



FEBRUARY 1975

THE
aeronautical
JOURNAL



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VOLUME 79
NUMBER 770
FEBRUARY 1975

THE **aeronautical**

*Incorporating The Institution of Aeronautical Engineers and
The Helicopter Association of Great Britain*

JOURNAL

Published Monthly

contents

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Tel: Lingfield (STD 0342)
832603.*

*Printed by
Lewes Press Ltd.,
Lewes, Sussex, England.*

*Subscriptions: £20 per annum,
post free.*

*Single copies, including back
numbers: £1.75.*

*Published by
The Royal Aeronautical Society,
4 Hamilton Place,
London W1V 0BQ, England.*

B. R. A. Burns

**FLY-BY-WIRE AND CONTROLLED CONFIGURED VEHICLES
—REWARDS AND RISKS**

51

J. L. Edwards

"BY THE APPLICATION OF POWER"

59

TECHNICAL NOTES

D. R. Smart and K. F. Gill

**Attitude control of a flexible space vehicle by means of a linear
state observer**

86

S. M. Fraser

**Calculation of Mach number from given turning angle in supersonic
isentropic flow**

95

Library Reviews, Additions and Reports

97

Cover picture:

The General Dynamics YF-16 single-engined lightweight fighter has been chosen by the USAF after an intensive ten-month flight evaluation programme at Edwards AFB. An eventual production order of 650 aircraft is expected, and it is now a contender for the NATO F-104 replacement contract.

Mr. Burns in his paper published in this issue examines the pros and cons of fly-by-wire and control configured vehicle systems from the aircraft designer's point of view and concludes that they should be approached as a porcupine approaches its mate—with enthusiasm, with anticipation, but with extreme caution.

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