

# Get Free Supersonic Read Pdf Free

*IUTAM Symposium on Combustion in Supersonic Flows* Supersonic Supersonic Flow and Shock Waves *Some Theoretical Characteristics of Trapezoidal Wings in Supersonic Flow and a Comparison of Several Wing-flap Combinations* Investigation of the Subsonic and Supersonic Release Characteristics of an Externally Carried Fuel Tank from a 1/40-scale Model of a Bomber Airplane Critical Regimes of Supersonic Jet Aircraft *Three-dimensional Inviscid Flow about Supersonic Blunt Cones at Angle of Attack* Public Health Aspects of Galactic Radiation Exposure in Supersonic Transport Supersonic Aerodynamic Characteristics of a Low-Drag Aircraft Configuration Having an Arrow Wing of Aspect Ratio 1.86 and a Body of Fineness Ratio 20 Commercial Supersonic Technology Essentials of Supersonic Commercial Aircraft Conceptual Design Subsonic versus Supersonic Business Jets - Full Concept Comparison considering Technical, Environmental and Economic Aspects *Supersonic Supersonic Cruise Technology Calculated Risk The Generation and Radiation of Supersonic Jet Noise Miles M.52 Handbook of Supersonic Aerodynamics* Holloman Air Force Base (AFB), Supersonic Flight Operations in the Morenci Military Operations Area Scientific and Technical Aerospace Reports Miles M.52 Supersonic Quantitative Supersonic Flow Visualization by Hydraulic Analogy Supersonic Warrior: Escape From Electric Industries Supersonic Lift and Pitching Moment of Thin Sweptback Tapered Wings Produced by Constant Vertical Acceleration Library of Congress Subject Headings Securing the Future of U.S. Air Transportation The Reversibility Theorem for Thin Airfoils in Subsonic and Supersonic Flow *Commercial Supersonic Transport Aircraft Research Program Concorde Supersonic Eagles Langley 9-inch Supersonic Tunnel Tests of Several Modifications of a Supersonic Missile Having Tandem Cruciform Lifting Surfaces A Pressure-distribution Investigation of a Supersonic-aircraft Fuselage and Calibration of the Mach Number 1.40 Nozzle of the Langley 4- by 4-foot Supersonic Tunnel* Three-dimensional Inviscid Flow about Supersonic Blunt Cones at Angle of Attack *Computation of Supersonic Flow over Flying Configurations An Exploratory Wind Tunnel Study of Supersonic Tip Vortices* Tupolev TU-22 The Calculation of Downwash Behind Supersonic Wings with an Application to Triangular Plan Forms Unsteady Supersonic Combustion *Wind-tunnel Investigation of Paraglider Models at Supersonic Speeds*

*Some Theoretical Characteristics of Trapezoidal Wings in Supersonic Flow and a Comparison of Several Wing-flap Combinations* Nov 21 2022 The theoretical lift and pitching moment due to angle of attack and pitching and the lateral force and yawing moment due to rolling of a trapezoidal wing are derived. The equations are applicable when the inboard Mach line from a leading-edge tip intersects the trailing edge and the outboard Mach line lies ahead of the side edge. When the side edges are raked in, the former condition is sufficient. A comparison based on theoretical expressions of the lift and rolling effectiveness for half-delta tip (point forward) and trailing-edge flaps on various plan forms is made.

Supersonic Warrior: Escape From Electric Industries Mar 01 2021 An rogue police officer captures Supersonic Warrior, and takes her to Electric Industries for Adrian to do experiments on her to expand his scientific knowledge.

Supersonic Lift and Pitching Moment of Thin Sweptback Tapered Wings Produced by Constant Vertical Acceleration Jan 31 2021 Design curves are presented which permit rapid estimations of lift and pitching moment for given values of aspect ratio, taper ratio, Mach number, and leading-edge sweep.

