

WEEKEND



PILOTS

Technology

Masculinity 

Private Aviation

in Postwar America

Alan Meyer

Weekend Pilots Technology Masculinity Aviation

Robert W. Littlefield



Weekend Pilots Technology Masculinity Aviation:

Weekend Pilots Alan Meyer, 2015-12-30 The inside story of the hypermasculine world of American private aviation In 1960 97 percent of private pilots were men More than half a century later this figure has barely changed In **Weekend Pilots** Alan Meyer provides an engaging account of the postWorld War II aviation community Drawing on public records trade association journals newspaper accounts and private papers and interviews Meyer takes readers inside a white male circle of the initiated that required exceptionally high skill levels that celebrated facing and overcoming risk and that encouraged fierce personal independence The Second World War proved an important turning point in popularizing private aviation Military flight schools and postwar GI Bill flight training swelled the ranks of private pilots with hundreds of thousands of young mostly middle class men Formal flight instruction screened and acculturated aspiring fliers to meet a masculine norm that traced its roots to prewar barnstorming and wartime combat training After the war the aviation community's response to aircraft designs played a significant part in the technological development of personal planes Meyer also considers the community of pilots outside the cockpit from the time honored tradition of hangar flying at local airports to air shows to national conventions of private fliers to argue that almost every aspect of private aviation reinforced the message that flying was by for and about men The first scholarly book to examine in detail the role of masculinity in aviation **Weekend Pilots** adds new dimensions to our understanding of embedded gender and its long term effects

General Aviation Aircraft Design Snorri Gudmundsson, 2021-10-31 **General Aviation Aircraft Design** Second Edition continues to be the engineer's best source for answers to realistic aircraft design questions The book has been expanded to provide design guidance for additional classes of aircraft including seaplanes biplanes UAS high speed business jets and electric airplanes In addition to conventional powerplants design guidance for battery systems electric motors and complete electric powertrains is offered The second edition contains new chapters Thrust Modeling for Gas Turbines Longitudinal Stability and Control Lateral and Directional Stability and Control These new chapters offer multiple practical methods to simplify the estimation of stability derivatives and introduce hinge moments and basic control system design Furthermore all chapters have been reorganized and feature updated material with additional analysis methods This edition also provides an introduction to design optimization using a wing optimization as an example for the beginner Written by an engineer with more than 25 years of design experience professional engineers aircraft designers aerodynamicists structural analysts performance analysts researchers and aerospace engineering students will value the book as the classic go to for aircraft design The printed book is now in color with 1011 figures and illustrations Presents the most common methods for conceptual aircraft design Clear presentation splits text into shaded regions separating engineering topics from mathematical derivations and examples Design topics range from the new 14 CFR Part 23 to analysis of ducted fans All chapters feature updated material with additional analysis methods Many chapters have been reorganized for further help Introduction to design optimization is

provided using a wing optimization as an example for the beginner Three new chapters are offered two of which focus on stability and control These offer multiple practical methods to simplify the estimation of stability derivatives The chapters introduce hinge moments and basic control system design Real world examples using aircraft such as the Cirrus SR 22 and Learjet 45

Needy Media Stephen Monteiro,2025-10-16 What makes our portable networked personal media devices smartphones tablets smartwatches so irresistible Reacting to our touch voice or gaze seizing and keeping our attention with sounds vibrations and screen prompts these objects construct an animated intimacy that builds trust and emotional dependence Needy Media explores how features such as face recognition awareness sensors and touchscreens have developed and intersected tying them to key concepts of psychology language and the body Surveying products and practices across a half century Stephen Monteiro argues that the appeal is as much about how media devices behave as it is about the information they convey Monteiro traces a symbiotic overreliance a neediness between users and devices fostered by personalized aspects of digital materiality The physical and emotional bonds that emerge he argues not only cast our devices as loyal companions adaptable to our needs and idiosyncrasies they also facilitate the corporate harvesting of massive amounts of personal data in the name of making technology more friendly intuitive and individualized Raising important questions about privacy and power Needy Media seeks answers in the complex and sensitive relationship between interface and body a coupling that makes the networked object both an essential psychological presence and a lingering concern for our sense of self

Earning Their Wings Sarah Parry Myers,2023-09-14 Established by the Army Air Force in 1943 the Women s Airforce Service Pilots WASP program opened to civilian women with a pilot s license who could afford to pay for their own transportation training and uniforms Despite their highly developed skill set rigorous training and often dangerous work the women of WASP were not granted military status until 1977 denied over three decades of Army Air Force benefits as well as the honor and respect given to male and female World War II veterans of other branches Sarah Parry Myers not only offers a history of this short lived program but considers its long term consequences for the women who participated and subsequent generations of servicewomen and activists Myers shows us how those in the WASP program bonded through their training living together in barracks sharing the dangers of risky flights and struggling to be recognized as military personnel and the friendships they forged lasted well after the Army Air Force dissolved the program Despite the WASP program s short duration its fliers formed activist networks and spent the next thirty years lobbying for recognition as veterans Their efforts were finally recognized when President Jimmy Carter signed a bill into law granting WASP participants retroactive veteran status entitling them to military benefits and burials

