

Flying As It Was

Flying Magazine 1961-01

North Star over My Shoulder Bob Buck

2002-05-04 It is rare to find one person whose life embodies the history of an industry the way Bob Buck's life encompasses the history of commercial aviation in America. Buck first flew in the 1920s, inspired by the exploits of Charles Lindbergh. In 1930, at age sixteen, he flew solo from coast to coast, breaking the junior transcontinental speed record. In 1936 he flew nonstop from Burbank, California, to Columbus, Ohio, in a 90-horsepower Monocoupe to establish a world distance record for light airplanes. He joined Transcontinental and Western Air (T&WA) as a copilot in 1937; when he retired thirty-seven years later, he had made more than 2,000 Atlantic crossings -- and his

role had progressed from such tasks as retracting a DC-2's landing gear with a cockpit-based hand pump to command of a wide-body 747. Buck's experiences go back to a time when flying was something glamorous. He flew with and learned from some true pioneers of aviation -- the courageous pilots who created the airmail service during flying's infancy. At the behest of his employer Howard Hughes, Buck spent three months flying with Tyrone Power on a trip to South America, Africa, and Europe. He flew the New York-Paris-Cairo route in the days when flight plans called for lengthy stopovers, and enjoyed all that those romantic places had to offer. He took part in a flight that circled the globe sideways (from pole to pole). He advised TWA's president on the shift to jet planes; a world expert on weather and flight, Buck used a

B-17G to chase thunderstorms worldwide as part of a TWA-Air Force research project during World War II, for which he was awarded the Air Medal (as a civilian) by President Truman. In *North Star over My Shoulder*, Bob Buck tells of a life spent up and over the clouds, and of the wonderful places and marvelous people who have been a part of that life. He captures the feel, taste, and smell of flying's greatest era -- how the people lived, what they did and felt, and what it was really like to be a part of the world as it grew smaller and smaller. He relates stories from his innumerable visits to Paris, the city he loves more than any other -- echoing Gertrude Stein's view that "America is my country, and Paris is my home town" -- and from his trips to the Middle East, including flights to Israel before and after it became a state. A terrific storyteller and a fascinating man, Bob Buck has turned his well-lived life into a delightful memoir for anyone who remembers when there really was something special in the air.

American Women and Flight since 1940

Deborah G. Douglas 2021-05-11 "Individual women's stories enliven almost every page" of this comprehensive illustrated reference, now updated, from the National Air and Space Museum (Technology and Culture). Women run wind tunnel experiments, direct air traffic, and fabricate airplanes. American women have been involved with flight from the beginning. But until 1940, most people believed women could not fly, that Amelia Earhart was an exception to the rule. World War II changed everything. "It is on the record that women can fly as well as men," stated General Henry H. Arnold, commanding general of the Army Air Forces. Then the question became "Should women fly?" Deborah G. Douglas tells the story of this ongoing debate and its impact on American history. From Jackie Cochran, whose perseverance led to the formation of the Women's Army Service Pilots (WASP) during World War II to the more recent achievements of Jeannie Flynn, the Air Force's

first woman fighter pilot and Eileen Collins, NASA's first woman shuttle commander, Douglas introduces a host of determined women who overcame prejudice and became military fliers, airline pilots, and air and space engineers. Not forgotten are stories of flight attendants, air traffic controllers, and mechanics. American Women and Flight since 1940 is a revised and expanded edition of a Smithsonian National Air and Space Museum reference work. Long considered the single best reference work in the field, this new edition contains extensive new illustrations and a comprehensive bibliography.

Flying Magazine 1928-06

Golden Years of Flying Tex Searle 2008

Recording the legacy of flying the DC-3 in the Rocky Mountains with Frontier Airlines, this historical narrative captures the stories of the pilots who flew from 1946 to 1986 and who had many record-breaking achievements. Anecdotes bring to life the exciting adventures of flying through "tornado alley" without radar, flying into

dimly lit airports and those hidden in deep mountain canyons, and of flying in skies heavy with rain clouds and streaked with lightning. With firsthand retellings of how pilots dealt with early navigation methods, these accounts will delight and instruct aviation-history enthusiasts and pilots alike.

