

**References**

<sup>1</sup>Ricketts, R.H. and Doggett, R.V., Jr., "Wind-Tunnel Experiments on Divergence of Forward-Swept Wings," NASA TP-1685, 1980.

<sup>2</sup>Whetstone, W.D., *EISI-EAL Engineering Analysis Reference Manual*, Engineering Information Systems, Inc., 1983.

<sup>3</sup>Desmarais, R.N. and Bennett, R.M., "User's Guide for a

Modular Flutter Analysis Software System (FAST Verion 1.0)," NASA TM-78720, 1978.

<sup>4</sup>Desmarais, R.N. and Bennett, R.M., "An Automated Procedure for Computing Flutter Eigenvalues," *Journal of Aircraft*, Vol. 11, Feb. 1974, pp. 75-80.

<sup>5</sup>Diederich, F.W. and Budiansky, B., "Divergence of Swept Wings," NACA TN-1680, 1948.

**Errata**

**In-Flight Flow Visualization of F-106B  
Leading-Edge Vortex Using the  
Vapor-Screen Technique**

J. E. Lamar,\* R. A. Bruce,†

J. D. Pride Jr.,‡ R. H. Smith,§ and P. W. Brown¶  
NASA Langley Research Center, Hampton, Virginia  
and

T. D. Johnson Jr.\*\*

PRC Kentron, Inc., Hampton, Virginia

[JA 25, pp. 113-120 (1988)]

THE following errors were made during the production of this paper:

Figure 10 should have been printed as it appears here:

Reference five should appear as follows:

<sup>5</sup>Fennell, L. J., "Vortex Breakdown—Some Observations in Flight on the HP 115 Aircraft," British A.R.C., U.K., R&M No. 3805, 1977.

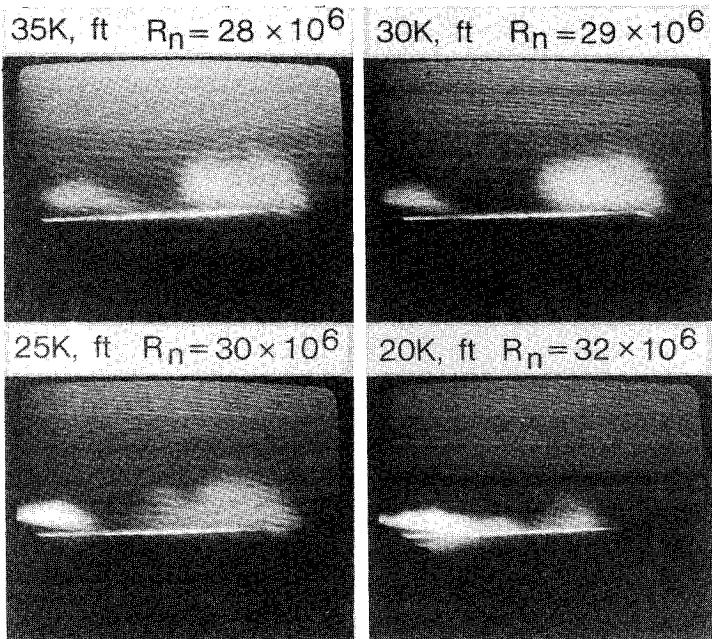


Fig. 10 Effect of Reynolds number on vortex system;  $\alpha \sim 18$  deg,  $\sim 1 = g$ , probe #6, slit width = 0.041 in.

The AIAA editorial staff regrets these errors and apologizes for any inconvenience.

**Notice to Subscribers**

We apologize that this issue was mailed to you late. As you may know, AIAA recently relocated its headquarters staff from New York, N.Y. to Washington, D.C., and this has caused some unavoidable disruption of staff operations. We will be able to make up some of the lost time each month and should be back to our normal schedule, with larger issues, in just a few months. In the meanwhile, we appreciate your patience.