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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 198 pages. Original publisher: Washington, D. C. : NASA, 2000. LC Number: TL678. 5 . T65 2000 OCLC Number: (OCoLC)42397874 Subject: Fly-by-wire control -- Research -- United States -- History. Excerpt: . . . find a champion at headquarters, the engineers and their advocate could usually work out a proposal that would sell, even if the resulting funding was little more than a start. Projects that capitalized on the seed money would, if not prosper, at least survive. As Krier climbed out to the northeast, there was no doubt that the fly-by-wire project had spent its startup money well. Furthermore, the working atmosphere at the Flight Research Center emphasized cooperation and teamwork by all members of a program. Pilots were actively involved in design and planning; crew chiefs, hardware and software people, everyone collaborated to create a successful project. Twenty-five years later, NASA Administrator Daniel Goldin launched his faster, better, cheaper campaign and visited all the Centers to explain it in a series of all-hands meetings. He found that the atmosphere he was trying to create at NASA already existed at the Dryden Flight Research Center as the established way of doing business. Part of the reason that the fly-by-wire project remained cost-effective is that the Dryden engineering team chose to be the system integrators, rather than passing that responsibility to a prime contractor. Aside from saving money, Dryden gained immeasurable experience working with diverse suppliers and computer software. This experience grew throughout the program and was passed on to other projects at the Center. Another notable feature of the fly-by-wire project was the extraordinary quality of the engineers, pilots, and support personnel who worked on it. Toward the end of the first series of flight tests, pilots...



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