Flight and Motion Dale Anderson 2015-07-17
Designed for readers from grade 6 and up, this lavishly illustrated set provides comprehensive coverage of the history of aviation, including space flight, as well as the science and technology on which it depends. Detailed A-Z entries trace the development of human flight from ancient myths and legends through today's space exploration, highlighting scientific discoveries and innovations that made aviation possible. "IFlight and Motion" also celebrates the contributions and achievements of the pioneers and visionaries of air and space flight, from inventors and innovators to pilots, astronauts, and cosmonauts. Detailed illustrated diagrams

give readers a general understanding of the mechanics of flight and of the physics and technology involved. The set also highlights key air and spacecrafts that have made a unique mark in the history of flight. It features more than 500 full-color and black-and-white photos and illustrations, and also includes a timeline, a listing of museums and exhibits, further reading lists, a comprehensive glossary, and general and subject indexes.

Fly Girl: A Memoir Ann Hood 2022-05-03 An entertaining and fascinating memoir of “gifted storyteller” (People) Ann Hood’s adventurous years as a TWA flight attendant. In 1978, in the tailwind of the golden age of air travel, flight attendants were the epitome of glamor and sophistication. Fresh out of college and hungry to experience the world—and maybe, one day, write about it—Ann Hood joined their ranks. After a grueling job search, Hood survived TWA’s rigorous Breech Training Academy and learned to evacuate seven kinds of aircraft,

deliver a baby, mix proper cocktails, administer oxygen, and stay calm no matter what the situation. In the air, Hood found both the adventure she’d dreamt of and the unexpected realities of life on the job. She carved chateaubriand in the first-class cabin and dined in front of the pyramids in Cairo, fended off passengers’ advances and found romance on layovers in London and Lisbon, and walked more than a million miles in high heels. She flew through the start of deregulation, an oil crisis, massive furloughs, and a labor strike. As the airline industry changed around her, Hood began to write—even drafting snatches of her first novel from the jump-seat. She reveals how the job empowered her, despite its roots in sexist standards. Packed with funny, moving, and shocking stories of life as a flight attendant, *Fly Girl* captures the nostalgia and magic of air travel at its height, and the thrill that remains with every takeoff.

Sky Girls Gene Jessen 2018-08-18 "A beautiful

and inspiring book...fascinatingly told." — Donna Shirley, former head of the U.S. Mars program, NASA The exhilarating story of the first women who boldly conquered the skies in the first female cross-country air race The year is 1929, and on the eve of America's Great Depression, nineteen gutsy and passionate pilots soared above the glass ceiling in the very first female cross-country air race. Armed with grit and determination, they crossed thousands of miles in propeller-driven airplanes to defy the naysayers who would say it cannot — not should not — be done. From the indomitable Pancho Barnes to the infamous Amelia Earhart, *Sky Girls* chronicles a defining and previously forgotten moment when some of the first women pilots took their rightful place in the open skies. For a country on the brink of defining change, they would become symbols of hope, daring, and the unstoppable American spirit. And for generations to come, their actions would pave the way for others to step into the brave

unknown and learn to fly... Written by female pilot and member of the original Mercury 13 Gene Nora Jessen, *Sky Girls* celebrates the strength and smarts of these trailblazing women, and sits perfectly on the shelf next to *The Radium Girls*, *Hidden Figures*, or *Code Girls*. *Arise My Love and Come Away with Me* Wendell R. Ware 2012-06-19 The love story of Wynn Cary and Doey Brooks, based on a true story, is as compelling today as it was when it began. Set against the violent backdrop of World War II, Wynn and Doey's journey explores the hopes, fears, passion and call to duty that have altered the lives of young lovers since the beginning of time. Yet theirs is a uniquely American story. Wynn Cary has dreamed of becoming a pilot since his youth. At the University of North Carolina at Chapel Hill, he falls in love with Doey, a beautiful young Duke University law student who shares his passion for flying. As their relationship grows, the war stalls their plans to marry. But their poignant story is living

proof that love never dies.

Flying Magazine 1980-02

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.

