Air force last year question paper pdf download full

कृषि

1. कौन-सा युग्म सही सुमेलित नहीं है ?

फसल	खरपतवार
(A) धान	इकाइनोक्लोआ कोलोना
(B) गेहूँ	कैलेरिस माइनर
(C) तम्बाकू	ओरोबेन्चि इनटाइक्स
(D) मक्का	ट्रायनथीमा मोनोगाइना

2. भदावरी भैंस का उत्पत्ति स्थान है—
(A) पंजाब (B) हरियाणा
(C) गुजरात (D) उत्तर प्रदेश

3. भारत के गोवंशीय पशुओं में सर्वोत्तम द्विकाजी नस्ल है—
(A) थारपारकर (B) अमृतमहल
(C) हरियाणा (D) कांकरेज

4. पशुओं में चीचड़ी बुखार का रोग होता है—
(A) विषाणु द्वारा
(B) जीवाणु द्वारा
(C) प्रोटोजोआ द्वारा
(D) इनमें से किसी के भी द्वारा नहीं

5. निम्नलिखित में से कौन-सा रोग पशुओं में विषाणु द्वारा उत्पन्न होता है ?
(C) 150 किग्रा नाइट्रोजन प्रति हे.
(D) 200 किग्रा नाइट्रोजन प्रति हे.

8. मशरूम सम्बन्धित है—
(A) विषाणु से (B) जीवाणु से
(C) फफूँद से (D) शैवाल से

9. नील-हरित शैवाल काम करते हैं, इस फसल में—
(A) गेहूँ (B) मक्का
(C) धान (D) मटर

10. सरसों के तेल में तीक्ष्णपन का कारण होता है—
(A) अमीनो एसिड (B) इरुसिक एसिड
(C) ग्लूकोसिलेट्स (D) इनमें से कोई नहीं

11. अरहर में दाना एवं लकड़ी का औसत अनुपात होता है—
(A) 1 : 2 (B) 1 : 3 — 4
(C) 1 : 6 — 8 (D) 1 : 10 — 12

12. निम्न में से कौन-सा खनिज आपूर्ति कारक है ?
(A) मांस का चूर्ण
(B) रक्त का चूर्ण
(C) सोयाबीन का चूर्ण

Indian Navy (SSR & AA) Exam Pattern

Eligibility Criteria

- Unmarried Male Indian citizens and subjects of Nepal and Bhutan
- **Educational Qualifications:** Qualified in 10+2/equivalent examination with Maths and Physics and at least one of these subjects; Chemistry/Biology/Computer Science.
- **Age Limit:** Candidates should have been born between **01st February 1998 to 31st January 2002** (Both dates inclusive)

SELECTION CRITERIA :-
Selection of recruits is based on the order of merit on their performance in Written Test, qualifying Physical Fitness Test (PFT) and fitness in the Medical Examinations

1. **Written Test.**
2. **Physical Fitness Test (PFT).**
3. **Medical Standards.**

Navy SSR & AA Exam pattern

Exam Pattern : Exam Pattern for the **SSR & AA written Exam** is as Follows :-
(a) The question paper will be **bilingual** (Hindi & English) and of objective type.
(b) Question Paper Will be **Divided into 04 Parts** and Each part will be of **25 Questions**.
(c) The question paper will comprise of four sections i.e. **English, Science, Mathematics and General Awareness.**
(d) The **standard** of the question paper will be that of **10+2**.
(e) Duration of question paper will be of **one hour** (60 minutes).
(f) The candidates are required to pass in all sections and in aggregate.
(g) There Will be No Negative Marking. (If there Any Change in Negative Marking, We Will Update Here).

Computer based examination

Subjects	Questions
Mathematics	25
Science	25
English	25
General awareness	25
Total	**100**

1. ஆதிச்ச நல்லூரில் கண்டெடுக்கப்பட்ட முதுமக்கள் தாழிகள் எந்த காலகட்டத்தைச் சார்ந்தவை?

