



MINISTRY OF TECHNOLOGY

AERONAUTICAL RESEARCH COUNCIL
REPORTS AND MEMORANDA

Index of Reports and Memoranda
Published in the Annual Technical Reports
(1909 to 1957)

ROYAL AIR FORCE
BEDFORD.

LONDON
HER MAJESTY'S STATIONERY OFFICE
1968

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R. & M. No. 3555

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FOREWORD

THE purpose of this booklet is to provide a key to the spine number of the annual bound volume (Annual Technical Report) in which R. & M. (Reports and Memoranda) can be found. Supplementary information (*see* Tables 3 to 10) has been embodied to give a complete record of papers published by the Aeronautical Research Council between 1909 and 1957. The booklet will be revised periodically to include details of Annual Technical Reports published after 1957.

It should be noted that serial numbers (Spine Numbers) have been allotted consecutively to Annual Technical Reports commencing with Number 1 for the first volume (1909-1910). These serial numbers have been impressed on the spines of volumes from serial number 31 (1927-28) onwards. Librarians will find it advantageous to add the appropriate spine numbers (*see* Table 2) to previous volumes in their custody in order to complete the cross-referencing system displayed in the booklet.

During World War II (1939-1945) no R. & M. were published, but the Aeronautical Research Council endorsed many technical papers for publication after the cessation of hostilities. A variety of reasons precluded the incorporation of many of the accumulated R. & M. in their appropriate bound annual volumes when publication was resumed in 1945. To correct this deficiency it was decided to publish three "Special Volumes" (Spine Nos. 69, 70 and 71) containing only those R. & M. omitted from their respective Annual Technical Reports.

Many of the earlier R. & M. have been declared 'out of print' but photocopies can be supplied by H.M.S.O. on special request.

CONTENTS

	PAGE
TABLE 1.—Index of R. & M. numbers and their respective Annual Technical Report spine numbers	3
TABLE 2.—List of R. & M. numbers published in each Annual Technical Report (by year and spine number)	12
TABLE 3.—List of Monographs	20
TABLE 4.—R. & M. numbers allotted to Lists and Indexes	21
TABLE 5.—List of R. & M. published in pamphlet form but not subsequently included in Annual Technical Reports (up to 1938)	23
TABLE 6.—List of R. & M. numbers allotted to papers which were not subsequently printed in either pamphlet form or in Annual Technical Reports	24
TABLE 7.—List of R. & M. subsequently renumbered or included in Monographs	25
TABLE 8.—Reports of the Internal Combustion Engine Sub-Committee	25
TABLE 9.—Reports of the Light Alloys Sub-Committee	28
TABLE 10.—Spine numbers of Annual Technical Reports with H.M.S.O. Code numbers where available	29

TABLE 1

**Reports and Memoranda Numbers and the Spine Numbers of the
Annual Technical Reports (Bound Volumes)
in which they can be found**

A study of this Table reveals that in the early period of publication some R. & M. numbers were allotted to papers which were not subsequently published either in pamphlet form or in Annual Technical Reports.

An additional limited number of R. & M. appeared in pamphlet form only and were not afterwards included in Annual Technical Reports. A list of R. & M. in this category is contained in Table 5. It covers the period 1909 to 1938 (up to R. & M. 1863). These R. & M. numbers are indicated by a dash in Table 1.

Dashes in the body of Table 1 after R. & M. number 1863 will eventually be replaced by the spine numbers of the relevant Annual Technical Reports when revision of this pamphlet takes place periodically.

Method of Use.

The number of every tenth R. & M. is given in the left-hand vertical column of the Table. The intermediary R. & M. numbers are found by adding the appropriate figure (1 to 9) from the horizontal column at the head of the Table. To determine the position of a particular R. & M. in the Annual Technical Reports, take the next lower R. & M. number in the left-hand column; then look horizontally to the right to the column headed by the last figure of the R. & M. required. Read off the spine number (*see* "Foreword") from the Table.

EXAMPLE: Position of R. & M. 355 is required. Look for 350 in the left-hand column; then look horizontally to the right until under 5. Read off the number 10, which is the spine number of the Annual Technical Report containing R. & M. 355. Consultation with Table 2 shows that spine number 10 concerns the period 1917-1918.

Letters in the Table have the following significance:—

- | | |
|----------------------------------|--------------------------------------------------------------------------|
| I. Index. | S. Replaced by another R. & M. |
| L. List of 100 previous R. & Ms. | U. Unpublished. |
| M. Monograph. | — . Published separately but not included in an Annual Technical Report. |
| N. Incorporated in a Monograph. | |

	0	1	2	3	4	5	6	7	8	9
0		1	1	—	1	—	—	1	1	1
10	1	1	—	1	1	1	1	1	1	M
20	1	1	1	1	1	1	—	2	2	2
30	2	2	2	2	2	2	2	2	2	2
40	2	2	2	3	—	3	3	3	—	3
50	3	3	3	3	3	3	3	3	3	3
60	3	3	3	3	3	3	3	4	4	4
70	4	4	4	4	4	4	4	4	4	4
80	4	4	4	4	4	4	4	4	4	4
90	4	4	4	4	4	5	—	—	5	5

TABLE 1—*continued*

	0	1	2	3	4	5	6	7	8	9
100	5	5	5	5	5	5	5	5	5	5
110	5	5	5	—	5	5	5	5	5	5
120	5	5	5	5	U	5	5	5	5	5
130	5	5	5	5	5	U	5	5	5	5
140	5	—	5	5	5	5	M	6	6	6
150	6	6	6	6	6	6	6	6	6	6
160	6	6	U	U	6	6	6	U	U	U
170	U	6	6	6	6	6	6	6	6	6
180	6	6	6	6	6	6	6	7	7	7
190	7	7	7	7	7	7	7	7	7	7
200	7	7	7	7	7	7	7	7	7	7
210	7	7	7	7	7	7	7	7	7	7
220	7	7	—	7	7	7	7	7	7	7
230	7	7	7	7	7	U	7	7	7	7
240	7	7	7	8	8	8	M	8	8	8
250	8	8	8	8	8	8	8	8	8	8
260	S	8	8	8	8	8	9	S	9	9
270	U	9	9	S	U	9	9	9	U	9
280	9	9	9	9	9	9	U	9	U	9
290	U	—	U	9	U	9	9	8	9	9
300	9	—	8	9	9	8	9	8	9	9
310	9	10	U	9	8	9	8	9	9	8
320	9	U	8	8	11	9	8	8	8	9
330	10	11	10	12	12	U	U	U	10	U
340	S	U	U	12	11	10	12	10	10	9
350	12	12	—	9	—	10	—	—	12	12
360	15	10	11	12	12	12	10	12	12	—
370	10	11	—	12	11	10	11	10	10	11
380	12	10	—	—	—	11	12	—	10	12
390	11	10	12	11	10	12	12	S	S	12
400	11	11	11	12	—	12	9	9	11	11
410	12	11	12	11	10	10	10	10	10	10
420	11	11	14	10	10	—	11	11	10	11
430	12	10	10	10	10	12	12	12	11	10
440	10	11	11	12	11	15	12	15	11	10
450	13	14	11	14	11	11	13	13	14	—
460	14	15	11	14	14	13	—	—	14	14
470	11	11	15	15	11	14	14	14	13	13
480	15	13	13	15	14	14	14	15	14	U
490	12	14	11	11	11	U	14	10	9	12

TABLE 1—*continued*

	0	1	2	3	4	5	6	7	8	9
500	U	12	11	11	15	11	15	12	U	12
510	12	15	13	12	12	10	12	12	12	15
520	11	12	10	U	U	15	U	12	12	U
530	U	12	11	U	12	—	U	13	U	12
540	14	13	13	14	14	15	13	14	—	13
550	13	14	14	15	15	13	15	13	15	13
560	14	13	13	10	13	14	14	15	15	15
570	14	13	14	15	13	13	17	14	13	13
580	13	—	15	15	15	15	M	13	14	13
590	13	14	14	13	14	13	14	13	13	13
600	13	13	13	14	13	14	15	13	14	16
610	17	—	13	13	15	16	16	17	17	16
620	14	15	15	13	14	13	14	17	—	11
630	15	18	—	16	16	17	17	17	17	17
640	16	17	17	17	16	17	18	16	18	16
650	L	16	16	16	16	17	16	16	16	17
660	—	16	19	17	17	16	17	17	16	17
670	17	16	17	17	16	16	19	18	19	18
680	19	20	19	19	19	19	19	19	19	18
690	—	19	—	16	19	18	18	19	18	19
700	U	19	19	19	19	18	18	19	19	18
710	18	18	17	18	18	18	18	20	18	19
720	16	19	19	18	19	19	19	19	18	18
730	20	21	18	18	19	19	18	18	19	19
740	19	21	19	21	21	20	19	19	22	22
750	L	22	20	21	20	21	21	19	19	19
760	20	20	21	21	22	20	20	20	—	21
770	21	21	20	20	20	22	21	21	21	22
780	22	22	22	—	21	21	20	20	20	24
790	21	24	24	24	22	21	21	23	24	22
800	22	22	22	24	20	20	23	24	22	20
810	24	22	22	22	22	22	20	20	20	24
820	24	24	23	23	23	23	23	22	23	23
830	23	25	24	23	23	23	23	23	24	24
840	24	24	24	24	23	24	25	23	23	23
850	L	23	26	24	25	23	23	23	23	26
860	26	25	25	26	28	25	25	25	26	25
870	25	25	25	26	26	26	26	26	26	26
880	26	25	25	25	25	25	25	25	25	25
890	26	25	25	25	26	26	26	26	26	26

