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There is simply no other document like this. It is a complete pilot handbook that is chocked with all that complicated and secret information that is required to successfully pass your check-ride ... or if you are a "serious" flight simmer, this is the book for you. Everything needed to fool the Check Airman into thinking that you know what you are doing ... and make you feel comfortable on the check-ride.

737NG Training Syllabus is the descriptive title for this beautifully illustrated 383 plus page document. The highly detailed, full color book is virtually crammed with original graphics and thousands of words of descriptive text that will provide a complete training syllabus for persons wishing to learn to operate the 737NG jet airliner. While intended specifically for the Flight Simulation market, professional airline pilots will find the information useful and informative. This is a guide intended to teach "simmers" how to fly the jet the way "the Pros do".

The eleventh in this series of illustrated monographs on the key civil aircraft of today: this volume focuses upon the Boeing 747. It examines the design, production and in-service record of the 747, and details airline customers and aircraft attrition, as well as a full production list.

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... designed to assist airport planners with airfield and airspace capacity evaluations at a wide range of airports. The report describes available methods to evaluate existing and future airfield capacity; provides guidance on selecting an appropriate capacity analysis method; offers best practices in assessing airfield capacity and applying modeling techniques; and outlines specifications for new models, tools, and enhancements. The print version of the report includes a CD-ROM with prototype capacity spreadsheet models designed as a preliminary planning tool (similar to the airfield capacity model but with more flexibility), that allows for changing input assumptions to represent site-specific conditions from the most simple to moderate airfield configurations. The CD-ROM is also available for download from TRB's website as an ISO image. Links to the ISO image and instructions for burning a CD-ROM from an ISO image are provided. --Provided by publisher.

NASA commissioned the Columbia Accident Investigation Board (CAIB) to conduct a thorough review of both the technical and the organizational causes of the loss of the Space Shuttle Columbia and her crew on February 1, 2003. The accident investigation that followed determined that a large piece of insulating foam from Columbia's external tank (ET) had come off during ascent and struck the leading edge of the left wing, causing critical damage. The damage was undetected during the mission. The Columbia accident was not survivable. After the Columbia Accident Investigation Board (CAIB) investigation regarding the cause of the accident was completed, further consideration produced the question of whether there were lessons to be learned about how to improve crew survival in the future. This investigation was performed with the belief that a comprehensive, respectful investigation could provide knowledge that can protect future crews in the worldwide community of human space flight. Additionally, in the course of the investigation, several areas of research were identified that could improve our understanding of both nominal space flight and future spacecraft accidents. This report is the first comprehensive, publicly available accident investigation report addressing crew survival for a human spacecraft mishap, and it provides key information for future crew survival investigations. The results of this investigation are intended to add meaning to the sacrifice of the crew's lives by making space flight safer for all future generations.

Global value chains (GVCs) break up the production process so that different steps can be carried out in different countries. Many smart phones and televisions, for example, are designed in the United States or Japan. They have sophisticated inputs, such as semiconductors and processors, which are produced in Korea or Taiwan Province of China. And they are assembled in China. They are then marketed and receive after-sale servicing in Europe and the United States. These complex global production arrangements have transformed the nature of trade. But their complexity has also created difficulties in understanding trade and in formulating policies that allow firms and governments to capitalize on GVCs and to mitigate negative side effects. This publication provides a detailed map of GVCs, enabling policymakers to have a better understanding of the ongoing development and evolution of GVCs and the relationship between economic development and GVC participation. Copublished with the World Bank, OECD, IDE-JETRO, and the Research Center for Global Value Chain Research. The joint research undertaken by these organizations aims to synthesize the parties' knowledge and expertise on GVC studies and to contribute to better policymaking by the international community.

The ATL-98 Carvair is a truly unusual aircraft. Converted from 19 C-54 World War II transport planes and two DC-4 airliners into a small fleet of air ferries by Aviation Traders of Southend, England, the Carvair allowed commercial air passengers to accompany their automobiles onboard the aircraft. The planes were dispersed throughout the world, operating for 75 airlines and transporting cars, royalty, rock groups, refugees, whales, rockets, military vehicles, gold, and even nuclear material. After more than 45 years, two Carvairs were in 2008 still in service. This comprehensive history of the ATL-98 Carvair, begins with corporate histories and profiles of key players, including William Patterson, Donald Douglas, and Freddie Laker. Four chapters illustrate the evolution of the car-ferry as a viable aircraft, the history of Aviation Traders, engineering details incorporated into the Carvair 's production, and major Carvair operators. Chapters on each of the fleet 's 21 planes provide individual histories and anecdotes. Seven appendices provide several kinds of data and the book is fully indexed.

In Douglas Adams' book 'Hitchhiker's Guide to the Galaxy', hyper-intelligent beings reached a point in their existence where they wanted to understand the purpose of their own existence and the universe. They built a supercomputer, called Deep Thought, and upon completion, they asked it for the answer to the ultimate question of life, the universe and everything else. The computer worked for several millennia on the answers to all these questions. When the day arrived for hyper-intelligent beings the to receive the answer, they were stunned, shocked and disappointed to hear that the answer was simply 42. The still open questions to scientists and engineers are typically much simpler and consequently the answers are more reasonable. Furthermore, because human beings are too impatient and not ready to wait for such a long period, high-performance computing techniques have been developed, leading to much faster answers. Based on these developments in the last two decades, scientific and engineering computing has evolved to a key technology which plays an important role in determining, or at least shaping, future research and development activities in many branches of industry. Development work has been going on all over the world resulting in numerical methods that are now available for simulations that were not foreseeable some years ago. However, these days the availability of supercomputers with Teraflop performance supports extensive computations with technical relevance. A new age of engineering has started.

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