TNPSC Group 4 Answer Key 2019

(A) கி.மு. 200 முதல் கி.பி. 200 வரை
(B) கி.மு. 300 முதல் கி.பி. 300 வரை
(C) கி.மு. 400 முதல் கி.பி. 400 வரை
(D) கி.மு. 200 முதல் கி.பி. 300 வரை

2. கீழே கொடுக்கப்பட்டுள்ளவற்றுள் பொருத்தமான இணையைத் தேர்வு செய்க.
(A) தினங்களை கொண்டாடுவதை விடுங்கள் – கவிக்கோ
(B) மண்புழுவல்ல மானிடனே – பாரதி
(C) கன்று குரல் கேட்ட பசு – தாராபாரதி
(D) தண்ணீர் போல் பணத்தை செலவு செய்தல் – ஆலந்தூரார்

3. புதிய பாட வீழ்த்தின் உருவாக இவருடைய கருத்துகளே அடிப்படையாக அமைந்தன
(A) ஸட்வார்டு மைபிரிட்ச
(B) ரான்ட்மன்
(C) தாமஸ் ஆல்வா எடிசன்
(D) பிரான்சிஸ் சென்கின்ச

4. தொண்டு செய்து பழுத்த நமம் என்று பாரதிதாசன் போற்றுவது
(A) பாரதியார்
(B) தந்தை பெரியார்
(C) காந்தியார்
(D) அண்ணாதுரையார்

5. பாரதியார் யாருடைய சாயலில் வசனகவிதை எழுதிட தொடங்கினார்?
(A) ஜான் எல். ஹார்ட்
(B) வால்ட்விட்மன்
(C) லின்ட் ஹோம்
(D) ஹரால் சிப்மேன்

Sr. No.	Name of Tests	Maximum Marks	Duration
1	Reasoning	50	Composite time of 2 hours
2	English Language	40	
3	Quantitative Aptitude	50	
4	General Awareness (with special reference to Banking Industry)	40	
5	Computer Knowledge	20	
	Total	200	

How Technology Is Changing Work and Organizations

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Annu. Rev. Organ. Psychol. Organ. Behav. 2016. 3:349–75

The *Annual Review of Organizational Psychology and Organizational Behavior* is online at orgpsych.annualreviews.org

This article's doi: 10.1146/annurev-orgpsych-041015-062352

Keywords

technology, work, organizational change, ubiquitous computing, disruptive technology, OP/OB research review

Abstract

Given the rapid advances and the increased reliance on technology, the question of how it is changing work and employment is highly salient for scholars of organizational psychology and organizational behavior (OP/OB). This article attempts to interpret the progress, direction, and purpose of current research on the effects of technology on work and organizations. After a review of key breakthroughs in the evolution of technology, we consider the disruptive effects of emerging information and communication technologies. We then examine numbers and types of jobs affected by developments in technology, and how this will lead to significant worker dislocation. To illustrate technology's impact on work, work systems, and organizations, we present four popular technologies: electronic monitoring systems, robots, teleconferencing, and wearable computing devices. To provide insights regarding what we know about the effects of technology for OP/OB scholars, we consider the results of research conducted from four different perspectives on the role of technology in management. We also examine how that role is changing in the emerging world of technology. We conclude by considering approaches to six human resources (HR) areas supported by traditional and emerging technologies, identifying related research questions that should have profound implications both for research and for practice, and providing guidance for future research.