Supersonic Jan 23 2023

Handbook of Supersonic Aerodynamics Sep 07 2021

Essentials of Supersonic Commercial Aircraft Conceptual Design Apr 14 2022 Provides comprehensive coverage of how supersonic commercial aircraft are designed This must-have guide to conceptual supersonic aircraft design provides a state-of-the art overview of the subject, along with expert analysis and discussion. It examines the challenges of high-speed flight, covers aerodynamic phenomena in supersonic flow and aerodynamic drag in cruising flight, and discusses the advantages and disadvantages of oblique wing aircraft. Essentials of Supersonic Commercial

**Aircraft Conceptual Design** is intended for members of a team producing an initial design concept of an airliner with the capability of making supersonic cruising flights. It begins with a synopsis of the history of supersonic transport aircraft development and continues with a chapter on the challenges of high-speed flight, which discusses everything from top level requirements and cruise speed requirements to fuel efficiency and cruise altitude. It then covers weight sensitivity; aerodynamic phenomena in supersonic flow; thin wings in two-dimensional flow; flat wings in inviscid supersonic flow; aerodynamic drag in cruising flight, and aerodynamic efficiency of SCV configurations. The book finishes with a chapter that examines oblique wing aircraft. Provides supersonic aircraft designers with everything they need to know about developing current and future high speed commercial jet planes Examines the many challenges of high-speed flight Covers aerodynamic phenomena in supersonic flow and aerodynamic drag in cruising flight Discusses the advantages and disadvantages of oblique wing aircraft Essentials of Supersonic Commercial Aircraft Conceptual Design is an ideal book for researchers and practitioners in the aerospace industry, as well as for graduate students in aerospace engineering.

**Unsteady Supersonic Combustion** Nov 16 2019 This book describes the unsteady phenomena needed to understand supersonic combustion. Following an initial chapter that introduces readers to the basic concepts in and classical studies on unsteady supersonic combustion, the book highlights recent studies on unsteady phenomena, which offer insights on e.g. interactions between acoustic waves and flames, flow dominating instability, ignition instability, flame flashback, and near-blowout-limit combustion. In turn, the book discusses in detail the fundamental mechanisms of these phenomena, and puts forward practical suggestions for future scramjet design.

**Library of Congress Subject Headings** Dec 30 2020

**Miles M.52** Oct 08 2021 In December 1943, a top secret contract (E.24/43) was awarded to Miles Aircraft. The contract was to build the world's first supersonic jet capable of 1000mph. The only reliable source of data on supersonic objects came from the Armament Research Dept and their wind tunnel tests on ammunition. From this, Miles developed an exceptionally thin-winged, bullet-shaped aircraft. the research was inexplicably passed to the Americans in 1944. By December 1945, one prototype was virtually complete. The second, destined for an attempt at the sound barrier was 80 per cent complete. In February 1946, Capt Eric Brown was confirmed as the test pilot and October 1946 was set for the supersonic trials. However, on 12 February 1946, Miles were ordered to stop production. No plausible explanation was given for the cancellation when Britain was within six months of breaking the sound barrier. Eric Brown and others directly involved including Dennis Bancroft, the Chief Aerodynamicist on the M.52, have now come together to try and finally solve the mystery behind the cancellation.

