

Title of Work, with Initial Capitals

First Last of Author A¹, First Last of Author B², and First Last of Author C¹

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1 Author Instructions for 13th IWDP Abstracts

The abstract must be submitted by using this **Latex template** or the corresponding **MS Word template** that can be found the meeting website. Submission should be between 300 and 500 words in length. Final submission should be converted and uploaded as a PDF File. LaTeX source files or the original MS Word file will not be accepted. The abstract should be submitted following the file name convention: *last_first.pdf*. Templates margins and text area are set so printed abstracts fit best to the A4 ISO paper size and should not be changed. Font size and type should not be changed. Please also do not change the position of the first line of the title. Abstract submission information can be found on the meeting webpage at aero.engin.umich.edu/iwdp2024. Abstract should be submitted for consideration of either the oral presentation or poster; please indicate your selection in the abstract submission form.

Note that headers and footers for the title page are different from those of pages 2 onward. Headers of the title page and footers of other pages must not be changed. Only the left footer of the title page and the headers of other pages must be changed according to the following rules:

- For the title page: left foot: indicate the correspondence details; center foot: leave empty; right foot: leave unchanged
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LaTeX typesetting is strongly encouraged.

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2 Author Instructions for 13th IWDP Short Paper

The short paper must be submitted by using this **Latex template** or the corresponding MS Word template. Submission should be no more than 5 pages in total length, including figures, tables and citations. An opening abstract is not required for the short paper. Final submission should be converted and uploaded as a PDF File. LaTeX source files or the original MS Word file will not be accepted. The abstract should be submitted following the file name convention: “*last_first.pdf*”. Templates margins and text area are set so printed abstracts fit best to the to the A4 ISO paper size and should not be changed. Font size and type should not be changed. Please also do not change the position of the first line of the title. Final short paper submission information can be found on the meeting webpage at aero.engin.umich.edu/iwdp2024. Final short paper submission is required only for oral presentations.

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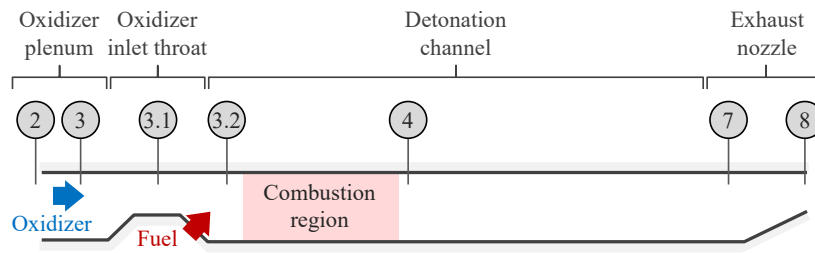


Fig. 1. Example of a full width figure.

3 Some examples of equations, figures and tables

3.1 An example of an equation

The differential form of conservation equations of mass can be written as:

$$\frac{D\rho}{Dt} + \rho \nabla \cdot \mathbf{u} = 0 \quad (1)$$

3.2 Examples of Figures

Figure 1 and Fig. 2 are example of a full width and a test wrapped figure, respectively.

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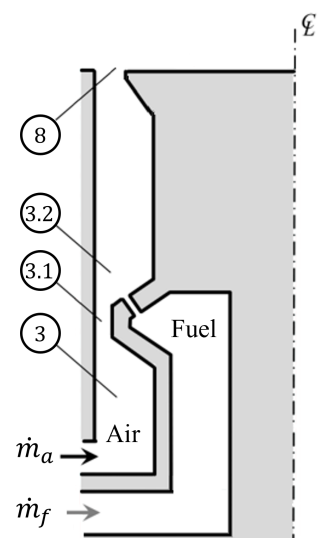


Fig. 2. Example of figure with wrapped text.

Table 1. Description of state location notation in air-breathing engines.

State/Location	Ramjet/Scramjet	Turbojet/Turbofan
①	Ambient	Ambient/Diffuser Inlet
②	End of External Compression	Compressor Inlet
③	End of Internal Compression	Compressor Outlet
④	Combustor Plenum/Isolator	Combustor Plenum
③.1	Oxidizer Inlet Throat	Oxidizer Inlet Minimum Area
③.2	Combustor Channel	Combustor Channel
④	Combustor Outlet	Combustor Outlet
⑤	–	Turbine Outlet
⑥	–	Afterburner Inlet
⑦	Start of Nozzle	Afterburner Outlet/Start of Nozzle
⑧	Nozzle Throat	Nozzle Throat
⑨	Nozzle Outlet	Nozzle Outlet
⑩	Expanded air	–

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3.3 Examples of Tables

An example of a table is given in table 1.

4 Conclusions

Please add a conclusion to summarize the main outcomes of this work.

References

- [1] Fedor A. Bykovskii, Sergey A. Zhdan, and Evgenii F. Vedernikov. Continuous spin detonations. *Journal of Propulsion and Power*, 22(6):1204–1216, 2006.
- [2] K Kailasanath. Review of propulsion applications of detonation waves. *AIAA journal*, 38(9):1698–1708, 2000.
- [3] Frank K. Lu and Eric M. Braun. Rotating detonation wave propulsion: Experimental challenges, modeling, and engine concepts. *Journal of Propulsion and Power*, 30(5):1125–1142, 2014.