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The Galactic Human Empire was built atop four sciences: logic, physics, psychology, and sociology. Standing on those pillars, humans spent 100,000 years spreading out into the galaxy: warring, exploring, partying -- the usual. Then there was the fifth science. And that killed the empire stone dead. The Fifth Science is a collection of 12 stories, beginning at the start of the Galactic Human Empire and following right through to its final days. We'll see some untypical things

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along the way, meet some untypical folk: galactic lighthouses from the distant future, alien tombs from the distant past, murderers, emperors, archaeologists and drunks; mad mathematicians attempting to wake the universe itself up. And when humans have fallen back into savagery, when the secrets of space folding and perfect wisdom are forgotten, we'll attend the empire's deathbed, hold its hand as it goes. Unfortunately that may well only be the beginning.

The development of the truck in the U.S. from

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1895 to 1978 is examined year by year and brief biographies of important early innovators are included

This densely illustrated, hands-on guide to diesel engine maintenance, troubleshooting, and repair renders its subject more user-friendly than ever before. Finally, boatowners who grew up with gas engines can set aside their fears about tinkering with diesels, which are safer and increasingly more prevalent. As in other volumes in the International Marine Sailboat Library, every step of every procedure is illustrated, so

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that users can work from the illustrations alone. The troubleshooting charts in the second chapter--probably the most comprehensive ever published--are followed by system-specific chapters, allowing readers to quickly diagnose problems, then turn to the chapter with solutions. Diesel engine systems covered include: mechanical; oil; fresh- and raw-water cooling; low- and high-pressure fuel; exhaust; starting; charging; transmission and stern gear.

Human hair is the subject of a wide range of scientific investigations. Its chemical and

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physical properties are of importance to the cosmetics industry, forensic scientists, and to biomedical researchers. This updated and enlarged fourth edition continues the tradition of its predecessor as being the definitive monograph on the subject. It now contains new information on various topics including: chemical hair damage, the cause of dandruff, skin and eye irritation, hair straightening, and others. Chemical and Physical Behavior of Human Hair is a teaching guide and reference volume for cosmetic chemists and other scientists in the hair products industry, academic researchers

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studying hair and hair growth, textile scientists, and forensic specialists.

This definitive text describes the theory and design both of Air Cushion Vehicles (ACV) and Surface Effect Ships (SES). It begins by introducing hovercraft types and their development and application throughout the world in the last three decades, before going on to discuss the theoretical aspects of ACV

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and SES craft covering their hovering performance, dynamic trim over calm water, resistance, stability, manoeuvrability, skirt configuration and analysis of forces acting on the skirts, ACV and SES seakeeping, and the methodology of scaling aerodynamic and hydrodynamic forces acting on the ACV/SES from model test data. The latter chapters describe a design methodology, including design criteria and standard methods for estimating craft performance, lift system design, skirt design, hull structure, propulsion systems and power unit selection. Much technical information, data, and

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references to further work on hovercraft and SES design is provided. The book will be a useful reference to engineers, technicians, teachers, students (both undergraduate and postgraduate), operators etc. who are involved in ACV/SES research, design, construction and operation. Guides the reader on how to perform machinery and systems selection within ACV and SES overall design For teachers, students (both at under- and post-graduate level), engineers and technicians involved in ACV/SES

For years, reaching the paradise destination

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of Santa Catalina Island, located miles out in the Pacific Ocean, was possible primarily by steamship. But as early as 1912, the first amphibious airplane landed in Avalon Bay, and the first air-passenger service was introduced in 1919. Seaplane service thrived on Catalina, and aircraft engine roars became a distinctive memory for many residents, along with the thrill of crossing the channel by plane and landing on the water. The "Airport in the Sky" opened in 1946, with United Airlines operating DC-3s, followed by other airlines operating land-based planes. Today helicopters carry passengers across the

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San Pedro Channel in less than 15 minutes. This unique photographic history covers public air transportation to and from Southern California's iconic island, featuring memories and stories from residents, visitors, and airline employees.

How Cool Are Penguins is a book that will introduce young children to the world of penguins. It is written and illustrated in a fun and informative way that will entertain both the young and the young at heart.

Guide to Storage Tanks and Equipment has been

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designed to provide practical information about all aspects of the design, selection and use of vertical cylindrical storage tanks. Other tanks are covered but in less detail. Although the emphasis is on practical information, basic theory is also covered. Guide to Storage Tanks and Equipment is a practical reference book written for specifiers, designers, constructors and users of ambient and low temperature storage tanks. The book is aimed at everyone who has technical problems as well as those wanting to know more about all aspects of tank technology and also those who want to know

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who supplies what, and from where. Steel storage tanks are an important and costly part of oil refineries, terminals, chemical plants and power stations. They should function efficiently and be trouble free at their maximum storage capacity to ensure that these installations can have their planned maximum production capacity.

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