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Gulfstream's G650 isn't the world's largest private jet, but it is one of the fastest (cruising at up to 610 mph) — and most luxurious. While private jet ownership is out of reach of most TPG readers — a G650 will run you a cool \$66 million — services like JetSmarter make a flight on this plane (and others like it) much more affordable.

Inside the Gulfstream G650 Business Jet

G650 maintenance classes are taught by instructors from both FlightSafety and Gulfstream. Each maintenance instructor has hands-on experience with the aircraft. An onsite Gulfstream liaison updates course material to ensure constant compliance with regulatory requirements.

Gulfstream G650 Training for Pilots and Technicians

Build info: Aileron: 30mm at high rate, 20mm at low rate. Elevator: 35mm at high rate, 25mm at low rate. Rudder: 35mm. Flap/Elevator mix is 67mm flap with 3mm up elevator for landing. 43mm flap with 1mm up elevator for take off. for maiden flight do not use the flap to take off.

Designed for the pilot of piston-engine aircraft who is preparing for turbine ground school, the transitioning military pilot studying for that first corporate or airline interview, or even the old pro brushing up on turbine aircraft operations, this manual covers all the basics, clearly explaining the differences between turbine aircraft and their piston-engine counterparts. It addresses high-speed aerodynamics, coordinating multi-pilot crews, wake turbulence, and navigating in high-altitude weather. The book is like an operations manual for these complex aircraft, detailing pilot operations that include preflight, normal, emergency, IFR, and fueling procedures. Readers will be introduced to flight dispatch; state-of-the-art cockpit instrumentation, including the flight management system (FMS) and the head-up guidance system (HGS or HUD); and the operating principles of hazard avoidance systems, including weather radar, lightning detectors, and the ground proximity warning system (GPWS). Updated to reflect the newest Federal Aviation Administration regulations and procedures, this new edition also includes a glossary of airline and corporate aviation terminology, handy turbine pilot rules of thumb, and a comprehensive turbine aircraft "Spotter's Guide."

"Sleeping Bear is one of the very best thrillers you'll read this year. It's one of those rare novels that keeps getting better and better and better. Remember the author's name—Connor Sullivan." —James Patterson Perfect for fans of Brad Thor and Vince Flynn, this white-knuckled debut thriller follows a former Army veteran seeking solitude in the Alaskan wilderness after her husband's death—only to find herself a pawn in a deadly game with Russia. After her young husband's untimely death, Army veteran Cassie Gale decides to take a few days of solitude in the Alaska wilderness before she starts her new job. But when she fails to show up on her first day and her dog is discovered injured at her wrecked campsite, her father knows that this is much more than a camping trip gone awry. As it turns out, Cassie's not the first person to disappear without a trace in Alaska's northern interior. Bears. Wolves. Avalanches. Frostbite. Starvation. There are many ways to die in here. But not all disappearances can be explained. Cassie's is one of them, along with a number of other outdoor enthusiasts who have vanished

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in recent years. Regaining consciousness in a Russian prison, Cassie finds herself trapped in a system designed to ensure that no one ever escapes alive. It will require all her grit and skills to survive. Meanwhile, her father rushes to outrun the clock, scouring thousands of acres, only to realize she's been taken by a far more nefarious adversary—one with the power of the Eastern Bloc behind it. Ties to his past life, one full of secrets, threaten to surface. He knows there's a price to be paid, but he's determined it won't be his daughter.

An updated resource for instrument flight instructors, pilots, and students.

The classic text for pilots on flight theory and aerodynamics?now in an updated Second Edition Flight Theory and Aerodynamics, the basic aeronautics text used by the United States Air Force in their Flying Safety Officer course, is the book that brings the science of flight into the cockpit. Designed for the student with little engineering or mathematical background, the book outlines the basic principles of aerodynamics and physics, using only a minimal amount of high school?level algebra and trigonometry necessary to illustrate key concepts. This expanded seventeen chapter Second Edition reflects the cutting edge of aeronautic theory and practice, and has been revised, reorganized, and updated with 30% new information?including a new chapter on helicopter flight. Central to the book?s structure is a clear description of aeronautic basics?what lifts and drives an aircraft, and what forces work for and against it?all detailed in the context of the design and analysis of today?s aircraft systems: Atmosphere and airspeed measurement Airfoils and aerodynamic forces Lift and drag Jet aircraft basic and applied performance Prop aircraft basic and applied performance Slow and high-speed flight Takeoff, landing, and maneuvering performance The book?s practical, self-study format includes problems at the end of each chapter, with answers at the back of the book, as well as chapter-end summaries of symbols and equations. An ideal text for the USN Aviation Safety Officer and the USAAA?s Aviation Safety Officer courses, as well as for professional pilots, student pilots, and flying safety personnel, Flight Theory and Aerodynamics is a complete and accessible guide to the subject, updated for the new millennium.