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The main objective of roper is to get away from heavy and expensive acquisition cycles with long development periods before the start of the production of aircraft. also sees the concept as a way to maintain the main potential opponents constantly out of balance and guess on what type of air combat the united states could be deployed later. as hypothetical, he described the following scenario for defense news: "every four or five years there were the F-200, F-201, F-202 and it was vague and mysterious [on what the planes have], but it is" TM is clear that it is a real program and there are old planes flying. Well, now you have to understand, what are we leading to the fight? What has improved? How sure you have the best plane you win? ... "How do you manage a threat if you don't know what future technology is? Be the threat - always have a new plane in ocita. "roper has identified three underlying key principles that it believes will allow the concept of digital century series. these are "agile software development "," open architector systems and digital engineering ", "second defense news. the first term refers to a common process in the software sector where programmers quickly generate computer code to support various functions on an aircraft or within its individual systems, test it and release it. then programmers immediately stress feedback and begin to incorporate improvements in later build software. the opening architecture refers simply to a system designed to be modular, both in terms of hardware and software, allowing the rapid integration of new and improved features in the future. this could include replacing entire systems, such as radar and other sensors, or additional functionality to existing components.digital is perhaps the most important part of roper vision, which greatly involves the increase of the oo of digital modeling and prototyping to speed up the development of aircraft and reduce the amount of initial testing of those designs before production can begin. Lockheed Martin's Skunk Works has been a particular pioneer in these kinds of processes. Northrop Grumman and Boeing, America's other two major producers of combat aircraft, have also been working to make more use of high fidelity digital modeling in the development, as well as in the production of planes. This includes modeling for stealthy aircraft, such as the F-35 and B-2, which have designs that require extreme precision to ensure they maintain their radar-evading features.Roper then explained to Defense News how he envisioned the acquisition cycle for a Digital Century Series aircraft to go. He said that some number of companies would get contracts to develop a new fighter jet. Each firm would have to produce a high fidelity digital model of their design and then similarly simulate the production and repair processes, with an eye toward simplifying processes whenever possible and thereby reducing costs and maintenance requirements. The Air Force would then down-select to one design. This entire process would take five years.The winning company would then get a contract to build 24 planes per year for at least three years. This would lead to a fleet of 72 aircraft, the minimum that Air Combat Command says it needs to sustain actual combat operations, according to Roper. As this firm is getting production underway, the Air Force would begin the process all over again.Altogether, its radical concept, even if it's one that Roper has described in more general terms since April. It's also one that has a number of inherent challenges that it's unclear if the Digital Century Series will be able to surmount.Ã ÂFor one, Roper's view of the original Century Series as a period where the Air Force deliberately hired various companies to rapidly build small fleets of new aircraft isn't in line with real history. For example, the first of the projects, the F-100, exploited a considerable design experience from the previous Sabre F-86, which flew for the first time in 1947, to go from a mock-up in 1951 to a flying prototype In 1953. A YF-100 Super Sabre prototype, Usafil next aircraft in the series, the McDonnell's F-101 Voodoo was a redesign of a aircraft, the XF-88, which the company had received a contract for the first time Building in 1947. The first voodoo entered in service in 1957. Some of the aircraft of the Century series made progress in development at the most fast speed, but it was not given, and the total production numbers in most cases have been difficult to be smallThe only project that came into service, but did not have a production of over 500 planes was the Dart Dart F-106. Not to mention the F-10 Specter, an iconic aircraft that was subsequently redesigned as F-4 Phantom II, the F-106 actually remained at the service of the Air Force the long. The units of the National Air Guard collected the last of Delta Darts in 1988, almost 30 years after their introduction. The F-104 Starfighter had the shortest life of American service, retiring after 17 years, even if it remained in a foreign service for decades later. Four of the first 10 aircraft projects â € "F-103, F-107, F-108, and F-109 â €" have never seen the production of series at all. Roper's model seems largely to assume that the truncated and highly digitized acquisition process is in some way able to avoid selecting projects that do not perform as expected or that these failures will not be harmful in any way to the general concept. Cié would also require stable financial statements to ensure that there are no program postponements that could also have cascade impacts on the concept A mock-up of the North American XF-108 RAPIER, a series of series Century that has not entered production., U.S.I.F.F.F.T., it is also worth noting that in the 1950s, there was a wide range of di capable of producing contemporary combat jet designs. Bell, Convair, Lockheed, McDonnell, North America, and Republic, all designed aircraft in the Century Series. Other companies, including Douglas, Grumman, and Fairchild, and Vought, all built fighters for the U.S. Navy during the same period or proposed aircraft to the Air Force, but did not receive contracts. Today, there are just three major companies in the United States that produce military jet aircraft of any kind and one of them, Northrop Grumman, hasn't produced a manned fighter jet of its own in decades.