

中国航空学会文件

中航学字〔2021〕8号

2021年（第五届）中国航空科学技术大会

征文通知

各有关单位及个人：

为梳理航空科技及产业进展，展望未来发展趋势，表彰科技创新成果与人才，加强国际合作，促进学科交流，鼓励科技创新，推动航空事业发展，中国航空学会每两年举办一届中国航空科学技术大会，至今已举办四届，现已成为我国航空领域层次最高、规模最大、最具影响力和权威性的科技盛会。经研究，我会将于2021年下半年举办以“推动科技创新 促进高质量发展”为主题

的第五届中国航空科学技术大会，大会由主会场、若干专业分会场以及多个学会重要品牌活动组成，主会场将邀请有关领导和院士专家就宏观层面的产业和技术发展做主旨报告，分会场将围绕航空的各主要技术领域开展专业交流。

大会面向国内征文，大会优秀论文将根据作者意向推荐至《Chinese Journal of Aeronautics》《航空学报》《航空动力学报》《西北工业大学学报》《Transactions of Nanjing University of Aeronautics & Astronautics》《航空材料学报》《南京航空航天大学学报》《航空工程进展》《机械科学与技术》《航空发动机》《测控技术》《失效分析与预防》等期刊正刊或《航空工程进展》增刊，其它英文论文录用后由 EI 检索，中文论文由《第五届中国航空科学技术大会论文集》正式出版(CNKI 检索)。现将有关事项通知如下：

一、征文范围

1. 航空科技与产业发展政策和规划；
2. 飞行器（含固定翼、旋翼、新型概念型飞机等）设计与总体优化关键技术，空气动力学及飞行力学，结构设计；
3. 先进航空材料（含复合材料）与制造技术；
4. 先进航空推进技术；
5. 导航、制导与控制技术，航空机载系统、机电技术，环控、救生技术，多电飞机和全电飞机关键技术，航空测试技术；
6. 临近空间飞行器关键技术；

7. 无人驾驶航空器及其相关技术;
8. 通用航空飞行安全;
9. 民航交通运输;
10. 其它相关技术。

二、论文要求

1. 内容新颖、主题明确、能够反映作者近期的研究进展或成果，文献综述类论文必须包含作者的独立见解;
2. 未在国内外出版物或学术会议论文集中公开发表;
3. 论文不得涉密，投稿时须同步提交不涉密证明材料，所有证明材料应加盖所在单位保密部门专用章或单位公章（作者单位无保密部门），未提交不涉密证明材料的稿件按无效投稿处理;
4. 论文格式必须与本届大会论文模板（见附件）一致并包含模板中的全部内容，否则不予录用;
5. 英文论文可能因为语法表达问题影响录用，请投稿人注意。

三、参会与投稿要求

1. 投稿论文的作者中需至少有一人到会交流，未到会交流的论文不予出版、推荐;
2. 投稿人原则上应为论文作者;
3. 作者可根据专业方向和论文水平在备注栏填写唯一意向期刊名称（其中《航空工程进展》正刊需注明），经评审未推荐到意向期刊的录用论文收录至论文集或 EI 检索（英文稿件），若不接受非期刊出版请同时在备注栏标注;

4. 投稿时须在系统中提交论文的 WORD 版本, 同时将论文 PDF 版与不涉密证明材料发送至 cuizjcsaa@163.com;

5. 大会论文集录用中文论文须缴纳版面费 1500 元 (5 页内, 含 5 页)、《航空工程进展》增刊录用论文须缴纳版面费 2000 元 (5 页内, 含 5 页)、会议录用英文论文须缴纳版面费 2500 元 (5 页内, 含 5 页), 超页均按 200 元/页增缴; 其余期刊录用论文版面费由相应期刊按期刊标准自行收取;

6. 无论录用与否, 原稿均不退还, 请作者自留底稿。

四、投稿方式

投稿作者进入中国航空学会信息化平台 PC 端, 注册账号后进入 “2021 (第五届) 中国航空科学技术大会” 进行投稿, 平台网址: <https://xcx.csaa.org.cn/client/index.html>。

五、计划时间节点

2021 年 4 月 30 日截止征文;

2021 年 5 月发出论文拟录用通知及交纳版面费通知;

2021 年 6 月截止提交版面费, 逾期未交者视为撤稿;

2021 年 8 月发出会议通知;

2021 年 9 月召开会议;

会后一个月内完成论文集出版与论文推荐工作、会后三月内完成 EI 检索收录。

六、联系人

林伯阳: 010-84924386, linby@csaa.org.cn;