TABLE 1—*continued*

	0	1	2	3	4	5	6	7	8	9
900	26	25	26	25	28	28	28	26	27	27
910	27	27	28	28	27	27	27	28	—	28
920	28	28	28	28	27	28	27	27	27	27
930	27	28	27	27	28	27	27	27	27	27
940	28	28	27	27	27	27	27	27	28	27
950	L	29	28	28	29	28	28	28	27	28
960	28	28	28	27	27	27	27	29	27	27
970	28	29	29	29	29	29	29	29	29	29
980	29	29	29	29	29	29	29	29	29	29
990	29	29	29	29	29	29	29	29	29	29
1000	29	M	29	29	29	29	29	29	29	29
1010	29	29	29	29	29	29	29	29	29	29
1020	29	29	29	29	29	29	29	29	29	30
1030	30	30	30	30	30	30	30	30	30	30
1040	30	30	30	30	30	30	30	30	30	30
1050	L	30	30	30	30	30	30	30	30	30
1060	30	30	30	30	30	30	30	30	30	30
1070	30	30	30	30	30	30	30	30	30	30
1080	30	32	30	30	30	30	31	31	32	32
1090	32	31	32	32	32	31	31	31	31	32
1100	31	32	32	31	31	32	31	32	32	32
1110	32	32	31	32	31	31	32	31	32	32
1120	31	32	31	31	31	32	32	32	32	32
1130	31	32	31	31	31	31	32	31	32	31
1140	31	32	32	31	32	32	31	31	32	31
1150	L	33	32	33	33	M	33	33	33	33
1160	33	34	33	34	33	34	33	33	33	33
1170	34	33	33	33	33	33	33	N	33	33
1180	33	34	34	34	34	34	34	34	34	34
1190	34	34	34	34	33	33	33	33	33	33
1200	35	34	33	35	34	34	33	N	34	34
1210	33	34	33	34	34	33	34	N	33	34
1220	34	34	36	33	33	34	33	N	34	34
1230	33	33	34	34	33	34	34	N	35	35
1240	36	35	36	35	36	36	35	N	36	36
1250	L	36	35	36	35	M	35	35	35	36
1260	36	36	36	36	36	36	36	35	35	35
1270	36	35	35	36	35	35	35	36	38	35
1280	35	N	35	35	35	36	36	36	35	36
1290	35	35	36	35	36	35	N	N	N	N

TABLE 1—*continued*

	0	1	2	3	4	5	6	7	8	9
1300	M	40	35	36	44	36	36	35	36	35
1310	36	N	36	35	35	37	35	35	36	35
1320	36	36	36	36	36	36	36	35	36	38
1330	38	38	38	36	37	37	38	38	38	37
1340	38	38	37	37	37	38	38	37	38	37
1350	L	37	37	37	38	38	38	37	39	37
1360	38	38	38	38	38	38	37	38	37	37
1370	37	38	38	37	38	38	38	39	39	38
1380	39	37	37	37	38	38	38	38	38	37
1390	38	37	38	38	37	37	37	37	40	39
1400	39	39	39	40	40	40	39	39	39	39
1410	39	39	39	39	39	40	40	39	40	40
1420	40	40	42	40	40	40	40	39	39	39
1430	40	40	40	40	40	40	40	40	39	40
1440	40	39	40	40	40	39	40	39	39	40
1450	L	41	41	41	44	41	41	41	41	41
1460	42	42	42	41	41	42	41	41	41	41
1470	41	41	41	41	41	41	42	42	42	41
1480	M	42	42	41	42	42	42	42	42	41
1490	42	42	42	42	42	41	41	41	42	42
1500	41	42	41	42	41	41	42	42	42	42
1510	41	41	41	42	42	42	41	42	41	42
1520	41	43	43	42	42	42	42	41	42	42
1530	41	41	41	42	42	42	44	44	44	43
1540	43	43	44	43	43	44	44	45	43	44
1550	L	44	43	44	44	43	43	44	44	43
1560	43	43	44	44	43	44	M	44	44	43
1570	44	44	44	46	44	M	43	43	43	44
1580	43	44	43	43	43	43	44	43	43	44
1590	45	46	46	46	45	46	46	45	45	45
1600	I	45	47	45	45	45	46	45	46	45
1610	46	46	46	46	45	46	46	46	45	46
1620	46	46	45	45	45	45	46	S	46	46
1630	46	45	45	46	45	45	45	46	46	45
1640	45	46	45	46	45	46	46	46	45	46
1650	L	47	48	48	47	47	48	48	48	47
1660	47	47	48	47	47	47	47	48	48	48
1670	48	48	48	47	47	47S	48	47	47	48
1680	48	47	47	48	47	48	48	47	47	47
1690	48	49	47	48	48	48	48	50	50	M

TABLE 1—*continued*

	0	1	2	3	4	5	6	7	8	9
1700	I	50	50	50	50	50	49	50	49	49
1710		49	50	50	50	49	49	49	50	49
1720		50	49	49	49	50	49	50	50	49
1730		50	50	50	50	50	49	50	49	49
1740		50	50	49	50	50	49	50	50	50
1750	L	50	50	50	49	50	52	52	51	51
1760		52	52	52	51	52	51	51	52	51
1770		52	51	51	52	52	52	52	52	52
1780		52	52	51	52	52	51	52	51	51
1790		52	52	51	52	52	51	52	51	51
1800		53	52	52	51	51	52	52	51	51
1810		51	51	54	51	51	52	51	52	52
1820		51	51	52	52	52	54	51	52	54
1830		54	54	53	54	54	53	54	54	54
1840		54	54	53	53	53	54	53	54	53
1850	L	54	53	54	53	53	54	54	53	53
1860		54	54	54	53	56	55	55	—	56
1870		55	56	56	55	55	55	56	55	56
1880		56	55	55	55	55	57	57	56	57
1890		57	58	57	58	58	59	58	55	60
1900		57	62	59	59	62	60	60	60	61
1910		61	64	62	61	63	62	64	57	55
1920		57	56	58	62	64	58	60	64	63
1930		63	58	56	63	56	57	57	55	58
1940		57	57	58	58	62	58	58	58	62
1950	L	56	56	60	57	56	60	55	58	59
1960		58	56	57	57	62	62	56	62	64
1970		56	57	62	55	63	61	56	59	58
1980		62	62	67	62	68	62	59	58	58
1990		62	58	63	56	58	58	61	59	64
2000	M	63	63	65	61	64	64	63	59	56
2010		60	59	62	65	68	68	68	63	55
2020		66	58	66	61	57	57	65	64	59
2030		61	65	67	61	62	66	66	63	58
2040		59	67	67	58	61	59	56	62	66
2050	L	66	59	57	59	59	59	61	72	63
2060		62	58	64	60	68	65	61	60	66
2070		58	61	62	62	62	60	56	59	68
2080		58	58	64	61	58	62	73	66	63
2090		63	63	63	61	58	59	63	67	57

TABLE 1—*continued*

	0	1	2	3	4	5	6	7	8	9
2100	58	63	61	67	65	65	63	65	72	55
2110	58	65	65	63	68	68	55	65	60	62
2120	61	64	—	68	68	68	68	63	56	68
2130	63	67	56	63	68	68	68	68	58	64
2140	67	65	61	74	64	61	66	67	63	65
2150	L	65	65	67	74	74	67	67	67	65
2160	65	59	65	68	63	59	65	65	62	64
2170	65	74	74	74	68	67	65	72	67	61
2180	55	72	68	65	58	61	65	55	76	64
2190	60	68	77	63	73	61	63	65	73	67
2200	67	63	76	66	65	67	72	73	68	59
2210	60	59	59	62	57	57	66	66	66	66
2220	66	68	M	68	56	72	67	63	61	59
2230	72	67	73	58	67	57	63	63	73	72
2240	67	72	72	72	72	56	57	56	65	69
2250	L	63	69	72	—	72	66	55	55	68
2260	73	65	60	69	66	68	72	72	73	68
2270	73	—	68	72	67	69	65	72	74	66
2280	66	74	67	67	67	67	74	72	65	67
2290	67	67	65	72	66	65	60	69	72	64
2300	M	72	67	69	74	69	67	64	65	67
2310	69	64	57	67	69	63	68	74	69	63
2320	60	72	67	M	69	64	69	77	65	73
2330	72	74	69	74	67	64	64	72	72	72
2340	73	73	65	73	68	73	72	76	69	69
2350	L	73	73	72	66	75	75	73	73	72
2360	73	69	64	64	75	72	73	77	65	69
2370	74	74	69	67	73	65	73	69	74	69
2380	—	69	69	72	72	74	69	67	73	74
2390	68	66	74	64	72	69	74	73	74	75
2400	69	72	73	69	66	74	69	77	68	75
2410	75	67	72	65	73	68	74	78	73	72
2420	72	72	66	74	68	63	69	70	70	64
2430	70	73	81	70	70	64	80	63	70	70
2440	76	75	75	75	67	73	73	77	M	63
2450	L	70	70	70	70	63	63	70	75	70
2460	75	75	—	74	72	70	77	74	65	72
2470	72	73	76	73	76	72	75	70	63	70
2480	64	72	75	72	64	75	70	66	76	72
2490	76	70	M	73	75	76	75	76	M	72

