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An experimental and theoretical investigation of the effects of planform on the supersonic aerodynamics of low-fineness-ratio multibody configurations has been conducted in the Langley Unitary Plan Wind Tunnel at Mach numbers of 1.60, 1.80, 2.00, and 2.16. Longitudinal and lateral-directional aerodynamic force and moment data and flow visualization photographs were obtained for three multibody configurations. In general, the data indicated that planform has a small effect on the

zero-lift drag of a multibody configuration. In contrast, the longitudinal aerodynamic data obtained at lifting conditions indicated that planform has a significant effect on the lift, pitching-moment, and drag-due-to-life characteristics of a multibody configuration. Although planform significantly affected the lateral-directional stability of the multibody configurations, the data did not uncover any unusual stability traits associated with the multibody configurations. 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 Scientific and technical aerospace reports (STAR) and International aerospace abstracts (IAA). PLEASE NOTE: THIS IS VOLUME 1 OF 2. YOU MUST PURCHASE BOTH BOOKS TO HAVE A COMPLETE SET. Developed as both an air superiority fighter and a long-range naval interceptor, Grumman's F-14 Tomcat was the U.S. Navy's primary fighter from 1974 until 2006. Over 700 were built. The F-14 flew its first combat missions shortly after its initial deployment in late 1974, flying in support of the American withdrawal from Saigon. In 1981 it drew first blood, as two F-14s from VF-41 downed two Libyan Su-22s. The plane compiled a notable combat record for the United States in both Gulf Wars and NATO actions in Bosnia. Planes sold to the Shah of Iran prior to his ouster remain the last F-14s in active service, as the U.S. Navy retired it in October 2006. This F-14 pilot's flight operating handbook was originally produced by the U.S. Navy. It has been slightly reformatted but is reproduced here in its entirety. It provides a fascinating view inside the cockpit of one of history's great planes. This groundbreaking book provides the first systematic comparison of America’s modern wars and why they were won or lost. John D. Caldwell uses the World War II victory as the historical benchmark for evaluating the success and failure of later conflicts. Unlike WWII, the Korean, Vietnam, and Iraqi Wars were limited, but they required enormous national commitments, produced no lasting victories, and generated bitter political controversies. Caldwell comprehensively examines these four wars through the lens of a strategic architecture to explain how and why their outcomes were so dramatically different. He defines a strategic architecture as an interlinked set of continually evolving policies, strategies, and operations by which combatant states work toward a desired end. Policy defines the high-level goals a nation seeks to achieve once it initiates a conflict or finds itself drawn into one. Policy makers direct a broad course of action and strive to control the initiative. When they make decisions, they have to respond to unforeseen conditions to guide and determine future decisions. Effective leaders are skilled at organizing constituencies they need to succeed and communicating to them convincingly. Strategy means employing whatever resources are available to achieve policy goals in situations that are dynamic as conflicts change quickly over time. Operations are the actions that occur when politicians, soldiers, and diplomats execute plans. A strategic architecture, Caldwell argues, is thus not a static blueprint but a dynamic