崔芷健：010-84924317，cuizjcsaa@163.com。

附件：第五届中国航空科学技术大会投稿论文模版



中国航空学会

2021年1月26日印发

联系人：林伯阳

电话：010-84924386

共 300 印份

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中文摘要不少200个汉字,应完整,概括出文章的**目的、方法、结果及结论**;简洁,排除常识内容,避免重复题目;独立,不得引用文中参考文献号、图号和公式号;具体,尽量用具体数字来说明该项工作取得的进展或成效,例如某项性能指标提高了百分之多少,避免“效果很好”这类的含糊其辞;便于收录,摘要、题目中避免包含公式、上下标等,以方便EI等文摘和题录数据库收录文本数据。高质量的摘要有利于文摘被国际权威数据库收录,及引起同行的重视。用第3人称,建议采用“对……进行了研究”、“报告了……现状”、“进行了……调查”等记述方法,不必使用“本文”、“作者”等作为主语。

3.2 英文摘要

英文摘要**应与中文摘要完全对应**,以便于本刊英文编辑检查英文。首次出现英文缩略词时应注意写明英文全称。

英文摘要的撰写规范请参考本刊网站“下载中心”中的《英文文摘及关键词写作要求》。关键词请尽量从EI Controlled term中选择。

4 正文

4.1 量、单位和公式

$$\psi = V_{\infty} \left(r - \frac{a^2}{r} \right) \sin \theta \quad (1)$$

请使用 Mathtype 公式编辑器完成文章编辑工作。公式中字体的定义尺寸为 10 磅, (设置方法: Mathtype-尺寸-定义)。长公式如需转行,应在记号 =, +, - 等之后断开,而在下一行开头不再重复这一记号。The 5th Chinese Aeronautics Science and Technology Conference

式中:有关记号的使用应符合国家标准,例如: $\sin^{-1}$ 应为 arcsin, ctg 应为 cot, tg 应为 tan, 不要使用非国家法定单位,如 ppm 等表示法已要求停止使用(rpm 应写为 r/min);除 Re , Ma (其中 e , a 不是下标)等几个特征数外, **变量应使用单个字母表示或带下标的单字母** (否则由多个字母表示单个变量,易被误解为多个变量相乘)。

矩阵、向量请用**粗斜体**表示, **变量**用**白斜体**表示;下标字母若为说明性的(如英文缩写)则用白正体表示,若为代表量和变动性数字及坐标轴

的符号则用**白斜体**表示(设置方法: Mathtype-样式-定义-高级)。所有文中出现的符号请另附文档说明其是变量、向量等,并说明各变量上下标的含义,以便编辑确定它们应采用的排版字体。

《第五届航空科学技术大会论文集》一般不编排单独的符号表,对于公式中的变量含义需要说明的,请在公式后的段落中,采用“式中: A 为某某; B 为某某; ……”的方式加以说明。

4.2 图、表

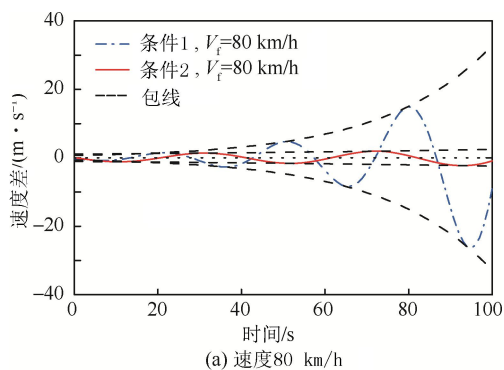
图、表同时编排中英文图题、表题 (子图只需给出中文图题);图表中首次出现缩略词时,应给出全称, **图表中文字原则上均用中文表示**。图表一般不超过 7.7 cm 宽。

4.2.1 图

对于函数曲线图,统一用**全框图**。**注意检查横纵坐标的变量名** (使用国标变量符号)、**单位、刻度值是否完整** (对于无量纲化或无单位的,请用铅笔注明“无单位”,变量名要在正文中交待),不同线型或图符是否有说明;坐标轴上的刻度线朝内;从软件中输出图形格式直接插入文档中,避免用降低图像精度的屏幕拷贝办法。

如果分图超过 3 个,请尽量通栏排版。

图中文字均用中文表示!