TABLE 1—*continued*

	0	1	2	3	4	5	6	7	8	9
2500	75	72	73	68	66	78	70	70	70	78
2510	70	72	65	74	72	76	70	70	72	72
2520	71	76	M	70	72	74	70	64	73	71
2530	68	68	77	64	70	66	73	72	75	67
2540	77	70	74	76	70	70	72	70	72	75
2550	L	70	64	70	77	71	75	77	71	73
2560	M	71	71	78	76	—	71	77	77	71
2570	I	71	77	—	77	65	71	77	64	74
2580	75	—	75	71	71	77	71	75	77	75
2590	72	75	75	77	75	66	77	77	67	71
2600	I	68	77	71	71	71	71	71	71	71
2610	73	75	75	77	71	77	77	75	71	75
2620	77	75	76	76	75	75	76	M	77	78
2630	78	77	79	77	78	80	78	73	M	78
2640	78	78	82	65	77	77	77	77	71	71
2650	L	75	77	80	77	77	76	82	74	80
2660	77	78	80	77	78	79	77	78	77	77
2670	78	78	78	76	64	64	71	71	77	75
2680	75	80	71	75	74	79	77	78	74	77
2690	78	79	75	81	77	80	77	79	71	80
2700	79	78	78	80	M	77	78	80	65	78
2710	75	63	81	75	77	75	75	79	74	71
2720	77	77	—	71	78	79	79	81	79	78
2730	83	79	71	82	80	78	80	82	81	71
2740	79	79	81	79	78	83	80	85	80	84
2750	L	81	77	81	83	83	80	82	80	80
2760	79	82	82	81	80	81	80	71	82	82
2770	76	79	75	81	82	80	77	81	80	84
2780	82	80	82	84	82	79	81	81	82	76
2790	80	77	79	81	81	81	82	85	82	83
2800	81	82	83	74	80	76	76	85	81	84
2810	80	81	82	80	81	82	78	75	72	79
2820	81	79	74	85	82	82	82	71	80	84
2830	71	83	77	89	82	81	72	83	87	82
2840	71	84	84	76	79	86	85	84	85	81
2850	L	84	71	77	82	84	—	83	84	82
2860	82	85	78	84	84	84	85	85	71	82
2870	85	77	84	87	87	84	86	83	87	85
2880	86	85	84	81	81	86	86	84	84	86
2890	85	85	—	82	77	86	82	84	87	87

TABLE 1—continued

	0	1	2	3	4	5	6	7	8	9
2900	86	80	86	83	83	85	M	85	88	84
2910	84	87	80	87	71	86	—	M	88	87
2920	86	89	89	89	86	89	86	88	88	85
2930	86	87	89	88	87	86	—	89	88	71
2940	87	85	87	89	85	89	86	88	88	89
2950	L	87	71	90	87	85	86	90	90	90
2960	90	90	88	87	85	90	88	87	86	88
2970	89	89	89	85	85	90	89	90	89	92
2980	90	82	83	89	86	88	90	89	90	90
2990	90	90	90	90	91	86	87	87	90	87
3000	84	91	90	90	91	92	92	87	91	87
3010	92	92	90	92	90	83	90	92	92	83
3020	90	92	—	91	90	92	91	91	93	92
3030	87	92	91	89	93	88	93	91	89	93
3040	92	92	91	90	92	91	92	93	93	88
3050	L	93	91	93	93	93	92	92	93	92
3060	93	93	83	93	93	92	95	91	93	93
3070	91	92	93	87	93	93	95	95	91	91
3080	93	93	93	91	87	92	88	93	—	92
3090	94	94	94	94	90	M	89	94	94	M
3100	94	89	91	93	95	95	94	94	91	91
3110	85	86	85	95	95	94	94	85	84	—
3120	94	95	94	95	95	—	—	85	94	94
3130	91	95	94	95	94	—	—	—	94	88
3140	—	89	93	93	—	94	—	—	—	—
3150	L	87	—	—	95	—	—	91	—	—
3160	—	—	—	95	—	88	93	—	—	93
3170	95	—	—	—	95	—	—	—	—	—
3180	—	—	95	95	95	—	—	—	88	95
3190	91	—	91	—	—	—	—	—	—	—
3200	—	—	—	—	93	—	93	—	91	91
3210	92	—	—	—	—	—	—	—	—	—
3220	—	—	—	—	—	—	—	—	—	—
3230	—	92	—	—	—	—	—	—	—	—
3240	—	—	—	—	—	—	—	—	—	—
3250	L	—	—	—	—	—	—	—	—	—
3260	—	89	—	—	—	—	—	—	—	95
3270	—	—	—	—	—	—	—	—	—	—
3280	—	—	—	—	95	—	—	—	—	94
3290	—	94	—	—	—	—	—	—	—	—

TABLE 2

**List of R. & M. Numbers contained in each volume of the
Annual Technical Reports (by year, volume and spine number)**

1, 2, 4, 7-11, 13-18, 20-25	(1) 1909-1910
27-42	(2) 1910-1911
43, 45-47, 49-66	(3) 1911-1912
67-94	(4) 1912-1913
95, 98-112, 114-123, 125-134, 136-140, 142-145	(5) 1913-1914
147-161, 164-166, 171-186	(6) 1914-1915
187-221, 223-234, 236-242	(7) 1915-1916
	1916-1917
(8) Vol. 1. 243-245, 247-259, 261-265, 297, 302, 305, 307, 314, 316, 319, 322, 323, 326, 327, 328	
(9) Vol. 2. 266, 268, 269, 271, 272, 275-277, 279-285, 287, 289, 293, 295, 296, 298-300, 303, 304, 306, 308-310, 313, 315, 317, 318, 320, 325, 329, 349, 353, 406, 407, 498	
	1917-1918
(10) Vol. 1. 311, 330, 332, 338, 345, 347, 348, 355, 361, 366, 370, 375, 377, 378, 381, 388, 391, 394, 414, 415-419, 423, 424, 428, 431-434, 439, 440, 449, 497, 515, 522, 563	
(11) Vol. 2. 324, 331, 344, 362, 371, 374, 376, 379, 385, 390, 393, 400-402, 408, 409, 411, 413, 420, 421, 426, 427, 429, 438, 441, 442, 444, 448, 452, 454, 455, 462, 470, 471, 474, 492-494, 502, 503, 505, 520, 532	
(12) Vol. 3. 333, 334, 343, 346, 350, 351, 358, 359, 363-365, 367, 368, 373, 380, 386, 389, 392, 395, 396, 399, 403, 405, 410, 412, 430, 435-437, 443, 446, 490, 499, 501, 507, 509, 510, 513, 514, 516-518, 521, 527, 528, 531, 534, 539	

TABLE 2—*continued*

1918–1919

(13) Vol. 1.

450, 456, 457, 465, 478, 479, 481, 482, 512, 537, 541, 542, 546, 549, 550, 555, 557, 559, 561, 562, 564, 571, 574, 575, 578–580, 587, 589, 590, 593, 595, 597–602, 604, 607, 612, 613, 623, 625

(14) Vol. 2.

422, 451, 453, 458, 460, 463, 464, 468, 469, 475–477, 484–486, 488, 491, 496, 540, 543, 544, 547, 551, 552, 560, 565, 566, 570, 572, 577, 588, 591, 592, 594, 596, 603, 605, 608, 620, 624, 626, 629

(15) Vol. 3.

360, 445, 447, 461, 472, 473, 480, 483, 487, 504, 506, 511, 519, 525, 545, 553, 554, 556, 558, 567–569, 573, 582–585, 606, 614, 621, 622, 630

1919–1920

(16) Vol. 1.

609, 615, 616, 619, 633, 634, 640, 644, 647, 649, 651, 652–654, 656–658, 661, 665, 668, 671, 674, 675, 693, 720

(17) Vol. 2.

576, 610, 617, 618, 627, 635–639, 641–643, 645, 655, 659, 663, 664, 666, 667, 669, 670, 672, 673, 712

1920–1921

(18) Vol. 1.

631, 646, 648, 677, 679, 689, 695, 696, 698, 705, 706, 709–711, 713–716, 718, 723, 728, 729, 732, 733, 736, 737

(19) Vol. 2.

662, 676, 678, 680, 682–688, 691, 694, 697, 699, 701–704, 707, 708, 719, 721, 722, 724–727, 734, 735, 738–740, 742, 746, 747, 757, 758, 759

1921–1922

(20) Vol. 1.

681, 717, 730, 745, 752, 754, 760, 761, 765–767, 772–774, 786–788, 804, 805, 809, 816–818

(21) Vol. 2.

731, 741, 743, 744, 753, 755, 756, 762, 763, 769–771, 776–778, 784, 785, 790, 795, 796

(22) Vol. 3.

748, 749, 751, 764, 775, 779–782, 794, 799–802, 808, 811, 812–815, 827

1922–1923

(23) Vol. 1.

797, 806, 822–826, 828–830, 833–837, 844, 847–849, 851, 855–858

(24) Vol. 2.

789, 791, 792, 798, 803, 807, 810, 819–821, 832, 838–843, 845, 853

TABLE 2—*continued*

1923–1924

(25) Vol. 1.

831, 846, 854, 861, 862, 865–867, 869–872, 881–889, 891–893, 901, 903

(26) Vol. 2.

852, 859, 860, 863, 868, 873–880, 890, 894–900, 902, 907

1924–1925

(27) Vol. 1.

908–911, 914–916, 924, 926–930, 932, 933, 935–939, 942–947, 949, 958, 963–966, 968, 969

(28) Vol. 2.

864, 904–906, 912, 913, 917, 919–923, 925, 931, 934, 940, 941, 948, 952, 953, 955–957, 959–962, 970

(29) 1925–1926

951, 954, 967, 971–1000, 1002–1028

(30) 1926–1927

1029–1049, 1051–1080, 1082–1085

1927–1928

(31) Vol. 1.

