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Airbus A320-200 (320)

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Space On Board On this

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The Airbus A320 And The A380

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baseline A320 and entered service in 1994 about six years after the original A320.

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Automation in aviation can be a lifesaver, expertly guiding a plane and its passengers through stormy weather to a safe landing. Or it can be a murderer, crashing an aircraft and

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killing all on board in the mistaken belief that it is doing the right thing.

Lawrence Sperry invented the autopilot just ten years after the Wright brothers' first flight in 1903. But progress was slow for the

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next three decades. Then came the end of the Second World War and the jet age. That's when the real trouble began. Aviation automation has been pushed to its limits, with pilots increasingly relying on it.

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Autopilot, autothrottle, autoland, flight management systems, air data systems, inertial guidance systems. All these systems are only as good as their inputs which, incredibly, can go rogue. Even the automation

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itself is subject to unpredictable failure. Can automation account for every possible eventuality? And what of the pilots? They began flight training with their hands on the throttle and yoke, and feet on the

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rudder pedals. Then they reached the pinnacle of their careers - airline pilot - and suddenly they were going hours without touching the controls other than for a few minutes on takeoff and landing. Are

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their skills eroding? Is their training sufficient to meet the demands of today's planes? The Dangers of Automation in Airliners delves deeply into these questions. You'll be in the cockpits of the two doomed

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beautiful summer morning.
And you'll watch pilots
battling - sometimes winning
and sometimes not - against
automation run amok. This
book also investigates the
human factors at work.
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significant source of information for individuals and engineers from a variety of disciplines, seeking to learn more about aerospace actuation systems and components.

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The high cost of aviation fuel has resulted in increased attention by Congress and the Air Force on improving military aircraft fuel efficiency. One action considered is modification of the

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aircraft's wingtip by installing, for example, winglets to reduce drag. While common on commercial aircraft, such modifications have been less so on military aircraft. In an attempt to encourage greater

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Air Force use in this area, Congress, in H. Rept. 109-452, directed the Air Force to provide a report examining the feasibility of modifying its aircraft with winglets. To assist in this effort, the Air Force asked

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the NRC to evaluate its aircraft inventory and identify those aircraft that may be good candidates for winglet modifications. This reportâ€"which considers other wingtip modifications in addition to

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wingletsâ€"presents a review of wingtip modifications; an examination of previous analyses and experience with such modifications; and an assessment of wingtip modifications for various Air Force aircraft and

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