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In this definitive study, J. D. Hunley traces the program’s development from Goddard’s early rockets (and the German V-2 missile) through the Titan IVA and the Space Shuttle, with a focus on space-launch vehicles. Since these rockets often evolved from early missiles, he pays considerable attention to missile technology, not as an end in itself, but as a contributor to launch-vehicle technology. Focusing especially on the engineering culture of the program, Hunley communicates this very human side of technological development by means of anecdotes, character sketches, and case studies of problems faced by rocket engineers. He shows how such a highly adaptive approach enabled the evolution of a hugely complicated technology that was impressive—but decidedly not rocket science. Unique in its single-volume coverage of the evolution of launch-vehicle technology from 1926 to 1991, this meticulously researched work will inform scholars and engineers interested in the history of technology and innovation, as well as those specializing in the history of space flight. Lists citations with abstracts for aerospace related reports obtained from world wide sources and announces documents that have recently been entered into the NASA Scientific and Technical Information Database. An in-depth history of the controversial airplane, from its design, development and service to politics, power struggles, and more. The Boeing 737 is an American short- to medium-range twinjet narrow-body airliner developed and manufactured by Boeing Commercial Airplanes, a division of the Boeing Company. Originally designed as a shorter, lower-cost twin-engine airliner derived from the 707 and 727, the 737 has grown into a family of passenger models with capacities from 85 to 215 passengers, the most recent version of which, the 737 MAX, has become embroiled in a worldwide controversy. Initially envisioned in 1964, the first 737-100 made its first flight in April 1967 and entered airline service in February 1968 with Lufthansa. The 737 series went on to become one of the highest-selling commercial jetliners in history and has been in production in its core form since 1967; the 10,000th example was rolled out on 13 March 2018. There is, however, a very different side to the convoluted story of the 737’s development, one that demonstrates a transition of power from a primarily engineering structure to one of accountancy, number-driven powerbase that saw corners cut, and the previous extremely high safety methodology compromised. The result was the 737 MAX. Having entered service in 2017, this model was grounded worldwide in March 2019 following two devastating crashes.? In this revealing insight into the Boeing 737, the renowned aviation historian Graham M. Simons examines its design, development and service over the decades since 1967. He also explores the darker side of the 737’s history, laying bare the politics, power-struggles, changes of management ideology and battles with Airbus that culminated in the 737 MAX debacle that has threatened Boeing’s very survival. Two-volume collection of case studies on aspects of NACA-NASA research by noted engineers, airmen, historians, museum curators, journalists, and independent scholars. Explores various aspects of how NACA-NASA research took aeronautics from the subsonic

to the hypersonic era.-publisher description. This book describes the contributions of mathematics to the nation's advanced technology and to economic competitiveness. Examples from five industriesâ€"aircraft, petroleum, automotive, semiconductor, and telecommunicationsâ€"illustrate how mathematics enters into and improves industry. Mathematical Sciences, Technology, and Economic Competitiveness addresses these high-technology industries and breadth of mathematical endeavors in the United States as they materially contribute to the technology base from which innovation in these industries flows. The book represents a serious attempt by the mathematics community to bring about an awareness by policymakers of the pervasive influence of mathematics in everyday life. In the last decade there have been rapid developments in the field of computer-based learning environments. A whole new generation of computer-based learning environments has appeared, requiring new approaches to design and development. One main feature of current systems is that they distinguish different knowledge bases that are assumed to be necessary to support learning processes. Current computer-based learning environments often require explicit representations of large bodies of knowledge, including knowledge of instruction. This book focuses on instructional models as explicit, potentially implementable representations of knowledge concerning one or more aspects of instruction. The book has three parts, relating to different aspects of the knowledge that should be made explicit in instructional models: knowledge of instructional planning, knowledge of instructional strategies, and knowledge of instructional control. The book is based on a NATO Advanced Research Workshop held at the University of Twente, The Netherlands in July 1991. Includes summaries of proceedings and addresses of annual meetings of various gas associations. L.C. set includes an index to these proceedings, 1884-1902, issued as a supplement to Progressive age, Feb. 15, 1910. This is an illustrated technical guide to the Boeing 737 aircraft. Containing extensive explanatory notes, facts, tips and points of interest on all aspects of this hugely successful airliner and showing its technical evolution from its early design in the 1960s through to the latest advances in the MAX. The book provides detailed descriptions of systems, internal and external components, their locations and functions, together with pilots notes and technical specifications. It is illustrated with over 500 photographs, diagrams and schematics.Chris Brady has written this book after many years developing the highly successful and informative Boeing 737 Technical Site, known throughout the world by pilots, trainers and engineers as the most authoritative open source of information freely available about the 737. A new approach to safety, based on systems thinking, that is more effective, less costly, and easier to use than current