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changing fast  
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chains are  
having to  
adapt to meet  
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this dynamic  
new  
environment.  
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***logistics  
operating  
models are  
under threat.  
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freight  
operators  
across the  
entire  
transport and  
warehousing  
spectrum have***

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*been forced to  
develop  
strategies to  
effectively  
compete with  
new start-ups.  
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sourcing and  
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*The Boeing 737 is an American short- to medium-range twinjet narrow-body airliner developed and manufactured by Boeing Commercial Airplanes, a division of the Boeing Company.*

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*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*

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*most recent version of which, the 737 MAX, has become embroiled in a worldwide controversy. Initially envisioned in 1964, the first 737-100 made its first flight in April 1967 and*

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*entered airline service in February 1968 with Lufthansa. The 737 series went on to become one of the highest-selling commercial jetliners in history and has been in*



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*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*

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*methodology  
compromised.  
The result was  
the 737 MAX.  
Having entered  
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this model was  
grounded  
worldwide in  
March 2019  
following two  
devastating  
crashes.? In this*

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into the Boeing  
737, the  
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its design,  
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decades since  
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explores the*

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*darker side of the  
737's history,  
laying bare the  
politics, power-  
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changes of  
management  
ideology and  
battles with  
Airbus that  
culminated in the  
737 MAX debacle  
that has*

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airliner and  
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as Euravia by  
British  
businessman Ted  
Langton and  
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J.E.D. Walker, at a  
time of  
considerable  
turmoil for the  
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operators ,  
industry, Britannia  
Airways went on  
to become the  
world ' s largest  
holiday airline.  
Just as Court Line  
evolved from  
Autair, so  
Britannia Airways  
evolved from  
Euravia. Both UK

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airlines had strong  
links with the  
travel industry;  
Court Line with  
Clarksons  
Holidays, and  
Britannia with the  
Thomson Group,  
in particular the  
' Sky Tours '  
brand. Both were  
innovative in their



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own ways, and  
both grabbed the  
UK travel industry  
by the scruff of  
the neck and  
shook it into the  
jet age – Court  
line traveling  
down the brasher  
cheap-and-  
cheerful road,  
while Britannia

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took the more  
staid, upmarket  
route. By 1972,  
Britannia had  
developed to such  
a degree that it  
was the biggest of  
the British  
independent  
charter airlines. It  
was also a  
groundbreaking

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operation—during the late 1960s, it became the first charter airline to offer assigned seating, as well as hot in-flight meals. Prior to the mid-1970s, Britannia, much like other British charter airlines of

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the era, had concentrated upon low-cost flights to Spain and the use of provincial airports to provide its services. The company ' s management, however, harbored ambitions to grow beyond this. As a

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result, for example, Britannia's 767s began regular charter flights between Britain and Australia in 1988, a route to New Zealand being added the following year. Between 1968 and

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1984, Britannia carried nearly forty-two million passengers, while the company 's fleet grew to include twenty-nine Boeing 737s and a pair of 767s. Drawing on the author 's in-depth research and

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knowledge, as well as firsthand interviews with individuals such as Ted Langton, the original tour operator who wanted his own airline, and Jed Williams, who created Britannia, this the full story

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of one of the most important airlines in the history of civil aviation.

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or check rides. The  
book is written in  
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Because of its unique density, corrosion resistance, and relative strength advantages over competing materials such as aluminum, steels, and superalloys, titanium has found

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a niche in many industries. Much of this use has occurred through military research, and subsequent applications in aircraft, of gas turbine engines, although more recent use features

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replacement joints,  
golf clubs, and  
bicycles. Contents  
include: A primer  
on titanium and its  
alloys,  
Introduction to  
selection of  
titanium alloys,  
Understanding  
titanium's  
metallurgy and



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mill products,  
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forming, Castings,  
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technology and  
practice,  
Machining,  
Cleaning and  
finishing, Structur  
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erty relationships,  
Corrosion  
resistance,  
Advanced alloys  
and future  
directions,  
Appendices:  
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titanium alloys,  
Titanium alloy  
datasheets, Cross-  
reference to

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Listing of selected  
specification and  
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Corrosion data,  
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suspenseful  
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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

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MAX. An

"authoritative,  
gripping and finely  
detailed narrative  
that charts the  
decline of one of  
the great  
American  
companies" (New  
York Times Book  
Review), from the  
award-winning

