**Title of the Article**

Author A One (AF/M/AF/F/other)i
Author B Two (AF/M/AF/F/other)ii
Author C Three (AF/M/AF/F/other)ii

i Name Of Organisation. Corresponding Author. email@address.com
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Aircraft type(s): Sopwith Camel F1, Bleriot XI

Keywords: longstab, spinning, stalling, head up display, Dutch roll.

*(No title or figure number, front page illustration – please be prepared to provide a separate high quality image if requested, not essential but landscape format may work better.)*



**Nomenclature**

|  |  |
| --- | --- |
| ABCD | Accelerated Blunderbus Cathode Display |
| EFGH | Extraordinarily Fast Going Helicopter |
| $$\frac{d²h}{dt²}$$ | Vertical acceleration |
|  |  |
|  |  |

**I Introduction**

The Whizzband Mk.1 airplane is a legacy ground attack aircraft, used by fifty air forces worldwide, but having been in service since 1923, many governments are considering upgrading by the introduction of an engine and radio. This proposed innovation has proved controversial amongst some operators, however test centres are enthusiastic about their ability to support introduction of modern innovations.

**II Background**

More Text including relevant citations[[1]](#endnote-1).

**III Section Heading**

Text

Text



**IV Another Section Heading**

Paragraph text, which somewhere refers to Table 1 below.

Table 1, Title of a table

|  |  |  |
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| Heading | Second Heading | Third Heading |
| Information in arial font | More information in arial font |  |
|  |  |  |

Another paragraph, which might be referring to Figure 1 below and perhaps also reference[[2]](#endnote-2).



Figure 1, Title of this figure here

**V Conclusions**

Text here, please remember to ensure that all conclusions must run from the main text, and no new information should be introduced here.

**VI Lessons Learned**

Lessons learned should be described here.

**VII Acknowledgments**

The authors would like to thank Captain W.E.Johns RFC for his invaluable technical advice.

**VIII References**

Where possible please try primarily to use references potentially accessible to the readership.**[[3]](#endnote-3)**

1. References are to be in a consistent standard format. Microsoft Endnote feature enables automatic numbering in order of citation and may help here. [↑](#endnote-ref-1)
2. European Aviation Safety Authority*, Certification Specifications for Normal, Utility, Aerobatic, and Commuter Category Aeroplanes*, CS.23 amendment 3, July 2015 [↑](#endnote-ref-2)
3. Federal Aviation Administration, Bombardier DHC-8-100 Series DHC-8-200 Series DHC-8-300 Series DHC-8-400 Series, Type Certificate Data Sheet No. A13NM Revision 14 (April 9 2004 [↑](#endnote-ref-3)