vision of how a state can succeed or fail in a conflict. 1. Altitude Starting Tests of a 1000-Pound-Thrust Solid-Propellant Rocket Document ID: 20050019243 Author: Sloop, John L.; Rollbuhler, R. James; Krawczonek, Eugene M. Abstract: Four solid-propellant rocket engines of nominal 1000-pound-thrust were tested for starting hide Publication Year: 1957 Document Type: Technical Report Report/Patent Number: NACA-RM-E57G29 Date Acquired: Jan 11, 2005 2. Analytical and experimental studies of spherical solid-propellant rocket motors Document ID: 19930089785 Author: Thibodaux, Joseph G , Jr; Swain, Robert L; Wright, George Abstract: No Abstract Available Publication Year: 1957 Report/Patent Number: NACA-RM-L57G12a Date Acquired: Sep 01, 1996 3. Design and evaluation of a turbojet-exhaust simulator with a solid-propellant rocket motor for free-flight research Document ID: 19930089701 Author: Leiss, Abraham Abstract: No Abstract Available Publication Year: 1957 Report/Patent Number: NACA-RM-L57E10a Date Acquired: Sep 01, 1996 4. Flight Performance of a 2.8 KS 8100 Cajun Solid-propellant Rocket Motor Document ID: 19930089581 Author: Lee, Dorothy B Abstract: No Abstract Available Publication Year: 1957 Report/Patent Number: NACA-RM-L56K01 Date Acquired: Sep 01, 1996 5. Flight Investigation of the Performance of a Two-stage Solid-propellant Nike-deacon (DAN) Meteorological Sounding Rocket Document ID: 19930084525 Author: Heitkotter, Robert H Abstract: A flight investigation of two Nike-Deacon (DAN) two-stage solid-propellant rocket vehicles indicated hide Publication Year: 1956 Report/Patent Number: NACA-TN-3739 Date Acquired: Sep 01, 1996 6. The Design of a Miniature Solid-propellant Rocket Document ID: 19930084361 Author: Heitkotter, Robert H Abstract: No Abstract Available Publication Year: 1956 Report/Patent Number: NACA-TN-3620 Date Acquired: Sep 01, 1996 7. Design and Evaluation of a Turbojet Exhaust Simulator, Utilizing a Solid-Propellant Rocket Motor, for use in Free-Flight Aerodynamic Research Models Document ID: 20050019463 Author: deMoraes, Carlos A.; Hagginbothom, William K., Jr.; Falanga, Ralph A. Abstract: A method has been developed for modifying a rocket motor so that its exhaust characteristics hide Publication Year: 1954 Document Type: Technical Report Report/Patent Number: NACA-RM-L54I15 Date Acquired: Jan 14, 2005 8. Some measurements of noise from three solid-fuel rocket engines Document ID: 19930084074 Author: Lassiter, Leslie W; Heikotter, Robert H Abstract: No Abstract Available Publication Year: 1954 Report/Patent Number: NACA-TN-3316 Date Acquired: Sep 01, 1996 9. Investigation of Vanes Immersed in the Jet of a Solid-fuel Rocket Motor Document ID: 19930087161 Author: Giladett, Leo V; Wineman, Andrew R Abstract: No Abstract Available Publication Year: 1952 Report/Patent Number: NACA-RM-L52F12 Date Acquired: Sep 01, 1996 10. An experimental investigation of the effect of high-pressure tailpipe length on the performance of solid-propellant motors for rocket-powered aircraft Document ID: 19930087092 Author:

Rodriguez, Charles J Abstract: No Abstract Available Publication Year: 1952 Report/Patent Number: NACA-RM-L52E12a Date Acquired: Sep 01, 1996 The US-designed and built McDonnell Douglas F/A-18 Hornet is one of the most important Fourth Generation fighters in the world. Its twin-engine, twin-tails (canted outwards) and leading edge root extensions make it one of the most recognisable fighters in operation. The latest version is the enlarged Super Hornet. It was controversial in being chosen as the replacement for the much loved F-14 Tomcat, but the truth is that it is a potent and fearsome fighter that boasts one of the most capable radars in service (it can operate in both air and ground modes near-simultaneously) and a weapons loadout that takes full advantage of it. The Super Hornet currently performs the bulk of the Western world's airstrikes on the nefarious terrorist group 'ISIS' in Iraq and Syria.Developed initially by Northrop as the P-530 Cobra in response to the US Air Force's Light Weight Fighter competition (winner: the General Dynamics F-16), the Hornet had a troubled start in life. Designated the YF-17 for the LWF fly-off in 1974, it failed to impress the Air Force. However, contractor McDonnell Douglas stepped in confident that it could be improved sufficiently to make it a contender for the US Navy's new fighter competition. McAir, as was often the case, were right. Redesigned and redesignated the F/A-18 (fighter/attack), it won the competition and entered service with the US Navy as a carrier-borne, multi-role fighter, marking the beginning of the Hornet's journey from Air Force 'reject' to 'king' of the US Navy's Fleet Defenders.