**Holloman Air Force Base (AFB), Supersonic Flight Operations in the Morenci Military Operations Area** Aug 06 2021

**Subsonic versus Supersonic Business Jets - Full Concept Comparison considering Technical, Environmental and Economic Aspects** Mar 13 2022 Inhaltsangabe:Introduction: On the 26th of August 2010 the new ultra-large-cabin ultra-long-range Gulfstream G650 business jet reached Mach 0.995 during its flight test campaign (1). This is almost the speed of sound (Mach 1) and inspires one to say, why not fly faster than the speed of sound! Reduce travelling time in the commercial business aviation segment. This is, however not a completely new vision. Many companies and research facilities have already spent a lot of time and investment in studies to investigate the feasibility of supersonic flight. Entry Into Service (EIS) for the new Gulfstream G650 is scheduled for 2012. In the following the main performance parameter of the G650 aircraft will be summarised. The parameters range, cruise speed, MTOW, etc. have been selected and serve as a basis to allow an appropriate comparison between the G650 as the latest high end Subsonic Business Jet and potential in future Supersonic Business Jets (SSBJ) within this subject Master Thesis. With the impressive maximum range of nearly 13,000 km the G650 can connect Dubai with New York or London with Buenos Aires within almost 14 hours. Maximum Range @ Normal Cruise Speed: 7,000 nm/12,964 km. Normal Cruise Speed Mach: 0.85/904 km/h. Mmo (Maximum Operating Mach Number): Mach 0.925. Maximum Cruise Altitude: 51,000 ft/15,545 m. Maximum Takeoff Weight (MTOW): 99,600 lb/45,178 kg. Maximum Fuel Weight: 44,200 lb/20,049 kg. Passengers: 11 18. Price: appr. 60-70 million USD. Gulfstream business rival Bombardier

Aerospace also announced in October 2010 two new high end models, the Global 7000 and 8000 with a maximum range of 7,300 nm (13,520 km) and 7,900 nm (14,631 km) at cruise speed Mach 0.85. Entry Into Service is scheduled for 2016 (Global 7000) and 2017 (Global 8000). A comprehensive overview of business jets in service and in development is given in attachment 13.1. A Supersonic Business Jet flying at Mach 2 cruise speed could virtually halve the travelling time, which would enormously enhance the mobility and flexibility. In order to achieve this ambition a paradigm shift is required. New technologies must be established, the impact on the environment must be understood and minimised, existing regulations must be changed to permit overland flight restrictions and the product still needs to be economically viable. All of the above aspects must be considered and will be subject for discussion within this Master Thesis (See also figure [...])

**Supersonic Cruise Technology Jan 11 2022** "This document provides a historic perspective of supersonic cruise technology, beginning with the early NACA supersonic research and including efforts during the B-70 and SST phase. It also records technological progress made in the NASA SCR and VCE programs." -- Foreward.

**Calculated Risk Dec 10 2021** Unlike other American astronauts, Virgil I. "Gus" Grissom never had the chance to publish his memoirs—save for an account of his role in the Gemini program—before the tragic launch pad fire on January 27, 1967, which took his life and those of Edward White and Roger Chaffee. The international prestige of winning the Moon Race cannot be understated, and Grissom played a pivotal and enduring role in securing that legacy for the United States. Indeed, Grissom was first and foremost a Cold Warrior, a member of the first group of Mercury astronauts whose goal it was to beat the Soviet Union to the moon. Drawing on extensive interviews with fellow astronauts, NASA engineers, family members, and friends of Gus Grissom, George Leopold delivers a comprehensive survey of Grissom's life that places his career in the context of the Cold War and the history of human spaceflight. **Calculated Risk: The Supersonic Life and Times of Gus Grissom** adds significantly to our understanding of that tumultuous period in American history. --Publisher

**Supersonic Eagles Jul 25 2020** Following the Second World War, major advancements in aviation technology allowed the development of jet aircraft with capabilities undreamt of only a few years earlier. During the 1950s, the US Air Force placed six new jet fighters into service, which became known as the Century Series Fighters. In this publication the histories of the F-100 Super Sabre, F-101 Voodoo, F-102 Delta Dagger, F-104 Starfighter, F-105 Thunderchief, and the F-106 Delta Dart are related.

