital computer program was initiated. ESA

**N77-32123#** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung **RECOGNITION AND ELIMINATION OF INTERFERENCE DISTURBANCES BY MODIFICATION OF THE RADIO FIELD OF LANDING SYSTEMS WITH SPATIAL MODULATION DEGREE DIAGRAMS [ERKENNUNG UND BESEITIGUNG VON INTERFERENZSTOERUNGEN DURCH MODIFIKATIONEN DES FUNKFELDES VON LANDESYSYSTEMEN MIT RAEUMLICHEN MODULATIONSGRADDIAGRAMMEN]**

Westphal *In its* Civil Transport Aircraft Short Range All-Weather Flight Sep 1976 p 50-54 In GERMAN

Avail NTIS HC A05/MF A01

The influence of interference disturbed guidance signals on the behavior of a generalized airplane model in the approach phase was studied. By means of a small tabletop calculator EAI-TR 10 with a capacity of 20 summing amplifiers, 20 coefficient potentiometers, 12 integrating networks and a multiplier the approach of a Boeing 707-312 without autopilot was simulated. It is shown that the simulation system has similar accuracies in the flight dynamics as the real approach system. ESA

**N77-32129#** Martin Marietta Aerospace Denver Colo Denver Div

**MICRON RELIABILITY ANALYSES Final Technical Report, Apr 1974 - Apr 1977**

Richard W Burrows and Ray A Holtz Jun 1977 168 p

(Contract F33615-74-C-1107)

(AD-A042987 MCR-74-164 AFAL-TR-77-62) Avail NTIS HC A08/MF A01 CSCL 17/7

The purpose of the MICRON Reliability Analysis Program was for Martin Marietta Corporation (MMC) to assist the Air Force Avionics Laboratory to achieve a MICRON Inertial Navigation System that would exhibit a high reliability and provide a significantly reduced cost-of-ownership. The approach used by MMC to help attain the specified program goals included, but was not limited to preparing a reliability program plan and reliability test plan, performing independent reliability analyses and assessments, preparing design guidelines, performing trade off studies, developing reliability models, supplying data, and monitoring testing. GRA

**N77-32131\*#** National Aeronautics and Space Administration Langley Research Center Langley Station Va **VARIATION OF PITCHING MOMENT WITH ENGINE THRUST FOR A TWIN-ENGINE COMMERCIAL JET AIRCRAFT**

Robert E Shanks Washington Sep 1977 15 p refs

(NASA-TM-X-3569 L-10984) Avail NTIS HC A02/MF A01 CSCL 01C

Flight tests were made to determine the effect of engine net thrust on airplane pitching moment for a twin-engine commercial jet transport in the approach, climbout and descent and cruise configurations. The results indicate that for all the conditions analyzed, the pitching moment due to thrust is somewhat higher than that estimated from the product of net thrust and its moment arm (perpendicular distance from thrust axis to the airplane center of gravity). The differences are attributed

to additional moments produced by nacelle normal force, jet-induced downwash and interaction between wing flow and engine nacelle flow  
Author

**N77-32132#** Coast Guard Washington DC  
**WIDE AREA ILLUMINATOR DEVELOPMENT FOR US COAST GUARD HH-3F HELICOPTER Final Report, Jul 1976 - Jan 1977**

James E Perry, Thomas Cassidy, Clifton S Fox and Gertrude H Kornfeld Feb 1977 81 p Prepared by Army Night Vision Lab Fort Belvoir Va  
(AD-A041425 USCG-D-30-77) Avail NTIS HC A05/MF A01 CSCL 13/1

A program to define and design a wide area illuminator to be used on the United States Coast Guard HH-3F search and rescue helicopters is described. An explanation of the Night Vision Laboratory Computer search model and how it was used to select the optimum light source for the application is given. Finally the completed purchase description and the test plan for use in evaluating the hardware when developed is presented. It is anticipated that the first of the illuminators will be available for testing on aircraft during 1978  
Author (GRA)

**N77-32136#** Kaman Aerospace Corp, Bloomfield, Conn  
**HELICOPTER TRANSMISSION VIBRATION AND NOISE REDUCTION PROGRAM Final Report, May 1974 - Feb 1977**

Michael A Bowes Nicholas Giansante, Robert B Bossler, Jr and Alex Berman Jun 1977 156 p refs  
(Contract DAAJ02-74-C-0039 DA Proj 1G2-62207-AH-89) (AD-A042457 R-1495, USAAMRDL-TR-77-14) Avail NTIS HC A08/MF A01 CSCL 01/3

A combined analytical and test program has been performed to develop a method for analytically determining the vibration and noise characteristics of a helicopter transmission. This effort included formulation of the necessary analytical method, validation of this method through direct comparison with test data, and use of the method to predict the effects of various transmission design changes. The analytical method formulated in this program makes use of available techniques for predicting gear-mesh-induced excitations. These techniques have been expanded to include a more rigorous treatment of spiral bevel and helical gear induced mesh excitations. Response of the dynamic system is predicted using a coupled torsion and bending analysis of the gearshafts, and includes the effects of bearing and case dynamics. Predicted case surface response is used directly to calculate radiated sound power  
GRA

**N77-32140#** California Univ Los Angeles Dept of Mechanics and Structures

**AN OPTIMALITY CRITERIA APPROACH TO THE MINIMUM WEIGHT DESIGN OF AIRCRAFT STRUCTURES Interim Report, 1 Mar 1976 - 1 Mar 1977**

M W Dobbs and R B Nelson Mar 1977 96 p refs  
(Grant AF-AFOSR-2640-74) (AD-A042759, UCLA-ENG-7731 AFOSR-77-0844TR) Avail NTIS HC A05/MF A01 CSCL 01/3

The research presented in this report is both a continuation and an extension of the optimality criteria approach to structural optimization reported in AFOSR-TR-75-1431. In the present study the optimality criteria method is extended to provide a capability for the automated minimum weight design of elastic redundant structures composed of one- and two-dimensional structural elements and subjected to multiple independent static loading conditions. The design variables are taken to be the thicknesses of the structural elements. These variables are constrained to be between specified maximum and minimum values as are the internal stresses in each element and the nodal displacements of the structure. Results are presented to indicate both the excellent performance of the optimality criteria method and the wide range of structures which can be designed using the algorithm. Finally, the algorithm is extended to include the new

(to automated design) and very important requirement that structural integrity under the applied loads be maintained given the presence of existing structural fatigue cracks. This requirement, which is cast in an energy format and incorporated in the design algorithm as an inequality constraint, is shown to have a dominant effect in the design of safe minimum weight aircraft structures  
Author (GRA)

**N77-32141#** Defense Systems Management School, Fort Belvoir, Va

**LIFE CYCLE COST REDUCTION TECHNIQUES ASSOCIATED WITH ADVANCED MEDIUM STOL TRANSPORT (AMST)**

David R Forville May 1977 35 p refs  
(AD-A042880) Avail NTIS HC A03/MF A01 CSCL 01/3

The report considers what factors have to be conceived, developed, and evaluated in designing a transport aircraft system for introduction in the 1980's. The basic considerations are cost and the attempts made to reduce cost throughout the life cycle of the system. AMST currently in the validation phase of its life cycle, is evaluated. The parameters considered for cost reduction are range/payload cargo compartment size, operational field length, engine availability and crew size. These tradeoffs are considered in arriving at a DTC goal. The LCC reduction possibilities are considered separately. The new concept of design to life cycle cost (DTLCC) is evaluated as a combination of DTC goals and LCC goals. The Cost Analysis Cost Estimating (CACE) model is used as the evaluator of operating and support costs for the DTCC plan. The results proved to be an overview of concepts versus hard facts because of the sensitive nature resulting from the upcoming source selection  
Author (GRA)

**N77-32143#** Bell Helicopter Co Fort Worth, Tex  
**ROTORCRAFT FLIGHT SIMULATION WITH COUPLED ROTOR AEROELASTIC STABILITY ANALYSIS VOLUME 3 PROGRAMMER'S MANUAL Final Technical Report**

P Y Hsieh May 1977 84 p  
(Contract DAAJ02-75-C-0025 DA Proj 1F2-62209-AH-76) (AD-A042907 FTR699-099-022-Vol-3 USAAMRDL-TR-76-41C) Avail NTIS HC A05/MF A01 CSCL 09/2

This report consists of three volumes and documents the current version in the C81 family of rotorcraft flight simulation programs developed by Bell Helicopter Textron. This current version of the digital computer program is referred to as AGAJ76. The accompanying program for calculating fully-coupled rotor blade mode shapes is called DNR100. Volume III, the Programmer's Manual, includes a catalog of subroutines and a discussion of programming considerations  
GRA

**N77-32145#** Texas Instruments Inc Dallas Equipment Group

**SYSTEM AVIONIC ARCHITECTURES FOR RPVs Final Technical Report, 2 Feb - 2 Aug 1976**

R Allen, L Chamberlin, J Early, J Graham, W Grimes, E Karntis, A Minnick and T Shipchandler Wright-Patterson AFB Ohio AFAL Apr 1977 203 p refs  
(Contract F33615-76-C-1215) (AD-A041502, AFAL-TR-76-245) Avail NTIS HC A10/MF A01 CSCL 01/3

Results are presented from a 6-month study to design an avionic digital processing system for the multi-mission Advanced Remotely Piloted Vehicle (ARPV) application. The recommended approach is a microprocessor-based design consisting of a distributed processing network with modular processor/memory elements (PEs) interconnected via a MIL-STD-1553A data bus. The objective was to design a digital processing system providing not only adequate performance for the anticipated ARPV missions but also the lowest possible life cycle cost (LCC). Three different processing systems were designed to meet performance requirements for specific postulated ARPV missions. The total LCC for each candidate system was then estimated using a postulated 10-year life-cycle scenario. The optimum design was selected on the basis of minimum LCC. In addition to the minimum

LCC the recommended system also provides the best performance in terms of flight-critical reliability. The extensive use of standard modules throughout the distributed network provides flexible system performance by allowing throughput capacity and/or memory capacity to be increased readily as processing requirements demand. The use of standard modules is also important in achieving a low LCC. Results from this study in particular the modular design of the basic PE are applicable not only to the ARPV problem but other Air Force avionics processing applications as well. Author (GRA)

**N77-32146#** RAND Corp., Santa Monica Calif  
**AVIONICS DATA FOR COST ESTIMATING**  
 Bruce E Armstrong Mar 1977 20 p Presented at the 1976 DoD Cost Analysis Symp Airlie, Va 14-17 Nov 1976 (AD-A043265, P-5745-1) Avail NTIS HC A02/MF A01 CSCL 01/3

Avionics cost has been a continuing problem to the defense cost analyst. The various services and the Office of the Secretary of Defense (OSD) have sponsored numerous avionics data collection efforts as well as funding various companies to develop cost models and cost estimating relationships. To mention a few both the Air Force and the Navy and research firms such as General Research Corporation (GRC), Research Management Corporation (RMC), and Institute for Defense Analyses (IDA) have all been involved at one time or another with efforts to develop the avionics cost estimation methods and a supporting data bank. The reason for this level of effort is that the costs of avionics account for nearly 30 percent of the total costs of fighter aircraft and a significant amount in most other aircraft types. Yet because of rapid technological change, typically small production runs and poor historical cost information, reliable prediction of avionics costs has been impeded. This paper discusses a recent Rand study sponsored by OSD/Director of Planning and Evaluation (DP and E) which had the objective of creating an avionics data base for tactical aircraft. GRA

**N77-32147#** Illinois Univ Urbana-Champaign Coordinated Science Lab  
**ON THE IMPORTANCE OF PROGRAM INTELLIGENCE TO ADVANCED AUTOMATION IN FLIGHT OPERATIONS**  
**Final Report, 23 Jul 1973 - 22 May 1976**  
 Robert T Chien Wright-Patterson AFB Ohio Apr 1977 51 p refs  
 (Contract F33615-73-C-1238)  
 (AD-A042915 AFAL-TR-77-20) Avail NTIS HC A04/MF A01 CSCL 01/4

In today's sophisticated aircraft much emphasis has been placed on the acquiring of and the displaying to the pilot an ever increasing amount of information obtained during flight missions. This has resulted in increased workloads for the pilot which force him to evaluate highly complex sets of input data to decide upon courses of action and then to implement those actions in minimal times. Such a situation is seen as undesirable because it increases the pilot's chances for making errors which consequently lowers the probability of mission success. In order to continuously provide low workloads and hence more safety for the pilot, his crew and the aircraft itself, the Coordinated Science Laboratory has developed a system which relieves the pilot of having to deal with many situations which would detract from his overall mission goals. This intelligent computer-aided decision making system (CADM) works cooperatively with the pilot in order to ensure the safety of the aircraft and its crew thereby allowing the accomplishment of successful missions. GRA

**N77-32148\*** National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio  
**PLATFORM FOR A SWING ROOT TURBOMACHINERY BLADE** Patent  
 Richard Ravenhall inventor (to NASA) (GE Cincinnati) Issued 30 Aug 1977 5 p Filed 3 Feb 1976 Sponsored by NASA (NASA-Case-LEW-12312-1 US-Patent-4 045 149 US-Patent-Appl-SN-654787 US-Patent-Class-416-135 US-Patent-Class-416-190 US-Patent-Class-416-193A US-Patent Class 416-241A) Avail US Patent Office CSCL 21E

A rotor apparatus comprising a blade having a root adapted to swing laterally within a supporting spindle under impact loading is provided with a flow path defining platform. The platform comprises an inner shroud extending generally laterally of the blade airfoil portion and adapted to swing laterally. In one embodiment wherein the blade primarily comprises a laminate of composite filament plies, the inner shroud is bonded to the laminate. An outer shroud fixed with respect to the supporting spindle, forms a lateral extension of the inner shroud with the blade in its normal operating position. The inner and outer shrouds are provided with a pair of complementary adjacent surfaces contoured to pass in relatively close-fitting relationships to each other when the blade swings under impact loadings.

Official Gazette of the US Patent Office

**N77-32154\*#** National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio  
**EFFECT OF SLOTTED CASING TREATMENT WITH CHANGE IN REYNOLDS NUMBER INDEX ON PERFORMANCE OF A JET ENGINE**

John E Moss Jr and Willis M Braithwaite Sep 1977 19 p refs  
 (NASA-TP-1058 E-9185) Avail NTIS HC A02/MF A01 CSCL 21E

A tip-treated J85-13 engine was tested at Reynolds number indices (RNI) of 0.3 and 0.7 with a clean inlet for 80 and 100-percent corrected engine speeds. This engine was equipped with a compressor case which allowed changes to the case wall over the rotor tips of six of its eight stages. For all tests the principal effects were (1) with tip treatment a stall pressure ratio loss of 6 percent at 100 percent corrected engine speeds for both the 0.3 and 0.7 RNI and (2) with and without tip treatment decreasing the RNI from 0.7 to 0.3 decreased the stall pressure ratio 3.8 percent for 100 percent corrected engine speed and 2.8 percent for 80-percent corrected engine speed. Author

**N77-32156\*#** National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio  
**INTERACTION OF ROTOR TIP FLOW IRREGULARITIES WITH STATOR VANES AS A NOISE SOURCE**

James H Dittmar Oct 1977 14 p refs Presented at the 4th Aeroacoustics Conf Atlanta 3-5 Oct 1977 sponsored by AIAA  
 (NASA-TM-73706) Avail NTIS HC A02/MF A01 CSCL 21E

The role of the interaction of rotor tip flow irregularities (vortices and velocity defects) with downstream stator vanes is discussed as a possible fan noise mechanism. This is accomplished by (1) indicating some of the methods of formation of these flow irregularities (2) observing how they would behave with respect to known noise behavior and (3) attempting to compare the strength of the rotor tip flow irregularity mechanism with the strength of the more common rotor wake stator mechanism. The rotor tip flow irregularity-stator interaction is indicated as being a probable inflight noise source. Author

**N77-32157\*#** National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio  
**EFFECTS OF SIMULATED FLIGHT ON FAN NOISE SUPPRESSION**

Marcus F Heidmann and Donald A Dietrich Oct 1977 34 p refs Presented at 4th Aeroacoustics Conf Atlanta 3-5 Oct 1977 sponsored by AIAA  
 (NASA-TM 73708 E-9247) Avail NTIS HC A03/MF A01 CSCL 21E

Attenuation properties of three treated fan inlets were evaluated. Tunnel flow simulated the inflow clean up effect on source noise observed in flight and allowed observation of the blade passage frequency tone cut-off phenomenon. Acoustic data consisted of isolated inlet noise measured in the far field at two fixed positions and with traverses at four frequencies. Attenuation and source noise properties with and without flight simulation are compared and discussed. Averaged attenuation properties showed relative agreement of the inlets with the

design intent however tunnel flow significantly affected the attenuation spectra Author

**N77-32168#** National Aeronautics and Space Administration Lewis Research Center Cleveland, Ohio

**ACOUSTIC PERFORMANCE OF INLET MULTIPLE-PURE-TONE SUPPRESSORS INSTALLED ON NASA QUIET ENGINE C**

Harry E Bloomer John W Schaefer Edward J Rice and Charles E Feiler Oct 1977 16 p refs Presented at 4th Aeroacoustics Conf Atlanta 3-5 Oct 1977 sponsored by AIAA (NASA-TM-73713) Avail NTIS HC A02/MF A01 CSCL 21E

The length of multiple-pure-tone (MPT) treatment required to reasonably suppress the MPTs produced by a supersonic tip speed fan was defined Other suppression broadband and blade passing frequency which might be accomplished were also determined The experimental results are presented in terms of both far-field and duct acoustic data Author

**N77-32159#** National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio

**SUMMARY OF FORWARD VELOCITY EFFECTS ON FAN NOISE**

Charles E Feiler and John F Groeneweg Oct 1977 16 p refs Presented at 4th Aeroacoustics Conf Atlanta, 3-5 Oct 1977 sponsored by AIAA (NASA-TM-73722 E-9209) Avail NTIS HC A02/MF A01 CSCL 20A

Available experimental data comparing the in-flight and static behavior of fan noise are reviewed These results are then compared with recent data obtained for a fan stage tested with forward velocity in a low speed wind tunnel Tentative conclusions are presented about the significance and nature of the changes in noise observed when a forward velocity is imposed Finally the implications of the emerging picture of in-flight fan source noise for suppressor design are discussed Author

**N77-32162#** Avco Lycoming Engine Group Stratford Conn **INVESTIGATION OF FACTORS CONTROLLING ENGINE SCHEDULED OVERHAUL T63/T65**

Paul A King and Robert L Givens May 1977 182 p refs (Contract DAAJ02-75-C-0018) (AD-A042190 LYC-76-42 USAAMRD-TR-77-9) Avail NTIS HC A09/MF A01 CSCL 05/1

This report presents an analysis of the factors responsible for the return of helicopter turbine engines to depot Engine component causes are detailed from the larger set of total system caused returns The derived data are used to identify significant parameters which can allow the design of high initial time between-overhauls with an optimum growth rate Models and examples of the design approach are presented with emphasis on reliability and maintainability support The report is concluded with a qualitative analysis of advanced component system concepts and their probable effect on TBO interval and safety/mission reliability Author (GRA)

**N77-32163#** Air Force Aero Propulsion Lab Wright-Patterson AFB Ohio

**A REVIEW OF TURBOPROPULSION COMBUSTION PART 1 FUNDAMENTALS OF COMBUSTION PART 2 TURBOPROPULSION COMBUSTION TECHNOLOGY Summary Report, Mar 1975 - Dec 1976**

William S Blazowski and Robert E Henderson Jun 1977 60 p refs (AD-A043C22 AFAPL-TR-77-41) Avail NTIS HC A04/MF A01 CSCL 21/2

This report constitutes a reprint of two chapters on turbopropulsion combustion expressly prepared as part of a Propulsion Text Book entitled A Comprehensive Study of Aircraft Gas Turbine Engines, edited by G C Oates A variety of subjects are reviewed ranging from fundamental chemistry thermodynamics and gas dynamics of combustion to jet engine combustor design factors performance characteristics and engineering/analysis tools In

addition the impact of environmental controls and regulations is discussed and the effects alternate and/or non-spec fuels may have on combustion system performance are examined Each chapter includes an extensive reference list of related topics many of which expand further on key points discussed GRA

**N77-32164#** Politecnico di Torino (Italy) Ist di Macchine e Motori per Aeromobili

**PRELIMINARY INVESTIGATIONS OF THE UNSTEADY FLOW IN TURBOJET ENGINES DURING TRANSIENTS**

Maurizio Pandolfi and Luca Zannetti Mar 1976 23 p refs (Contract CNR-75-00353 07-115 6799) (Publ-PP-174) Avail NTIS HC A02/MF A01

The problem of predicting the performance of turbojet engines during transients is discussed Some results of computations about typical fast transients which may take place in turbojet engines are presented The methodology is based on advanced numerical techniques successfully developed for unsteady gasdynamics problems, regarding the computational point of view and on classical concepts widely used in turbomachine studies regarding the modelling of the actual machine The main limitations are related to the modelling of transonic or supersonic flow at the bladings which accrues at larger rotational speed ESA

**N77-32173#** Human Engineering Labs Aberdeen Proving Ground Md

**COMPUTER-GENERATED DISPLAYS ADDED TO HELICOPTER OPERATIONAL TRAINER Final Report**

Gordon L Herald May 1977 28 p (AD A043267 HEL-TM-18-77) Avail NTIS HC A03/MF A01 CSCL 05/9

A Singer-Link Helicopter Operational Trainer has been interfaced with the U S Army Human Engineering Laboratory's Command Control Simulator computer to provide the helicopter trainer with real-time computer generated cathode ray-tube imaging displays This report discusses the equipment configuration data collection displays and the hardware and software problems associated with this development Author (GRA)

**N77-32240#** Rocket Propulsion Establishment, Westcott (England)

**THE EFFECT OF SIMULATED AERODYNAMIC HEATING ON THE STRENGTH OF THREE ROCKET MOTOR CASE STEELS**

G R Ramsden and D A R Herrick Jun 1976 24 p refs (RPE-TR-45, BR55715) Avail NTIS HC A02/MF A01

The effect of simulated aerodynamic heating on the strength of three high strength steels used in rocket motor cases was investigated Low alloy steel RS 131 (1 % Cr-Mo) and 18 % Ni maraging steels DTD 5212 and RPE 1090 (G 125) were tested at temperatures up to 700 C attained in 5 sec The results show that the reduction in short term strength of these metals at elevated temperatures is not so great as to preclude their use in Mach 3 missiles and in some types of Mach 4 missiles Author (ESA)

**N77-32280\*** National Aeronautics and Space Administration Lewis Research Center Cleveland Ohio

**NICKEL BASE ALLOY Patent**

John C Freche and William J Waters inventors (to NASA) Issued 6 Sep 1977 3 p Filed 30 Dec 1975 Supersedes N76-14247 (14 - 05 p 0557)

(NASA Case-LEW-12270 1 US-Patent-4 046 560 US-Patent-Appl-SN-645507 US-Patent-Class-75-170 US-Patent-Class-148-32 5) Avail US Patent Office CSCL 11F

A nickel base superalloy for use at temperatures of 2000 F (1095 C) to 2200 F (1205 C) was developed for use as stator vane material in advanced gas turbine engines The alloy has a nominal composition in weight percent of 16 tungsten 7 aluminum 1 molybdenum 2 columbium 0.3 zirconium 0.2 carbon and the balance nickel

Official Gazette of the U S Patent Office

**N77-32474#** Royal Aircraft Establishment Farnborough (England)

**A PRECISION VOLTAGE REFERENCE UNIT FOR CALIBRATING AIRBORNE DATA ACQUISITION SYSTEMS**

D Thomas Dec 1976 31 p refs (RAE-TR-76164 BR56069) Avail NTIS HC A03/MF A01

A precision voltage reference unit is described which enables the accuracy and precision of flight data acquisition systems to be measured under operational conditions. Two versions were designed having outputs of 8 mV and 4 V which simulate 80% of the full scale output respectively of low level (10 mV) and high level (5 V) transducer outputs and a range of source impedances is also simulated. The voltage stability of the units is better than 0.01% for the high level version and 0.1% for the low level version over the temperature range -40 to +80 C. The design is such that the magnitude of a number of error sources (e.g. common mode voltages, system input impedances and offset voltages and currents) can be determined.

Author (ESA)

**N77-32524#** Scope Electronics Inc Reston Va  
**VOICE CONTROL SYSTEMS FOR AIRBORNE ENVIRONMENTS Final Technical Report, 5 Jan 1976 - 4 Jan 1977**

Hill Montague Griffiss AFB N Y RADC Jun 1977 93 p (Contract F30602-76-C-0127) (AD-A043252 Rept-6205-0377 RADC-TR-77-189) Avail NTIS HC A05/MF A01 CSCL 01/3

The effects of g-force stress on human voice patterns were investigated with the objective of finding means for making isolated word recognition word devices work in the fighter aircraft cockpit environment. Data were taken in a human centrifuge with SCOPE Electronics Inc's Voice Data Entry System (VDETS) used to prompt and pace the subjects. Data were subsequently digitized and stored for analysis and recognition experiments using the VDETS algorithm with a number of variations. Recognition performance on the centrifuge data was initially poor. Means were found for improving it substantially through modifications to the VDETS algorithm and through preprocessing techniques. VDETS modifications included increased coding resolution, improved segmentation techniques and provision for multimode training. Breathing noise elimination and inverse filtering preprocessing routines were effective. Variations in spectral characteristics with g-force stress were found but no consistent pattern was discerned. The effectiveness of the inverse filtering led to the conclusion that the major problem was the face mask worn by the subjects, causing a variable element in the acoustic transmission path. Additional work will be required to eliminate face mask effects.

Author (GRA)

**N77-32573#** Defense Systems Management School Fort Belvoir Va

**A NEW LOOK IN RELIABILITY F-18 OPERATIONAL MISSION ENVIRONMENT**

Douglas P Dunbar Jr May 1977 40 p refs (AD-A042781) Avail NTIS HC A03/MF A01 CSCL 17/8

This study project examines the F-18 program's development of an expected operational mission environment (OME) of the airplane to tailor existing specifications for design and test requirements of systems and equipment. Based on F-18 contractor studies and reports plus interviews of contractor and Navy Project Management Office personnel, discussion is presented treating establishment of mission profiles/environments, expected reliability improvements and life cycle cost savings. Study results indicate that use of the OME concept will significantly increase F-18 operational reliability as compared to existing carrier-based aircraft. Analysis also indicates that a front end investment cost of approximately three million dollars for OME design and test of selected mission critical equipment will result in a savings of over 100 million dollars in operating and support costs through manpower, spares and rework reductions. Recommendations include establishment of a requirement for and standard methodology of developing mission profiles early in the acquisition cycle of future systems. The expected operational

environment derived from these profiles should then form the baseline for design and test requirements of system and equipment.

Author (GRA)

**N77-32850#** National Gas Turbine Establishment Pyestock (England)

**THE EFFECT OF FLIGHT ON THE NOISE OF SUBSONIC JETS**

B J Cocking Oct 1976 37 p refs Presented at the 3d Aero-Acoustic Specialists Conf Paio Alt Calif Jul 1976 (NGTE-R-343 BR55165) Avail NTIS HC A03/MF A01

The noise of a single-stream circular jet and a coaxial jet with coplanar nozzles of 2.5 area ratio has been measured under simulated flight conditions in the RAE 24 ft wind tunnel. The majority of tests were conducted with the single-stream jet and primary section of the coaxial jet at a nominal temperature of 880 K. The data were used to quantify the effect of jet temperature and were combined with measurements from an earlier test series to establish a prediction method for the effect of flight on the noise of single-stream subsonic jets. This method is based on jet noise theory modified by experimentally derived constants. For coaxial jets it is concluded that the noise reductions which are independent of the secondary stream velocity are predicted to an acceptable degree by the method suggested for unheated single-stream jets. The prediction methods are suitable for both OASPLs and spectra.

Author (ESA)

**N77-32871#** Naval Air Development Center Warminster Pa Crew Systems Dept

**PREDICTION OF AIRBORNE TARGET DETECTION**

Gloria Twine Chisum 3 Jun 1977 27 p refs (AD-A041428, NADC-77102-40) Avail NTIS HC A03/MF A01 CSCL 17/8

The visibility of a uniformly luminous object depends on the apparent contrast between the object and its background, the angular subtense of the object, the contrast threshold of the observer at the level of luminance to which the eyes are adapted, the conditions and technique of observing and the shape of the object. Techniques for combining the influence of the various factors have been applied to the problem of predicting airborne target detectability. Recommendations for achieving the desired detectability are made.

Author (GRA)

**N77-33040\*#** Academy of Sciences (USSR) Moscow National Committee for the History of Science and Technology

**ON THE WORKS OF S S NEZH DANOVSKY IN THE FIELD OF FLIGHT BASED ON REACTIVE PRINCIPLES, 1880 - 1895**

V N Sokolsky In NASA Washington Essays on the History of Rocketry and Astronautics Vol 1 Sep 1977 p 125-139 refs

Avail NTIS MF A01 SOD HC CSCL 22A

The work of a Soviet scientist and inventor of the 19th century S S Nezhdanovsky is discussed. Investigations in the field of aircraft science and technology are emphasized in relation to Nezhdanovsky's studies of using the jet principle in solving the problem of human flight. Nezhdanovsky dealt with calculations of the speed at which combustion products flow and considered such problems as fuel feeding into the combustion chamber by means of pumps and the use of one of the fuel components for cooling the walls of the combustion chamber.

B L P

**N77-33100\*#** Aerophysics Research Corp, Bellevue, Wash  
**NSEG A SEGMENTED MISSION ANALYSIS PROGRAM FOR LOW AND HIGH SPEED AIRCRAFT VOLUME 2: PROGRAM USERS MANUAL**

D S Hague and H L Rozendaal Washington NASA Sep 1977 - 175 p (Contract NAS1-13599)

(NASA-CR-2808) Avail NTIS HC A08/MF A01 CSCL 09B

A rapid mission analysis code based on the use of approximate flight path equations of motion is described. Equation form varies

with the segment type, for example accelerations, climbs, cruises, descents, and decelerations. Realistic and detailed vehicle characteristics are specified in tabular form. In addition to its mission performance calculation capabilities, the code also contains extensive flight envelop performance mapping capabilities. Approximate take off and landing analyses can be performed. At high speeds centrifugal lift effects are taken into account. Extensive turbojet and ramjet engine scaling procedures are incorporated in the code. Author

**N77-33101#** Boeing Vertol Co., Philadelphia, Pa  
**PRODUCT IMPROVEMENT PROGRAM EVALUATION**  
**Final Report, 17 May 1976 - 17 Feb 1977**

Stephen J Blewitt Jun 1977 118 p refs  
 (DA Proj 1F2-62209-AH-76)  
 (AD-A042134 D210-11146-2 USAAMRDL-TR-77-17) Avail  
 NTIS HC A06/MF A01 CSCL 01/3

This report presents the results of a study to develop an analysis technique for evaluating the cost and operational effectiveness of potential aircraft modifications that affect reliability and maintainability. Author (GRA)

**N77-33102\*#** Virginia Polytechnic Inst and State Univ., Blacksburg Dept of Engineering Science and Mechanics

**THREE DIMENSIONAL STEADY AND UNSTEADY ASYMMETRIC FLOW--PAST WINGS OF ARBITRARY PLANFORMS**

O A Kandil E H Atta and A H Nayfeh Sep 1977 33 p refs  
 (Grant NGR-47-004-090)  
 (NASA-CR-145235) Avail NTIS HC A03/MF A01 CSCL 01A

The nonlinear discrete vortex method was extended to treat the problem of asymmetric flows past a wing with leading-edge separation including steady and unsteady flows. The problem was formulated in terms of a body-fixed frame of reference, and the nonlinear discrete vortex method was modified accordingly. Only examples of flows past delta wings are presented. Comparison of these results with experimental results for a delta wing undergoing a steady rolling motion at zero angle of attack demonstrates the superiority of the present method in obtaining highly accurate loads. Numerical results for yawed wings at large angles of attack are also presented. In all cases, total load coefficients, pressure distributions and shapes of the free-vortex sheets are shown. Author

**N77-33103\*#** National Aeronautics and Space Administration Langley Research Center, Langley Station, Va  
**PRESSURE DISTRIBUTIONS ON A 1- BY 3-METER SEMISPAN WING WITH A NONSTREAMWISE TIP IN SUBSONIC FLOW**

Long P Yip and Gary L Shubert (Joint Inst for Advan of Flight Sci., Hampton, Va.) Aug 1977 205 p refs  
 (NASA-TM-72755) Avail NTIS HC A10/MF A01 CSCL 01A

Pressure distributions on a 1- by 3-meter semispan wing with a tip that is streamwise at 0 deg sweep are presented. The tip becomes nonstreamwise as the wing is swept. At 0 deg sweep angle, the semispan wing has a taper ratio of 1.0 and NACA 0012 airfoil section contours. The test was conducted in the Langley V/STOL tunnel at a freestream dynamic pressure of 2.46 kPa. Pressure distributions are presented for sweep angles of 10, 20, 30, and 40 with an angle of attack range from -6 deg to 20 deg. The data are presented without analysis or discussion. Author

**N77-33104\*#** Kansas Univ., Lawrence  
**FLIGHT EVALUATION OF AN ADVANCED TECHNOLOGY LIGHT TWIN-ENGINE AIRPLANE (ATLIT)**

Bruce J Holmes Washington NASA Jul 1977 286 p refs  
 (Grant NGR-17-002-072)  
 (NASA-CR-2832) Avail NTIS HC A13/MF A01 CSCL 01A

Project organization and execution, airplane description and performance predictions, and the results of the flight evaluation of an advanced technology light twin engine airplane (ATLIT) are presented. The ATLIT is a Piper PA-34-200 Seneca I modified

by the installation of new wings incorporating the GA(W)-1 (Whitcomb) airfoil, reduced wing area, roll control spoilers, and full span Fowler flaps. The conclusions for the ATLIT evaluation are based on complete stall and roll flight test results and partial performance test results. The Stalling and rolling characteristics met design expectations. Climb performance was penalized by extensive flow separation in the region of the wing body juncture. Cruise performance was found to be penalized by a large value of zero lift drag. Calculations showed that, with proper attention to construction details, the improvements in span efficiency and zero lift drag would permit the realization of the predicted increases in cruising and maximum rate of climb performance. Author

**N77-33105\*#** Aeronautical Research Associates of Princeton, Inc., N J

**VORTEX INTERACTIONS AND DECAY IN AIRCRAFT WAKES--Final Report**

Alan J Bilanin Milton E Teske, Coleman DuPDonaldson and Guy G Williamson Washington NASA Sep 1977 121 p refs

(Contract NAS1-13939)  
 (NASA-CR-2870) Avail NTIS HC A06/MF A01 CSCL 20D

The dynamic interaction of aircraft wake vortices was investigated using both inviscid and viscous models. For the viscous model, a computer code was developed using a second-order closure model of turbulent transport. The phenomenon of vortex merging which results in the rapid aging of a vortex wake was examined in detail. It was shown that the redistribution of vorticity during merging results from both convective and diffusive mechanisms. Author

**N77-33107\*#** National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio

**NONLINEAR AEROELASTIC EQUATIONS FOR COMBINED FLAPWISE BENDING, CHORDWISE BENDING, TORSION, AND EXTENSION OF TWISTED NONUNIFORM ROTOR BLADES IN FORWARD FLIGHT**

Krishna Rao V Kaza and Raymond G Kvaternik (NASA Langley Res Center) Aug 1977 111 p refs  
 (NASA-TM-74059) Avail NTIS HC A06/MF A01 CSCL 01A

Second-degree nonlinear aeroelastic equations were developed using Hamilton's principle. The implications of the slender beam approximation as applied to the derivation of the second-degree nonlinear equations of motion are discussed and a mathematical ordering scheme which is compatible with the assumption of a slender beam is introduced. The blade aerodynamic loading was obtained from strip theory based on a quasi-steady approximation of two dimensional, incompressible unsteady airfoil theory. The equations were compared with several of those existing in the literature and the results are discussed. Author

**N77-33108\*#** National Aeronautics and Space Administration Langley Research Center, Langley Station, Va

**SUBSONIC LONGITUDINAL AERODYNAMIC CHARACTERISTICS AND ENGINE PRESSURE DISTRIBUTIONS FOR AN AIRCRAFT WITH AN INTEGRATED SCRAMJET DESIGNED FOR MACH 6 CRUISE**

Jarrett K Huffman, Charles H Fox, Jr., and Patrick J Johnston Aug 1977 400 p refs  
 (NASA-TM-X-73911) Avail NTIS HC A17/MF A01 CSCL 01A

A 1/10-scale model of a proposed hypersonic aircraft with an integrated scramjet was tested. The investigation took place over a Mach number range from 0.2 to 0.7 and an angle of attack range from 2 deg to approximately 17 deg at a sideslip angle of 0 deg. The primary configuration variables studied were engine location, internal engine geometry and external engine geometry. The results are presented without analysis. Author

**N77-33112\*#** National Aeronautics and Space Administration Langley Research Center, Langley Station, Va

**THEORETICAL PARAMETRIC STUDY OF THE RELATIVE ADVANTAGES OF WINGLETS AND WING-TIP EXTENSIONS**

Harry H. Lyson, Gregory D. Riebe and Cynthia L. Fulton Sep 1977 75 p refs  
(NASA-TP-1020 L 11679) Avail NTIS HC A04/MF A01 CSCS 01A

It was found that for identical increases in bending moment a winglet provides a greater gain in induced efficiency than a tip extension. Winglet toe in angle allows design trades between efficiency and root moment. A winglet showed the greatest benefit when the wing loads were heavy near the tip. Washout diminished the benefit of either tip modification and the gain in induced efficiency became a function of lift coefficient. Heavy wing loadings obtained the greatest benefit from a winglet, and low speed performance was enhanced even more than cruise performance. Both induced efficiency and bending moment increased with winglet length and outward cant. The benefit of a winglet relative to a tip extension was greatest for a nearly vertical winglet. Root bending moment was proportional to the minimum weight of bending material required in the wing; it is a valid index of the impact of tip modifications on a new wing design. Author

**N77-33114\*** Douglas Aircraft Co. Inc. Long Beach, Calif. **WIND TUNNEL AND ANALYTICAL INVESTIGATION OF OVER-THE-WING PROPULSION/AIR FRAME INTERFERENCES FOR A SHORT-HAUL AIRCRAFT AT MACH NUMBERS FROM 0.6 TO 0.78** Final Report  
O. D. Wells, M. L. Lopez, H. R. Welge, P. A. Henne, and A. E. Sewell. Washington: NASA, Sep 1977. 244 p. refs.  
(Contract NAS3-18284)  
(NASA-CR-2905, MDC-J7601) Avail NTIS HC A11/MF A01 CSCS 01A

Results of analytical calculations and wind tunnel tests at cruise speeds of a representative four engine short haul aircraft employing upper surface blowing (USB) with a supercritical wing are discussed. Wind tunnel tests covered a range of Mach number M from 0.6 to 0.78. Tests explored the use of three USB nozzle configurations. Results are shown for the isolated wing body and for each of the three nozzle types installed. Experimental results indicate that a low angle nacelle and streamline contoured nacelle yielded the same interference drag at the design Mach number. A high angle powered lift nacelle had higher interference drag primarily because of nacelle boattail flow pressures and flow separation. Results of varying the spacing between the nacelles and the use of trailing edge flap deflections, wing upper surface contouring and a convergent-divergent nozzle to reduce potential adverse jet effects were also discussed. Analytical comparisons with experimental data made for selected cases indicate favorable agreement. Author

**N77-33115\*** National Aeronautics and Space Administration Langley Research Center Langley Station Va **TRANSONIC WIND-TUNNEL INVESTIGATION OF THE MANEUVER POTENTIAL OF THE NASA SUPERCRITICAL WING CONCEPT, PHASE 1**  
James B. Hallissy and Theodore G. Ayers. Washington: Sep 1977. 295 p. refs.  
(NASA-TM-X-3534 L 11064) Avail NTIS HC A13/MF A01 CSCS 01A

An investigation was conducted in the NASA Langley 8-foot transonic pressure tunnel at Mach numbers from 0.60 to 0.875 with a variable-wing sweep airplane model in order to evaluate a series of wings designed to demonstrate the maneuver potential of the supercritical airfoil concept. Both conventional and supercritical wing designs for several planform configurations were investigated with wing sweep angles from 16.0 deg to 72.5 deg, depending on Mach number and wing configuration. The supercritical wing configuration showed significant improvement over the conventional configurations in drag-divergence Mach number and in drag level at transonic maneuver conditions. Author

**N77-33116\*** National Aeronautics and Space Administration Langley Research Center Langley Station Va **TRANSONIC AERODYNAMIC CHARACTERISTICS OF A SUPERCRITICAL-WING TRANSPORT MODEL WITH TRAILING EDGE CONTROLS**

Michael J. Mann and Richard A. Langhans. Washington: Oct 1977. 336 p. refs.  
(NASA-TM-X-3431 L-10871) Avail NTIS HC A15/MF A01 CSCS 01A

The effects of wing trailing-edge control surfaces on the static transonic aerodynamic characteristics of a transport configuration with a supercritical wing were studied. The configuration was tested with both an area-ruled fuselage and a cylindrical fuselage. The Mach number range was from 0.80 to 0.96 and the angle of attack range was from -1 deg to 12 deg. The Reynolds number was 1,580,000 based on the mean aerodynamic chord. Tabular data are presented. Author

**N77-33117\*** National Aeronautics and Space Administration Langley Research Center Langley Station, Va **TRANSONIC AERODYNAMIC CHARACTERISTICS OF A SUPERCRITICAL-WING TRANSPORT MODEL WITH TRAILING-EDGE CONTROLS, SUPPLEMENT, PART 1**  
Michael J. Mann and Richard A. Langhans. Washington: Oct 1977. 493 p.  
(NASA-TM-X-3431-Pt-1) Avail NTIS HC A21/MF A01 CSCS 01A

For abstract see N77-33116

**N77-33118\*** National Aeronautics and Space Administration Langley Research Center Langley Station Va **TRANSONIC AERODYNAMIC CHARACTERISTICS OF A SUPERCRITICAL WING TRANSPORT MODEL WITH TRAILING-EDGE CONTROLS**  
Michael J. Mann and Richard A. Langhans. Washington: Oct 1977. 480 p.  
(NASA-TM-X-3431-Pt-2) Avail NTIS HC A21/MF A01 CSCS 01A

For abstract see N77-33116

**N77-33119\*** National Aeronautics and Space Administration Langley Research Center Langley Station Va **TRANSONIC AERODYNAMIC CHARACTERISTICS OF A SUPERCRITICAL-WING TRANSPORT MODEL WITH TRAILING EDGE CONTROLS**  
Michael J. Mann and Richard A. Langhans. Washington: Oct 1977. 498 p.  
(NASA-TM-X-3431-Pt-3) Avail NTIS HC A21/MF A01 CSCS 01A

For abstract, see N77-33116

**N77-33120\*** National Aeronautics and Space Administration Langley Research Center Langley Station, Va **TRANSONIC AERODYNAMIC CHARACTERISTICS OF A SUPERCRITICAL-WING TRANSPORT MODEL WITH TRAILING-EDGE CONTROLS**  
Michael J. Mann and Richard A. Langhans. Washington: Oct 1977. 476 p.  
(NASA-TM-X-3431-Pt-4) Avail NTIS HC A21/MF A01 CSCS 01A

For abstract see N77-33116

**N77-33121\*** Textron Bell Aerospace Co. Buffalo, N. Y. Niagara Frontier Operations **UNSTEADY SUPERSONIC AERODYNAMIC THEORY FOR INTERFERING SURFACES BY THE METHOD OF POTENTIAL GRADIENT** Final Report  
William P. Jones (Tex. A&M Univ. College Station) and Kari Arppa. Washington: NASA, Oct 1977. 38 p. refs.  
(Contract NAS1-13986)  
(NASA-CR-2898) Avail NTIS HC A03/MF A01 CSCS 01A

A generalized solution of the hyperbolic wave equation was further developed to relate the velocity components at a field point to the potential gradient distribution in the dependence domain. Singular integrals were evaluated in closed form with numerical integration methods for more complex but analytic functions. Idealization of the lifting surfaces by trapezoidal elements with two sides parallel to the streamlines is computationally efficient. Streamwise integrals were performed analytically and spanwise integrals were necessary only on



element leading and trailing sides All integrands vanish on the Mach cone Pressure distribution on a double delta wing and generalized aerodynamic coefficients for three AGARD planforms were calculated and compared with available results Author

**N77-33122#** Naval Postgraduate School Monterey Calif  
**INITIAL UNSTEADY AERODYNAMIC MEASUREMENTS OF A CIRCULATION CONTROLLED AIRFOIL AND AN OSCILLATING FLOW WIND TUNNEL M S Thesis**

Emmett John Lancaster Jun 1977 74 p refs  
 (AD-A042102) Avail NTIS HC A03/MF A01 CSCL 20/4

Steady state results of lift developed by varying the momentum blowing coefficient  $C_{sub mu}$  upon a refurbished Circulation Control Rotor (CCR) airfoil section were favorable This thesis was an experimental investigation to quantitatively evaluate whether the steady state results could be applied by a quasi-steady assumption when a harmonic perturbation of  $C_{sub mu}$  was superimposed upon the steady value Results suggested an attenuation in the dynamic transfer function of  $dC_{sub P}/dC_{sub mu}$  as the oscillating blowing frequency was increased Initial measurements indicated that the RMS  $C_{sub P}$  perturbation was an order of magnitude greater than the normalized RMS velocity perturbation To further clarify this situation investigations were conducted to establish a dynamic frequency response calibration of the wind tunnel Results confirmed the order of magnitude difference between the RMS  $C_{sub P}$  and normalized RMS velocity perturbations, indicating that the tunnel flow environment was governed by Euler's equation in its complete form rather than with the simplifications which lead to the quasi-steady small perturbation theory GRA

**N77-33124#** Naval Postgraduate School, Monterey, Calif  
**AN ANALYSIS OF PERSONNEL PARACHUTES FOR USE BY MARINE CORPS FORCE RECONNAISSANCE UNITS M S Thesis**

Robert Joseph McLaughlin Mar 1977 125 p refs  
 (AD-A041151) Avail NTIS HC A03/MF A01 CSCL 01/3

There is an opportunity for the Marine Corps to adopt a free-fall parachute, especially for Force Reconnaissance units, where the emphasis is on achieving an assigned mission for the Force Commander The subject of this thesis is to explore the field of free-fall and high-glide parachutes currently in use within the military establishment and the civilian community and to develop a model for selecting the most cost-effective free-fall parachute for use in the Marine Corps Author (GRA)

**N77-33128#** Scientific Translation Service Santa Barbara, Calif  
**ANALYSIS OF AIR ACCIDENTS INVOLVING AIRPLANES OR HELICOPTERS OF VARIOUS TYPES OF APPLICATION**

T Kostia Washington NASA Aug 1977 21 p refs Transl into ENGLISH of Polish conf paper Presented at Ergonomics in Aviat 1st Natl Sci Technol Conf, Warsaw, 17-19 May 1975 p 266-282 Original language document was announced as A76-28551

(Contract NASw-2791)  
 (NASA-TT-F-17443) Avail NTIS HC A02/MF A01 CSCL 01C

The results are presented of a statistical analysis of air accidents involving two- and four-engine communications aircraft and general aviation aircraft up to 57 tons with emphasis on agricultural aircraft based on the whole on accident statistics published by the Civil Aeronautics Board The occurrence rate of various kinds of accidents involving fatalities or not was calculated the causes of the accidents are classified and some conclusions are drawn from the results regarding possible directions for future safer designs for general aviation aircraft

Author

**N77-33129#** Scientific Translation Service Santa Barbara Calif  
**NOTES ON THE POLLUTION OF AIRPLANES AND HELICOPTERS BY CHEMICALS DURING AGRICULTURAL JOBS**

Bernard Straszewski Washington NASA Aug 1977 5 p  
 Transl into ENGLISH of Polish conf paper Presented at Ergonomics in Aviat 1st Natl Sci Technol Conf, Warsaw 17-19 Mar 1975 p 326-328

