2text Pilot

Eric Auxier

A Pilot'S Story Don Volz, 2012-08-27 This is my storythe story of a pilot who flew airplanes for some thirty-seven years: ten years in the United States Air Force, primarily in jet fighters, and then twenty-seven years flying commercial jet airliners. I was inspired to write this story after reading the autobiography, a few years ago, of Gen. Chuck Yeagerhe being the world-renowned test pilot, World War II fighter ace, and first man to break the sound barrier in the Bell X-1. My story is the story of an average pilot, an average guy who survived several close calls, had many interesting experiences along the way, and often wondered, Am I still here because I was especially good or because I was especially lucky? I think the answer is definitely a combination of the two, just as Yeager says or implies in his book. With him, it may have been a larger contribution of skill, but as he said, The secret of my success is that I always managed to live to fly another day. I have to echo that comment. While flying around the country with American Airlines, during hours of complete boredom (as we say), we pilots often traded our war stories of our flying (and other) experiences. I often thought that I had many tales that were similar to some of Yeagers and that I should put my experiences down on paper, even if it would only be my family who might read it. So this, then, is my story, my life, primarily, as it revolved around my aviating experiences over some thirty-seven years, from the viewpoint of a pilot who has no particular claim to fame but who has survived to fly another day. One of the best descriptions of a flying career says: You start out with a big bag of luck and an empty bag of experience; you want to fill the bag of experience before you empty the bag of luck! I guess I have done that.

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.

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.

Pilot Training Manual for the Thunderbolt P-47N United States. Army Air Forces, 2018-09-14 Pilot training for the P-47N Thunderbolt. AAF Manual 51-127-4. Sections include: The P-47N; Description; Canopy; Cockpit; Flight Controls; Power Plant; Induction System; Carburetor; Propeller; Throttle Quadrant; Power Settings; Water Injection; Detonation; Long Range Cruising; Fuel System; Oil System; Hydraulic System; Electrical System; Radio Equipment; Lighting System; K-14 Gunsight; Armament; Armor Protection; Oxygen System; Automatic Pilot; Personal Equipment; Pilot's Preflight Check; Cockpit Check; Starting; Taxiing; Take-off; Landing; Flight Characteristics; Emergencies; Acrobatics; Dives; Formation Flying; Instrument Flying; Night Flying; Ground Gunnery; Extereme Weather Operation; Bailout and Ditching; P-47N-15; P-47N-25. The Power Plant section describes the Pratt and Whitney Aircraft R-2800 C series engine. The Acrobatics section describes Chandelle, Lazy 8, Split-S, Slow Roll, Barrel Roll, Loop, and Immelmann maneuvers.

The MAC Flyer, 1966

<u>LEARN TO FLY AND BECOME A PILOT!</u> 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 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 guestions 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?

Cockpit Confessions of an Airline Pilot Stephen G. Keshner, 2001-04

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!

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.

Papa Kilo Part 1: A True Story from a Susi Air Pilot in Indonesia Dan Richworth. 2019-11-24 HOW DID I BECOME A PILOT FOR ONE OF THE WORLD'S MOST INFAMOUS AIRLINES? This book is the first of a three part trilogy based on my experience as a bush pilot flying for Susi Air in Indonesia. For 4 years I've flown Cessna Grand Caravans in one of the most challenging environments for aviation in the world. This book features the good stories, the bad stories, and the down right unbelievable stories. I must confess, I've spent a very long time deciding whether or not to publish this book. Here's the thing...I'm now a Boeing 737 Captain for a major European airline, and unsurprisingly, I value my career very much. So publishing a book about these bush flying adventures (and occasional mishaps), isn't necessarily going to impress my current employers...or future employers for that matter. You could perhaps describe publishing this book as "career suicide". This somewhat undesirable situation of losing one's career, might just explain why I'm the first Susi Air pilot to publish a book like this. Yes, the sensible thing to do would be to keep my mouth shut. Just stay under the radar and avoid any adverse consequences to the career that I have worked so hard to get. But how could I keep the greatest adventure of my life to myself? I needed to write this book. This isn't just my story. This is the story of every pilot who was f*cking nuts enough to come fly for Susi Air. Needless to say, the real identities of both myself and my colleagues at Susi Air will remain anonymous in this book. I have no doubt that some Susi Air pilots, both past and present, will know exactly who I really am. However to any of those pilots reading this book, I do ask that you keep my real identity private, much in the same way that I have

kept your real identities private in this book. All of the stories in this book are real. Only the names have been changed.

Over and Back: A Daring Band of American Pilots Flying North to South Into **Mexico!** Wild Bill Callahan, 2013-03-23 A fast-paced, riveting and vividly told story of unknown and true aviation adventure in the spirit of the legendary Air America. An abundance of actual photos accompany the 328 pages of text. Throughout, the author entertains with gut busting laughs and anecdotes of some truly extraordinary aviating the likes of which will never be seen again. Summer 1984. A lone, desperate pilot arrives in the blistering heat of the south Texas border city of McAllen. Searching for a flying job, he finds old aircraft flying south in the dead of night, their cabins overloaded with electronic contraband. They were headed for clandestine airstrips deep into Mexico's interior. With pockets full of hope and not much else, the pilot's fragile lives hung literally on both engines running. Read about the incredible adventures, the hair raising escapes, the long prison terms and death that await them south of the border. Read about the inherent danger in flying the dark, sinister Sierras and landing at blacked out, improvised airstrips. Dealing with corrupt and ruthless Mexican authorities, pilots found their well-being hung by a tenuous thread. Everyone, north and south, had a price. For more than a few, that price was death. While not exactly a fountain of information, Chuck did manage to leave me with an uplifting reflection as I ambled away from his esteemed presence. I think he had sensed my apprehension. Offhandedly, he said that no one had been killed since early June. My pace slowed a bit as that uncertain benediction hit home like a June bug smackin' a Harley driver's eyeball. Whap! I took a quick look at my Seiko watch, a longlived holdover from another asylum of anxiety called Vietnam. The day/date showed Jun/21. Maybe he meant last June? I thought. I turned to ask but changed my mind. With a somewhat dampened spirit, I returned to my metal abode for more contemplation. Keeping my options open grew more appealing for now.