**Tupolev TU-22 Jan 19 2020** This historic Russian aircraft was first delivered to the Soviet Air Force at the height of the Cold War in 1961. It remained in service until replaced by the much modified Tu-22M Backfire which was introduced in the early 1970s and still remains in service. It was the first Soviet supersonic bomber and was used for reconnaissance and bombing, in the latter role carrying either conventional or nuclear bombs. The early aircraft had a range of 1,800 miles but later models had a much increased radius of action through the introduction of in-flight refuelling. This book looks at the design and development of the aircraft up to the introduction of the type M Backfire. Details of construction, weapon systems, photo-reconnaissance and jamming equipment are included to cover the several variant models. Operational use is explained and the text includes many first-hand accounts from Russian aircrew of the period. The book will be superbly illustrated by unique official photographs and manuals.

**Wind-tunnel Investigation of Paraglider Models at Supersonic Speeds Oct 16 2019** An investigation was made in the Langley Unitary Plan wind tunnel to determine the behavior of paraglider models at moderate to high supersonic speeds. The models were deployed from a sting in the supersonic stream and steady-state aerodynamics performance data were obtained. Maximum values of the lift-drag ratio were about 1.4 at a Mach number of 2.65 and about 1.2 at a Mach number of 4.65. The angles of attack over which the models could be flown were limited by unsteady behavior of the canopy.

**A Pressure-distribution Investigation of a Supersonic-aircraft Fuselage and Calibration of the Mach Number 1.40 Nozzle of the Langley 4- by 4-foot Supersonic Tunnel May 23 2020**

**Commercial Supersonic Transport Aircraft Research Program Sep 26 2020**

**Critical Regimes of Supersonic Jet Aircraft Sep 19 2022**

**The Calculation of Downwash Behind Supersonic Wings with an Application to Triangular Plan**

**Forms Dec 18 2019** A method is developed, consistent with the assumptions of small perturbation theory, which provides a means of determining for a known load distribution, the downwash behind a wing in supersonic flow. The analysis is based upon the use of supersonic doublets which are distributed over the plan form and wake of the wing in a manner determined from the wing loading.

**Supersonic Flow and Shock Waves Dec 22 2022** Courant and Friedrich's classical treatise was first published in 1948 and the basic research for it took place during World War II. However, many aspects make the book just as interesting as a text and a reference today. It treats the dynamics of compressible fluids in mathematical form, and attempts to present a systematic theory of nonlinear wave propagation, particularly in relation to gas dynamics. Written in the form of an advanced textbook, it should appeal to engineers, physicists and mathematicians alike.

**Securing the Future of U.S. Air Transportation Nov 28 2020** As recently as the summer of 2001, many travelers were dreading air transportation because of extensive delays associated with undercapacity of the system. That all changed on 9/11, and demand for air transportation has not yet returned to peak levels. Most U.S. airlines continue to struggle for survival, and some have filed for bankruptcy. The situation makes it difficult to argue that strong action is urgently needed to avert a crisis of undercapacity in the air transportation system. This report assesses the visions and goals for U.S. civil aviation and technology goals for the year 2050.

**Public Health Aspects of Galactic Radiation Exposure in Supersonic Transport Jul 17 2022** The prospect of large-scale commercial passenger transportation at SST altitudes in the lower stratosphere calls for an accurate assessment of the galactic radiation exposure. Highest radiation levels prevail at high latitudes (polar region) and solar minimum and reach about 1 millirem/hour at 65,000 feet. The accumulated dose of 0.6 rem/year which an SST crew member spending 600 hours/year at altitude would receive exceeds the Maximum Permissible Dose (MPD) for 'Members of the Public' and would classify crew members as 'Radiation Workers' in terms of official recommendations. The assumption of 50 SST each exposing 200 passengers to 1000 hours/year at SST altitude would lead to a population dose about equal to the contribution from industrial radiation workers, with both exposures ranking well below the two largest man-made additions to the natural background, medical use of x-rays and fallout. The heavy flux is attenuated to 3 per cent or less at 65,000 feet, depending on the nuclear species; yet, only 0.1 per cent of this residual flux accounts for maximum ionization hits. That means the microbeam hazard of heavy nuclei is insignificant at SST altitudes. (Author).