(Contract NASw-2791)  
 (NASA-TT-F-17444) Avail NTIS HC A02/MF A01 CSCL 01C

Contamination of the fuselage the pilot's cabin the engine, and the onboard compressed air installations while spraying agricultural fields is briefly discussed Corrosion, service life and exposure of the pilot and service personnel to toxic chemicals are among the factors considered JMS

**N77-33130#** National Aeronautics and Space Administration  
 Ames Research Center Moffett Field Calif

**A FLIGHT INVESTIGATION OF THE WAKE TURBULENCE ALLEVIATION RESULTING FROM A FLAP CONFIGURATION CHANGE ON A B-747 AIRCRAFT**

Robert A Jacobsen and Barbara J Short Jul 1977 45 p refs

(NASA-TM-73263, A-7116) Avail NTIS HC A03/MF A01 CSCL 01C

A flight test investigation was conducted to evaluate the effects of a flap configuration change on the vortex wake characteristics of a Boeing 747 (B-747) aircraft as measured by differences in upset response resulting from deliberate vortex encounters by a following Learjet aircraft and by direct measurement of the velocities in the wake The flaps of the B-747 have a predominant effect on the wake The normal landing flap configuration produces a strong vortex that is attenuated when the outboard flap segments are raised, however extension of the landing gear at that point increases the vortex induced upsets These effects are in general agreement with existing wind tunnel and flight data for the modified flap configuration Author

**N77-33131#** National Aeronautical Lab Bangalore (India)  
 Information Centre for Aeronautics

**BIRD STRIKE HAZARDS A BIBLIOGRAPHY, 1971 - 1976**

H S S Murthy, comp Jun 1977 22 p  
 (NAL-Bibl-Ser-77) Avail NTIS HC A02/MF A01

A comprehensive collection of literature on aircraft bird strike hazards is presented The entries are arranged into six groups (1) literature survey (2) bird ingestion (3) environmental control (4) laser techniques, (5) radar techniques and (6) structural design An author index is provided Author

**N77-33132#** ARA Inc, West Covina Calif  
**INVESTIGATION OF AN ALUMINUM ROLLING HELIX CRASH ENERGY ABSORBER Final Report, Feb - Dec 1975**

Bernard Mazelsky May 1977 36 p  
 (Contract DAAJ02-75-C-0015)  
 (AD-A042084 ARA-176 USAAMRDL-TR-77-8) Avail NTIS HC A03/MF A01 CSCL 01/3

This report covers an investigation of various aluminum alloy wires suitable for a rolling helix energy absorber strut (TOR-SHOK) for use in crashworthy troop seats Several aluminum alloy wire types were investigated to determine the linear stroking distance that the device could endure prior to the breaking of the helical wires and to ascertain compatibility with the 6061-T6 aluminum tubes that are used as the struts to transmit the impact forces into the energy-absorbing helical wires Once the wire was selected several struts were fabricated and tested In addition, two units were subjected to environmental tests in accordance with Military Standard 810B and were statically tested after the environmental tests This study indicated that the most compatible aluminum wire to be used with the 6061-T6 aluminum tubing is the 5056-H38 series aluminum wire The devices after being subjected to the environmental tests performed the same as those devices that were not subjected to the environmental tests This was primarily a result of properly anodizing and sealing the aluminum tubing GRA

**N77-33135#** Calspan Corp Buffalo, N Y  
**MULTIPATH AND PERFORMANCE TESTS OF TRSB RECEIVERS** Interim Report, 1974 - Mar 1977  
 J Beneke C W Wightman C B Vallone, and A M Offt Mar 1977 210 p refs  
 (Contract DOT-FA74WA-3445)  
 (AD-A041891 FAA-RD-77-66, CALSPAN-AG-5580-E-1) Avail NTIS HC A10/MF A01 CSCL 17/7

A landing system simulation program has been carried out in support of the Microwave Landing System (MLS) program of the Federal Aviation Administration Both scanning beam and doppler scan techniques were simulated and several angle processors were tested with each technique This report contains the results of extensive simulation evaluations on the time reference scanning beam (TRSB) system The results of the doppler simulation tests are published in the Calspan Technical notes referenced in this report A representative set of multipath parameters was selected and used to explore the dynamic characteristics of the TRSB technique Tests were run to determine the multipath error magnitude as a function of separation angle amplitude scalloping frequency and different processor parameters These tests were conducted on a TRSB simulator that uses a computer to control the multipath parameters for each scan Typical multipath scenarios were programmed that represented the signals an aircraft would receive when flying through a multipath interference region Some of the multipath scenarios used in the ICAO AWOP evaluations were simulated The receivers used in the ICAO flight test program were evaluated in the simulator A breadboard processor was developed that operates as a dwell gate processor similar to the flight test receivers, or as a single edge processor (SEP) to evaluate the flare system A closed loop simulation, including aircraft and autopilot characteristics MLS signals with dynamic multipath characteristics and the MLS processor, was used to determine the aircraft perturbations resulting from hangar multipath reflections GRA

**N77-33136#** Boeing Commercial Airplane Co., Seattle Wash  
**AIR TRAFFIC CONTROL EXPERIMENTATION AND EVALUATION TEST**  
 S G Wilson C V Paulson, and I R Reese Sep 1976 157 p refs  
 (Contract DOT-TSC-707-6)  
 (AD-A041971 D6-44051, FAA RD-75-173-6, FAA-76-22-6) Avail NTIS HC A08/MF A01 CSCL 17/7

Results of performance evaluation of voice, digital data and ranging modems in the aeronautical satellite environment are given Approximately 80 hours of modem performance data were acquired on board an FAA KC-135 jet aircraft operating over the North Atlantic L-band test signals received at the aircraft were generated by ATS-6 satellite relay of transmissions from a NASA ground station The modem evaluation tests were conducted between September 1974 and April 1975 as part of the U S Department of Transportation (DOT) aeronautical technology test program The U S DOT tests were a component of the International ATS-6 L-Band Experiment coordinated by the NASA/Goddard Space Flight Center Measured modem performance includes the word intelligibility achieved by four distinct speech transmission modems, the average bit-error probability and error patterns associated with five phase-shift-keyed 1200-bps data modems and the rms ranging accuracy achieved with two ranging modems In each case the performance was evaluated as a function of carrier-to-noise density ratio (C/No) and direct-signal-to-multipath-signal ratio (S/I) Testing was performed with representative operational-class aircraft antennas as well as with special antennas, allowing the variation of the relative multipath level GRA

**N77-33137#** Transportation Systems Center, Cambridge, Mass  
**REQUIREMENTS FOR FLIGHT TESTING AUTOMATED TERMINAL SERVICE** Interim Report  
 Joseph S Dumas May 1977 39 p ref  
 (AD-A041975 TSC-FAA-77-3 FAA-AEM-77-6) Avail NTIS HC A03/MF A01 CSCL 17/7

This report describes requirements for the flight tests of the baseline Automated Terminal Service (ATS) system The overall

objective of the flight test program is to evaluate the feasibility of the ATS concept Within this objective there are two categories of specific ATS flight test objectives (1) the objectives concerned with verifying the basic advisory capabilities of ATS and (2) the objectives concerned with evaluating pilots responses to ATS messages The flight testing is broken down into three parts Part I will consist of system checkout flights Part II will consist of validation and some pilot evaluation tests and will be conducted at NAFEC Part III will consist primarily of normal airport operations at a selected general aviation airport The requirements for the Part II and III evaluations of each of the ATS services to pilots are presented For each service there is a listing of the major issues involved in the evaluation and a discussion of the methods to be used in the evaluation The description of the test methods for each service presents the type of missions that will be required along with a table showing the measures to be taken and the sources of data where these measures can be most easily obtained Author (GRA)

**N77-33140#** Technische Universitaet Brunswick (West Germany) Sonderforschungsbereich 58 Flugfuehrung  
**MEASUREMENTS OF THE INFLUENCE OF STATIC AND DYNAMIC INTERFERENCE ON AN ILS-RECEIVER AND MEASUREMENT OF THE CAPTURE EFFECT WITH THE DOUBLE FREQUENCY PROCEDURE [MESSUNGEN DES EINFLUSSES STATISCHER UND DYNAMISCHER INTERFERENZ AUF EINEM ILS-EMPPAENGER UND MESSUNG DES CAPTURE-EFFEKTES BEI ZWEIFREQUENZVERFAHREN]**  
 P Form R Springer, and U Stoldt Sep 1976 25 p In GERMAN

(TUBS/SFB58/50) Avail NTIS HC A02/MF A01  
 Static and dynamic interference of an onboard instrument landing system were investigated The static interference tests show that the phase difference between effective and disturbance signal is the most important factor Dynamic interference caused by Doppler shift resulting from the moving aircraft leads to an interchange of side bands and therefore of the information content Measurement of the capture effect of the double frequency procedure showed that the disturbed signal can probably be suppressed to a large extent ESA

**N77-33142#** European Space Agency, Paris (France)  
**MONTE CARLO SIMULATION OF VOR/DME HOLDING PROCEDURES BASIC NOTIONS AND APPLICATIONS**  
 Holger Schnuerer Sep 1977 29 p refs Transl into ENGLISH of 'Grundlagen u Anwend der Simulation von VOR/DME Warteverfahren mit der Monte-Carlo-Tech' DFVLR, Brunswick Report DLR-FB-77-08, 17 Mar 1977 Original report in GERMAN previously announced as N77-30105 Original German report available from DFVLR Cologne DM 13 70

(ESA-TT-419 DLR-FB-77-08) Avail NTIS HC A03/MF A01  
 Using DME in addition to VOR allows a better use of the airspace for holding procedures in civil aviation As yet there are no procedures agreed on by the international authorities for the construction of the airspace to be reserved for a safe execution of these holding procedures A method for the construction of holding areas of different probabilities is described in which the simulation of flight paths in a computer using the Monte Carlo technique has special importance The simulation allows the application of an extensive and detailed error model In addition the locally different physical conditions may be taken into consideration Both factors are most important for safe and economical use of airspace Author (ESA)

**N77-33143#** Sikorsky Aircraft, Stratford, Conn  
**PERFORMANCE FLIGHT TESTS OF THE RH-53D DESIGN GROWTH CONFIGURATION**  
 J McCauley 4 Nov 1976 215 p refs  
 (Contract N00019-74-C-0183)  
 (SER-651316) Avail NTIS HC A10/MF A01

Performance of the RH-53D design growth configuration (DGC) helicopter was evaluated during hover level flight forward climb, and dynamic tow Test results demonstrate significant

improvements in aircraft performance when compared with the standard RH-53D The RH-53D (DGC) achieved out of ground effect hover at a gross weight of 50,000 pounds Level flight tests showed an improved capability during heavy weight level flight and indicated the ability of the RH-53D (DGC) to maintain level flight at 50 000 pounds with one engine inoperative Dynamic tow tests demonstrated the ability of the helicopter to safely accomplish the tow mission with a significant margin of available power remaining  
Author

**N77-33144#** Sikorsky Aircraft Stratford, Conn  
**HANDLING QUALITIES OF THE RH-53D IN THE DESIGN GROWTH CONFIGURATION**  
L Bajorinas and P Griswold 11 Oct 1976 226 p refs  
(Contract N00019-74-C-0183)  
(SER-651317) Avail NTIS HC A11/MF A01

A flying qualities flight test program was conducted on the RH-53D in the Design Growth Configuration which included use of improved rotor blades, T64-Ge-415 engine ratings, and increased drive train input horsepower (8860) Sideward flight characteristics, control power and control margins dynamic stability, maneuver stability and response equivalent to external disturbance were investigated as well as engine-out characteristics in static tow, at altitude, and near the surface Tests were made at 42,000 lbs and the design alternate gross weight of 50,000 lbs No significant differences between the handling qualities of a production RH-53D and one in the Design Growth Configuration were found, and no flight control rigging or AFCS gain changes were required The maximum flyaway gross weight following a single engine power loss during tow was increased The height-velocity characteristics at 50,000 lbs GW were improved over those at 42 000 lbs in production RH-53D configuration  
Author

**N77-33146#** National Aeronautics and Space Administration Langley Research Center Langley Station, Va  
**AN ELEMENTARY ANALYSIS OF THE EFFECT OF SWEEP, MACH NUMBER, AND LIFT COEFFICIENT ON WING-STRUCTURE WEIGHT**  
Albert C Kyser Sep 1977 31 p ref  
(NASA-TM-74072) Avail NTIS HC A03/MF A01 CSCL 01C

Results are presented from an elementary analysis of the effect of sweep angle on the idealized structural weight of swept wings with cruise Mach number M and lift coefficient C sub L as parameters The analysis indicates that sweep is unnecessary for cruise Mach numbers below about 0.80, whereas for the higher subsonic speeds, a well defined minimum-weight condition exists at a sweep angle in the neighborhood of 35 deg or 40 deg, depending on M and C sub L The results further indicate that wing-structure weight increases sharply with Mach number in the high subsonic range with Mach 0.85 wings weighing half again as much as Mach 0.75 wings Weight is also shown to increase with cruise lift coefficient but the effect is not strong for the usual range of design lift coefficients Minimum wing-structure weight is found to occur at a ratio of thickness to normal chord of about 18 percent, but it is concluded that the thickness ratio for optimum wing design would probably lie in the range of 12 to 15 percent  
Author

**N77-33147#** Boeing Commercial Airplane Co, Seattle Wash Preliminary Design Dept  
**TECHNICAL AND ECONOMIC ASSESSMENT OF SWEEP-TOW SPAN-DISTRIBUTED LOAD CONCEPTS FOR CIVIL AND MILITARY AIR CARGO TRANSPORTS**  
Oct 1977 152 p refs  
(Contract NAS1-14667)  
(NASA-CR-145229 D6-45159) Avail NTIS HC A08/MF A01 CSCL 01C

The feasibility of large freighter aircraft was assessed including the impact of military requirements on the performance, economics, and fuel consumption characteristics Only configurations having net payloads of 272 155 to 544 311 kilograms contained within swept wings of constant chord were studied These configurations were of advanced composite construction with controllable winglets and full-span digitally-controlled

trailing-edge surfaces Civil, military and joint civil/military production programs were considered  
Author

**N77-33148#** Virginia Univ Charlottesville Dept of Engineering Science and Systems  
**THE DEVELOPMENT OF A MODEL FOR PREDICTING PASSENGER ACCEPTANCE OF SHORT-HAUL AIR TRANSPORTATION SYSTEMS**  
A Robert Kuhlthau and Ira D Jacobson Sep 1977 59 p  
(Grant NGR-47-005-181)  
(NASA-CR-145250, UVA/528060/ESS77/111) Avail NTIS HC A04/MF A01 CSCL 01C

Meaningful criteria and methodology for assessing, particularly in the area of ride quality the potential acceptability to the traveling public of present and future transportation systems were investigated Ride quality was found to be one of the important variables affecting the decision of users of air transportation, and to be influenced by several environmental factors especially motion, noise pressure temperature and seating Models were developed to quantify the relationship of subjective comfort to all of these parameters and then were exercised for a variety of situations Passenger satisfaction was found to be strongly related to ride quality and was so modeled A computer program was developed to assess the comfort and satisfaction levels of passengers on aircraft subjected to arbitrary flight profiles over arbitrary terrain A model was deduced of the manner in which passengers integrate isolated segments of a flight to obtain an overall trip comfort rating A method was established for assessing the influence of other links (e.g. access, terminal conditions) in the overall passenger trip  
Author

**N77-33149#** Douglas Aircraft Co, Inc Long Beach Calif  
**MODELING AND PARAMETER UNCERTAINTIES FOR AIRCRAFT FLIGHT CONTROL SYSTEM DESIGN**  
**Final Report**  
J D McDonnell, R A Berg, R M Heimbaugh and C A Felton Washington NASA Sep 1977 132 p refs  
(Contract NAS1-14151)  
(NASA-CR-2887 MDC-J4555) Avail NTIS HC A07/MF A01 CSCL 01C

Values of plant dynamic uncertainties for some recent aircraft design and development programs are given Histories of pertinent aerodynamic, inertial and structural parameter variations are given for a period of time from program initiation to aircraft certification These data can be used as typical of future vehicles so that control system design concepts are evaluated with due consideration to their sensitivity to uncertainties in plant dynamics  
Author

**N77-33150#** National Aeronautics and Space Administration Langley Research Center Langley Station, Va  
**BEHAVIOR OF AIRCRAFT ANTISKID BRAKING SYSTEMS ON DRY AND WET RUNWAY SURFACES A SLIP-RATIO-CONTROLLED SYSTEM WITH GROUND SPEED REFERENCE FROM UNBRAKED NOSE WHEEL**  
John A Tanner and Sandy M Stubbs Washington Oct 1977 167 p refs  
(NASA-TN-D-8455 L-11292) Avail NTIS HC A08/MF A01 CSCL 01C

An experimental investigation was conducted at the Langley aircraft landing loads and traction facility to study the braking and cornering response of a slip ratio controlled aircraft antiskid braking system with ground speed reference derived from an unbraked nose wheel The investigation, conducted on dry and wet runway surfaces, utilized one main gear wheel, brake and tire assembly of a DC-9 series 10 airplane During maximum braking, the average ratio of the drag force friction coefficient developed by the antiskid system to the maximum drag force friction coefficient available was higher on the dry surface than on damp and flooded surfaces, and was reduced with lighter vertical loads, higher yaw angles, and when new tire treads were replaced by worn treads Similarly, the average ratio of side force friction coefficient developed by the tire under antiskid control to the maximum side force friction coefficient available to a freely rolling yawed tire decreased with increasing yaw angle, generally increased with ground speed, and decreased when tires with new treads were replaced by those with worn treads  
Author

**N77-33151<sup>o</sup>#** National Aeronautics and Space Administration  
Ames Research Center, Moffett Field, Calif  
**LONGITUDINAL HANDLING QUALITIES DURING APPROACH AND LANDING OF A POWERED LIFT STOL AIRCRAFT**

James A Franklin and Robert C Innis Mar 1972 68 p refs  
(NASA-TM-X-62144) Avail NTIS HC A04/MF A01 CSCL 01C

Longitudinal handling qualities evaluations were conducted on the Ames Research Center Flight Simulator for Advanced Aircraft (FSAA) for the approach and landing tasks of a powered lift STOL research aircraft. The test vehicle was a C-8A aircraft modified with a new wing incorporating internal blowing over an augmentor flap. The investigation included (1) use of various flight path and airspeed control techniques for the basic vehicle, (2) assessment of stability and command augmentation schemes for pitch attitude and airspeed control, (3) determination of the influence of longitudinal and vertical force coupling for the power control, (4) determination of the influence of pitch axis coupling with the thrust vector control, and (5) evaluations of the contribution of stability and command augmentation to recovery from a single engine failure. Results are presented in the form of pilot ratings and commentary substantiated by landing approach time histories. Author

**N77-33152#** Rockwell International Corp., Columbus, Ohio  
Columbus Aircraft Div

**EVALUATION OF COMPOSITE WING FOR XFV-12A AIRPLANE** Final Report, 28 Jun 1974 - 31 Aug, 1976

D N Uly R W Gehring, and K I Clayton Dec 1976 320 p

(Contract N62269-74-C-0577)

(AD-A041208, NR76H-135 NADC-77183-30) Avail NTIS HC A14/MF A01 CSCL 11/4

A prior study conducted for the Naval Air Systems Command for application of advanced composites in the XFV-12A aircraft indicated the wing torque box to be the component of airframe structure having the greatest potential for significant weight savings through composite material application. A Phase II design/development program was undertaken to develop detail design concepts for a XFV-12A composite wing box and fabricate a representative section of this wing box for development test and evaluation to provide a base for subsequent Phase III full scale verification testing. GRA

**N77-33153#** Naval Postgraduate School, Monterey, Calif  
**HUMAN FACTORS ENGINEERING CONSIDERATIONS IN DESIGNING NAVAL AIRCRAFT FOR MAINTAINABILITY**

William Edward Baumgartner Jun 1977 109 p refs  
(AD-A041156) Avail NTIS HC A06/MF A01 CSCL 01/3

Rising maintenance costs and the necessity for increased availability have resulted in a new emphasis on maintainability as a design parameter in the acquisition of Naval air systems. Human factors engineering, traditionally considered a means of improving operator performance, is also a designer's tool for improving aircraft maintainability. Department of Defense directives mandating that all systems be designed according to specific human factors engineering and maintainability criteria confirm the necessity for including the human engineer in the designing of aircraft for maintainability. Appendix A 'The Checklist for Human Factors Engineering of Maintainability in Naval Air Systems Design,' has been developed as a tool for aircraft designers and Navy design monitors to ensure human factoring criteria have been incorporated in the maintainability of the major aircraft subsystems. Author (GRA)

**N77-33154#** RAND Corp., Santa Monica, Calif  
**AN EVALUATION OF VERY LARGE AIRPLANES AND ALTERNATIVE FUELS: EXECUTIVE SUMMARY** Interim Report

W T Mikolowksy Dec 1976 41 p refs  
(Contract F49620-77-C-0023)

(AD-A042112, R-1889/1-AF) Avail NTIS HC A03/MF A01 CSCL 21/4

Candidate applications of very large airplanes include strategic airlifter, tanker, missile launcher tactical battle platform,

maritime air cruiser, and C3 platform. This report summarizes AD-A040532 which explored the military utility of very large airplanes (over 1 million pounds gross weight) and examined several alternative fuels that could be used by such airplanes. GRA

**N77-33155#** Army Air Mobility Research and Development Lab, Fort Eustis, Va. Research and Development Lab  
**AN ASSESSMENT OF THE HOVER PERFORMANCE OF THE XH-59A ADVANCING BLADE CONCEPT DEMONSTRATION HELICOPTER**

Donald N Arents May 1977 19 p refs  
(DA Proj 1L2-8311-D-157)

(AD-A042083, USBAMRDL-TN-25) Avail NTIS HC A02/MF A01 CSCL 01/3

This report documents a study of the hovering characteristics of the XH-59A helicopter, which was built to demonstrate the feasibility of the Advancing Blade Concept (ABC). The study examined in- and out-of-ground hover characteristics, aircraft and rotor figures of merit, and hover performance at 10- and 20-foot wheel heights. The XH-59A's performance is also compared to the performances of other Army helicopters. This indicates that the XH-59A performs better than other helicopters, largely because it lacks a tail rotor. GRA

**N77-33156#** Cessna Aircraft Co., Wichita, Kans. Wallace Div

**A-37B FATIGUE SENSOR EVALUATION PROGRAM: FULL SCALE TEST AND FIELD AIRCRAFT INSTRUMENTATION** Final Report, Jul. 1971 - Jan 1976

Robert W Walker and John Y Kaufman Mar 1977 123 p refs

(Contract F33657-71-C-0163)

(AD-A042114, ASD-TR-77-4) Avail NTIS HC A06/MF A01 CSCL 01/3

Micro Measurements FM Fatigue Sensors were installed on A-37 aircraft at three CONUS bases to determine the longevity and suitability of this device for field installation. A similar installation on an A-37B full scale fatigue test provided base line data for relative severity comparisons of accumulated fatigue. The sensor is shown to be practical for field installation and this report recommends field installations designed for more advanced data analysis methods. Author (GRA)

**N77-33157<sup>o</sup>#** National Aeronautics and Space Administration  
Langley Research Center, Langley Station, Va

**A SUSPENDED ANEMOMETER SYSTEM FOR MEASURING TRUE AIRSPEED ON LOW-SPEED AIRPLANES**

David D Kershner Oct 1977 30 p refs  
(NASA-TN-D-8523, L-11269) Avail NTIS HC A02/MF A01 CSCL 01D

A suspended anemometer system for calibrating pitot-static systems on low speed research airplanes is described. The anemometer measures true airspeed when suspended beneath the airplane on a long cable in regions of undisturbed air. The electrical output of the propeller driven tachometer is a sine wave, the frequency of which is proportional to true airspeed. The anemometer measures true airspeed over a range from 20 to 60 m/sec at altitudes to 3000 m, with an accuracy of + or - 0.5 percent of full scale range. This accuracy is exclusive of errors in the recording system. The stability of the suspended system was investigated and was found adequate in the airspeed range. For the purpose of determining the location of the anemometer relative to the airplane, a method is given for calculating the shape assumed by the deployed cable. Author

**N77-33158#** Grumman Aerospace Corp., Bethpage, N Y. Power Optics and Displays Dept

**MASTER MONITOR DISPLAY APPLICATION STUDY FOR F-14** Final Report

Joseph Austin 25 Mar 1977 157 p

(Contract N62269-76-C-0199)

(AD-A041570, NADC-77076-30) Avail NTIS HC A08/MF A01 CSCL 09/5

This Report summarizes the results of a study to replace the existing Caution Advisory Indicator in the F-14 with a Master Monitor Display (MMD). An MMD is described which uses the existing F-14 fault sensors with a few additions, and with several minor modifications to the aircraft interface. The MMD design features 'management by exception', and provides automatic display of fault and course of action information on a cathode ray tube readout for all detected faults. It also provides for manual display of total systems status, system fault, and fault history information on a call up basis. Author (GRA)

**N77-33160#** National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio  
**PROGRESS IN ADVANCED HIGH TEMPERATURE TURBINE MATERIALS, COATINGS, AND TECHNOLOGY**  
 John C Freche and G Mervin Ault 23 Sep 1977 44 p refs Presented at the 50th Panel on Propulsion and Energetics, Ankara, 19-23 Sep 1977, sponsored by AGARD (NASA-TM-X-73628) Avail NTIS HC A03/MF A01 CSCL 21E

Material categories as well as coatings and recent turbine cooling developments are reviewed. Current state of the art is identified, and as assessment, when appropriate, of progress, problems, and future directions is provided. Author

**N77-33160#** National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio  
**STEADY-STATE UNBALANCE RESPONSE OF A THREE-DISK FLEXIBLE ROTOR ON FLEXIBLE, DAMPED SUPPORTS**  
 Robert E Cunningham 29 Sep 1977 42 p refs Presented at the Vibrations Conf., Chicago, 26-29 Sep 1977, sponsored by ASME (NASA-TM-X-73666 E-9091-1) Avail NTIS HC A03/MF A01 CSCL 21E

Experimental data are presented for the unbalance response of a flexible, ball bearing supported rotor to speeds above the third lateral bending critical. Values of squeeze film damping coefficients obtained from measured data are compared to theoretical values obtained from short bearing approximation over a frequency range from 5000 to 31000 cycles/min. Experimental response for an undamped rotor is compared to that of one having oil squeeze film dampers at the bearings. Unbalance applied varied from 0.62 to 15.1 gm-cm. Author

**N77-33161#** National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio  
**OVER-THE-WING MODEL THRUST REVERSER TESTS**  
 J Goodykoontz and O Gutierrez 5 Oct 1977 20 p refs Presented at the 4th Aeroacoustics Conf. Atlanta, 3-5 Oct 1977, sponsored by AIAA (NASA-TM-73495, E-9328) Avail NTIS HC A02/MF A01 CSCL 20A

Static acoustic tests were conducted on a 1/12 scale model over-the-wing target type thrust reverser. The model configuration simulates a design that is applicable to the over-the-wing short-haul advanced technology engine. Aerodynamic screening tests of a variety of reverser designs identified configurations that satisfied a reverse thrust requirement of 35 percent of forward thrust at a nozzle pressure ratio of 1.29. The variations in the reverser configuration included, blocker door angle, blocker door lip angle and shape, and side skirt shape. Acoustic data are presented and compared for the various configurations. The model data scaled to a single full size engine show that peak free field perceived noise (PN) levels at a 152.4 meter sideline distance range from 98 to 104 PNdb. Author

**N77-33162#** National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio  
**IDENTIFICATION AND MEASUREMENT OF COMBUSTION NOISE FROM A TURBOFAN ENGINE USING CORRELATION AND COHERENCE TECHNIQUES** PhD Thesis

Allen Martin Karchmar Sep 1977 158 p refs (NASA-TM-73747, E-9319) Avail NTIS HC A08/MF A01 CSCL 20A

Fluctuating pressure measurements within the combustor and tailpipe of a turbofan engine are made simultaneously with far field acoustic measurements. The pressure measurements within the engine are accomplished with cooled semi-infinite waveguide probes utilizing conventional condenser microphones as the transducers. The measurements are taken over a broad range of engine operating conditions and for 16 far field microphone positions between 10 deg and 180 deg relative to the engine inlet axis. Correlation and coherence techniques are used to determine the relative phase and amplitude relationships between the internal pressures and far field acoustic pressures. The results indicate that the combustor is a low frequency source region for acoustic propagation through the tailpipe and out to the far field. Specifically, it is found that the relation between source pressure and the resulting sound pressure involves a 180 deg phase shift. The latter result is obtained by Fourier transforming the cross correlation function between the source pressure and acoustic pressure after removing the propagation delay time. Further, it is found that the transfer function between the source pressure and acoustic pressure has a magnitude approximately proportional to frequency squared. These results are shown to be consistent with a model using a modified source term in Lighthill's turbulence stress tensor, wherein the fluctuating Reynolds stresses are replaced with the pressure fluctuations due to fluctuating entropy. Author

**N77-33163#** National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio  
**MEASUREMENT OF FAR FIELD COMBUSTION NOISE FROM A TURBOFAN ENGINE USING COHERENCE FUNCTIONS**  
 A M Karchmar, M Reshotko, and F J Montegani 5 Oct 1977 33 p refs Presented at 4th Aeroacoustics Conf., Atlanta, 3-5 Oct 1977, sponsored by AIAA (NASA-TM-73748, E-9320, AIAA-Paper-77-1277) Avail NTIS HC A03/MF A01 CSCL 21E

Coherence measurements between fluctuating pressure in the combustor of a YF-102 turbofan engine and far-field acoustic pressure were made. The results indicated that a coherent relationship between the combustor pressure and far-field existed only at frequencies below 250 Hz, with the peak occurring near 125 Hz. The coherence functions and the far-field spectra were used to compute the combustor-associated far-field noise in terms of spectra, directivity, and acoustic power, over a range of engine operating conditions. The acoustic results so measured were compared with results obtained by conventional methods, as well as with various semiempirical predictions schemes. Examination of the directivity patterns indicated a peak in the combustion noise near 120 deg (relative to the inlet axis). Author

**N77-33165#** National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio  
**OUTPUT FEEDBACK REGULATOR DESIGN FOR JET ENGINE CONTROL SYSTEMS**  
 Walter Merrill 1977 14 p refs Presented at Intern Forum on Alternatives for Linear Multivariable Control, Chicago, 13-14 Oct 1977, sponsored by Natl Elec Conf (NASA-TM-73776) Avail NTIS HC A02/MF A01 CSCL 21E

A multivariable control design procedure based on the output feedback regulator formulation is described and applied to turbofan engine model. Full order model dynamics, were incorporated in the example design. The effect of actuator dynamics on closed loop performance was investigated. Also the importance of turbine inlet temperature as an element of the dynamic feedback was studied. Step responses were given to indicate the improvement in system performance with this control. Calculation times for all experiments are given in CPU seconds for companion purposes. Author

**N77-33163#** National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio  
**STATE-OF-THE-ART OF TURBOFAN ENGINE NOISE CONTROL**

W L Jones and J F Groeneweg Oct 1977 22 p refs  
Presented at NOISE-CON 77 Hampton, Va 17-19 Oct 1977  
cosponsored by Inst of Noise Control Eng  
(NASA-TM-73734 E-9254) Avail NTIS HC A02/MF A01  
CSCL 21E

The technology of turbofan engine noise reduction is surveyed  
Specific topics discussed include (1) new fans for low noise,  
(2) fan and core noise suppression (3) turbomachinery noise  
sources and (4) a new program for improving static noise testing  
of fans and engines Author

**N77-33167\*#** National Aeronautics and Space Administration  
Lewis Research Center Cleveland, Ohio  
**MINIMUM TIME ACCELERATION OF AIRCRAFT TURBOFAN ENGINES BY USING AN ALGORITHM BASED ON NONLINEAR PROGRAMMING**

Fred Teren Jul 1977 182 p refs  
(NASA-TM-73741) Avail NTIS HC A09/MF A01 CSCL 21E

Minimum time accelerations of aircraft turbofan engines are  
presented The calculation of these accelerations was made by  
using a piecewise linear engine model and an algorithm based  
on nonlinear programming Use of this model and algorithm  
allows such trajectories to be readily calculated on a digital  
computer with a minimal expenditure of computer time Author

**N77-33188\*#** AiResearch Mfg Co., Phoenix Ariz  
**POLLUTION REDUCTION TECHNOLOGY PROGRAM FOR SMALL JET AIRCRAFT ENGINES, PHASE 1 Final Report, Nov 1974 - Jun 1976**

T W Bruce F G Davis, T E Kuhn, and H C Mongia Sep  
1977 177 p refs  
(Contract NAS3-18560)  
(NASA-CR-135214 AiResearch-21-2498) Avail NTIS  
HC A09/MF A01 CSCL 21E

A series of combustor pressure rig screening tests was  
conducted on three combustor concepts applied to the TFE731-2  
turbofan engine combustion system for the purpose of evaluating  
their relative emissions reduction potential consistent with  
prescribed performance, durability, and envelope constraints The  
three concepts and their modifications represented increasing  
potential for reducing emission levels with the penalty of increased  
hardware complexity and operational risk Concept 1 entailed  
advanced modifications to the present production TFE731-2  
combustion system Concept 2 was based on the incorporation  
of an axial air-assisted airblast fuel injection system Concept 3  
was a staged premix/prevaporizing combustion system Significant  
emissions reductions were achieved in all three concepts,  
consistent with acceptable combustion system performance  
Concepts 2 and 3 were identified as having the greatest achievable  
emissions reduction potential and were selected to undergo  
refinement to prepare for ultimate incorporation within an  
engine Author

**N77-33169\*#** National Aeronautics and Space Administration  
Lewis Research Center, Cleveland, Ohio  
**F100 MULTIVARIABLE CONTROL SYNTHESIS PROGRAM EVALUATION OF A MULTIVARIABLE CONTROL USING A REAL-TIME ENGINE SIMULATION**

John R Szuch, James F Soeder Kurt Seldner and David S  
Cwynar Oct 1977 103 p refs  
(NASA-TP-1056 E-9170) Avail NTIS HC A06/MF A01 CSCL  
21E

The design, evaluation and testing of a practical multivariable  
linear quadratic regulator control for the F100 turbofan engine  
were accomplished NASA evaluation of the multivariable control  
logic and implementation are covered The evaluation utilized a  
real time hybrid computer simulation of the engine Results of  
the evaluation are presented, and recommendations concerning  
future engine testing of the control are made Results indicated  
that the engine testing of the control should be conducted as  
planned Author

**N77-33171#** AiResearch Mfg Co Torrance Calif  
**SUBSYSTEM DESIGN ANALYSIS LIGHT WEIGHT ALTERNATOR (MODEL TEST PROGRAM) ADDENDUM 2 Final Report**

C H Lee, D Berker G Tatro and P Walia Mar 1977  
105 p  
(Contract F29601-74-C-0055)  
(AD-A041257, AFWL-TR-75-66-Add-2) Avail NTIS  
HC A06/MF A01 CSCL 10/2

This report discusses the test and computer simulation  
activities conducted on a modified-design small-rating aircraft  
alternator These activities were intended to provide additional  
verifications of the alternator analytical approach utilized in  
designing two specialized large-rating lightweight alternators The  
latter designs have been previously detailed in Air Force technical  
reports AFWL-TR-75-66 Subsystem Design Analysis Report for  
Lightweight Alternator (AC Load Case) and AFWL-TR-75-66  
Addendum 1, Subsystem Design Analysis Report for Lightweight  
Alternator (DC Load Case) Author (GRA)

**N77-33172#** Aeronautical Research Council London (England)  
**THE CURRENT STATE OF RESEARCH AND DESIGN IN HIGH PRESSURE RATIO CENTRIFUGAL COMPRESSORS**  
P M Came Jul 1976 75 p refs Supersedes  
NGTE-NT-1029  
(AD-A041011 ARC-CP-1363 NGTE-NT-1029) Avail NTIS  
HC A04/MF A01 CSCL 21/5

A review of the achievements of research effort in centrifugal  
compressors is presented and its effect on current design methods  
is discussed The paper concludes with recommendations for  
future research Author (GRA)

**N77-33175#** General Electric Co Cincinnati Ohio Aircraft  
Engine Group  
**HIGH VELOCITY JET NOISE SOURCE LOCATION AND REDUCTION TASK 4 DEVELOPMENT/EVALUATION OF TECHNIQUES FOR INFIGHT INVESTIGATION Final Report**

W S Clapper and E J Stringas 22 Feb 1977 569 p refs  
(Contract DOT-OST-30034)  
(AD-A041849 Rept-R77AEG189 FAA-RD-76-79-4) Avail  
NTIS HC A24/MF A01 CSCL 20/1

This report presents the results of Task 4 as conducted  
under the subject program over a period of 30 months Task 4  
was formulated to identify and evaluate several inflight simulation  
techniques select the most promising technique for demonstration  
and validation and employ that technique in testing under  
Task 5 of the program Techniques evaluated include closed-circuit  
wind tunnels free jets rocket sleds and high speed trains  
Pertinent results from the evaluation phase and rationale which  
led to selection of the free jet simulation technique are  
discussed including advantages and disadvantages The results  
of a theoretical study aimed at relating the noise signature obtained  
in a free jet facility for simulation of forward flight effects on  
jet noise with the noise signature in true flight are presented  
Transformation is carried out by extracting 'static directivity'  
of the noise after correcting for refraction turbulent scattering and  
absorption effects and then employing a suitable multipole  
source decomposition to evaluate the proper dynamic effect A  
flowchart describing the details of the transformation procedure  
and a listing of the computer program are included Acoustic  
results from the Learjet and NASA-Lewis F-106 Aircraft Flyovers  
and the French Aerotrain Tests taken with a baseline 8-lobe  
and 104-tube nozzle were used to formulate a data base for  
verification of the free jet simulation technique Detailed directivity  
and spectra comparisons between aerotrain data and transformed  
free jet data are presented for three primary jet velocities and  
two flight velocities for the three nozzle types GRA

**N77-33176#** National Gas Turbine Establishment, Farnborough  
(England)  
**THE EFFECT OF FLIGHT ON THE NOISE OF SUBSONIC JETS**

B J Cocking Oct 1976 30 p refs  
(AD-A041730 NGTE-R-343 DRIC-BR-556165) Avail NTIS  
HC A03/MF A01 CSCL 20/4

The noise of a single-stream circular jet and a coaxial jet with coplanar nozzles of 2.5 area ratio has been measured under simulated flight conditions. The majority of tests were conducted with the single-stream jet and primary section of the coaxial jet at a nominal temperature of 880 K. The data have been used to quantify the effect of jet temperature and were combined with measurements from an earlier test series to establish a prediction method for the effect of flight on the noise of single-stream subsonic jets. This method is based on jet noise theory modified by experimentally derived constants. For coaxial jets it is concluded that the noise reductions, which are independent of the secondary stream velocity, are predicted to an acceptable degree by the method suggested for unheated single-stream jets. GRA

**N77-33177#** General Electric Co., Cincinnati, Ohio Aircraft Engine Group  
**SUPERSONIC JET EXHAUST NOISE INVESTIGATION VOLUME 4 ACOUSTIC FAR-FIELD/NEAR-FIELD DATA REPORT Final Technical Report, 1 Dec 1972 - 23 Sep. 1976**

Paul R Knott and John F Brusch Wright-Patterson AFB, Ohio AFAPL Jul 1976 510 p. Sponsored in part by DOT (Contract F33615-73-C-2031) (AD-A041819, R74AEG452-Vol-4, AFAPL-TR-76-68-Vol-4) Avail NTIS HC A22/MF A01 CSCL 20/1

This report is an acoustic data report presenting a series of parametric acoustic far-field and near-field results for subsonic and supersonic heated flow conditions for a simple conical nozzle (thin lip and thick lip) and a convergent-divergent nozzle at design and off-design conditions. Author (GRA)

**N77-33179#** Tennessee Univ Space Inst Tullahoma  
**INVESTIGATION OF FEASIBLE NOZZLE CONFIGURATIONS FOR NOISE REDUCTION IN TURBOFAN AND TURBOJET AIRCRAFT VOLUME 3 SHROUDED SLOT NOZZLE CONFIGURATIONS Final Report, Aug 1975 - Mar 1977**  
B H Goethert, J R Maus, William A Dunnill, M C Joshi and V Veerasamy Mar 1977 127 p refs (Contract DOT-FA72WA-3053) (AD-A041782, FAA-RD-75-162-3) Avail NTIS HC A07/MF A01 CSCL 21/5

This report presents the results of a study of the acoustic and fluid dynamic characteristics of a shrouded slot nozzle. Experiments were carried out on a slot nozzle of aspect ratio 27 with an ejector shroud having a cross sectional area of four times the primary nozzle area. Parameters varied during the tests were, shroud length, shroud divergence ratio and acoustical impedance of the shroud wall. Tests were conducted for primary flow Mach numbers from 0.5 to choking and stagnation temperatures from ambient to 1200 R. The results of the study show that both the thrust and the noise attenuation characteristics of the ejector shroud improve with increasing length. Thrust increases of near 40% were obtained for the longest shroud tested. A noise reduction of 13 dB was obtained for the lined shroud with a near choked, high temperature primary jet. The corresponding thrust augmentation was approximately 20%. Author (GRA)

**N77-33180#** Association Aeronautique et Astronautique de France Paris

**TURBULENT EFFECTS IN AXIAL COMPRESSORS [EFFETS INSTATIONNAIRES DANS LES COMPRESSEURS AXIAUX]**

M Sagnes 1977 63 p refs. In FRENCH Presented at the 13th Colloq d'Aerodyn Appl Lyon, 8-10 Nov 1976 (Contract DRME-74/607) (AAAF-NT-77-20, ISBN-2-7170-0437-8) Avail NTIS HC A04/MF A01, CEDOCAR Paris FF 25 (France and EEC) FF 29 (others)

An attempt to improve the lift and reduce the drag in turbocompressors by provoked turbulence is presented. The experimental setup is detailed and the results are discussed establishing unequivocally the possibility of inducing the required effects by sinusoidal orientation of the blades. ESA

**N77-33181#** Advisory Group for Aeronautical Research and Development Paris (France)

**POWER PLANT RELIABILITY**

Aug 1977 222 p refs. In ENGLISH and FRENCH Presented at the 49th Meeting of the AGARD Propulsion and Energetics Panel The Hague 31 Mar - 1 Apr 1977 (AGARD-CP-215 ISBN-92-835-0198-5) Avail NTIS HC A10/MF A01

The reliability of current civil and military engines is discussed. Plans to improve engine reliability and the role of engine diagnostics and monitoring is explored.