Flying Magazine 1994-12

Flying Scot Alastair Mackie 2012-09-19 "This is the memoir of a 26 year career in the RAF, told with humor and modesty that belies the danger of flying over 47 different types of military aircraft in war and peace. Alastair Mackie began his operational career flying Wellington bombers

over the North African desert war until converting to the B-24 Liberator. He watched the famous opening barrage at the opening of El Alamein from the air and became involved in supplying the besieged island of Malta together with hunting German ships in the Mediterranean. He was then posted to Northern Ireland converting to the DC-3. He flew during D-Day, dropping parachute troops into German held territory and continued these operations until the wars end when he was part of the operation to return British troops and released POWs to the UK. He was then posted to a long-range DC-3 squadron and flew to all points East. After the war he was posted to The Central Flying School teaching future flying instructors in a variety of aircraft from Tiger Moths to Lancasters. After a tour in the Far East where he flew his own personal Spitfire, he returned to the UK to convert to the jet aircraft then coming into service. After a spell desk bound on the Cabinet Office Joint Intelligence Committee,

which he disliked, he was appointed Station Commander at Colerne which operated the Hastings transport aircraft. Alastair was then appointed wing commander in charge of flying at RAF Waddington. The job also gave him the charge of two resident Canberra bomber squadrons, Nos. 37 and 38. With them he was able to get plenty of flying in an aircraft he loved. After retiring from the RAF he commenced a career in Law and in his later years he has become a firm opponent of Britain's nuclear deterrent, having seen its preparation with the Vulcan Force until the Royal Navy assumed the role it now has. "

Flying Magazine 2005-02

Flying Magazine 1984-08

Flying Magazine 1993-09

Flying as it was Gerry A. Casey 1987

A Pilots History Carl Moesly 2007 This is the compelling story of a man who learned to fly before WWII. He soon joined the regular army air corps as a private. As war became inevitable

he completed flight training as a staff sergeant and had the wings of a military pilot. He flew bombers, fighters and transport aircraft before being sent to the Pacific area. Flying C-54's loaded with priority cargo and personnel in and the wounded out. It was one bloody island after another from the East Indies to Tokyo, not flying as a group but as a single sitting duck for the enemy and friendly fire. As a single plane he landed at Atsugi airport to bring out the first loads of decimated allied prisoners. This was followed by flying "the hump" to help Chang Kia-chek against the communists. Discharged as a captain, he flew for up-start airlines that went bankrupt one after another. Two major carriers did no better. He was called to active duty during the Korean War to drop a weather station in northeast Greenland. Again a civilian, he was a chief pilot, operations director, a student of design and aeronautical engineering while running an aircraft conversion shop. From Peru to the Artic wastelands and places around the

world were his work area. This was followed by being a personal pilot and aviation consultant for powerful executives.

Flying and Preserving Historic Aircraft

David Frederick Ogilvy 2023-11-30 David Ogilvy has spent more than a full working life in aviation. As a schoolboy he was sent out with a bugle and binoculars to blow a warning if a V1 flying bomb appeared. Soon after this, he joined the Royal Air Force and served for six years as a pilot, flying types ranging from the Tiger Moth to the Mosquito and Meteor. As a civilian he spent fourteen years involved in pilot training and became Chief Instructor of the Air Schools group, with responsibility for three establishments. He was a keen display and racing pilot and competed in many events, flying several historic types. At an early age David realised the need for owners and operators of valuable pre-war machines to have a representative organization to look after their concerns and interests, so, in 1951, when 22 and

still serving in the RAF, he was a co-founder of the Vintage Aeroplane Club. He was also a founding member, and now a Vice President, of the Historic Aircraft Association. In 1966 David was appointed general manager of the famous Shuttleworth Collection at Old Warden. During this time, he brought in several historic aircraft, including initiating the retrieval of a 1935 Hawker Hind from Afghanistan. He flew many of the Collection's remarkable airplanes, organizing and participating in the displays. As well as outlining his remarkable career, the main focus of this book is on David Ogilvy's descriptions of many of the historic aircraft he helped rescue and preserve and what it was like to be at their controls. It therefore provides a unique compendium of the flying characteristics of a range of historic aircraft for one or two of which, he unashamedly admits, he is possibly the last man alive to have flown. Away from the cockpit, David has been associated with many organizations, including being a founder

member of the UK Aircraft Owners and Pilots Association, serving for 45 years in the roles of editor, Executive Chairman and President. He is also President of today's Vintage Aircraft Club and is a Fellow of the Royal Aeronautical Society. David was awarded the OBE [for services to aviation] in 1996.