Ã ÂRoper noted that smaller companies could team with one of the big three to help bring new technologies and design concepts to the table. At the same time, it's hard to see his vision of a heavy focus on rapid, digital prototyping and leveraging of existing knowledgebases as doing anything but fostering a preference for iterative and evolutionary rather than revolutionary designs ¢ÃÂÂ just as was the case with the original Century Series in reality. The F-106 was a direct outgrowth of the F-102, originally being designated the F-102B, and the design for the failed North American YF-107 Ultra Sabre used the F-100 as a starting place.Ã ÂOne of three YF-107A prototypes., USAFSmall fleets of advanced aircraft have typically proven to be difficult and very costly to operate and maintain. It's hard to see how the Air Force will be able to fly less than 100 examples of multiple distinct aircraft designs simultaneously, even for relatively short periods of time, without having to establish complex logistics chains to support them, especially during sustained operations.Beyond all this, it seems almost worthless to compare what it takes to develop next-generation stealthy aircraft to what is required to devise even advanced fourth-generation fighter jet designs. The existing experience globally with fifth-generation aircraft has typically been protracted and onotsisnoc il non es ,)VACU(oiggapiuqe aznes otnemittabmoc ad ierea ilociev inucla onemla ebberedulcni yrutneC latigiD eires al ehc ,elibaborp non es ,elibaborp otlom ebbererbmes ,etacidni arpos inoitseuq ertla ella emeisni ,etnem ni otseuq noC .elareneg ni ,dennam illeuq emoc ¬Ãsoc ,otnemittabmoc ad tej ilanoizidart iad isranatnolla ¹Âip erpmes arbmes ecroF riA'l emoc ehcna osreme ¨Ã repoR id ottecnoc lI .itla etnemralocitrap onarbmes ivitteibo ilg ,arolla ehcnA ".ilatnemercni itnemanroigga isotsoc noc inneced rep depporp ilrenet ehc otsottuip ,itelosbo onatnevid aneppa non ierea ilg eraritir id ecroF riA'lla eritnesnoc rep airtsudni'l ehcna avitnecni oiccorppa otseuq E .inna 02-51 ingo onu ehc otsottuip ,inna ert ingo ierea id ipit ivoun erapmop ²Âup ecroF riA'l iuc ni odom ocinu'l Ã .aznerrocnoc alla atrepa otnematnetsos id e enoizudorp id esaf al eraicsal idniuq ,aidraugnava'lla ngised lus etnemlapicnirp onirtnecnoc is irotatlappa ilg ehc elouv ecroF riA'L" .yrutneC latigiD eires alled ittase ilgatted i isreme oressof ehc amirp ehcna DAGN enoiznuf etnecer artson al rep ,arreug id anoZ alled ocima noub nu e enoizaiva'lled anamittes alled asefiD alled rotidE'l ,elbmirT nehpetS otted ah ic ,"elaizapsorea airtsudni'lled atlabir al acilpmi ehc ottecnoc nu 'E â .8102 len ,"namgniw layol" inord i e dennam otnemittabmoc ad tej ivoun i iuc art ,0302 len erirappa ebbertop aerea arreug al emoc id enoisiv anu erffo ehc ,ottos iuq oediv li otacilbbup ah ecroF riA'L .ortla'l e oerea nu id oppulivs ol art eranivodni a otunet etnemarev ebberas oirasrevva elaiznetop nu es edeihc ,atlov aus a ,otseuQ .ovitteibo elat erafsiddos id Ãtilibissop elaer anucla ehcna ereva rep ivitareti ittegorp erirovaf ebbererbmes enoizudorp al rep otnorp yhtlaets olovilev nu a elatigid ngised nu ad eradna rep inna euqnic id ammargorp nu id aznegise'l ,atlov anu arocnA .elanif ottodorp led Ãticapac ellad etnemetnednepidni ,oppulivs id ilcic itnenopmoc itnenopmoc irtla e "erutcetihcra nepo" erawtfos id oppulivs ollus otazzilacof ecroF riA id ozrofs onu ,grobykS rep erotinetsos ednarg nu ehcna ¨Ã ossets repoR to rapidly turn drones, or even potentially manned aircraft, into autonomous UCAVs. The Digital Century Series could easily lead to other distributed capabilities across the various fleets of aircraft, all of which might be networked together, but with particular designs optimized for specific roles, such as sensor platforms or weapon trucks.The Air Force plans to use Kratos' XQ-58A Valkyrie unmanned aircraft as the initial testbed for Skyborg., USAFUnmanned aircraft, even advanced UCAVs, are inherently more disposable than manned aircraft, have no need for complex life support and safety systems, and offer designers the freedom to craft an aircraft without any other requirements that a human pilot imposes. That last factor also means that necessary flying time, such as the need for constant proficiency training, is reduced if not largely eliminated, which, in turn, lowers operating and maintenance costs massively. You can read more in great detail about the benefits that advanced unmanned designs might offer, broadly, in this past War Zone feature. In fact, that piece largely described what Roper is proposing, but strictly for unmanned aircraft.All told, Roper may be talking about a Digital Century Series of fighter jets in a way meant to hearken back to the original Century Series of manned fighters, but any actual results may be a much more diverse mix of "aircraft" designs, many of which may never have a pilot on board.Contact the author: joe@thedrive.com joe@thedrive.com

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