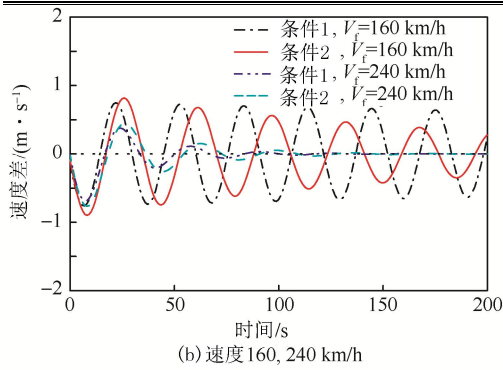


图 1 图的题目
Fig. 1 Title in English

4.2.2 表

请使用三线表。打开Word“视图”中“工具栏”中的“表格和边框”，可对表格的边框等格式进行编辑，三线表的一般格式见表1。

表中文字均用中文表示！

表 1 表的题目
Table 1 Title in English

序号	质量A/g	质量B/g	质量C/g	总质量/g
1	208.3	34.2	105.5	348.0
2	208.1	33.4	85.0	326.5
3	208.1	No core	105.5	313.6
4	208.2	No core	85.0	293.2

4.3 计算、实验

文章以数值计算为主要内容的，应给出所求解的方程、重要的计算参数、初始或边界条件、难点问题的处理等，应对方法的适用性和计算精度估计有所说明；文章以实验为主要内容的，应说明实验设备、实验条件，对实验误差的估计等。便于同行重复再现所报道的内容，由于保密原因不便公开某些内容的，应向责任编辑说明。

5 参考文献

5.1 总原则

引用文献应遵循“最新、关键、必要和亲自阅读过”的原则；应在正文中顺次引述（按在正

文中被提及的先后来排列各篇参考文献的序号，所有参考文献均应在正文中提及）；对于文献有多个作者的，只著录前3位作者，从第4位开始用“等”（英译文中用“et al.”）代替；按表2标识不同的参考文献类型；文献条数10条以上。

为便于国际交流，中文版要求：对外文文献按外文著录；对于中文文献先提供中文，同时提供其英译文，并在其后注“(in Chinese)”，也就是中文在前英文在后。注意对中文期刊刊名应使用其标准译法（通常在文章首页页眉可以找到）。

表 2 参考文献类型

Table 2 Type of references

参考文献 类型	文献类型 标识	参考文献 类型	文献类型 标识
专著	M	学位论文	D
会议录	C	报告	R
期刊	J	标准	S
报纸	N	专利	P
汇编	G	数据库	DB
计算机程序	CP	电子公告	EB

5.2 著录格式

(1) 专著：[序号] 编著者. 书名[M]. 其他责任者. 版本. 出版地: 出版者, 出版年: 引用内容所在起止页码.

注：初版书不标注版本，其他责任者。其他责任者包括译者，著录为：某某某, 译.

(2) 期刊论文：[序号] 作者. 题目[J]. 刊名, 年, 卷（期）: 页码.

(3) 学位论文：[序号] 作者. 题目[D]. 单位所在城市名: 单位, 年: 引用内容所在起止页码.

(4) 论文集、会议录：[序号] 主要责任者. 题名[C]. 出版地: 出版者, 出版年.

(5) 论文集中析出的文献：[序号] 作者. 题目[C]//文集主要责任者. 论文集名. 出版地: 出版者, 出版年: 页码.

(6) 科技报告：[序号] 作者. 题名: 报告号[R]. 出版地: 出版者, 出版年.

(7) 国际、国家标准，行业规范：[序号] 标准起草者. 标准名称: 标准编号[S]. 出版地:

出版者, 出版年.

(8) 专利: [序号] 设计人. 专利题名: 专利号[P]. 公告日期(格式为2016-04-06).

(9) 联机电子公告: [序号] 主要责任者. 文献题名[EB/OL]. 出版地: 出版者, 出版年. (更新日期)[引用日期]. 获取和访问路径.

有关示例请见文后参考文献部分。著录时使用半角标点, 标点后空一格。

6 其他有关事项说明

(1) 篇幅限制。文章应着重撰写创新性、关键性内容, 并以一般专业人员看得懂为原则。

(2) 返回时间: 修改稿一般应在10天内返回, 或以责任编辑的要求为准。如作者不能按时返回, 请向责任编辑说明情况。

(3) 返回文件: 论文电子版连同“论文出版工作单”、“论文修改说明”、变量符号说明(修改说明和符号说明可以仅提供电子版)请从系统上传。稿件修改期间请对修改稿仔细审读、精加工, 一经排版, 一般不允许做大的改动。“论文出版工作单”中的有关事项请认真填写, 联系电话最好有手机。作者联系地址有变更的, 请及时通知责任编辑。

