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Letters to the Editor

Lawrence J. Truitt

Rigas Doganis

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LETTERS TO THE EDITOR

I was pleasantly surprised to see the new format of the Spring 1991 issue. It is clear that the *Journal* is making rapid progress in attaining the goal of becoming the mainstream refereed academic journal for the profession of aviation education and research! Although it may be a bit premature, perhaps you should consider publishing the *Journal* on a quarterly basis, with alternating issues devoted entirely to education and research issues respectively.

I want to express my congratulations on the efforts of you and your staff in a first rate publication for the field of aviation. I look forward to receiving each issue.

Regards,
Lawrence J. Truitt
Doctoral Assistant
Arizona State University
Scottsdale, Arizona

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I have just received some information about JAAER and was very impressed with the contents list of your first issues. We shall be taking out a subscription.

I was particularly interested in the article on the Impact of Deregulation on Airports in your first issue.

Yours sincerely,
Prof. Rigas Doganis
College of Aeronautics
Cranfield Institute of Technology
Cranfield Bedford, England

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I have admired, somewhat from afar, your efforts and success in getting the *Journal* established.

In my opinion, it fills a longstanding need of aviation professionals for a research journal which we can call "our own."

Sincerely,
Thomas Q. Carney
Professor and
Associate Department Head
School of Technology
Purdue University
West Lafayette, Indiana

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CORRECTION

In Volume 1, Issue Number 2, Fall 1990, on page 56, we inadvertently listed the author of Facing Issues in Aerospace Education as Jo Ann Eisenzimer, whereas the article was a co-authorship based on Dr. Victoria Duca's 1986 doctoral dissertation and her recent research for a National Science Foundation proposal. The authors should have been shown as:

**Victoria Duca
and Jo Ann Eisenzimer**

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Please, refer to Byington's article in the maiden issue of the *Journal*. In the article Byington suggested that one could make fuel savings by the application of various bank angles in engine out situations.

I have at my disposal the B737, B707 and BAC 1-11 operations manuals VOL 2. I have noticed

that these airplanes all have spoilers on the wings to augment roll control and to serve as speed brakes when deployed simultaneously. In these airplanes once the aileron is raised in a bank spoilers are automatically deployed. Thus it is suggested to keep wings level (in engine out situations) to maintain directional control. The recommended procedure is to apply rudder in the direction of bank as indicated in the ADI, until the wings are level such that the ball of the slip indicator is slightly off center. The pertinent section in the Flight Crew Training Manual (FCTM), B737, states: "Roll control (ailerons) should be used to hold the wings level . . . The rudder should be applied to approximately center the wheel."

Because spoilers induce more drag it might be better to keep the spoilers down and risk less drag from the slight off-center rudder. For light airplanes not having spoilers Byington's suggestions would hold. I would imagine that the benefits of spoilers under normal circumstances would greatly outweigh the desirability of removing them from wing designs for the sake of the very few occasions of engine out operations.

(References: B737 Operations Manual Vol 2, P 5-11, July 10, 1978; Code 18: B737 Flight Crew Training Manual P 2-25, Feb 29, 90 (Manual Flight); B707 Operations Manual Vol 2, P 13-10-08, Aug 15, 1977; Code 95)

Sincerely,
Captain P.A. Ikomi, Ph.D.
Nigeria, West Africa

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