Cm2 To Psi

Strangling

with a pressure of around 3.4 N/cm2 (4.9 psi), while the trachea demands six times more at approximately 22 N/cm2 (32 psi). As in all cases of strangulation

Strangling or strangulation is the compression of the neck that could lead to unconsciousness or even death by causing an increasingly hypoxic state in the brain by restricting the flow of oxygen through the trachea. Fatal strangulation typically occurs in cases of violence, accidents, and is one of two main ways that hanging causes death (alongside breaking the victim's neck).

Strangling does not have to be fatal; limited or interrupted strangling is practised in erotic asphyxia, in the choking game, and is an important technique in many combat sports and self-defense systems. Strangling can be divided into three general types according to the mechanism used:

Hanging — Suspension from a cord wound around the neck

Ligature strangulation — Strangulation without suspension using some form of cord-like object (ligature) called a garrote

Manual strangulation — Strangulation using the fingers, hands, or other extremity

DRG Class 05

sent to Krauss-Maffei to be restored. 05 003 went into regular service in 1950, the other two in 1951. Boiler pressure was reduced to 16 bar or 230 psi, meaning

The DRG Class 05 was a class of three Deutsche Reichsbahn 4-6-4 steam locomotives (2?C2? h3 in the UIC notation) used on express passenger trains in continental Europe. They were part of the DRG's standard locomotive (Einheitslokomotive) series.

DRG Class 44

reduced to 20 bars (20.4 kgf/cm2; 290 psi) in 1935 and again to 16 bars (16.3 kgf/cm2; 232 psi) in 1939. After the Second World War, number 44 011 went to the

The Class 44 (German: Baureihe 44 or BR 44) was a ten-coupled, heavy goods train steam locomotive built for the Deutsche Reichsbahn as a standard steam engine class (Einheitsdampflokomotive). Its sub-class was G 56.20 and it had triple cylinders. It was intended for hauling goods trains of up to 1,200 tonnes (1,200 long tons; 1,300 short tons) on the routes through Germany's hilly regions (Mittelgebirge) and up to 600 tonnes (590 long tons; 660 short tons) on steep inclines. They were numbered 44 001-44 1989.

Italian aircraft carrier Aquila

at a pressure of 29 kg/cm2 (410 psi), with the superheated steam being fed to the turbines at a pressure of 26 kg/cm2 (370 psi) and a temperature of 320 °C

Aquila (Italian for "Eagle") was an Italian aircraft carrier converted from the transatlantic passenger liner SS Roma. During World War II, work on Aquila began in late 1941 at the Ansaldo shipyard in Genoa and continued for the next two years. With the signing of the Italian armistice on 8 September 1943, however, all work was halted and the vessel remained unfinished. She was captured by the National Republican Navy of

the Italian Social Republic and the German occupation forces in 1943, but in 1945 she was partially sunk by a commando attack of Mariassalto, an Italian royalist assault unit of the Co-Belligerent Navy of the Kingdom of Italy, made up by members of the former Decima Flottiglia MAS. Aquila was eventually refloated and scrapped in 1952.

DRB Class 41

slides of the prototypes which were expensive to manufacture. As with Classes 03, 45 and 50, the 20-bar (290 psi) boiler made of St 47 K steel, which aged

The German Class 41 steam locomotives were standard goods train engines (Einheitslokomotiven) operated by the Deutsche Reichsbahn (DRB) and built from 1937 to 1941.

Suffren-class frigate

powered by four multi-tube, automatic control boilers capable of 45 kg/cm2 (640 psi) at 450 °C (842 °F) creating steam for two sets of Rateau double-reduction

The Suffren class were two anti-air frigates of the French Navy, designed to protect a fleet against air threats, surface ships, and submarines. They were the first French ships to be built specifically as guided missile frigates. Ordered in 1960, the class was intended to be more numerous, but budget pressure from the French nuclear weapons program limited their number. The lead ship, Suffren, entered service in 1967 and the second ship, Duquesne, in 1970. They remained in service until the 2000s when they were replaced by ships of the Horizon class.

Soviet locomotive class OR23

transferred power to the wheels. The purpose was to balance the driving forces on the wheels, allowing the counterweights on the wheels to be smaller and

The OR23 was a Soviet experimental locomotive built in 1949. Its cylinders were placed above the center driving axle, and had rods on both ends which transferred power to the wheels. The purpose was to balance the driving forces on the wheels, allowing the counterweights on the wheels to be smaller and reducing hammer blow on the track. The design was a failure and no further examples were built. The locomotive was never used beyond testing and was returned to its builder, the Voroshilovgrad Works, and scrapped sometime afterward.