**N77-33182#** Aeronautical Systems Div Wright-Patterson AFB Ohio

**ENGINE STRUCTURAL INTEGRITY PROGRAM (ENSIP)**

Eric E Abell and Edward G Koepnick. In AGARD Power Plant Reliability Aug 1977 4 p

Avail NTIS HC A10/MF A01

A new military standard for turbine engines for use by the Air Force is discussed. The standard is aimed at providing overall policy and requirements for turbine engine structural development during the entire system life cycle. A first review of the tasks involved in the standard are outlined. Specific items such as duty cycle and tests concerned with fatigue considerations are noted. Author

**N77-33183#** Ministero della Difesa Aeronautica Rome (Italy)  
**MILITARY ENGINE DETERIORATION IN SERVICE CONNECTED WITH LIFE CYCLE COSTS**

G Facca and L Giorgieri. In AGARD Power Plant Reliability Aug 1977 18 p refs

Avail NTIS HC A10/MF A01

Problems responsible for military jet engine deterioration are identified and cost structure for these problems is analyzed. Since a large amount of labor, skill and costs are involved in maintaining engines in service at an adequate standard of efficiency and safety, several standards must be met. Overall maintenance and repair life cycle costs must be comparable to the new engine cost. Design must pay proper attention to reliability and maintainability concepts from the beginning and trade-offs should be performed in order to optimize the engine overall life cycle costs. Author

**N77-33184#** Direction Centrale du Materiel de l'Armee de l'Air, Paris (France)

**MAINTENANCE METHODS FOR IMPROVING PROPULSION SYSTEM RELIABILITY [METHODES DE MAINTENANCE POUR AMELIORER LA FIABILITE DES PROPULSEURS]**

Claude Sprung. In AGARD Power Plant Reliability Aug 1977 9 p. In FRENCH

Avail NTIS HC A10/MF A01

Preventive measures used by the French Air Force in systematic aircraft engine maintenance procedures are described. Topics discussed include spectrometry of oils, analysis of metal particles, engine vibration, and the use of endoscopy, ultrasonics and gammagraphy. Transl by ARH

**N77-33185#** Civil Aviation Authority Redhill (England) Airworthiness Div

**CIVIL AIRWORTHINESS REQUIREMENTS FOR POWER-PLANT RELIABILITY**

John Slatford. In AGARD Power Plant Reliability Aug 1977 6 p

Avail NTIS HC A10/MF A01

Several aspects of aircraft reliability are discussed. These considerations relating to the safety of the aircraft and its occupants are summarized into three objectives. Any failure of an engine that could hazard the aircraft must be kept to an absolute minimum. Loss of thrust in flight must not reduce the total thrust available to the aircraft to such an extent that the flight cannot be completed safely. A normally operating engine

must provide the thrust necessary for the aircraft to meet its scheduled performance and respond quickly and accurately to the demands of the pilot Author

**N77-33186#** KLM Royal Dutch Airlines, Amsterdam (Netherlands)

**RELIABILITY VERSUS COST IN OPERATING WIDE BODY JET ENGINES**

S K W J Demarteau *In* AGARD Power Plant Reliability Aug 1977 7 p  
Avail NTIS HC A10/MF A01

The high degree of reliability from aircraft and engines required by scheduled international airline operational and maintenance characteristics is discussed Standards must be met in order to offer a safe but also commercially and economically justified product A specific cost/reliability level was investigated for the General Electric CF6 engine Reliability was found to be influenced by inherent design deficiencies, operation environment and maintenance policy Cost consequences were dependent on airline operation, the way an airline is organized, the scale of operation and airline standards Author

**N77-33187#** Service des Etudes de Propulsion, Paris (France)  
**RISKS AFFECTING THE STRUCTURAL RESISTANCE AND INTEGRITY OF MODERN PROPULSION SYSTEMS [LES RISQUES AFFECTANT LA RESISTANCE STRUCTURALE ET LA SECURITE DES PROPULSEURS MODERNES]**

Jean A Aguer *In* AGARD Power Plant Reliability Aug 1977 14 p refs *In* FRENCH

Avail NTIS HC A10/MF A01

The performance of modern engines already in service or those which will be in use in the 1980's and thereafter depends on higher temperature levels greater thermal and kinetic stress and constraints, and new materials technologies for improved efficiency To maintain the structural integrity of these engines, the effects of thermal and kinetic energies to be used in the future must be determined Precise examples are given to demonstrate what precautions must be taken The most important priorities should be given to the use of titanium engine ingestion turbine blades fuels and lubricants and the thrust/weight ratio  
Transl by A R H

**N77-33188#** Ministry of Defence London (England) Directorate of Engine Development

**DEVELOPMENT PROCEDURES TO PROMOTE RELIABILITY**

R Holl *In* AGARD Power Plant Reliability Aug 1977 14 p refs

Avail NTIS HC A10/MF A01

Reliability attainment so far as the military aircraft gas turbine concerned was studied Civil engine development and operational reliability were considered in order to emphasize that the aircraft gas turbine particularly in a basically non-complete form provided a step change in reliability when compared with its predecessor the high powered piston propeller engine Conclusions indicate that recent concentration on the achievement of performance goals has resulted in increasingly complex and very costly engines as well as a near total lack of attention to design reliability Author

**N77-33189#** Societe Nationale d'Etudes et de Construction de Moteurs d'Aviation, Moissy-Cramayel (France)

**CFM56 TURBOFAN MAINTAINABILITY AND RELIABILITY-ORIENTED DEVELOPMENT**

Jean-Pierre Marechal *In* AGARD Power Plant Reliability Aug 1977 19 p *In* ENGLISH and FRENCH

Avail NTIS HC A10/MF A01

Reliability and maintainability criteria introduced in the CFM 55 turbofan engine are described A 7500 operating program will provide methodical accumulation of data so that maintenance costs may be minimized through high reparability accessibility, modularity, and interchangeable features Author

**N77-33190#** General Electric Co., Cincinnati, Ohio Aircraft Engine Group

**AIRCRAFT ENGINE DESIGN AND DEVELOPMENT THROUGH LESSONS LEARNED**

Bernard L Koff *In* AGARD Power Plant Reliability Aug 1977 11 p

Avail NTIS HC A10/MF A01

Aircraft engine design was examined in terms of performance and reliability Durability, maintenance, weight, initial cost and timing were also considered It is stated that design and development are derivatives of a 'lessons learned' approach Since materials, modern analytical and experimental techniques have progressed so has our ability to design and develop modern aircraft Author

**N77-33192#** Air Force Aero Propulsion Lab - Wright-Patterson AFB, Ohio

**A PROCEDURE FOR PREDICTING THE LIFE OF TURBINE ENGINE COMPONENTS**

R J Hill *In* AGARD Power Plant Reliability Aug 1977 9 p refs

Avail NTIS HC A10/MF A01

A procedural method is presented for the creation of a life estimate of aircraft gas turbine engine components The method consists of three segments -- the calculation of a modulus, the determination of a critical material property and a comparison of the modulus to the material property with a resulting judgment Each segment is discussed in qualitative terms and related to required validation and acceptance testing Author

**N77-33193#** Direction du Materiel Etudes de Propulsion Paris (France)

**THE EVOLUTION AND CONTROL OF DIFFERENT PERFORMANCE DEGRADATION PROCESSES IN MODERN PROPULSION SYSTEMS [EVOLUTION ET CONTROLE DES DIFFERENTS PROCESSUS DE DEGRADATION DE PERFORMANCE SUR LES PROPULSEURS MODERNES]**

P Chetail *In* AGARD Power Plant Reliability Aug 1977 17 p refs *In* FRENCH

Avail NTIS HC A10/MF A01

The development of policies for jet engine maintenance and the basic principles for applying monitoring methods are discussed Processes involved in the degradation of thermodynamic and mechanical performance are examined A computer program is described for evaluating the efficacy of the monitoring methods from a technical and economic point of view Transl by A R H

**N77-33194#** Pisa Univ (Italy)

**TESTING SIMULATION OF DAMAGES OCCURRED IN SERVICE**

D Dini and L Giorgini (Ministero della Difesa Aeronautica) *In* AGARD Power Plant Reliability Aug 1977 22 p refs

Avail NTIS HC A10/MF A01

A basic framework is presented from which further simulation of increased complexity and sophistication can be easily implemented regarding engine failures by an in-flight foreign object, large overpressure signature inlet flow distortion and icing environment A general basic engine reliability program is provided, capable of simulating a running turbojet-engine and its air supplying environment as an integrated system The specific subroutines for the possible damages are to be supplied by the user Recent advances on testing simulation of flight-incurred power plant damages promise to reduce accidents due to engine operation at low altitudes and in rugged confined terrain State-of-the-art design techniques are discussed to improve engine reliability including an analysis of three particular experimental simulations to determine damage causes and effects Recommendations are put forth that will eliminate or reduce the causes of aviation accidents Author



**N77-33195#** Societe Nationale d'Etudes et de Construction de Moteurs d'Aviation, Moissy-Cramayel (France)

**PROGRESS IN DETERMINING SERVICE LIFE BY ENDURANCE TESTS [PROGRES DE LA DETERMINATION DE LA VIE EN SERVICE PAR LES ESSAIS D'ENDURANCE]**

B Devoige /In AGARD Power Plant Reliability Aug 1977 6 p In FRENCH

Avail NTIS HC A10/MF A01

For numerous reasons, aircraft engine builders conduct long endurance tests which are notably distinguished from the usual development and certification tests. Formulas for accelerated cyclic tests were adapted for the Olympus MK 610-14-28 engine used on the Concorde. Topics discussed include a description of the cycle test compared to the flight cycle, the installation of the test equipment, and the precautions that were taken to assure a faithful representation of operational conditions. When commercial Concorde service began, the accumulated cycles represented several years of usage. Transl by A R H

**N77-33196#** Pratt and Whitney Aircraft, West Palm Beach Fla Government Products Div

**ACCELERATED MISSION TEST: A VITAL RELIABILITY TOOL**

B J McDonnell /In AGARD Power Plant Reliability Aug 1977 6 p

Avail NTIS HC A10/MF A01

The Accelerated Mission Test (AMT) has been successfully used in the F100 engine program to anticipate potential future problems. Early identification of service oriented problems has provided the lead time necessary to take corrective action before the problems occur in operation which decreases engine 'down' time thereby improving life cycle cost. The AMT is a supplemental testing procedure and must be used in conjunction with all of the advanced structural analysis techniques. Plans are now being developed to conduct accelerated mission tests on engines that have completed the overhaul or depot cycle. The purpose of the testing will be to identify potential problem areas associated with engine parts that have been repaired in accordance with the overhaul procedures. Author

**N77-33197#** Technische Hochschule, Aachen (West Germany) Inst fuer Strahltriebwerke und Turboarbeitsmaschinen

**EXPERIMENTAL INVESTIGATION ON THE INFLUENCE OF COMPONENT FAULTS ON TURBOJET ENGINE PERFORMANCE**

H Toenskoetter /In AGARD Power Plant Reliability Aug 1977 12 p refs

Avail NTIS HC A10/MF A01

Some results of experimental investigations on the effect of implanted local faults, e.g. turbine guide vane damage, plugged fuel nozzles, and turbine rotor blade damage, on the performance of a single spool turbojet engine are presented. The formation of flow non-uniformities downstream from the faults is especially described. In one-dimensional gas path analysis systems circumferential-averaged thermodynamic parameters are used for fault detection. The effect of the implanted faults on some of these averaged parameters will be shown in comparison with the local parameter changes in the disturbed sector. The possibilities of using the analysis of flow non-uniformities for the isolation of local faults in the hot section of turbojet engines are discussed and questions of probe position for this diagnostic technique are ventilated. Author

**N77-33198#** Vereinigte Flugtechnische Werke-Fokker G m b H Bremen (West Germany)

**METHODS OF IMPROVING THE PERFORMANCE RELIABILITY OF ADVANCED MILITARY POWER PLANT SYSTEMS**

Richard Smyth /In AGARD Power Plant Reliability Aug 1977 23 p refs

Avail NTIS HC A10/MF A01

Advanced military propulsion systems will be equipped with multi-parameter control systems based around an electronic

computer making use of digital technology. Such control systems have a high degree of flexibility and can be used for a wide range of applications. This offers new possibilities of efficient and accurate monitoring of engine performance in the aircraft and by the flight support organization responsible for reliability and safety of the propulsion system. The possibilities are discussed based on the experience gained with a multi-parameter electronic engine controller of a V/STOL fighter aircraft. Special consideration is given to practical aspects such as handling procedures. Author

**N77-33199#** Air Force Logistics Command, Wright-Patterson AFB, Ohio

**PRELIMINARY RESULTS OF USAF EXPERIENCE WITH ENGINE MONITORING AND DIAGNOSTICS**

A Bruce Richter and Kenneth E Eickmann /In AGARD Power Plant Reliability Aug 1977 6 p

Avail NTIS HC A10/MF A01

A formal flight test evaluation of an engine health monitoring system being used on ten T-36 supersonic aircraft is described. The system consists of engine sensors, an airframe mounted Data Processing Unit (DPU), and a ground based diagnostic display unit. The sensors continuously monitor some 24 parameters including an EGT, RPM, fuel flow, and EPR, however, data is only recorded if the pilot wishes or if a gate in the DPU is triggered. Author

**N77-33200\*#** Virginia Polytechnic Inst and State Univ, Blacksburg

**DIGITAL FLIGHT CONTROL SYSTEMS**

Alper K Caglayan and Hugh F VanLandingham Sep 1977 51 p refs

(Grant NGR-47-004-116)

(NASA-CR-145246) Avail NTIS HC A04/MF A01 CSCL 01C

The design of stable feedback control laws for sampled-data systems with variable rate sampling was investigated. These types of sampled-data systems arise naturally in digital flight control systems which use digital actuators where it is desirable to decrease the number of control computer output commands in order to save wear and tear of the associated equipment. The design of aircraft control systems which are optimally tolerant of sensor and actuator failures was also studied. Detection of the failed sensor or actuator must be resolved and if the estimate of the state is used in the control law, then it is also desirable to have an estimator which will give the optimal state estimate even under the failed conditions. Author

**N77-33201\*#** Rockwell International Corp, Los Angeles, Calif

**DESIGN AND DEVELOPMENT OF A STRUCTURAL MODE CONTROL SYSTEM**

Oct 1977 184 p refs

(Contract NAS4-2347)

(NASA-CR-143846, NA-77-296)

Avail NTIS HC A09/MF A01 CSCL 01C

A program was conducted to compile and document some of the existing information about the conceptual design, development, and tests of the B-1 structural mode control system (SMCS) and its impact on ride quality. This report covers the following topics: (1) Rationale of selection of SMCS to meet ride quality criteria versus basic aircraft stiffening; (2) Key considerations in designing an SMCS, including vane geometry, rate and deflection requirements, power required, compensation network design, and fail-safe requirements; (3) Summary of key results of SMCS vane wind tunnel tests; (4) SMCS performance; (5) SMCS design details, including materials, bearings, and actuators; (6) Results of qualification testing of SMCS on the 'Iron Bird' flight control simulator, and lab qualification testing of the actuators; (7) Impact of SMCS vanes on engine inlet characteristics from wind tunnel tests. Author

**N77-33202\*#** Honeywell, Inc., Minneapolis, Minn Systems and Research Center

**F-8C ADAPTIVE FLIGHT CONTROL LAWS Final Report**  
G L Hartmann C A Harvey G Stein, D N Carlson and R C Hendrick Washington NASA Sep 1977 334 p refs  
(Contract NAS1-13383)

(NASA-CR-2880 HONEYWELL-76SRC/16) Avail NTIS HC A15/MF A01 CSCL 01C

Three candidate digital adaptive control laws were designed for NASA's F-8C digital flyby wire aircraft. Each design used the same control laws but adjusted the gains with a different adaptive algorithm. The three adaptive concepts were high-gain limit cycle, Liapunov-stable model tracking and maximum likelihood estimation. Sensors were restricted to conventional inertial instruments (rate gyros and accelerometers) without use of air-data measurements. Performance growth potential and computer requirements were used as criteria for selecting the most promising of these candidates for further refinement. The maximum likelihood concept was selected primarily because it offers the greatest potential for identifying several aircraft parameters and hence for improved control performance in future aircraft application. In terms of identification and gain adjustment accuracy, the MLE design is slightly superior to the other two, but this has no significant effects on the control performance achievable with the F-8C aircraft. The maximum likelihood design is recommended for flight test, and several refinements to that design are proposed. Author

**N77-33203\*#** Honeywell Inc Minneapolis Minn Systems and Research Center

**F-8C ADAPTIVE FLIGHT CONTROL EXTENSIONS Final Report**

Gunter Stein and Gary L Hartmann Washington NASA Sep 1977 143 p refs

(Contract NAS1-13383)

(NASA-CR-2881 HONEYWELL-76SRC/16) Avail NTIS HC A07/MF A01 CSCL 01C

An adaptive concept which combines gain-scheduled control laws with explicit maximum likelihood estimation (MLE) identification to provide the scheduling values is described. The MLE algorithm was improved by incorporating attitude data estimating gust statistics for setting filter gains and improving parameter tracking during changing flight conditions. A lateral MLE algorithm was designed to improve true air speed and angle of attack estimates during lateral maneuvers. Relationships between the pitch axis sensors inherent in the MLE design were examined and used for sensor failure detection. Design details and simulation performance are presented for each of the three areas investigated. Author

**N77-33204#** Naval Postgraduate School, Monterey Calif  
**WING ROCK AS A LATERAL-DIRECTIONAL AIRCRAFT LIMIT CYCLE OSCILLATION INDUCED BY NONLINEAR AERODYNAMICS OCCURRING AT HIGH ANGLE OF ATTACK M S Thesis**

Paul David Young Jun 1977 69 p refs

(AD-A042104) Avail NTIS HC A04/MF A01 CSCL 01/3

Wing rock at high angle of attack is an oscillatory lateral-directional motion phenomenon known to exist in some of today's high performance tactical aircraft. The motion has been consistently characterized as a lightly damped Dutch-Roll oscillation attributable to asymmetric wing stall. However, evidence gathered from wind tunnel simulations and at least one British study indicate that aerodynamic nonlinearities may be the source of wing rock. Regardless of the actual cause of the phenomenon, a study of wing rock has positive ramifications with respect to gaining a clearer understanding of the aerodynamics associated with high angle of attack flight. This report presents the results of an investigation of wing rock which centered on the premise that two distinct nonlinear aerodynamic mechanisms (aerodynamic hysteresis and a cubic nonlinearity in yawing moment) not only can cause wing rock but may drive it to a limit cycle oscillation as well. Author (GRA)

**N77-33206#** Missouri Univ Columbia Dept of Electrical Engineering

**ANALYSIS OF INHERENT ERRORS IN ASYNCHRONOUS DIGITAL FLIGHT CONTROLS Interim Report, 1 Feb 1976 - 31 Jan 1977**

Charles Slivinsky 31 Jan 1977 17 p refs

(Grant AF-AFOSR-2968-76)

(AD-A041813 AFOSR-77-0728TR) Avail NTIS HC A02/MF A01 CSCL 01/4

Progress has been achieved in the study of inherent errors in asynchronous digital flight controls. The research involves model development, software development and parametric analysis of representative flight control systems. Author (GRA)

**N77-33207#** Bell Helicopter Co Fort Worth Tex  
**ROTORCRAFT FLIGHT SIMULATION WITH COUPLED ROTOR AEROELASTIC STABILITY ANALYSIS VOLUME 1 ENGINEER'S MANUAL Final Technical Report, May 1975 - May 1976**

Tyce T McLarty May 1977 347 p refs

(Contract DAAJ02-75-C-0025 DA Proj 1F2-62209-AH-76)

(AD-A042462, USAAMRDL-TR-76-41A Rept-699-099-022) Avail NTIS HC A15/MF A01 CSCL 20/4

This report consists of three volumes and documents the current version in the CB1 family of rotorcraft flight simulation programs developed by Bell Helicopter Textron. This current version of the digital computer program is referred to as AGAJ76. The accompanying program for calculating fully-coupled rotor blade mode shapes is called DNS100. The first volume, the Engineer's Manual, presents an overview of the computer program capabilities plus discussions for the background and development of the principle mathematical models in the program. The models discussed include all those currently in the program. GRA

**N77-33208#** Advisory Group for Aeronautical Research and Development, Paris (France)

**STRUCTURAL ASPECTS OF ACTIVE CONTROLS**

Aug 1977 102 p refs Partly in ENGLISH and FRENCH  
Proc of 44th Meeting of AGARD Struct and Mater Panel, Lisbon, 21 Apr 1977

(AGARD-CP-228, ISBN-92-835-0200-00) Avail NTIS HC A06/MF A01

Design and implementation factors regarding flight control systems are reviewed. Flutter suppression system testing is discussed including wind tunnel tests, as well as actual flight tests. Also considered is the impact flight command stability systems have on aircraft dynamic response.

**N77-33209#** British Aircraft Corp Filton (England) Commercial Aircraft Div

**A PRACTICAL OPTIMUM SELECTION PROCEDURE FOR A MOTIVATOR IN ACTIVE FLUTTER SUPPRESSION SYSTEM DESIGN ON AN AIRCRAFT WITH UNDERWING STORES**

M R Turner and C G Lodge In AGARD Structural Aspects of Active Controls Aug 1977 19 p

Avail NTIS HC A06/MF A01

Theoretical active flutter control of a variable sweep wing with external stores with four combinations of store configuration/wing sweep/Mach number was studied. Electrically modified outputs of a structure-mounted transducer were used to drive an auxiliary control surface on the wing or store. The best transducer/force positions on the wing and stores were found using Nyquist plots, representing the control surface loads by point forces. The object was to see if a common active flutter control system using a control surface on the wing could be found for a range of stores, Mach numbers and wing sweep angles. Difficulties were due to two instabilities with close frequencies in two of the configurations and very low dampings in some of the stable modes. Author

**N77-33210#** Vereinigte Flugtechnische Werke-Fokker G m b H , Bremen (West Germany)

**IMPACT OF A COMMAND AND STABILITY AUGMENTATION SYSTEM ON GUST RESPONSE OF A COMBAT AIRCRAFT**

K D Collmann and O Sensburg (Messerschmitt-Boelkow-Blohm GmbH Munich) *In* AGARD Structural Aspects of Active Controls Aug 1977 17 p refs

Avail NTIS HC A06/MF A01

To get reasonable results for gust response calculations it is necessary to introduce the elastic aircraft behaviour as well as the Command and Stability Augmentation System (CSAS) into the mathematical model. It is demonstrated how calculation results are influenced by using aerodynamic interference air forces. The influence of the CSAS is then presented. It is shown that the influence of the CSAS on the dynamic response is of prime interest and often far exceeds the influence of the elastic structure. The unsteady aerodynamic forces should be determined with three-dimensional theories including interference and corrections to match the steady derivatives measured in the wind tunnel should be included. The impedance function control loop transfer functions are highly nonlinear due to the nonlinearities of the hydraulic actuators. All these functions must be determined experimentally and introduced into the elastic aircraft equation. Response plots of the total system should be calculated and compared with results of so-called structural mode coupling tests. If correlation is good, a major part for the investigation of structural response of the aircraft due to various input functions is verified. Author

**N77-33211#** British Aircraft Corp Filton (England) Unternehmensbereich Flugzeuge

**ACTIVE FLUTTER SUPPRESSION OF AN AIRPLANE WITH WING MOUNTED EXTERNAL STORES**

H Hoenlinger *In* AGARD Structural Aspects of Active Controls Aug 1977 15 p refs

Avail NTIS HC A06/MF A01

A wing store flutter suppression system with store mounted vanes was designed. The system was proved effective when implemented and flight-tested on a Fiat G 91/T3 aircraft. The relatively small vanes used were very effective in controlling flutter and their use did not alter aircraft flight mechanical characteristics. J L H

**N77-33212#** Boeing Co. Wichita Kans

**AIRPLANE MATH MODELING METHODS FOR ACTIVE CONTROL DESIGN**

Kenneth L Roger *In* AGARD Structural aspects of active controls Aug 1977 11 p refs

Avail NTIS HC A06/MF A01

Selected analytical methods are described which are useful and practical in math modeling for airplane active control system design. A technique for writing state equations is presented which is suitable for incorporating lifting surface aerodynamic solutions. An economical method of computing unsteady aerodynamic influence matrices is presented for line doublets and plate doublets, the latter usable at any Mach number. An economical way to analyze three-dimensional turbulence and a convenient way of using design criteria in *n*-dimensions are presented to aid in designing for statistical performance. Recommendations include the use of a single airplane math model for analysis of multiple performance parameters and the use of control hardware math modeling during preliminary design. Author

**N77-33213#** Air Force Flight Dynamics Lab, Wright-Patterson AFB, Ohio Flight Control Div

**CONSISTENCY IN AIRCRAFT STRUCTURAL AND FLIGHT CONTROL ANALYSIS**

Robert C Schwanz *In* AGARD Structural Aspects of Active Controls Aug 1977 18 p refs

Avail NTIS HC A06/MF A01

Military Specifications (MILSPECS) are often employed by the USAF procuring authority as guidelines for design development, acceptance testing and mission application of military aircraft. The MILSPECS must usually be satisfied by formulations of the aerodynamic and dynamic analyses that are consistent or equivalent if not identical. When control configured vehicle considerations are involved however, inconsistencies resulting from analysis expediency or previous engineering convention may occur. In this paper YF-16, C-5A, B-52E and large transport aircraft design studies and flight tests provide data for a discussion and numerical illustration of these inconsistencies. It is concluded that they may be minimized or avoided altogether if flight control specialists become more familiar with restrictions of present-day unsteady aerodynamic theory, and structural specialists increase their knowledge of modern dynamics and control theory. Author

**N77-33214#** Boeing Aerospace Co Seattle Wash

**YC-14 CONTROL SYSTEM REDUNDANCY**

William T Hamilton *In* AGARD Structural Aspects of Active Controls Aug 1977 7 p refs

Avail NTIS HC A06/MF A01

The YC-14 is the Boeing entry in the USAF Advanced Medium STOL Transport program. The task of operating a large jet aircraft into and out of a semi-prepared, 2000 feet long airstrip with a 27,000 pound payload presents an unusual flight control challenge. The YC-14 answers this challenge using an advanced flight control system that includes digital computers. Excellent STOL flying qualities have been achieved through control wheel steering and speed hold modes. Fail operational-fail safe performance is provided by a triplex flight control system. Aircraft dynamics following an engine failure are docile and do not require immediate pilot attention or unusual skill. The superior capability of digital computers to perform logic functions enables a comprehensive, semi-automated preflight test. Failures are detected and identified to the Line Replaceable Unit. The YC-14's use of redundant digital computers in the flight control role is a first for an aircraft designed to demonstrate operational use. Author

**N77-33215#** Office National d'Etudes et de Recherches Aerospatiales, Paris (France) Div de Recherche

**WIND TUNNEL STUDY OF AN ACTIVE FLUTTER SUPPRESSION SYSTEM**

Roger Destuynder *In* AGARD Structural Aspects of Active Controls Aug 1977 9 p refs *In* FRENCH ENGLISH summary

Avail NTIS HC A06/MF A01

Active flutter control was tested in a wind tunnel on a model of wing carrying an external tank. The aerodynamic forces of the control system were generated by a classical aileron piloted by a miniaturized servo-control from a signal issued by an accelerometer detecting the wing movement. A single control law was used in the whole velocity range. A gain of more than 15% was obtained on the flutter critical velocity. Author

**N77-33216#** Air Force Human Resources Lab Brooks AFB Tex Flying Training Div

**INVESTIGATION OF DIAGNOSTIC, ERROR DETECTOR AND SELF-TAUGHT INSTRUCTIONAL STRATEGIES FOR FLIGHT SIMULATOR PROGRAMS Final Report, Apr 1975 - May 1976**

Dolores Tyler, Robert W McFadden, Edward E Eddowes, and Robert R Fuller Oct 1976 211 p refs (AD-A035682 AFHRL-TR-76-65) Avail NTIS HC A10/MF A01 CSCL 05/9

This study investigated the use of three instructional strategies in the training of basic instrument flight maneuvers in a T-40 simulator under standard conditions and two levels of increased task loading. The three strategies investigated were (a) diagnostic (b) error detector and (c) self-taught. Diagnostic instructors used immediate feedback through error analysis; the error detector instructor used limited feedback; and the self-taught group was instructed without the aid of any feedback from the instructor pilot. The three levels of loading were (a) no task loading (b)

a change in the center of gravity from normal to full forward and (c) a change in air turbulence from zero to maximum Twenty-seven Air Force officers awaiting entry into undergraduate pilot training were randomly assigned to one of the three instructional strategy groups The results indicate that there were no significant differences between the three instructional strategies i.e. the students of any one strategy performed equally as well as the students of the other two strategies The results indicated that there were significant differences among task load conditions A general decrement in performance was noted when the students flew the maneuvers with the center of gravity change and an even greater decrement when they flew with maximum turbulence  
GRA

**N77-33230\*** Systems Technology, Inc., Mountain View, Calif  
**RESEARCHER'S GUIDE TO THE NASA AMES FLIGHT SIMULATOR FOR ADVANCED AIRCRAFT (FSAA)**

John B Sinacon, Robert L Stapleford, Wayne F Jewell, and John M Lehman Washington NASA Aug 1977 276 p refs

(Contract NAS2-9024)  
(NASA-CR-2875 STI-TR-1074-1) Avail NTIS  
HC A13/MF A01 CSCL 14B

Performance, limitations supporting software, and current checkout and operating procedures are presented for the flight simulator, in terms useful to the researcher who intends to use it Suggestions to help the researcher prepare the experimental plan are also given The FSAA's central computer cockpit and visual and motion systems are addressed individually but their interaction is considered as well Data required available options, user responsibilities, and occupancy procedures are given in a form that facilitates the initial communication required with the NASA operations group  
Author

**N77-33252\*** National Aeronautics and Space Administration  
Lyndon B Johnson Space Center, Houston, Tex  
**SPACE SHUTTLE PROGRAM: LIGHTNING PROTECTION CRITERIA DOCUMENT**

4 Nov 1975 79 p refs Revised  
(NASA-TM-74974, JSC-07636-Rev-A) Avail NTIS  
HC A05/MF A01 CSCL 22B

The lightning environment for space shuttle design is defined and requirements that the design must satisfy to insure protection of the vehicle system from direct and indirect effects of lightning are imposed Specifications, criteria, and guidelines included provide a practical and logical approach to protection problems  
Author

**N77-33480\*** Weapons Research Establishment, Adelaide (Australia)

**AN ACCURATE ANGULAR POSITION AND ANGULAR VELOCITY INSTRUMENT BASED ON AN OPTICAL INCREMENTAL ENCODER**

B Humski Dec 1976 35 p refs  
(WRE-TN-1730(WR/D)) Avail NTIS HC A03/MF A01

An instrument designed to measure the instantaneous angular position and angular velocity of a freely rotating wind tunnel model is described The transducer based on a photo-optical incremental encoder, is insensitive to vibrations Although primarily intended for studying the roll behaviour of a wind tunnel model its high resolution instantaneous response to roll reversal, freedom from accumulated errors and error detection capabilities make it suitable for general purpose usage in a wide range of applications  
Author

**N77-33685\*** Bolt, Beranek, and Newman Inc., Canoga Park, Calif

**AIRCRAFT SIDELINE NOISE A TECHNICAL REVIEW AND ANALYSIS OF CONTEMPORARY DATA**

David Q Walker Apr 1977 47 p refs  
(Contract F33615-76-C-0507)  
(AD-A042076, BBN-3291 AMRL-TR-76-115) Avail NTIS  
HC A03/MF A01 CSCL 20/1

This report presents a review and analysis of recent aircraft flyover data where the aircraft is at a low angle of elevation relative to the observer Excess attenuation factors (attenuation in addition to normal spherical divergence and atmospheric absorption losses), evaluated for a range of aircraft types were found to vary between aircraft and could be generally characterized as a function of aircraft angle of elevation only Fuselage shielding or installation effects could not be positively identified although their presence is suggested by the differing excess attenuation characteristics of each aircraft type Lack of detail in the data available for review precluded the identification of any propagation losses due to turbulent scattering of sound in the atmosphere The results of the study suggest that currently applied predictive models for sideline noise tend to overestimate noise levels - particularly for 3 and 4 engine aircraft An alternative approach to sideline noise prediction is suggested and recommendations are made to encourage technical development in this uncertain area of aircraft noise prediction  
Author (GRA)

**N77-33686\*** Bolt, Beranek and Newman, Inc Canoga Park, Calif

**FURTHER SENSITIVITY STUDIES OF COMMUNITY-AIRCRAFT NOISE EXPOSURE (NOISEMAP) PREDICTION PROCEDURES Final Report**

Dwight E Bishop, Thomas C Dunderdale, Richard D Horonjeff, and John F Mills Apr 1977 88 p refs  
(Contract F33615-76-C-0507 AF Proj 7231)  
(AD-A041781, BBN-3295) Avail NTIS HC A05/MF A01 CSCL 20/1

This report describes the results of studies of the sensitivity of the noise exposure contours to various model parameters and assumptions presently in the NOISEMAP procedure The areas within Day/Night Level (LDN) contours for ten Air Force airbases increased by 11 to 40 percent when the noise measure was adjusted for the presence of pure tones The contour areas for typical mixed fighter, bomber/tanker, and training airbases were reduced by 3 to 11 percent by substitution of the SAE algorithms for ground-to-ground propagation and transition models, whereas adding the fuselage shielding algorithm reduced the contour areas by 13 to 22 percent Since there is little firm evidence showing one set of algorithms more accurate than the other, the present NOISEMAP models will be retained until further technical analyses or new data show a clear basis for alteration  
GRA

**N77-33696\*** Technical Univ of Norway, Trondheim Akustisk Lab

**AIRPLANE NOISE: DIMENSIONS AND MEANS OF NOISE REDUCTION**

M Ringheim Oct 1976 13 p refs In NORWEGIAN, ENGLISH summary  
(ELAB-STF44-A75080 ISBN-82-595-696-3) Avail NTIS  
HC A02/MF A01, Tech Univ of Norway, Trondheim Nor Kr 20

An estimate was made of the number of people exposed to noise from military and civil aircraft in Norway Possibilities for the reduction of noise exposure are reviewed and costs are estimated for various alternatives  
ESA

**N77-33959\*** Kansas Univ Center for Research, Inc Lawrence  
**A RESEARCH PROGRAM TO REDUCE INTERIOR NOISE IN GENERAL AVIATION AIRPLANES Progress Report**

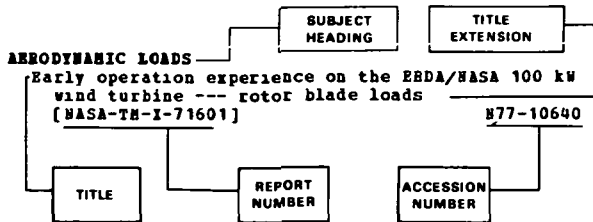
Jan Roskam, Vincent U Muirhead Howard W Smith, Tonnis D Peschier, Don Durenberger, Kees Vandam and Tzy-Chuan Shu Oct 1977 76 p refs  
(Grant NsG-1301)

(NASA-CR-155154, KU-FRL-317-5) Avail NTIS  
HC A05/MF A01 CSCL 20A

Analytical and semi-empirical methods for determining the transmission of sound through isolated panels and predicting panel transmission loss are described Test results presented include the influence of plate stiffness and mass and the effects of pressurization and vibration damping materials on sound transmission characteristics Measured and predicted results are presented in tables and graphs  
Author

# SUBJECT INDEX

## Typical Subject Index Listing



The title is used to provide a description of the subject matter. When the title is insufficiently descriptive of the document content a title extension is added separated from the title by three hyphens. The NASA or AIAA accession number is included in each entry to assist the user in locating the abstract in the abstract section of this supplement. If applicable a report number is also included as an aid in identifying the document.

### A

- AERODYNAMIC LOADS**  
 Early operation experience on the ERDA/NASA 100 kW wind turbine --- rotor blade loads [NASA-TN-1-71601] 877-10640
- A-37 AIRCRAFT**  
 A-37B fatigue sensor evaluation program: Full scale test and field aircraft instrumentation [AD-A042114] N77-33156
- AC GENERATORS**  
 Subsystem design analysis light weight alternator (model test program). Addendum 2 [AD-A041257] N77-33171
- ACCELERATED LIFE TESTS**  
 Accelerated mission test: A vital reliability tool N77-33196
- ACOUSTIC ATTENUATION**  
 Shielding aspects of heated twin jet noise [AIAA PAPER 77-1288] A77-51048  
 A research program to reduce interior noise in general aviation airplanes --- test methods and results [NASA-CR-155154] N77-33959
- ACOUSTIC DUCTS**  
 A finite element algorithm for sound propagation in axisymmetric ducts containing compressible mean flow [AIAA PAPER 77-1301] A77-51057
- ACOUSTIC SCATTERING**  
 Acoustic scattering of point sources by a moving prolate spheroid --- jet fuselage [AIAA PAPER 77-1326] A77-51080
- ADAPTIVE CONTROL**  
 Application of UHF adaptive array to navigation/tracking systems A77-51185  
 F-8C adaptive flight control laws [NASA-CR-2880] N77-33202  
 F-8C adaptive flight control extensions --- for maximum likelihood estimation [NASA-CR-2881] N77-33203
- AERIAL PHOTOGRAPHY**  
 The helicopter Ka-26 in the Special Purpose Flights Sector of Interflug. II A77-49657
- AERIAL RECONNAISSANCE**  
 An analysis of personnel parachutes for use by Marine Corps Force Reconnaissance Units [AD-A041151] N77-33124
- AERIAL RUDDERS**  
 Trapped rubber processing for advanced composites [SME PAPER EM76-172] A77-51009
- AEROACOUSTICS**  
 Coherent structures in the mixing zone of a subsonic hot free jet [ONERA, TP NO. 1977-88] A77-50989
- Theoretical jet exhaust noise model for the duct burning turbofan [AIAA PAPER 77-1264] A77-51028  
 Ate wheel-well related aeroacoustic sources of any significance in airframe noise [AIAA PAPER 77-1270] A77-51033  
 Noise component method for airframe noise [AIAA PAPER 77-1271] A77-51034  
 New scaling laws for hot and cold jet mixing noise based on a geometric acoustics model [AIAA PAPER 77-1287] A77-51047  
 Unsteady surface pressure characteristics on aircraft components and farfield radiated airframe noise [AIAA PAPER 77-1295] A77-51052  
 Forward flight effects on EBF noise --- Externally Blown Flaps [AIAA PAPER 77-1314] A77-51069  
 Numerical prediction of aeroacoustic jet-flap flows [AIAA PAPER 77-1316] A77-51071  
 Interim noise correlation for some OTW configurations using external jet-flow deflectors --- engine Over The Wing [AIAA PAPER 77-1317] A77-51072  
 Summary of forward velocity effects on fan noise [AIAA PAPER 77-1319] A77-51074  
 Investigation of subsonic fan noise sources by fluctuating pressure measurements on rotating blades [AIAA PAPER 77-1321] A77-51075  
 Acoustic scattering of point sources by a moving prolate spheroid --- jet fuselage [AIAA PAPER 77-1326] A77-51080  
 Effect of flight on jet noise from supersonic underexpanded flows [AIAA PAPER 77-1328] A77-51082  
 Effects of forward motion on jet and core noise [AIAA PAPER 77-1330] A77-51084  
 Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA Quiet Engine 'C' [AIAA PAPER 77-1333] A77-51087  
 Effects of simulated flight on fan noise suppressor [AIAA PAPER 77-1334] A77-51088  
 Helicopter rotor aerodynamic and aeroacoustic environments [AIAA PAPER 77-1338] A77-51091  
 Some results of the testing of a full-scale Ogee tip helicopter rotor; acoustics, loads, and performance [AIAA PAPER 77-1340] A77-51093  
 Interaction of rotor tip flow irregularities with stator vanes as a noise source [AIAA PAPER 77-1342] A77-51095  
 Effect of forward motion on turbomachinery noise [AIAA PAPER 77-1346] A77-51099  
 Simultaneous characterization of jet noise sources and acoustic field by a new application of conditional sampling [AIAA PAPER 77-1349] A77-51102  
 Experimental results of large-scale structures in jet flows and their relation to jet noise production [AIAA PAPER 77-1350] A77-51103  
 Aeroacoustic performance of a scoop inlet [AIAA PAPER 77-1354] A77-51107  
 The influence of the inlet duct contour on forward radiated fan noise [AIAA PAPER 77-1355] A77-51108  
 Acoustic loads on upper-surface-blown powered-lift systems [AIAA PAPER 77-1363] A77-51115  
 Cabin noise behavior of a JSB STOL transport --- upper surface blowing YC-14 aircraft [AIAA PAPER 77-1365] A77-51117

- An analytical model for entropy noise of subsonic nozzle flow  
[AIAA PAPER 77-1366] A77-51118
- AERODYNAMIC CHARACTERISTICS**
- Aerodynamic and thermodynamic characteristics of kerosene-spray flames A77-48181
- Aerodynamic effects during supersonic flow past a laser beam A77-48515
- Experimental data and theoretical analysis of an operating 100 kW wind turbine A77-48898
- Fluid dynamics of diffuser augmented wind turbines A77-48899
- Vortex lattice prediction of subsonic aerodynamics of hypersonic vehicle concepts A77-49343
- The technical conception of the IL-62M - Aerodynamic features A77-49655
- Influence of the noise level in a transonic wind tunnel on the aerodynamic characteristics of models [ONERA, TP NO. 1977-110] A77-50996
- Conditions of physical validity in the linear aerodynamics of supersonic jets A77-51608
- Aerodynamic characteristics at Mach numbers from 0.6 to 2.16 of a supersonic cruise fighter configuration with a design Mach number of 1.8 [NASA-TM-X-3559] N77-32081
- Effect of rotor wake on aerodynamic characteristics of a 1/6 scale model of the rotor systems research aircraft --- in the Langley V/STOL tunnel [NASA-TM-X-3548] N77-32083
- Subsonic longitudinal aerodynamic characteristics and engine pressure distributions for an aircraft with an integrated scramjet designed for Mach 6 cruise --- conducted in Langley 7 by 10 foot high speed tunnel [NASA-TM-X-73911] N77-33108
- Theoretical parametric study of the relative advantages of winglets and wing-tip extensions [NASA-TP-1020] N77-33112
- The effect of flight on the noise of subsonic jets [AD-A041730] N77-33176
- Wing rock as a lateral-directional aircraft limit cycle oscillation induced by nonlinear aerodynamics occurring at high angle of attack [AD-A042104] N77-33204
- AERODYNAMIC COEFFICIENTS**
- Data reduction for the unsteady aerodynamics on a circulation control airfoil --- wind tunnel test data [AD-A041153] N77-32084
- AERODYNAMIC CONFIGURATIONS**
- Practical aerodynamics of maneuvering aircraft / A manual for flight personnel/ --- Russian book A77-50693
- Over-the-wing model thrust reverser noise tests [NASA-TM-73495] N77-33161
- Consistency in aircraft structural and flight control analysis N77-33213
- AERODYNAMIC DRAG**
- Determining the lift and drag distributions on a three-dimensional airfoil from flow-field velocity surveys [NASA-TM-73247] N77-32079
- AERODYNAMIC FORCES**
- Unsteady supersonic aerodynamic theory for interfering surfaces by the method of potential gradient [NASA-CR-2898] N77-33121
- Airplane math modeling methods for active control design N77-33212
- AERODYNAMIC HEATING**
- The effect of simulated aerodynamic heating on the strength of three rocket motor case steels [RPE-TR-45] N77-32240
- AERODYNAMIC INTERFERENCE**
- Variation of pitching moment with engine thrust for a twin-engine commercial jet aircraft [NASA-TM-X-3569] N77-32131
- AERODYNAMIC LOADS**
- A guide for estimation of aeroacoustic loads on flight vehicle surfaces, volume 1 [AD-A041198] N77-32090
- AERODYNAMIC NOISE**
- The aerodynamic noise of gliders A77-48513
- Influence of the noise level in a transonic wind tunnel on the aerodynamic characteristics of models [ONERA, TP NO. 1977-110] A77-50996
- Noise component method for airframe noise [AIAA PAPER 77-1271] A77-51034
- Forward flight effects on EBF noise --- Externally Blown Flaps [AIAA PAPER 77-1314] A77-51069
- Summary of forward velocity effects on fan noise [AIAA PAPER 77-1319] A77-51074
- The noise from unheated supersonic jets in simulated flight [AIAA PAPER 77-1327] A77-51081
- Effects of forward motion on jet and core noise [AIAA PAPER 77-1330] A77-51084
- Helicopter rotor aerodynamic and aeroacoustic environments [AIAA PAPER 77-1338] A77-51091
- Interaction of rotor tip flow irregularities with stator vanes as a noise source [AIAA PAPER 77-1342] A77-51095
- Simultaneous characterization of jet noise sources and acoustic field by a new application of conditional sampling [AIAA PAPER 77-1349] A77-51102
- Experimental results of large-scale structures in jet flows and their relation to jet noise production [AIAA PAPER 77-1350] A77-51103
- An analytical model for entropy noise of subsonic nozzle flow [AIAA PAPER 77-1366] A77-51118
- Interaction of rotor tip flow irregularities with stator vanes as a noise source [NASA-TM-73706] N77-32156
- AERODYNAMIC STABILITY**
- Stability of the pilot-aircraft system in maneuvering flight A77-49340
- Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 3: Programmer's manual [AD-A042307] N77-32143
- Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 1: Engineer's manual [AD-A042462] N77-33207
- AERODYNAMICS**
- Initial unsteady aerodynamic measurements of a circulation controlled airfoil and an oscillating flow wind tunnel [AD-A042102] N77-33122
- AEROELASTICITY**
- Aeroelastic stability of complete rotors with application to a teetering rotor in forward flight A77-49180
- Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 3: Programmer's manual [AD-A042307] N77-32143
- Nonlinear aeroelastic equations for combined flapwise bending, chordwise bending, torsion, and extension of twisted nonuniform rotor blades in forward flight [NASA-TM-74059] N77-33107
- Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 1: Engineer's manual [AD-A042462] N77-33207
- AEROSAT SATELLITES**
- L-band antenna for aircraft-to-satellite communications --- for Aerosat system A77-48362
- AEROSPACE ENVIRONMENTS**
- Voice control systems for airborne environments [AD-A043252] N77-32524
- AEROSPACE TECHNOLOGY TRANSFER**
- Evolution of aircraft design through the concept of the control configured vehicle [ONERA, TP NO. 1977-129] A77-51004

**AEROTHERMODYNAMICS**  
 An analytical model for entropy noise of subsonic nozzle flow  
 [AIAA PAPER 77-1366] A77-51118

**AGRICULTURE**  
 Noise emission of the agricultural aircraft Z-37. I - Sound intensity level measurements at the agricultural aircraft Z-37. II - Sound intensity level measurements at an agricultural airport  
 A77-49656  
 Notes on the pollution of airplanes and helicopters by chemicals during agricultural jobs  
 [NASA-TT-F-17444] N77-33129

**AILEBOWS**  
 Producibility aspects of advanced composites for an L-1011 Aileron  
 [SME PAPER EMR76-04] A77-51006

**AIR BAG RESTRAINT DEVICES**  
 Evaluation of inflatable /'air bag'/ occupant restraint systems for aircraft application  
 A77-49951

**AIR CARGO**  
 Technical and economic assessment of swept-wing span-distributed load concepts for civil and military air cargo transports  
 [NASA-CR-145229] N77-33147

**AIR COOLING**  
 New computation method of turbine blades film cooling efficiency  
 [ONERA, TP NO. 1977-85] A77-50988  
 Protection of cooled blades of complex internal structure  
 [ONERA, TP NO. 1977-90] A77-50991

**AIR INTAKES**  
 Detail design in aircraft  
 A77-48000

**AIR NAVIGATION**  
 ATS-6 European L-band aeronautical experiments  
 A77-49908  
 Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings  
 A77-51178  
 Position location systems technology  
 A77-51179  
 Precision location, navigation and guidance using DME techniques  
 A77-51180  
 Applications of augmented multilateration tracking systems --- for military targets  
 A77-51183  
 Navigation checkpointing with forward-sensed, fixed-range terrain profiles  
 A77-51189  
 Advanced terrain correlation techniques --- position locating system in war environments  
 A77-51190  
 Tactical and long-range navigation in the AN/ARN-101/V/  
 A77-51192  
 Aircraft Space Position Measurement System - An application of precision DME  
 A77-51197  
 An application of Omega as a sensor --- in E-3A Airborne Warning and Control hybrid navigation system  
 A77-51198  
 The Inverted Range - GPS User test facility --- Global Positioning System  
 A77-51203  
 Principles, simulation results and interoperability of JTIDS relative navigation --- Joint Tactical Information Distribution System  
 A77-51205

**AIR POLLUTION**  
 The effect of drop size on emissions from the primary zone of a gas turbine type combustor  
 A77-48174  
 Notes on the pollution of airplanes and helicopters by chemicals during agricultural jobs  
 [NASA-TT-F-17444] N77-33129

**AIR TRAFFIC**  
 Some aspects of the development of air traffic of the Socialist States. II  
 A77-49651

**AIR TRAFFIC CONTROL**  
 The new airport radar systems  
 A77-47979

New air traffic control communications and data systems  
 A77-48252  
 Civil and military air traffic in France - Management and compatibility  
 A77-48411  
 The transfer of the German North MATRAC to the EUROCONTROL Centre of Maastricht --- Military Air Traffic Radar Control  
 A77-48412  
 EUROCONTROL and radar --- automated air traffic control radar system implementation  
 A77-48412  
 Air traffic control and the initial operation of supersonic transport aircraft - A review of preparatory measures  
 A77-48415  
 Austria's role in international civil aviation  
 A77-48416  
 Simulation of traffic loading for approach and landing systems with statistical interrogation  
 A77-48686  
 A new high-precision, all-weather, ASDE /Airport Surface Detection Equipment/  
 A77-49224  
 Convex 76 - Aircraft noise and air traffic control  
 A77-49225  
 Electronic systems for air traffic control  
 A77-51276  
 Queues with delayed, probabilistic feedback as a model of air traffic control communications  
 A77-51610  
 Multiple curved descending approaches and the air traffic control problem  
 [NASA-TM-78430] N77-32104  
 Air traffic control experimentation and evaluation test  
 [AD-A041971] N77-33136  
 Requirements for flight testing automated terminal service  
 [AD-A041975] N77-33137  
 Monte Carlo simulation of VOR/DME holding procedures. Basic notions and applications  
 [ESA-TT-419] N77-33142

**AIR TRANSPORTATION**  
 Rationalization of the European air net  
 A77-48474  
 Some aspects of the development of air traffic of the Socialist States. II  
 A77-49651  
 The development of a model for predicting passenger acceptance of short-haul air transportation systems  
 [NASA-CR-145250] N77-33148

**AIRBORNE EQUIPMENT**  
 An operational video tape recording system utilizing IRIG standard 129-73 segmented helical scan recording format  
 A77-49873  
 History and development of the SCORE pod --- Simulated Combat Operations Range Equipment  
 A77-51188  
 Measurements of the influence of static and dynamic interference on an ILS-receiver and measurement of the capture effect with the double frequency procedure  
 [TUBS/SPB58/50] N77-33140

**AIRBORNE SURVEILLANCE RADAR**  
 Avionics first principles. II - Airborne radars  
 A77-48689

**AIRBORNE/SPACEBORNE COMPUTERS**  
 Proving the correctness of a flight-director program for an airborne minicomputer  
 A77-51261  
 Eight-channel resolver simplifies digital flight controls  
 A77-51354

**AIRCRAFT ACCIDENT INVESTIGATION**  
 Teaching the practical techniques of establishing egress system performance in an accident environment  
 A77-49948

**AIRCRAFT ACCIDENTS**  
 Computer simulation of light aircraft crash  
 A77-49341  
 The need for improved aircraft crashworthiness design  
 A77-49473