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reporter for  
Bloomberg. Boeing  
is a century-old  
titan of industry. It  
played a major  
role in the early  
days of  
commercial flight,  
World War II  
bombing missions,  
and moon  
landings. The

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planemaker

remains a  
cornerstone of the  
U.S. economy, as  
well as a linchpin  
in the awesome  
routine of modern  
air travel. But in  
2018 and 2019,  
two crashes of the  
Boeing 737 MAX  
8 killed 346

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people. The crashes exposed a shocking pattern of malfeasance, leading to the biggest crisis in the company ' s history—and one of the costliest corporate scandals ever. How did things go so



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horribly wrong at  
Boeing? Flying  
Blind is the  
definitive exposé  
of the disasters  
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world. Drawing  
from exclusive  
interviews with  
current and  
former employees  
of Boeing and the

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FAA; industry executives and analysts; and family members of the victims, it reveals how a broken corporate culture paved the way for catastrophe. It shows how in the race to beat the

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competition and  
reward top  
executives, Boeing  
skimped on  
testing, pressured  
employees to meet  
unrealistic  
deadlines, and  
convinced  
regulators to put  
planes into service  
without properly

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equipping them or their pilots for flight. It examines how the company, once a treasured American innovator, became obsessed with the bottom line, putting shareholders over customers,

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employees, and communities. By Bloomberg investigative journalist Peter Robison, who covered Boeing as a beat reporter during the company ' s fateful merger with McDonnell

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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.

A History  
The Unofficial  
Boeing 737 Super  
Guppy Manual  
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Flying the Boeing  
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The 737 MAX  
Tragedy and the  
Fall of Boeing  
Lockheed  
Constellation  
This is the  
fourteenth volume  
in the series of  
Memorial Tributes  
compiled by the  
National Academy  
of Engineering as a



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personal  
remembrance of  
the lives and  
outstanding  
achievements of its  
members and  
foreign associates.  
These volumes are  
intended to stand  
as an enduring  
record of the many  
contributions of

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engineers and  
engineering to the  
benefit of  
humankind. In most  
cases, the authors  
of the tributes are  
contemporaries or  
colleagues who  
had personal  
knowledge of the  
interests and the  
engineering

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accomplishments of the deceased. The Boeing 737 Study Guide is a 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

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the buzz words,  
acronyms, and  
numbers the  
average pilot needs  
to know in order to  
get through  
qualification from  
an aircraft systems  
standpoint  
Captain Mike Ray  
has put together a  
complete collection

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of just about everything a pilot needs to know to "Pass the Checkride". The document is profusely illustrated with a clearly understood visual and complete "training toolset" that will allow you

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to enter the simulator completely confident that you will at least look like you know what you are doing. The material is presented in an entertaining way that will keep your attention while

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providing a depth of understanding to the otherwise totally boring stuff you got from the company.

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



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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, Trans

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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 the Excalibur

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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 Constellation was

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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 aircraft  
for Dwight D.  
Eisenhower. After

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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-ever scheduled

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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 examines its design,

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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 in affordable and comfortable air



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travel around the  
world.

Boeing 737-300 to  
800

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Handbook - EASA  
Edition

Air Wars

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Guide, 2020

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*The award-winning  
journalist  
delves “into  
the confluence  
of modern  
airplane*

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**Technical Guide**  
*technology and  
pilot behavior  
to probe how  
and why flight  
disasters  
happen”*

*(BookTrib) .*

*Aviation  
automation has  
been pushed to  
its limits,  
with pilots*

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*increasingly  
relying on it.  
Autopilot,  
autothrottle,  
autoland,  
flight  
management  
systems, air  
data systems,  
inertial  
guidance  
systems. All*

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## Technical Guide

*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*

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**Technical Guide**  
*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*



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*into these  
questions.*

*You'll be in  
the cockpits  
of the two  
doomed Boeing  
737 MAXs, the  
Airbus A330  
lost over the  
South  
Atlantic, and  
the Bombardier*

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*Q400 that  
stalled over  
Buffalo.  
You'll  
discover  
exactly why a  
Boeing 777  
smacked into a  
seawall,  
missing the  
runway on a  
beautiful*

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*summer*

*morning. And  
you'll watch  
pilots battlin  
g-sometimes  
winning and  
sometimes  
not-against  
automation run  
amok. This  
book also  
investigates*

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*the human factors at work. You'll learn why pilots might overlook warnings or ignore cockpit alarms. You'll observe automation failing to*

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*alert aircrews  
of what they  
crucially need  
to know while  
fighting to  
save their  
planes and  
their  
passengers.*

*The future of  
safe air  
travel depends*

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on automation.

