2image Pilot

Eric Auxier

Contrails Roger Thompson, 2004-11 A collection of aviation stories spanning the 37-year career of pilot Roger Thompson.

So You Want to Be a Ferry Pilot Spike Nasmyth,2003 SO YOU WANT TO BE A FERRY PILOT is made up of nineteen true short stories about ferrying airplanes from one part of the world to another. Each flight has something about it that wasn't planned. Unexpected heart stopping engine failures, weather that went from CAVU (Clear and Visibility Unlimited) to Oh MY God!!, interception by armed foreign fighters, arrest by third world police or anything that old Mister Murphy can throw your face. I had several pilot friends read the manuscript, here are some of their comments. Ferry pilots are nuts, everybody knows that. Captain Cal Harman, 20 years with Continental. These stories are unbelievable, I thought flying combat missions was dangerous. Captain Curt Briggs, shot down in Vietnam while flying an F-4 Phantom, rescued after spending more than 24 hours hiding from the North Vietnamese. When we were cell mates in Hanoi I suspected that Spike was a little crazy, suspicions confirmed. Lieutenant Commander Larry Friese, USN Retired. POW in Vietnam 51/2 years.

Throw a Nickel on the Grass, a Fighter Pilot's Life Narrative Warren Kerzon,2016-03-10 Personal history of my 22+ years as an Air Force fighter pilot starting when I first dreamed about my future career, through flight school, operational experience in France, Germany, then Test Pilot School, flight test projects, combat experience in Southeast Asia, and other assignments; short summary of follow-on 15-year career in the aerospace industry.

There are old pilots and there are bold pilots; there are no old, bold pilots. Maybe one! Bruce E Tuttle,2017-05-23 Flying has always been a way of life for me, handed down to me by my father. I've shared my life of aviation for all to read. I've always enjoyed flying even though flying is and has always been dangerous! These stories are from my personal experiences! After reading my own stories, I realized just how lucky my life has been! Thanks be to GOD!

J.A.P. EDWARD LANDERS, 2013-12 JAP is a story about a young man who somehow, through a series of accidents intentions, mistakes and drive became a Naval Aviator, no mean feat by any accounts. Having survived the grim reaper several times during his eight years of flying on active duty with the Navy he has come to believe, sort of, that he is a good aviator and can take care of just about anything that arises in the realm of flying. He has disgustedly left active duty flying with the Navy as the result of witnessing inept officers who should never have made the grade continue to fly and serve without any leadership skills or command authority amounting to anything effective. Most of them were, in the young man's opinion, timid beings who were only concerned with keeping their status quo resulting in their refusal to make decisions let alone lead in any forward power projections. His decision to leave the Navy and throw his lot in with the airline pilot's career was based on his perception that an airline captain just had to be made of stronger stuff. That idea was also doomed to an early failure when he actually started to fly with the pilots who make up the airborne operation of the airline. He found the same weaknesses on the part of the airline pilots that he had witnessed in the Navy pilots he had flown with. Still struggling to find perfection the young man (named Kruger in the book) tries flying with the Naval Reserve pilots only to find, once more, that those pilots were even worse than the two groups that he had flown with earlier. Kruger's worst nightmare finally comes to pass when he finds himself making some bad mistakes and decisions just like all of the other pilots he has ever encountered. He has become a JAP or just another pilot like all of the others. In spite of all of the disappointments he encounters he still has fun and fulfillment flying and is convinced that he could really do no job other than flying. Flying has always been described as hours and hours of boredom punctuated by moments of stark terror. Kruger's experiences follow that pattern except the boring hours are interesting also. Kruger had always considered that the most exhilarating and exciting time you could ever experience was when you were right on the dangerous edge of things; when you had less than a fifty percent chance of surviving the situation you were in and when you finally came out on top, alive and well albeit that your heart was trying to go into tachycardia and your breathing could only be described as panting. There is no rush better than this. There are no punches pulled in the book. The author tells it like it really was without cutting corners or glossing over the facts. It is what it was. People are people and no one is perfect. We all have warts no matter how good we look and usually the ones who boast the most and are the models of perfection are the ones who have the most faults. As the Bible says, Judge not least ye be judged. Kruger finds that to be very true and, as a result he mulls each flight in his mind in an effort to try to perfect what he has just done. There are no heroes in the book but there are a lot of truths if you can find them.