techniques. Engineering has experienced a technological revolution, but the basic engineering techniques applied in safety and reliability engineering, created in a simpler, analog world, have changed very little over the years. In this groundbreaking book, Nancy Leveson proposes a new approach to safety—more suited to today's complex, sociotechnical, software-intensive world—based on modern systems thinking and systems theory. Revisiting and updating ideas pioneered by 1950s aerospace engineers in their System Safety concept, and testing her new model extensively on real-world examples, Leveson has created a new approach to safety that is more effective, less expensive, and easier to use than current techniques. Arguing that traditional models of causality are inadequate, Leveson presents a new, extended model of causation (Systems-Theoretic Accident Model and Processes, or STAMP), then shows how the new model can be used to create techniques for system safety engineering, including accident analysis, hazard analysis, system design, safety in operations, and management of safety-critical systems. She applies the new techniques to real-world events including the friendly-fire loss of a U.S. Blackhawk helicopter in the first Gulf War; the Vioxx recall; the U.S. Navy SUBSAFE program; and the bacterial contamination of a public water supply in a Canadian town. Leveson's approach is relevant even beyond safety engineering, offering techniques for “reengineering” any large sociotechnical system to improve safety and manage risk. The naval aviation safety review. Who can use this? When I began this project, I was primarily targeting business leaders and project managers. However, as I progressed, I realized I was using day-to-day examples to illustrate how it works. Consequently, the application of this process is much broader than just the business arena. Therefore, I had to ensure that I present it appropriately. We all face daily challenges, issues, and risks that create some level of uneasiness or worry. How we handle our issues can mean the difference between success and failure. This simple process can help address everyday issues and personal risks with a greater level of confidence. No matter if we are in a business or personal environment, it can help make objective-based decisions and avoid unhelpful and stressful subjective discussions. It's a simple tool for the masses! Let's talk about risk! When the subject of risk comes up in our house, my wife is quick to tell me that I'm not a risk-taker. Of course, I counter that taking a risk depends on several things. It's all about how I handle risks. I will take a risk if the probability of something going wrong is low and the impact is also low! So, when I talk about risk, I include two factors, probability and impact, which must be characterized objectively and in terms that can be quantified. This book will arm you with a process that is simple to understand and apply. This form of risk management does not have complex formulas, financial forecast models, and is not confusing. It is common sense harnessed in a simple process! How most of us handle risk: 1. We see issues. 2. We talk about them. 3. We avoid doing anything. 4. We bury them and then worry. 5. We regret! We lament and say "I won't let that happen again"! 6. We may have to apologize. 7. Unfortunately, sometimes we are forced to find a new job! Sounds familiar? Most people naturally do the first two steps. But the fear of failure, lack of tools or frameworks, laziness, already-full-plate syndrome, (insert excuse here), and it's on to steps 3 and beyond. But, no--not you! This time you decided to pick up this book to learn how to equip yourself with the best tools for managing your personal risks. Thank you for giving it a try. Now it's your turn to experience the powerful simplicity and relief from worry! Fifty two weeks of our Premium Content in an annual form NEW YORK TIMES BUSINESS BESTSELLER • A suspenseful behind-the-scenes look at the dysfunction that contributed to one of the worst tragedies in modern aviation: the 2018 and 2019 crashes of the Boeing 737 MAX. An "authoritative, gripping and finely detailed narrative that charts the decline of one of the great American companies" (New York Times Book Review), from the award-winning reporter for Bloomberg. Boeing is a century-old titan of industry. It played a major role in the early days of commercial flight, World War II bombing missions, and moon landings. The planemaker remains a cornerstone of the U.S. economy, as well as a linchpin in the awesome routine of modern air travel. But in 2018 and 2019, two crashes of the Boeing 737 MAX 8 killed 346 people. The crashes exposed a shocking pattern of malfeasance, leading to the biggest crisis in the company’s history—and one of the costliest corporate scandals ever. How did things go so horribly wrong at Boeing? Flying Blind is the definitive exposé of the disasters that transfixed the world. Drawing from exclusive interviews with current and former employees of Boeing and the FAA; industry executives and analysts; and family members of the victims, it reveals how a broken corporate culture paved the way for catastrophe. It shows how in the race to beat the competition and reward top executives, Boeing skimped on testing, pressured employees to meet unrealistic deadlines, and convinced regulators to put planes into service without properly equipping them or their pilots for flight. It examines how the company, once a treasured American innovator, became obsessed with the bottom line, putting shareholders over customers, employees, and communities. By Bloomberg investigative journalist Peter Robison, who covered Boeing as a beat reporter during the company’s fateful merger with McDonnell Douglas in the late ‘90s, this is the story of a business gone wildly off course. At once riveting and disturbing, it shows how an iconic company fell prey to a win-at-all-costs mentality, threatening an industry and endangering countless lives. Businesses are incorporating automated processes and information technology, as cost cutters or productivity boosters, into their business strategy now more than ever. However, as information systems (IS) research is further focusing on IS strategy, as well as advancing business strategy research, there is a need to