The key to the successful completion of any flight, whether a short-distance domestic flight or an ultra long-haul flight, is meticulous planning, timely preparation, precise execution, and the crew's ability to anticipate and cope with sudden changes. Every trip is unique. Some are more challenging than others and you can always count on last minute changes and surprises. For the most part, however, trips tend to be uneventful but never routine. Upon a successfully completed trip we derive a great sense of satisfaction knowing that we completed it safely, effectively, and efficiently (in that order of importance).What follows is a four-sector westbound trip around the world in a Gulfstream G650ER. This particular trip underscored the immense value of a business jet in optimizing high level executives' productivity. Although this trip is seen primarily from a pilot's perspective there were many other highly capable and dedicated professionals whose contributions made it possible. These individuals, who take great pride in what they do and how they do it, are part of the support system that make airplanes like the Gulfstream G650 a powerful business tool. This book was written, in great part, as a tribute to them.

Aviators are passionate about aviation. Once you get the bug you are addicted for life and there is no need, or desire, to search for a cure. It is that passion and addiction that gives you the determination, perseverance, and motivation to pursue a career in aviation. This is the story of one such aviator who discovered his passion for flying as a young boy. Then, as a young adult, embarked on a journey to pursue and achieve his dream of becoming a pilot. This dream took him from Venezuela to Singapore, to Macao and Hong Kong, and everywhere in between. His journey offers those aspiring to become aviators a glimpse into the fascinating world of corporate aviation. For those individuals already following their own journeys in aviation this book offers them a chance to see the remarkable journey of one of their own.

Advanced Aerospace Applications, Volume 1. Proceedings of the 29th IMAC, A Conference and Exposition on Structural Dynamics, 2011, the first volume of six from the Conference, brings together 32 contributions to this important area of research and engineering. The collection presents early findings and case studies on fundamental and applied aspects of Structural Dynamics, including papers on Aeroelasticity, Ground Testing, Dynamic Testing of Aerospace Structures, and Random Vibration.

In this book, Dr. Andras Sobester reviews the science behind high altitude flight. He takes the reader on a journey that begins with the complex physiological questions involved in taking humans into the "death zone." How does the body react to falling ambient pressure? Why is hypoxia (oxygen deficiency associated with low air pressure) so dangerous and why is it so difficult to 'design out' of aircraft, why does it still cause fatalities in the 21st century? What cabin pressures are air passengers and military pilots exposed to and why is the choice of an appropriate range of values such a difficult problem? How do high altitude life support systems work and what happens if they fail? What happens if cabin pressure is lost suddenly or, even worse, slowly and unnoticed? The second part of the book tackles the aeronautical problems of flying in the upper atmosphere. What loads does stratospheric flight place on pressurized cabins at high altitude and why are these difficult to predict? What determines the maximum altitude an aircraft can climb to? What is the 'coffin corner' and how can it be avoided? The history of aviation has seen a handful of airplanes reach altitudes in excess of 70,000 feet - what are the extreme engineering challenges of climbing into the upper stratosphere? Flying high makes very high speeds possible -- what are the practical limits? The key advantage of stratospheric flight is that the aircraft will be 'above the weather' - but is this always the case? Part three of the book investigates the extreme atmospheric conditions that may be encountered in the upper atmosphere. How high can a storm cell reach and what is it like to fly into one? How frequent is high altitude 'clear air' turbulence, what causes it and what are its effects on aircraft? The stratosphere can be extremely cold - how cold does it have to be before flight becomes unsafe? What happens when an aircraft encounters volcanic ash at high altitude? Very high winds can be encountered at the lower boundary of the stratosphere - what effect do they have on aviation? Finally, part four looks at the extreme limits of stratospheric flight. How high will a winged aircraft will ever be able to fly? What are the ultimate altitude limits of ballooning? What is the greatest altitude that you could still bail out from? And finally, what are the challenges of exploring the stratospheres of other planets and moons? The author discusses these and many other questions, the known knowns, the known unknowns and the potential unknown unknowns of stratospheric flight through a series of notable moments of the recent history of mankind's forays into the upper atmospheres, each of these incidents, accidents or great triumphs illustrating a key aspect of what makes stratospheric flight aviation at the limit.

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