Len, the Pilot Wayne Lundquist,2011-06-15 Th is book is a love story. Its main focus is on ten years in the life of Len. His chance meeting with a lovely young Southern girl, Velma, was to change his life dramatically. Too, this encounter was no less than destiny. For through this one chance meeting, he was able to salvage tragic loss and overcome intense loneliness which would drastically alter his life and the lives of those he loved, two young sons. It was through aviation that he met his destiny in Velma as he participated in the American Air Races shows. On the sixth of November of 1933, George Weaver bought his daughter, Velma, an airplane ride. Len was the pilot.

Always Another Dawn: The Story of a Rocket Test Pilot Albert Scott Crossfield, Clay Blair, 2018-01-04 Always Another Dawn: The Story of a Rocket Test Pilot is the detailed account of NACA (National Advisory Committee for Aeronautics) and Albert Scott Crossfield's work in the post-war years and beyond pioneering the use of rocketpowered planes. Crossfield and his team paved the path for space exploration making this, his autobiography, essential reading for historians and aviation buffs.

Higher and Faster Robert M. White, Jack L. Summers, 2014-01-10 In 1961, pilot Robert M. White flew a hypersonic rocket-powered airplane six times faster than the speed of sound and higher than 300,000 feet above the Earth's surface. This is his story. Tracing his childhood on the rough streets of Manhattan during the Depression, his years as a pilot and POW during World War II, his service in Korea and Vietnam and his rise as an experimental test pilot in the Air Force, this autobiography is a testament to the role of persistence and excellence in the life of a man whose aeronautical feats are now legend. It is the portrait of an extraordinary man in pursuit of

the American dream and a glimpse into a remarkable time in America's aviation history.

Kiss the Pilot Patrick Lennon, 2005 In 1912, Tony Jannus, a handsome 22 year-old pilot attempts to set a record for the longest flight over water, following the Missouri and Mississippi Rivers. Even though he suffers from an acute appendicitis, he doggedly continues the record-breaking flight. Along the way to New Orleans, he meets attractive young women who fall in love with him and further complicate his life. Later, he becomes chief pilot of the first scheduled airline, operating between Tampa and St. Petersburg, Florida. The airline only operates during the tourist season and is highly successful. When the airline closes, Tony and his brother spend the summer flying exhibitions and passengers at Cedar Point on Lake Erie to raise money for an airplane manufacturing plant they intend to open in Baltimore. They build a quality airplane, but their business venture fails because they cannot compete with major airplane manufacturers such as the Wright Brothers and Glenn Curtiss. When they close the plant, Tony goes to work for Glenn Curtiss who sends him to Sevastopol, Russia to train the Czar's naval pilots how to fly seaplanes before the United States enters World War I. While training pilots for the Russian Navy, he is drawn into combat against German submarines, which are sinking Russian warships in the Black Sea. War tests his courage and changes his happy-go-lucky outlook on life. He returns to the United States and finds the woman he wants to marry, but the romance is stormy and they break off the relationship. He goes back to Russia to train pilots in a more advanced airplane. He is despondent in Russia until his former sweetheart writes him and says she loves him. They set a date to marry. Important aviation milestones in this historical novel actually happened. The author has embellished personal relationships and events.