American Jurisprudence Pleading and Practice Forms Annotated ,1956

The Pilot Robert J Turner, 2020-05-05 The accomplished writer of aviation stories, Robert J. Turner, offers a vivid and varied collection of panoramas, situations, characters and stories that have captivated him for over thirty years of professional flying. From the elderly mother in Somewhere Over Iowa, whose loneliness is reprieved for a fleeting moment during the empty predawn hours in the middle of nowhere, to a heart-thumping tale of flying through hurricane Sandy, to vignettes of the secretive and spectacular life behind the controls of a modern airliner, he shows us something new on every page. He interweaves evocative stories of the sky with his own insights, impressions and experiences to create a portrait as eclectic as it is engrossing. What readers take away from The Pilot, and not soon forget, is the remarkable sensation of what it means, in every sense, to fly a passenger airliner for a living.

<u>Cry Pilot</u> Joel Dane,2019-08-06 A devastated Earth. Rogue bio-weapons. And a recruit with secrets. In this explosive new military science fiction novel, a tight-knit infantry squad is thrown into battle against a mysterious enemy that appears without warning and strikes without mercy. There's only one way for a man with Maseo Kaytu's secrets to join the military: by volunteering for a suicide mission as a 'cry pilot'. He cheats the system to survive, but you can't fake basic training. Assigned to a squad of misfits, Kaytu learns how

to fight, how to obey, and how to trust. Yet the more he bonds with his fellow recruits, the more he risks exposure of his criminal past. Keeping his secret is about to become the least of his problems. Kaytu discovers that his platoon is being deployed against a new kind of rogue bio-weapon. One that has torn apart every military force it's ever faced

Flying Richard Bach,2003-10-29 Here for the first time in a single volume are three of Richard Bach's most compelling works about flight. From his edgy days as a USAF Alert pilot above Europe in an armed F84-F Thunderstreak during the Cold War to a meander across America in a 1929 biplane, Bach explores the extreme edges of the air, his airplane, and himself in glorious writing about how it feels to climb into a machine, leave the earth, and fly. Only a handful of writers have translated their experiences in the cockpit into books that have mesmerized generations.

Censored on Final Approach Phylis Ravel, 2011-05-01 During World War II a select number of female pilots were selected to serve as WASPs, Women Air Service Pilots. They were not embraced by their male counterparts and struggled for acceptance daily. After the war, four WASPs meet to reminisce about their challenges and successes. The conversation soon shifts to a redacted report about a fellow pilot who was killed while trying to land her aircraft. What really happened? Someone knows the truth. Censored on final approach journeys into a time and place often left out of the history books--P. [4] of cover.

The Sky Pilot Ralph Connor,1899 The measure of a man's power to help his brother is the measure of the love in the heart of him and of the faith he has that at last the good will win. With this love that seeks not its own and this faith that grips the heart of things, he goes out to meet many fortunes, but not that of defeat.

Military Flight Training -Training to Fly Cameron, Rebecca Hancock, 2018-09-30 The volume at hand, Training to Fly: Military Flight Training, 1907-1945, isan institutional history of flight training by the predecessor organizations of the United States Air Force. The U.S. Army purchased its first airplane, built and successfully flown by Orville and Wilbur Wright, in 1909, and placed bothlighter- and heavier-than-air aeronautics in the Division of Military Aeronauticsof the Signal Corps. As pilots and observers in the Air Service of the American Expeditionary Forces, Americans flew combat missions in France during the Great War. In the first postwar decade, airmen achieved a measure of recognition with the establishment of the Air Corps and, during World War 11, the Army Air Forces attained equal status with the Army Ground Forces.

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 Magazine KINDLE 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 no-nonsense Check Airman Holly Innes, trying to cut a respectable niche in the notoriously macho bush pilot world-while 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!

<u>Goat Rope</u> Daniel Blore,2001-02 Darrington Hunter, a pilot working for a failing airline, bails out of a stifling marriage and into the South Florida fast lane. The financial

pressures of living large lead him to liaisons with the quick-buck world of criminals. A brush with the law emboldens him. His Flight Attendant girlfriend Sharon Jensen, a stunning beauty with a chronic bent toward the illicit, applauds his march toward the criminal life. Mysterious forces keep him moving toward crime, even as he internalizes his moral qualms. Wayne Smith becomes his underworld mentor and guardian. A man who epitomizes the good life bought with dirty money. A flight in a twin-engine Cessna, deep into South America to support a money-laundering operation, is Darrington's immersion into the dark side. His life moves at a feverish pace, and swaying allegiances leave him feeling alone wondering who is who. He takes back his soul in a rousing ending of scoresettling action. Airline life before political correctness, little airplanes and the sleaze and glitz of the fast lane are all graphically depicted in this tense, soul-searching portrayal.

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