## AIRCRAFT ANTENNAS

## SUBJECT INDEX

- Proposed helicopter safety system for catastrophic failures  
A77-49936
- Evolution of automatic opening lap belts in high performance aircraft  
A77-49946
- The development of new designs of emergency escape parachutes for ejection seats  
A77-49947
- USAF experience in aircraft accident survivability  
A77-49949
- Aircrew escape and survival - Problems and solutions  
A77-49950
- The life cycle cost impacts of unsafe designs --- aircraft accident effects  
A77-50462
- Single pass Doppler positioning for Search and Rescue satellite missions  
A77-51186
- Briefs of accidents involving air taxi operations, US general aviation, 1975  
[PB-267653/4] N77-32102
- Analysis of air accidents involving airplanes or helicopters of various types of application  
[NASA-TT-F-17443] N77-33128
- Testing simulation of damages occurred in service  
N77-33194
- AIRCRAFT ANTENNAS**
- Rain erosion resistant fluoroelastomer radome and antenna coatings  
A77-49731
- B-1 forward radome microwave test range  
A77-49743
- AIRCRAFT COMMUNICATION**
- L-band antenna for aircraft-to-satellite communications --- for Aerosat system  
A77-48362
- New lidar concept for measuring the slant range transmission in aircraft landing approaches  
A77-48698
- ATS-6 European L-band aeronautical experiments  
A77-49908
- AFSATCOM terminal segment reliability test program  
A77-50494
- Principles, simulation results and interoperability of JTIDS relative navigation --- Joint Tactical Information Distribution System  
A77-51205
- AIRCRAFT COMPARTMENTS**
- Cabin noise behavior of a USB STOL transport --- upper surface blowing YC-14 aircraft  
[AIAA PAPER 77-1365] A77-51117
- A research program to reduce interior noise in general aviation airplanes --- test methods and results  
[NASA-CR-155154] N77-33959
- AIRCRAFT CONFIGURATIONS**
- The aerodynamic noise of gliders  
A77-48513
- AIRCRAFT CONSTRUCTION MATERIALS**
- Producibility aspects of advanced composites for an L-1011 Aileron  
[SME PAPER EMR76-04] A77-51006
- Trapped rubber processing for advanced composites  
[SME PAPER EM76-172] A77-51009
- Design, fabrication and test of an F-14 composite overwing fairing  
[SME PAPER EM76-175] A77-51010
- Airframe composite materials  
A77-51353
- AIRCRAFT CONTROL**
- Design of nonlinear automatic flight control systems  
A77-48693
- The determination of the center-of-gravity position with the aid of dimensionless values --- for aircraft control and stability  
A77-49654
- Practical aerodynamics of maneuvering aircraft /A manual for flight personnel/ --- Russian book  
A77-50693
- Evolution of aircraft design through the concept of the control configured vehicle  
[ONERA, TP NO. 1977-129] A77-51004
- Precision location, navigation and guidance using DME techniques  
A77-51180
- Eight-channel resolver simplifies digital flight controls  
A77-51354
- Digital flight control systems  
[NASA-CR-145246] N77-33200
- F-8C adaptive flight control laws  
[NASA-CR-2880] N77-33202
- F-8C adaptive flight control extensions --- for maximum likelihood estimation  
[NASA-CR-2881] N77-33203
- Structural Aspects of Active Controls  
[AGARD-CP-228] N77-33208
- A practical optimum selection procedure for a motivator in active flutter suppression system design on an aircraft with underwing stores  
N77-33209
- Impact of a command and stability augmentation system on gust response of a combat aircraft  
N77-33210
- Airplane math modeling methods for active control design  
N77-33212
- Consistency in aircraft structural and flight control analysis  
N77-33213
- YC-14 control system redundancy  
N77-33214
- AIRCRAFT DESIGN**
- Detail design in aircraft  
A77-48000
- Performance of plain-type spoilers applied to the GA/W-1 wing  
A77-49344
- The need for improved aircraft crashworthiness design  
A77-49473
- Jakowlew Jak-42 - Uncomplicated, reliable, economical  
A77-49653
- The technical conception of the IL-62M - Aerodynamic features  
A77-49655
- Design and test results of very broadband radomes for ECM applications  
A77-49747
- The life cycle cost impacts of unsafe designs --- aircraft accident effects  
A77-50462
- Evolution of aircraft design through the concept of the control configured vehicle  
[ONERA, TP NO. 1977-129] A77-51004
- Producibility aspects of advanced composites for an L-1011 Aileron  
[SME PAPER EMR76-04] A77-51006
- Design, fabrication and test of an F-14 composite overwing fairing  
[SME PAPER EM76-175] A77-51010
- Special course on concepts for drag reduction  
[AGARD-R-654] N77-32091
- An overview of concepts for aircraft drag reductions  
N77-32092
- Modeling and parameter uncertainties for aircraft flight control system design  
[NASA-CR-2887] N77-33149
- Human factors engineering considerations in designing Naval aircraft for maintainability  
[AD-A041156] N77-33153
- AIRCRAFT DETECTION**
- The new airport radar systems  
A77-47979
- Accuracy evaluation of augmented multilateration tracking systems --- for aircraft detection  
A77-51182
- Applications of augmented multilateration tracking systems --- for military targets  
A77-51183
- Development of the RMS-2 System of ODDREE/TEZ/ --- Range Measurement System for tank and aircraft tracking  
A77-51187
- Prediction of airborne target detection  
[AD-A041428] N77-32871
- AIRCRAFT ENGINES**
- Some detail design problems in aircraft gas turbines  
A77-48001
- Investigation of the state of dynamic stress and the influence of service time on the fatigue strength of turbine rotor blades of aircraft gas-turbine engines  
A77-48632



SUBJECT INDEX

AIRCRAFT NOISE

Some regularities of the wearing of fuel pump plunger spheres --- for aircraft engines	A77-49374	A multipurpose position accuracy verification system --- airborne DME	A77-51181
Logistics planning simulation model for USAF spare engine management	A77-50510	Air Combat Maneuvering Range/Instrumentation 'ACHR/I'	A77-51195
Gas turbine temperature techniques	A77-50625	Presentation of DLS information	N77-32111
Construction and design principles of aircraft gas-turbine engines --- Russian book	A77-50684	<b>AIRCRAFT LANDING</b>	
Review of optical techniques with respect to aero-engine applications [ONERA, TP NO. 1977-80]	A77-50987	New lidar concept for measuring the slant range transmission in aircraft landing approaches	A77-48698
A finite element algorithm for sound propagation in axisymmetric ducts containing compressible mean flow [AIAA PAPER 77-1301]	A77-51057	A navigation device to help helicopters to land on ocean platforms [ONERA, TP NO. 1977-71]	A77-50983
The influence of the inlet duct contour on forward radiated fan noise [AIAA PAPER 77-1355]	A77-51108	Electronic systems for air traffic control	A77-51276
A novel concept for suppressing internally generated aircraft engine noise [AIAA PAPER 77-1356]	A77-51109	Multiple curved descending approaches and the air traffic control problem [NASA-TM-78430]	N77-32104
CF6 engine designed for maintenance	A77-51352	Longitudinal handling qualities during approach and landing of a powered lift STOL aircraft [NASA-TM-X-62144]	N77-33151
Power plant reliability [AGARD-CP-215]	N77-33181	<b>AIRCRAFT LIGHTS</b>	
Civil airworthiness requirements for powerplant reliability	N77-33185	Wide area illuminator development for US Coast Guard HH-3F helicopter [AD-A041425]	N77-32132
Risks affecting the structural resistance and integrity of modern propulsion systems	N77-33187	<b>AIRCRAFT MAINTENANCE</b>	
Aircraft engine design and development through lessons learned	N77-33190	Wear reliability of aircraft splines	A77-50467
Progress in determining service life by endurance tests --- Concorde aircraft	N77-33195	Reliability improvement warranty techniques and applications --- to F-16 aircraft	A77-50477
Methods of improving the performance reliability of advanced military power plant systems	N77-33198	Logistics planning simulation model for USAF spare engine management	A77-50510
Preliminary results of USAF experience with engine monitoring and diagnostics	N77-33199	Automatic systems check-out	A77-51351
<b>AIRCRAFT EQUIPMENT</b>		CF6 engine designed for maintenance	A77-51352
Reliability, availability, maintainability/logistics /RAM/LOG/	A77-50456	Investigation of factors controlling engine scheduled overhaul: T53/T55 [AD-A042190]	N77-32162
Aircraft electric machines with intensive cooling systems --- Russian book	A77-50678	Product improvement program evaluation [AD-A042134]	N77-33101
Master monitor display application study for F-14 [AD-A041570]	N77-33158	Human factors engineering considerations in designing Naval aircraft for maintainability [AD-A041156]	N77-33153
<b>AIRCRAFT FUELS</b>		Maintenance methods for improving propulsion system reliability	N77-33184
Alternate fuels for future aircraft	A77-48709	<b>AIRCRAFT MANEUVERS</b>	
The liquid hydrogen option for the subsonic transport - A status report	A77-48819	Stability of the pilot-aircraft system in maneuvering flight	A77-49340
<b>AIRCRAFT GUIDANCE</b>		Practical aerodynamics of maneuvering aircraft /A manual for flight personnel/ --- Russian book	A77-50693
Precision location, navigation and guidance using DME techniques	A77-51180	Air Combat Maneuvering Range/Instrumentation 'ACHR/I'	A77-51195
Global positioning system navigation algorithms --- for application to navigation satellites used for aircraft guidance	N77-32103	Transonic wind-tunnel investigation of the maneuver potential of the NASA supercritical wing concept, phase 1 [NASA-TM-X-3534]	N77-33115
Integrated path guidance system for unconventional approach procedures	N77-32119	<b>AIRCRAFT MODELS</b>	
Recognition and elimination of interference disturbances by modification of the radio field of landing systems with spatial modulation degree diagrams	N77-32123	Transonic pressure distribution on an aircraft wing model during rocket sled runs [AD-A041633]	N77-32085
<b>AIRCRAFT HAZARDS</b>		<b>AIRCRAFT NOISE</b>	
Design of a cascade fire apparatus for testing countermeasure effectiveness [AD-A043176]	N77-32101	Convex 76 - Aircraft noise and air traffic control	A77-49225
<b>AIRCRAFT INDUSTRY</b>		Noise emission of the agricultural aircraft Z-37. I - Sound intensity level measurements at the agricultural aircraft Z-37. II - Sound intensity level measurements at an agricultural airport	A77-49656
Austria's role in international civil aviation	A77-48416	The measurement of aircraft overflight noise - Errors due to its nonstationary character	A77-50441
<b>AIRCRAFT INSTRUMENTS</b>		Are wheel-well related aeroacoustic sources of any significance in airframe noise [AIAA PAPER 77-1270]	A77-51033
Solid state light emitting displays	A77-50623	Noise component method for airframe noise [AIAA PAPER 77-1271]	A77-51034
		Airframe noise of the DC-9 [AIAA PAPER 77-1272]	A77-51035

- Interim noise correlation for some OTW configurations using external jet-flow deflectors --- engine Over The Wing [AIAA PAPER 77-1317] A77-51072
- Flight noise studies on a turbojet engine using microphones mounted on a 450 ft. tower [AIAA PAPER 77-1325] A77-51079
- Experimental investigation of helicopter rotor high frequency broadband noise [AIAA PAPER 77-1339] A77-51092
- Some measured and calculated effects of a tip vortex modification device on impulsive noise --- for helicopter rotors [AIAA PAPER 77-1341] A77-51094
- Effect of forward motion on turbomachinery noise [AIAA PAPER 77-1346] A77-51099
- A guide for estimation of aeroacoustic loads on flight vehicle surfaces, volume 1 [AD-A041198] N77-32090
- Aircraft sideline noise: A technical review and analysis of contemporary data [AD-A042076] N77-33685
- Further sensitivity studies of community-aircraft noise exposure (NOISEMAP) prediction procedures [AD-A041781] N77-33686
- Airplane noise: Dimensions and means of noise reduction --- in Norway [ELAB-STP44-A75080] N77-33696
- AIRCRAFT PARTS**
- Wear reliability of aircraft splines A77-50467
- Techniques and facilities used at ONERA /Modane Center/ for icing tests [ONERA, TP NO. 1977-123] A77-51002
- Deburring - Requirements of the aircraft [SME PAPER MR76-124] A77-51007
- Investigation of an aluminum rolling helix crash energy absorber [AD-A042084] N77-33132
- AIRCRAFT PERFORMANCE**
- Some mathematical aspects of the correlation theory of aircraft precision and reliability A77-50709
- Flight evaluation of an advanced technology light twin-engine airplane (ATLIT) [NASA-CR-2832] N77-33104
- AIRCRAFT PRODUCTION**
- Appliances for assembling aircraft and helicopter subsystems and elements --- Russian textbook A77-50682
- Deburring - Some of the problems and requirements of the aircraft industry [SME PAPER MR76-547] A77-51016
- AIRCRAFT RELIABILITY**
- Detail design aspects of a helicopter transmission system A77-47999
- The protection of aircraft radomes against lightning strike A77-49734
- Reliability, availability, maintainability/logistics /RAM/LOG/ A77-50456
- Flight inspection data and crack initiation times A77-50466
- Reliability improvement warranty techniques and applications --- to F-16 aircraft A77-50477
- Failure analysis of digital systems using simulation A77-50501
- Some mathematical aspects of the correlation theory of aircraft precision and reliability A77-50709
- A new look in reliability: F-18 operational mission environment [AD-A042781] N77-32573
- Power plant reliability [AGARD-CP-215] N77-33181
- Maintenance methods for improving propulsion system reliability N77-33184
- Civil airworthiness requirements for powerplant reliability N77-33185
- Reliability versus cost in operating wide body jet engines N77-33186
- Risks affecting the structural resistance and integrity of modern propulsion systems N77-33187
- Development procedures to promote reliability N77-33188
- CFM56 turbofan maintainability and reliability-oriented development N77-33189
- Aircraft engine design and development through lessons learned N77-33190
- The evolution and control of different performance degradation processes in modern propulsion systems --- monitoring jet engines N77-33193
- AIRCRAFT SAFETY**
- Lightning-hazard assessment - A first-pass probabilistic model --- for aircraft A77-49346
- Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif., September 13-16, 1976, Proceedings A77-49926
- SENDS /Safe Ejection Envelope Display System/ A77-49932
- Fluidic thrust vector control systems for ejection seats A77-49933
- Fluidic event sequencing subsystem for AAES --- Aircrew Automated Escape Systems A77-49934
- Proposed helicopter safety system for catastrophic failures A77-49936
- Evaluation of inflatable /'air bag'/ occupant restraint systems for aircraft application A77-49951
- The need for a workable collision avoidance system - Now --- in civil aviation A77-50662
- Bird strike hazards: A bibliography, 1971 - 1976 [NAL-BIBL-SER-77] N77-33131
- AIRCRAFT SPECIFICATIONS**
- Consistency in aircraft structural and flight control analysis N77-33213
- AIRCRAFT STABILITY**
- The determination of the center-of-gravity position with the aid of dimensionless values --- for aircraft control and stability A77-49654
- AIRCRAFT STRUCTURES**
- Design and test results of very broadband radomes for ECM applications A77-49747
- AIRCRAFT TIRES**
- Behavior of aircraft antiskid breaking systems on dry and wet runway surfaces: A slip-ratio-controlled system with ground speed reference from unbraked nose wheel [NASA-TN-D-8455] N77-33150
- AIRCRAFT WAKES**
- Vortex interactions and decay in aircraft wakes [NASA-CR-2870] N77-33105
- AIRFIELD SURFACE MOVEMENTS**
- A new high-brightness, all-weather, ASDE /Airport Surface Detection Equipment/ A77-49224
- AIRFOIL PROFILES**
- Unsteady Oseen flow around a flat-plate airfoil A77-49244
- AIRFOILS**
- Theory of the lifting surface in unsteady motion in an inviscid fluid A77-49847
- Determining the lift and drag distributions on a three-dimensional airfoil from flow-field velocity surveys [NASA-TM-73247] N77-32079
- Data reduction for the unsteady aerodynamics on a circulation control airfoil --- wind tunnel test data [AD-A041153] N77-32084
- Flight evaluation of an advanced technology light twin-engine airplane (ATLIT) [NASA-CR-2832] N77-33104

- Initial unsteady aerodynamic measurements of a circulation controlled airfoil and an oscillating flow wind tunnel  
[AD-A042102] N77-33122
- AIRFRAME MATERIALS**  
Robrbond --- high strength T1 alloy joining method for thrust engines, airframe and space structures [SME PAPER AD76-280] A77-51015
- AIRFRAMES**  
Detail design in aircraft A77-48000
- Appliances for assembling aircraft and helicopter subsystems and elements --- Russian textbook A77-50682
- Airframe noise - A status report, 1977 [AIAA PAPER 77-1268] A77-51032
- Are wheel-well related aeroacoustic sources of any significance in airframe noise [AIAA PAPER 77-1270] A77-51033
- Noise component method for airframe noise [AIAA PAPER 77-1271] A77-51034
- Airframe noise of the DC-9 [AIAA PAPER 77-1272] A77-51035
- Unsteady surface pressure characteristics on aircraft components and farfield radiated airframe noise [AIAA PAPER 77-1295] A77-51052
- Airframe composite materials A77-51353
- An optimality criteria approach to the minimum weight design of aircraft structures [AD-A042759] N77-32140
- Wind tunnel and analytical investigation of over-the-wing propulsion/air frame interferences for a short-haul aircraft at Mach numbers from 0.6 to 0.78 --- conducted in the Lewis 8 by 6 foot tunnel [NASA-CR-2905] N77-33114
- AIRLINE OPERATIONS**  
Reducing walking distances at existing airports A77-47980
- Austria's role in international civil aviation A77-48416
- Rationalization of the European air net A77-48474
- Some aspects of the development of air traffic of the Socialist States. II A77-49651
- The determination of the center-of-gravity position with the aid of dimensionless values --- for aircraft control and stability A77-49654
- Briefs of accidents involving air taxi operations, US general aviation, 1975 [PB-267653/4] N77-32102
- AIRPLANE PRODUCTION COSTS**  
Producibility aspects of advanced composites for an L-1011 Aileron [SME PAPER EHR76-04] A77-51006
- AIRPORT LIGHTS**  
Airport electrical and lighting equipment --- Russian book A77-50676
- AIRPORT PLANNING**  
Reducing walking distances at existing airports A77-47980
- A new high-brightness, all-weather, ASDE /Airport Surface Detection Equipment/ A77-49224
- Convex 76 - Aircraft noise and air traffic control A77-49225
- Electroenergy supply for airports. IV A77-49658
- AIRPORT SURFACE DETECTION EQUIPMENT**  
The new airport radar systems A77-47979
- AIRPORTS**  
Austria's role in international civil aviation A77-48416
- The Brunswick DLS test airport area - a non clean environment N77-32108
- A-37B fatigue sensor evaluation program: Full scale test and field aircraft instrumentation [AD-A042114] N77-33156
- Aircraft sideline noise: A technical review and analysis of contemporary data [AD-A042076] N77-33685
- AIR SPEED**  
Forward flight effects on EBP noise --- Externally Blown Flaps [AIAA PAPER 77-1314] A77-51069
- Summary of forward velocity effects on fan noise [AIAA PAPER 77-1319] A77-51074
- Summary of forward velocity effects on fan noise [NASA-TN-73722] N77-32159
- A suspended anemometer system for measuring true airspeed on low-speed airplanes [NASA-TN-D-8523] N77-33157
- ALGORITHMS**  
Global positioning system navigation algorithms --- for application to navigation satellites used for aircraft guidance N77-32103
- Minimum time acceleration of aircraft turbofan engines by using an algorithm based on nonlinear programming [NASA-TN-73741] N77-33167
- ALL-WEATHER AIR NAVIGATION**  
A new high-brightness, all-weather, ASDE /Airport Surface Detection Equipment/ A77-49224
- Civil transport aircraft short range all-weather flight [TUBS/SPB58/PB1976] N77-32118
- ALL-WEATHER LANDING SYSTEMS**  
Civil transport aircraft short range all-weather flight [TUBS/SPB58/PB1976] N77-32118
- Integrated path guidance system for unconventional approach procedures N77-32119
- Flight mechanical problems in connection with the interception process N77-32121
- Recognition and elimination of interference disturbances by modification of the radio field of landing systems with spatial modulation degree diagrams N77-32123
- ALUMINUM ALLOYS**  
Investigation of an aluminum rolling helix crash energy absorber [AD-A042084] N77-33132
- ANECHOIC CHAMBERS**  
Gas turbine engine core noise source isolation by internal-to-far field correlations [AIAA PAPER 77-1276] A77-51037
- ANEMOMETERS**  
A suspended anemometer system for measuring true airspeed on low-speed airplanes [NASA-TN-D-8523] N77-33157
- ANGLE OF ATTACK**  
Wing rock as a lateral-directional aircraft limit cycle oscillation induced by nonlinear aerodynamics occurring at high angle of attack [AD-A042104] N77-33204
- ANGULAR VELOCITY**  
An accurate angular position and angular velocity instrument based on an optical incremental encoder [WRE-TN-1730(WR/D)] N77-33480
- ANNULAR NOZZLES**  
Effect of simulated forward speed on the jet noise of inverted velocity profile coannular nozzles [AIAA PAPER 77-1329] A77-51083
- ANTENNA ARRAYS**  
Application of UHF adaptive array to navigation/tracking systems A77-51185
- ANTENNA DESIGN**  
L-band antenna for aircraft-to-satellite communications --- for Aerosat system A77-48362
- A method to reduce the need for large antennas in Microwave Landing Systems /MLS/ A77-48378
- Radar systems with phased-array antennas A77-51277
- ANTHROPOLOGY**  
Civil transport aircraft short range all-weather flight [TUBS/SPB58/PB1976] N77-32118

- ANTISKID DEVICES**  
 Behavior of aircraft antiskid breaking systems on dry and wet runway surfaces: A slip-ratio-controlled system with ground speed reference from unbraked nose wheel  
 [NASA-TN-D-8455] N77-33150
- ANTISUBMARINE WARFARE**  
 Precise positioning of sonobuoys using AME and DME techniques --- Angle Measuring and Distance Measuring Equipment in antisubmarine warfare  
 A77-51196
- APPROACH CONTROL**  
 Multiple curved descending approaches and the air traffic control problem  
 [NASA-TM-78430] N77-32104  
 Longitudinal handling qualities during approach and landing of a powered lift STOL aircraft  
 [NASA-TN-X-62144] N77-33151
- ARCHITECTURE (COMPUTERS)**  
 System avionics architectures for RPVs  
 [AD-A041502] N77-32145
- AREA NAVIGATION**  
 Civil and military air traffic in France - Management and compatibility  
 A77-48411  
 The transfer of the German North MATRAC to the EUROCONTROL Centre of Maastricht --- Military Air Traffic Radar Control  
 A77-48412  
 EUROCONTROL and radar --- automated air traffic control radar system implementation  
 A77-48413
- ASSEMBLING**  
 Appliances for assembling aircraft and helicopter subsystems and elements --- Russian textbook  
 A77-50682
- ATLIT PROJECT**  
 Flight evaluation of an advanced technology light twin-engine airplane (ATLIT)  
 [NASA-CR-2832] N77-33104
- ATS 6**  
 ATS-6 European L-band aeronautical experiments  
 A77-49908
- AUSTRIA**  
 Austria's role in international civil aviation  
 A77-48416
- AUTOMATIC CONTROL**  
 Evolution of automatic opening lap belts in high performance aircraft  
 A77-49946  
 Requirements for flight testing automated terminal service  
 [AD-A041975] N77-33137
- AUTOMATIC FLIGHT CONTROL**  
 EUROCONTROL and radar --- automated air traffic control radar system implementation  
 A77-48413  
 Design of nonlinear automatic flight control systems  
 A77-48693  
 Failure analysis of digital systems using simulation  
 A77-50501  
 Evolution of aircraft design through the concept of the control configured vehicle  
 [ONERA, TP NO. 1977-129] A77-51004  
 Integrated path guidance system for unconventional approach procedures  
 N77-32119  
 Structural Aspects of Active Controls  
 [AGARD-CP-228] N77-33208  
 YC-14 control system redundancy  
 N77-33214
- AUTOMATIC TEST EQUIPMENT**  
 Acquisition of test compatible avionics - An updated approach  
 A77-49645  
 Automatic systems check-out  
 A77-51351
- AUXILIARY POWER SOURCES**  
 Electroenergy supply for airports. IV  
 A77-49658  
 Subsystem design analysis light weight alternator (model test program). Addendum 2  
 [AD-A041257] N77-33171
- AVAILABILITY**  
 Reliability, availability, maintainability/logistics /RAM/LOG/  
 A77-50456
- AVIONICS**  
 Acquisition of test compatible avionics - An updated approach  
 A77-49645  
 Reliability improvement warranty techniques and applications --- to F-16 aircraft  
 A77-50477  
 Effects of temperature on avionics reliability  
 A77-50497  
 Failure analysis of digital systems using simulation  
 A77-50501  
 Combined Environment Reliability Test /CERT/ --- for avionics  
 A77-50504  
 System avionics architectures for RPVs  
 [AD-A041502] N77-32145  
 Avionics data for cost estimating  
 [AD-A043265] N77-32146
- AXIAL FLOW TURBINES**  
 Cold-air performance of a 12.766-centimeter-tip-diameter axial-flow cooled turbine. 3: Effect of rotor tip clearance on overall performance of a solid blade configuration  
 [NASA-TP-1032] N77-32082
- AXISYMMETRIC FLOW**  
 Numerical analysis of the axisymmetric flow past a pervious shell with a hole at the vertex  
 A77-50938
- B**
- B-1 AIRCRAFT**  
 B-1 forward radome microwave test range  
 A77-49743  
 Design and development of a structural mode control system  
 [NASA-CR-143846] N77-33201
- BALL BEARINGS**  
 Steady-state unbalance response of a three-disk flexible rotor on flexible, damped supports  
 [NASA-TN-X-73666] N77-33160
- BALLOON FLIGHT**  
 A mathematical model of transcontinental balloon  
 [IAF PAPER 77-167] A77-51460
- BIBLIOGRAPHIES**  
 Bird strike hazards: A bibliography, 1971 - 1976  
 [NAL-BIBL-SER-77] N77-33131
- BIRD-AIRCRAFT COLLISIONS**  
 Bird strike hazards: A bibliography, 1971 - 1976  
 [NAL-BIBL-SER-77] N77-33131
- BLADE TIPS**  
 Aerodynamic problems of helicopter blade tips  
 [ONERA, TP NO. 1977-112] A77-50998  
 Investigation of subsonic fan noise sources by fluctuating pressure measurements on rotating blades  
 [AIAA PAPER 77-1321] A77-51075  
 Cold-air performance of a 12.766-centimeter-tip-diameter axial-flow cooled turbine. 3: Effect of rotor tip clearance on overall performance of a solid blade configuration  
 [NASA-TP-1032] N77-32082  
 Interaction of rotor tip flow irregularities with stator vanes as a noise source  
 [NASA-TN-73706] N77-32156
- BLOWING**  
 Heat transfer at the critical point of a cylinder during intensive blowing  
 A77-48054
- BODY-WING CONFIGURATIONS**  
 Vortex lattice prediction of subsonic aerodynamics of hypersonic vehicle concepts  
 A77-49343
- BOUNDARY LAYER CONTROL**  
 Data reduction for the unsteady aerodynamics on a circulation control airfoil --- wind tunnel test data  
 [AD-A041153] N77-32084  
 Special course on concepts for drag reduction  
 [AGARD-R-654] N77-32091
- BOUNDARY LAYER FLOW**  
 Numerical prediction of aeroacoustic jet-flap flows  
 [AIAA PAPER 77-1316] A77-51071
- BRAKES (FOR ARRESTING MOTION)**  
 Behavior of aircraft antiskid breaking systems on dry and wet runway surfaces: A slip-ratio-controlled system with ground speed reference from unbraked nose wheel  
 [NASA-TN-D-8455] N77-33150

SUBJECT INDEX

COMPOUND HELICOPTERS

**BROADBAND**  
Design and test results of very broadband radomes  
for ECM applications  
A77-49747

**BUFFETING**  
Buffet characteristics of the F-8 supercritical  
wing airplane  
[NASA-TN-56049]  
N77-32080

**C**

**C-130 AIRCRAFT**  
Flight inspection data and crack initiation times  
A77-50466

**C-135 AIRCRAFT**  
Air traffic control experimentation and evaluation  
test  
[AD-A041971]  
N77-33136

**C-141 AIRCRAFT**  
Effects of temperature on avionics reliability  
A77-50497

**CABIN ATMOSPHERES**  
Notes on the pollution of airplanes and  
helicopters by chemicals during agricultural jobs  
[NASA-TT-P-17444]  
N77-33129

**CALIBRATING**  
A precision voltage reference unit for calibrating  
airborne data acquisition systems  
[RAE-TR-76164]  
N77-32474

**CARNOT CYCLE**  
Computer studies of swirl flows in Carnot diffusers  
A77-51600

**CASCADE FLOW**  
Design of a cascade fire apparatus for testing  
countermeasure effectiveness  
[AD-A043176]  
N77-32101

**CENTER OF GRAVITY**  
The determination of the center-of-gravity  
position with the aid of dimensionless values  
--- for aircraft control and stability  
A77-49654

**CENTRIFUGAL COMPRESSORS**  
The current state of research and design in high  
pressure ratio centrifugal compressors --- for  
gas turbine engines  
[AD-A041011]  
N77-33172

**CHANNEL CAPACITY**  
Queues with delayed, probabilistic feedback as a  
model of air traffic control communications  
A77-51610

**CIRCUIT RELIABILITY**  
Effects of temperature on avionics reliability  
A77-50497

**CIVIL AVIATION**  
Austria's role in international civil aviation  
A77-48416

Rationalization of the European air net  
A77-48474

Some aspects of the development of air traffic of  
the Socialist States. II  
A77-49651

The need for a workable collision avoidance system  
- Now --- in civil aviation  
A77-50662

**CLEARANCES**  
Cold-air performance of a  
12.766-centimeter-tip-diameter axial-flow cooled  
turbine. 3. Effect of rotor tip clearance on  
overall performance of a solid blade configuration  
[NASA-TP-1032]  
N77-32082

**COAXIAL FLOW**  
The initial region of subsonic coaxial jets. II  
A77-49564

**COHERENCE COEFFICIENT**  
Identification and measurement of combustion noise  
from a turbofan engine using correlation and  
coherence techniques  
[NASA-TR-73747]  
N77-33162

Measurement of far field combustion noise from a  
turbofan engine using coherence functions  
[NASA-TN-73748]  
N77-33163

**COLLISION AVOIDANCE**  
The need for a workable collision avoidance system  
- Now --- in civil aviation  
A77-50662

Electronic systems for air traffic control  
A77-51276

**COMBAT**  
Air Combat Maneuvering Range/Instrumentation  
'ACMR/I'  
A77-51195

**COMBUSTION CHAMBERS**  
Direct-connect tests of hydrogen-fueled supersonic  
combustors  
A77-48240

Experimental and analytical separation of  
hydrodynamic, entropy and combustion noise in a  
gas turbine combustor  
[AIAA PAPER 77-1275]  
A77-51036

A review of turbopropulsion combustion. Part 1:  
Fundamentals of combustion. Part 2:  
Turbopropulsion combustion technology  
[AD-A043022]  
N77-32163

Identification and measurement of combustion noise  
from a turbofan engine using correlation and  
coherence techniques  
[NASA-TN-73747]  
N77-33162

**COMBUSTION EFFICIENCY**  
Pollution reduction technology program for small  
jet aircraft engines, phase 1  
[NASA-CR-135214]  
N77-33168

**COMBUSTION STABILITY**  
Measurement of far field combustion noise from a  
turbofan engine using coherence functions  
[NASA-TN-73748]  
N77-33163

**COMET 4 AIRCRAFT**  
ATS-6 European L-band aeronautical experiments  
A77-49908

**COMMERCIAL AIRCRAFT**  
Variation of pitching moment with engine thrust  
for a twin-engine commercial jet aircraft  
[NASA-TN-X-3569]  
N77-32131

**COMMUNICATION NETWORKS**  
JTIDS - An overview of the system design and  
implementation --- Joint Tactical Information  
Distribution System  
A77-51204

Queues with delayed, probabilistic feedback as a  
model of air traffic control communications  
A77-51610

**COMMUNICATION SATELLITES**  
ATS-6 European L-band aeronautical experiments  
A77-49908

AFSATCOM terminal segment reliability test program  
A77-50494

Single pass Doppler positioning for Search and  
Rescue satellite missions  
A77-51186

**COMMUNITIES**  
Further sensitivity studies of community-aircraft  
noise exposure (NOISEMAP) prediction procedures  
[AD-A041781]  
N77-33686

**COMPONENT RELIABILITY**  
Detail design aspects of a helicopter transmission  
system  
A77-47999

Some detail design problems in aircraft gas turbines  
A77-48001

Wear reliability of aircraft splines  
A77-50467

CFM56 turbofan maintainability and  
reliability-oriented development  
N77-33189

**COMPOSITE MATERIALS**  
Producibility aspects of advanced composites for  
an L-1011 Aileron  
[SME PAPER EM76-04]  
A77-51006

Design, fabrication and test of an F-14 composite  
overwing fairing  
[SME PAPER EM76-175]  
A77-51010

Airframe composite materials  
A77-51353

**COMPOSITE STRUCTURES**  
Rohrbond --- high strength Ti alloy joining method  
for thrust engines, airframe and space structures  
[SME PAPER AD76-280]  
A77-51015

Evaluation of composite wing for XPV-12A airplane  
[AD-A041208]  
N77-33152

**COMPOUND HELICOPTERS**  
Effect of rotor wake on aerodynamic  
characteristics of a 1/6 scale model of the  
rotor systems research aircraft --- in the  
Langley V/STOL tunnel  
[NASA-TN-X-3548]  
N77-32083

## COMPRESSIBLE FLOW

A finite element algorithm for sound propagation in axisymmetric ducts containing compressible mean flow  
[AIAA PAPER 77-1301] A77-51057

**COMPRESSOR EFFICIENCY**  
Cold-air performance of a 12.766-centimeter-tip-diameter axial-flow cooled turbine. 3: Effect of rotor tip clearance on overall performance of a solid blade configuration  
[NASA-TP-1032] N77-32082

**COMPUTER GRAPHICS**  
Computer-generated displays added to HEL helicopter operational trainer  
[AD-A043267] N77-32173

**COMPUTER PROGRAMS**  
Proving the correctness of a flight-director program for an airborne minicomputer A77-51261

A mathematical model of transcontinental balloon  
[IAF PAPER 77-167] A77-51460

NS2G: A segmented mission analysis program for low and high speed aircraft. Volume 2: Program users manual  
[NASA-CR-2808] N77-33100

**COMPUTER SYSTEMS DESIGN**  
Acquisition of test compatible avionics - An updated approach A77-49645

**COMPUTER TECHNIQUES**  
On the importance of program intelligence to advanced automation in flight operations  
[AD-A042915] N77-32147

**COMPUTERIZED DESIGN**  
Estimation of helicopter performance by an extended energy method improved by flight tests A77-51613

F-8C adaptive flight control extensions --- for maximum likelihood estimation  
[NASA-CR-2881] N77-33203

**COMPUTERIZED SIMULATION**  
Simulation of traffic loading for approach and landing systems with statistical interrogation A77-48686

Computer simulation of light aircraft crash A77-49341

Failure analysis of digital systems using simulation A77-50501

Logistics planning simulation model for USAF spare engine management A77-50510

Principles, simulation results and interoperability of JTIDS relative navigation --- Joint Tactical Information Distribution System A77-51205

Computer studies of swirl flows in Carnot diffusers A77-51600

Simulation of the multipath propagation of DLS N77-32106

Influence of the multipath propagation on the distance measuring part of DLS N77-32110

F100 multivariable control synthesis program: Evaluation of a multivariable control using a real-time engine simulation  
[NASA-TP-1056] N77-33169

**CONCORDE AIRCRAFT**  
Air traffic control and the initial operation of supersonic transport aircraft - A review of preparatory measures A77-48415

Progress in determining service life by endurance tests --- Concorde aircraft N77-33195

**CONFERENCES**  
Survival and Flight Equipment Association, Annual Symposium, 14th, San Diego, Calif., September 13-16, 1976, Proceedings A77-49926

Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings A77-51178

Power plant reliability  
[AGARD-CP-215] N77-33181

**CONTAMINATION**  
Notes on the pollution of airplanes and helicopters by chemicals during agricultural jobs  
[NASA-TT-F-17444] N77-33129

## CONTINUOUS WAVE RADAR

Surface roughness measurements by using low-resolution FM-CW radar altimeters A77-48377

**CONTROL CONFIGURED VEHICLES**  
Evolution of aircraft design through the concept of the control configured vehicle  
[ONERA, TP NO. 1977-129] A77-51004

Initial unsteady aerodynamic measurements of a circulation controlled airfoil and an oscillating flow wind tunnel  
[AD-A042102] N77-33122

**CONTROL SIMULATION**  
Simulation of traffic loading for approach and landing systems with statistical interrogation A77-48686

**CONTROL SURFACES**  
Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls  
[NASA-TN-X-3431] N77-33116

Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls, supplement, part 1  
[NASA-TN-X-3431-PT-1] N77-33117

Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls  
[NASA-TN-X-3431-PT-2] N77-33118

Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing edge controls  
[NASA-TN-X-3431-PT-3] N77-33119

Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls  
[NASA-TN-X-3431-PT-4] N77-33120

**CONTROL THEORY**  
F-8C adaptive flight control laws  
[NASA-CR-2880] N77-33202

**CONVERGENT NOZZLES**  
The noise from unheated supersonic jets in simulated flight  
[AIAA PAPER 77-1327] A77-51081

Effect of flight on jet noise from supersonic underexpanded flows  
[AIAA PAPER 77-1328] A77-51082

**COOLING SYSTEMS**  
Aircraft electric machines with intensive cooling systems --- Russian book A77-50678

**CORROSION PREVENTION**  
Protection of cooled blades of complex internal structure  
[ONERA, TP NO. 1977-90] A77-50991

**COST ANALYSIS**  
Reliability versus cost in operating wide body jet engines N77-33186

**COST EFFECTIVENESS**  
The life cycle cost impacts of unsafe designs --- aircraft accident effects A77-50462

Product improvement program evaluation  
[AD-A042134] N77-33101

**COST ESTIMATES**  
The life cycle cost impacts of unsafe designs --- aircraft accident effects A77-50462

Avionics data for cost estimating  
[AD-A043265] N77-32146

**COST REDUCTION**  
Life cycle cost reduction techniques associated with Advanced Medium STOL Transport (AMST)  
[AD-A042880] N77-32141

**CRACK INITIATION**  
Flight inspection data and crack initiation times A77-50466

**CRASH INJURIES**  
USAF experience in aircraft accident survivability A77-49949

**CRASH LANDING**  
Evaluation of inflatable 'air bag' occupant restraint systems for aircraft application A77-49951

**CRITICAL POINT**  
Heat transfer at the critical point of a cylinder during intensive blowing A77-48054

**CROSS CORRELATION**

Identification and measurement of combustion noise from a turbofan engine using correlation and coherence techniques  
[NASA-TN-73747] N77-33162

**CROSS POLARIZATION**

Model for the effect of electric fields on satellite-earth microwave radio propagation A77-49787

**CYLINDRICAL BODIES**

Heat transfer at the critical point of a cylinder during intensive blowing A77-48054

**D****DAMPERS (VALVES)**

Steady-state unbalance response of a three-disk flexible rotor on flexible, damped supports  
[NASA-TN-X-73666] N77-33160

**DATA ACQUISITION**

Loran-C data acquisition and handling for improved accuracy A77-51200

Automatic systems check-out A77-51351

Avionics data for cost estimating  
[AD-A043265] N77-32146

An accurate angular position and angular velocity instrument based on an optical incremental encoder  
[WRE-TN-1730 (WR/D)] N77-33480

**DATA BASES**

Reliability, availability, maintainability/logistics /RAM/LOG/ A77-50456

**DATA CONVERTERS**

Eight-channel resolver simplifies digital flight controls A77-51354

**DATA PROCESSING**

Loran-C data acquisition and handling for improved accuracy A77-51200

**DATA REDUCTION**

Data reduction for the unsteady aerodynamics on a circulation control airfoil --- wind tunnel test data  
[AD-A041153] N77-32084

**DATA SAMPLING**

Simultaneous characterization of jet noise sources and acoustic field by a new application of conditional sampling  
[AIAA PAPER 77-1349] A77-51102

**DATA SYSTEMS**

New air traffic control communications and data systems A77-48252

**DATA TRANSMISSION**

ATS-6 European L-band aeronautical experiments A77-49908

**DC 9 AIRCRAFT**

Airframe noise of the DC-9  
[AIAA PAPER 77-1272] A77-51035

Behavior of aircraft antiskid braking systems on dry and wet runway surfaces: A slip-ratio-controlled system with ground speed reference from unbraked nose wheel  
[NASA-TN-D-8455] N77-33150

**DEAD RECKONING**

An integrated marine navigation system A77-51199

**DECISION MAKING**

On the importance of program intelligence to advanced automation in flight operations  
[AD-A042915] N77-32147

**DELTA WINGS**

Calculation of vortex breakdown locations for flow over delta wings A77-49345

Three dimensional steady and unsteady asymmetric flow past wings of arbitrary planforms  
[NASA-CR-145235] N77-33102

**DESIGN ANALYSIS**

Technical and economic assessment of swept-wing span-distributed load concepts for civil and military air cargo transports  
[NASA-CR-145229] N77-33147

**DIFFUSERS**

Fluid dynamics of diffuser augmented wind turbines A77-48899  
Computer studies of swirl flows in Carnot diffusers A77-51600

**DIGITAL DATA**

Air traffic control experimentation and evaluation test  
[AD-A041971] N77-33136

**DIGITAL RADAR SYSTEMS**

The new airport radar systems A77-47979

New air traffic control communications and data systems A77-48252

EUROCONTROL and radar --- automated air traffic control radar system implementation A77-48413

Applications of augmented multilateration tracking systems --- for military targets A77-51183

Development of the RMS-2 System of ODDREE/T&E/ --- Range Measurement System for tank and aircraft tracking A77-51187

**DIGITAL SIMULATION**

Preliminary investigations of the unsteady flow in turbojet engines during transients  
[PUBL-PP-174] N77-32164

**DIGITAL SYSTEMS**

Failure analysis of digital systems using simulation A77-50501

Eight-channel resolver simplifies digital flight controls A77-51354

Digital flight control systems  
[NASA-CR-145246] N77-33200

Analysis of inherent errors in asynchronous digital flight controls  
[AD-A041813] N77-33206

**DISPLAY DEVICES**

New air traffic control communications and data systems A77-48252

A new high-brightness, all-weather, ASDE /Airport Surface Detection Equipment/ A77-49224

SENDS /Safe Ejection Envelope Display System/ A77-49932

Solid state light emitting displays A77-50623

Automatic systems check-out A77-51351

Presentation of DLS information N77-32111

Master monitor display application study for F-14  
[AD-A041570] N77-33158

**DISTANCE MEASURING EQUIPMENT**

Precision location, navigation and guidance using DME techniques A77-51180

A multipurpose position accuracy verification system --- airborne DME A77-51181

Applications of augmented multilateration tracking systems --- for military targets A77-51183

Precise positioning of sonobuoys using ABE and DME techniques --- Angle Measuring and Distance Measuring Equipment in antisubmarine warfare A77-51196

Aircraft Space Position Measurement System - An application of precision DME A77-51197

Contributions to the evaluation of the German proposal DLS for a new microwave landing system, part 1  
[TUBS/SPB58/H1-PT-1] N77-32105

Simulation of the multipath propagation of DLS N77-32106

Influence of the multipath propagation on the distance measuring part of DLS N77-32110

Presentation of DLS information N77-32111

Contributions to the evaluation of the German proposal DLS for a New Microwave Landing System, Part 2  
[TUBS/SPB58/H2-PT-2] N77-32112

## DIURNAL VARIATIONS

Multipath immunity of MLS in mountainous sites  
N77-32116

Monte Carlo simulation of VOR/DME holding  
procedures. Basic notions and applications  
[ESA-TT-419] N77-33142

**DIURNAL VARIATIONS**

A mathematical model of transcontinental balloon  
[IAF PAPER 77-167] A77-51460

**DOPPLER EFFECT**

Single pass Doppler positioning for Search and  
Rescue satellite missions  
A77-51186

Measurement of the multipath propagation at the  
Brunswick test airport --- multipath instrument  
landing system  
N77-32107

**DRAG REDUCTION**

An overview of concepts for aircraft drag reductions  
N77-32092

Methods for reducing subsonic drag due to lift  
N77-32093

**DROP SIZE**

The effect of drop size on emissions from the  
primary zone of a gas turbine type combustor  
A77-48174

**DROP TESTS**

Documentation of the feasibility research on a  
destructible parachute  
A77-49342

**DUCTED FANS**

Investigation of subsonic fan noise sources by  
fluctuating pressure measurements on rotating  
blades  
[AIAA PAPER 77-1321] A77-51075

**DUCTED FLOW**

A finite element algorithm for sound propagation  
in axisymmetric ducts containing compressible  
mean flow  
[AIAA PAPER 77-1301] A77-51057

**DUCTS**

The influence of the inlet duct contour on forward  
radiated fan noise  
[AIAA PAPER 77-1355] A77-51108

**DYNAMIC CONTROL**

Design of nonlinear automatic flight control systems  
A77-48693

**DYNAMIC LOADS**

Investigation of the state of dynamic stress and  
the influence of service time on the fatigue  
strength of turbine rotor blades of aircraft  
gas-turbine engines  
A77-48632

Acoustic loads on upper-surface-blown powered-lift  
systems  
[AIAA PAPER 77-1363] A77-51115

**DYNAMIC RESPONSE**

Measurement of nondiagonal generalized damping  
ratios during ground vibration tests  
A77-50440

Structural Aspects of Active Controls  
[AGARD-CP-228] N77-33208

Impact of a command and stability augmentation  
system on gust response of a combat aircraft  
N77-33210

**DYNAMIC STABILITY**

Handling qualities of the RH-53D in the design  
growth configuration  
[SER-651317] N77-33144

## E

**E-3A AIRCRAFT**

An application of Omega as a sensor --- in E-3A  
Airborne Warning and Control hybrid navigation  
system  
A77-51198

**E-4A AIRCRAFT**

A flight investigation of the wake turbulence  
alleviation resulting from a flap configuration  
change on a B-747 aircraft  
[NASA-TM-73263] N77-33130

**EJECTION SEATS**

SEFDS /Safe Ejection Envelope Display System/ --  
A77-49932

Fluidic thrust vector control systems for ejection  
seats  
A77-49933

Emergency escape from shuttle vehicles  
A77-49935

## SUBJECT INDEX

Performance and design of a vertical seeking seat  
steering system  
A77-49945

Evolution of automatic opening lap belts in high  
performance aircraft  
A77-49946

The development of new designs of emergency escape  
parachutes for ejection seats  
A77-49947

Teaching the practical techniques of establishing  
egress system performance in an accident  
environment  
A77-49948

Aircrew escape and survival - Problems and solutions  
A77-49950

**ELASTIC DAMPING**

Aeroelastic stability of complete rotors with  
application to a teetering rotor in forward flight  
A77-49180

**ELASTIC DEFORMATION**

Nonlinear aeroelastic equations for combined  
flapwise bending, chordwise bending, torsion,  
and extension of twisted nonuniform rotor blades  
in forward flight  
[NASA-TM-74059] N77-33107

**ELASTOMERS**

Rain erosion resistant fluoroelastomer radome and  
antenna coatings  
A77-49731

**ELECTRIC FIELDS**

Model for the effect of electric fields on  
satellite-earth microwave radio propagation  
A77-49787

**ELECTRIC MOTORS**

Aircraft electric machines with intensive cooling  
systems --- Russian book  
A77-50678

**ELECTRIC POWER SUPPLIES**

Electroenergy supply for airports. IV  
A77-49658

Airport electrical and lighting equipment ---  
Russian book  
A77-50676

**ELECTRONIC COUNTERMEASURES**

Design and test results of very broadband radomes  
for ECM applications  
A77-49747

**ELECTRONIC EQUIPMENT TESTS**

RIW experience at ECOM --- Reliability Improvement  
Warranty requirements for Army  
A77-50483

AFSATCOM terminal segment reliability test  
program  
A77-50494

Effects of temperature on avionics reliability  
A77-50497

Combined Environment Reliability Test /CERT/ ---  
for avionics  
A77-50504

**EMERGENCY LIFE SUSTAINING SYSTEMS**

Emergency escape from shuttle vehicles  
A77-49935

The development of new designs of emergency escape  
parachutes for ejection seats  
A77-49947

**ENERGY CONSERVATION**

An overview of concepts for aircraft drag reductions  
N77-32092

**ENERGY DISSIPATION**

Vortex interactions and decay in aircraft wakes  
[NASA-CR-2870] N77-33105

**ENERGY METHODS**

Estimation of helicopter performance by an  
extended energy method improved by flight tests  
A77-51613

**ENERGY TECHNOLOGY**

Experimental data and theoretical analysis of an  
operating 100 kW wind turbine  
A77-48898

**ENGINE ANALYZERS**

Preliminary results of USAF experience with engine  
monitoring and diagnostics  
N77-33199

**ENGINE CONTROL**

Output feedback regulator design for jet engine  
control systems  
[NASA-TM-73776] N77-33165