B-17 Bomber Pilot's Flight Operating Manual Periscope Film LLC, 2006-03-28 The Boeing B-17 was the first mass-

produced, four-engine heavy bomber. Used throughout World War II for strategic bombing, the plane earned a reputation for its toughness and versatility. Carrying a crew of ten, and 8,000 pounds of bombs on long range missions, the '17 wreaked havoc on Germany during the critical years 1942-45. The Memphis Belle, the first B-17 to fly 25 missions over Europe, is perhaps the most famous plane to emerge from the European Theatre. Originally printed by the United States Army Air Force in December of 1942, the B-17 Bomber Pilot's Flight Operating Manual taught pilots everything they needed to know about the Queen of the Skies. Originally classified Restricted, the manual was declassified long ago and is here reprinted in book form. This affordable facsimile has been reformatted, and color images appear as black and white. Care has been taken however to preserve the integrity of the text.

Heart of the Storm Col. Edward L. Fleming,2004-04-01 Advance praise for Heart of the Storm Col. Ed Fleming tells a story of true heroism about the constant dangers faced by the pilots and crews who fly the most versatile-and vulnerable-aircraft in the skies today.-John Glenn, former U.S. senator, astronaut, and bestselling author of John Glenn: A Memoir To risk your life to save a stranger is the highest mark of a human being. Ed Fleming is such a man, and this book is a great read.-Dr. Jerri Nielsen, author of the #1 New York Times bestselling Ice Bound Filled with suspense and emotion, Heart of the Storm reads like a thriller--but it's all true. Ed Fleming has led a dramatic and interesting life, and this book portrays it in living color.-Robert K. Tanenbaum, New York Times bestselling author of Resolved and Absolute Rage

The MAC Flyer ,1966

<u>Career As A Pilot</u> Brian Rogers,2013-09-06 A career as a Pilot is an exciting one! But do you really know what it takes to become one? This book takes you inside the career and shows you the day and the life of a Pilot. Inside you'll learn what they do, what training is required, what the future holds, and how you can become one!

A True Flyer: Memories of a World War II Air Apache Senath Rankin, Jay W. Moore, 2015-04-28 Memoir of WWII B-25 pilot Jay Moore, member of the 345th Bomb Group, known as the Air Apaches. The book chronicles the first twenty-four years of his life (1921-45) from growing up on a farm in Biggsville, Illinois, through the deprivations of the 1930's Depression, to his combat duty in the South Pacific. A True Flyer combines Moore's oral history, photos, and excerpts from his diary and love letters into a funny, colorful, sometimes brash narrative. Enjoy the military aviation history of WWII flyers: from his solo in the Boeing PT-17 Stearman biplane, advanced training in the T-6 Texan, and North American B-25 Mitchell bomber on bases in Tennessee, Alabama, Mississippi and South Carolina. This second edition contains new photographs and a memorial to the author.

