

Following the Roller Coaster

LAST year, I noted in this space that the funding cutbacks in propulsion-related research had affected both submittals to the *Journal of Propulsion and Power* and my personal employment. I also noted that the history of submittals to *JPP* had shown dips, followed by recovery.

I am happy to say the trend toward continued growth in last year's Editorial has continued. Personally, I am fortunate to have obtained an excellent position with an employee-oriented company, Science Applications International Corporation, where the short-term financial bottom line does not drive every Management decision. The overall funding picture for propulsion in the United States is still uncertain. However, the success of the recent AIAA Joint Propulsion Conference (over 1500 attendees, with over 120 foreign papers) indicates that there is still a strong worldwide research effort in the overall field of propulsion. This meeting was followed shortly by another strong meeting on Energy Conversion, which was followed in turn by one of the largest Electric Propulsion Conferences; this latter technology matures and nears readiness for application to several different aerospace missions.

Submittals to *JPP* have shown a similar turnaround. As this is written in October, there have been 10% more submittals thus far this year than there were in *all* of 1992. In addition, the rate of submittals shows no sign of dropping, and I expect that the total for 1993 will exceed the record set in 1991. Equally important, the overall quality of these papers appears to be improving; authors are waiting until research is completed before sending papers to be reviewed.

The job of Associate Editors during these roller-coaster times becomes even more difficult because of surges in the number of manuscripts to be processed, with accompanying problems in the selection of reviewers such that no volunteer is asked to handle more than can be expected. We are indeed fortunate to have had a strong group of Associate Editors representing *JPP* during such times.

As always, there are losses in the team of Associate Editors. Steve Heister has handled a wide range of papers dealing with Solid Rockets at the same time he is establishing a strong presence in the Propulsion Center at Purdue. Likewise, Peter Turchi has found that his duties at Ohio State and his summer research in New Mexico at the Phillips Laboratory, together with his service as Chairman of the Electric Propulsion Technical Committee, have made it necessary for him to decline additional manuscripts. I have found they represent the valuable qualities desired of effective Associate Editors and have enjoyed working with both of them. (As always, I intend to continue interacting with them in many technical activities.)

Despite these losses, there are offsetting gains for those who view *JPP* as a valuable resource. For instance, Vigor Yang has agreed to accept another three-year term handling papers dealing with a wide range of disciplines related to rockets and ramjets; he continues to provide valuable inputs in the form of manuscripts, as well. A real highlight for all of us was the agreement of Jim (and Marg) Youngmans to continue for another three years; Jim is the only "charter" member of the original *JPP* Editorial Board still on the masthead. He has been the AE on whom I could call with almost any paper dealing with gas turbine engines and their integration with airframes, and has been one of the busiest Editors during most of the history of *JPP*. In addition, he and Marg have been a real joy to work with; she always lets me know the status of every paper on a regular basis.

Other members of the Editorial staff have become active during the past year, and should be introduced. In the field of Electric Propulsion, Rod Burton (University of Illinois) stepped in on short notice when an appointee was unable to serve because of a change in job status, and hit the floor running in a manner which I anticipated from my knowledge

of him as a very active, intelligent, hard-working undergraduate. As the submittals increased in this field concomitant with the maturing of several research programs, Roger Myers (NASA Lewis) was added to the staff; these two have just been joined by John Brophy (JPL), following his success as the Chairman of the recent Electric Propulsion Conference. This triumvirate will allow for the treatment of all papers in Electric Propulsion by a specialist in the particular technology covered by the paper, and will ensure that the entire EP community is involved in the publication of papers describing all related fields. Their membership on the Electric Propulsion Technical Committee, under Peter Turchi's leadership, will play a key role in this effort.

In the fields of Advanced Propulsion, Detonation, etc., Joe Shepherd was forced to abbreviate his term when he left RPI to join Cal Tech. Luckily, Barry Butler (University of Iowa) has already moved in and taken over this slot in an exemplary manner over the past few months. Barry has already earned an enviable reputation as a result of professional contributions; I look forward to working with him further.

The responsibilities of Associate Editor for the field of Liquid Propulsion also grew beyond those which could be handled by one person, even one so capable as Chuck Merkle. Amazingly, Chuck agreed to extend his term! (Thanks for your continuing help and for your service as head of a NASA Center of Excellence, Chuck.) In order to allow for proper coverage of the field, the Liquid Propulsion TC recommended that two additional representatives cover the myriad experimental aspects of this field. Fortunately, I have known both of those suggested for some time, and am glad to be able to introduce them to the readers of *JPP*. Steve Fisher has a distinguished history in a wide range of combustion and hardware-related problems at Rockwell, while George Cox has comparable experience with Pratt & Whitney. Both will be able to contribute in fields as disparate as liquid rockets and supersonic combustion; I look forward to learning from both of them. Bob Frederick, an up-and-coming faculty member at the University of Alabama in Huntsville and an active member of both the Solid Rockets and Hybrid Rockets TCs, will step into Steve Heister's role. Their contacts with the AIAA technical community will prove valuable to all of us.

Luckily, the remainder of the *JPP* team is still in place. This includes Norma Brennan, Division Director (Journals), of the AIAA staff. Her importance to the readers of *all* of the AIAA journals continues to grow; I have never been able to express my gratitude to her sufficiently, and hope that those readers who do know Norma personally will take the opportunity to express their thanks. Jacqueline Dupree has taken over as Managing Editor. Ken Berlack, who has served as Production Editor, has now moved on to other responsibilities. I have relied on both Jacqueline and Ken to process accepted manuscripts in a manner which pleased all authors. Finally, Sheri Hudson is always there to handle myriad day-to-day problems. Authors should feel confident that their work will be handled expertly by these professionals at the Aerospace Center.

The one constant in this roller coaster is the confidence expressed by authors of manuscripts submitted to the *Journal of Propulsion and Power* in their choice of the *Journal* as the outlet for the results of their research. I wish to thank them for their continuing confidence in the abilities of *all* of the members of the Editorial Staff, both volunteer and paid. Finally, the archival journals could not continue to prosper without the aid of those who serve in an anonymous manner as Reviewers of all those manuscripts sent for publication. Their names are listed below; far more thanks are owed them.

R. H. Woodward Waesche
Editor-in-Chief