SUBJECT INDEX

EUROPE

- P100 multivariable control synthesis program:  
 Evaluation of a multivariable control using a  
 real-time engine simulation  
 [NASA-TP-1056] N77-33169  
 Methods of improving the performance reliability  
 of advanced military power plant systems  
 N77-33198
- ENGINE COOLANTS**  
 Aircraft electric machines with intensive cooling  
 systems --- Russian book  
 A77-50678
- ENGINE DESIGN**  
 Some detail design problems in aircraft gas turbines  
 A77-48001  
 Construction and design principles of aircraft  
 gas-turbine engines --- Russian book  
 A77-50684  
 CF6 engine designed for maintenance  
 A77-51352  
 Power plant reliability  
 [AGARD-CP-215] N77-33181  
 CFM56 turbofan maintainability and  
 reliability-oriented development  
 N77-33189  
 Aircraft engine design and development through  
 lessons learned  
 N77-33190
- ENGINE FAILURE**  
 Civil airworthiness requirements for powerplant  
 reliability  
 N77-33185  
 Development procedures to promote reliability  
 N77-33188  
 Testing simulation of damages occurred in service  
 N77-33194  
 Experimental investigation on the influence of  
 component faults on turbojet engine performance  
 N77-33197
- ENGINE INLETS**  
 Detail design in aircraft  
 A77-48000
- ENGINE MONITORING INSTRUMENTS**  
 Maintenance methods for improving propulsion  
 system reliability  
 N77-33184  
 The evolution and control of different performance  
 degradation processes in modern propulsion systems  
 --- monitoring jet engines  
 N77-33193  
 Methods of improving the performance reliability  
 of advanced military power plant systems  
 N77-33198  
 Preliminary results of USAF experience with engine  
 monitoring and diagnostics  
 N77-33199
- ENGINE NOISE**  
 Experimental and analytical separation of  
 hydrodynamic, entropy and combustion noise in a  
 gas turbine combustor  
 [AIAA PAPER 77-1275] A77-51036  
 Gas turbine engine core noise source isolation by  
 internal-to-far field correlations  
 [AIAA PAPER 77-1276] A77-51037  
 Measurement of far field combustion noise from a  
 turbofan engine using coherence functions  
 [AIAA PAPER 77-1277] A77-51038  
 Shielding aspects of heated twin jet noise  
 [AIAA PAPER 77-1288] A77-51048  
 Source location by shielding with application to a  
 large turbofan engine --- for aircraft noise  
 reduction  
 [AIAA PAPER 77-1304] A77-51060  
 Flight noise studies on a turbojet engine using  
 microphones mounted on a 450 ft. tower  
 [AIAA PAPER 77-1325] A77-51079  
 Effects of forward motion on jet and core noise  
 [AIAA PAPER 77-1330] A77-51084  
 Acoustic performance of inlet multiple-pure-tone  
 suppressors installed on NASA Quiet Engine 'C'  
 [AIAA PAPER 77-1333] A77-51087  
 Interaction of rotor tip flow irregularities with  
 stator vanes as a noise source  
 [AIAA PAPER 77-1342] A77-51095  
 Effect of forward motion on turbomachinery noise  
 [AIAA PAPER 77-1346] A77-51099  
 A novel concept for suppressing internally  
 generated aircraft engine noise  
 [AIAA PAPER 77-1356] A77-51109
- Acoustic performance of inlet multiple-pure-tone  
 suppressors installed on NASA quiet engine C  
 [NASA-TN-73713] N77-32158  
 Summary of forward velocity effects on fan noise  
 [NASA-TN-73722] N77-32159  
 State-of-the-art of turbofan engine noise control  
 [NASA-TN-73734] N77-33166  
 High velocity jet noise source location and  
 reduction. Task 4: Development/evaluation of  
 techniques for inflight investigation  
 [AD-A041849] N77-33175  
 Supersonic jet exhaust noise investigation.  
 Volume 4: Acoustic far-field/near-field data  
 report  
 [AD-A041819] N77-33177  
 Investigation of feasible nozzle configurations  
 for noise reduction in turbofan and turbojet  
 aircraft. Volume 3: Shrouded slot nozzle  
 configurations  
 [AD-A041782] N77-33179
- ENGINE PARTS**  
 Some detail design problems in aircraft gas turbines  
 A77-48001  
 CF6 engine designed for maintenance  
 A77-51352  
 Investigation of factors controlling engine  
 scheduled overhaul: T53/T55  
 [AD-A042190] N77-32162
- ENGINE TESTS**  
 CF6 engine designed for maintenance  
 A77-51352  
 Effect of slotted casing treatment with change in  
 Reynolds number index on performance of a jet  
 engine  
 [NASA-TP-1058] N77-32154  
 CFM56 turbofan maintainability and  
 reliability-oriented development  
 N77-33189  
 Progress in determining service life by endurance  
 tests --- Concorde aircraft  
 N77-33195  
 Accelerated mission test: A vital reliability tool  
 N77-33196  
 Experimental investigation on the influence of  
 component faults on turbojet engine performance  
 N77-33197
- ENTROPY**  
 Experimental and analytical separation of  
 hydrodynamic, entropy and combustion noise in a  
 gas turbine combustor  
 [AIAA PAPER 77-1275] A77-51036
- ENVIRONMENT PROTECTION**  
 Convex 76 - Aircraft noise and air traffic control  
 A77-49225
- ENVIRONMENTAL TESTS**  
 Combined Environment Reliability Test /CERT/ ---  
 for avionics  
 A77-50504
- ERROR ANALYSIS**  
 Analysis of inherent errors in asynchronous  
 digital flight controls  
 [AD-A041813] N77-33206
- ERROR CORRECTING CODES**  
 The measurement of aircraft overflight noise -  
 Errors due to its nonstationary character  
 A77-50441
- ESCAPE CAPSULES**  
 Emergency escape from shuttle vehicles  
 A77-49935
- ESCAPE SYSTEMS**  
 Survival and Flight Equipment Association, Annual  
 Symposium, 14th, San Diego, Calif., September  
 13-16, 1976, Proceedings  
 A77-49926  
 Fluidic event sequencing subsystem for AAPS ---  
 Aircrew Automated Escape Systems  
 A77-49934  
 The development of new designs of emergency escape  
 parachutes for ejection seats  
 A77-49947  
 Teaching the practical techniques of establishing  
 egress system performance in an accident  
 environment  
 A77-49948  
 Aircrew escape and survival - Problems and  
 solutions  
 A77-49950
- EUROPE**  
 Rationalization of the European air net  
 A77-48474

## EXHAUST GASES

- Gas turbine engine core noise source isolation by internal-to-far field correlations  
[AIAA PAPER 77-1276] A77-51037
- Pollution reduction technology program for small jet aircraft engines, phase 1  
[NASA-CR-135214] N77-33168
- EXHAUST NOZZLES**  
Theoretical jet exhaust noise model for the duct burning turbofan  
[AIAA PAPER 77-1264] A77-51028
- EXTENSIONS**  
Theoretical parametric study of the relative advantages of winglets and wing-tip extensions  
[NASA-TR-1020] N77-33112
- EXTERNAL STORES**  
Active flutter suppression of an airplane with wing mounted external stores  
N77-33211
- EXTERNALLY BLOWN FLAPS**  
Forward flight effects on EBF noise --- Externally Blown Flaps  
[AIAA PAPER 77-1314] A77-51069
- Interim noise correlation for some OTW configurations using external jet-flow deflectors --- engine Over The Wing  
[AIAA PAPER 77-1317] A77-51072

## F

## F-8 AIRCRAFT

- Design of nonlinear automatic flight control systems  
A77-48693
- Buffet characteristics of the F-8 supercritical wing airplane  
[NASA-TM-56049] N77-32080
- F-8C adaptive flight control laws  
[NASA-CR-2880] N77-33202
- F-8C adaptive flight control extensions --- for maximum likelihood estimation  
[NASA-CR-2881] N77-33203
- F-14 AIRCRAFT**  
Human factors engineering considerations in designing Naval aircraft for maintainability  
[AD-A041156] N77-33153
- F-16 AIRCRAFT**  
Reliability improvement warranty techniques and applications --- to F-16 aircraft  
A77-50477
- MICRON reliability analyses  
[AD-A042587] N77-32129
- F-106 AIRCRAFT**  
High velocity jet noise source location and reduction. Task 4: Development/evaluation of techniques for inflight investigation  
[AD-A041849] N77-33175
- FAILURE ANALYSIS**  
Failure analysis of digital systems using simulation  
A77-50501
- FAILURE MODES**  
Testing simulation of damages occurred in service  
N77-33194
- Experimental investigation on the influence of component faults on turbojet engine performance  
N77-33197
- FAIRINGS**  
Design, fabrication and test of an F-14 composite overwing fairing  
[SME PAPER EM76-175] A77-51010
- FAR FIELDS**  
Measurement of far field combustion noise from a turbofan engine using coherence functions  
[AIAA PAPER 77-1277] A77-51038
- Unsteady surface pressure characteristics on aircraft components and farfield radiated airframe noise  
[AIAA PAPER 77-1295] A77-51052
- Measurement of far field combustion noise from a turbofan engine using coherence functions  
[NASA-TM-73748] N77-33163
- Supersonic jet exhaust noise investigation. Volume 4: Acoustic far-field/near-field data report  
[AD-A041819] N77-33177
- FATIGUE (MATERIALS)**  
Engine structural integrity program (ENSIP)  
N77-33182

## FATIGUE TESTS

- A-37B fatigue sensor evaluation program: Full scale test and field aircraft instrumentation  
[AD-A042114] N77-33156
- FEASIBILITY ANALYSIS**  
Space-based solar power study near completion  
A77-48480
- Documentation of the feasibility research on a destructible parachute  
A77-49342
- FEEDBACK CONTROL**  
Output feedback regulator design for jet engine control systems  
[NASA-TM-73776] N77-33165
- FIGHTER AIRCRAFT**  
HUD and the retrofit market  
A77-50624
- Air Combat Maneuvering Range/Instrumentation 'ACMR/I'  
A77-51195
- Aerodynamic characteristics at Mach numbers from 0.6 to 2.16 of a supersonic cruise fighter configuration with a design Mach number of 1.8  
[NASA-TM-X-3559] N77-32081
- A new look in reliability: F-18 operational mission environment  
[AD-A042781] N77-32573
- FILM COOLING**  
New computation method of turbine blades film cooling efficiency  
[ONERA, TP NO. 1977-85] A77-50988
- FINITE DIFFERENCE THEORY**  
The importance of monotonicity of finite difference schemes in straight-through calculation methods --- of supersonic flow problems  
A77-50917
- FINITE ELEMENT METHOD**  
A finite element algorithm for sound propagation in axisymmetric ducts containing compressible mean flow  
[AIAA PAPER 77-1301] A77-51057
- Numerical prediction of aeroacoustic jet-flap flows  
[AIAA PAPER 77-1316] A77-51071
- FIRE EXTINGUISHERS**  
Design of a cascade fire apparatus for testing countermeasure effectiveness  
[AD-A043176] N77-32101
- FIRE PREVENTION**  
Design of a cascade fire apparatus for testing countermeasure effectiveness  
[AD-A043176] N77-32101
- FLAME PROPAGATION**  
Aerodynamic and thermodynamic characteristics of kerosene-spray flames  
A77-48181
- FLAPS (CONTROL SURFACES)**  
A flight investigation of the wake turbulence alleviation resulting from a flap configuration change on a B-747 aircraft  
[NASA-TM-73263] N77-33130
- FLAT PLATES**  
Unsteady Oseen flow around a flat-plate airfoil  
A77-49244
- FLIGHT CHARACTERISTICS**  
The aerodynamic noise of gliders  
A77-48513
- Practical aerodynamics of maneuvering aircraft /A manual for flight personnel/ --- Russian book  
A77-50693
- Effect of flight on jet noise from supersonic underexpanded flows  
[AIAA PAPER 77-1328] A77-51082
- Handling qualities of the RH-53D in the design growth configuration  
[SER-651317] N77-33144
- FLIGHT CONTROL**  
The transfer of the German North MATRAC to the EUROCONTROL Centre of Maastricht --- Military Air Traffic Radar Control  
A77-48412
- Aircraft trajectories from radar extrapolations to long term prediction  
A77-48414
- Eight-channel resolver simplifies digital flight controls  
A77-51354

- Modeling and parameter uncertainties for aircraft flight control system design [NASA-CR-2887] N77-33149
- Digital flight control systems [NASA-CR-145246] N77-33200
- P-8C adaptive flight control laws [NASA-CR-2880] N77-33202
- P-8C adaptive flight control extensions --- for maximum likelihood estimation [NASA-CR-2881] N77-33203
- Analysis of inherent errors in asynchronous digital flight controls [AD-A041813] N77-33206
- Structural Aspects of Active Controls [AGARD-CP-228] N77-33208
- A practical optimum selection procedure for a motivator in active flutter suppression system design on an aircraft with underwing stores N77-33209
- YC-14 control system redundancy N77-33214
- FLIGHT CREWS**  
Aircrew escape and survival - Problems and solutions A77-49950
- FLIGHT HAZARDS**  
Lightning-hazard assessment - A first-pass probabilistic model --- for aircraft A77-49346
- Launch risk analysis A77-50463
- FLIGHT INSTRUMENTS**  
On the importance of program intelligence to advanced automation in flight operations [AD-A042915] N77-32147
- A-37B fatigue sensor evaluation program: Full scale test and field aircraft instrumentation [AD-A042114] N77-33156
- FLIGHT OPTIMIZATION**  
Flight mechanical problems in connection with the interception process N77-32121
- FLIGHT PATHS**  
Civil and military air traffic in France - Management and compatibility A77-48411
- Aircraft trajectories from radar extrapolations to long term prediction A77-48414
- Integrated path guidance system for unconventional approach procedures N77-32119
- Flight mechanical problems in connection with the interception process N77-32121
- FLIGHT RULES**  
Civil and military air traffic in France - Management and compatibility A77-48411
- FLIGHT SAFETY**  
The need for a workable collision avoidance system - Nov --- in civil aviation A77-50662
- FLIGHT SIMULATION**  
Air traffic control and the initial operation of supersonic transport aircraft - A review of preparatory measures A77-48415
- The noise from unheated supersonic jets in simulated flight [AIAA PAPER 77-1327] A77-51081
- Effect of simulated forward speed on the jet noise of inverted velocity profile conannular nozzles [AIAA PAPER 77-1329] A77-51083
- Effects of simulated flight on fan noise suppression [AIAA PAPER 77-1334] A77-51088
- Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 3: Programmer's manual [AD-A042907] N77-32143
- Effects of simulated flight on fan noise suppression [NASA-TM-73708] N77-32157
- The effect of flight on the noise of subsonic jets [NGTE-B-343] N77-32850
- High velocity jet noise source location and reduction. Task 4: Development/evaluation of techniques for inflight investigation [AD-A041849] N77-33175
- Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 1: Engineer's manual [AD-A042462] N77-33207
- Researcher's guide to the NASA Ames Flight Simulator for Advanced Aircraft (FSAA) [NASA-CR-2875] N77-33230
- FLIGHT SIMULATORS**  
Investigation of diagnostic, error detector and self-taught instructional strategies for flight simulator programs [AD-A035682] N77-33216
- Researcher's guide to the NASA Ames Flight Simulator for Advanced Aircraft (FSAA) [NASA-CR-2875] N77-33230
- FLIGHT STABILITY TESTS**  
Performance flight tests of the RH-53D design growth configuration [SER-651316] N77-33143
- FLIGHT TEST INSTRUMENTS**  
A precision voltage reference unit for calibrating airborne data acquisition systems [RAE-TR-76164] N77-32474
- FLIGHT TESTS**  
Are wheel-well related aeroacoustic sources of any significance in airframe noise [AIAA PAPER 77-1270] A77-51033
- Estimation of helicopter performance by an extended energy method improved by flight tests A77-51613
- Flight evaluation of an advanced technology light twin-engine airplane (ATLIT) [NASA-CR-2832] N77-33104
- A flight investigation of the wake turbulence alleviation resulting from a flap configuration change on a B-747 aircraft [NASA-TM-73263] N77-33130
- Requirements for flight testing automated terminal service [AD-A041975] N77-33137
- An assessment of the hover performance of the XH-59A advancing blade concept demonstration helicopter [AD-A042063] N77-33155
- FLIGHT TRAINING**  
Investigation of diagnostic, error detector and self-taught instructional strategies for flight simulator programs [AD-A035682] N77-33216
- FLOW DISTRIBUTION**  
Numerical prediction of aeroacoustic jet-flap flows [AIAA PAPER 77-1316] A77-51071
- Determining the lift and drag distributions on a three-dimensional airfoil from flow-field velocity surveys [NASA-TM-73247] N77-32079
- FLOW EQUATIONS**  
Unsteady Osøen flow around a flat-plate airfoil A77-49244
- FLOW GEOMETRY**  
Three dimensional steady and unsteady asymmetric flow past wings of arbitrary planforms [NASA-CR-145235] N77-33102
- FLOW MEASUREMENT**  
Review of optical techniques with respect to aero-engine applications [ONERA, RP NO. 1977-80] A77-50997
- FLOW VISUALIZATION**  
Review of optical techniques with respect to aero-engine applications [ONERA, RP NO. 1977-80] A77-50987
- Experimental results of large-scale structures in jet flows and their relation to jet noise production [AIAA PAPER 77-1350] A77-51103
- FLUIDIC CIRCUITS**  
Fluidic thrust vector control systems for ejection seats A77-49933
- Fluidic event sequencing subsystem for ARES --- Aircrew Automated Escape Systems A77-49934
- FLUORO COMPOUNDS**  
Rain erosion resistant fluorocelastomer radome and antenna coatings A77-49731

## FLUTTER

A practical optimum selection procedure for a motivator in active flutter suppression system design on an aircraft with underwing stores N77-33209

Active flutter suppression of an airplane with wing mounted external stores N77-33211

Wind tunnel study of an active flutter suppression system N77-33215

**FLY BY WIRE CONTROL**  
F-8C adaptive flight control laws [NASA-CR-2880] N77-33202

**FRACTURE MECHANICS**  
Flight inspection data and crack initiation times A77-50466

**FRANCE**  
Civil and military air traffic in France - Management and compatibility A77-48411

**FREE JETS**  
Coherent structures in the mixing zone of a subsonic hot free jet [ONERA, TP NC. 1977-88] A77-50989

**FUEL COMBUSTION**  
The effect of drop size on emissions from the primary zone of a gas turbine type combustor A77-48174  
Combustion considerations for future jet fuels A77-48241

**FUEL CONSUMPTION**  
An overview of concepts for aircraft drag reductions N77-32092

**FUEL PUMPS**  
Some regularities of the wearing of fuel pump plunger spheres --- for aircraft engines A77-49374

**FUEL SPRAYS**  
Aerodynamic and thermodynamic characteristics of kerosene-spray flames A77-48181

**POLL SCALE TESTS**  
Some results of the testing of a full-scale Ogee tip helicopter rotor; acoustics, loads, and performance [AIAA PAPER 77-1340] A77-51093

**FUSELAGES**  
Acoustic scattering of point sources by a moving prolate spheroid --- jet fuselage [AIAA PAPER 77-1326] A77-51080  
Notes on the pollution of airplanes and helicopters by chemicals during agricultural jobs [NASA-TT-F-17444] N77-33129

**G**

**GAS INJECTION**  
Heat transfer at the critical point of a cylinder during intensive blowing A77-48054  
A novel concept for suppressing internally generated aircraft engine noise [AIAA PAPER 77-1356] A77-51109

**GAS TURBINE ENGINES**  
Some detail design problems in aircraft gas turbines A77-48001  
The effect of drop size on emissions from the primary zone of a gas turbine type combustor A77-48174  
Gas turbine temperature techniques A77-50625  
Construction and design principles of aircraft gas-turbine engines --- Russian book A77-50684  
Experimental and analytical separation of hydrodynamic, entropy and combustion noise in a gas turbine combustor [AIAA PAPER 77-1275] A77-51036  
Gas turbine engine core noise source isolation by internal-to-far field correlations [AIAA PAPER 77-1276] A77-51037  
Nickel base alloy --- for gas turbine engine stator vanes [NASA-CASE-LEW-12270-1] N77-32280  
The current state of research and design in high pressure ratio centrifugal compressors --- for gas turbine engines [AD-A041011] N77-33172

Development procedures to promote reliability N77-33188  
A procedure for predicting the life of turbine engine components N77-33192

**GAS TURBINES**  
Experimental data and theoretical analysis of an operating 100 kW wind turbine A77-48898  
Fluid dynamics of diffuser augmented wind turbines A77-48899  
New computation method of turbine blades film cooling efficiency [ONERA, TP NO. 1977-85] A77-50988

**GENERAL AVIATION AIRCRAFT**  
Computer simulation of light aircraft crash A77-49341  
Analysis of air accidents involving airplanes or helicopters of various types of application [NASA-TT-F-17443] N77-33128  
A research program to reduce interior noise in general aviation airplanes --- test methods and results [NASA-CR-155154] N77-33959

**GERMANY**  
The transfer of the German North MATRAC to the EUROCONTROL Centre of Maastricht --- Military Air Traffic Radar Control A77-48412  
Contributions to the evaluation of the German proposal DLS for a new microwave landing system, part 1 [TUBS/SPB58/M1-PT-1] N77-32105  
Contributions to the evaluation of the German proposal DLS for a New Microwave Landing System, Part 2 [TUBS/SPB58/M2-PT-2] N77-32112  
Civil transport aircraft short range all-weather flight [TUBS/SPB58/FB1976] N77-32118

**GLIDE PATHS**  
New lidar concept for measuring the slant range transmission in aircraft landing approaches A77-48698

**GLIDERS**  
The aerodynamic noise of gliders A77-48513

**GLOBAL POSITIONING SYSTEM**  
The GPS Control Segment and its service to the GPS User --- Global Positioning System navigation satellite A77-51202  
The Inverted Range - GPS User test facility --- Global Positioning System A77-51203  
Global positioning system navigation algorithms --- for application to navigation satellites used for aircraft guidance N77-32103

**GRAPHITE-EPOXY COMPOSITE MATERIALS**  
Trapped rubber processing for advanced composites [SME PAPER EM76-172] A77-51009

**GROUND SPEED**  
Behavior of aircraft antiskid braking systems on dry and wet runway surfaces: A slip-ratio-controlled system with ground speed reference from unbraked nose wheel [NASA-TN-D-8455] N77-33150

**GROUND TESTS**  
The Inverted Range - GPS User test facility --- Global Positioning System A77-51203

**GROUND-AIR-GROUND COMMUNICATIONS**  
History and development of the SCORE pod --- Simulated Combat Operations Range Equipment A77-51188

**GUST LOADS**  
Impact of a command and stability augmentation system on gust response of a combat aircraft N77-33210

**H**

**H-53 HELICOPTER**  
Performance flight tests of the RH-53D design growth configuration [SER-651316] N77-33143

## SUBJECT INDEX

IMPACT

Handling qualities of the RH-53D in the design growth configuration [SER-651317] N77-33144

**HANDBOOKS**

Researcher's guide to the NASA Ames Flight Simulator for Advanced Aircraft (FSAA) [NASA-CR-28751] N77-33230

**HEAD-UP DISPLAYS**

HUD and the retrofit market A77-50624

**HEAT RESISTANT ALLOYS**

Nickel base alloy --- for gas turbine engine stator vanes [NASA-CASE-LEW-12270-1] N77-32280

**HEAT TRANSFER**

Heat transfer at the critical point of a cylinder during intensive blowing A77-48054

**HELICAL WINDINGS**

Investigation of an aluminum rolling helix crash energy absorber [AD-A042084] N77-33132

**HELICOPTER DESIGN**

Detail design aspects of a helicopter transmission system A77-47999

**HELICOPTER PERFORMANCE**

The helicopter Ka-26 in the Special Purpose Flights Sector of Interflug. II A77-49657

Helicopter rotor aerodynamic and aeroacoustic environments [AIAA PAPER 77-1338] A77-51091

Some results of the testing of a full-scale Ogee tip helicopter rotor; acoustics, loads, and performance [AIAA PAPER 77-1340] A77-51093

Estimation of helicopter performance by an extended energy method improved by flight tests A77-51613

Performance flight tests of the RH-53D design growth configuration [SER-651316] N77-33143

Handling qualities of the RH-53D in the design growth configuration [SER-651317] N77-33144

An assessment of the hover performance of the XH-59A advancing blade concept demonstration helicopter [AD-A042063] N77-33155

**HELICOPTER WAKES**

Helicopter rotor aerodynamic and aeroacoustic environments [AIAA PAPER 77-1338] A77-51091

Effect of rotor wake on aerodynamic characteristics of a 1/6 scale model of the rotor systems research aircraft --- in the Langley V/STOL tunnel [NASA-TM-X-3548] N77-32083

**HELICOPTERS**

Proposed helicopter safety system for catastrophic failures A77-49936

Appliances for assembling aircraft and helicopter subsystems and elements --- Russian textbook A77-50682

A navigation device to help helicopters to land on ocean platforms [ONERA, TP NO. 1977-71] A77-50983

An experimental investigation of helicopter rotor high frequency broadband noise [AIAA PAPER 77-1339] A77-51092

Wide area illuminator development for US Coast Guard HH-3F helicopter [AD-A041425] N77-32132

Helicopter transmission vibration and noise reduction program [AD-A042457] N77-32136

Investigation of factors controlling engine scheduled overhaul: T53/T55 [AD-A042190] N77-32162

Computer-generated displays added to BEL helicopter operational trainer [AD-A043267] N77-32173

**HIGH PRESSURE**

The current state of research and design in high pressure ratio centrifugal compressors --- for gas turbine engines [AD-A041011] N77-33172

**HIGH STRENGTH ALLOYS**

Rohrbond --- high strength Ti alloy joining method for thrust engines, airframe and space structures [SME PAPER AD76-280] A77-51015

**HIGH STRENGTH STEELS**

The effect of simulated aerodynamic heating on the strength of three rocket motor case steels [RPE-TR-45] N77-32240

**HIGH TEMPERATURE**

Progress in advanced high temperature turbine materials, coatings, and technology [NASA-TM-X-74628] N77-33159

**HIGH TEMPERATURE AIR**

A novel concept for suppressing internally generated aircraft engine noise [AIAA PAPER 77-1356] A77-51109

**HIGH TEMPERATURE GASES**

Coherent structures in the mixing zone of a subsonic not free jet [ONERA, TP NO. 1977-88] A77-50989

**HIGH TEMPERATURE TESTS**

Georgia Tech high temperature solar test facility A77-49745

**HOVERING**

An assessment of the hover performance of the XH-59A advancing blade concept demonstration helicopter [AD-A042063] N77-33155

**HUMAN FACTORS ENGINEERING**

Human factors engineering considerations in designing Naval aircraft for maintainability [AD-A041156] N77-33153

**HYBRID NAVIGATION SYSTEMS**

An application of Omega as a sensor --- in E-3A Airborne Warning and Control hybrid navigation system A77-51198

**HYDRODYNAMICS**

Experimental and analytical separation of hydrodynamic, entropy and combustion noise in a gas turbine combustor [AIAA PAPER 77-1275] A77-51036

**HYDROGEN FUELS**

Alternate fuels for future aircraft A77-48709

The liquid hydrogen option for the subsonic transport - A status report A77-48819

**HYDROGEN-BASED ENERGY**

Direct-connect tests of hydrogen-fueled supersonic combustors A77-48240

**HYPERBOLIC DIFFERENTIAL EQUATIONS**

The importance of monotonicity of finite difference schemes in straight-through calculation methods --- of supersonic flow problems A77-50917

**HYPERSONIC AIRCRAFT**

Vortex lattice prediction of subsonic aerodynamics of hypersonic vehicle concepts A77-49343

NSEG: A segmented mission analysis program for low and high speed aircraft. Volume 2: Program users manual [NASA-CR-2808] N77-33100

Subsonic longitudinal aerodynamic characteristics and engine pressure distributions for an aircraft with an integrated scramjet designed for Mach 6 cruise --- conducted in Langley 7 by 10 foot high speed tunnel [NASA-TM-X-73911] N77-33108

**ICE FORMATION**

Techniques and facilities used at ONERA /Modane Center/ for icing tests [ONERA, TP NO. 1977-123] A77-51002

**IL-62 AIRCRAFT**

The technical conception of the IL-62M - Aerodynamic features A77-49655

**IMPACT**

Launch risk analysis A77-50463

## IN-FLIGHT MONITORING

## SUBJECT INDEX

## IN-FLIGHT MONITORING

Methods of improving the performance reliability of advanced military power plant systems N77-33198

Preliminary results of USAF experience with engine monitoring and diagnostics N77-33199

## INERTIAL NAVIGATION

Position location systems technology A77-51179

An application of Omega as a sensor --- in E-3A Airborne Warning and Control hybrid navigation system A77-51198

MICRON reliability analyses [AD-A042987] N77-32129

## INFORMATION SYSTEMS

Principles, simulation results and interoperability of JTIDS relative navigation --- Joint Tactical Information Distribution System A77-51205

## INLET NOZZLES

Aeroacoustic performance of a scoop inlet [AIAA PAPER 77-1354] A77-51107

The influence of the inlet duct contour on forward radiated fan noise [AIAA PAPER 77-1355] A77-51108

## INSPECTION

Flight inspection data and crack initiation times A77-50466

## INSTRUMENT APPROACH

Integrated path guidance system for unconventional approach procedures N77-32119

## INSTRUMENT LANDING SYSTEMS

Contributions to the evaluation of the German proposal DLS for a new microwave landing system, part 1 [TUBS/SPB58/M1-PT-1] N77-32105

Simulation of the multipath propagation of DLS N77-32106

Measurement of the multipath propagation at the Brunswick test airport --- multipath instrument landing system N77-32107

The Brunswick DLS test airport area - a non clean environment N77-32108

Presentation of DLS information N77-32111

Measurements of the influence of static and dynamic interference on an ILS-receiver and measurement of the capture effect with the double frequency procedure [TUBS/SFB58/50] N77-33140

## INTAKE SYSTEMS

Effects of simulated flight on fan noise suppression [NASA-TM-73708] N77-32157

## INTERCEPTION

Flight mechanical problems in connection with the interception process N77-32121

## INVISCID FLOW

Non-equilibrium flow of an inviscid gas past a thin profile A77-48289

The role of the boundary layer in supersonic pressure perturbations along a weak wavy wall A77-48290

Theory of the lifting surface in unsteady motion in an inviscid fluid A77-49847

## IONOSPHERIC PROPAGATION

Model for the effect of electric fields on satellite-earth microwave radio propagation A77-49787

## ISENTROPIC PROCESSES

The importance of monotonicity of finite difference schemes in straight-through calculation methods --- of supersonic flow problems A77-50917

## JET AIRCRAFT

Variation of pitching moment with engine thrust for a twin-engine commercial jet aircraft [NASA-TM-X-3569] N77-32131

A new look in reliability: F-18 operational mission environment [AD-A042781] N77-32573

On the works of S. S. Mezhdanovsky in the field of flight based on reactive principles, 1880 - 1895 N77-33040

## JET AIRCRAFT NOISE

Coherent structures in the mixing zone of a subsonic hot free jet [OWERA, TP NO. 1977-88] A77-50989

Theoretical jet exhaust noise model for the duct burning turbofan [AIAA PAPER 77-1264] A77-51028

Airframe noise - A status report, 1977 [AIAA PAPER 77-1268] A77-51032

New scaling laws for hot and cold jet mixing noise based on a geometric acoustics model [AIAA PAPER 77-1287] A77-51047

Shielding aspects of heated twin jet noise [AIAA PAPER 77-1288] A77-51048

An experimental investigation of the trailing edge noise mechanism [AIAA PAPER 77-1291] A77-51049

Summary of forward velocity effects on fan noise [AIAA PAPER 77-1319] A77-51074

Investigation of subsonic fan noise sources by fluctuating pressure measurements on rotating blades [AIAA PAPER 77-1321] A77-51075

Acoustic scattering of point sources by a moving prolate spheroid --- jet fuselage [AIAA PAPER 77-1326] A77-51080

Effect of flight on jet noise from supersonic underexpanded flows [AIAA PAPER 77-1328] A77-51082

Effect of simulated forward speed on the jet noise of inverted velocity profile coannular nozzles [AIAA PAPER 77-1329] A77-51083

Effects of forward motion on jet and core noise [AIAA PAPER 77-1330] A77-51084

Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA Quiet Engine 'C' [AIAA PAPER 77-1333] A77-51087

Effects of simulated flight on fan noise suppression [AIAA PAPER 77-1334] A77-51088

Interaction of rotor tip flow irregularities with stator vanes as a noise source [AIAA PAPER 77-1342] A77-51095

Simultaneous characterization of jet noise sources and acoustic field by a new application of conditional sampling [AIAA PAPER 77-1349] A77-51102

Experimental results of large-scale structures in jet flows and their relation to jet noise production [AIAA PAPER 77-1350] A77-51103

Aeroacoustic performance of a scoop inlet [AIAA PAPER 77-1354] A77-51107

The influence of the inlet duct contour on forward radiated fan noise [AIAA PAPER 77-1355] A77-51108

Cabin noise behavior of a USB STOL transport --- upper surface blowing YC-14 aircraft [AIAA PAPER 77-1365] A77-51117

The effect of flight on the noise of subsonic jets [NGTE-R-343] N77-32850

Measurement of far field combustion noise from a turbofan engine using coherence functions [NASA-TM-73748] N77-33163

High velocity jet noise source location and reduction. Task 4: Development/evaluation of techniques for inflight investigation [AD-A041849] N77-33175

The effect of flight on the noise of subsonic jets [AD-A041730] N77-33176

## JET ENGINE FUELS

Combustion considerations for future jet fuels A77-48241

Alternate fuels for future aircraft A77-48709

Design of a cascade fire apparatus for testing countermeasure effectiveness [AD-A043176] N77-32101

An evaluation of very large airplanes and alternative fuels: Executive summary [AD-A042112] N77-33154

- JET ENGINES**  
 Effect of slotted casing treatment with change in Reynolds number index on performance of a jet engine  
 [NASA-TP-1058] N77-32154  
 On the works of S. S. Nezhdanovsky in the field of flight based on reactive principles, 1880 - 1895  
 N77-33040  
 Supersonic jet exhaust noise investigation.  
 Volume 4: Acoustic far-field/near-field data report  
 [AD-A041819] N77-33177  
 Military engine deterioration in service connected with life cycle costs  
 N77-33183  
 Reliability versus cost in operating wide body jet engines  
 N77-33186
- JET EXHAUST**  
 Theoretical jet exhaust noise model for the duct burning turbofan  
 [AIAA PAPER 77-1264] A77-51028  
 Pollution reduction technology program for small jet aircraft engines, phase 1  
 [NASA-CR-135214] N77-33168
- JET FLAPS**  
 Numerical prediction of aeroacoustic jet-flap flows  
 [AIAA PAPER 77-1316] A77-51071
- JET FLOW**  
 Interim noise correlation for some OTW configurations using external jet-flow deflectors --- engine Over The Wing  
 [AIAA PAPER 77-1317] A77-51072  
 Effect of flight on jet noise from supersonic underexpanded flows  
 [AIAA PAPER 77-1328] A77-51082
- JET MIXING FLOW**  
 The initial region of subsonic coaxial jets. II  
 A77-49564  
 Coherent structures in the mixing zone of a subsonic hot free jet  
 [ONERA, TP NO. 1977-89] A77-50989  
 New scaling laws for hot and cold jet mixing noise based on a geometric acoustics model  
 [AIAA PAPER 77-1287] A77-51047
- JET PROPULSION**  
 On the works of S. S. Nezhdanovsky in the field of flight based on reactive principles, 1880 - 1895  
 N77-33040
- JET THRUST**  
 Variation of pitching moment with engine thrust for a twin-engine Commercial jet aircraft  
 [NASA-TM-X-3569] N77-32131
- K**
- KALMAN FILTERS**  
 An integrated marine navigation system  
 A77-51199
- KEROSENE**  
 Aerodynamic and thermodynamic characteristics of kerosene-spray flames  
 A77-48181
- L**
- L-1011 AIRCRAFT**  
 Producibility aspects of advanced composites for an L-1011 Aileron  
 [SHE PAPER EMB76-04] A77-51006
- LAMINAR FLOW**  
 Special course on concepts for drag reduction  
 [AGARD-B-654] N77-32091
- LANDING AIDS**  
 A method to reduce the need for large antennas in Microwave Landing Systems /MLS/  
 A77-48378  
 Simulation of traffic loading for approach and landing systems with statistical interrogation  
 A77-48686  
 Multiple curved descending approaches and the air traffic control problem  
 [NASA-TM-78430] N77-32104
- LANDING GEAR**  
 Are wheel-well related aeroacoustic sources of any significance in airframe noise  
 [AIAA PAPER 77-1270] A77-51033
- Unsteady surface pressure characteristics on aircraft components and farfield radiated airframe noise  
 [AIAA PAPER 77-1295] A77-51052
- LASER OUTPUTS**  
 Aerodynamic effects during supersonic flow past a laser beam  
 A77-48515
- LAUNCH VEHICLES**  
 Launch risk analysis  
 A77-50463
- LIFE (DURABILITY)**  
 A procedure for predicting the life of turbine engine components  
 N77-33192
- LIFT**  
 Determining the lift and drag distributions on a three-dimensional airfoil from flow-field velocity surveys  
 [NASA-TM-73247] N77-32079  
 Methods for reducing subsonic drag due to lift  
 N77-32093  
 An elementary analysis of the effect of sweep, Mach number, and lift coefficient on wing-structure weight  
 [NASA-TM-74072] N77-33146
- LIFTING BODIES**  
 Theory of the lifting surface in unsteady motion in an inviscid fluid  
 A77-49847  
 Unsteady supersonic aerodynamic theory for interfering surfaces by the method of potential gradient  
 [NASA-CR-2894] N77-33121
- LIGHT AIRCRAFT**  
 Computer simulation of light aircraft crash  
 A77-49341  
 Flight noise studies on a turbojet engine using microphones mounted on a 450 ft. tower  
 [AIAA PAPER 77-1325] A77-51079
- LIGHT BEAMS**  
 Aerodynamic effects during supersonic flow past a laser beam  
 A77-48515
- LIGHT EMITTING DIODES**  
 Solid state light emitting displays  
 A77-50623
- LIGHTHILL METHOD**  
 Numerical prediction of aeroacoustic jet-flap flows  
 [AIAA PAPER 77-1316] A77-51071
- LIGHTING EQUIPMENT**  
 Airport electrical and lighting equipment --- Russian book  
 A77-50676
- LIGHTNING**  
 Lightning-hazard assessment - A first-pass probabilistic model --- for aircraft  
 A77-49346  
 The protection of aircraft radomes against lightning strike  
 A77-49734  
 Space shuttle program: Lightning protection criteria document  
 [NASA-TM-74974] N77-33252
- LIQUID HYDROGEN**  
 The liquid hydrogen option for the subsonic transport - A status report  
 A77-48819
- LOGISTICS**  
 Reliability, availability, maintainability/logistics /RAM/LOG/  
 A77-50456
- LOGISTICS MANAGEMENT**  
 RIW experience at ECOM --- Reliability Improvement Warranty requirements for Army  
 A77-50483  
 Logistics planning simulation model for USAF spare engine management  
 A77-50510
- LONG TERM EFFECTS**  
 CFM56 turbofan maintainability and reliability-oriented development  
 N77-33189  
 Progress in determining service life by endurance tests --- Concorde aircraft  
 N77-33195

## LONGITUDINAL CONTROL

Longitudinal handling qualities during approach and landing of a powered lift STOL aircraft [NASA-TM-X-62144] N77-33151

## LONGITUDINAL STABILITY

Longitudinal handling qualities during approach and landing of a powered lift STOL aircraft [NASA-TM-X-62144] N77-33151

## LORAN

Tactical and long-range navigation in the AN/ARN-101/V/ A77-51192

## LORAN C

Loran-C data acquisition and handling for improved accuracy A77-51200  
Clarinet Program - Communications using Loran-C --- transmitted by pulse position modulation A77-51201

## M

## MACH NUMBER

An elementary analysis of the effect of sweep, Mach number, and lift coefficient on wing-structure weight [NASA-TM-74072] N77-33146

## MACHINING

Deburring - Requirements of the aircraft [SME PAPER MR76-124] A77-51007

## MAINTAINABILITY

Reliability, availability, maintainability/logistics /RAM/LOG/ A77-50456

## MAINTENANCE

Military engine deterioration in service connected with life cycle costs N77-33183

## MAN MACHINE SYSTEMS

Stability of the pilot-aircraft system in maneuvering flight A77-49340  
SEADS /Safe Ejection Envelope Display System/ A77-49932

## MANAGEMENT PLANNING

Logistics planning simulation model for USAF spare engine management A77-50510  
A new look in reliability: F-18 operational mission environment [AD-A042781] N77-32573

## MANEUVERABILITY

Transonic wind-tunnel investigation of the maneuver potential of the NASA supercritical wing concept, phase 1 [NASA-TM-X-3534] N77-33115

## MANUALS

Practical aerodynamics of maneuvering aircraft /A manual for flight personnel/ --- Russian book A77-50693  
Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 1: Engineer's manual [AD-A042462] N77-33207

## MATERIALS HANDLING

The determination of the center-of-gravity position with the aid of dimensionless values --- for aircraft control and stability A77-49654

## MATHEMATICAL MODELS

Lightning-hazard assessment - A first-pass probabilistic model --- for aircraft A77-49346  
Airframe noise - A status report, 1977 [AIAA PAPER 77-1268] A77-51032  
A mathematical model of transcontinental balloon [IAF PAPER 77-167] A77-51460  
Airplane math modeling methods for active control design N77-33212

## MAXIMUM LIKELIHOOD ESTIMATES

F-8C adaptive flight control extensions --- for maximum likelihood estimation [NASA-CR-2681] N77-33203

## MEASURING INSTRUMENTS

An accurate angular position and angular velocity instrument based on an optical incremental encoder [WRE-TN-1730(WR/D)] N77-33480

## MECHANICAL DEVICES

Appliances for assembling aircraft and helicopter subsystems and elements --- Russian textbook A77-50682

## MECHANIZATION

Deburring - Some of the problems and requirements of the aircraft industry [SME PAPER MR76-547] A77-51016

## METAL FATIGUE

Investigation of the state of dynamic stress and the influence of service time on the fatigue strength of turbine rotor blades of aircraft gas-turbine engines A77-48632

## METAL FINISHING

Deburring - Some of the problems and requirements of the aircraft industry [SME PAPER MR76-547] A77-51016

## METAL GRINDING

Deburring - Some of the problems and requirements of the aircraft industry [SME PAPER MR76-547] A77-51016

## METAL SURFACES

Deburring - Requirements of the aircraft [SME PAPER MR76-124] A77-51007

## MICROPROCESSORS

Eight-channel resolver simplifies digital flight controls A77-51354  
System avionics architectures for RPVs [AD-A041502] N77-32145

## MICROWAVE ANTENNAS

L-band antenna for aircraft-to-satellite communications --- for Aerosat system A77-48362  
A method to reduce the need for large antennas in Microwave Landing Systems /MLS/ A77-48378  
B-1 forward radome microwave test range A77-49743  
Application of UHF adaptive array to navigation/tracking systems A77-51185

## MICROWAVE LANDING SYSTEMS

A method to reduce the need for large antennas in Microwave Landing Systems /MLS/ A77-48378  
Simulation of traffic loading for approach and landing systems with statistical interrogation A77-48686  
Multiple curved descending approaches and the air traffic control problem [NASA-TM-78430] N77-32104  
Contributions to the evaluation of the German proposal DLS for a new microwave landing system, part 1 [TJBS/SFB58/M1-PT-1] N77-32105  
The Brunswick DLS test airport area - a non clean environment N77-32108  
Influence of the multipath propagation on the distance measuring part of DLS N77-32110  
Contributions to the evaluation of the German proposal DLS for a New Microwave Landing System, Part 2 [TUBS/SFB58/42-PT-2] N77-32112  
Multipath immunity of MLS in mountainous sites N77-32116

## MICROWAVE SCANNING BEAM LANDING SYSTEM

Multipath and performance tests of TRSB receivers [AD-A041891] N77-33135

## MICROWAVE TRANSMISSION

Model for the effect of electric fields on satellite-earth microwave radio propagation A77-49787

## MIDAIR COLLISIONS

The need for a workable collision avoidance system - Now --- in civil aviation A77-50662

## MILITARY AIR FACILITIES

The transfer of the German North MATRAC to the EUROCONTROL Centre of Maastricht --- Military Air Traffic Radar Control A77-48412

## MILITARY AIRCRAFT

USAF experience in aircraft accident survivability A77-49949



## SUBJECT INDEX

## NOISE INTENSITY

**MILITARY AVIATION**  
Reliability, availability,  
maintainability/logistics /RAM/LOG/ A77-50456

**MILITARY TECHNOLOGY**  
Documentation of the feasibility research on a  
destructible parachute A77-49342  
Fluidic event sequencing subsystem for AAES ---  
Aircrew Automated Escape Systems A77-49934  
HUD and the retrofit market A77-50624  
Applications of augmented multilateration tracking  
systems --- for military targets A77-51183  
Development of the RMS-2 System of ODDREX/T&E/ ---  
Range Measurement System for tank and aircraft  
tracking A77-51187  
History and development of the SCORE pod ---  
Simulated Combat Operations Range Equipment A77-51188  
Tactical and long-range navigation in the  
AN/ARN-101/V/ A77-51192  
JTIDS - An overview of the system design and  
implementation --- Joint Tactical Information  
Distribution System A77-51204

**MINICOMPUTERS**  
Proving the correctness of a flight-director  
program for an airborne minicomputer A77-51261

**MIRRORS**  
Georgia Tech high temperature solar test facility A77-49745

**MISSILE TRACKING**  
Technical objectives and approaches to the  
tracking subsystem of the Extended Area Test  
System /EATS/ A77-51184

**MISSILES**  
The effect of simulated aerodynamic heating on the  
strength of three rocket motor case steels  
[RPE-TR-45] N77-32240

**MISSION PLANNING**  
NSEG: A sequenced mission analysis program for  
low and high speed aircraft. Volume 2: Program  
users manual [NASA-CR-2808] N77-33100

**MODEMS**  
Air traffic control experimentation and evaluation  
test [AD-A041971] N77-33136

**MONITORS**  
Master monitor display application study for F-14  
[AD-A041570] N77-33158

**MONOPLANES**  
Noise emission of the agricultural aircraft Z-37.  
I - Sound intensity level measurements at the  
agricultural aircraft Z-37. II - Sound intensity  
level measurements at an agricultural airport A77-49656

**MONOTONE FUNCTIONS**  
The importance of monotonicity of finite  
difference schemes in straight-through  
calculation methods --- of supersonic flow  
problems A77-50917

**Monte CARLO METHOD**  
Monte Carlo simulation of VOR/DME holding  
procedures. Basic notions and applications  
[ESA-TT-419] N77-33142

**MOUNTAINS**  
Multipath immunity of MLS in mountainous sites N77-32116

**MTBF**  
Reliability improvement warranty techniques and  
applications --- to F-16 aircraft A77-50477  
Effectiveness of reliability system testing on  
quality and reliability A77-50488

**MULTIPATH TRANSMISSION**  
Simulation of the multipath propagation of DLS  
N77-32106

Measurement of the multipath propagation at the  
Brunswick test airport --- multipath instrument  
landing system N77-32107  
The Brunswick DLS test airport area - a non clean  
environment N77-32108  
Influence of the multipath propagation on the  
distance measuring part of DLS N77-32110

**MULTIVARIATE STATISTICAL ANALYSIS**  
Output feedback regulator design for jet engine  
control systems [NASA-TM-73776] N77-33165

**N**

**NATIONAL AIRSPACE UTILIZATION SYSTEM**  
Civil and military air traffic in France -  
Management and compatibility A77-48411

**NAVIER-STOKES EQUATION**  
Calculation of vortex breakdown locations for flow  
over delta wings A77-49345

**NAVIGATION AIDS**  
A navigation device to help helicopters to land on  
ocean platforms [ONERA, TP NO. 1977-71] A77-50983  
Position Location and Navigation Symposium, San  
Diego, Calif., November 1-3, 1976, Proceedings A77-51178  
Application of UHF adaptive array to  
navigation/tracking systems A77-51185  
Tactical and long-range navigation in the  
AN/ARN-101/V/ A77-51192  
Loran-C data acquisition and handling for improved  
accuracy A77-51200