The Last Bush Pilots Eric Auxier, 2012-11-17 TOP 100 FINALIST-AMAZON BREAKTHROUGH NOVEL AWARDS! You won't want to put down THE LAST BUSH PILOTS while the midnight sun still shines.-Airways MagazineKINDLE EDITION: http://goo.gl/fRv9t------MAYDAY, MADAY! I'M GOING DOWN, I'M GOING D-So begins the literary thrill ride that is The Last Bush Pilots. Author, airline Captain and popular blogger Eric Auxier brings his former bush flying to life in his second novel, The Last Bush Pilots. Two young pilots, Daniel DC Alva and Allen David Foley, take on the world's most dangerous flying: the Alaska bush. But Mother Nature-and a sexy Native Alaskan-stand in their way.Southeast Alaska Seaplanes, Juneau. Retired airline Captain Dusty Tucker pilots a renegade band of flying misfits. Meet legendary bush pilot Jake Crash Whitakker, equally adept at landing planes and ladies-and crashin' 'em as well; prankster pilot Ralph Olaphsen, who once set an extinct volcano ablaze on April Fool's Day; and nononsense Check Airman Holly Innes, trying to cut a respectable niche in the notoriously macho bush pilot worldwhile escaping a dangerous past.Amid Alaska's volatile skies, DC and Allen face escalating challenges in and out of the cockpit. As the two cheechackos, or greenhorns, learn the ropes, they are also roped into Crash and Ralph's hare-brained scheme, Operation Dirty Harry. Under the suspicious nose of Draconian FAA Inspector Frederick Bruner, the pilots hatch a plot to hijack and rescue a planeload of orphaned bear cubs. Moreover, mischievous Tlingit Indian Tonya Hunter, as wild and unpredictable as the land in which she lives, plays the two lovestruck cheechackos against each other.But the true villain of the story is Mother Nature herself. Alaska's notoriously fickle weather and rugged terrain take on a life of its own. Can the two cheechackos survive Her relentless onslaught and launch their fledgeling airline careers? Eric Auxier is the next Tom Clancy of Aviation. -Tawni Waters, Author, Beauty of the Broken, Siren Song, Grand Prize Recipient - Best Travel Writers of 2010.With over 12,000 hours of Alaskan bush flying, reading 'The Last Bush Pilots' was like looking in a mirror. Nice work, Eric. -CloudDancer, Author, CloudDancer's Alaskan Chronicles Eric paints a picture of flying with words that are every bit as beautiful and moving as anything ever drawn or photographed. -Aviationguy.comI flew through The Last Bush Pilots in one sitting, keeping my seatbelt securely fastened. A fast-paced tale, thoroughly enjoyed.-John Wegg, Editor Airways Magazine Visit www.lastbushpilots.com to view the 30-second trailer!

Pushing the Envelope Marion E. Carl, Barrett Tillman, 1994 With award-winning writer Barrett Tillman as navigator, this autobiography of the Marine ace who made history as both a fighter and test pilot takes readers full throttle from Marion Carl's humble beginnings as an Oregon farm boy to his life as a leading-edge aviator. Carl's imposing list of firsts begins with his World War II career, when he garnered such commendations as first Marine Corps ace, among the first Marines ever to fly a helicopter, and first Marine to land a jet aboard an aircraft carrier. Such achievements also led to Carl's being the first living Marine admitted to the Naval Aviation Hall of Honor, as well as the first Marine to be named to the Navy Carrier Aviation Test Pilots Hall of Honor. Marion Carl's combat duty included the momentous battles at Midway and Guadal-canal. Not one to rest on his laurels, however, he participated in photoreconnaissance operations over Red China in 1955 and flew missions in Vietnam. In peacetime he gained fame for pushing the envelope as a test pilot, adding the world's altitude and speed records to his wartime feats and becoming the first U.S. military aviator to wear a full pressure suit. This very readable memoir is as forthright and compelling as the man it chronicles and makes an important contribution to the history of Marine aviation development.

LEARN TO FLY AND BECOME A PILOT! Vesa Turpeinen,2019-04-09 Don't think you can become a pilot? I think you can learning to fly is easier than you think! Have you always dreamed of becoming a pilot? Are you wondering if now is

a good time to become a pilot? Do you want to get started with flight training, but need help choosing a school? All your questions will be answered in this book! This book may be the most important book you will ever read if you want to become a professional pilot... But first a warning, this is not a book about learning to fly in a literal sense. You won't learn how aerodynamics work or how to control an aircraft in flight - that's something you will learn once you start your flight training. Instead, this book contains information that flight schools won't teach you. The information you NEED to know before you should commit to flight training! The knowledge you gain from this book is essential for you to have a successful and enjoyable career as a commercial or airline pilot! The main focus of the book is on FAA and EASA flight training in the U.S., but most of the principles apply regardless of your nationality. Whether you want to earn your private pilot certificate, become a corporate pilot, or become a captain in a major airline - this book is for you. And one note to the ladies - it is now the golden age for female pilots! Did you know you could become a commercial pilot, or even a flight instructor, at the age of 18 with less than 12 months of training? Right now is an excellent time to become a pilot because there is a global pilot shortage that is expected to last for the next two decades or longer. Boeing estimates that there will be a worldwide demand for 790,000 pilots between 2018 and 2037. That's a lot of pilots! How do I know the pilot shortage is not just a myth? Currently, most airlines in China are hiring airline captains from foreign countries because there are not enough Chinese pilots. And what's the pay like? Boeing 737 or Airbus 320 captains can earn an annual salary up to \$380,000! That's over 30k per month! ...and, wait for it--it's all tax-free (in China)! Yes, it will be a long road to become an airline captain earning a good salary. But guess what? Reading this book will help you decide if you want to pursue the career. Who is this Author? With Bachelor's and Master's