**Three-dimensional Inviscid Flow about Supersonic Blunt Cones at Angle of Attack Apr 21 2020** The solution for the steady three-dimensional inviscid flow about supersonic blunt cones at angle of attack is obtained by coupling a direct time-dependent solution for the subsonic portion of the shock layer with steady state numerical afterbody solution. An outline is given covering the coupling scheme and the use of the resulting Fortran computer code.

**The Reversibility Theorem for Thin Airfoils in Subsonic and Supersonic Flow Oct 28 2020** The present paper makes use of and extends a paper by Munk in which simple dynamic concepts are used to prove that the lift-curve slope and thickness drag of supersonic airfoils or system of airfoils with supersonic edges are the same when the airfoil is flown in a reversed direction. This extension of Munk's work provides a proof that the thickness drag, lift-curve slope, damping in roll, and the damping-in-pitch parameter remain the same when any airfoil is reversed, in both subsonic and supersonic flow. The theorem applies to cases in which the trailing-edge velocities are finite; no restrictions are placed on plan form.

**Scientific and Technical Aerospace Reports Jul 05 2021** Lists citations with abstracts for aerospace related reports obtained from world wide sources and announces documents that have recently been entered into the NASA Scientific and Technical Information Database.

**Supersonic Aerodynamic Characteristics of a Low-Drag Aircraft Configuration Having an Arrow Wing of Aspect Ratio 1.86 and a Body of Fineness Ratio 20 Jun 16 2022** A free-flight rocket-propelled-model investigation was conducted at Mach numbers of 1.2 to 1.9 to determine the longitudinal and lateral aerodynamic characteristics of a low-drag aircraft configuration. The model consisted of an aspect-ratio 1.86 arrow wing with 67.5 deg. leading-edge sweep and NACA 65A004 airfoil section and a triangular vertical tail with 60 deg. sweep and NACA 65A003 section in combination with a body of fineness ratio 20. Aerodynamic data in pitch, yaw, and roll were

obtained from transient motions induced by small pulse rockets firing at intervals in the pitch and yaw directions. From the results of this brief aerodynamic investigation, it is observed that very slender body shapes can provide increased volumetric capacity with little or no increase in zero-lift drag and that body fineness ratios of the order of 20 should be considered in the design of long-range supersonic aircraft. The zero-lift drag and the drag-due-to-lift parameter of the test configuration varied linearly with Mach number. The maximum lift-drag ratio was 7.0 at a Mach number of 1.25 and decreased slightly to a value of 6.6 at a Mach number of 1.81. The optimum lift coefficient, normal-force-curve slope, lateral-force-curve slope, static stability in pitch and yaw, time to damp to one-half amplitude in pitch and yaw, the sum of the rotary damping derivatives in pitch and also in yaw, and the static rolling derivatives all decreased with an increase in Mach number. Values of certain rolling derivatives were obtained by application of the least-squares method to the differential equation of rolling motion. A comparison of the experimental and calculated total rolling-moment-coefficient variation during transient oscillations of the model indicated good agreement when the damping-in-roll contribution was included with the static rolling-moment terms.

**Concorde Aug 26 2020** A new and boldly original history of the iconic aircraft, by the bestselling author of Spitfire: The Biography and Harrier.

**IUTAM Symposium on Combustion in Supersonic Flows Feb 24 2023** Proceedings of the IUTAM Symposium held in Poitiers, France, 2-6 October 1995

**Supersonic Feb 12 2022** This stylishly illustrated book looks back at the future of air travel and is as sleek and elegant as the Concorde aircraft it celebrates. When the first commercial Concorde zoomed off the runways in Paris and London in the late 1960s, crossing the Atlantic in just under three hours, they established a new standard for luxury flight. Powered by 38,000 pounds of thrust and easily recognizable with its delta wing and drooping nose, the Concorde jet embodied the pinnacle of aviation technology and industrial design. It quickly became the preferred mode of transatlantic flight for superstars and business moguls alike. Opening with a lively history of the jet and how it changed travel, the book focuses on the look and feel of the Concorde. Photos of the jet's evolving interiors show how the original, starkly designed cabin gave way to luxury seats and interiors designed by the likes of Sir Terence Conran and Andrée Putman. Filled with fascinating historical and technical background, and drawn from the author's personal collection of more than one thousand Concorde-related objects, this elegant book offers rarely seen historical photography and firsthand contributions from the people who helped create the Concorde experience from take-off to landing and beyond.