**NAVIGATION SATELLITES**  
The determination of ship location by means of  
navigation satellites --- Russian book A77-50687  
The GPS Control Segment and its service to the GPS  
User --- Global Positioning System navigation  
satellite A77-51202  
Global positioning system navigation algorithms  
--- for application to navigation satellites  
used for aircraft guidance N77-32103

**NEAR FIELDS**  
Supersonic jet exhaust noise investigation.  
Volume 4: Acoustic far-field/near-field data  
report [AD-A041819] N77-33177

**NETWORK SYNTHESIS**  
Fluidic event sequencing subsystem for AAES ---  
Aircrew Automated Escape Systems A77-49934

**NICKEL ALLOYS**  
Nickel base alloy --- for gas turbine engine  
stator vanes [NASA-CASE-LEW-12270-1] N77-32280

**NOISE GENERATORS**  
Airframe noise - A status report, 1977  
[AIAA PAPER 77-1268] A77-51032  
Noise component method for airframe noise  
[AIAA PAPER 77-1271] A77-51034  
Gas turbine engine core noise source isolation by  
internal-to-far field correlations [AIAA PAPER 77-1276] A77-51037  
An experimental investigation of the trailing edge  
noise mechanism [AIAA PAPER 77-1291] A77-51049  
Some measured and calculated effects of a tip  
vortex modification device on impulsive noise  
--- for helicopter rotors [AIAA PAPER 77-1341] A77-51094

**NOISE INTENSITY**  
Influence of the noise level in a transonic wind  
tunnel on the aerodynamic characteristics of  
models [ONERA, TP NO. 1977-110] A77-50996  
Forward speed effects on blown flap noise  
[AIAA PAPER 77-1315] A77-51070

- Effect of forward motion on turbomachinery noise  
[AIAA PAPER 77-1346] A77-51099
- NOISE MEASUREMENT**
- Noise emission of the agricultural aircraft Z-37.  
I - Sound intensity level measurements at the  
agricultural aircraft Z-37. II - Sound intensity  
level measurements at an agricultural airport  
A77-49656
- The measurement of aircraft overflight noise -  
Errors due to its nonstationary character  
A77-50441
- Airframe noise of the DC-9  
[AIAA PAPER 77-1272] A77-51035
- Measurement of far field combustion noise from a  
turbofan engine using coherence functions  
[AIAA PAPER 77-1277] A77-51038
- Shielding aspects of heated twin jet noise  
[AIAA PAPER 77-1288] A77-51048
- An experimental investigation of the trailing edge  
noise mechanism  
[AIAA PAPER 77-1291] A77-51049
- Interim noise correlation for some OTW  
configurations using external jet-flow deflectors  
--- engine Over The Wing  
[AIAA PAPER 77-1317] A77-51072
- Over-the-wing model thrust reverser noise tests  
[AIAA PAPER 77-1318] A77-51073
- Investigation of subsonic fan noise sources by  
fluctuating pressure measurements on rotating  
blades  
[AIAA PAPER 77-1321] A77-51075
- Flight noise studies on a turbojet engine using  
microphones mounted on a 450 ft. tower  
[AIAA PAPER 77-1325] A77-51079
- Effects of forward motion on jet and core noise  
[AIAA PAPER 77-1330] A77-51084
- Helicopter rotor aerodynamic and aeroacoustic  
environments  
[AIAA PAPER 77-1338] A77-51091
- Some measured and calculated effects of a tip  
vortex modification device on impulsive noise  
--- for helicopter rotors  
[AIAA PAPER 77-1341] A77-51094
- Simultaneous characterization of jet noise sources  
and acoustic field by a new application of  
conditional sampling  
[AIAA PAPER 77-1349] A77-51102
- Cabin noise behavior of a USB STOL transport ---  
upper surface blowing YC-14 aircraft  
[AIAA PAPER 77-1365] A77-51117
- Over-the-wing model thrust reverser noise tests  
[NASA-TM-73495] N77-33161
- Identification and measurement of combustion noise  
from a turbofan engine using correlation and  
coherence techniques  
[NASA-TM-73747] N77-33162
- Measurement of far field combustion noise from a  
turbofan engine using coherence functions  
[NASA-TM-73748] N77-33163
- NOISE POLLUTION**
- Further sensitivity studies of community-aircraft  
noise exposure (NOISEMAP) prediction procedures  
[AD-A041781] N77-33686
- NOISE PROPAGATION**
- Unsteady surface pressure characteristics on  
aircraft components and farfield radiated  
airframe noise  
[AIAA PAPER 77-1295] A77-51052
- Effect of simulated forward speed on the jet noise  
of inverted velocity profile coannular nozzles  
[AIAA PAPER 77-1329] A77-51083
- NOISE REDUCTION**
- Convex 76 - Aircraft noise and air traffic control  
A77-49225
- Theoretical jet exhaust noise model for the duct  
burning turbofan  
[AIAA PAPER 77-1264] A77-51028
- Shielding aspects of heated twin jet noise  
[AIAA PAPER 77-1288] A77-51048
- Source location by shielding with application to a  
large turbofan engine --- for aircraft noise  
reduction  
[AIAA PAPER 77-1304] A77-51060
- Summary of forward velocity effects on fan noise  
[AIAA PAPER 77-1319] A77-51074
- Acoustic performance of inlet multiple-pure-tone  
suppressors installed on NASA Quiet Engine 'C'  
[AIAA PAPER 77-1333] A77-51087
- Effects of simulated flight on fan noise suppression  
[AIAA PAPER 77-1334] A77-51088
- Aeroacoustic performance of a scoop inlet  
[AIAA PAPER 77-1354] A77-51107
- A novel concept for suppressing internally  
generated aircraft engine noise  
[AIAA PAPER 77-1356] A77-51109
- Helicopter transmission vibration and noise  
reduction program  
[AD-A042457] N77-32136
- Effects of simulated flight on fan noise suppression  
[NASA-TM-73708] N77-32157
- Acoustic performance of inlet multiple-pure-tone  
suppressors installed on NASA quiet engine C  
[NASA-TM-73713] N77-32158
- State-of-the-art of turbofan engine noise control  
[NASA-TM-73734] N77-33166
- High velocity jet noise source location and  
reduction. Task 4: Development/evaluation of  
techniques for inflight investigation  
[AD-A041849] N77-33175
- Investigation of feasible nozzle configurations  
for noise reduction in turbofan and turbojet  
aircraft. Volume 3: Shrouded slot nozzle  
configurations  
[AD-A041782] N77-33179
- Airplane noise: Dimensions and means of noise  
reduction --- in Norway  
[ELAB-STP44-A75080] N77-33696
- A research program to reduce interior noise in  
general aviation airplanes --- test methods and  
results  
[NASA-CR-155154] N77-33959
- NOISE SPECTRA**
- Are wheel-well related aeroacoustic sources of any  
significance in airframe noise  
[AIAA PAPER 77-1270] A77-51033
- Experimental and analytical separation of  
hydrodynamic, entropy and combustion noise in a  
gas turbine combustor  
[AIAA PAPER 77-1275] A77-51036
- An experimental investigation of helicopter rotor  
high frequency broadband noise  
[AIAA PAPER 77-1339] A77-51092
- NON-EQUILIBRIUM FLOW**
- Non-equilibrium flow of an inviscid gas past a  
thin profile  
A77-48289
- NONLINEAR EQUATIONS**
- Nonlinear aeroelastic equations for combined  
flapwise bending, chordwise bending, torsion,  
and extension of twisted nonuniform rotor blades  
in forward flight  
[NASA-TM-74059] N77-33107
- NONLINEAR FEEDBACK**
- Design of nonlinear automatic flight control systems  
A77-48693
- NONLINEAR PROGRAMMING**
- Minimum time acceleration of aircraft turbofan  
engines by using an algorithm based on nonlinear  
programming  
[NASA-TM-73741] N77-33167
- NORMAL DENSITY FUNCTIONS**
- Some mathematical aspects of the correlation  
theory of aircraft precision and reliability  
A77-50709
- NORWAY**
- Airplane noise: Dimensions and means of noise  
reduction --- in Norway  
[ELAB-STP44-A75080] N77-33696
- NOZZLE FLOW**
- An analytical model for entropy noise of subsonic  
nozzle flow  
[AIAA PAPER 77-1366] A77-51118
- NUCLEAR PROPULSION**
- An evaluation of very large airplanes and  
alternative fuels: Executive summary  
[AD-A042112] N77-33154
- NUMERICAL ANALYSIS**
- Numerical analysis of the axisymmetric flow past a  
pervious shell with a hole at the vertex  
A77-50938
- 0**
- OFFSHORE PLATFORMS**
- A navigation device to help helicopters to land on  
ocean platforms  
[ONERA, RP NO. 1977-71] A77-50983

## SUBJECT INDEX

## POSITION (LOCATION)

**Ogee SHAPE**  
Some results of the testing of a full-scale Ogee tip helicopter rotor; acoustics, loads, and performance  
[AIAA PAPER 77-1340] A77-51093

**OMEGA NAVIGATION SYSTEM**  
An application of Omega as a sensor --- in E-3A Airborne Warning and Control hybrid navigation system  
A77-51198

**ONBOARD EQUIPMENT**  
A multipurpose position accuracy verification system --- airborne DNE  
A77-51181

**OPTICAL MEASURING INSTRUMENTS**  
Review of optical techniques with respect to aero-engine applications  
[ONERA, TP NO. 1977-80] A77-50987

**OPTICAL RADAR**  
New lidar concept for measuring the slant range transmission in aircraft landing approaches  
A77-48698

**OPTICAL SCANNERS**  
An operational video tape recording system utilizing IRIG standard 129-73 segmented helical scan recording format  
A77-49873

**OPTIMAL CONTROL**  
Design of nonlinear automatic flight control systems  
A77-48693

**OPTIMIZATION**  
Turbulent effects in axial compressors  
[AAAF-WT-77-20] N77-33180

**OSCILLATING FLOW**  
The initial region of subsonic coaxial jets. II  
A77-49564

Turbulent effects in axial compressors  
[AAAF-WT-77-20] N77-33180

**OSEEN APPROXIMATION**  
Unsteady Oseen flow around a flat-plate airfoil  
A77-49244

## P

**PANELS**  
A research program to reduce interior noise in general aviation airplanes --- test methods and results  
[NASA-CR-155154] N77-33959

**PARACHUTE DESCENT**  
The development of new designs of emergency escape parachutes for ejection seats  
A77-49947

An analysis of personnel parachutes for use by Marine Corps Force Reconnaissance Units  
[AD-A041151] N77-33124

**PARACHUTE PAENICS**  
Documentation of the feasibility research on a destructible parachute  
A77-49342

**PARACHUTES**  
Proposed helicopter safety system for catastrophic failures  
A77-49936

An analysis of personnel parachutes for use by Marine Corps Force Reconnaissance Units  
[AD-A041151] N77-33124

**PASSENGER AIRCRAFT**  
Jakovlev Jak-42 - Uncomplicated, reliable, economical  
A77-49653

**PASSENGERS**  
Reducing walking distances at existing airports  
A77-47980

Briefs of accidents involving air taxi operations, US general aviation, 1975  
[PB-267653/4] N77-32102

**PAYLOADS**  
Technical and economic assessment of swept-wing span-distributed load concepts for civil and military air cargo transports  
[NASA-CR-145229] N77-33147

**PERFORATED SHELLS**  
Numerical analysis of the axisymmetric flow past a pervious shell with a hole at the vertex  
A77-50938

**PERFORMANCE PREDICTION**  
Estimation of helicopter performance by an extended energy method improved by flight tests  
A77-51613

A review of turbopropulsion combustion. Part 1: Fundamentals of combustion. Part 2: Turbopropulsion combustion technology  
[AD-A043022] N77-32163

Preliminary investigations of the unsteady flow in turbojet engines during transients  
[PUBL-PP-174] N77-32164

A procedure for predicting the life of turbine engine components  
N77-33192

**PERFORMANCE TESTS**  
Performance and design of a vertical seeking seat steering system  
A77-49945

Multipath and performance tests of TRSB receivers  
[AD-A041831] N77-33135

Air traffic control experimentation and evaluation test  
[AD-A041971] N77-33136

**PHASED ARRAYS**  
Radar systems with phased-array antennas  
A77-51277

**PILOT PERFORMANCE**  
Stability of the pilot-aircraft system in maneuvering flight  
A77-49340

On the importance of program intelligence to advanced automation in flight operations  
[AD-A042915] N77-32147

Requirements for flight testing automated terminal service  
[AD-A041975] N77-33137

**PILOT TRAINING**  
Teaching the practical techniques of establishing egress system performance in an accident environment  
A77-49948

**PITCHING MOMENTS**  
Variation of pitching moment with engine thrust for a twin-engine commercial jet aircraft  
[NASA-TM-1-3569] N77-32131

**PLASTIC AIRCRAFT STRUCTURES**  
Trapped rubber processing for advanced composites  
[SME PAPER EM76-172] A77-51009

**PLUNGERS**  
Some regularities of the wearing of fuel pump plunger spheres --- for aircraft engines  
A77-49374

**POINT SOURCES**  
Source location by shielding with application to a large turbofan engine --- for aircraft noise reduction  
[AIAA PAPER 77-1304] A77-51060

Acoustic scattering of point sources by a moving prolate spheroid --- jet fuselage  
[AIAA PAPER 77-1326] A77-51080

**POLLUTION CONTROL**  
Convex 76 - Aircraft noise and air traffic control  
A77-49225

Pollution reduction technology program for small jet aircraft engines, phase 1  
[NASA-CR-135214] N77-33168

**POROUS WALLS**  
Numerical analysis of the axisymmetric flow past a pervious shell with a hole at the vertex  
A77-50938

**POSITION (LOCATION)**  
The determination of ship location by means of navigation satellites --- Russian book  
A77-50687

Source location by shielding with application to a large turbofan engine --- for aircraft noise reduction  
[AIAA PAPER 77-1304] A77-51060

Position Location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings  
A77-51178

Position location systems technology  
A77-51179

Precision location, navigation and guidance using DNE techniques  
A77-51180

Navigation checkpointing with forward-sensed, fixed-range terrain profiles  
A77-51189

**POSITION ERRORS**

**SUBJECT INDEX**

Aircraft Space Position Measurement System - An application of precision DME A77-51197

**POSITION ERRORS**  
 A multipurpose position accuracy verification system --- airborne DME A77-51181

**POSITION INDICATORS**  
 A multipurpose position accuracy verification system --- airborne DME A77-51181  
 Accuracy evaluation of augmented multilateration tracking systems --- for aircraft detection A77-51182

**POSITIONING**  
 Single pass Doppler positioning for Search and Rescue satellite missions A77-51186  
 Advanced terrain correlation techniques --- position locating system in war environments A77-51190  
 Precise positioning of sonobuoys using AME and DME techniques --- Angle Measuring and Distance Measuring Equipment in antisubmarine warfare A77-51196

**POTENTIAL GRADIENTS**  
 Unsteady supersonic aerodynamic theory for interfering surfaces by the method of potential gradient [NASA-CR-2898] N77-33121

**POWER TRANSMISSION**  
 Detail design aspects of a helicopter transmission system A77-47999

**POWERED LIFT AIRCRAFT**  
 Acoustic loads on upper-surface-blown powered-lift systems [AIAA PAPER 77-1363] A77-51115

**PREDICTION ANALYSIS TECHNIQUES**  
 Wear reliability of aircraft splines A77-50467  
 Logistics planning simulation model for USAF spare engine management A77-50510  
 Airframe noise - A status report, 1977 [AIAA PAPER 77-1268] A77-51032

**PREDICTIONS**  
 Prediction of airborne target detection [AD-A041428] N77-32871

**PREFLIGHT ANALYSIS**  
 Air traffic control and the initial operation of supersonic transport aircraft - A review of preparatory measures A77-48415

**PRESSURE DISTRIBUTION**  
 Transonic pressure distribution on an aircraft wing model during rocket sled runs [AD-A041633] N77-32085  
 A guide for estimation of aeroacoustic loads on flight vehicle surfaces, volume 1 [AD-A041198] N77-32090  
 Pressure distributions on a 1- by 3-meter semispan wing with a nonstreamwise tip in subsonic flow [NASA-TN-72755] N77-33103

**PRESSURE MEASUREMENTS**  
 Measurement of far field combustion noise from a turbofan engine using coherence functions [AIAA PAPER 77-1277] A77-51038

**PRESSURE OSCILLATIONS**  
 The role of the boundary layer in supersonic pressure perturbations along a weak wavy wall A77-48290

**PROBABILITY THEORY**  
 Lightning-hazard assessment - A first-pass probabilistic model --- for aircraft A77-49346  
 Queues with delayed, probabilistic feedback as a model of air traffic control communications A77-51610

**PRODUCTION MANAGEMENT**  
 Product improvement program evaluation [AD-A042134] N77-33101

**PROLATE SPHEROIDS**  
 Acoustic scattering of point sources by a moving prolate spheroid --- jet fuselage [AIAA PAPER 77-1326] A77-51080

**PROPAGATION MODES**  
 Simulation of the multipath propagation of DLS N77-32106

Measurement of the multipath propagation at the Brunswick test airport --- multipath instrument landing system N77-32107  
 Influence of the multipath propagation on the distance measuring part of DLS N77-32110

**PROPAGATION VELOCITY**  
 Effect of simulated forward speed on the jet noise of inverted velocity profile conannular nozzles [AIAA PAPER 77-1329] A77-51083

**PROPELLANT COMBUSTION**  
 A review of turbopropulsion combustion. Part 1: Fundamentals of combustion. Part 2: Turbopropulsion combustion technology [AD-A043022] N77-32163

**PROPULSION**  
 Wind tunnel and analytical investigation of over-the-wing propulsion/air frame interferences for a short-haul aircraft at Mach numbers from 0.6 to 0.78 --- conducted in the Lewis 8 by 6 foot tunnel [NASA-CR-2905] N77-33114

**PROPULSION SYSTEM CONFIGURATIONS**  
 Over-the-wing model thrust reverser noise tests [AIAA PAPER 77-1318] A77-51073

**PROPULSION SYSTEM PERFORMANCE**  
 A review of turbopropulsion combustion. Part 1: Fundamentals of combustion. Part 2: Turbopropulsion combustion technology [AD-A043022] N77-32163  
 The evolution and control of different performance degradation processes in modern propulsion systems --- monitoring jet engines N77-33193  
 Methods of improving the performance reliability of advanced military power plant systems N77-33198

**PROPULSIVE EFFICIENCY**  
 Maintenance methods for improving propulsion system reliability N77-33184  
 Risks affecting the structural resistance and integrity of modern propulsion systems N77-33187

**PROTECTIVE COATINGS**  
 Rain erosion resistant fluoroelastomer radome and antenna coatings A77-49731  
 Protection of cooled blades of complex internal structure [ONERA, TP NO. 1977-90] A77-50991  
 Progress in advanced high temperature turbine materials, coatings, and technology [NASA-TN-X-73628] N77-33159

**PULSE COMMUNICATION**  
 Clarinet Pilgrim - Communications using Loran-C --- transmitted by pulse position modulation A77-51201

**PULSE POSITION MODULATION**  
 Clarinet Pilgrim - Communications using Loran-C --- transmitted by pulse position modulation A77-51201

**Q**

**QUALITY CONTROL**  
 R/W experience at ECOM --- Reliability Improvement Warranty requirements for Army A77-50483  
 Effectiveness of reliability system testing on quality and reliability A77-50488

**QUEUEING THEORY**  
 Queues with delayed, probabilistic feedback as a model of air traffic control communications A77-51610

**QUIET ENGINE PROGRAM**  
 Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA Quiet Engine 'C' [AIAA PAPER 77-1333] A77-51087

**R**

**RADAR ANTENNAS**  
 B-1 forward radome microwave test range A77-49743  
 Radar systems with phased-array antennas A77-51277

## SUBJECT INDEX

REYNOLDS NUMBER

**RADAR DATA**  
EUROCONTROL and radar --- automated air traffic control radar system implementation A77-48413

**RADAR DETECTION**  
A new high-brightness, all-weather, ASDE /Airport Surface Detection Equipment/ A77-49224

**RADAR EQUIPMENT**  
The new airport radar systems A77-47979

**RADAR SCANNING**  
Navigation checkpointing with forward-sensed, fixed-range terrain profiles A77-51189

**RADAR TRACKING**  
The new airport radar systems A77-47979  
Aircraft trajectories from radar extrapolations to long term prediction A77-48414  
Applications of augmented multilateration tracking systems --- for military targets A77-51183  
Application of UHF adaptive array to navigation/tracking systems A77-51185  
Development of the RMS-2 System of ODDR&E/T&E/ --- Range Measurement System for tank and aircraft tracking A77-51187

**RADIO ALTIMETERS**  
Surface roughness measurements by using low-resolution FM-CW radar altimeters A77-48377

**RADIO COMMUNICATION**  
AFSATCOM terminal segment reliability test program A77-50494

**RADIO FREQUENCY INTERFERENCE**  
Recognition and elimination of interference disturbances by modification of the radio field of landing systems with spatial modulation degree diagrams N77-32123  
Measurements of the influence of static and dynamic interference on an ILS-receiver and measurement of the capture effect with the double frequency procedure [TUBS/SFB58/50] N77-33140

**RADIO TRACKING**  
Technical objectives and approaches to the tracking subsystem of the Extended Area Test System /EATS/ A77-51184

**RADOME MATERIALS**  
Rain erosion resistant fluoroelastomer radome and antenna coatings A77-49731  
The protection of aircraft radomes against lightning strike A77-49734

**RADOMES**  
B-1 forward radome microwave test range A77-49743  
Design and test results of very broadband radomes for ECM applications A77-49747

**RAIN EROSION**  
Rain erosion resistant fluoroelastomer radome and antenna coatings A77-49731

**RAMAN SPECTROSCOPY**  
Review of optical techniques with respect to aero-engine applications [ONERA, TP NO. 1977-80] A77-50987

**RANDOM PROCESSES**  
Some mathematical aspects of the correlation theory of aircraft precision and reliability A77-50709

**RANGEFINDING**  
Position location systems technology A77-51179  
Development of the RMS-2 System of ODDR&E/T&E/ --- Range Measurement System for tank and aircraft tracking A77-51187  
Air Combat Maneuvering Range/Instrumentation 'ACHR/I' A77-51195

Global positioning system navigation algorithms --- for application to navigation satellites used for aircraft guidance N77-32103

**REFRACTORY MATERIALS**  
Progress in advanced high temperature turbine materials, coatings, and technology [NASA-TM-X-73628] N77-33159

**REFRACTORY METAL ALLOYS**  
Protection of cooled blades of complex internal structure [ONERA, TP NO. 1977-90] A77-50991

**RELIABILITY ANALYSIS**  
RIW experience at ECOM --- Reliability Improvement Warranty requirements for Army A77-50483  
Effectiveness of reliability system testing on quality and reliability A77-50488  
AFSATCOM terminal segment reliability test program A77-50494  
Effects of temperature on avionics reliability A77-50497  
Combined Environment Reliability Test /CERT/ --- for avionics A77-50504  
MICRON reliability analyses [AD-A042987] N77-32129  
Accelerated mission test: A vital reliability tool N77-33196

**RELIABILITY ENGINEERING**  
Some detail design problems in aircraft gas turbines A77-48001  
The need for improved aircraft crashworthiness design A77-49473  
The protection of aircraft radomes against lightning strike A77-49734

**REMOTE CONTROL**  
An operational video tape recording system utilizing IRIG standard 129-73 segmented helical scan recording format A77-49873

**REMOTELY PILOTED VEHICLES**  
Precision location, navigation and guidance using DME techniques A77-51180  
System avionic architectures for RPVs [AD-A041502] N77-32145

**REPRODUCTION (COPYING)**  
An operational video tape recording system utilizing IRIG standard 129-73 segmented helical scan recording format A77-49873

**RESCUE OPERATIONS**  
The helicopter Ka-26 in the Special Purpose Flights Sector of Interflug. II A77-49657  
Single pass Doppler positioning for Search and Rescue satellite missions A77-51186  
Wide area illuminator development for US Coast Guard HH-3F helicopter [AD-A041425] N77-32132

**RESEARCH AIRCRAFT**  
Effect of rotor wake on aerodynamic characteristics of a 1/6 scale model of the rotor systems research aircraft --- in the Langley V/STOL tunnel [NASA-TM-X-3548] N77-32083

**RESIDENTIAL AREAS**  
Airplane noise: Dimensions and means of noise reduction --- in Norway [ELAB-STP44-A75080] N77-33696

**RETROFITTING**  
HUD and the retrofit market A77-50624

**REVIEWING**  
An overview of concepts for aircraft drag reductions N77-32092

**REYNOLDS NUMBER**  
Effect of slotted casing treatment with change in Reynolds number index on performance of a jet engine [NASA-TP-1058] N77-32154

## RIBBON PARACHUTES

Documentation of the feasibility research on a destructible parachute A77-49342

## RIDING QUALITY

The development of a model for predicting passenger acceptance of short-haul air transportation systems [NASA-CR-145250] N77-33148

Design and development of a structural mode control system [NASA-CR-143846] N77-33201

## RISK

Launch risk analysis A77-50463

## ROCKET ENGINE CASES

Rohrbond --- high strength Ti alloy joining method for thrust engines, airframe and space structures [SME PAPER AD76-280] A77-51015

The effect of simulated aerodynamic heating on the strength of three rocket motor case steels [RPE-TR-45] N77-32240

## ROCKET LAUNCHING

Launch risk analysis A77-50463

## ROCKET PROPELLED SLEDS

Transonic pressure distribution on an aircraft wing model during rocket sled runs [AD-A041633] N77-32085

## ROTARY WING AIRCRAFT

Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 3: Programmer's manual [AD-A042907] N77-32143

Rotorcraft flight simulation with coupled rotor aeroelastic stability analysis. Volume 1: Engineer's manual [AD-A042462] N77-33207

## ROTARY WINGS

Aeroelastic stability of complete rotors with application to a teetering rotor in forward flight A77-49180

Aerodynamic problems of helicopter blade tips [ONERA, TP NO. 1977-112] A77-50998

Techniques and facilities used at ONERA /Modane Center/ for icing tests [ONERA, TP NO. 1977-123] A77-51002

An experimental investigation of helicopter rotor high frequency broadband noise [AIAA PAPER 77-1339] A77-51092

Some measured and calculated effects of a tip vortex modification device on impulsive noise --- for helicopter rotors [AIAA PAPER 77-1341] A77-51094

Nonlinear aeroelastic equations for combined flapwise bending, chordwise bending, torsion, and extension of twisted nonuniform rotor blades in forward flight [NASA-TM-74059] N77-33107

## ROTOR AERODYNAMICS

Aerodynamic problems of helicopter blade tips [ONERA, TP NO. 1977-112] A77-50998

Helicopter rotor aerodynamic and aeroacoustic environments [AIAA PAPER 77-1338] A77-51091

Some results of the testing of a full-scale Ogee tip helicopter rotor; acoustics, loads, and performance [AIAA PAPER 77-1340] A77-51093

Interaction of rotor tip flow irregularities with stator vanes as a noise source [AIAA PAPER 77-1342] A77-51095

Effect of rotor wake on aerodynamic characteristics of a 1/6 scale model of the rotor systems research aircraft --- in the Langley V/STOL tunnel [NASA-TM-X-3548] N77-32083

Nonlinear aeroelastic equations for combined flapwise bending, chordwise bending, torsion, and extension of twisted nonuniform rotor blades in forward flight [NASA-TM-74059] N77-33107

## ROTOR BLADES (TURBOMACHINERY)

Experimental data and theoretical analysis of an operating 100 kW wind turbine A77-48898

Platform for a swing root turbomachinery blade [NASA-CASE-LEW-12312-1] N77-32148

## ROTORS

Steady-state unbalance response of a three-disk flexible rotor on flexible, damped supports [NASA-TM-X-73666] N77-33160

## RUNWAY LIGHTS

Airport electrical and lighting equipment --- Russian book A77-50676

## S

## SAFETY MANAGEMENT

The life cycle cost impacts of unsafe designs --- aircraft accident effects A77-50462

## SATELLITE SOLAR ENERGY CONVERSION

Space-based solar power study near completion A77-48480

## SATELLITE SOLAR POWER STATIONS

Space-based solar power study near completion A77-48480

## SATELLITE TRANSMISSION

Model for the effect of electric fields on satellite-earth microwave radio propagation A77-49787

## SCALE MODELS

Effect of rotor wake on aerodynamic characteristics of a 1/6 scale model of the rotor systems research aircraft --- in the Langley V/STOL tunnel [NASA-TM-X-3548] N77-32083

Over-the-wing model thrust reverser noise tests [NASA-TM-73495] N77-33161

## SCALING LAWS

New scaling laws for hot and cold jet mixing noise based on a geometric acoustics model [AIAA PAPER 77-1287] A77-51047

## SCIENTISTS

On the works of S. S. Nezhdanovsky in the field of flight based on reactive principles, 1880 - 1895 N77-33040

## SCOOPS

Aeroacoustic performance of a scoop inlet [AIAA PAPER 77-1354] A77-51107

## SEARCH RADAR

Effectiveness of reliability system testing on quality and reliability A77-50488

## SEARCHLIGHTS

Wide area illuminator development for US Coast Guard HH-3F helicopter [AD-A041425] N77-32132

## SEAT BELTS

Evolution of automatic opening lap belts in high performance aircraft A77-49946

## SEMI-SPAN MODELS

Pressure distributions on a 1- by 3-meter semispan wing with a nonstreamwise tip in subsonic flow [NASA-TM-72755] N77-33103

## SENSORS

A-37B fatigue sensor evaluation program: Full scale test and field aircraft instrumentation [AD-A042114] N77-33156

## SEPARATED FLOW

Calculation of vortex breakdown locations for flow over delta wings A77-49345

## SERVICE LIFE

Reliability improvement warranty techniques and applications --- to F-16 aircraft A77-50477

Airframe composite materials A77-51353

Life cycle cost reduction techniques associated with Advanced Medium STOL Transport (AMST) [AD-A042880] N77-32141

Military engine deterioration in service connected with life cycle costs N77-33183

Progress in determining service life by endurance tests --- Concorde aircraft N77-33195

## SHIELDING

Source location by shielding with application to a large turbofan engine --- for aircraft noise reduction [AIAA PAPER 77-1304] A77-51060

SUBJECT INDEX

STATOR BLADES

<b>SHIPS</b>			
The determination of ship location by means of navigation satellites --- Russian book			
	A77-50687		
<b>SHOCK ABSORBERS</b>			
Investigation of an aluminum rolling helix crash energy absorber [AD-A042084]	N77-33132		
<b>SHORT HAUL AIRCRAFT</b>			
Jakowlew Jak-42 - Uncomplicated, reliable, economical	A77-49653		
The development of a model for predicting passenger acceptance of short-haul air transportation systems [NASA-CR-145250]	N77-33148		
<b>SHORT TAKEOFF AIRCRAFT</b>			
Interim noise correlation for some OTW configurations using external jet-flow deflectors --- engine Over The Wing [AIAA PAPER 77-1317]	A77-51072		
Over-the-wing model thrust reverser noise tests [AIAA PAPER 77-1318]	A77-51073		
Life cycle cost reduction techniques associated with Advanced Medium STOL Transport (AMST) [AD-A042880]	N77-32141		
Wind tunnel and analytical investigation of over-the-wing propulsion/air frame interferences for a short-haul aircraft at Mach numbers from 0.6 to 0.78 --- conducted in the Lewis 8 by 6 foot tunnel [NASA-CR-2905]	N77-33114		
Longitudinal handling qualities during approach and landing of a powered lift STOL aircraft [NASA-TM-X-62144]	N77-33151		
Evaluation of composite wing for XPV-12A airplane [AD-A041208]	N77-33152		
YC-14 control system redundancy	N77-33214		
<b>SHROUDED NOZZLES</b>			
Investigation of feasible nozzle configurations for noise reduction in turbofan and turbojet aircraft. Volume 3: Shrouded slot nozzle configurations [AD-A041782]	N77-33179		
<b>SIGNAL TO NOISE RATIOS</b>			
Surface roughness measurements by using low-resolution FM-CW radar altimeters	A77-48377		
<b>SILICONE RUBBER</b>			
Trapped rubber processing for advanced composites [SME PAPER EM76-172]	A77-51009		
<b>SMALL PERTURBATION FLOW</b>			
The role of the boundary layer in supersonic pressure perturbations along a weak wavy wall	A77-48290		
<b>SOLAR COLLECTORS</b>			
Georgia Tech high temperature solar test facility	A77-49745		
<b>SOLAR FURNACES</b>			
Georgia Tech high temperature solar test facility	A77-49745		
<b>SOLID STATE DEVICES</b>			
Solid state light emitting displays	A77-50623		
<b>SONOBOUOYS</b>			
Precise positioning of sonobuoys using AME and DME techniques --- Angle Measuring and Distance Measuring Equipment in antisubmarine warfare	A77-51196		
<b>SOUND FIELDS</b>			
Simultaneous characterization of jet noise sources and acoustic field by a new application of conditional sampling [AIAA PAPER 77-1349]	A77-51102		
<b>SOUND PRESSURE</b>			
Measurement of far field combustion noise from a turbofan engine using coherence functions [AIAA PAPER 77-1277]	A77-51038		
Acoustic loads on upper-surface-blown powered-lift systems [AIAA PAPER 77-1363]	A77-51115		
<b>SOUND PROPAGATION</b>			
A finite element algorithm for sound propagation in axisymmetric ducts containing compressible mean flow [AIAA PAPER 77-1301]	A77-51057		
<b>SPACE MISSIONS</b>			
Single pass Doppler positioning for Search and Rescue satellite missions	A77-51186		
<b>SPACE SHUTTLES</b>			
Emergency escape from shuttle vehicles	A77-49935		
Space shuttle program: Lightning protection criteria document [NASA-TM-74974]	N77-33252		
<b>SPACECRAFT COMMUNICATION</b>			
L-band antenna for aircraft-to-satellite communications --- for Aerosat system	A77-48362		
<b>SPACECRAFT CONSTRUCTION MATERIALS</b>			
Rohrbond --- high strength Ti alloy joining method for thrust engines, airframe and space structures [SME PAPER AD76-280]	A77-51015		
<b>SPACECRAFT LAUNCHING</b>			
Launch risk analysis	A77-50463		
<b>SPACECRAFT SHIELDING</b>			
Space shuttle program: Lightning protection criteria document [NASA-TM-74974]	N77-33252		
<b>SPECTRUM ANALYSIS</b>			
The measurement of aircraft overflight noise - Errors due to its nonstationary character	A77-50441		
<b>SPEECH RECOGNITION</b>			
Voice control systems for airborne environments [AD-A043252]	N77-32524		
<b>SPHERICAL SHELLS</b>			
Numerical analysis of the axisymmetric flow past a pervious shell with a hole at the vertex	A77-50938		
<b>SPIRAL ANTENNAS</b>			
L-band antenna for aircraft-to-satellite communications --- for Aerosat system	A77-48362		
<b>SPLINES</b>			
Wear reliability of aircraft splines	A77-50467		
<b>SPOILERS</b>			
Performance of plain-type spoilers applied to the GA/W/-1 wing	A77-49344		
<b>SPRAYING</b>			
Notes on the pollution of airplanes and helicopters by chemicals during agricultural jobs [NASA-TT-F-17444]	N77-33129		
<b>STABILIZED PLATFORMS</b>			
Accuracy evaluation of augmented multilateration tracking systems --- for aircraft detection	A77-51182		
<b>STANDARDS</b>			
A precision voltage reference unit for calibrating airborne data acquisition systems [RAE-TR-76164]	N77-32474		
<b>STATE VECTORS</b>			
Accuracy evaluation of augmented multilateration tracking systems --- for aircraft detection	A77-51182		
<b>STATIC TESTS</b>			
Over-the-wing model thrust reverser noise tests [AIAA PAPER 77-1318]	A77-51073		
<b>STATISTICAL ANALYSIS</b>			
Analysis of air accidents involving airplanes or helicopters of various types of application [NASA-TT-F-17443]	N77-33128		
<b>STATISTICAL CORRELATION</b>			
Some mathematical aspects of the correlation theory of aircraft precision and reliability	A77-50709		
Advanced terrain correlation techniques --- position locating system in war environments	A77-51190		
<b>STATISTICAL DISTRIBUTIONS</b>			
Flight inspection data and crack initiation times	A77-50466		
<b>STATISTICAL TESTS</b>			
Combined Environment Reliability Test /CERT/ --- for avionics	A77-50504		
<b>STATOR BLADES</b>			
Interaction of rotor tip flow irregularities with stator vanes as a noise source [NASA-TM-73706]	N77-32156		

## STATORS

## SUBJECT INDEX

<b>STATORS</b>			
Nickel base alloy --- for gas turbine engine stator vanes [NASA-CASE-LEW-12270-1]	N77-32280		Pressure distributions on a 1- by 3-meter semispan wing with a nonstreamwise tip in subsonic flow [NASA-TM-72755]
<b>STEADY FLOW</b>			The effect of flight on the noise of subsonic jets [AD-A041730]
Three dimensional steady and unsteady asymmetric flow past wings of arbitrary planforms [NASA-CR-145235]	N77-33102		Supersonic jet exhaust noise investigation. Volume 4: Acoustic far-field/near-field data report [AD-A041819]
<b>STEADY STATE</b>			<b>SUBSONIC SPEED</b>
Steady-state unbalance response of a three-disk flexible rotor on flexible, damped supports [NASA-TM-X-73666]	N77-33160		Investigation of subsonic fan noise sources by fluctuating pressure measurements on rotating blades [AIAA PAPER 77-1321]
<b>STEERING</b>			Methods for reducing subsonic drag due to lift N77-32093
Performance and design of a vertical seeking seat steering system	A77-49945		<b>SUBSONIC WIND TUNNELS</b>
<b>STRUCTURAL DESIGN</b>			Heat transfer at the critical point of a cylinder during intensive blowing A77-48054
Detail design in aircraft	A77-48000		Wind tunnel and analytical investigation of over-the-wing propulsion/air frame interferences for a short-haul aircraft at Mach numbers from 0.6 to 0.78 --- conducted in the Lewis 8 by 6 foot tunnel [NASA-CR-2905]
Design, fabrication and test of an F-14 composite overwing fairing [SME PAPER EN76-175]	A77-51010		<b>SUPERCritical WINGS</b>
<b>STRUCTURAL DESIGN CRITERIA</b>			Buffet characteristics of the F-8 supercritical wing airplane [NASA-TM-56049]
An optimality criteria approach to the minimum weight design of aircraft structures [AD-A042759]	N77-32140		Transonic wind-tunnel investigation of the maneuver potential of the NASA supercritical wing concept, phase 1 [NASA-TM-X-3534]
<b>STRUCTURAL ENGINEERING</b>			Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431]
Engine structural integrity program (ENSIP)	N77-33182		Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls, supplement, part 1 [NASA-TM-X-3431-PT-1]
Military engine deterioration in service connected with life cycle costs	N77-33183		Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-2]
<b>STRUCTURAL RELIABILITY</b>			Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-3]
The need for improved aircraft crashworthiness design	A77-49473		Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-4]
The protection of aircraft radomes against lightning strike	A77-49734		<b>SUPERSONIC AIRCRAFT</b>
Airframe composite materials	A77-51353		Aerodynamic characteristics at Mach numbers from 0.6 to 2.16 of a supersonic cruise fighter configuration with a design Mach number of 1.8 [NASA-TM-X-3559]
<b>STRUCTURAL STABILITY</b>			<b>SUPERSONIC BOUNDARY LAYERS</b>
Eroelastic stability of complete rotors with application to a teetering rotor in forward flight	A77-49180		The role of the boundary layer in supersonic pressure perturbations along a weak wavy wall A77-48290
<b>STRUCTURAL VIBRATION</b>			<b>SUPERSONIC COMBUSTION</b>
Measurement of nondiagonal generalized damping ratios during ground vibration tests	A77-50440		Direct-connect tests of hydrogen-fueled supersonic combustors A77-48240
Modeling and parameter uncertainties for aircraft flight control system design [NASA-CR-2887]	N77-33149		<b>SUPERSONIC COMBUSTION RAMJET ENGINES</b>
Design and development of a structural mode control system [NASA-CR-143846]	N77-33201		Subsonic longitudinal aerodynamic characteristics and engine pressure distributions for an aircraft with an integrated scramjet designed for Mach 6 cruise --- conducted in Langley 7 by 10 foot high speed tunnel [NASA-TM-X-73911]
Wind tunnel study of an active flutter suppression system	N77-33215		<b>SUPERSONIC FLOW</b>
<b>STRUCTURAL WEIGHT</b>			Non-equilibrium flow of an inviscid gas past a thin profile A77-48289
An elementary analysis of the effect of sweep, Mach number, and lift coefficient on wing-structure weight [NASA-TM-74072]	N77-33146		Aerodynamic effects during supersonic flow past a laser beam A77-48515
<b>STRUTS</b>			The importance of monotonicity of finite difference schemes in straight-through calculation methods --- of supersonic flow problems A77-50917
Investigation of an aluminum rolling helix crash energy absorber [AD-A042084]	N77-33132		
<b>SUBSONIC AIRCRAFT</b>			
NSEG: A segmented mission analysis program for low and high speed aircraft. Volume 2: Program users manual [NASA-CR-2808]	N77-33100		
A suspended anemometer system for measuring true airspeed on low-speed airplanes [NASA-TM-D-8523]	N77-33157		
<b>SUBSONIC FLOW</b>			
Non-equilibrium flow of an inviscid gas past a thin profile	A77-48289		
Vortex lattice prediction of subsonic aerodynamics of hypersonic vehicle concepts	A77-49343		
The initial region of subsonic coaxial jets. II	A77-49564		
An analytical model for entropy noise of subsonic nozzle flow [AIAA PAPER 77-1366]	A77-51118		



- Supersonic jet exhaust noise investigation.  
Volume 4: Acoustic far-field/near-field data  
report  
[AD-A041819] N77-33177
- SUPERSONIC JET FLOW**  
The noise from unheated supersonic jets in  
simulated flight  
[AIAA PAPER 77-1327] A77-51081  
Conditions of physical validity in the linear  
aerodynamics of supersonic jets A77-51608
- SUPERSONIC TURBINES**  
Progress in determining service life by endurance  
tests --- Concorde aircraft N77-33195
- SUPERSONICS**  
Unsteady supersonic aerodynamic theory for  
interfering surfaces by the method of potential  
gradient  
[NASA-CR-2898] N77-33121
- SURFACE FINISHING**  
Deburring - Requirements of the aircraft  
[SME PAPER MR76-124] A77-51007
- SURFACE NAVIGATION**  
The determination of ship location by means of  
navigation satellites --- Russian book A77-50687  
An integrated marine navigation system A77-51199
- SURFACE ROUGHNESS**  
Navigation checkpointing with forward-sensed,  
fixed-range terrain profiles A77-51189
- SURFACE ROUGHNESS EFFECTS**  
Surface roughness measurements by using  
low-resolution FM-CW radar altimeters A77-48377
- SURVEILLANCE RADAR**  
The transfer of the German North MATRAC to the  
EUROCONTROL Centre of Maastricht --- Military  
Air Traffic Radar Control A77-48412  
EUROCONTROL and radar --- automated air traffic  
control radar system implementation A77-48413
- SURVIVAL**  
USAF experience in aircraft accident survivability  
A77-49949
- SURVIVAL EQUIPMENT**  
Aircrew escape and survival - Problems and solutions  
A77-49950
- SWEEP ANGLE**  
An elementary analysis of the effect of sweep,  
Mach number, and lift coefficient on  
wing-structure weight  
[NASA-TM-74072] N77-33146
- SWEEP WINGS**  
Pressure distributions on a 1- by 3-meter semispan  
wing with a nonstreamwise tip in subsonic flow  
[NASA-TM-72755] N77-33103  
An elementary analysis of the effect of sweep,  
Mach number, and lift coefficient on  
wing-structure weight  
[NASA-TM-74072] N77-33146  
Technical and economic assessment of swept-wing  
span-distributed load concepts for civil and  
military air cargo transports  
[NASA-CR-145229] N77-33147
- SYNTHETIC FUELS**  
Alternate fuels for future aircraft A77-48709
- SYSTEM EFFECTIVENESS**  
Proving the correctness of a flight-director  
program for an airborne minicomputer A77-51261
- SYSTEM FAILURES**  
Effectiveness of reliability system testing on  
quality and reliability A77-50488
- SYSTEMS ANALYSIS**  
An integrated marine navigation system A77-51199  
Principles, simulation results and  
interoperability of JTIDS relative navigation  
--- Joint Tactical Information Distribution System  
A77-51205
- T**
- TACAN**  
Tactical and long-range navigation in the  
AN/ARN-101/V/ A77-51192
- JTIDS - An overview of the system design and  
implementation --- Joint Tactical Information  
Distribution System A77-51204
- TAIL ROTORS**  
Detail design aspects of a helicopter transmission  
system A77-47999
- TAPE RECORDERS**  
An operational video tape recording system  
utilizing IRIG standard 129-73 segmented helical  
scan recording format A77-49973
- TARGET DRONE AIRCRAFT**  
Prediction of airborne target detection  
[AD-A041423] N77-32871
- TARGET RECOGNITION**  
Prediction of airborne target detection  
[AD-A041428] N77-32871
- TECHNOLOGY ASSESSMENT**  
Space-based solar power study near completion  
A77-48480  
Avionics first principles. II - Airborne radars  
A77-48699  
Position location systems technology A77-51179  
An assessment of the hover performance of the  
XH-59A advancing blade concept demonstration  
helicopter  
[AD-A042063] N77-33155
- TECHNOLOGY UTILIZATION**  
Progress in advanced high temperature turbine  
materials, coatings, and technology  
[NASA-TM-X-73628] N77-33159
- TEETERING**  
Aeroelastic stability of complete rotors with  
application to a teetering rotor in forward flight  
A77-49180
- TEMPERATURE EFFECTS**  
Effects of temperature on avionics reliability  
A77-50497
- TEMPERATURE MEASUREMENT**  
Gas turbine temperature techniques A77-50625
- TERMINAL FACILITIES**  
Reducing walking distances at existing airports  
A77-47980  
AFSATCOM terminal segment reliability test  
program A77-50494
- TERRAIN ANALYSIS**  
Navigation checkpointing with forward-sensed,  
fixed-range terrain profiles A77-51189  
Advanced terrain correlation techniques ---  
position locating system in war environments  
A77-51190
- TEST FACILITIES**  
Acquisition of test compatible avionics - An  
updated approach A77-49645  
Georgia Tech high temperature solar test facility  
A77-49745  
The Inverted Range - GPS User test facility ---  
Global Positioning System A77-51203
- TEXTBOOKS**  
Appliances for assembling aircraft and helicopter  
subsystems and elements --- Russian textbook  
A77-50682
- THERMAL DEGRADATION**  
The evolution and control of different performance  
degradation processes in modern propulsion systems  
--- monitoring jet engines N77-33193
- THERMAL RESISTANCE**  
Risks affecting the structural resistance and  
integrity of modern propulsion systems  
N77-33187
- THERMOCOUPLES**  
Gas turbine temperature techniques  
A77-50625