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degrees from Embry-Riddle Aeronautical University, Vesa knows a thing or two about aviation. With several years as a flight instructor, assistant chief flight instructor, and ultimately as the Chief Flight Instructor of a major flight academy, he is an expert in pilot training. Having trained hundreds of pilots who currently work for many airlines (including many Chinese airlines), he has the first-hand knowledge of the demand for new pilots. Because of his experience as a corporate airline captain, he understands the benefits and downsides of pilot life and can help you decide whether it's a good career path for you! Here are some of the questions this book will answer: Is a pilot career a good choise for me? How much does flight training cost? What are the medical requirements for pilots? How can I finance flight training without any savings or income? What are the benefits and downsides of a pilot career? What kind of certificates and ratings do I need to start working as a professional pilot? How to choose the best flight school (and flight instructor) based on my individual needs? Flight training is fast-paced, fun, and exciting. Why not get started now?

Memoirs of a Pilot Robert Hal Bowman, 2011-05-01

Life Inside the Dead Man's Curve Kevin McDonald,2018-02-21 "A warm compassionate story of helicopters in rescue missions" (Igor Sikorsky Jr., aviation historian). Travis County STAR Flight, in Austin, Texas, is recognized as one of the premier public-safety helicopter programs in the United States. Life Inside the Dead Man's Curve is a firsthand account of the tragedy and triumph witnessed by STAR Flight crews as they respond to a myriad of emergencies, everything from traumatic injuries to rescues-and more. The author, Kevin McDonald, recounts how he turned his passion for flying into an extraordinary career filled with real-life twists and turns that will keep you on the edge of your seat from start to finish. From his early days as a naval aviator, to his twenty years as a STAR Flight pilot, Kevin takes the reader on a powerful, emotional roller coaster ride. Even if you're not an aviation enthusiast, you need to strap in for this read. This is more than a book about flying helicopters-it's a book about life, life inside the dead man's curve. "A delightful, informative homage to a life of flight." -Kirkus Reviews

The Flying Prostitute Lawrence Hunter,2000-03-27 The Flying Prostitute was one of many pseudonyms given the B-26 Martin Marauder bomber in WWII by those who flew them. This plane cremated so many crewmen that newscasters were afraid to write or talk about it for fear this might cause a morale problem with our men who were told to fly them. The author recites his cadet life at Randolph Field, San Antonio, Texas, THE WEST POINT OF THE AIR, where he became the top-ranking cadet officer. He then earned his wings at Ellington Field, Texas and, along with others of his class, was assigned to be an Instructor Pilot of this aircraft for seventeen months. So many men were being killed in horrible crashes that each wore their Air Force Wings as bracelets on their wrists so their bodies could be identified, just in case. Combat in the skies over Europe followed, and so did the crashes. Pilots did not know the manmoth tail could, and had separated from this airplane while in flight. Pilots knew the propellers could runaway and cremate their entire crew in disastrous, fiery crashes. Pilots did not know the manufacturers of parts of this airplane were falsifying reports and Congress knew it. They did know that they could be killed every time they took one up. This dramatic, true story is shocking in its detail and documentation. The refusal to write about this airplane remains an enigma for writers even to this day.

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