(4) 出版过程: 责任编辑在编辑修改稿过程中常会有疑问请作者答复补正, 请作者配合及时答复; 编辑部有权对文章进行文字性修改, 使之符合出版体例、规范要求和篇幅限制; 责任编辑在编完稿件后, 将其转至中(英)文版总编辑处, 按来稿先后顺次发表; 稿件在排版并确定刊期后, 将根据实际页码寄发作者版面费通知单, 作者应根据通知单要求及时交纳版面费; 文章出版后, 免费提供作者1本样刊, 如作者需要可另购样刊, 刊款可随版面费一并缴纳。

7 结 论

分点总结, 只写结论, 其他背景、方法都不必赘述。

1) 结论1结论1结论1结论1结论1结论1结论1结论1结论1结论1结论1结论1。

2) 结论2结论2结论2结论2结论2结论2结论2结论2结论2结论2结论2结论2。

致 谢

感谢某某。注意: 首页注明基金项目后, 文末不必再致谢。

参 考 文 献 (10条以上)

注: 1) 作者英文姓全大写; 2) 双语著录文献时, 首行用原语种著录, 然后用英文著录; 3) 增加了网络版文献及待发表文献的著录方式, 请作者认真参照本模板修改文献著录格式。

- [1] BALL R E. 飞机生存力分析与设计基础[M]. 林光宇, 宋笔锋, 译. 北京: 航空工业出版社, 1998: 24-27.
BALL R E. Xxx yyy zz[M]. LIN G Y, SONG B F, translated. Beijing: Aviation Industry Press, 1998: 24-27 (in Chinese).
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FU H M. Xxx yyy zzzzzz[J]. Acta Aeronautica et Astronautica Sinica, 2000, 21(2): 155-158 (in Chinese).
- [3] 王明光. 先进航天器轨道快速优化[D]. 西安: 西北工业大学, 2005: 10-25.
WANG M G. Xxx yyy zzz[D]. Xi'an: Northwestern Polytechnical University, 2005: 10-25 (in Chinese).
- [4] 陈永康, 李素循, 李玉林. 高超声速流绕椭球的研究[C]//第九届高超声速气动会议论文集. 北京: 北京空气动力研究所, 1997: 9-14.
CHEN Y K, LI S X, LI Y L. Xxx yyy zzz[C]//Xxx Yyy Zzz. Beijing: Beijing Aerodynamics Institute, 1997: 9-14 (in Chinese).
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AAA B C. Xxx yyy zzz. Beijing: Standards Press of China, 1994: 40-42(in Chinese).
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LI Z H, LI Z J. Xxx yyy xxx: China. ZL85100748[P]. 1986-09-24 (in Chinese).
- [8] 萧玉. 出版业信息化迈入快车道[EB/OL]. (更新日期)[引用日期]. <http://....>

XIAO Y. Xxx yyy zzz[EB/OL]. (2001-12-19)[2002-04-15]. http://....

对于仅有网络版的期刊:

1) 网络地址中不含DOI的, 引用格式如下:

- [9] 储大同. 关于自适应理论的一些新颖的理论看法[J/OL]. 电子学报, 2010, 32(10): 721-724 [引用日期].
http://vip.calis.edu.cn/asp.DOI:10.1002/9781444305036.
CHU D T. Sssss xxx yyy zzz ooo ppp mm[J/OL]. Chinese Journal of Electrics, 2010, 32(10):721-724[2014-0625].http://vip.calis.edu.cn/asp.DOI:10.1002/9781444305036

2) 网络地址中含DOI的, 引用格式如下:

- [10] 储大同. 关于自适应理论的一些新颖的理论看法[J/OL]. 电子学报, 2010, 32(10): 721-724 [引用日期].
http://oninelibrary.wiley.com/doi/10.7666/d.y351065.
CHU D T. Sssss xxx yyy zzz ooo ppp[J/OL]. Chinese Journal of Electrics, 2010, 32(10):721-724[2014-06-25].http://oninelibrary.wiley.com/doi/10.7666/d.y351065.

对于优先出版(尚未正式发表)的文献:

1) 网络地址中不含DOI的, 引用格式如下:

- [11] 黄学良. 双谐振耦合能量信息同步技术研究[J/OL]. 电工技术学报, (更新日期) [引用日期].
http://oninelibrary.wiley.com/doi/10.7666/d.y351065.
HUANG X L. Xxx yyy[J/OL]. Transaction of China Electrotechnical Society (2015-05-20) [2015-06-25].http://oninelibrary.wiley.com/doi/10.7666/d.y351065.

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Generation of dynamic grids and computation of unsteady transonic flows around assemblies

(Author affiliations should be listed according to the name order under the paper title. Chinese authors should put the family name first. The corresponding author should be marked with "*" on the top right.)

