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

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

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Papers submitted should comply with the following points:

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2. The title must be short—with a sub-title if necessary.
3. A summary of not more than 250-300 words is essential.
4. Routine mathematics should be omitted or given in an Appendix and only necessary equations should be included in the text.
5. All symbols used in the text and figures, whether standard or not, must be listed in a Notation and the following points observed:
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  - (b) Greek letters should be clearly written in ink and should also be indicated, particular attention being paid to the use of alpha and *a*, kappa and *k*, mu and *u*, nu and *v*, eta and *n*.
  - (c) The use of dots, bars, and so on, over symbols, or the use of dots as multiplication signs and bars for brackets should be avoided as far as possible.
  - (d) Suffixes and indices must be clearly indicated and complicated suffixes avoided.
6. References should be given in the form:  
HOWELL, W. T. Stability of Multi-Stage Axial Flow Compressors. *Aeronautical Quarterly*, Vol. XV, p. 328, November 1964.
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It is the aim of *The Aeronautical Quarterly* to attract not only original papers contributing to aeronautical science and engineering, and papers developing new or improved methods of analysis and experimental techniques, but also papers on allied sciences which have a bearing on aeronautical problems. *The Aeronautical Quarterly* is open to authors of any nationality and is not restricted to members of the Society. The time taken to publish a paper often depends on its length and short papers, of not more than 2000 words, can be published more quickly than longer ones.

## VOLUME XXI

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

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

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