From Dead Ends to Cold Warriors Peter W.Y. Lee,2021-02-12 After World War II studies examining youth culture on the silver screen start with James Dean But the angst that Dean symbolized anxieties over parents the Establishment and the expectations of future citizen soldiers long predated Rebels without a Cause Historians have largely overlooked how the Great Depression and World War II impacted and shaped

the Cold War and youth contributed to the national ideologies of family and freedom From Dead Ends to Cold Warriors explores this gap by connecting facets of boyhood as represented in American film from the 1930s to the postwar years From the Andy Hardy series to pictures such as The Search Intruder in the Dust and The Gunfighter boy characters addressed larger concerns over the dysfunctional family unit militarism the race question and the international scene as the Korean War began Navigating the political social and economic milieus inside and outside of Hollywood Peter W Y Lee demonstrates that continuities from the 1930s influenced the unique postwar moment coalescing into anticommunism and the Cold War

Tiger Check Steven A. Fino,2017-11 The fielding of automated flight controls and weapons systems in fighter aircraft from 1950 to 1980 challenged the significance ascribed to several of the pilots historical skillsets such as superb hand eye coordination required for aggressive stick and rudder maneuvering and perfect eyesight and crack marksmanship required for long range visual detection and destruction of the enemy Highly automated systems would proponents argued simplify the pilot s tasks while increasing his lethality in the air thereby opening fighter aviation to broader segments of the population However these new systems often required new unique skills which the pilots struggled to identify and develop Moreover the challenges that accompanied these technologies were not restricted to individual fighter cockpits but rather extended across the pilots tactical formations altering the social norms that had governed the fighter pilot profession since its establishment In the end the skills that made a fighter pilot great in 1980 bore little resemblance to those of even thirty years prior despite the precepts embedded within the myth of the fighter pilot As such this history illuminates the rich interaction between human and machine that often accompanies automation in the workplace It is broadly applicable to other enterprises confronting increased automation from remotely piloted aviation to Google cars It should appeal to those interested in the history of technology and automation as well as the general population of military aviation enthusiasts

Provided by publisher **A Connected Metropolis** Maxwell Johnson,2023-07 In A Connected Metropolis Maxwell Johnson describes Los Angeles s rise in the early twentieth century as catalyzed by a series of upper class debates about the city s connections to the outside world By focusing on specific moments in the city s development when tensions over Los Angeles s connections or lack thereof emerged Johnson ties each movement to two or three contemporary figures who influenced the debates at hand The elites previous efforts to secure nationwide and global connections for Los Angeles were wildly successful following World War II As a result the city became a landing spot for African American migrants Cambodian and Laotian refugees and Mexican and Central American immigrants Johnson argues that the city s history is more defined by external relationships than previously understood and those relationships have given the history of the city more continuity than originally recognized At the turn of the twentieth century the politics of connection revolved around initiatives to tie Los Angeles to other places both tangibly and metaphorically Elites built tangible connections to secure among other things the water that irrigated the citrus farms of Los Angeles the capital that propelled its businesses and the people who migrated

