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Researchers, National Laboratories in Japan
Amsterdam University Press

The annual Irish Conferences on Artificial Intelligence and Cognitive Science have become the major forum in Ireland for the discussion of various aspects of artificial intelligence. Their aim is to provide a forum where researchers can present their current work, and where industrial and commercial users can relate this work to their own practical needs and experiences. Although the emphasis of the conferences is on Irish research, there are also important contributions from Europe, Australia, Canada, and the USA. This volume is based on the proceedings of the Fifth Irish Conference on Artificial Intelligence and Cognitive Science (AICS'92), which was held at the University of Limerick, Ireland, from 10-11 September 1992. The conference was divided into 6 sessions, covering knowledge representation, cognitive foundations, natural language 1 and 2, learning and expert systems, and novel aspects of artificial intelligence and cognitive science. Because of the high number of papers submitted to the conference, a poster session was run in addition to the plenary sessions. Each paper presented at the poster session is represented in this volume by a four page abstract. Among the specific topics covered in this volume are: a model-based theory of conceptual combination; the nature and development of reasoning strategies; word recognition as a parsing problem; a knowledge-based autonomous vehicle system for emergency management support; the construction and use of scope neutral discourse entities; computer-based iconic communication; and exceptions in multiple inheritance systems. AI and Cognitive Science '92 provides a comprehensive record of current research into this important field. It will be of interest to researchers, lecturers and postgraduate students in a variety of disciplines related to artificial intelligence and cognitive science.

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Papers Presented at the Symposium on Unsteady Aerodynamics Emerald Group Publishing

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.

Proceedings World Scientific

Deze bundel gaat over de vorming van identiteit door het samenspel van etniciteit, nationalisme en de effecten van globalisering. De essays in *Crossroad Civilisations: Ethnicity, Nationalism and Globalism in Asia* maken de gelaagdheid en de complexiteit hiervan duidelijk.

Public Papers of the Presidents of the United States, William J. Clinton Springer Science & Business Media "Containing the public messages, speeches, and statements of the President", 1956-1992.

Scientific and Technical Aerospace Reports Springer Nature

Papers from the symposium held in Atlantic City, New Jersey, April 1993. No index. Annotation

copyright Book News, Inc. Portland, Or.

Public Papers of the Presidents of the United States EduGorilla Community Pvt. Ltd.

The aim of the symposium was to gather fellow researchers, colleagues and friends of Professor William R Sears, a member of the National Academy of Science and the Academy of Engineering, on the occasion of his 80th birthday. Professor Sears is a leader in Aerospace Science and Aerodynamics research and the symposium was held in honour of his work in these areas. The symposium focussed on four areas in aeronautical science in which Professor Sears has made major contributions. These are wing design, unsteady aerodynamics and separation, aeroacoustics and self-correcting wind tunnels.

Digest of Technical Papers Institute of Electrical & Electronics Engineers (IEEE)

Contains public messages and statements of the President of the United States released by the White House from January 1 to June 30, 2002.

Advances in Aeronautical Sciences; Proceedings

This issue of Soldering & Surface Mount Technology (SSMT) presents a number of papers from the 7th High Density Microsystems Design, Packaging and Failure Analysis (HDP'05) conference held in 2005 in the dynamic city of Shanghai, China. With over 100 high quality technical papers and presentation this annual conference brings together scholars and industrialists from Asia, Europe and the Americas to discuss the challenges and latest advances in high density packaging. This e-book contains six papers from the HDP conference, plus one additional contribution, which discuss the

behaviour of key i.

Researchers

As spinning is still involved in around 60% of all aircraft accidents (BFU, 1985 and Belcastro, 2009), this aerodynamic phenomenon is still not fully understood. As U.S. and European Certification Specifications do not require recoveries from fully developed spins of Normal Category aeroplanes, certification test flights will not discover aeroplane mass and centre of gravity combinations which may result in unrecoverable spins. This book aims to contribute to a better understanding of the spin phenomenon through investigating the spin regime for normal, utility and aerobatic aircraft, and to explain what happens to the aircraft in terms of the aerodynamics, flight mechanics and the aircraft stability. The approach used is to vary the main geometric parameters such as the centre of gravity position and the aeroplane's mass across the flight envelope, and to investigate the subsequent effect on the main spin characteristic parameters such as the angle of attack, pitch angle, sideslip angle, rotational rates, and recovery time. First of all, a literature review sums up the range of technical aspects that affect the problem of spinning. It reviews the experimental measurement techniques used, theoretical methods developed and flight test results obtained by previous researchers. The published results have been studied to extract the effect on spinning of aircraft geometry, control surface effectiveness, flight operational parameters and atmospheric effects. Consideration is also made of the influence on human performance of spinning, the current spin regulations and the available training material for pilots. A conventional-geometry, single-engine low-wing aeroplane, the basic trainer Fuji FA-200-160, has been instrumented with a proven digital flight measurement system and 27 spins have been systematically conducted inside and outside the certified flight envelope. The accuracy of the flight measurements is ensured through effective calibration, and the choice of sensors has varied through the study, with earlier sensors suffering from more drift than the current sensors (Belcastro, 2009 and Schrader, 2013). In-flight parameter data collected includes left and right wing and δ -angles, roll-pitch-yaw angles and corresponding rates, all control surface deflections, vertical

speeds, altitude losses and the aeroplane's accelerations in all three directions. Such data have been statistically analysed. The pitch behaviour has been mathematically modelled on the basis of the gathered flight test data. Nine observations have been proposed. These mainly cover the effects of centre of gravity and aircraft mass variations on spin characteristic behaviour. They have all been proven as true through the results of this thesis. The final observation concerns the generalisation of the Fuji results, to the spin behaviour of other aircraft in the same category. These observations can be used to improve flight test programmes, aircraft design processes, flight training materials and hence contribute strongly to better flight safety.

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NASA Scientific and Technical Reports and Publications for 1969 - A Selected Listing

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.

ASME Technical Papers

Cambridge Mathematics 4 Unit Year 12 Digital includes: A digital version (PDF) of the student textbook

available to download by chapter from Cambridge GO www.cambridge.edu.au.

[International Aerospace Abstracts](#)

The wind tunnel continues to be the main instrument for providing experimental aerodynamic data to the aerospace industry and the aerodynamic researcher for the purpose of load and performance evaluation and for verification of theoretical results. In both cases it is imperative that the user has confidence in the quality of the results, which means that he must have information on what accuracy to attach to the data. The quality of wind tunnel results depends upon both the accuracy of measurements and the imperfections provided by the wind tunnel environment. Great strides have been made in recent years on measurement accuracy and as a rule this need no longer be of much concern if properly attended to.

However, imperfections provided by the wind tunnel environment are still with us and these are today the main sources affecting the quality and accuracy of aerodynamic data obtained in a wind tunnel. It was the purpose of this symposium to try to define what accuracy has presently been achieved in modern facilities and to compare these achievements with the actual demands of the user.

Aerodynamics And Aeroacoustics - Proceedings Of The Symposium

A selection of annotated references to unclassified reports and journal articles that were introduced into the NASA scientific and technical information system and announced in Scientific and technical aerospace reports (STAR) and International aerospace abstracts (IAA)

Aerospace America

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