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The Boeing 737 Technical Guide

737NG Training
Syllabus is the
descriptive title for
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full color book is
virtually crammed
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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

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Simulation market,
professional airline
pilots will find the
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the jet the way "the
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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

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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

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"Pass the

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Covering the
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737-MAX Versions

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intercepts, traffic,
surrounding
terrain, and more.
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chapter summaries*

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*included,
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*The Boeing 737
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compilation of
notes taken
primarily from
flight manuals, but
it also includes
elements taken
from class notes,
computer-based
training, and*

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*operational
experience. It is
intended for use by
initial qualification
crewmembers, and
also for systems
review prior to
recurrent training
or check rides. The
book is written in a
way that organizes
in one location all
the buzz words,
acronyms, and*

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*numbers the
average pilot
needs to know in
order to get
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the scenes to
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*technical guide to
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aircraft. Containing
extensive
explanatory notes,
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of interest on all
aspects of this
hugely successful
airliner and showing
its technical
evolution from its*

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*early design in the
1960s through to the
latest advances in
the MAX. The book
provides detailed
descriptions of
systems, internal and
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components, their
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with pilots notes and*

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and informative
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eye view of what it is
like to fly this
remarkable machine.*

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on a trip from Tokyo
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flight crew see it,
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eye view of flying
this remarkable
machine - the
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an insight into a
world normally
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flying public, at the
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*edge of commercial
flying. Lavishly
illustrated with 176
specially-taken
colour photographs
of the B787's
controls and
instruments.*

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and clear narration
highlight this first-of-
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Automation in
Airliners
Simulator and
Checkride
Procedures
The Complete Story
The Unofficial
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Safety in Aviation
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In April 1972,
after six
gruelling years
of design and
development, the
then Lockheed
California
Company (now
Lockheed Martin)
delivered the
most
technologically
advanced
commercial jet

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of its era, the L-1011 TriStar, to its first client, Eastern Airlines. To mark the moment, Lockheed decided to make an impressive statement about the capabilities of its new medium-to-long-range, wide-body trijet

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airliner. It did
so in

spectacular
fashion.

Overseen by two
test pilots, a
total of 115
crew members,
VIPs, Lockheed
employees, and
selected
reporters
boarded a
TriStar at

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Lockheed's
Palmdale

plant
in California.
The subsequent
4-hour,
13-minute flight
to Washington
Dulles Airport
was achieved
with virtually
no input from
the two pilots
in the cockpit,
the TriStar's

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Automatic Flight
Control System

being 'engaged from takeoff roll to landing'. It was, Lockheed proudly claimed, 'the first cross-country flight without the need for human hands on the controls'. As

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Lockheed themselves note, in a similar fashion to other iconic passenger airliners before it, the L-1011 had faced daunting challenges on the way to its inaugural flight.

Divergent needs

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from competing airlines led to design challenges. Financial difficulties ravaged its engine's manufacturer, Rolls-Royce, whilst a recession, fuelled by the world's first

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oil crisis,
lessened the
demand for
commercial
airliners.

Lockheed,
though, battled
through these
challenges,
which even
included
international
allegations of
bribery, with

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the result that
the TriStar,
famed for its
large, curved
nose, low-set
wings, and
graceful swept
tail, remained
in production
until 1984, by
when 250
examples had
been built. The
toll on

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however, was too great and after the TriStar it withdrew from the commercial aircraft business. In this revealing insight into the L-1011, the renowned aviation historian Graham

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M. Simons reveals the full story of this airliner's design, development and service over the decades since 1970.

Clarence 'Kelly' Johnson's design for the Lockheed Constellation, known

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affectionately
as the 'Connie',
produced one of
the world's most
iconic
airliners.

Lockheed had
been working on
the L-044
Excalibur, a
four-engine,
pressurized
airliner, since
1937. In 1939,

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Trans World Airlines, at the instigation of major stockholder Howard Hughes, requested a 40-passenger transcontinental aircraft with a range of 3,500 miles, well beyond the capabilities of

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the Excalibur design. TWA's requirements led to the L-049 Constellation, designed by Lockheed engineers including Kelly Johnson and Hall Hibbard. Between 1943 and 1958, Lockheed built 856

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Constellations
in numerous
models at its
Burbank,
California,
factory – all
with the same
distinctive and
immediately
recognizable
triple-tail
design and
dolphin-shaped
fuselage. The

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Constellation was used as a civil airliner and as a military and civilian air transport, seeing service in the Berlin and the Biafran airlifts. Three of them served as the presidential

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aircraft for
Dwight D.

Eisenhower.

After the Second
World War, TWA's
transatlantic
service began on
6 February 1946
with a New York-
Paris flight in
a Constellation.

Then, on 17 June
1947, Pan Am
opened the first-

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ever scheduled
round-the-world
service with
their L-749
Clipper America.
In this
revealing
insight into the
Lockheed
Constellation,
the renowned
aviation
historian Graham
M. Simons

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examines its design, development and service, both military and civil. In doing so, he reveals the story of a design which, as the first pressurized airliner in widespread use, helped to usher

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in affordable
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around the
world.

An illustrated
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Containing
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notes, facts,
tips and points

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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 re-
engined MAX. The

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book provides
detailed
descriptions of
systems,
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components,
their locations
and functions,
together with
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detailed guide
to airtesting
and technical

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specifications.

It is

illustrated with
over 500 black &
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photographs,
diagrams and
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Chris Brady has
written this
book after many
years developing
the highly
successful and

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informative

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HARDBACK, COIL
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SIZE OR EPUB
VERSIONS, SEE
OTHER LISTINGS.