Kilogram-force per square centimetre

per square centimetre (kgf/cm2), often just kilogram per square centimetre (kg/cm2), or kilopond per square centimetre (kp/cm2) is a deprecated unit of

A kilogram-force per square centimetre (kgf/cm2), often just kilogram per square centimetre (kg/cm2), or kilopond per square centimetre (kp/cm2) is a deprecated unit of pressure using metric units. It is not a part of the International System of Units (SI), the modern metric system. 1 kgf/cm2 equals 98.0665 kPa (kilopascals) or 0.980665 bar—2% less than a bar. It is also known as a technical atmosphere (symbol: at).

Use of the kilogram-force per square centimetre continues primarily due to older pressure measurement devices still in use.

This use of the unit of pressure provides an intuitive understanding for how a body's mass, in contexts with roughly standard gravity, can apply force to a scale's surface area, i.e. kilogram-force per square (centi-)metre.

In SI units, the unit is converted to the SI derived unit pascal (Pa), which is defined as one newton per square metre (N/m2). A newton is equal to 1 kg?m/s2, and a kilogram-force is 9.80665 N, meaning that 1 kgf/cm2 equals 98.0665 kilopascals (kPa).

In some older publications, kilogram-force per square centimetre is abbreviated ksc instead of kgf/cm2.

7×57mm Mauser

expansion of the combustion gases of smokeless gunpowder equals 3,500 kg/cm2 (49782 psi) Norma homepage: 7×57 R Mauser, August 2012 C.I.P. TDCC datasheet 7

The 7×57mm Mauser (designated as the 7 mm Mauser or 7×57mm by the SAAMI and 7 × 57 by the C.I.P.) is a first-generation smokeless powder rimless bottlenecked rifle cartridge. It was developed by Paul Mauser of the Mauser company in 1892 and adopted as a military cartridge by Spain in 1893. It was subsequently adopted by several other countries as the standard military cartridge, and although now obsolete as a military cartridge, it remains in widespread international use as a sporting round. The 7×57 Mauser (originally known in Britain as the .275) was a popular stalking cartridge and sporting rifles in this chambering were made by the famous British riflemakers, such as John Rigby, Holland and Holland, Westley Richards and others. British cartridge nomenclature designated caliber in inches, and the cartridge was known as the .275 bore after the measurement of a 7 mm rifle's bore across the lands. The cartridge is today often erroneously referred to as the ".275 Rigby", however neither Rigby & Sons nor Kynoch (the major UK ammunition manufacturer of the period) sold the cartridge in boxes labeled .275 Rigby - instead it was always marked ".275 bore" (Rigby) or 7mm Mauser (Kynoch) and it is doubtful the cartridge was ever referred to as the ".275 Rigby" during its golden period.

Atmospheric pressure

with a cross-sectional area of 1 square centimetre (cm2), measured from the mean (average) sea level to the top of Earth's atmosphere, has a mass of about

Atmospheric pressure, also known as air pressure or barometric pressure (after the barometer), is the pressure within the atmosphere of Earth. The standard atmosphere (symbol: atm) is a unit of pressure defined as 101,325 Pa (1,013.25 hPa), which is equivalent to 1,013.25 millibars, 760 mm Hg, 29.9212 inches Hg, or 14.696 psi. The atm unit is roughly equivalent to the mean sea-level atmospheric pressure on Earth; that is, the Earth's atmospheric pressure at sea level is approximately 1 atm.

In most circumstances, atmospheric pressure is closely approximated by the hydrostatic pressure caused by the weight of air above the measurement point. As elevation increases, there is less overlying atmospheric mass, so atmospheric pressure decreases with increasing elevation. Because the atmosphere is thin relative to the Earth's radius—especially the dense atmospheric layer at low altitudes—the Earth's gravitational acceleration as a function of altitude can be approximated as constant and contributes little to this fall-off. Pressure measures force per unit area, with SI units of pascals (1 pascal = 1 newton per square metre, 1 N/m2). On average, a column of air with a cross-sectional area of 1 square centimetre (cm2), measured from the mean (average) sea level to the top of Earth's atmosphere, has a mass of about 1.03 kilogram and exerts a force or "weight" of about 10.1 newtons, resulting in a pressure of 10.1 N/cm2 or 101 kN/m2 (101 kilopascals, kPa). A column of air with a cross-sectional area of 1 in2 would have a weight of about 14.7 lbf, resulting in a pressure of 14.7 lbf/in2.

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