Flying by the Seat of Your Pants Harry Oliver
2011-01-04 Let's "cut to the chase" and "make no bones about it"-this book will have you "pleased as punch." Sowing your wild oats, throwing in the towel, painting the town red...Harry Oliver reveals the fascinating stories behind these and other strange turns of phrase steeped in the weird and wonderful history and traditions of everyday life. From quirky terms to street and city names and more, this book answers the questions you never thought to ask. ? What ancient empire coined the phrase "green with envy"? ? Who was the first person to "get someone's goat"? ? Which writer first penned, "I'll eat my hat!"

Flying Blind Kenneth L. Chastain Jr.
2011-02-11 Flying Blind is a novel of one man's hazardous journey in South Asia during the Second World War. Flight Officer-Service Pilot Roger Caron joined the army air force even though he was too old to be drafted. He simply couldn't pass up the opportunity to fly military aircraft. Like many men his age, he became hooked on aviation by Charles Lindbergh's 1927 solo transatlantic flight. Caron started out flying gliders and pulling weeds for flying lessons. He learned all he could about repairing and piloting airplanes—it was the focus of his life. Through a flying buddy, he met a young girl who worked her way into his heart. She had some health issues and was very young, only sixteen, but they ended up getting married anyway. His passion for aviation often kept them apart while he traveled from place to place, advancing his career. So after he joined the army air force and was sent to war in China, Burma, and India, the separation was just another of many. It was

made bearable for Caron because he would be flying—and flying was in his blood. After spending many months enduring the hazards of war, life back home reached across the seas and grabbed him. The story begins with his landing in Calcutta near the end of September 1944. His treacherous assignment was to fly army cargo planes over the towering Himalayas, referred to as the Hump. As a member of the Army Air Force Air Transport Command, he would be supplying war materials and troops to China in support of the Allied effort against the Japanese invaders. Unfortunately, aircraft of that era were poorly suited for the dangerous weather of the cloud-enshrouded mountains, made worse by the region's lack of sophisticated navigational aids. An equally threatening hazard was the occasional, but lethal Japanese fighter out hunting for unarmed Allied transports. Caron would need skill, tenacity, and a healthy dose of luck to survive his coming ordeal. After a quick turnaround in Calcutta, he found himself a

passenger on a C-47 transport on his way to his first duty station in Myitkyina, Burma. This remote outpost had just recently been retaken from the Japanese at great cost by General Stilwell's army. While landing in Myitkyina, Caron's plane was strafed by a Japanese Zero and crash-landed. He and the rest of those onboard survived the ordeal, but it was an ominous welcome to his first duty station in the China-Burma-India (CBI) Theater of Operations. On his first flight over the Hump, Caron was copilot on a war-weary olive drab C-47 piloted by one of his tent mates, Bill Lackey, whom he had first met in Myitkyina. Like Caron, Lackey was from Los Angeles, and they'd quickly become friends. Their volatile cargo was high-octane gasoline carried in fifty-five-gallon drums. On this passage through the towering mountains, ice formed on the wings, hailstones hammered the fuselage, and the plane lost altitude. When the crew was nearly ready to bail out, an updraft shot them up and over the dangerous peaks to

safety. This trip foretold what most would be like—flying blind through the clouds, on instruments only. On what later became known as Black Friday, Caron and his crew experienced a harrowing ride over the Hump. Upon arrival in Kunming, China, the plane captain tried to delay the return flight to Burma because of the extreme weather and the multitude of maydays called in from other aircraft. Permission was denied, but they were able to stall until the Hump was declared closed. Many planes and crews were lost in the killer storm, and his tent mate and friend, Bill Lackey, was one of those missing. Caron's luck ran out following a promotion to plane captain. Sitting in the left-hand seat of the cockpit, he and his crew flew mules to China where, just before landing, one of the mules stuck its head through a window. Despite concern of the effect on the plane's stability under minimum weather conditions, Caron successfully landed the plane. However, on the return leg of the

Progress in Flying Machines Octave Chanute 1894 One of the most important books in the history of aviation, this volume contains research from between 1891 and 1893 that proved invaluable to the Wright Brothers. 90 illustrations.

Inside Marine One Col. Ray L'Heureux 2014-05-27 The pilot of the Marine One helicopter reflects on his service under four Presidents, tracing the childhood dreams that inspired his career, his service in the Marines and his first encounters with the HMX1 squadron. 50,000 first printing.

