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Hubert C. "Skip" Smith (University Park, PA) is Associate Professor Emeritus, Aerospace Engineering at Pennsylvania State University. He is the author of

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load factors, and gravity during flight maneuvers, stalls, high- or low-speed flight, takeoff and landing, and more. As aircraft grow more complex and the controls become more involved, an intuitive grasp of the physics of flight is your most valuable tool for operational safety. Flight Theory and Aerodynamics is the essential resource every pilot needs for a clear understanding of the forces they control.

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System) test method for airspeed calibration and
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Paperback environmentally-friendly airlines. Examples from real aircraft projects are presented throughout, demonstrating to students the applications of the theory. Three appendices and a bibliography provide a wealth of information, much not published elsewhere, including simple aerodynamic formulae, an introduction to airworthiness and environmental requirements, aircraft, engine and equipment data, and a case study of the conceptual design of a large airliner.

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Applied ethics has been gaining wide attention in a variety of curriculums, and there is growing awareness of the need for ethical training in general. Well-publicized ethical problems such as the Challenger disaster, the Ford Pinto case and the collapse of corporations such as Enron have highlighted the need to rethink the role of ethics in the workplace. The concept of applied ethics originated in medicine with a groundbreaking book published in 1979. Business ethics books began to appear in the 1980s, with engineering ethics following

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Paperback This volume now opens up a new area of applied ethics, comprehensively addressing the ethical issues confronting the civil aviation industry. Aviation is unique in two major ways: firstly it has a long history of government regulations, and secondly its primary focus is the safety of its passengers and crew. For decades commercial aviation was viewed in the same manner as public utilities, and thus it was highly regulated by the government. Since the Deregulation Act of 1978, aviation has been viewed as any other business while other experts continue to believe that the sudden switch to deregulation has caused problems, especially since many airlines were unprepared for the change. Ethical Issues in Aviation

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focuses on current concerns and trends, to reflect the changes that have occurred in this deregulated era. The book provides the reader with an overview of the major themes in civil aviation ethics. It begins with theoretical frameworks, followed by sections on the business side of aviation, employee responsibility, diversity in aviation, ground issues regarding airports, air traffic control and security, as well as health and the environment. The contributors to the volume include both academics doing research in the field as well as professionals who provide accounts of the ethical situations that arise in the workplace.

Written by an internationally recognized teacher and

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Researcher

this book provides a thorough, modern treatment of the aerodynamic principles of helicopters and other rotating-wing vertical lift aircraft such as tilt rotors and autogiros. The text begins with a unique technical history of helicopter flight, and then covers basic methods of rotor aerodynamic analysis, and related issues associated with the performance of the helicopter and its aerodynamic design. It goes on to cover more advanced topics in helicopter aerodynamics, including airfoil flows, unsteady aerodynamics, dynamic stall, and rotor wakes, and rotor-airframe aerodynamic interactions, with final chapters on autogiros and advanced methods of helicopter aerodynamic analysis.

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Extensively illustrated throughout, each chapter includes a set of homework problems. Advanced undergraduate and graduate students, practising engineers, and researchers will welcome this thoroughly revised and updated text on rotating-wing aerodynamics.

This revised and updated edition provides a clear and non-mathematical description of the principles of aerodynamics and mechanics of flight. Taking a qualitative rather than quantitative approach, the text provides material for courses from technician to degree level. The text contains examples of recent innovations, and although it excludes mathematical

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analysis, the study does provide one or two simple formulae as a means of defining important terms, such as lift coefficient and Reynolds number, which are an essential part of vocabulary of aeronautics. Structural influences are given brief consideration.

This is the latest edition - fully revised and updated - of the standard textbook on aerodynamic theory, as applied to model flight. Everything is explained in a concise and practical form for those enthusiasts who appreciate that a better understanding of model behaviour is the sure path to greater success and enjoyment, whether just for fun or in competition. The revisions for this new edition reflect the significant

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developments in model aircraft during the last few years, and include brand new data: * The chapter on aerofoils has been rewritten to take account of the vast amount of testing carried out recently in the USA by the University of Illinois. * A brand new chapter explains the latest research into the flight of birds and insects and how it is applied to small drones and model-sized surveillance aircraft. * Older wind tunnel test reports all replaced with the latest trials and measurements.

"A review of basic physical principles and vector analysis, lift, weight, thrust, drag, as well as other aviation topics as they relate to aerodynamics. This

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Textbook takes the private and commercial student pilot through a review of basic physical principles and vector analysis and covers the four forces in flight -- lift, weight, thrust and drag, as well as other aviation topics as they relate to aerodynamics, such as the atmosphere, stability, power and performance, aircraft limitations and maneuvering flight, and stalls and spins. The 2nd Edition now includes a chapter on high-speed (transonic) aerodynamics. The authors teach aviation subjects at the University of North Dakota's Aerospace Sciences Department and also have extensive experience as military and civilian pilots and instructors. 150 pages, illustrations throughout"--Provided by publisher.

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