**An Exploratory Wind Tunnel Study of Supersonic Tip Vortices Feb 18 2020**

**Supersonic May 03 2021** 'An entertaining first-hand account of pure rock 'n' roll madness.' The Daily Telegraph 'Hundreds of exclusive photos and brilliant one-liners make for a sensational read.' the Sun 'We are the biggest band in Britain of all time, ever. The funny thing is, all that fucking mouthing off three years ago about how we were going to be the biggest band in the world - we actually went and did it.' Noel Gallagher Oasis are one of the biggest bands the world has ever seen. Here, in *Supersonic*, they tell the story of their beginnings from dive-bar hopefuls to global superstars. They themselves talk us through the pivotal moments in their phenomenal trajectory, from the day Noel Gallagher joined his brother Liam's band, through their first crucial five years culminating at their landmark gigs at Knebworth Park in 1996 - the pinnacle of their success. With over thirty hours of interviews with Liam, Noel and those closest to them, this book documents in unprecedented depth and with their trademark candour and humour, the story behind one of the world's greatest bands, all told in their own words and fully illustrated with exclusive photographs and ephemera throughout.

**The Generation and Radiation of Supersonic Jet Noise Nov 09 2021**

**Quantitative Supersonic Flow Visualization by Hydraulic Analogy Apr 02 2021**

**Three-dimensional Inviscid Flow about Supersonic Blunt Cones at Angle of Attack Aug 18 2022**

The solution for the steady three-dimensional inviscid flow about supersonic blunt cones at angle of attack is obtained by coupling a direct time-dependent solution for the subsonic portion of the shock layer with steady state numerical afterbody solution. An outline is given covering the coupling scheme and the use of the resulting Fortran computer code.

**Investigation of the Subsonic and Supersonic Release Characteristics of an Externally Carried Fuel**

**Tank from a 1/40-scale Model of a Bomber Airplane Oct 20 2022**

**Miles M.52 Jun 04 2021**

**Langley 9-inch Supersonic Tunnel Tests of Several Modifications of a Supersonic Missile Having Tandem Cruciform Lifting Surfaces Jun 23 2020**

***Commercial Supersonic Technology* May 15 2022** High-speed flight is a major technological challenge for both commercial and business aviation. As a first step in revitalizing efforts by the National Aeronautics and Space Administration (NASA) to achieve the technology objective of high-speed air travel, NASA requested the National Research Council (NRC) to conduct a study that would identify approaches for achieving breakthroughs in research and technology for commercial supersonic aircraft. **Commercial Supersonic Technology** documents the results of that effort. This report describes technical areas where ongoing work should be continued and new focused research initiated to enable operational deployment of an environmentally acceptable, economically viable commercial aircraft capable of sustained supersonic flight, including flight over land, at speeds up to approximately Mach 2 in the next 25 years or less.

***Computation of Supersonic Flow over Flying Configurations* Mar 21 2020** **Computation of Supersonic Flow over Flying Configurations** is a high-level aerospace reference book that will be useful for undergraduate and graduate students of engineering, applied mathematics and physics. The author provides solutions for three-dimensional compressible Navier-Stokes layer subsonic and supersonic flows. Computational work and experimental results show the real-world application of computational results Easy computation and visualization of inviscid and viscous aerodynamic characteristics of flying configurations Includes a fully optimized and integrated design for a proposed supersonic transport aircraft

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