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Abstract

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Low service ability of an airfield area causes frequent air traffic congestion and flight delays at busy airports. The airport system calls for capacity and efficiency improvements urgently to relieve the current congested situation. In this work, an optimization approach for the collaborative operating modes of multi-runway systems is proposed to balance the demand and capacity. Runway operating modes are classified in detail taking into consideration the airport layout, air traffic characteristics, weather conditions and other factors comprehensively. Based on the theory of runway capacity envelope, a corresponding optimization model is established by introducing the capacity loss coefficient which objectively reflects the mode switching characteristics. Then an elitist non-dominating sorting genetic algorithm is designed combined with the multi-objective optimization theory. Compared with the single runway mode, the combined runway modes bring about a striking optimization effect which results in a 38.1% reduction in the cost of flight delays and a 46.4% decrease in the quantity of adjusted flights. The approach provided can significantly enhance collaborative operating efficiency of a multi-runway system, and effectively improve air traffic punctuality.

Keywords: Transonic flow; Unsteady flow; Full-potential equation; Assembly **(about 4-6 words separated with ";"; use small letters except technical terms. Abbreviations should contain full name with abbreviation included in parentheses. Selection of 1-2 from EI controlled term list is preferred: _**

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1. Introduction

(Begin each paragraph with an equal indentation of two typing spaces.)

The computation method of unsteady transonic flow based on N-S equations should be best accurate, but to

three-dimensional complex problems, it can be achieved only on large computers, and moreover, the results are not ideal sometimes.¹ A viscous/inviscid interaction method is an applicable one and the computation time can be reduced by two orders.

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2. Computation scheme

2.1. Governing equation

2.1.1. Principle

The unsteady full-potential equation written in a body fitted coordinate system is given by

$$(\rho \mathbf{J})_{\tau} + (\rho U \mathbf{J})_{\xi} + (\rho V \mathbf{J})_{\eta} + (\rho W \mathbf{J})_{\zeta} = 0 \quad (1)$$

where ρ is density, U , V , and W are the contravariant velocity components in the ξ , η , and ζ directions, τ means time, and $\mathbf{J}$ is Jacobian.

Eq. (1) is solved by the time-accurate approximate factorization algorithm and internal Newton iterations;² body conditions and wake conditions are implicit embedded.

2.2. Generation of grids

Taking the incompressible potential flow round a cylinder for example, the stream function is

$$\psi = V_{\infty} \left(r - \frac{a^2}{r} \right) \sin \theta \quad (2)$$

where a is radius, and V_{∞} the velocity of free stream. Magnifying its radius to $a + \varepsilon$.

3. Presentation of results

3.1. Artwork/Figure

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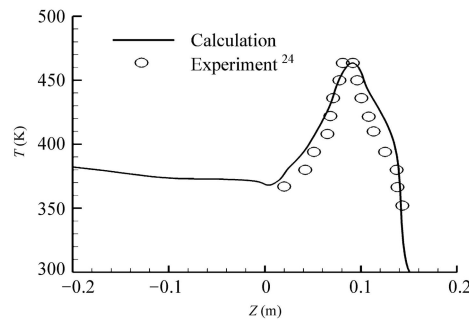


Fig. 1. Comparison between computation result and experimental data²⁴ for temperature distribution of inner wall of nozzle.

Table 1 CPU time ratio of each term.

Computational term	CPU time (%)
Flow field	32.6
Solid temperature field	2.2
Species concentration field	4.3
Radiation transfer/energy field	60.9

4. Conclusions

(Conclusion should be summarized in points without tedious description of background, method, etc.)

(1) A rapid method of the generation of boundary-fitted dynamic grids is developed in this paper, and the method of Viscous/Inviscid Interaction is used to compute the unsteady aerodynamic forces on wing/missiles and wing/body with control surfaces.

(2) The computation results are in agreement with experimental data.

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References

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Reference to a book

2. Strunk Jr W, White EB. *The elements of style*. 3rd ed. New York: Macmillan; 1979. p. 5-10.

Reference to a chapter in an edited book

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Homepage/Web site

Cancer-Pain.org [Internet]. New York: Association of Cancer Online Resources, Inc.; c2000-01 [updated 2002 May 16; cited 2002 Jul 9]. Available from: <http://www.cancer-pain.org/>

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Appendix

(Appendix is put behind biography unless otherwise specified. If there is more than one, order them with capitalized letters. If there are equations, order them with letters and numbers, such as "(A1)" and "(A2)".)