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Nota di contenuto	MODERN NONLINEAR OPTICS Part 1; CONTENTS; RELAXATION THEORY OF NONLINEAR PROCESSES IN THE SMOLUCHOWSKI ROTATIONAL DIFFUSION APPROXIMATION; SPECTRAL ANALYSIS OF LIGHT SCATTERED BY MONODISPERSE SOLUTIONS OF RIGID, ANISOTROPIC MACROMOLECULES IN A REORIENTING AC ELECTRIC FIELD; HYPER-RAYLEIGH AND HYPER-RAMAN ROTATIONAL AND VIBRATIONAL SPECTROSCOPY; POLARIZATION PROPERTIES OF HYPER-RAYLEIGH AND HYPER-RAMAN SCATTERINGS; FAST MOLECULAR REORIENTATION IN LIQUID CRYSTALS PROBED BY NONLINEAR OPTICS; NONLINEAR PROPAGATION OF LASER LIGHT OF DIFFERENT POLARIZATIONS SELF-ORGANIZED NONLINEAR OPTICAL PHENOMENA IN OPTICAL FIBERSNONLINEAR MAGNETO-OPTICS OF MAGNETICALLY ORDERED CRYSTALS; DYNAMICAL QUESTIONS IN QUANTUM OPTICS; PHOTON STATISTICS OF NONCLASSICAL FIELDS; QUANTUM RESONANCE FLUORESCENCE FROM MUTUALLY CORRELATED ATOMS; SQUEEZED STATES OF LIGHT IN THE SECOND AND THIRD HARMONIC GENERATED

Sommario/riassunto

The Advances in Chemical Physics series provides the chemical physics and physical chemistry fields with a forum for critical, authoritative evaluations of advances in every area of the discipline. Filled with cutting-edge research reported in a cohesive manner not found elsewhere in the literature, each volume of the Advances in Chemical Physics series serves as the perfect supplement to any advanced graduate class devoted to the study of chemical physics.

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Sommario/riassunto

Currently, the use of computational fluid dynamics (CFD) solutions is considered as the state-of-the-art in the modeling of unsteady nonlinear flow physics and offers an early and improved understanding of air vehicle aerodynamics and stability and control characteristics. This Special Issue covers recent computational efforts on simulation of aerospace vehicles including fighter aircraft, rotorcraft, propeller driven vehicles, unmanned vehicle, projectiles, and air drop configurations. The complex flow physics of these configurations pose significant challenges in CFD modeling. Some of these challenges include prediction of vortical flows and shock waves, rapid maneuvering aircraft with fast moving control surfaces, and interactions between

propellers and wing, fluid and structure, boundary layer and shock waves. Additional topic of interest in this Special Issue is the use of CFD tools in aircraft design and flight mechanics. The problem with these applications is the computational cost involved, particularly if this is viewed as a brute-force calculation of vehicle's aerodynamics through its flight envelope. To make progress in routinely using of CFD in aircraft design, methods based on sampling, model updating and system identification should be considered.
