1. Record Nr. UNINA9910164109103321

Autore	Baldwin Bruce G
Titolo	The Digital Jepson Manual [[electronic resource]] : Vascular Plants of California, Second Edition, Thoroughly Revised and Expanded
Pubbl/distr/stampa	Berkeley, : University of California Press, 2012
Edizione	[2nd ed.]
Descrizione fisica	1 online resource (1595 p.)
Altri autori (Persone)	GoldmanDouglas H KeilDavid J PattersonRobert RosattiThomas J
Disciplina	581.9794
Soggetti	Botany -- California Plants -- California -- Identification Plants -- California -- Pictorial works
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Description based upon print version of record.
Nota di contenuto	Cover; The Jepson Manual SECOND EDITION; ASSOCIATED ELECTRONIC RESOURCES; Support for the Jepson Flora Project 2003-2010; Title; Copyright; Dedication; CONTENTS; Preface; Acknowledgments; Authors Contributing to The Jepson Manual, Second Edition; Introduction; Philosophy; Conventions Used in The Jepson Manual, Second Edition; Abbreviations and Symbols; Glossary; Geographic Subdivisions of California; Hierarchical Outline of Geographic Subdivisions; Geographic Subdivisions of California (map); Geologic, Climatic, and Vegetation History of California; Key to California Vascular Plant Families Taxonomic TreatmentsLycophytes; Ferns; Gymnosperms; Nymphaeales; Magnoliids; Ceratophyllales; Eudicots; Monocots; Appendix. Numerical Summary of Taxa Treated inThe Jepson Manual, Second Edition; Index
Sommario/riassunto	The second edition of The Jepson Manual thoroughly updates this acclaimed work, the single most comprehensive resource on California's amazingly diverse flora. The Jepson Manual, second edition, integrates the latest science with the results of intensive fieldwork, institutional collaboration, and efforts of hundreds of contributing authors into an essential reference on California's native and

	naturalized vascular plants.The second edition includes treatments of many newly described or discovered taxa and recently introduced plants, and reflects major improvements to plant taxon

2.

Record Nr.	UNINA9910824138903321
Autore	Hashmi Amir A.
Titolo	Oil film dynamics in aero engine bearing chambers : fundamental investigations and numerical modelling / / von Amir Aleem Hashmi
Pubbl/distr/stampa	Berlin : , : Logos, , [2012] ©2012
ISBN	3-8325-9365-9
Descrizione fisica	1 online resource (164 pages)
Collana	Forschungsberichte Aus Dem Institut Fur Thermische Stromungsmaschinen ; ; Band 20
Disciplina	629.13435
Soggetti	Airplanes - Motors
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	PublicationDate: 20121115
Sommario/riassunto	Long description: Aero engine bearing chambers are complex machine elements inside the engines, supporting up to three concentric shafts on bearings. For safety reasons, the aero engines always employ rolling-element type bearings and therefore require a sufficient oil supply for lubrication in order to guarantee a reliable operation. As a consequence, a complex two-phase flow consisting of oil and sealing air governs the bearing chambers. A highly dynamic oil film, flowing along the chamber walls, plays a vital role to fulfill the tasks of cooling, lubricating and cleaning the bearing chambers. The design and optimization process of the bearing chambers requires a detailed understanding in order to accurately simulate the film behaviour inside the bearing chambers. Based on the earlier experimental investigations, it is known that near the scavenge off-take a relatively thick film exists. The numerical model to simulate these films must therefore take into account the elliptical behaviour of such films. Among the different models, the Volume Of Fluid (VOF) Model offers the best compromise

between accuracy and efforts. However, preliminary attempts to model a fully developed and turbulent test case from literature revealed an unphysical pressure drop and velocity profile in the gas phase above the film flow. An inadequate turbulence modelling near the gas-liquid interface was identified as the problem source. The 2-Equation turbulence models (k-Îµ& k-Ï) were extended to achieve a substantial improvement.