1086, 1087, 1091, 1095–1098, 1100, 1103, 1104, 1106, 1112, 1114, 1115, 1117, 1120, 1122–1124, 1130, 1132–1135, 1137, 1139, 1140, 1143, 1146, 1147, 1149

(32) Vol. 2.

1081, 1088–1090, 1092–1094, 1099, 1101, 1102, 1105, 1107–1111, 1113, 1116, 1118, 1119, 1121, 1125–1129, 1131, 1136, 1138, 1141, 1142, 1144, 1145, 1148, 1152

1928–1929

(33) Vol. 1.

1151, 1153, 1154, 1156–1160, 1162, 1164, 1166–1169, 1171–1176, 1178–1180, 1194–1199, 1202, 1206, 1210, 1212, 1215, 1218, 1223, 1224, 1226, 1230, 1231, 1234

(34) Vol. 2.

1161, 1163, 1165, 1170, 1181–1193, 1201, 1204, 1205, 1208, 1209, 1211, 1213, 1214, 1216, 1219–1221, 1228, 1229, 1232, 1233, 1235, 1236

1929–1930

(35) Vol. 1.

1200, 1203, 1238, 1239, 1241, 1243, 1246, 1252, 1254, 1256–1258, 1267–1269, 1271, 1272, 1274–1276, 1279, 1280, 1282–1284, 1288, 1290, 1291, 1293, 1295, 1302, 1307, 1309, 1313, 1314, 1316, 1317, 1319, 1327

(36) Vol. 2.

1222, 1240, 1242, 1244, 1245, 1248, 1249, 1251, 1253, 1259–1266, 1270, 1273, 1277, 1285–1287, 1289, 1292, 1294, 1303, 1305, 1306, 1308, 1310, 1312, 1318, 1320–1326, 1328, 1333

TABLE 2—*continued*

1930–1931

(37) Vol. 1.

1315, 1334, 1335, 1339, 1342–1344, 1347, 1349, 1351–1353, 1357, 1359, 1366, 1368–1370, 1373, 1381–1383, 1389, 1391, 1394–1397

(38) Vol. 2.

1278, 1329–1332, 1336–1338, 1340, 1341, 1345, 1346, 1348, 1354–1356, 1360, 1361–1365, 1367, 1371, 1372, 1374–1376, 1379, 1384–1388, 1390, 1392, 1393

1931–1932

(39) Vol. 1.

1358, 1377, 1378, 1380, 1399–1402, 1406–1414, 1417, 1427–1429, 1438, 1441, 1445, 1447, 1448

(40) Vol. 2.

1301, 1398, 1403–1405, 1415, 1416, 1418–1421, 1423–1426, 1430–1437, 1439, 1440, 1442–1444, 1446, 1449

1932–1933

(41) Vol. 1.

1451–1453, 1455–1459, 1463, 1464, 1466–1475, 1479, 1483, 1489, 1495–1497, 1500, 1502, 1504, 1505, 1510–1512, 1516, 1518, 1520, 1527, 1530–1532

(42) Vol. 2.

1422, 1460–1462, 1465, 1476–1478, 1481, 1482, 1484–1488, 1490–1494, 1498, 1499, 1501, 1503, 1506–1509, 1513–1515, 1517, 1519, 1523–1526, 1528, 1529, 1533–1535

1933–1934

(43) Vol. 1.

1521, 1522, 1539–1541, 1543, 1544, 1548, 1552, 1555, 1556, 1559–1561, 1564, 1569, 1576–1578, 1580, 1582–1585, 1587, 1588

(44) Vol. 2.

1304, 1454, 1536–1538, 1542, 1545, 1546, 1549, 1551, 1553, 1554, 1557, 1558, 1562, 1563, 1565, 1567, 1568, 1570–1572, 1574, 1579, 1581, 1586, 1589

1934–1935

(45) Vol. 1.

1609, 1614, 1618, 1622–1625, 1631, 1632, 1634–1636, 1639, 1640, 1642, 1644, 1648

(46) Vol. 2.

1608, 1610–1613, 1615–1617, 1619–1621, 1626, 1628–1630, 1633, 1637, 1638, 1641, 1643, 1645–1647, 1649

1935–1936

(47) Vol. 1.

1602, 1651, 1654, 1655, 1659–1661, 1663–1666, 1673–1675, 1677, 1678, 1681, 1682, 1684, 1687–1689, 1692

(48) Vol. 2.

1652, 1653, 1656–1658, 1662, 1667–1672, 1676, 1679, 1680, 1683, 1685, 1686, 1690, 1693–1696

TABLE 2—*continued*

1936

(49) Vol. 1.

1691, 1706, 1708–1710, 1714–1717, 1719, 1721–1723, 1725, 1726, 1729, 1736, 1738, 1739, 1742, 1745, 1746, 1754

(50) Vol. 2.

1697, 1698, 1701–1705, 1707, 1711–1713, 1718, 1720, 1724, 1727, 1728, 1730–1735, 1737, 1740, 1741, 1743, 1744, 1747–1749, 1751–1753, 1755

1937

(51) Vol. 1.

1758, 1759, 1763, 1765–1767, 1769, 1771, 1772, 1782, 1786, 1788, 1789, 1792, 1795, 1797–1799, 1803, 1804, 1808, 1809–1811, 1813, 1814, 1816, 1817, 1820, 1821, 1826

(52) Vol. 2.

1756, 1757, 1760–1762, 1764, 1768, 1770, 1773–1781, 1783–1785, 1787, 1790, 1791, 1793, 1794, 1796, 1801, 1802, 1805–1807, 1815, 1818, 1819, 1822–1824, 1827, 1828

1938

(53) Vol. 1.

1800, 1832, 1835, 1838, 1842–1844, 1846, 1849, 1852, 1854, 1855, 1858, 1859, 1863

(54) Vol. 2.

1812, 1825, 1829–1831, 1833, 1834, 1836, 1837, 1839–1841, 1845, 1847, 1848, 1851, 1853, 1856, 1857, 1860–1862

1939

(55) Vol. 1.

1865–1867, 1870, 1873–1876, 1878, 1881–1884, 1898, 1919, 1937, 1938, 1957, 1973, 2018, 2109, 2116, 2180, 2257, 2258

(56) Vol. 1.

1864, 1869, 1871, 1872, 1877, 1879, 1880, 1888, 1921, 1932, 1934, 1951, 1952, 1961, 1966, 1970, 1976, 1993, 2009, 2019, 2046, 2076, 2098, 2128, 2132, 2224, 2225, 2247

(57) 1940

1885–1887, 1889, 1890, 1892, 1900, 1917, 1918, 1920, 1928, 1935, 1936, 1940, 1941, 1954, 1962, 1963, 1971, 2024, 2025, 2053, 2099, 2214, 2215, 2235, 2246, 2312

(58) 1941

1891, 1893–1895, 1897, 1922, 1925, 1931, 1939, 1942, 1943, 1945–1948, 1958, 1960, 1979, 1987–1989, 1991, 1994, 1995, 2021, 2039, 2043, 2061, 2070, 2080, 2081, 2084, 2094, 2100, 2110, 2138, 2184, 2233

1942

(59) Vol. 1.

1896, 1902, 1903, 1959, 1977, 1986, 1997, 2008, 2011, 2029, 2040, 2045, 2052, 2054–2056, 2068, 2077, 2088, 2095, 2161, 2165, 2209, 2211, 2212, 2229

(60) Vol. 2.

1899, 1905–1908, 1926, 1953, 1956, 2010, 2063, 2067, 2075, 2118, 2190, 2210, 2262, 2296, 2320

TABLE 2—*continued*

1943

(61) Vol. 1.

1909, 1910, 1913, 1975, 1996, 1998, 2004, 2023, 2030, 2033, 2044, 2057, 2066, 2071, 2083, 2093, 2102, 2120, 2142, 2145, 2179, 2185, 2195, 2228

(63) Vol. 2.

1901, 1904, 1912, 1915, 1923, 1944, 1949, 1964, 1965, 1967, 1972, 1980, 1981, 1983, 1985, 1990, 2012, 2034, 2047, 2048, 2060, 2072–2074, 2078, 2085, 2119, 2168, 2213

1944

(63) Vol. 1.

1914, 1929, 1930, 1933, 1968, 1974, 1978, 1992, 2001, 2002, 2007, 2017, 2037, 2059, 2089–2092, 2096, 2101, 2106, 2113, 2127, 2130, 2133, 2148, 2164, 2193, 2196, 2201, 2227, 2236, 2237, 2251, 2315, 2319, 2425, 2437, 2449, 2455, 2456, 2478, 2711

(64) Vol. 2.

1911, 1916, 1924, 1927, 1969, 1999, 2005, 2006, 2027, 2028, 2038, 2062, 2082, 2121, 2139, 2144, 2169, 2189, 2307, 2311, 2325, 2335, 2336, 2362, 2363, 2393, 2429, 2435, 2480, 2484, 2527, 2533, 2552, 2578, 2674, 2675

1945

(65) Vol. 1.

2003, 2013, 2026, 2031, 2065, 2104, 2105, 2107, 2111, 2112, 2117, 2141, 2149, 2151, 2152, 2159, 2160, 2162, 2166, 2167, 2170, 2176, 2183, 2186, 2197, 2204, 2248, 2261, 2276, 2288, 2292, 2295, 2308, 2328, 2342, 2368, 2375, 2413, 2468, 2512, 2575, 2643, 2708

(66) Vol. 2.