examine the increasing integration of technology and automation through a clear framework. Informing View of Organization is such a framework. Informing View of Organization: Strategic Perspective features coverage on a wide range of topics such as group informatics, infoprocesses, and big data. This book is ideally designed for academics, students, managers, information technology professionals, computer engineers, programmers, and researchers interested in organization-technology interaction. To understand the operation of aircraft gas turbine engines, it is not enough to know the basic operation of a gas turbine. It is also necessary to understand the operation and the design of its auxiliary systems. This book fills that need by providing an introduction to the operating principles underlying systems of modern commercial turbofan engines and bringing readers up to date with the latest technology. It also offers a basic overview of the tubes, lines, and system components installed on a complex turbofan engine. Readers can follow detailed examples that describe engines from different manufacturers. The text is recommended for aircraft engineers and mechanics, aeronautical engineering students, and pilots. This CSIS report describes how DoD’s investment in military aircraft engines will decrease significantly, presenting a challenge for the industrial base. The report also argues that DoD must make four major policy choices in its investment approach to military engines: priority, resources, business model, and competition. NOW ALSO

AVAILABLE AS iPAD APP (continuously updated). CHECK THE APPSTORE for B737 PRH! The book (edition 2014) is NOT being updated! This handbook explains large twin aircraft (class A) performance rules (FAA) in general and for the Boeing 737 in special. It contains lots of colourful pictures and operational information for the airline pilot. "An excellent book which finally simplifies and brings together aircraft performance information." "It is the best performance book I ever held in my hands. Just brilliant!" "This book makes 737 performance transparant and understandable." "A must for every 737 pilot!" Two Boeing 737 Max-8 airplanes crashed, killing 346 people between October 2018 and March 2019. On March 27, 2019, a Southwest Airlines Boeing 737 Max-8 had to make an emergency landing in Orlando, Florida, after experiencing an engine problem. Some technical analyses and evidence concluded that there was an issue with the Maneuvering Characteristics Augmentation System (MCAS). Reliable secondary sources attributed many reasons for the MCAS failure, including Boeing's operations, speed of competing with Airbus, quick fixing design, poor integration between mechanical systems and computer software, not communicating the changes to the pilots and other stakeholders, and fast-tracking the certification process. Boeing 737 Max-8 failures could be attributed to Boeing's approach to competing with Airbus, design changes in 737 models, and consequences of the design changes or simply a communication gap rather than a potential design or manufacturing flaw. What really went wrong with the Boeing 737 Max-8 airplanes? After the events, the question mostly remained unanswered. A vital resource for pilots, instructors, and students, from the most trusted source of aeronautic information. Color history examines the industry climate that led to the development of the 737-100 and the larger capacity -200 variant. Depicts a variety of global carriers from the 1960s to present. This state-of-the-art survey presents a coherent summary of research and development in case-based reasoning (CBR) undertaken in Germany in recent years. The book opens with a general introduction to CBR presenting the basic ideas and concepts, setting the terminology, and looking at CBR from some new points of view. The main part of the book, consisting of nine chapters, is devoted to detailed presentations of CBR applications successfully performed in various areas. Among these application areas are decision and sales support, text processing, adaptation, planning, design, software engineering, tutoring systems, and medicine. The remaining chapters present areas related to CBR as well as a glossary, a subject index and bibliography. The author, a former government agent, and other former government agents, detail the pattern of lies by White House politicians to support the invasion of Iraq, the massive cover-ups of the lies by U.S. politicians and most of the U.S. media, and the dire consequences of these wrongful acts. Superalloys are unique high-temperature materials used in gas turbine engines, which display excellent resistance to mechanical and chemical degradation. This book presents the underlying metallurgical principles which have guided their development and practical aspects of component design and fabrication from an engineering standpoint. The topics of alloy design, process development, component engineering, lifetime estimation and materials behaviour are described, with emphasis on critical components such as turbine blading and discs. The first introductory text on this class of materials, it will provide a strong grounding for those studying physical metallurgy at the advanced level, as well as practising engineers. Included at the end of each chapter are exercises designed to test the reader's understanding of the underlying principles presented. Solutions for instructors and additional resources are available at www.cambridge.org/9780521859042. Because of the important national defense contribution of large, non-fighter aircraft, rapidly increasing fuel costs and increasing dependence on imported oil have triggered significant interest in increased aircraft engine efficiency by the U.S. Air Force. To help address this need, the Air Force asked the National Research Council (NRC) to examine and assess technical options for improving engine efficiency of all large non-fighter aircraft under Air Force command. This report presents a review of current Air Force fuel consumption patterns; an analysis of previous programs designed to replace aircraft engines; an examination of proposed engine modifications; an assessment of the potential impact of alternative fuels and engine science and technology programs, and an analysis of costs and funding requirements.