## THERMODYNAMIC EFFICIENCY

- New computation method of turbine blades film cooling efficiency  
[OVERA, TP NO. 1977-85] A77-50988
- The evolution and control of different performance degradation processes in modern propulsion systems --- monitoring jet engines N77-33193
- THERMODYNAMIC PROPERTIES**  
Aerodynamic and thermodynamic characteristics of kerosene-spray flames A77-48181
- Risks affecting the structural resistance and integrity of modern propulsion systems N77-33187
- THIN BODIES**  
Non-equilibrium flow of an inviscid gas past a thin profile A77-48289
- THREE DIMENSIONAL FLOW**  
Three dimensional steady and unsteady asymmetric flow past wings of arbitrary planforms [NASA-CR-145235] N77-33102
- THRUST REVERSAL**  
Over-the-wing model thrust reverser noise tests [AIAA PAPER 77-1318] A77-51073  
Over-the-wing model thrust reverser noise tests [NASA-TM-73495] N77-33161
- THRUST VECTOR CONTROL**  
Fluidic thrust vector control systems for ejection seats A77-49933
- TIME DIVISION MULTIPLE ACCESS**  
JTIDS - An overview of the system design and implementation --- Joint Tactical Information Distribution System A77-51204
- TIME SIGNALS**  
Multipath and performance tests of TRSB receivers [AD-A041891] N77-33135
- TIP SPEED**  
Some results of the testing of a full-scale Ogee tip helicopter rotor; acoustics, loads, and performance [AIAA PAPER 77-1340] A77-51093
- TITANIUM ALLOYS**  
Rohrbond --- high strength Ti alloy joining method for thrust engines, airframe and space structures [SME PAPER AD76-280] A77-51015
- TRACKING (POSITION)**  
Position location and Navigation Symposium, San Diego, Calif., November 1-3, 1976, Proceedings A77-51178
- Accuracy evaluation of augmented multilateration tracking systems --- for aircraft detection A77-51182
- Applications of augmented multilateration tracking systems --- for military targets A77-51183
- Development of the RMS-2 System of ODDRE/TEE/ --- Range Measurement System for tank and aircraft tracking A77-51187
- History and development of the SCORE pod --- Simulated Combat Operations Range Equipment A77-51188
- Aircraft Space Position Measurement System - An application of precision DME A77-51197
- TRAILING EDGES**  
An experimental investigation of the trailing edge noise mechanism [AIAA PAPER 77-1291] A77-51049
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431] N77-33116
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls, supplement, part 1 [NASA-TM-X-3431-PT-1] N77-33117
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-2] N77-33118
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing edge controls [NASA-TM-X-3431-PT-3] N77-33119
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-4] N77-33120
- TRANSONIC WIND TUNNELS**  
Influence of the noise level in a transonic wind tunnel on the aerodynamic characteristics of models [ONERA, TP NO. 1977-110] A77-50996
- Transonic wind-tunnel investigation of the maneuver potential of the NASA supercritical wing concept, phase 1 [NASA-TM-X-3534] N77-33115
- TRANSPORT AIRCRAFT**  
The liquid hydrogen option for the subsonic transport - A status report A77-48819
- Jakowlew Jak-42 - Uncomplicated, reliable, economical A77-49653
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-4] N77-33120
- TRAILING-EDGE FLAPS**  
Unsteady surface pressure characteristics on aircraft components and farfield radiated airframe noise [AIAA PAPER 77-1295] A77-51052
- TRAINING DEVICES**  
Computer-generated displays added to HEL helicopter operational trainer [AD-A043267] N77-32173
- Investigation of diagnostic, error detector and self-taught instructional strategies for flight simulator programs [AD-A035082] N77-33216
- TRAINING SIMULATORS**  
Air traffic control and the initial operation of supersonic transport aircraft - A review of preparatory measures A77-48415
- TRAJECTORY ANALYSIS**  
Aircraft trajectories from radar extrapolations to long term prediction A77-48414
- TRAJECTORY CONTROL**  
Performance and design of a vertical seeking seat steering system A77-49945
- TRANSCONTINENTAL SYSTEMS**  
A mathematical model of transcontinental balloon [IAP PAPER 77-167] A77-51460
- TRANSODUCERS**  
An accurate angular position and angular velocity instrument based on an optical incremental encoder [WRE-TM-1730(WR/D)] N77-33480
- TRANSFER FUNCTIONS**  
Impact of a command and stability augmentation system on gust response of a combat aircraft N77-33210
- TRANSIENT PRESSURES**  
Preliminary investigations of the unsteady flow in turbojet engines during transients [PUBL-PP-174] N77-32164
- TRANSMISSIONS (MACHINE ELEMENTS)**  
Helicopter transmission vibration and noise reduction program [AD-A042457] N77-32136
- TRANSONIC FLOW**  
Transonic pressure distribution on an aircraft wing model during rocket sled runs [AD-A041633] N77-32085
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431] N77-33116
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls, supplement, part 1 [NASA-TM-X-3431-PT-1] N77-33117
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-2] N77-33118
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing edge controls [NASA-TM-X-3431-PT-3] N77-33119
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-4] N77-33120

- The determination of the center-of-gravity position with the aid of dimensionless values --- for aircraft control and stability A77-49654
- Life cycle cost reduction techniques associated with Advanced Medium STOL Transport (AMST) [AD-A042880] N77-32141
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431] N77-33116
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls, supplement, part 1 [NASA-TM-X-3431-PT-1] N77-33117
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-2] N77-33118
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing edge controls [NASA-TM-X-3431-PT-3] N77-33119
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-4] N77-33120
- Technical and economic assessment of swept-wing span-distributed load concepts for civil and military air cargo transports [NASA-CR-145229] N77-33147
- An evaluation of very large airplanes and alternative fuels: Executive summary [AD-A042112] N77-33154
- TURBINE BLADES**
- Fluid dynamics of diffuser augmented wind turbines A77-48899
- New computation method of turbine blades film cooling efficiency [ONERA, TP NO. 1977-85] A77-50988
- TURBINE ENGINES**
- Investigation of factors controlling engine scheduled overhaul: T53/T55 [AD-A042190] N77-32162
- Progress in advanced high temperature turbine materials, coatings, and technology [NASA-TM-X-73628] N77-33159
- Engine structural integrity program (ENSIP) N77-33182
- Risks affecting the structural resistance and integrity of modern propulsion systems N77-33187
- TURBOCOMPRESSORS**
- Turbulent effects in axial compressors [AAAF-WT-77-20] N77-33180
- TURBOFAN ENGINES**
- Theoretical jet exhaust noise model for the duct burning turbofan [AIAA PAPER 77-1264] A77-51028
- Measurement of far field combustion noise from a turbofan engine using coherence functions [AIAA PAPER 77-1277] A77-51038
- Source location by shielding with application to a large turbofan engine --- for aircraft noise reduction [AIAA PAPER 77-1304] A77-51060
- Summary of forward velocity effects on fan noise [AIAA PAPER 77-1319] A77-51074
- Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA Quiet Engine 'C' [AIAA PAPER 77-1333] A77-51087
- Effects of simulated flight on fan noise suppression [AIAA PAPER 77-1334] A77-51088
- Interaction of rotor tip flow irregularities with stator vanes as a noise source [AIAA PAPER 77-1342] A77-51095
- Effect of forward motion on turbomachinery noise [AIAA PAPER 77-1346] A77-51099
- The influence of the inlet duct contour on forward radiated fan noise [AIAA PAPER 77-1355] A77-51108
- CF6 engine designed for maintenance A77-51352
- Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA quiet engine C [NASA-TM-73713] N77-32158
- Summary of forward velocity effects on fan noise [NASA-TM-73722] N77-32159
- Identification and measurement of combustion noise from a turbofan engine using correlation and coherence techniques [NASA-TM-73747] N77-33162
- Measurement of far field combustion noise from a turbofan engine using coherence functions [NASA-TM-73748] N77-33163
- Output feedback regulator design for jet engine control systems [NASA-TM-73776] N77-33165
- State-of-the-art of turbofan engine noise control [NASA-TM-73734] N77-33166
- Minimum time acceleration of aircraft turbofan engines by using an algorithm based on nonlinear programming [NASA-TM-73741] N77-33167
- Pollution reduction technology program for small jet aircraft engines, phase 1 [NASA-CR-135214] N77-33168
- F100 multivariable control synthesis program: Evaluation of a multivariable control using a real-time engine simulation [NASA-TP-1056] N77-33169
- CFM56 turbofan maintainability and reliability-oriented development N77-33189
- Accelerated mission test: A vital reliability tool N77-33196
- TURBOJET ENGINES**
- Flight noise studies on a turbojet engine using microphones mounted on a 450 ft. tower [AIAA PAPER 77-1325] A77-51079
- Preliminary investigations of the unsteady flow in turbojet engines during transients [PUBL-PP-174] N77-32164
- Investigation of feasible nozzle configurations for noise reduction in turbofan and turbojet aircraft. Volume 3: Shrouded slot nozzle configurations [AD-A041782] N77-33179
- Testing simulation of damages occurred in service N77-33194
- Experimental investigation on the influence of component faults on turbojet engine performance N77-33197
- TURBOMACHINE BLADES**
- Investigation of the state of dynamic stress and the influence of service time on the fatigue strength of turbine rotor blades of aircraft gas-turbine engines A77-48632
- Protection of cooled blades of complex internal structure [ONERA, TP NO. 1977-90] A77-50991
- Platform for a swing root turbomachinery blade [NASA-CAS2-LEW-12312-1] N77-32148
- TURBOPROP ENGINES**
- A review of turbopropulsion combustion. Part 1: Fundamentals of combustion. Part 2: Turbopropulsion combustion technology [AD-A043022] N77-32163
- TURBULENT BOUNDARY LAYER**
- Numerical prediction of aeroacoustic jet-flap flows [AIAA PAPER 77-1316] A77-51071
- TURBULENT FLOW**
- Computer studies of swirl flows in Carnot diffusers A77-51600
- Special course on concepts for drag reduction [AGARD-R-654] N77-32091
- Interaction of rotor tip flow irregularities with stator vanes as a noise source [NASA-TM-73706] N77-32156
- Turbulent effects in axial compressors [AAAF-WT-77-20] N77-33180
- TURBULENT JETS**
- Coherent structures in the mixing zone of a subsonic jet free jet [ONERA, TP NO. 1977-88] A77-50989
- An experimental investigation of the trailing edge noise mechanism [AIAA PAPER 77-1291] A77-51049
- Experimental results of large-scale structures in jet flows and their relation to jet noise production [AIAA PAPER 77-1350] A77-51103
- TURBULENT MIXING**
- New scaling laws for hot and cold jet mixing noise based on a geometric acoustics model [AIAA PAPER 77-1287] A77-51047

## TURBULENT WAKES

## SUBJECT INDEX

Shielding aspects of heated twin jet noise  
[AIAA PAPER 77-1288] A77-51048

**TURBULENT WAKES**  
A flight investigation of the wake turbulence  
alleviation resulting from a flap configuration  
change on a B-747 aircraft  
[NASA-TM-73263] N77-33130

**TWO DIMENSIONAL FLOW**  
Conditions of physical validity in the linear  
aerodynamics of supersonic jets  
A77-51608

## U

**ULTRAHIGH FREQUENCIES**  
Application of UHF adaptive array to  
navigation/tracking systems  
A77-51185

**UNSTEADY FLOW**  
Unsteady Oseen flow around a flat-plate airfoil  
A77-49244

Theory of the lifting surface in unsteady motion  
in an inviscid fluid  
A77-49847

Data reduction for the unsteady aerodynamics on a  
circulation control airfoil --- wind tunnel test  
data  
[AD-A041153] N77-32084

Three dimensional steady and unsteady asymmetric  
flow past wings of arbitrary planforms  
[NASA-CR-145235] N77-33102

**UPPER SURFACE BLOWN FLAPS**  
Acoustic loads on upper-surface-blown powered-lift  
systems  
[AIAA PAPER 77-1363] A77-51115

Cabin noise behavior of a USB STOL transport ---  
upper surface blowing YC-14 aircraft  
[AIAA PAPER 77-1365] A77-51117

**USER MANUALS (COMPUTER PROGRAMS)**  
Rotorcraft flight simulation with coupled rotor  
aeroelastic stability analysis. Volume 3:  
Programmer's manual  
[AD-A042907] N77-32143

NSSEG: A segmented mission analysis program for  
low and high speed aircraft. Volume 2: Program  
users manual  
[NASA-CR-2808] N77-33100

**USER REQUIREMENTS**  
RIw experience at ECOM --- Reliability Improvement  
Warranty requirements for Army  
A77-50483

The GPS Control Segment and its service to the GPS  
User --- Global Positioning System navigation  
satellite  
A77-51202

**UTILITY AIRCRAFT**  
Noise emission of the agricultural aircraft Z-37.  
I - Sound intensity level measurements at the  
agricultural aircraft Z-37. II - Sound intensity  
level measurements at an agricultural airport  
A77-49656

The helicopter Ka-26 in the Special Purpose  
Flights Sector of Interflug. II  
A77-49657

## V

**VELOCITY DISTRIBUTION**  
Effect of simulated forward speed on the jet noise  
of inverted velocity profile conannular nozzles  
[AIAA PAPER 77-1329] A77-51083

**VHF CHANNEL NAVIGATION**  
Monte Carlo simulation of VOR/DME holding  
procedures. Basic notions and applications  
[ESA-TT-419] N77-33142

**VIBRATION DAMPING**  
Measurement of nondiagonal generalized damping  
ratios during ground vibration tests  
A77-50440

Helicopter transmission vibration and noise  
reduction program  
[AD-A042457] N77-32136

Design and development of a structural mode  
control system  
[NASA-CR-143846] N77-33201

Structural Aspects of Active Controls  
[AGARD-CP-228] N77-33208

Active flutter suppression of an airplane with  
wing mounted external stores  
N77-33211

Wind tunnel study of an active flutter suppression  
system  
N77-33215

**VIBRATION ISOLATORS**  
Steady-state unbalance response of a three-disk  
flexible rotor on flexible, damped supports  
[NASA-TM-x-73666] N77-33160

**VIBRATION MEASUREMENT**  
Measurement of nondiagonal generalized damping  
ratios during ground vibration tests  
A77-50440

**VIDEO EQUIPMENT**  
An operational video tape recording system  
utilizing IRIG standard 129-73 segmented helical  
scan recording format  
A77-49873

**VISCOUS FLOW**  
The role of the boundary layer in supersonic  
pressure perturbations along a weak wavy wall  
A77-48290

**VISUAL PERCEPTION**  
Prediction of airborne target detection  
[AD-A041428] N77-32871

**VOICE COMMUNICATION**  
Voice control systems for airborne environments  
[AD-A043252] N77-32524

Air traffic control experimentation and evaluation  
test  
[AD-A041971] N77-33136

**VOLTAGE REGULATORS**  
A precision voltage reference unit for calibrating  
airborne data acquisition systems  
[RAE-TR-76164] N77-32474

**VORTEX BREAKDOWN**  
Calculation of vortex breakdown locations for flow  
over delta wings  
A77-49345

**VORTEX GENERATORS**  
Interaction of rotor tip flow irregularities with  
stator vanes as a noise source  
[NASA-TM-73706] N77-32156

**VORTICES**  
Vortex lattice prediction of subsonic aerodynamics  
of hypersonic vehicle concepts  
A77-49343

Vortex interactions and decay in aircraft wakes  
[NASA-CR-2870] N77-33105

## W

**WALL FLOW**  
The role of the boundary layer in supersonic  
pressure perturbations along a weak wavy wall  
A77-48290

**WALL JETS**  
An experimental investigation of the trailing edge  
noise mechanism  
[AIAA PAPER 77-1291] A77-51049

**WARNING SYSTEMS**  
SENDS /Safe Ejection Envelope Display System/  
A77-49932

**WEAPON SYSTEM MANAGEMENT**  
The life cycle cost impacts of unsafe designs ---  
aircraft accident effects  
A77-50462

**WEAR**  
Wear reliability of aircraft splines  
A77-50467

**WEIGHT REDUCTION**  
The need for improved aircraft crashworthiness  
design  
A77-49473

Design, fabrication and test of an F-14 composite  
overwing fairing  
[SME PAPER E176-175] A77-51010

An optimality criteria approach to the minimum  
weight design of aircraft structures  
[AD-A042759] N77-32140

**WELDED JOINTS**  
Rohrbond --- high strength Ti alloy joining method  
for thrust engines, airframe and space structures  
[SME PAPER AD76-280] A77-51015

**WIND EFFECTS**  
Flight mechanical problems in connection with the  
interception process  
N77-32121

**WIND TUNNEL MODELS**

Influence of the noise level in a transonic wind tunnel on the aerodynamic characteristics of models  
[ONERA, TP NO. 1977-110] A77-50996

**WIND TUNNEL TESTS**

Performance of plain-type spoilers applied to the GA/W/-1 wing A77-49344

Influence of the noise level in a transonic wind tunnel on the aerodynamic characteristics of models  
[ONERA, TP NO. 1977-110] A77-50996

Aerodynamic problems of helicopter blade tips  
[ONERA, TP NO. 1977-112] A77-50998

Techniques and facilities used at ONERA /Modane Center/ for icing tests  
[ONERA, TP NO. 1977-123] A77-51002

Forward speed effects on blown flap noise  
[AIAA PAPER 77-1315] A77-51070

Effects of simulated flight on fan noise suppression  
[AIAA PAPER 77-1334] A77-51088

Aeroacoustic performance of a scoop inlet  
[AIAA PAPER 77-1354] A77-51107

Effect of rotor wake on aerodynamic characteristics of a 1/6 scale model of the rotor systems research aircraft --- in the Langley V/STOL tunnel  
[NASA-TN-X-3548] N77-32083

Data reduction for the unsteady aerodynamics on a circulation control airfoil --- wind tunnel test data  
[AD-A041153] N77-32084

The effect of flight on the noise of subsonic jets  
[NGTE-R-343] N77-32850

**WINDPOWERED GENERATORS**

Experimental data and theoretical analysis of an operating 100 kW wind turbine A77-48898

Fluid dynamics of diffuser augmented wind turbines A77-48899

**WING FLAPS**

Forward speed effects on blown flap noise  
[AIAA PAPER 77-1315] A77-51070

**WING LOADING**

Wing rock as a lateral-directional aircraft limit cycle oscillation induced by nonlinear aerodynamics occurring at high angle of attack  
[AD-A042104] N77-33204

**WING OSCILLATIONS**

Wind tunnel study of an active flutter suppression system N77-33215

**WING TANKS**

Active flutter suppression of an airplane with wing mounted external stores N77-33211

**WING TIP VORTICES**

Some measured and calculated effects of a tip vortex modification device on impulsive noise --- for helicopter rotors  
[AIAA PAPER 77-1341] A77-51094

**WING TIPS**

Theoretical parametric study of the relative advantages of winglets and wing-tip extensions  
[NASA-TP-1020] N77-33112

**WINGLETS**

Theoretical parametric study of the relative advantages of winglets and wing-tip extensions  
[NASA-TP-1020] N77-33112

**WINGS**

Performance of plain-type spoilers applied to the GA/W/-1 wing A77-49344

Transonic pressure distribution on an aircraft wing model during rocket sled runs  
[AD-A041633] N77-32085

Evaluation of composite wing for XPV-12A airplane  
[AD-A041208] N77-33152

**Z****Z-37 AIRCRAFT**

Noise emission of the agricultural aircraft Z-37.  
I - Sound intensity level measurements at the agricultural aircraft Z-37. II - Sound intensity level measurements at an agricultural airport A77-49656

**Y****YC-14 AIRCRAFT**

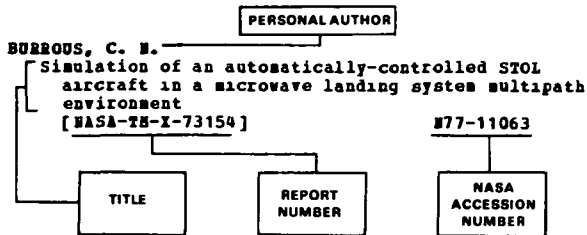
Cabin noise behavior of a USB STOL transport --- upper surface blowing YC-14 aircraft  
[AIAA PAPER 77-1365] A77-51117

# PERSONAL AUTHOR INDEX

AERONAUTICAL ENGINEERING / *A Special Bibliography (Suppl 91)*

JANUARY 1978

## Typical Personal Author Index Listing



Listings in this index are arranged alphabetically by personal author. The title of the document provides the user with a brief description of the subject matter. The report number helps to indicate the type of document cited (e.g. NASA report translation, NASA contractor report). The accession number is located beneath and to the right of the title, e.g. N77 11063. Under any one author's name the accession numbers are arranged in sequence with the /AA accession numbers appearing first.

## A

- ABBOTT, J. M.  
Aeroacoustic performance of a scoop inlet  
[AIAA PAPER 77-1354] A77-51107
- ABELL, E. E.  
Engine structural integrity program (ENSIP) N77-33182
- ABRAHAMSON, A. L.  
A finite element algorithm for sound propagation  
in axisymmetric ducts containing compressible  
mean flow [AIAA PAPER 77-1301] A77-51057
- ABSOLONNE, F.  
AT5-6 European L-band aeronautical experiments A77-49908
- ACRIVELLELLIS, M.  
Computer studies of swirl flows in Carnot diffusers A77-51600
- AGUER, J. A.  
Risks affecting the structural resistance and  
integrity of modern propulsion systems N77-33187
- ALGER, R. S.  
Design of a cascade fire apparatus for testing  
countermeasure effectiveness [AD-A043176] A77-32101
- ALLEN, R.  
System avionic architectures for RPVs [AD-A041502] N77-32145
- ALLEN, R. J.  
Reliability improvement warranty techniques and  
applications A77-50477
- ALTUKHOV, V. A.  
Practical aerodynamics of maneuvering aircraft /A  
manual for flight personnel/ A77-50693
- ANDERSON, B. W.  
The effect of drop size on emissions from the  
primary zone of a gas turbine type combustor A77-48174
- ANDERSON, W. D.  
Experimental data and theoretical analysis of an  
operating 100 kW wind turbine A77-48898
- ANUCHKIN, G. P.  
Construction and design principles of aircraft  
gas-turbine engines A77-50684

- ARAVANUDAN, K. S.  
An experimental investigation of helicopter rotor  
high frequency broadband noise [AIAA PAPER 77-1339] A77-51092
- AREBETS, D. H.  
An assessment of the hover performance of the  
XH-59A advancing blade concept demonstration  
helicopter [AD-A042063] N77-33155
- ARMAND, C.  
Techniques and facilities used at ONERA /Modane  
Center/ for icing tests [ONERA, RP NO. 1977-123] A77-51002
- ARNSTROEM, B. E.  
Avionics data for cost estimating [AD-A043265] N77-32146
- ARPPA, K.  
Unsteady supersonic aerodynamic theory for  
interfering surfaces by the method of potential  
gradient [NASA-CR-2898] N77-33121
- ATTA, E. H.  
Three dimensional steady and unsteady asymmetric  
flow past wings of arbitrary planforms [NASA-CR-145235] N77-33102
- AULT, G. H.  
Progress in advanced high temperature turbine  
materials, coatings, and technology [NASA-TN-4-73628] N77-33159
- AUSTIN, J.  
Master monitor display application study for F-14  
[AD-A041570] N77-33158
- AVEZARD, L.  
Simultaneous characterization of jet noise sources  
and acoustic field by a new application of  
conditional sampling [AIAA PAPER 77-1349] A77-51102
- AYELSSON, S. R. J.  
Surface roughness measurements by using  
low-resolution FM-CW radar altimeters A77-48377
- AYERS, T. G.  
Transonic wind-tunnel investigation of the  
maneuver potential of the NASA supercritical  
wing concept, phase 1 [NASA-TN-4-3534] N77-33115

## B

- BAEKER, J. B.  
Launch risk analysis A77-50463
- BAIR, G. L.  
Navigation checkpointing with forward-sensed,  
fixed-range terrain profiles A77-51189
- BAJORINWAS, L.  
Handling qualities of the RH-53D in the design  
growth configuration [SER-651317] N77-33144
- BAKER, A. J.  
Numerical prediction of aeroacoustic jet-flap flows  
[AIAA PAPER 77-1316] A77-51071
- BARANOV, I. U. K.  
The determination of ship location by means of  
navigation satellites A77-50687
- BASKAREV, B. B.  
Heat transfer at the critical point of a cylinder  
during intensive blowing A77-48054
- BAUCHET, J. B.  
Civil and military air traffic in France -  
Management and compatibility A77-48411

- BAUER, A. B.  
Airframe noise of the DC-9  
[AIAA PAPER 77-1272] A77-51035
- BAUER, P.  
An experimental investigation of helicopter rotor  
high frequency broadband noise  
[AIAA PAPER 77-1339] A77-51092
- BAUMGARTNER, W. E.  
Human factors engineering considerations in  
designing Naval aircraft for maintainability  
[AD-A041156] N77-33153
- BEALE, R. B.  
Fluidic thrust vector control systems for ejection  
seats A77-49933
- BEASLEY, J. A.  
Source location by shielding with application to a  
large turbofan engine  
[AIAA PAPER 77-1304] A77-51060
- BELOKON, V. A.  
Aerodynamic effects during supersonic flow past a  
laser beam A77-48515
- BENEKE, J.  
Multipath and performance tests of TRSB receivers  
[AD-A041891] N77-33135
- BENET, H. J.  
Logistics planning simulation model for USAF spare  
engine management A77-50510
- BENOIT, A.  
Aircraft trajectories from radar extrapolations to  
long term prediction A77-48414
- BENOIT, C. M.  
Navigation checkpointing with forward-sensed,  
fixed-range terrain profiles A77-51189
- BERG, R. A.  
Modeling and parameter uncertainties for aircraft  
flight control system design  
[NASA-CR-2887] N77-33149
- BERKEB, D.  
Subsystem design analysis light weight alternator  
(model test program). Addendum 2  
[AD-A041257] N77-33171
- BERMAN, A.  
Helicopter transmission vibration and noise  
reduction program  
[AD-A042457] N77-32136
- BERTOLINO, L.  
Failure analysis of digital systems using simulation  
A77-50501
- BEYER, R.  
Presentation of DLS information N77-32111
- BILANIN, A. J.  
Vortex interactions and decay in aircraft wakes  
[NASA-CR-2870] N77-33105
- BILLIG, F. S.  
Direct-connect tests of hydrogen-fueled supersonic  
combustors A77-48240
- BIED, J. W.  
The need for improved aircraft crashworthiness  
design A77-49473
- BISHOP, D. E.  
Further sensitivity studies of community-aircraft  
noise exposure (NOISEMAP) prediction procedures  
[AD-A041781] N77-33686
- BISHOP, L. L.  
Reliability, availability,  
maintainability/logistics /RAM/LOG/ A77-50456
- BLANKENSHIP, G. L.  
Effect of forward motion on turbomachinery noise  
[AIAA PAPER 77-1346] A77-51099
- BLAZOWSKI, W. S.  
Combustion considerations for future jet fuels  
A77-48241
- A review of turbopropulsion combustion. Part 1:  
Fundamentals of combustion. Part 2:  
Turbopropulsion combustion technology  
[AD-A043022] N77-32163
- BLEWITT, S. J.  
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[AD-A042134] N77-33101
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- BLOOMER, H. E.  
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suppressors installed on NASA quiet engine C  
[NASA-TM-73713] N77-32158
- BOLDIN, V. A.  
Electronic systems for air traffic control  
A77-51276
- BONFANTI, G.  
A multipurpose position accuracy verification system  
A77-51181
- BOSSLER, R. B., JR.  
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reduction program  
[AD-A042457] N77-32136
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reduction program  
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- BRAAKSHA, J. P.  
Reducing walking distances at existing airports  
A77-47980
- BRAGA, V. G.  
Practical aerodynamics of maneuvering aircraft /A  
manual for flight personnel/ A77-50693
- BRAITHWAITE, W. M.  
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engine  
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- BREWER, G. D.  
Alternate fuels for future aircraft  
A77-48709
- BROADBENT, E. G.  
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large turbofan engine  
[AIAA PAPER 77-1304] A77-51060
- BROCK, H. I.  
A multipurpose position accuracy verification system  
A77-51181
- BROCKHAUS, R.  
Integrated data guidance system for unconventional  
approach procedures N77-32119
- BRODERSEN, R. K.  
Fluidic event sequencing subsystem for AAES  
A77-49934
- BROHAUGH, G.  
An application of Omega as a sensor  
A77-51198
- BROOKS, J. R.  
Flight noise studies on a turbojet engine using  
microphones mounted on a 450 ft. tower  
[AIAA PAPER 77-1325] A77-51079
- BROUSSARD, J. R.  
Stability of the pilot-aircraft system in  
maneuvering flight A77-49340
- BROWN, D. L.  
ATS-6 European L-band aeronautical experiments  
A77-49908
- BROWN, R.  
An application of Omega as a sensor  
A77-51198
- BRUCE, T. W.  
Pollution reduction technology program for small  
jet aircraft engines, phase 1  
[NASA-CR-135214] N77-33168
- BRUCE, W. D.  
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simulated flight  
[AIAA PAPER 77-1327] A77-51081
- BUNDY, W. W.  
Queues with delayed, probabilistic feedback as a  
model of air traffic control communications  
A77-51610

- BURKHEAD, A. B.  
Combined Environment Reliability Test /CERT/  
A77-50504
- BURROWS, R. W.  
MICRON reliability analyses  
[AD-A042987] N77-32129
- BUSCH  
Influence of the multipath propagation on the  
distance measuring part of DLS N77-32110
- BUSHNELL, D. M.  
An overview of concepts for aircraft drag reductions  
N77-32092
- BUTENKO, G. F.  
Practical aerodynamics of maneuvering aircraft /A  
manual for flight personnel/  
A77-50693
- BUTZEL, L. M.  
Cabin noise behavior of a USB STOL transport  
[AIAA PAPER 77-1365] A77-51117
- BUXTON, R. J.  
Documentation of the feasibility research on a  
destructible parachute A77-49342
- C**
- CAGLAYAN, A. K.  
Digital flight control systems  
[NASA-CR-145246] N77-33200
- CALDON, J. R.  
HUD and the retrofit market  
A77-50624
- CANE, P. M.  
The current state of research and design in high  
pressure ratio centrifugal compressors  
[AD-A041011] A77-33172
- CAMPBELL, R. L.  
Some results of the testing of a full-scale Ogee  
tip helicopter rotor; acoustics, loads, and  
performance  
[AIAA PAPER 77-1340] A77-51093
- CARLSON, D. W.  
F-3C adaptive flight control laws  
[NASA-CR-2880] N77-33202
- CARLSON, G. E.  
Navigation checkpointing with forward-sensed,  
fixed-range terrain profiles  
A77-51189
- CARTER, J. M.  
B-1 forward radome microwave test range  
A77-49743
- CARY, R. H. J.  
The protection of aircraft radomes against  
lightning strike A77-49734
- CASSIDY, T.  
Wide area illuminator development for US Coast  
Guard HH-3F helicopter  
[AD-A041425] N77-32132
- CHAMBERLIN, L.  
System avionics architectures for EPVs  
[AD-A041502] N77-32145
- CHAPKIS, R. L.  
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fluctuating pressure measurements on rotating  
blades  
[AIAA PAPER 77-1321] A77-51075
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of inverted velocity profile conical nozzles  
[AIAA PAPER 77-1329] A77-51083
- CHETAIL, P.  
The evolution and control of different performance  
degradation processes in modern propulsion systems  
N77-33193
- CHIEN, R. T.  
On the importance of program intelligence to  
advanced automation in flight operations  
[AD-A042915] N77-32147
- CHIN, J.  
The effect of drop size on emissions from the  
primary zone of a gas turbine type combustor  
A77-48174
- CHISUM, G. T.  
Prediction of airborne target detection  
[AD-A041428] N77-32871
- CLAPPEE, W. S.  
High velocity jet noise source location and  
reduction. Task 4: Development/evaluation of  
techniques for inflight investigation  
[AD-A041849] N77-33175
- CLAYTON, K. I.  
Evaluation of composite wing for XFV-12A airplane  
[AD-A041208] N77-33152
- CLINE, J. F.  
Technical objectives and approaches to the  
tracking subsystem of the Extended Area Test  
System /EATS/  
A77-51184
- COCHRAN, J. F.  
Deburring - Some of the problems and requirements  
of the aircraft industry  
[SME PAPER 76-547] A77-51016
- COCKING, B. J.  
The effect of flight on the noise of subsonic jets  
[NGTE-R-343] N77-32850  
The effect of flight on the noise of subsonic jets  
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- COLLINS, J. D.  
Launch risk analysis  
A77-50463
- COLLMANN, K. D.  
Impact of a command and stability augmentation  
system on gust response of a combat aircraft  
N77-33210
- CONRI, D. A.  
The protection of aircraft radomes against  
lightning strike A77-49734
- CORNELISSE, D. A.  
A novel concept for suppressing internally  
generated aircraft engine noise  
[AIAA PAPER 77-1356] A77-51109
- COUPRY, G.  
Measurement of nondiagonal generalized damping  
ratios during ground vibration tests  
A77-50440
- COX, C. R.  
Helicopter rotor aerodynamic and aeroacoustic  
environments  
[AIAA PAPER 77-1338] A77-51091
- CRONOGUE, T. A.  
Reliability, availability,  
maintainability/logistics /RAM/LOG/  
A77-50456
- CUNNINGHAM, R. E.  
Steady-state unbalance response of a three-disk  
flexible rotor on flexible, damped supports  
[NASA-TM-X-73666] N77-33160
- CWYBAR, D. S.  
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Evaluation of a multivariable control using a  
real-time engine simulation  
[NASA-TP-1056] N77-33169
- D**
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Coherent structures in the mixing zone of a  
subsonic jet free jet  
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conditional sampling  
[AIAA PAPER 77-1349] A77-51102
- DAMMS, S. M.  
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large turbofan engine  
[AIAA PAPER 77-1304] A77-51060
- DARROW, S. S.  
An operational video tape recording system  
utilizing IRIG standard 129-73 segmented helical  
scan recording format  
A77-49873
- DAVIES, L. E.  
Applications of augmented multilateration tracking  
systems  
A77-51183



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Pollution reduction technology program for small  
jet aircraft engines, phase 1  
[NASA-CR-135214] N77-33168
- DE NEUFVILLE, R.  
Rationalization of the European air net  
A77-48474
- DEAN, W. H.  
Clarinet Pilgrim - Communications using Loran-C  
A77-51201
- DEANGELIS, V. H.  
Buffet characteristics of the F-8 supercritical  
wing airplane  
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- BELL-IMAGINE, R.  
JTIDS - An overview of the system design and  
implementation  
A77-51204
- DEMARTEAU, S. K. W. J.  
Reliability versus cost in operating wide body jet  
engines  
N77-33186
- DESTUYNDER, R.  
Wind tunnel study of an active flutter suppression  
system  
N77-33215
- DEVOGE, B.  
Progress in determining service life by endurance  
tests  
N77-33195
- DIETRICH, D. A.  
Effects of simulated flight on fan noise suppression  
[AIAA PAPER 77-1334] A77-51088  
Effects of simulated flight on fan noise suppression  
[NASA-TN-73708] N77-32157
- DILLON, J. L.  
Vortex lattice prediction of subsonic aerodynamics  
of hypersonic vehicle concepts  
A77-49343
- DINI, D.  
Testing simulation of damages occurred in service  
N77-33194
- DITTMAR, J. H.  
Interaction of rotor tip flow irregularities with  
stator vanes as a noise source  
[AIAA PAPER 77-1342] A77-51095  
Interaction of rotor tip flow irregularities with  
stator vanes as a noise source  
[NASA-TN-73706] N77-32156
- DOBBS, M. W.  
An optimality criteria approach to the minimum  
weight design of aircraft structures  
[AD-A042759] N77-32140
- DOBZYNSKI, W. H.  
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significance in airframe noise  
[AIAA PAPER 77-1270] A77-51033  
Unsteady surface pressure characteristics on  
aircraft components and farfield radiated  
airframe noise  
[AIAA PAPER 77-1295] A77-51052
- DOETSCH, K. H.  
Integrated path guidance system for unconventional  
approach procedures  
N77-32119
- DOLLOFF, J. T.  
The Inverted Range - GPS User test facility  
A77-51203
- DOBALD, G.  
Reliability, availability,  
maintainability/logistics /RAM/LOG/  
A77-50456
- DONHAM, R. E.  
Experimental data and theoretical analysis of an  
operating 100 kW wind turbine  
A77-48898
- DREW, G. R.  
Aircraft escape and survival - Problems and solutions  
A77-49950
- DUGGER, G. L.  
Direct-connect tests of hydrogen-fueled supersonic  
combustors  
A77-48240
- DUHIG, J. J., JR.  
Effects of temperature on avionics reliability  
A77-50497
- DUMAS, J. S.  
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service  
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- DUNBAR, D. P., JR.  
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noise exposure (NOISEMAP) prediction procedures  
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configurations  
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- DUPDONALDSON, C.  
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- DURAN, R. E.  
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environment  
A77-49948
- DURENBERGER, D.  
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- E**
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[AD-A041502] N77-32145
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'ACME/I'  
A77-51195
- ECCLES, E. S.  
Solid state light emitting displays  
A77-50623
- ECKL, W.  
Design and test results of very broadband radomes  
for ECM applications  
A77-49747
- ECKLUNDT, H.  
Simulation of the multipath propagation of DLS  
The Brunswick DLS test airport area - a non clean  
environment  
N77-32106
- EDDOWES, E. E.  
Investigation of diagnostic, error detector and  
self-taught instructional strategies for flight  
simulator programs  
[AD-A035682] N77-33216
- EGLIZEAUD, J. P.  
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ocean platforms  
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- EGOROV, V.  
The technical conception of the IL-62M -  
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A77-49655
- EICKMANN, K. E.  
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monitoring and diagnostics  
N77-33199
- ELIAS, G.  
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subsonic hot free jet  
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and acoustic field by a new application of  
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- ELSON, B. H.  
Space-based solar power study near completion  
A77-48480
- ERHOULT, H.  
The measurement of aircraft overflight noise -  
Errors due to its nonstationary character  
A77-50441

## F

- PACCA, G.  
Military engine deterioration in service connected with life cycle costs  
N77-33183
- PARQUHAR, B. W.  
The influence of the inlet duct contour on forward radiated fan noise  
[AIAA PAPER 77-1355] A77-51108
- PASSO, G.  
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[AIAA PAPER 77-1333] A77-51087  
Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA quiet engine C  
[NASA-TM-73713] N77-32158  
Summary of forward velocity effects on fan noise  
[NASA-TM-73722] N77-32159
- FELTON, C. A.  
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[NASA-CR-2887] N77-33149
- FINDEIS, H.  
Noise emission of the agricultural aircraft Z-37. I - Sound intensity level measurements at the agricultural aircraft Z-37. II - Sound intensity level measurements at an agricultural airport  
A77-49656
- FINK, M. R.  
Noise component method for airframe noise  
[AIAA PAPER 77-1271] A77-51034  
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[AIAA PAPER 77-1314] A77-51069
- FLYNN, R.  
Reliability, availability, maintainability/logistics /RAM/LOG/  
A77-50456
- FOGG, L. D.  
Producibility aspects of advanced composites for an L-1011 Aileron  
[SME PAPER EMR76-04] A77-51006
- FOREMAN, K. H.  
Fluid dynamics of diffuser augmented wind turbines  
A77-48899
- FORM, P.  
Measurement of the multipath propagation at the Brunswick test airport  
N77-32107  
The Brunswick DLS test airport area - a non clean environment  
N77-32108  
Multipath immunity of MLS in mountainous sites  
N77-32116  
Measurements of the influence of static and dynamic interference on an ILS-receiver and measurement of the capture effect with the double frequency procedure  
[TUBS/SFB58/50] N77-33140
- FORSCH, H.  
Design, fabrication and test of an F-14 composite overwing fairing  
[SME PAPER EM76-175] A77-51010
- FORSSELL, B.  
A method to reduce the need for large antennas in Microwave Landing Systems /MLS/  
A77-48378
- FOEVILLE, D. R.  
Life cycle cost reduction techniques associated with Advanced Medium STOL Transport (AMST)  
[AD-A042880] N77-32141
- FOY, C. H., JR.  
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[NASA-TM-X-73911] N77-33108
- FOY, C. S.  
Wide area illuminator development for US Coast Guard HH-3F helicopter  
[AD-A041425] N77-32132
- FRANKLIN, J. A.  
Longitudinal handling qualities during approach and landing of a powered lift STOL aircraft  
[NASA-TM-X-62144] N77-33151
- FRECHE, J. C.  
Nickel base alloy  
[NASA-CASE-LEW-12270-1] N77-32280  
Progress in advanced high temperature turbine materials, coatings, and technology  
[NASA-TM-X-73628] N77-33159
- FRIED, W. R.  
Principles, simulation results and interoperability of JTIDS relative navigation  
A77-51205
- FRIEDMANN, P.  
Aeroelastic stability of complete rotors with application to a teetering rotor in forward flight  
A77-49180
- FULLER, R. R.  
Investigation of diagnostic, error detector and self-taught instructional strategies for flight simulator programs  
[AD-A035682] N77-33216
- FULTON, C. L.  
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[NASA-TP-1020] N77-33112

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- GALAITSIS, A.  
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[AD-A041193] N77-32090
- GALICHIE, P.  
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- GANKHANOV, SH. P.  
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A77-50682
- GARRARD, W. L.  
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A77-48693
- GEHRING, R. W.  
Evaluation of composite wing for XFV-12A airplane  
[AD-A041208] N77-33152
- GERBEKE, R.  
Development of the RMS-2 System of ODDRE/T&F/  
A77-51187
- GIANSANTE, N.  
Helicopter transmission vibration and noise reduction program  
[AD-A042457] N77-32136
- GIPFIN, W. C.  
Queues with delayed, probabilistic feedback as a model of air traffic control communications  
A77-51610
- GILBERT, B. L.  
Fluid dynamics of diffuser augmented wind turbines  
A77-48899
- GIORGIERI, L.  
Military engine deterioration in service connected with life cycle costs  
N77-33183  
Testing simulation of damages occurred in service  
N77-33194
- GIVENS, R. L.  
Investigation of factors controlling engine scheduled overhaul: T53/T55  
[AD-A042190] N77-32162
- GLASGOW, J.  
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A77-48898
- GOETHEBT, B. H.  
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[AD-A041782] N77-33179
- GOODMAN, C. S., JR.  
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A77-49946
- GOODYKOONTZ, J.  
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[AIAA PAPER 77-1318] A77-51073

Over-the-wing model thrust reverser noise tests  
[NASA-TM-73495] N77-33161

GORDON, S.  
Rationalization of the European air net A77-48474

GRAHAM, J.  
System avionic architectures for RPVs  
[AD-A041502] N77-32145

GRANATO, D. J.  
Loran-C data acquisition and handling for improved accuracy A77-51200

GREFSRUD, L. E.  
Failure analysis of digital systems using simulation A77-50501

GRIGOREV, V. P.  
Appliances for assembling aircraft and helicopter subsystems and elements A77-50682

GRINES, W.  
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[AD-A041502] N77-32145

GRISWOLD, P.  
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[SER-651317] N77-33144

GROENEWEG, J. P.  
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[AIAA PAPER 77-1319] A77-51074  
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[NASA-TM-73722] N77-32159  
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[NASA-TM-73734] N77-33166

GROESBECK, D.  
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[AIAA PAPER 77-1317] A77-51072

GUERIN, Y.  
ATS-6 European L-band aeronautical experiments A77-49908

GUTIERREZ, O.  
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[AIAA PAPER 77-1318] A77-51073  
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[NASA-TM-73495] N77-33161

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HAAS, J. E.  
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HABER, J. M.  
Launch risk analysis A77-50463

HAGUE, D. S.  
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[NASA-CR-2808] N77-33100

HALEHMAYER, M.  
Austria's role in international civil aviation A77-48416

HALLISSY, J. B.  
Transonic wind-tunnel investigation of the maneuver potential of the NASA supercritical wing concept, phase 1  
[NASA-TM-X-3534] N77-33115

HAMILTON, W. T.  
YC-14 control system redundancy N77-33214

HARDY, C. A.  
Reliability improvement warranty techniques and applications A77-50477

HARRINGTON, R. L.  
The Inverted Range - GPS User test facility A77-51203

HARRIS, W. L.  
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[AIAA PAPER 77-1339] A77-51092

HART, S. G.  
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[NASA-TM-78430] N77-32104

HARTMANN, G. L.  
F-8C adaptive flight control laws N77-33202  
[NASA-CR-2880]  
F-8C adaptive flight control extensions N77-33203  
[NASA-CR-2881]

HARVEY, C. A.  
F-8C adaptive flight control laws N77-33202  
[NASA-CR-2880]

HASSETT, R. P.  
AFSATCOM terminal segment reliability test program A77-50494

HAWORTH, D. P.  
Model for the effect of electric fields on satellite-earth microwave radio propagation A77-49797

HAWORTH, L.  
Some detail design problems in aircraft gas turbines A77-48001

HEPNER, J. N.  
An overview of concepts for aircraft drag reductions N77-32092

HEIDMANN, M. P.  
Effects of simulated flight on fan noise suppression  
[AIAA PAPER 77-1334] A77-51088  
Effects of simulated flight on fan noise suppression  
[NASA-TM-73708] N77-32157

HEIMBAUGH, R. M.  
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[NASA-CR-2887] N77-33149

HELLER, H. H.  
Are wheel-well related aeroacoustic sources of any significance in airframe noise  
[AIAA PAPER 77-1270] A77-51033  
Unsteady surface pressure characteristics on aircraft components and farfield radiated airframe noise  
[AIAA PAPER 77-1295] A77-51052

HELLER, R. A.  
Flight inspection data and crack initiation times A77-50466

HENDERSON, R. E.  
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[AD-A043022] N77-32163

HENDRICK, R. C.  
F-8C adaptive flight control laws N77-33202  
[NASA-CR-2880]

HENNE, P. A.  
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[NASA-CR-2905] N77-33114

HERALD, G. L.  
Computer-generated displays added to HEL helicopter operational trainer  
[AD-A043267] N77-32173

HERRICK, D. A. E.  
The effect of simulated aerodynamic heating on the strength of three rocket motor case steels  
[RPE-TR-45] N77-32240

HERZBERG, E.  
Aircraft Space Position Measurement System - An application of precision DME A77-51197

HEYSON, H. H.  
Theoretical parametric study of the relative advantages of winglets and wing-tip extensions  
[NASA-TP-1020] N77-33112

HILL, R. J.  
A procedure for predicting the life of turbine engine components N77-33192

HINRICHS, P. R.  
Advanced terrain correlation techniques A77-51190

HIRST, M.  
Avionics first principles. II - Airborne radars A77-48689

HOENLINGER, H.  
Active flutter suppression of an airplane with wing mounted external stores N77-33211

HOERMANN, E.  
L-band antenna for aircraft-to-satellite communications A77-48362

**HOFFMAN, R.**  
 Reliability, availability,  
 maintainability/logistics /RAM/LOG/  
 A77-50456

**HOLL, R.**  
 Development procedures to promote reliability  
 N77-33188

**HOLMES, B. J.**  
 Flight evaluation of an advanced technology light  
 twin-engine airplane (ATLIT)  
 [NASA-CR-2832] N77-33104

**HOLTZ, R. A.**  
 MICRON reliability analyses  
 [AD-A042987] N77-32129

**HOMENTCOVSKI, D.**  
 Von-equilibrium flow of an inviscid gas past a  
 thin profile  
 A77-48289

Theory of the lifting surface in unsteady motion  
 in an inviscid fluid  
 A77-49847

**HOROHJEFF, B. D.**  
 Further sensitivity studies of community-aircraft  
 noise exposure (NOISEMAP) prediction procedures  
 [AD-A041781] N77-33686

**HOVIS, J. B.**  
 Effectiveness of reliability system testing on  
 quality and reliability  
 A77-50488

**HSIEH, P. Y.**  
 Rotorcraft flight simulation with coupled rotor  
 aeroelastic stability analysis. Volume 3:  
 Programmer's manual  
 [AD-A042907] N77-32143

**HUFFMAN, J. K.**  
 Subsonic longitudinal aerodynamic characteristics  
 and engine pressure distributions for an  
 aircraft with an integrated scramjet designed  
 for Mach 6 cruise  
 [NASA-TM-X-73911] N77-33108

**HUGHES, P. F.**  
 History and development of the SCORE pod  
 A77-51188

**HUBSKI, B.**  
 An accurate angular position and angular velocity  
 instrument based on an optical incremental encoder  
 [WRE-TN-1730(WR/D)] N77-33480

**HURLEY, M. J.**  
 The GPS Control Segment and its service to the GPS  
 User  
 A77-51202

I

**IACOB, C.**  
 Conditions of physical validity in the linear  
 aerodynamics of supersonic jets  
 A77-51608

**IAKOVLEV, S.**  
 Jakovlew Jak-42 - Uncomplicated, reliable,  
 economical  
 A77-49653

**INNIS, R. C.**  
 Longitudinal handling qualities during approach  
 and landing of a powered lift STOL aircraft  
 [NASA-TM-X-62144] N77-33151