2020, 2022, 2035, 2036, 2049, 2051, 2069, 2087, 2146, 2203, 2216–2220, 2256, 2264, 2279, 2280, 2294, 2354, 2391, 2404, 2422, 2487, 2504, 2535, 2595

(67) Vol. 3.

1982, 2032, 2041, 2042, 2097, 2103, 2131, 2140, 2147, 2153, 2156–2158, 2175, 2178, 2199, 2200, 2205, 2226, 2231, 2234, 2240, 2274, 2282, 2283–2285, 2289–2291, 2302, 2306, 2309, 2313, 2322, 2334, 2373, 2387, 2411, 2444, 2539, 2598

(68) Vol. 4.

1984, 2014–2016, 2064, 2079, 2114, 2115, 2123–2126, 2129, 2134–2137, 2163, 2174, 2182, 2191, 2208, 2221, 2223, 2259, 2265, 2269, 2272, 2316, 2344, 2390, 2408, 2415, 2424, 2503, 2530, 2531, 2601

Special Volumes

(69) Vol. 1.

2249, 2252, 2263, 2275, 2297, 2303, 2305, 2310, 2314, 2318, 2324, 2326, 2332, 2348, 2349, 2361, 2369, 2372, 2377, 2379, 2381, 2382, 2386, 2395, 2400, 2403, 2406, 2426

(70) Vol. 2.

2427, 2428, 2430, 2433, 2434, 2438, 2439, 2451–2454, 2457, 2459, 2465, 2477, 2479, 2486, 2491, 2506–2508, 2510, 2516, 2517, 2523, 2526, 2534, 2541, 2544, 2545, 2547, 2551, 2553

(71) Vol. 3.

2520, 2529, 2555, 2558, 2561, 2562, 2566, 2569, 2571, 2576, 2583, 2584, 2586, 2599, 2603–2609, 2614, 2618, 2648, 2649, 2676, 2677, 2682, 2698, 2719, 2723, 2732, 2739, 2767, 2827, 2830, 2840, 2852, 2868, 2914, 2939, 2952

TABLE 2—*continued*

1946

(72) Vol. 1.

2058, 2108, 2177, 2181, 2206, 2225, 2230, 2239, 2241–2244, 2253, 2255, 2266, 2267, 2273, 2277, 2287, 2293, 2298, 2301, 2321, 2330, 2337–2339, 2346, 2353, 2359, 2365, 2383, 2384, 2394, 2401, 2412, 2419–2421, 2464, 2469, 2470, 2475, 2481, 2483, 2489, 2499, 2501, 2511, 2514, 2518, 2519, 2524, 2537, 2546, 2548, 2590, 2818, 2836

(73) Vol. 2.

2086, 2194, 2198, 2207, 2232, 2238, 2260, 2268, 2270, 2329, 2340, 2341, 2343, 2345, 2351, 2352, 2357, 2358, 2360, 2366, 2374, 2376, 2388, 2397, 2402, 2414, 2418, 2431, 2445, 2446, 2471, 2473, 2493, 2502, 2528, 2536, 2559, 2610, 2637

(74) Vol. 3.

2143, 2154, 2155, 2171–2173, 2278, 2281, 2286, 2304, 2317, 2331, 2333, 2370, 2371, 2378, 2385, 2389, 2392, 2396, 2398, 2405, 2416, 2423, 2463, 2467, 2513, 2525, 2542, 2579, 2658, 2684, 2688, 2718, 2803, 2822

1947

(75) Vol. 1.

2355, 2356, 2364, 2399, 2409, 2410, 2441–2443, 2458, 2460, 2461, 2476, 2482, 2485, 2494, 2496, 2500, 2538, 2549, 2556, 2580, 2582, 2587, 2589, 2591, 2592, 2594, 2611, 2612, 2617, 2619, 2621, 2624, 2625, 2651, 2679, 2680, 2683, 2692, 2710, 2713, 2715, 2716, 2772, 2789, 2817, 2843

(76) Vol. 2.

2188, 2192, 2202, 2327, 2347, 2367, 2407, 2440, 2466, 2472, 2474, 2488, 2490, 2495, 2497, 2515, 2521, 2532, 2543, 2554, 2564, 2567, 2568, 2572, 2574, 2597, 2620, 2622, 2623, 2626, 2645, 2652, 2658, 2663, 2673, 2686, 2696, 2714, 2720, 2770, 2791, 2805, 2806, 2832

1948

(77) Vol. 1.

2447, 2540, 2557, 2577, 2585, 2588, 2593, 2596, 2602, 2613, 2615, 2616, 2628, 2631, 2633, 2644, 2646, 2647, 2654, 2655, 2660, 2666, 2668, 2669, 2678, 2689, 2694, 2705, 2721, 2752, 2776, 2853, 2871, 2894

(78) Vol. 2.

2417, 2505, 2509, 2563, 2629, 2630, 2634, 2636, 2639–2641, 2661, 2664, 2667, 2670–2672, 2687, 2690, 2701, 2702, 2706, 2709, 2724, 2729, 2735, 2744, 2816, 2862

1949

(79) Vol. 1.

2632, 2665, 2685, 2691, 2697, 2700, 2717, 2725, 2726, 2728, 2731, 2740, 2741, 2743, 2760, 2771, 2785, 2792, 2819, 2821, 2844

(80) Vol. 2.

2436, 2635, 2653, 2659, 2662, 2681, 2695, 2699, 2703, 2707, 2734, 2736, 2746, 2748, 2756, 2758, 2759, 2764, 2766, 2775, 2778, 2781, 2790, 2804, 2810, 2813, 2828, 2901, 2912

TABLE 2—*continued*

1950

(81) Vol. 1.

2432, 2693, 2712, 2727, 2738, 2742, 2751, 2753, 2763, 2765, 2773, 2777, 2786, 2787, 2793–2795, 2800, 2808, 2811, 2814, 2820, 2835, 2849, 2883, 2884

(82) Vol. 2.

2642, 2657, 2733, 2737, 2757, 2761, 2762, 2768, 2774, 2780, 2782, 2784, 2796, 2798, 2801, 2812, 2815, 2824–2826, 2834, 2839, 2854, 2859, 2860, 2869, 2893, 2896, 2981

(83) Vol. 3.

2730, 2745, 2754, 2755, 2799, 2802, 2831, 2837, 2857, 2877, 2903, 2904, 2982, 3015, 3019, 3062

1951

(84) Vol. 1.

2749, 2779, 2783, 2809, 2829, 2841, 2842, 2847, 2851, 2855, 2858, 2863, 2864, 2865, 2872, 2875, 2882, 2887, 2888, 2897, 2909, 2910, 3000, 3118

(85) Vol. 2.

2747, 2797, 2807, 2823, 2846, 2848, 2861, 2866, 2867, 2870, 2879, 2881, 2890, 2891, 2905, 2907, 2929, 2941, 2944, 2955, 2964, 2973, 2974, 3110, 3112, 3117, 3127

1952

(86) Vol. 1.

2845, 2876, 2880, 2885, 2886, 2889, 2895, 2900, 2902, 2915, 2920, 2924, 2926, 2930, 2935, 2946, 2968, 2984, 2995, 3110

(87) Vol. 2.

2838, 2873, 2874, 2878, 2898, 2899, 2911, 2913, 2919, 2931, 2934, 2940, 2942, 2951, 2954, 2956, 2963, 2967, 2996, 2997, 2999, 3007, 3009, 3030, 3073, 3084, 3151

1953

(88) Vol. 1.

2908, 2918, 2927, 2928, 2933, 2938, 2947, 2948, 2962, 2966, 2969, 2985, 3035, 3049, 3086, 3139, 3165, 3188

(89) Vol. 2.

2833, 2921–2923, 2925, 2932, 2937, 2943, 2945, 2949, 2970, 2971, 2972, 2976, 2978, 2983, 2987, 3033, 3038, 3096, 3101, 3141, 3261

1954

(90)

2953, 2957, 2958, 2959, 2960, 2961, 2965, 2975, 2977, 2980, 2986, 2988, 2989, 2990, 2991–2993, 2998, 3002, 3003, 3012, 3014, 3016, 3020, 3024, 3043, 3094

1955

(91) Vol. 1.

2994, 3001, 3004, 3008, 3023, 3026, 3027, 3032, 3037, 3042, 3045, 3052, 3067, 3070, 3078, 3079, 3083, 3102, 3108, 3109, 3130, 3157, 3190, 3192, 3208, 3209

(92) Vol. 2.

2979, 3005, 3006, 3010, 3011, 3013, 3017, 3018, 3021, 3025, 3029, 3031, 3040, 3041, 3044, 3046, 3056, 3057, 3059, 3065, 3071, 3085, 3089, 3210, 3231

TABLE 2—*continued***1956****(93)**

3028, 3034, 3036, 3039, 3047, 3048, 3051, 3053, 3054, 3055, 3058, 3060, 3061, 3063, 3064, 3068, 3069, 3072, 3074, 3075, 3080, 3081, 3082, 3087, 3103, 3142, 3143, 3166, 3169, 3204, 3206

1957**(94)** Vol. 1.

3090, 3091, 3093, 3097, 3098, 3100, 3106, 3107, 3115, 3116, 3120, 3122, 3128, 3129, 3132, 3134, 3138, 3145, 3289, 3291

(95) Vol. 2.