An illustrated
technical guide
to the Boeing
737 aircraft.
Containing
extensive

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explanatory
notes, facts,
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all aspects of
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airliner and
showing its
technical
evolution from
its early design
in the 1960s
through to the

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latest advances
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and functions,
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detailed guide
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about the 737.

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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,

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disasters
happen"
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automation has been pushed to its limits, with pilots increasingly relying on it. Autopilot, autothrottle, autoland, flight management systems, air data systems,

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inertial guidance systems. All these systems are only as good as their inputs which, incredibly, can go rogue. Even the automation itself is subject to unpredictable failure. And

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what of the pilots? They began flight training with their hands on the throttle and yoke, and feet on the rudder pedals. Then they reached the pinnacle of their

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careers—airline pilot—and suddenly they were going hours without touching the controls other than for a few minutes on takeoff and landing. Are their skills

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why a Boeing
777 smacked
into a seawall,
missing the
runway on a
beautiful
summer
morning. And
you'll watch
pilots battling—s
ometimes
winning and

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sometimes
not—against
automation run
amok. This book
also investigates
the human
factors at work.
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pilots might
overlook
warnings or
ignore cockpit

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all of us will be
called upon to
lead in some
capacity.

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Leadership skills are vital in corporate settings, small businesses, churches, community organizations, and even at home. Chris Brady and Orrin Woodward have

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leader must be
able to learn
from anyone

Performing:

persevere
through failure
to find success

Leading: extend
your ability by
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team

Developing

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Leaders: learn to
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Airplanes is the
premier aircraft
builder in the USA
and one of the biggest
aerospace
constructors in the
world. To the man in
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inextricably linked
with some of the
greatest names in
aircraft design and

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airliner), the

revolutionary 747

'jumbo jet' and the

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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!"

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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

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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

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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

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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

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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

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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

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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.

The Boeing 737-800
Study Guide is a
compilation of notes
taken primarily from

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flight manuals, but it also includes elements taken from class notes, computer-based training, and operational experience. It is intended for use by initial qualification crewmembers, and also for systems review prior to recurrent training or check rides. The book

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is written in a way that organizes in one location all the buzz words, acronyms, and numbers the average pilot needs to know in order to get through the events above from an aircraft systems standpoint.

The Turbine Pilot's
Flight Manual
The Boeing 737
Technical Guide

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(Pocket Budget
Version)

Lockheed TriStar
Lockheed
Constellation

Airport Spotting
Hotels

*NEW YORK TIMES
BUSINESS BEST
SELLER • A
suspenseful behi
nd-the-scenes
look at the*

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*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*

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*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*

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*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*

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*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*

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*in the company's
history—and one*

*of the costliest
corporate*

scandals ever.

*How did things
go so horribly
wrong at Boeing?*

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the definitive

exposé of the

disasters that

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world. Drawing

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interviews with
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of Boeing and
the FAA;
industry
executives and
analysts; and
family members
of the victims,
it reveals how a
broken corporate
culture paved*

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*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*

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*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*

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Guide
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

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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,

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*threatening an
industry and
endangering
countless lives.
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Guide is a
compilation of
notes taken
primarily from
flight manuals,
but it also
includes
elements taken*

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from class

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notes, computer-based training, and operational experience. It is intended for use by initial qualification crewmembers, and also for systems review prior to recurrent training or check rides. The

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*book is written
in a way that
organizes in one
location all the
buzz words,
acronyms, and
numbers the
average pilot
needs to know in
order to get
through the
events above
from an aircraft
systems*

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standpoint.

*Aviation safety
and astronautics
safety are
taught as
technical
subjects
informed, for
the most part,
by quantitative
methods. Here,
as in other
fields, safety
is often framed*

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as an
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engineering
problem
requiring mathem
atics-informed
solutions. This
book argues that
the socio-
technical
approach,
encompassing
theories
grounded in
sociology and

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*psychology –
such as active
learning, high-
reliability
organising,
mindfulness,
leadership,
followership and
empowerment –
have much to
contribute to
the safety
performance of
these vital*

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industries. It sets out to inspire professionals to embed the whole-system approach into design and operation regimen and demonstrates the potential reputational and financial benefits to

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*manufacturers
and operators
that accrue from
adopting a whole-
system approach
to design and
operation. The
book defines the
socio-technical
approach to risk
assessment and
management in
aviation and
astronautics*

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(astronautics is taken to mean

"the design and operation of vehicles for use beyond the earth's

atmosphere"), then

demonstrates the strengths and weaknesses of this approach through case

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*studies of, for
example, the
Boeing 737MAX-8
accidents and
the loss of the
SpaceShipTwo
orbiter.*

*Grounding the
discourse in
familiar case
studies engages
busy aviation
and astronautics
professionals.*

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for a*

*practitioner
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*professionals,
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*provides a
valuable and
accessible*

*social sciences
perspective on*

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and make sure
you always find
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straight

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to understand
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systems and
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including
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planning, with
photographs,
diagrams,
schematics and*

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checklists. The information has been compiled from engineering manuals, manufacturers handbooks, and the authors' personal in depth flight experience. The book is ideal

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*for use when
learning to fly
on the C206 or
during type
transition
training, and a
experienced
pilots will
also find
useful tips and
information to
improve their
flight*

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standards. The book is aimed at Cessna 206 pilots, however aviation enthusiasts, virtual pilots, and engineers will also enjoy the information provided.

Aircraft Weight and Balance

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