J

**JACKSON, S. B.**  
 The development of new designs of emergency escape  
 parachutes for ejection seats  
 A77-49947

**JACOBS, L. D.**  
 Cabin noise behavior of a USB STOL transport  
 [AIAA PAPER 77-1365] A77-51117

**JACOBSEN, B. A.**  
 A flight investigation of the wake turbulence  
 alleviation resulting from a flap configuration  
 change on a E-747 aircraft  
 [NASA-TM-73263] N77-33130

**JACOBSON, I. D.**  
 The development of a model for predicting  
 passenger acceptance of short-haul air  
 transportation systems  
 [NASA-CR-145250] N77-33148

**JEWELL, W. P.**  
 Researcher's guide to the NASA Ames Flight  
 Simulator for Advanced Aircraft (PSAA)  
 [NASA-CR-2875] N77-33230

**JOHNSON, W. H.**  
 Design of a cascade fire apparatus for testing  
 countermeasure effectiveness  
 [AD-A043176] N77-32101

**JOHNSON, W. S.**  
 Flight inspection data and crack initiation times  
 A77-50466

**JOHNSTON, P. J.**  
 Subsonic longitudinal aerodynamic characteristics  
 and engine pressure distributions for an  
 aircraft with an integrated scramjet designed  
 for Mach 6 cruise  
 [NASA-TM-X-73911] N77-33108

**JOHNSTON, T. S.**  
 Convex 76 - Aircraft noise and air traffic control  
 A77-49225

**JONES, W. L.**  
 State-of-the-art of turbofan engine noise control  
 [NASA-TM-73734] N77-33166

**JONES, W. P.**  
 Unsteady supersonic aerodynamic theory for  
 interfering surfaces by the method of potential  
 gradient  
 [NASA-CR-2898] N77-33121

**JONES, W. R.**  
 Application of UHF adaptive array to  
 navigation/tracking systems  
 A77-51185

**JOHNSON, E. C.**  
 AFSATCOM terminal segment reliability test program  
 A77-50494

**JORDAN, J. M.**  
 Design of nonlinear automatic flight control systems  
 A77-48693

**JOSHI, M. C.**  
 Investigation of feasible nozzle configurations  
 for noise reduction in turbofan and turbojet  
 aircraft. Volume 3: Shrouded slot nozzle  
 configurations  
 [AD-A041782] N77-33179

K

**KAMAT, M. P.**  
 Computer simulation of light aircraft crash  
 A77-49341

**KANDIL, O. A.**  
 Three dimensional steady and unsteady asymmetric  
 flow past wings of arbitrary planforms  
 [NASA-CR-145235] N77-33102

**KANTOLA, R. A.**  
 Shielding aspects of heated twin jet noise  
 [AIAA PAPER 77-1288] A77-51048

**KARCHNER, A. H.**  
 Measurement of far field combustion noise from a  
 turbofan engine using coherence functions  
 [AIAA PAPER 77-1277] A77-51038

Identification and measurement of combustion noise  
 from a turbofan engine using correlation and  
 coherence techniques  
 [NASA-TM-73747] N77-33162

Measurement of far field combustion noise from a  
 turbofan engine using coherence functions  
 [NASA-TM-73748] N77-33163

**KARINTIS, E.**  
 System avionic architectures for RPVs  
 [AD-A041502] N77-32145

**KAUFMAN, J. Y.**  
 A-37B fatigue sensor evaluation program: Full  
 scale test and field aircraft instrumentation  
 [AD-A042114] N77-33156

**KAZA, K. B. V.**  
 Nonlinear aeroelastic equations for combined  
 flapwise bending, chordwise bending, torsion,  
 and extension of twisted nonuniform rotor blades  
 in forward flight  
 [NASA-TM-74059] N77-33107

**KECECIOGLU, D.**  
 Wear reliability of aircraft splines  
 A77-50467

**KELLER, R. W. H.**  
 Precise positioning of sonobuoys using ABE and DME  
 techniques  
 A77-51196

- KENDALL, R. T.  
Emergency escape from shuttle vehicles A77-49935  
Proposed helicopter safety system for catastrophic failures A77-49936
- KERSHNER, D. D.  
A suspended anemometer system for measuring true airspeed on low-speed airplanes [NASA-TN-D-8523] N77-33157
- KHALIL, E. E.  
Aerodynamic and thermodynamic characteristics of kerosene-spray flames A77-48181
- KHOKHLOV, B. V.  
Aerodynamic effects during supersonic flow past a laser beam A77-48515
- KING, P. A.  
Investigation of factors controlling engine scheduled overhaul: T53/T55 [AD-A042190] N77-32162
- KLOCHKOV, O. G.  
Aircraft electric machines with intensive cooling systems A77-50678
- KNOTT, P. B.  
Supersonic jet exhaust noise investigation. Volume 4: Acoustic far-field/near-field data report [AD-A041819] N77-33177
- KO, H. W. H.  
The initial region of subsonic coaxial jets. II A77-49564
- KOENIG, E. G.  
Engine structural integrity program (ENSIP) N77-33182
- KOPF, B. L.  
Aircraft engine design and development through lessons learned N77-33190
- KOPSKEY, H. G.  
Cold-air performance of a 12.766-centimeter-tip-diameter axial-flow cooled turbine. 3: Effect of rotor tip clearance on overall performance of a solid blade configuration [NASA-TP-1032] N77-32082
- KOBARCHICK, A.  
Wear reliability of aircraft splines A77-50467
- KOHL, R. H.  
New lidar concept for measuring the slant range transmission in aircraft landing approaches A77-48698
- KORNFELD, G. B.  
Wide area illuminator development for US Coast Guard HH-3F helicopter [AD-A041425] N77-32132
- KORRELL, P.  
The determination of the center-of-gravity position with the aid of dimensionless values A77-49654
- KORYCINSKI, P. P.  
The liquid hydrogen option for the subsonic transport - A status report A77-48819
- KOSTIA, T.  
Analysis of air accidents involving airplanes or helicopters of various types of application [NASA-TT-P-17443] N77-33128
- KRAMER, A.  
Some aspects of the development of air traffic of the Socialist States. II A77-49651
- KRAMER, J. L.  
The GPS Control Segment and its service to the GPS User A77-51202
- KRAUSE, H.  
Electroenergy supply for airports. IV A77-49658
- KRAUSE, W.  
Noise emission of the agricultural aircraft Z-37. I - Sound intensity level measurements at the agricultural aircraft Z-37. II - Sound intensity level measurements at an agricultural airport A77-49656
- KREIFELDT, J.  
Multiple curved descending approaches and the air traffic control problem [NASA-TM-78430] N77-32104
- KROELL, L.  
The new airport radar systems A77-47979
- KROENERT, G.  
The helicopter Ka-26 in the Special Purpose Flights Sector of Interflug. II A77-49657
- KRUCZYNSKI, L. R.  
Global positioning system navigation algorithms N77-32103
- KUHLTHAU, A. B.  
The development of a model for predicting passenger acceptance of short-haul air transportation systems [NASA-CR-145250] N77-33148
- KUHN, T. E.  
Pollution reduction technology program for small jet aircraft engines, phase 1 [NASA-CR-135214] N77-33168
- KVATERNIK, R. G.  
Nonlinear aeroelastic equations for combined flapwise bending, chordwise bending, torsion, and extension of twisted nonuniform rotor blades in forward flight [NASA-TM-74059] N77-33107
- KWAN, A. S. H.  
The initial region of subsonic coaxial jets. II A77-49564
- KYSEB, A. C.  
An elementary analysis of the effect of sweep, Mach number, and lift coefficient on wing-structure weight [NASA-TM-74072] N77-33146
- L**
- LA PADULA, C. D.  
A mathematical model of transcontinental balloon [IAF PAPER 77-167] A77-51460
- LAMBOURTON, J.  
Investigation of subsonic fan noise sources by fluctuating pressure measurements on rotating blades [AIAA PAPER 77-1321] A77-51075
- LANCASTER, B. J.  
Initial unsteady aerodynamic measurements of a circulation controlled airfoil and an oscillating flow wind tunnel [AD-A042102] N77-33122
- LANGHANS, R. A.  
Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431] N77-33116
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls, supplement, part 1 [NASA-TM-X-3431-PT-1] N77-33117
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-2] N77-33118
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing edge controls [NASA-TM-X-3431-PT-3] N77-33119
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-4] N77-33120
- LARSON, R. S.  
Theoretical jet exhaust noise model for the duct burning turbofan [AIAA PAPER 77-1264] A77-51028
- LAWHEAD, N.  
Position location systems technology A77-51179
- LE GRIVES, E.  
New computation method of turbine blades film cooling efficiency [ONERA, PP NO. 1977-85] A77-50988
- LECLERE, G.  
Techniques and facilities used at ONERA /Modane Center/ for icing tests [ONERA, PP NO. 1977-123] A77-51002

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An experimental investigation of helicopter rotor high frequency broadband noise [AIAA PAPER 77-1339] A77-51092
- LEE, C. H.  
Subsystem design analysis light weight alternator (model test program). Addendum 2 [AD-A041257] N77-33171
- LEHMAN, J. M.  
Researcher's guide to the NASA Ames Flight Simulator for Advanced Aircraft (PSAA) [NASA-CR-2875] N77-33230
- LELARGE, A.  
Simultaneous characterization of jet noise sources and acoustic field by a new application of conditional sampling [AIAA PAPER 77-1349] A77-51102
- LEVCHENKO, V. M.  
Some regularities of the wearing of fuel pump plunger spheres A77-49374
- LEWY, S.  
Investigation of subsonic fan noise sources by fluctuating pressure measurements on rotating blades [AIAA PAPER 77-1321] A77-51075
- LINKO, G. I.  
Construction and design principles of aircraft gas-turbine engines A77-50684
- LINSCOTT, B. S.  
Experimental data and theoretical analysis of an operating 100 kw wind turbine A77-48898
- LISMAN, P. H.  
Accuracy evaluation of augmented multilateration tracking systems A77-51182
- LIU, C. H.  
Acoustic scattering of point sources by a moving prolate spheroid [AIAA PAPER 77-1326] A77-51080
- LODGE, C. G.  
Practical optimum selection procedure for a motivator in active flutter suppression system design on an aircraft with underwing stores N77-33209
- LOPEZ, H. L.  
Wind tunnel and analytical investigation of over-the-wing propulsion/air frame interferences for a short-haul aircraft at Mach numbers from 0.6 to 0.78 [NASA-CR-2905] N77-33114
- LOVINSKII, S. I.  
Construction and design principles of aircraft gas-turbine engines A77-50684
- LOVIS, D.  
L-band antenna for aircraft-to-satellite communications A77-48362
- LOW, J. K. C.  
Effects of forward motion on jet and core noise [AIAA PAPER 77-1330] A77-51084
- LU, H. Y.  
An analytical model for entropy noise of subsonic nozzle flow [AIAA PAPER 77-1366] A77-51118
- LYNN, J. J.  
Single pass Doppler positioning for Search and Rescue satellite missions A77-51186
- LYONS, V.  
The effect of drop size on emissions from the primary zone of a gas turbine type combustor A77-48174
- LYSENKO, H. H.  
Practical aerodynamics of maneuvering aircraft /A manual for flight personnel/ A77-50693
- MANN, H. J.  
Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431] N77-33116
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls, supplement, part 1 [NASA-TM-X-3431-PT-1] N77-33117
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-2] N77-33118
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing edge controls [NASA-TM-X-3431-PT-3] N77-33119
- Transonic aerodynamic characteristics of a supercritical-wing transport model with trailing-edge controls [NASA-TM-X-3431-PT-4] N77-33120
- MANTAY, W. R.  
Some results of the testing of a full-scale Ogee tip helicopter rotor; acoustics, loads, and performance [AIAA PAPER 77-1340] A77-51093
- MANUCHAROV, A. A.  
Practical aerodynamics of maneuvering aircraft /A manual for flight personnel/ A77-50693
- MARCHESE, V. P.  
Fluidic event sequencing subsystem for AAES A77-49934
- MARECHAL, J. P.  
CFM56 turbofan maintainability and reliability-oriented development N77-33189
- MARRA, P. J.  
Trapped rubber processing for advanced composites [SME PAPER EM76-172] A77-51009
- MARSH, A. H.  
Airframe noise - A status report, 1977 [AIAA PAPER 77-1268] A77-51032
- MASENTER, W. K.  
Application of UHF adaptive array to navigation/tracking systems A77-51185
- MASSIER, P. F.  
Experimental results of large-scale structures in jet flows and their relation to jet noise production [AIAA PAPER 77-1350] A77-51103
- MAULARD, J.  
Coherent structures in the mixing zone of a subsonic hot free jet [ONERA, RP NO. 1977-88] A77-50989
- Simultaneous characterization of jet noise sources and acoustic field by a new application of conditional sampling [AIAA PAPER 77-1349] A77-51102
- MAURER, W. D.  
Proving the correctness of a flight-director program for an airborne minicomputer A77-51261
- MAUS, J. R.  
Investigation of feasible nozzle configurations for noise reduction in turbofan and turbojet aircraft. Volume 3: Shrouded slot nozzle configurations [AD-A041782] N77-33179
- MAZELSKY, B.  
Investigation of an aluminum rolling helix crash energy absorber [AD-A042084] N77-33132
- MCAINSH, K. G.  
Gas turbine temperature techniques A77-50625
- MCCAULEY, J.  
Performance flight tests of the RH-53D design growth configuration [SER-651316] N77-33143
- MCDONNELL, B. J.  
Accelerated mission test: A vital reliability tool N77-33196
- MCDONNELL, J. D.  
Modeling and parameter uncertainties for aircraft flight control system design [NASA-CR-2887] N77-33149

## M

- MANHARDT, P. D.  
Numerical prediction of aeroacoustic jet-flap flows [AIAA PAPER 77-1316] A77-51071

- MCEWAN, N. J.  
Model for the effect of electric fields on  
satellite-earth microwave radio propagation  
A77-49787
- MCFADDEE, R. W.  
Investigation of diagnostic, error detector and  
self-taught instructional strategies for flight  
simulator programs  
[AD-A035682] N77-33216
- MCKAGUE, L.  
Lightning-hazard assessment - A first-pass  
probabilistic model  
A77-49346
- MCKEE, R. G.  
Design of a cascade fire apparatus for testing  
countermeasure effectiveness  
[AD-A043176] N77-32101
- MCLARTY, T. T.  
Rotorcraft flight simulation with coupled rotor  
aeroelastic stability analysis. Volume 1:  
Engineer's manual  
[AD-A042462] N77-33207
- MCLAUGHLIN, B. J.  
An analysis of personnel parachutes for use by  
Marine Corps Force Reconnaissance Units  
[AD-A041151] N77-33124
- MCPHERSON, D.  
Multiple curved descending approaches and the air  
traffic control problem  
[NASA-TM-78430] N77-32104
- MELCHIOR, G.  
ATS-6 European L-band aeronautical experiments  
A77-49908
- MELOSH, R. J.  
Computer simulation of light aircraft crash  
A77-49341
- MERRILL, W.  
Output feedback regulator design for jet engine  
control systems  
[NASA-TM-73776] N77-33165
- MIKOIAN, S. A.  
Practical aerodynamics of maneuvering aircraft /A  
manual for flight personnel/  
A77-50693
- MIKOLOWSKY, W. T.  
An evaluation of very large airplanes and  
alternative fuels: Executive summary  
[AD-A042112] N77-33154
- MILLS, J. P.  
Further sensitivity studies of community-aircraft  
noise exposure (NOISEMAP) prediction procedures  
[AD-A041781] N77-33686
- MINAILOS, A. N.  
The importance of monotonicity of finite  
difference schemes in straight-through  
calculation methods  
A77-50917
- MINECK, R. E.  
Effect of rotor wake on aerodynamic  
characteristics of a 1/6 scale model of the  
rotor systems research aircraft  
[NASA-TM-X-3548] N77-32083
- MINNICK, A.  
System avionic architectures for RPVs  
[AD-A041502] N77-32145
- HIRSKY, W.  
The effect of drop size on emissions from the  
primary zone of a gas turbine type combustor  
A77-48174
- MIXSON, J. S.  
Acoustic loads on upper-surface-blown powered-lift  
systems  
[AIAA PAPER 77-1363] A77-51115
- MIYAKE, Y.  
Unsteady Oseen flow around a flat-plate airfoil  
A77-49244
- MLINARCHIK, R. A.  
RIW experience at ECOM  
A77-50483
- MOBAGHAN, R. C.  
Buffet characteristics of the F-8 supercritical  
wing airplane  
[NASA-TM-56049] N77-32080
- MONGIA, H. C.  
Pollution reduction technology program for small  
jet aircraft engines, phase 1  
[NASA-CR-135214] N77-33168
- MONNERIE, B.  
Aerodynamic problems of helicopter blade tips  
[ONERA, TP NO. 1977-112] A77-50998
- MONTAGUE, H.  
Voice control systems for airborne environments  
[AD-A043252] N77-32524
- MONTGANI, F. J.  
Measurement of far field combustion noise from a  
turbofan engine using coherence functions  
[AIAA PAPER 77-1277] A77-51038
- Measurement of far field combustion noise from a  
turbofan engine using coherence functions  
[NASA-TM-73748] N77-33163
- MORA VECK, J. P.  
Rain erosion resistant fluoroelastomer radome and  
antenna coatings  
A77-49731
- MORPHY, C. L.  
New scaling laws for hot and cold jet mixing noise  
based on a geometric acoustics model  
[AIAA PAPER 77-1287] A77-51047
- MORGAN, E.  
EUROCONTROL and radar  
A77-48413
- MORRIS, J. W.  
Fluidic event sequencing subsystem for AAES  
A77-49934
- MOSS, J. E., JR.  
Effect of slotted casing treatment with change in  
Reynolds number index on performance of a jet  
engine  
[NASA-TP-1058] N77-32154
- MOTULEVICH, V. P.  
Heat transfer at the critical point of a cylinder  
during intensive blowing  
A77-48054
- MURHEAD, V. U.  
A research program to reduce interior noise in  
general aviation airplanes  
[NASA-CR-155154] N77-33959
- MUNN, J.  
Eight-channel resolver simplifies digital flight  
controls  
A77-51354
- MUNSON, A. G.  
Airframe noise of the DC-9  
[AIAA PAPER 77-1272] A77-51035
- MURATA, S.  
Unsteady Oseen flow around a flat-plate airfoil  
A77-49244
- MURAVEV, G.  
The technical conception of the IL-62M -  
Aerodynamic features  
A77-49655
- MURTHY, H. S. S.  
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Experimental and analytical separation of  
hydrodynamic, entropy and combustion noise in a  
gas turbine combustor  
[AIAA PAPER 77-1275] A77-51036

## N

- NALINOV, IU. S.  
Investigation of the state of dynamic stress and  
the influence of service time on the fatigue  
strength of turbine rotor blades of aircraft  
gas-turbine engines  
A77-48632
- NASH, J. M.  
An integrated marine navigation system  
A77-51199
- NAUMENKO, V. I.  
Aircraft electric machines with intensive cooling  
systems  
A77-50678
- NAYFEN, A. H.  
Three dimensional steady and unsteady asymmetric  
flow past wings of arbitrary planforms  
[NASA-CR-145235] N77-33102
- NEALE, D. H.  
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hydrodynamic, entropy and combustion noise in a  
gas turbine combustor  
[AIAA PAPER 77-1275] A77-51036

- NECHAEV, I. U. N.  
Practical aerodynamics of maneuvering aircraft /A  
manual for flight personnel/ A77-50693
- NELSON, R. B.  
An optimality criteria approach to the minimum  
weight design of aircraft structures  
[AD-A042759] N77-32140
- NEUHART, D. H.  
Performance of plain-type spoilers applied to the  
GA/W/-1 wing A77-49344
- NG, K. W.  
Effect of simulated forward speed on the jet noise  
of inverted velocity profile conannular nozzles  
[AIAA PAPER 77-1329] A77-51083
- NICHOLLS, J. A.  
The effect of drop size on emissions from the  
primary zone of a gas turbine type combustor A77-48174
- NICOLAS, J. J.  
New computation method of turbine blades film  
cooling efficiency  
[ONERA, TP NO. 1977-85] A77-50988
- NOSOVSKII, I. G.  
Some regularities of the wearing of fuel pump  
plunger spheres A77-49374
- O**
- OETTING, R. B.  
Performance of plain-type spoilers applied to the  
GA/W/-1 wing A77-49344
- OPFT, A. H.  
Multipath and performance tests of TRSB receivers  
[AD-A041891] N77-33135
- OKEEFE, J. V.  
Cabin noise behavior of a USB STOL transport  
[AIAA PAPER 77-1365] A77-51117
- OMAN, R. A.  
Fluid dynamics of diffuser augmented wind turbines  
A77-48899
- ORLOFF, K. L.  
Determining the lift and drag distributions on a  
three-dimensional airfoil from flow-field  
velocity surveys  
[NASA-TM-73247] N77-32079
- ORTH, R. C.  
Direct-connect tests of hydrogen-fueled supersonic  
combustors A77-48240
- P**
- PACKMAN, A. B.  
Effect of simulated forward speed on the jet noise  
of inverted velocity profile conannular nozzles  
[AIAA PAPER 77-1329] A77-51083
- PADULA, S. L.  
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prolate spheroid  
[AIAA PAPER 77-1326] A77-51080
- PANDOLFI, M.  
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turbojet engines during transients  
[PUBLI-PE-174] N77-32164
- PATIL, P. B.  
The effect of drop size on emissions from the  
primary zone of a gas turbine type combustor A77-48174
- PAULSON, C. V.  
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test  
[AD-A041971] N77-33136
- PEGG, R. J.  
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vortex modification device on impulsive noise  
[AIAA PAPER 77-1341] A77-51094
- PENNOCK, A. P.  
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[AIAA PAPER 77-1315] A77-51070
- PEPPER, W. B.  
Documentation of the feasibility research on a  
destructible parachute A77-49342
- PERFITT, T. E.  
Tactical and long-range navigation in the  
AN/ARN-101/V/ A77-51192
- PERRY, J. E.  
Wide area illuminator development for US Coast  
Guard HH-3F helicopter  
[AD-A041425] N77-32132
- PERULLI, M.  
Coherent structures in the mixing zone of a  
subsonic hot free jet  
[ONERA, TP NO. 1977-88] A77-50989
- Simultaneous characterization of jet noise sources  
and acoustic field by a new application of  
conditional sampling  
[AIAA PAPER 77-1349] A77-51102
- PESCHIER, T. D.  
A research program to reduce interior noise in  
general aviation airplanes  
[NASA-CR-155154] N77-33959
- PHILIPPE, J.-J.  
Aerodynamic problems of helicopter blade tips  
[ONERA, TP NO. 1977-112] A77-50998
- PICKEL, P. E.  
Tactical and long-range navigation in the  
AN/ARN-101/V/ A77-51192
- PINKEL, B.  
A guide for estimation of aeroacoustic loads on  
flight vehicle surfaces, volume 1  
[AD-A041198] N77-32090
- PINKER, R. A.  
The noise from unheated supersonic jets in  
simulated flight  
[AIAA PAPER 77-1327] A77-51081
- PITTMAN, J. L.  
Vortex lattice prediction of subsonic aerodynamics  
of hypersonic vehicle concepts A77-49343
- POISSON-QUINTON, P.  
Evolution of aircraft design through the concept  
of the control configured vehicle  
[ONERA, TP NO. 1977-129] A77-51004
- POLCARO, C. F.  
A mathematical model of transcontinental balloon  
[IAF PAPER 77-167] A77-51460
- POZNIAKOV, V. V.  
Some mathematical aspects of the correlation  
theory of aircraft precision and reliability  
A77-50709
- PRAUSA, J. W.  
Accuracy evaluation of augmented multilateration  
tracking systems A77-51182
- PRIEWE, G. D.  
New air traffic control communications and data  
systems A77-48252
- R**
- RADCHENKO, M. I.  
Practical aerodynamics of maneuvering aircraft /A  
manual for flight personnel/ A77-50693
- RAFFY, P.  
Investigation of subsonic fan noise sources by  
fluctuating pressure measurements on rotating  
blades  
[AIAA PAPER 77-1321] A77-51075
- RAMSDEN, G. R.  
The effect of simulated aerodynamic heating on the  
strength of three rocket motor case steels  
[RPE-TR-45] N77-32240
- RANEY, J. T.  
Precision location, navigation and guidance using  
DME techniques A77-51180
- RASMUSSEN, H.  
Transonic pressure distribution on an aircraft  
wing model during rocket sled runs  
[AD-A041633] N77-32085
- RAVENHALL, R.  
Platform for a swing root turbomachinery blade  
[NASA-CASE-LEW-12312-1] N77-32148
- RAYL, C.  
The influence of the inlet duct contour on forward  
radiated fan noise  
[AIAA PAPER 77-1355] A77-51108



- REESE, I. R.  
Air traffic control experimentation and evaluation test  
[AD-A041971] N77-33136
- REHM, K. D.  
Precision location, navigation and guidance using DME techniques A77-51180
- REITZIG, R.  
L-band antenna for aircraft-to-satellite communications A77-48362
- RESHOTKO, M.  
Measurement of far field combustion noise from a turbofan engine using coherence functions  
[AIAA PAPER 77-1277] A77-51038  
Measurement of far field combustion noise from a turbofan engine using coherence functions  
[NASA-TN-73748] N77-33163
- RESIDE, D.  
Reliability, availability, maintainability/logistics /RAM/LOG/ A77-50456
- RICE, E. J.  
Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA Quiet Engine 'C'  
[AIAA PAPER 77-1333] A77-51087  
Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA quiet engine C  
[NASA-TN-73713] N77-32158
- RICHTER, A. B.  
Preliminary results of USAF experience with engine monitoring and diagnostics N77-33199
- RIEBE, G. D.  
Theoretical parametric study of the relative advantages of winglets and wing-tip extensions  
[NASA-TP-1020] N77-33112
- RINGHEIM, M.  
Airplane noise: Dimensions and means of noise reduction  
[ELAB-STF44-A75080] N77-33696
- ROGER, K. L.  
Airplane math modeling methods for active control design N77-33212
- ROGERS, V. A. B.  
Detail design aspects of a helicopter transmission system A77-47999
- ROSKAM, J.  
A research program to reduce interior noise in general aviation airplanes  
[NASA-CR-155154] N77-33959
- ROZENDAL, H. L.  
NSEG: A segmented mission analysis program for low and high speed aircraft. Volume 2: Program users manual  
[NASA-CR-2808] N77-33100
- RUDENKO, O. V.  
Aerodynamic effects during supersonic flow past a laser beam A77-48515
- S**
- SAGNES, M.  
Turbulent effects in axial compressors  
[AAAF-WT-77-20] N77-33180
- SAMORHIN, V. F.  
The aerodynamic noise of gliders A77-48513
- SANDERS, K.  
Estimation of helicopter performance by an extended energy method improved by flight tests A77-51613
- SARIN, S. L.  
A novel concept for suppressing internally generated aircraft engine noise  
[AIAA PAPER 77-1356] A77-51109
- SAROHIA, V.  
Effect of flight on jet noise from supersonic underexpanded flows  
[AIAA PAPER 77-1328] A77-51082  
Experimental results of large-scale structures in jet flows and their relation to jet noise production  
[AIAA PAPER 77-1350] A77-51103
- SATLER, W. I.  
Deburring - Requirements of the aircraft  
[SME PAPER MR76-124] A77-51007
- SCHAEFER, J. W.  
Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA Quiet Engine 'C'  
[AIAA PAPER 77-1333] A77-51087  
Acoustic performance of inlet multiple-pure-tone suppressors installed on NASA quiet engine C  
[NASA-TN-73713] N77-32158
- SCHMID, H.  
Air traffic control and the initial operation of supersonic transport aircraft - A review of preparatory measures A77-48415
- SCHMID, P. E.  
Single pass Doppler positioning for Search and Rescue satellite missions A77-51186
- SCHWUERER, H.  
Monte Carlo simulation of VOR/DME holding procedures. Basic notions and applications  
[ESA-TT-419] N77-33142
- SCHOENSTER, J. A.  
Acoustic loads on upper-surface-blown powered-lift systems  
[AIAA PAPER 77-1363] A77-51115
- SCHOETTMER, G. L.  
An operational video tape recording system utilizing IRIG standard 129-73 segmented helical scan recording format A77-49873
- SCHWANZ, R. C.  
Consistency in aircraft structural and flight control analysis N77-33213
- SCHWARTZ, M. M.  
Rohrbond  
[SME PAPER AD76-2801] A77-51015
- SCULLY, J. K.  
Acquisition of test compatible avionics - An updated approach A77-49645
- SELDNER, K.  
F100 multivariable control synthesis program: Evaluation of a multivariable control using a real-time engine simulation  
[NASA-TP-1056] N77-33169
- SENSBURG, O.  
Impact of a command and stability augmentation system on gust response of a combat aircraft N77-33210
- SERGIEVSKII, E. D.  
Heat transfer at the critical point of a cylinder during intensive blowing A77-48054
- SEWELL, A. E.  
Wind tunnel and analytical investigation of over-the-wing propulsion/air frame interferences for a short-haul aircraft at Mach numbers from 0.6 to 0.78  
[NASA-CR-2905] N77-33114
- SHAMIE, J.  
Aeroelastic stability of complete rotors with application to a teetering rotor in forward flight A77-49180
- SHANKS, R. E.  
Variation of pitching moment with engine thrust for a twin-engine commercial jet aircraft  
[NASA-TN-X-3569] N77-32131
- SHIDLER, P. A.  
Some results of the testing of a full-scale Ogee tip helicopter rotor; acoustics, loads, and performance  
[AIAA PAPER 77-1340] A77-51093
- SHIPCHANDLER, T.  
System avionics architectures for RPVs  
[AD-A041502] N77-32145
- SHIPMAN, C. H.  
Logistics planning simulation model for USAF spare engine management A77-50510
- SHIVASHANKARA, B. N.  
Gas turbine engine core noise source isolation by internal-to-far field correlations  
[AIAA PAPER 77-1276] A77-51037

- SHORT, B. J.  
A flight investigation of the wake turbulence alleviation resulting from a flap configuration change on a B-747 aircraft  
[NASA-TM-73263] N77-33130
- SHROUT, B. L.  
Aerodynamic characteristics at Mach numbers from 0.6 to 2.16 of a supersonic cruise fighter configuration with a design Mach number of 1.8  
[NASA-TM-X-3559] N77-32081
- SHU, T. C.  
A research program to reduce interior noise in general aviation airplanes  
[NASA-CR-155154] N77-33959
- SHUBERT, G. L.  
Pressure distributions on a 1- by 3-meter semispan wing with a nonstreamwise tip in subsonic flow  
[NASA-TM-72755] N77-33103
- SINACORI, J. B.  
Researcher's guide to the NASA Ames Flight Simulator for Advanced Aircraft (FSAA)  
[NASA-CR-2875] N77-33230
- SIVKOV, G. P.  
Practical aerodynamics of maneuvering aircraft /A manual for flight personnel/  
A77-50693
- SKUPIN, W.  
Simulation of traffic loading for approach and landing systems with statistical interrogation  
A77-48686
- SLATFORD, J.  
Civil airworthiness requirements for powerplant reliability  
N77-33185
- SLIVINSKY, C.  
Analysis of inherent errors in asynchronous digital flight controls  
[AD-A041813] N77-33206
- SLOAN, D.  
The influence of the inlet duct contour on forward radiated fan noise  
[AIAA PAPER 77-1355] A77-51108
- SMITH, C. L.  
The need for a workable collision avoidance system - Now  
A77-50662
- SMITH, H. W.  
A research program to reduce interior noise in general aviation airplanes  
[NASA-CR-155154] N77-33959
- SMYTH, R.  
Methods of improving the performance reliability of advanced military power plant systems  
N77-33198
- SNYDER, E. G.  
Evaluation of inflatable /'air bag'/ occupant restraint systems for aircraft application  
A77-49951
- SOEDER, J. P.  
P100 multivariable control synthesis program: Evaluation of a multivariable control using a real-time engine simulation  
[NASA-TP-1056] N77-33169
- SOKOLSKIY, V. N.  
On the works of S. S. Nezhdanovsky in the field of flight based on reactive principles, 1880 - 1895  
N77-33040
- SPRINGER  
Measurement of the multipath propagation at the Brunswick test airport  
N77-32107  
The Brunswick DLS test airport area - a non clean environment  
N77-32108
- SPRINGER, R.  
Measurements of the influence of static and dynamic interference on an ILS-receiver and measurement of the capture effect with the double frequency procedure  
[TUBS/SPB58/50] N77-33140
- SPRUNG, C.  
Maintenance methods for improving propulsion system reliability  
N77-33184
- STAPLEFORD, E. L.  
Researcher's guide to the NASA Ames Flight Simulator for Advanced Aircraft (FSAA)  
[NASA-CR-2875] N77-33230
- STARON, N.  
A navigation device to help helicopters to land on ocean platforms  
[ONERA, TP NO. 1977-71] A77-50983
- STEIN, G.  
P-8C adaptive flight control laws  
[NASA-CR-2880] N77-33202  
P-8C adaptive flight control extensions  
[NASA-CR-2881] N77-33203
- STENGEL, E. P.  
Stability of the pilot-aircraft system in maneuvering flight  
A77-49340
- STOCK, B. W.  
The role of the boundary layer in supersonic pressure perturbations along a weak wavy wall  
A77-48290
- STOLDT, U.  
Measurements of the influence of static and dynamic interference on an ILS-receiver and measurement of the capture effect with the double frequency procedure  
[TUBS/SPB58/50] N77-33140
- STONE, W. J.  
Performance and design of a vertical seeking seat steering system  
A77-49945
- STOREY, J.  
Aircraft trajectories from radar extrapolations to long term prediction  
A77-48414
- STRABLE, W. C.  
Experimental and analytical separation of hydrodynamic, entropy and combustion noise in a gas turbine combustor  
[AIAA PAPER 77-1275] A77-51036
- STRAHM, A. E.  
An operational video tape recording system utilizing IRLG standard 129-73 segmented helical scan recording format  
A77-49873
- STRASZEWSKI, B.  
Notes on the pollution of airplanes and helicopters by chemicals during agricultural jobs  
[NASA-TT-P-17444] N77-33129
- STRINGAS, E. J.  
High velocity jet noise source location and reduction. Task 4: Development/evaluation of techniques for inflight investigation  
[AD-A041849] N77-33175
- STUBBS, S. H.  
Behavior of aircraft antiskid breaking systems on dry and wet runway surfaces: A slip-ratio-controlled system with ground speed reference from unbraked nose wheel  
[NASA-TN-D-8455] N77-33150
- SUSSMAN, H. B.  
Cabin noise behavior of a USB STOL transport  
[AIAA PAPER 77-1365] A77-51117
- SWADLING, S. J.  
Detail design in aircraft  
A77-48000
- SWIEBSTR, S.  
Aircraft trajectories from radar extrapolations to long term prediction  
A77-48414
- SZENCZYK, V. A.  
New scaling laws for hot and cold jet mixing noise based on a geometric acoustics model  
[AIAA PAPER 77-1287] A77-51047
- SZUCH, J. B.  
P100 multivariable control synthesis program: Evaluation of a multivariable control using a real-time engine simulation  
[NASA-TP-1056] N77-33169
- TAM, C. K. W.  
An experimental investigation of the trailing edge noise mechanism  
[AIAA PAPER 77-1291] A77-51049
- TANNER, J. A.  
Behavior of aircraft antiskid breaking systems on dry and wet runway surfaces: A slip-ratio-controlled system with ground speed reference from unbraked nose wheel  
[NASA-TN-D-8455] N77-33150

- TATRO, G.**  
Subsystem design analysis light weight alternator  
(model test program). Addendum 2  
[AD-A041257] N77-33171
- TENNISON, E. C.**  
The need for improved aircraft crashworthiness  
design A77-49473
- TERRN, P.**  
Minimum time acceleration of aircraft turbofan  
engines by using an algorithm based on nonlinear  
programming [NASA-TM-73741] N77-33167
- TESKE, M. E.**  
Vortex interactions and decay in aircraft wakes  
[NASA-CR-2870] N77-33105
- TRSTER, B. J.**  
New scaling laws for hot and cold jet mixing noise  
based on a geometric acoustics model  
[AIAA PAPER 77-1287] A77-51047
- THOMAS, D.**  
A precision voltage reference unit for calibrating  
airborne data acquisition systems  
[RAE-TR-76164] N77-32474
- THORNBERG, D. D.**  
The GPS Control Segment and its service to the GPS  
User A77-51202
- TOENSKOETTER, H.**  
Experimental investigation on the influence of  
component faults on turbojet engine performance  
N77-33197
- TSIGANOV, M. K.**  
Numerical analysis of the axisymmetric flow past a  
pervious shell with a hole at the vertex  
A77-50938
- TSUJIMOTO, Y.**  
Unsteady Oseen flow around a flat-plate airfoil  
A77-49244
- TURNER, M. R.**  
A practical optimum selection procedure for a  
motivator in active flutter suppression system  
design on an aircraft with underwing stores  
N77-33209
- TUTTLE, W. D.**  
USAF experience in aircraft accident survivability  
A77-49949
- TYLER, D.**  
Investigation of diagnostic, error detector and  
self-taught instructional strategies for flight  
simulator programs [AD-A035682] N77-33216
- U**
- ULLRICH, R.**  
Simulation of traffic loading for approach and  
landing systems with statistical interrogation  
A77-48686
- ULRY, D. E.**  
Evaluation of composite wing for XFV-12A airplane  
[AD-A041208] N77-33152
- UNGAR, E. E.**  
A guide for estimation of aeroacoustic loads on  
flight vehicle surfaces, volume 1  
[AD-A041198] N77-32090
- UTTAM, B. J.**  
Loran-C data acquisition and handling for improved  
accuracy A77-51200
- V**
- VALLONE, C. B.**  
Multipath and performance tests of TRSB receivers  
[AD-A041891] N77-33135
- VAN HANBESVELD, J.**  
Producibility aspects of advanced composites for  
an L-1011 Aileron [SME PAPER EMR76-04] A77-51006
- VANDAM, K.**  
A research program to reduce interior noise in  
general aviation airplanes [NASA-CR-155154] N77-33959
- VANLANDINGHAM, H. F.**  
Digital flight control systems  
[NASA-CR-145246] N77-33200
- VASILENKO, N. T.**  
Radar systems with phased-array antennas  
A77-51277
- VASSEUR, D.**  
A navigation device to help helicopters to land on  
ocean platforms [ONERA, TP NO. 1977-71] A77-50983
- VAUCHERET, X.**  
Influence of the noise level in a transonic wind  
tunnel on the aerodynamic characteristics of  
models [ONERA, TP NO. 1977-110] A77-50996
- VEERASAMY, V.**  
Investigation of feasible nozzle configurations  
for noise reduction in turbofan and turbojet  
aircraft. Volume 3: Shrouded slot nozzle  
configurations [AD-A041782] N77-33179
- VERET, C.**  
Review of optical techniques with respect to  
aero-engine applications [ONERA, TP NO. 1977-80] A77-50987
- VLASOV, E. V.**  
The aerodynamic noise of gliders  
A77-48513
- VOEVODZINSKII, V. A.**  
Airport electrical and lighting equipment  
A77-50676
- VOLPERT, B. A.**  
Airport electrical and lighting equipment  
A77-50676
- VON GLAHN, U.**  
Interim noise correlation for some OTW  
configurations using external jet-flow deflectors  
[AIAA PAPER 77-1317] A77-51072
- VONBUN, F. O.**  
Single pass Doppler positioning for Search and  
Rescue satellite missions A77-51186
- W**
- WALIA, P.**  
Subsystem design analysis light weight alternator  
(model test program). Addendum 2  
[AD-A041257] N77-33171
- WALKER, D. Q.**  
Aircraft sideline noise: A technical review and  
analysis of contemporary data  
[AD-A042076] N77-33685
- WALKER, R. W.**  
A-37B fatigue sensor evaluation program: Full  
scale test and field aircraft instrumentation  
[AD-A042114] N77-33156
- WALSH, B.**  
Airframe composite materials  
A77-51353
- WALTON, J. D., JR.**  
Georgia Tech high temperature solar test facility  
A77-49745
- WALTRUP, P. J.**  
Direct-connect tests of hydrogen-fueled supersonic  
combustors A77-48240
- WANNER, J.-C.**  
Evolution of aircraft design through the concept  
of the control configured vehicle  
[ONERA, TP NO. 1977-129] A77-51004
- WATERS, W. J.**  
Nickel base alloy [NASA-CASE-LEW-12270-1] N77-32280
- WATSON, P. A.**  
Model for the effect of electric fields on  
satellite-earth microwave radio propagation  
A77-49787
- WEAVER, T. E.**  
Effects of temperature on avionics reliability  
A77-50497
- WEBER, R. L.**  
The life cycle cost impacts of unsafe designs  
A77-50462
- WEIJTS, A. G. L. M.**  
A new high-brightness, all-weather, ASDE /Airport  
Surface Detection Equipment/ A77-49224

- Z**
- WELGE, H. B.  
Wind tunnel and analytical investigation of over-the-wing propulsion/air frame interferences for a short-haul aircraft at Mach numbers from 0.6 to 0.78  
[NASA-CR-2905] N77-33114
- WELLS, O. D.  
Wind tunnel and analytical investigation of over-the-wing propulsion/air frame interferences for a short-haul aircraft at Mach numbers from 0.6 to 0.78  
[NASA-CR-2905] N77-33114
- WEMPLE, T. E.  
Multiple curved descending approaches and the air traffic control problem  
[NASA-TM-78430] N77-32104
- WESTPHAL  
Recognition and elimination of interference disturbances by modification of the radio field of landing systems with spatial modulation degree diagrams  
N77-32123
- WHITCOMB, R. T.  
Methods for reducing subsonic drag due to lift  
N77-32093
- WHITE, R. P., JR.  
Some measured and calculated effects of a tip vortex modification device on impulsive noise  
[AIAA PAPER 77-1341] A77-51094
- WHITEHEAD, J. H.  
Aerodynamic and thermodynamic characteristics of kerosene-spray flames  
A77-48181
- WIERSMA, S.  
Design of a cascade fire apparatus for testing countermeasure effectiveness  
[AD-A043176] N77-32101
- WIGHTMAN, C. W.  
Multipath and performance tests of TRSB receivers  
[AD-A041891] N77-33135
- WILBY, J. F.  
A guide for estimation of aeroacoustic loads on flight vehicle surfaces, volume 1  
[AD-A041198] N77-32090
- WILHELM, K.  
Flight mechanical problems in connection with the interception process  
N77-32121
- WILLIAMSON, G. G.  
Vortex interactions and decay in aircraft wakes  
[NASA-CR-28701] N77-33105
- WILLIS, C. M.  
Acoustic loads on upper-surface-blown powered-lift systems  
[AIAA PAPER 77-1363] A77-51115
- WILSON, J. D.  
Calculation of vortex breakdown locations for flow over delta wings  
A77-49345
- WILSON, S. G.  
Air traffic control experimentation and evaluation test  
[AD-A041971] N77-33136
- WOODS, M. A.  
The transfer of the German North MATRAC to the EUROCONTROL Centre of Maastricht  
A77-48412
- WOODWARD, C.  
SENDS /Safe Ejection Envelope Display System/  
A77-49932

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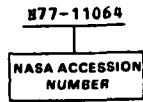
- YANG, J. W.  
Flight inspection data and crack initiation times  
A77-50466
- YIP, L. P.  
Pressure distributions on a 1- by 3-meter semispan wing with a nonstreamwise tip in subsonic flow  
[NASA-TM-72755] N77-33103
- YOUNG, P. D.  
Wing rock as a lateral-directional aircraft limit cycle oscillation induced by nonlinear aerodynamics occurring at high angle of attack  
[AD-A042104] N77-33204
- YU, J. C.  
An experimental investigation of the trailing edge noise mechanism  
[AIAA PAPER 77-1291] A77-51049

# CONTRACT NUMBER INDEX

AERONAUTICAL ENGINEERING / A Special Bibliography (Suppl 91)

JANUARY 1978.

## Typical Contract Number Index Listing



Listings in this index are arranged alphanumerically by contract number. Under each contract number the accession numbers denoting documents that have been produced as a result of research done under that contract are arranged in ascending order with the IAA accession numbers appearing first. The accession number denotes the number by which the citation is identified in either the IAA or STAR section.

1P PROJ. 7231  
N77-33686  
AF-AFOSR-2640-74  
N77-32140  
AF-AFOSR-2968-76  
N77-33206  
CHR-75-00353.07-115.6799  
N77-32164  
DA PROJ. 1F2-62209-AH-76  
N77-32143  
N77-33101  
N77-33207  
DA PROJ. 1G2-62207-AH-89  
N77-32136  
DA PROJ. 1L1-61102-AH-45  
N77-32083  
DA PROJ. 1L2-6311-D-157  
N77-33155  
DAAD07-75-C-0108  
A77-51180  
DAAG29-C-027 A77-51092  
DAAJ02-74-C-0039  
N77-32136  
DAAJ02-75-C-0015  
N77-33132  
DAAJ02-75-C-0018  
N77-32162  
DAAJ02-75-C-0025  
N77-32143  
N77-33207  
DOT-FA72WA-3053  
N77-33179  
DOT-FA74WA-3445  
N77-33135  
DOT-FA76WA-3821  
A77-51034  
DOT-OS-30034 A77-51048  
DOT-OS-5023947  
A77-48474  
DOT-OST-30034  
N77-33175  
DOT-TSC-707-6  
N77-33136  
DRME-74/607 N77-33180  
E(11-1)-2616 A77-48899  
EPA-R-802925 A77-48174  
F29601-74-C-0055  
N77-33171  
F30602-76-C-0127  
N77-32524  
F33615-73-C-1238  
N77-32147  
F33615-73-C-2031  
N77-33177  
F33615-74-C-1107  
N77-32129  
F33615-75-C-3017  
N77-32090  
F33615-76-C-0507  
N77-33685  
N77-33686  
F33615-76-C-1215  
N77-32145  
F33615-76-C-2021  
A77-51047

P33657-71-C-0163  
N77-33156  
P33657-74-C-0562  
A77-49873  
P49620-77-C-0023  
N77-33154  
NASW-2791 N77-33128  
N77-33129  
NAS1-12939 A77-51006  
NAS1-13383 N77-33202  
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NAS1-13599 N77-33100  
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NAS1-13986 N77-33121  
NAS1-14151 N77-33149  
NAS1-14282 A77-51071  
NAS1-14667 N77-33147  
NAS1-14673 A77-51108  
NAS1-14696 A77-51035  
NAS2-9024 N77-33230  
NAS3-17863 A77-51069  
NAS3-17866 A77-51028  
A77-51083  
NAS3-18284 N77-33114  
NAS3-18560 N77-33168  
NAS3-20031 A77-51084  
NAS3-20036 A77-48898  
NAS4-2347 N77-33201  
NAS7-100 A77-51082  
A77-51103  
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NGR-05-007-414  
A77-49180  
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N77-33102  
NGR-47-004-116  
N77-33200  
NGR-47-005-181  
N77-33148  
NRC A-8927 A77-47980  
NSP DCR-73-03431-A01  
A77-51261  
NSG-1099 A77-50466  
NSG-1170 A77-51261  
NSG-1301 N77-33959  
NSG-2095 A77-51092  
NSG-3015 A77-51036  
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N77-33152  
N62269-76-C-0199  
N77-33158  
505-02-23 N77-32080  
505-02-25 N77-33201  
505-03-32 N77-33168  
505-04 N77-32082  
505-05 N77-32154  
N77-33169  
505-06-15-02 N77-33103  
505-07-41-06 N77-33157  
505-08-22 N77-33130  
505-08-31-01 N77-33150  
505-10-11-03 N77-33104  
505-10-12 N77-32079  
505-10-21-05 N77-32083  
505-10-26-01 N77-33107  
505-11-21-03 N77-32081  
505-15-22-01 N77-33102  
513-52-01-31 N77-32131  
514-52-01 N77-33105  
517-51-03-00 N77-33115  
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