3066, 3076, 3077, 3104, 3105, 3113, 3114, 3121, 3123, 3124, 3131, 3133, 3154, 3163, 3170, 3174, 3182, 3183, 3184, 3189, 3269, 3284

TABLE 3

R. & M.
*No.***Monographs**

- 19 Report on the theory of a stream-line past a plane barrier and the discontinuity arising at the edge with an application of the theory to an aeroplane.—Greenhill. Appendix to above.
- 146 Gyroscopic theory.—Greenhill.
- 246 Model experiments on airships.—N.P.L.
- 568 Report on various airscrews designed for S.E.5 with 150 H.P. ungeared Hispano-Suiza engine.
- 1001 The spinning of aeroplanes.—Gates and Bryant.
- 1155 The flutter of aeroplane wings.—Frazer and Duncan.
(Includes R. & M. No. 1177.)
- 1255 The flutter of monoplanes, biplanes and tail units.—Frazer and Duncan.
(Includes R. & M. Nos. 1207, 1217, 1227, 1237 and 1247.)
- 1300 Collected reports on British high speed aircraft for the Schneider Trophy Contest of 1927. With an introduction by W. L. Cowley.
(Includes R. & M. Nos. 1281, 1296, 1297, 1298, 1299 and 1311.)
- 1480 Some aspects of the mutual interference between parts of aircraft.—Owner.
- 1566 Wind tunnel interference on wings, bodies and airscrews.—H. Glauert.
- 1575 Collected reports on British high speed aircraft for the 1931 Schneider Trophy Contest. With an introduction by H. M. Garner.
- 1699 Report on Puss Moth accidents. Complete with appendices.
- 2000 Mechanical admittances and their applications to oscillation problems.—W. J. Duncan.
- 2222 Research on high-speed aerodynamics at the Royal Aircraft Establishment from 1942 to 1945.—Staffs of the High Speed Tunnel and High Speed Flight Sections. R.A.E. Edited by W. A. Mair.
- 2300 Investigation of aircraft accidents involving airframe failures.—J. B. B. Owen and F. Grinstead.
- 2323 Experiments on tail flutter.—C. Scrutton.

TABLE 3—*continued**R. & M.**No.*

- 2448 The efficiency of high-speed wind tunnels of the induction type. With an Appendix: The efficiency of intermittent operation from compressed air storage.—A. E. Knowler and D. W. Holder.
- 2492 Aircraft flutter.—J. Williams.
- 2498 Aerodynamics of cooling of aircraft reciprocating engines.—A. S. Hartshorn and L. F. Nicholson.
- 2522 Combined stress monograph. Parts I and II. Some experiments on the resistance of metals to fatigue under combined stresses.—H. J. Gough, H. Pollard and W. J. Clenshaw.
- 2560 The High-Speed Laboratory of the Aerodynamics Division, N.P.L.—D. W. Holder.
- 2627 Electronics applied to the measurement of physical quantities.—G. E. Bennett, G. R. Richards and E. C. Voss.
- 2638 Heat transference and pressure loss for air flowing in passages of small dimensions.—J. Remfrey.
- 2704 Four studies in the theory of stress concentration.—H. L. Cox.
- 2906 The spinning of model aircraft and the prediction of full scale spin and recovery characteristics.—G. E. Pringle and D. H. Harper.
- 2917 Investigations of the behaviour of aircraft when making a forced landing on water (ditching).—A. G. Smith, C. H. E. Warren and D. F. Wright.
- 3095 An investigation of the hydrodynamic stability and spray characteristics of high length/beam ratio seaplane hulls with high beam loadings.—D. M. Ridland, J. K. Friswell and A. G. Kurn.
- 3099 Thermodynamic data for the calculation of gas turbine performance.—D. Fielding and J. E. C. Topps.

TABLE 4

Lists and Indexes*R. & M.**No.*

- 650 Reports and Memoranda of the Advisory Committee for Aeronautics published prior to 31st March, 1920.
- 750 Reports and Memoranda of the Aeronautical Research Committee published between 1st April, 1920, and 30th September, 1921.
- 850 Reports and Memoranda of the Aeronautical Research Committee published between 1st October, 1921, and 31st March, 1923.
- 950 Reports and Memoranda of the Aeronautical Research Committee published between 1st April, 1923, and 31st December, 1924.
- 1050 Reports and Memoranda of the Aeronautical Research Committee published between 1st January, 1925, and 28th February, 1927.
- 1150 Reports and Memoranda of the Aeronautical Research Committee published between 1st March, 1927, and 30th June, 1928.
- 1250 Reports and Memoranda of the Aeronautical Research Committee published between 1st August, 1928, and 31st August, 1929.
- 1350 Reports and Memoranda of the Aeronautical Research Committee published between 1st September, 1929, and 31st December, 1930.

TABLE 4—*continued*

R. & M.

No.

- 1450 Reports and Memoranda of the Aeronautical Research Committee published between 1st January, 1931, and 1st April, 1932.
- 1550 Reports and Memoranda of the Aeronautical Research Committee published between 1st April, 1932, and 1st September, 1933.
- 1650 Reports and Memoranda of the Aeronautical Research Committee published between 1st September, 1933, and 1st April, 1935.
- 1750 Reports and Memoranda of the Aeronautical Research Committee published between 1st April, 1935, and 30th November, 1936.
- 1850 Reports and Memoranda of the Aeronautical Research Committee published between 1st December, 1936, and 30th June, 1939.
- 1950 Reports and Memoranda of the Aeronautical Research Committee published between 1st July, 1939, and 30th June, 1945.
- 2050 Reports and Memoranda of the Aeronautical Research Council published between 1st July, 1945, and 30th June, 1946.
- 2150 Reports and Memoranda of the Aeronautical Research Council published between 1st July, 1946, and 31st December, 1946.
- 2250 Reports and Memoranda of the Aeronautical Research Council published between 1st January, 1947, and 30th June, 1947.
- 2350 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 2251–2350).
- 2450 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 2351–2450).
- 2550 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 2451–2550).
- 2650 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 2551–2650).
- 2750 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 2651–2750).
- 2850 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 2751–2850).
- 2950 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 2851–2950).
- 3050 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 2951–3050).
- 3150 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 3051–3150).
- 3250 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 3151–3250).
- 3350 Reports and Memoranda of the Aeronautical Research Council (Serial Numbers 3251–3350).
- 1600 Combined Index to the Technical Reports of the Advisory Committee on Aeronautics, 1909–10 to 1918–19.
- 1700 Combined Index to the Technical Reports of the Aeronautical Research Committee, 1919–20 to 1928–29.
- 2570 Index of Authors. (November, 1949.)
- 2600 Index of all Reports and Memoranda published in the Annual Technical Reports, and separately. (1909 to 1947, revised 1947.)
- Government Publications, Sectional List No. 8. Revised to May, 1954. Supplement added of reports published to August, 1956. This is a Subject Index of R. & M.
- 3555 Index of all Reports and Memoranda published in the Annual Technical Reports and separately. (1909–1957.)

TABLE 5

R. & M. prior to No. 1863 (Vol. 54, 1938),
unaccounted for in Tables 1-4

PRINTED BUT NOT INCORPORATED IN ANNUAL TECHNICAL VOLUMES

- R. & M.
No.
- Interim report by the Special Committee on the electrification of balloons.
 - Limiting potential difference for electric discharges in air at atmospheric pressure.—Max Toepler. (Translation from *Annalen der Physik, Vierte Folge, Band 7, No. 3.*)
 - 3 Report by Capt. R. H. Bacon, relative to airship construction.—Bacon.
 - 5 Report from the Superintendent of the Balloon Factory. Presented by Major General Sir Charles Hadden.
 - 6 Notes by Dr. Rosenhain relating to plant for generating hydrogen for aerial navigation purposes.
 - 12 Memorandum by Mr. A. Mallock on ammunition for the attack of balloons. Mallock.
 - 19 Report on the theory of a stream-line past a plane barrier and the discontinuity arising at the edge with an application of the theory to an aeroplane.—Greenhill. Appendix to above.
 - 26 Report on details of construction of Naval Airship No. 1.—Sueter.
 - 44 Report on getting the Naval Airship out of and into her shed, and her behaviour when lying at the mooring post in Cavendish Dock, Barrow-in-Furness.—Sueter.
 - 48 Report on the tests of petrol motors in the Alexander Motor Competition.
 - 96 Report by the Committee as to the strength of construction desirable in aeroplanes.—A.R.C.
 - 97 Memorandum by the Committee relative to the calculation of the stresses in an aeroplane wing.—A.R.C.
 - 113 Further experiments in connection with the design of floats for hydro-aeroplanes. 5th Series.—Baker and Millar.
 - 141 Notes as to terms, symbols and units employed in the Reports of the Committee.
 - 146 Gyroscopic theory.—Greenhill.
 - 222 Air Compressor for R.A.F. 1 engine.—Royal Aircraft Factory.
 - 291 On dope softeners.—Barr.
 - 301 On the testing of hydrogen for aeronautical purposes. Part I.—Barr.
 - 340 The trajectories of bombs discharged from aeroplanes. (Not printed separately—embodied in R. & M. 660.)
 - 352 Report on compass design.—Royal Aircraft Factory.
 - 354 Straight flight.—Mallock.
 - 356 Notes on bomb trajectories (No. 11). On the effect of the angular motion of a bomb on its trajectory.—Berry, Garner and Lang.
 - 357 Notes on R. & M. 333, 334. Experimental determination of torsional stiffness.—Greenhill.
 - 369 Motion of a bomb released in flight.—Greenhill.
 - 372 The wind channel, its design and use.—Pannell.
 - 382 Experimental determination of the slip-stream behind the airscrew of a pusher.—Royal Aircraft Factory.

