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RESUME OF RICHARD W. BELL

Richard W. Bell was born in Ohio in 1918. He attended Oberlin College, receiving the AB in Physics with minor in mathematics in 1939. He completed requirements for the Master of Science in Aeronautics and the professional degree of Aeronautical Engineer at the California Institute of Technology in 1941. His research on problems of stability and control of propeller-powered aircraft was performed under the direction of Professor Clark B. Millikan.

For the following ten years he was engaged in the research and development of new military aircraft used in World War II and the Korean War, and in the design and erection of new test facilities for that purpose. As chief of the experimental division, Southern California Cooperative Wind Tunnel at Caltech, he also served as Lecturer in Aeronautics, with specialty in aerodynamics and propulsion, and participated in development of the high speed research aircraft of that period culminating in the X-15.

After joining the faculty of the Postgraduate School in 1951 he took leave of absence in 1956 to return to Caltech for additional study, specializing in aero-thermo-structural dynamics of aerospace vehicles. In June, 1958, he received the Doctor of Philosophy degree with minor in mathematics; his research on elastically unstable structures was performed under Professor E. E. Sechler.

Professor Bell served as Chairman of the Aeronautics Department in the years 1962-1978, except for assignment in 1967-69 to the Office of Naval Research, London, as Director of the Sciences Division. He has been active as a consultant to major industries in aerospace fields both in the design of test facilities and on aerodynamic and structural applications to flight vehicles and propulsion, including aircraft nuclear propulsion, the Apollo mooncraft, supersonic transport, and missile development. His current research includes experimental investigation of the feasibility of gasdynamic modifications to the Harrier Pegasus engine inlets and exhausts, intended to mask IR signature in cruise mode and to alleviate adverse ground effect in hover or transition; and authoring computer assisted instruction programs in flight mechanics and structural mechanics to be implemented on microcomputer controlled videodisc systems.

He is a member of the American Institute of Aeronautics and Astronautics, the American Society of Engineering Education and Sigma Xi.