from the Midwest to buy its houses To build metaphorical connections that located the city amid transcontinental and trans Pacific movements elites themselves often transcended nearby borders and pursued connections at will Los Angeles stood as a focal point for elite ambitions a place with a more ambivalent relationship to external connections The true story of Los Angeles s rise lies in the spectacular visions and rambunctious activism of a group of elite men dedicated to transforming a remote frontier town into a global metropolis *The Times Index* ,2010 Indexes the Times Sunday times and magazine Times literary supplement Times educational supplement Times educational supplement Scotland and the Times higher education supplement High Tech Flying Robert W. Littlefield,2015-08-05 Glass cockpits NextGen iPads drones these and other advances of the Information Age are revolutionizing aviation High Tech Flying examines how these advances are impacting aviation and gives pilots the tools and knowledge they need to fly safely and efficiently in this new environment High Tech Flying explains these technologies in plain English and from the pilot s perspective and explains how they work together to create a new way of flying in the Information Age The first chapters examine two technologies which have really taken off in the last five years NextGen and personal devices such as tablet computers and smartphones Pilots need to understand these technologies and how they are changing the way we fly in the National Airspace System Next High Tech Flying examines The Glass Cockpit Revolution how it happened what it means for pilots and how to use glass cockpit technology to fly safely and efficiently It includes chapters on Mastering the Glass Cockpit and Flight Planning In the Information Age It is vital that flight instructors understand these advances not only because they fly in this environment but because it is their job to communicate this knowledge to the pilot community That is why High Tech Flying includes a chapter on Flight Training in the Information Age Because checklists are a vital part of flying safely and effectively in the Information Age High Tech Flying dedicates a separate chapter to their creation and use High Tech Flying concludes with a chapter on The Future which tries to predict where the on going digital revolution will take aviation To be clear High Tech Flying is not a tutorial on specific pieces of aviation equipment For one thing in the Information Age details about the features capabilities and operation of particular pieces of equipment change too rapidly for any book to stay current Pilots should always look for the details of how to operate their particular make and model of aircraft or avionics box in the latest updated documentation provided by the manufacturer of that equipment This has always been true and is even more so today since the operational details of glass cockpit airplanes differ greatly among models and change so rapidly *Facing the Unexpected in Flight* Jean Pinet,2015-10-28 Airline pilots often have to face sudden unexpected situations that can become potentially dangerous They are trained to deal with these situations but sometimes the lack of time before the situation deteriorates and the associated stress can compromise their basic cognitive sequence and lead to a serious incident or even an accident This book identifies common denominators in pilots reactions to dangerous unexpected events and highlights behavior common to all in complex stressful situations Facing the Unexpected in Flight Human Limitations and Interaction

with Technology attempts to clarify the human characteristics at play in stressful situations with the goal of providing a more solid basis for designing aeronautical operating equipment and shaping future automation The book applies an original cognitive analysis method to highlight actual operational behavior within a quick succession of short mental segments lasting less than one minute in all This rational method of assessing human potential should contribute to a more effective distribution of roles and help to optimize the pilot aircraft interface The current drive towards total automation together with the drone revolution and questions of cost effectiveness within a global economy raises the question of whether there is a need for pilots onboard aircraft So after scientifically dissecting human limitations and advantages in terms of flying an aircraft the book concludes with reflections by the author on the possibility and implications of eliminating pilots from aircraft In this section the author sets aside scientific rigor and provides his sometimes subjective personal opinions on the professional future of airline pilots *I Have Control* Keith Spragg, 2018-03-31 Between 1967 and 1997 Keith Spragg progressed from the greenest new co pilot on a piston engined Vickers Viking to a fully qualified jet captain He then went on to become an experienced pilot trainer and examiner ultimately flying ten different types with nine different airlines The story of that journey told in *I Have Control* is a personal one but is also part of the wider story of airline development Keith witnessed many changes and it was not only the aircraft that changed the training attitudes and culture of airline pilots themselves were transformed over that period Under the day to day demands of disrupted rosters and unsociable hours the moments of humour and the need to squeeze as much fun as possible out of every day the significance of these changes was not always obvious Now with time to reflect the small boy s fascination with flight lives on While the job changed the rewards the comradeship and the sense of privilege continued But now Keith asks tough questions about the application of technology Is the modern flight deck fit for purpose Have we sacrificed skill on the altar of technology How should the industry respond to the prospect of artificial intelligence and pilotless airliners His account will be of interest to all aviation enthusiasts and is illustrated with 8 colour photographs in a four page colour section **Stranger to the Ground** Richard Bach, 1972

Remotely Piloted Aircraft Systems Nancy J. Cooke, Leah J. Rowe, Winston Bennett, Jr., DeForest Q. Joralmon, 2016-08-12 Highlights the human components of Remotely Piloted Aircraft Systems their interactions with the technology and each other and the implications of human capabilities and limitations for the larger system Considers human factors issues associated with RPAS but within the context of a very large system of people other vehicles policy safety concerns and varying applications Chapters have been contributed by world class experts in HSI and those with operational RPAS experience Considers unintended consequences associated with taking a more myopic view of this system Examines implications for practice policy and research Considers both civil and military aspects of RPAS Remote Drone Pilot Certification Study Guide T C Freeman, 2016-09-04 Guaranteed to Pass the Remote Pilot Certification Knowledge Test or your Money Back Pass the FAA Part 107 Remote Drone Pilot Certification includes 1 year FREE Membership at

RemotePilotAssociation.com with private Facebook group discussion blog and videos Study guide has 12 chapters and over 400 practice questions Good for small business corporate or government like law enforcement commercial operators of small Unmanned Aerial Systems sUAS Don't risk not passing the FAA Remote Pilot test at a cost of 150 There are 60 questions on the FAA test with a test bank of over 300 questions Our study guide is not your typical study guide it's fun and efficient sometimes blunt not a dry textbook Study on your own schedule Make money with your drone Just send us your failing grade and we will refund the cost of the eBook no questions asked

Week-end Pilot Frank Kingston Smith, 1957

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