TABLE 5 —*continued**R. & M.**No.*

- 383 Notes on bomb trajectories (No. 12).—D.A.S.
- 384 Notes on bomb trajectories (No. 13). Further experiments on the motion in water of a bomb dropped from a seaplane.—Wimperis and Meadows.
- 387 Report upon a German periscopic bomb sight.—D.A.S.
- 397 The trajectory of a bomb discharged from an aeroplane.—Pell and Woodford. (Included in R. & M. 660).
- 398 The trajectory of a bomb discharged from an aeroplane.—Pell and Woodford. (Included in R. & M. 660).
- 404 Notes on bomb trajectories (No. 4). Effect of different terminal velocities on flight path.—Pearson. (See R. & M. 660).
- 425 Model drogue experiments.—Baker.
- 459 Notes on a Zeiss bomb sight.—Wimperis and Meadows.
- 466 Extension of results for the vibrations of bars in Lord Rayleigh's "Sound" to bars simply supported at any point between the ends.—Darnley.
- 467 Design of a strut of uniform strength.—Darnley.
- 535 Equilibrium of the M type Caquot balloon based on the results of wind channel experiments given in the Advisory Committee Report R. & M. 247.—Lieut. E. G. Walker.
- 548 Report on Zeiss Airship bombsight Pe. F.C. IXA No. 145 from Zeppelin L.70, brought down in North Sea 5th–6th August, 1918, off Wells, Norfolk.—Air Ministry Laboratory.
- 581 The vulnerability of an armoured aeroplane.
- 586 Report on various airscrews designed for S.E.5 with 150 H.P. ungeared Hispano-Suiza engine.
- 611 The effect of the design of the fan on the steadiness of wind channels.—M. K. Wood.
- 628 Double pendulum as a guide for straight flight.—Mallock.
- 632 The longitudinal control of "X" aeroplanes.—Glauert.
- 660 The calculation of aeroplane bomb trajectories. (Includes 340 and 398).
- 690 On the analysis and graphical solution of the differential equations of mathematical physics.—Cowley and Levy.
- 692 Notes on French and Italian aeronautical practice, with particular regard to airships.—Pannell.
- 768 The steady adiabatic flow of a gas.—Lamb.
- 783 Report on the effects of over-heating and repeated melting on aluminium.—Rosenhain and Grogan.
- 918 The strength of struts. A review of progress made in theory and experiment during the war period.—Southwell.

TABLE 6

The following numbers were allotted, but it was subsequently decided that the paper should not be printed:—

R. & M. Nos. 124, 135, 162, 163, 167, 168, 169, 170, 235, 270, 274, 278, 286, 288, 290, 292, 294, 312, 321, 335, 336, 337, 339, 341, 342, 489, 495, 500, 508, 523, 524, 526, 529, 530, 533, 536, 538, 700.

TABLE 7

R. & M. renumbered or included in Monographs

REPLACED BY ANOTHER NUMBER:—

260 (326), 267 (406), 273 (407), 397, 340 and 398 (660), 1675 (1849), 1627 (1706)

INCLUDED IN MONOGRAPHS:—

1177 (1155), 1207, 1217, 1227, 1237, 1247 (1255), 1281, 1296, 1297, 1298, 1299, 1311 (1300)

Note: The new number is shown in parentheses.

TABLE 8

Internal Combustion Engine Sub-Committee Reports

E.S.C. No. 1–57 were published separately and not in the R. & M. Series.

E.S.C. No. 45 was included in Annual Technical Report, Vol. 2, 1919–1920 (17), and

E.S.C. No. 53–57 were included in Annual Technical Report, Vol. 2, 1920–1921 (19).

*E.S.C.**No.*

- 1 Summary of researches on magnetos at the National Physical Laboratory.—Albert Campbell and D. W. Dye. January and February, 1916.
- 2 Blowers for aeronautical engines. Record of progress at the Royal Aircraft Factory. January, 1917.
- 3 Starting of engines in aircraft.—Presented by The Superintendent, Royal Aircraft Factory. April, 1917.
- 4 Resumé of work done at the Royal Aircraft Factory in connection with carburettors for varying altitudes.—Presented by the Superintendent, Royal Aircraft Factory. June, 1917.
- 5 Report on tests of R.A.F. 4D cylinder to determine the best compression ratio.—Presented by the Superintendent, Royal Aircraft Factory. May, 1917.
- 6 Automatic engine power output regulators for varying altitudes. For use on “light” engines and blowers.—Presented by the Superintendent, Royal Aircraft Factory. May, 1917.
- 7 Safety spark gap in magnetos for super-compression engines at high altitudes. June, 1917.
- 8 Temperatures and temperature distribution on $4\frac{1}{2}$ -inch \times $5\frac{1}{2}$ -inch (R.A.F. 8T2) aluminium cylinder on single cylinder air-cooled engine.—A. H. Gibson. Presented by the Superintendent, Royal Aircraft Factory. May, 1917.
- 9 Temperature distribution in 100 mm. \times 140 mm. cast-iron cylinders.—A. H. Gibson. Presented by the Superintendent, Royal Aircraft Factory. May, 1917.
- 10 Heat distribution in aluminium air-cooled cylinders.—A. H. Gibson. Presented by the Superintendent, Royal Aircraft Factory. May, 1917.
- 11 Cooling experiments on R.A.F. 4A cast-iron cylinder.—A. H. Gibson. Presented by the Superintendent, Royal Aircraft Establishment. June, 1917.
- 12 Use of chromium steel valves in aero engines. June, 1917.
- 13 The shape of fins for air-cooled engines.—H. A. Webb. Presented by the Superintendent, Royal Aircraft Factory. March, 1918.

TABLE 8 —continued

E.S.C.

No.

- 14 An investigation of certain spark gaps for magnetos for the air board.—C. C. Paterson and N. R. Campbell. August, 1917.
- 15 The effect on the resistance to fatigue of crankshafts of a variation on the radius of curvatures of fillets.—T. E. Stanton and R. G. C. Batson. October, 1917.
- 16 Carburation and altitude.—H. Elliott. Presented by the Superintendent, Royal Aircraft Factory. June, 1917.
- 17 Report on a method of intensifying the spark of a defective spark plug by the use of an additional spark gap in series with the plug.—Dr. G. E. Bairsto. Presented by the Superintendent, Royal Aircraft Factory. August, 1917.
- 18 Report on magneto faults.—G. E. Bairsto. Presented by the Superintendent, Royal Aircraft Factory. August, 1917.
- 19 The relationship between air temperature and the power of a petrol engine.—A. H. Gibson. Presented by the Superintendent, Royal Aircraft Factory. November, 1917.
- 20 Test on a cast-iron cylinder with steel liner and overhead valves made to a standard R.A.F. 4D aluminium cylinder engine design.—A. H. Gibson. Presented by the Superintendent, Royal Aircraft Factory. November, 1917.
- 21 On the synchronism of the spark of a magneto as affected by the method of coupling.—G. E. Bairsto. Presented by the Superintendent, Royal Aircraft Factory. November, 1917.
- 22 Note on the synchronism of the spark of the Dixie 8-cylinder magneto.—G. E. Bairsto. Presented by the Superintendent, Royal Aircraft Factory. January, 1918.
- 23 The characteristics of the spark discharge and its effect in igniting explosive mixtures.—C. C. Paterson and Norman Campbell. May, 1918.
- 24 Resumé of experimental work on air-cooled cylinders at the Royal Aircraft Establishment.—A. H. Gibson. Communicated by the Controller, Technical Department, Department of Aircraft Production. May, 1918.
- 25 The expenditure of current and energy required for ignition in an explosion engine. Supplementing O.C.E. 190.—C. C. Paterson and N. R. Campbell. April, 1918.
- 26 The existence of a "time-lag" in the passage of the spark discharge.—C. C. Paterson and N. R. Campbell. May, 1918.
- 27 The influence of the electrodes on the ignition of explosive mixtures by sparks.—N. R. Campbell. June, 1918.
- 28 Notes on the sparking of two gaps in series. Simple theory of the process.—C. C. Paterson and N. R. Campbell. February, 1918.
- 29 The effect of capacity and shunt resistance on the peak voltage of a magneto.—C. C. Paterson and N. R. Campbell. February, 1918.
- 30 Supplementary report on the effect of capacity on the peak voltage of a magneto. Tests on rubber cable.—C. C. Paterson and N. R. Campbell. February, 1918.
- 31 On the rate of rise of the secondary potential of an ignition system.—G. E. Bairsto of the Royal Aircraft Establishment. Presented by the Director General of Aircraft Production. September, 1918.
- 32 Calculation of latent heat of petrols.—F. A. Lindemann. Presented by the Superintendent, Royal Aircraft Factory. February, 1918.