*This book  
tells its  
story.*

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737-800 Study  
Guide is a  
compilation of  
notes taken  
primarily from  
flight  
manuals, but*

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*it also includes elements taken from class notes, computer-based training, and operational experience. It is intended for use by initial*

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*qualification  
crewmembers,  
and also for  
systems review  
prior to  
recurrent  
training or  
check rides.  
The book is  
written in a  
way that  
organizes in*



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*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*

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*systems*

*standpoint.*

*Since its  
first flight  
on 15 December  
2009, the  
Boeing 787  
'Dreamliner'  
has been the  
most  
sophisticated  
airliner in*

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*the world. It uses many advanced new technologies to offer unprecedented levels of performance with minimal impact on the environment. Flying the*

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*Boeing 787  
gives a  
pilot's eye  
view of what  
it is like to  
fly this  
remarkable  
machine. It  
takes the  
reader on a  
trip from  
Tokyo to Los*

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*Angeles as the  
flight crew  
see it, from  
pre-flight  
planning,  
through all  
the phases of  
the flight to  
shut-down at  
the parking  
stand many  
thousands of*

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*miles from the  
departure  
point.*

*Lavishly  
illustrated  
with specially  
taken  
photographs of  
the B787's  
controls and  
instruments,  
this book will*

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*be of interest  
not just to  
commercial  
pilots, but to  
all aviation  
enthusiasts:  
it gives an  
insight into a  
world normally  
hidden for the  
flying public,  
at the*

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*technical and  
operational  
cutting edge  
of commercial  
flying. Gives  
a pilot's eye  
view of flying  
this  
remarkable  
machine - the  
Boeing 787  
'Dreamliner'.*



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insight into a  
world normally  
hidden from  
the flying  
public, at the  
technical and  
operational  
cutting edge  
of commercial  
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colour  
photographs of  
the B787's  
controls and  
instruments.*

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Containing extensive  
explanatory notes,  
facts, tips and points

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this book after many  
years developing the  
highly successful and  
informative

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technical website,  
known throughout  
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authoritative open  
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information freely  
available about the  
737.

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also includes  
elements taken from  
class notes, computer-  
based training, and



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acronyms, and  
numbers the average  
pilot needs to know  
in order to get  
through qualification  
from an aircraft  
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The guide covers  
777-200 and  
777-300 series  
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737. THIS IS THE

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B&W, BOUND  
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COLOUR OR  
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PLEASE SEE  
OTHER LISTINGS.

In April 1972, after  
six gruelling years of  
design and

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development, the  
then Lockheed  
California Company  
(now Lockheed  
Martin) delivered the  
most technologically  
advanced  
commercial jet of its  
era, the L-1011  
TriStar, to its first  
client, Eastern  
Airlines. To mark



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the moment,

Lockheed decided to make an impressive statement about the capabilities of its new medium-to-long-range, wide-body trijet airliner. It did so in spectacular fashion. Overseen by two test pilots, a total of 115 crew

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members, VIPs,  
Lockheed  
employees, and  
selected reporters  
boarded a TriStar at  
Lockheed's Palmdale  
plant in California.  
The subsequent  
4-hour, 13-minute  
flight to Washington  
Dulles Airport was  
achieved with

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virtually no input  
from the two pilots  
in the cockpit, the  
TriStar's Automatic  
Flight Control  
System being  
'engaged from  
takeoff roll to  
landing'. It was,  
Lockheed proudly  
claimed, 'the first  
cross-country flight

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without the need for human hands on the controls'. As 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

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flight. Divergent needs 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 oil crisis, lessened the

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demand for commercial airliners. Lockheed, though, battled through these challenges, which even included international allegations of bribery, with the result that the TriStar, famed for its large, curved nose,

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low-set wings, and graceful swept tail, remained in production until 1984, by when 250 examples had been built. The toll on Lockheed, however, was too great and after the TriStar it withdrew from the commercial aircraft

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business. In this revealing insight into the L-1011, the renowned aviation historian Graham M. Simons reveals the full story of this airliner's design, development and service over the decades since 1970.

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