TABLE 8—*continued*

- E.S.C.*
No.
- 33 Estimation of airscrew efficiency as dependent on the speed of the aeroplane on which it is used, on the airscrew revolutions and on the horse power to be utilised.—L. Bairstow. February, 1918.
 - 34 On the effect of shunted resistance, or plug leakage on sparking performance of an ignition system.—G. E. Bairsto, of the Royal Aircraft Establishment. Presented by the Director-General of Aircraft Production. December, 1918.
 - 35 Tests on a R.A.F. 3A 230 H.P. water-cooled engine, to determine the effect (*a*) of a change in inlet air temperature, (*b*) of a change in the back pressure, positive and negative.—A. H. Gibson. Presented by the Superintendent, Royal Aircraft Factory. February, 1918.
 - 36 Installation of the "Rateau" turbo-compressor in the R.E.8 machine, working in conjunction with R.A.F. 4D. engine.—J. E. Ellor, of the R.A.E. Presented by the Director-General of Aircraft Production. June, 1918.
 - 37 Investigations carried out at the Royal Aircraft Establishment on the use of blowers for supercharging aero-engines.—J. E. Ellor, of the R.A.E. Presented by the Director-General of Aircraft Production. June, 1918.
 - 38 Outline specifications of new types of engines required by the Air Board.—Submitted by the Director of Aircraft Equipment, War Office. February, 1917.
 - 39 Tests on an R.A.F. 4D 12-cylinder vee engine with aluminium cylinders, to determine the effect (*a*) of a variation in inlet air temperatures, (*b*) of a change in the back pressure, positive and negative, (*c*) of a variation in atmospheric pressure.—A. H. Gibson. Presented by the Director-General of Aircraft Production. July, 1918.
 - 40 The theory of the magneto.—Norman Campbell. October, 1918.
 - 41 Resumé of experimental work on air-cooled cylinders at the Royal Aircraft Establishment. Part II.—A. H. Gibson. Presented by the Director-General of Aircraft Production. January, 1919.
 - 42 Notes on the relation between the output of a magneto and its size and weight.—G. E. Bairsto. Presented by the Superintendent, Royal Aircraft Establishment. April, 1918.
 - 43 Experiments on the ignition of explosive mixtures by sparks.—C. C. Paterson and N. R. Campbell. January, 1918.
 - 44 The effect of compression ratio on the behaviour of an aero engine at altitude.—E. G. Ritchie. Presented by the Director-General of Aircraft Production. August, 1919.
 - 45 On the effective inductance, effective resistance and self-capacity of magneto windings.—N. W. McLachlan. (From the National Physical Laboratory). November, 1919. (*See also* Vol. II (1919–1920) (Spine No. 17)).
 - 46 Effects of changes in power-weight ratio and fuel economy for different types of aircraft, with particular reference to the use of high flash point fuels.—Squadron-Leader B. C. Carter. Presented by the Director of Research. August, 1919.
 - 47 The potential wave-form of a magneto.—N. R. Campbell. September, 1918.
 - 48 The sparking potential of sparking plugs.—C. C. Paterson and N. R. Campbell. May, 1918.
 - 49 Notes on the "break" of a magneto.—Norman Campbell. December, 1918.
 - 50 The effect of varying surface conditions on the heat transferred through the walls of a steel tube.—Prof. F. C. Lea and J. L. S. Roberts. April, 1918.
 - 51 On the spark energy ignition systems.—G. E. Bairsto and J. A. Hughes. Presented by the Director-General of Aircraft Production. March, 1919.

TABLE 8—*continued**E.S.C.**No.*

- 52 On the relation between the number of secondary turns on a magneto armature and the secondary voltage with shunted resistance.—G. E. Bairsto of the Royal Aircraft Establishment. Presented by the Director-General of Aircraft Production. March, 1919.
- 53 Type tests and life tests on new R.A.F. standard accumulators for general service and engine-starting duties on aircraft.—Captain Albert L. Davis. Presented by the Director of Research. May, 1920.
- 54 The internal combustion turbine. W. J. Stern of the Air Ministry Laboratory, South Kensington. Presented by the Director of Research. September, 1920.
- 55 The Callendar electric air-flow meter. Experiments made by H. Moss and W. J. Stern at the Air Ministry Laboratory, South Kensington. Presented by the Director of Research. September, 1920.
- 56 Fuel tables for aircraft engines.—H. T. Tizard. July, 1920.
- 57 Detonation in internal combustion engines.—Harry R. Ricardo. September, 1920.

TABLE 9

Light Alloys Sub-Committee Reports

These were published together under one cover as "Reports of the Light Alloys Sub-Committee, 1921," H.M.S.O. Code (23—9002—00—21).

*L.A.S.C.**No.*

- *1 Summary of investigation undertaken by the L.A.S.C. 1917.
- *2 Tensile strength of aluminium alloys at high temperatures.—N.P.L. and Lea. 1917.
- *3 Linear contraction of aluminium alloys during solidification in the mould.—Rosenhain and Archbutt. 1917.
- *4 Thermal expansion, growth and distortion of aluminium alloys. "Ageing" of cast alloys.—R.A.F., Lea, Shakespear, Rosenhain, Archbutt, Hanson and Wills. 1917.
- *5 The effect of enamel on the transmission of heat.—Gibson, R.A.F., Lea and Griffiths. 1917.
- *6 The effects of low temperatures on aluminium alloys.—R.A.F. and N.P.L. 1917.
- *7 Thermal conductivity of aluminium and its alloys.—Griffiths, Lindemann and Shakespear. 1917.
- *8 The influence of iron on aluminium alloys.—Lea, Edwards, R.A.F. and Wills. 1918.
- *9 Light alloys containing nickel and copper, and nickel, copper and magnesium.—Lea. 1919.
- 10 Hardness tests of aluminium alloys.—Lea, Coupland and Batson. 1917.
- 11 Impact tests of aluminium alloys.—R.A.F., Lea, N.P.L. and Batson. 1919.

*These were revised Reports.

N.P.L.—National Physical Laboratory.

R.A.F.—Royal Aircraft Factory.

TABLE 9 *continued*

L.A.S.C.

No.

- 12 Alternating stress tests of aluminium alloys.—N.P.L. and Hankins. 1917.
 13 Piston and cylinder temperatures in aircraft engines.—Gibson. 1918.
 14 Burning of aluminium pistons.—Remington, Rosenhain, Archbutt, Tritton and Wills. 1918.
 15 Aluminium alloys as bearing metals.—R.A.F. 1918.
 16 Light alloys for aero-engine construction.—Rosenhain. 1918.
 17 Wrought aluminium alloys.—Rosenhain, Archbutt, Tritton, N.P.L.

TABLE 10

**Spine numbers of Annual Technical Reports
 with H.M.S.O. Code numbers (where available)**

Spine number	Year	Volume Number	H.M.S.O. Code Number
1	1909-1910	—	—
2	1910-1911	—	—
3	1911-1912	—	—
4	1912-1913	—	—
5	1913-1914	—	—
6	1914-1915	—	—
7	1915-1916	—	—
8	1916-1917	1	—
9	1916-1917	2	—
10	1917-1918	1	—
11	1917-1918	2	—
12	1917-1918	3	—
13	1918-1919	1	—
14	1918-1919	2	—
15	1918-1919	3	—
16	1919-1920	1	—
17	1919-1920	2	—
18	1920-1921	1	—
19	1920-1921	2	—
20	1921-1922	1	—
21	1921-1922	2	—
22	1921-1922	3	—
23	1922-1923	1	—
24	1922-1923	2	—
25	1923-1924	1	—

TABLE 10—*continued*

Spine number	Year	Volume number	H.M.S.O. Code number
26	1923-1924	2	—
27	1924-1925	1	—
28	1924-1925	2	—
29	1925-1926	—	23-9003-0-26
30	1926-1927	—	23-9003-0-27
31	1927-1928	1	23-9003-1-28
32	1927-1928	2	23-9003-2-28
33	1928-1929	1	23-9003-1-29
34	1928-1929	2	23-9003-2-29
35	1929-1930	1	23-9003-1-30
36	1929-1930	2	23-9003-2-30
37	1930-1931	1	23-9003-1-31
38	1930-1931	2	23-9003-2-31
39	1931-1932	1	23-9003-1-32
40	1931-1932	2	23-9003-2-32
41	1932-1933	1	23-9003-1-33
42	1932-1933	2	23-9003-2-33
43	1933-1934	1	23-9003-1-34
44	1933-1934	2	23-9003-2-34
45	1934-1935	1	23-9003-1-35
46	1934-1935	2	23-9003-2-35
47	1935-1936	1	23-9003-1-36
48	1935-1936	2	23-9003-2-36
49	1936	1	23-9003-11-36
50	1936	2	23-9003-12-36
51	1937	1	23-9003-1-37
52	1937	2	23-9003-2-37
53	1938	1	23-9003-1-38*
54	1938	2	23-9003-2-38*
55	1939	1	23-9003-1-39*
56	1939	2	23-9003-2-39*
57	1940	—	23-9003-0-40*
58	1941	—	23-9003-0-41*
59	1942	1	23-9003-1-42*
60	1942	2	23-9003-2-42*
61	1943	1	23-9003-1-43*
62	1943	2	23-9003-2-43*
63	1944	1	23-9003-1-44*
64	1944	2	23-9003-2-44*
65	1945	1	23-9003-1-45*

TABLE 10—*continued*

Spine number	Year	Volume number	H.M.S.O. Code number
66	1945	2	23-9003-2-45*
67	1945	3	23-9003-3-45*
68	1945	4	23-9003-4-45*
69	Special volume	1	23-9008-1*
70	Special volume	2	23-9008-2*
71	Special volume	3	23-9008-3*
72	1946	1	23-9003-1-46*
73	1946	2	23-9003-2-46*
74	1946	3	23-9003-3-46*
75	1947	1	23-9003-1-47*
76	1947	2	23-9003-2-47*
77	1948	1	23-9003-1-48*
78	1948	2	23-9003-2-48*
79	1949	1	23-9003-1-49*
80	1949	2	23-9003-1-49*
81	1950	1	23-9003-1-50*
82	1950	2	23-9003-3-50*
83	1950	3	23-9003-2-50*
84	1951	1	23-9003-1-51*
85	1951	2	23-9003-1-51*
86	1952	1	23-9003-2-52*
87	1952	2	23-9003-2-52*
88	1953	1	23-9003-1-53*
89	1953	2	23-9003-2-53*
90	1954	—	23-9003-0-54*
91	1955	1	23-9003-2-55*
92	1955	2	23-9003-1-55*
93	1956	—	} Publication pending
94	1957	1	
95	1957	2	

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