Flying Magazine 1934-04

Flying Magazine 1997-11

Flying Magazine 1984-08

The Glamour Years of Flying as a Stewardess Heddy Frosell Da Ponte 2019-11-05
THE "GOLDEN AGE" OF FLIGHT
ATTENDANTS! There was a time when air travel itself was the destination. The airlines were international superstars; even among those long-

gone carriers, their still-remembered names can conjure deep feelings of nostalgia, romance, and adventure: Braniff, Continental, BOAC, Swissair, TWA, Pan Am. This was the fifties and sixties. The world was on the move, and it was the new jet planes that were getting people there. But competition for the travel dollar was fierce, and Madison Avenue decided the face (and heart) of every airline would be the flight attendant, the stewardess. So it was that the "stew" became synonymous with the airline's brand. She-and at that time they were exclusively female-was the airline. The stewardess became the fantasy every woman: glamorous professional, high-end server, customer service expert, nurse, therapist, and in no small measure: sex symbol. And to that end, these women were carefully selected for their looks and brains, then rigorously trained for weeks, and finally dressed as high-flying, high-heeled models in uniforms often created by top fashion designers. Heddy Frosell da Ponte was one of those chosen

women. She was the ideal candidate to be employed by Pan Am in the 1960s: a pretty female with a terrific figure, under thirty-two years old, unmarried, and a speaker of multiple languages. The Glamour Years of Flying as a Stewardess is Heddy's fascinating, oftentimes hilarious collection of exploits as she traveled the world as a stewardess during the golden age of international air travel. This remarkable book is also a rare look back at the people, places, cultures, and lifestyles gone forever, but now brought back to vivid life by a stewardess-turned-author who knows how to tell a fast-moving tale. So buckle up; this will be one flight you'll never forget. About the Author: Heddy Frosell da Ponte was a flight attendant for forty-five years. Now retired, she lives in Georgia. She is the author of The Glamour Years of Flying as a Stewardess.

[Flying Magazine](#) 1993-02

Flying Safety 1957

Encouragement from 30,000 Feet Captain

Greg Johnston 2018-03-22 Greg and I met over twenty years ago and discovered we shared a mutual love for flying and for our Lord and Savior, Jesus Christ. Being very close in seniority, we have never had the pleasure of flying together, but I have flown with many of his co-pilots, and they all share the same opinion as I do: Captain Johnston is the real deal! If you would like a glimpse into the world of commercial aviation and an excellent source of encouragement, then this book is for you.

Captain Dan Mack (American Airlines) Captain Greg Johnston combines his thirty-plus of years of experience on the flight deck to form this book of encouragement. Although the flight scenarios he shares apply to aviation, the biblical principles they illustrate will also apply, in a unique way, to daily life. This is a very good read for anyone, not just the aviation enthusiast alone. First Officer Ann Smith (American Airlines)

Braniff Airways: Flying Colors Richard

Benjamin Cass 2015 Braniff Airways: Flying Colors takes readers on a magical flight through the history of Braniff International Airways, beginning with its small-town Oklahoma roots to its high-flying and stylish span of the globe. Braniff brought together the mystery of aviation with the glamorous fields of fashion, art, and design, and taught the flying world how to fly with style and beauty. It is this remarkable joining of forces that has made Braniff as popular today as it was when flying in style across the Atlantic and Pacific.

Hello, Airplane! Bill Cotter 2014-10-07 Take flight with this picture book that follows a plane's journey from liftoff to landing This colorful, clean, deceptively simple picture book will take you on an imaginative journey as it introduces young readers to the marvel of flying. Experience the various stages of a modern flight as the plane takes off, rises over delightfully small houses, soars through a starry night, and blends in with a flock of birds before landing.

Please Let Me Fly Grace Huntington 2010-07-05
Please Let Me Fly is the revealing life-story of Grace Huntington, an unsung hero who exemplified what it meant to be anything but a stereotypical woman. Huntington gives us a glimpse of what it was like to set her own course which clashed with her mother's and society's ideas. Perhaps nothing personifies the defiant personality of Grace Huntington more than her success in male dominated industries of flying and screenwriting. As a professional pilot, she set an altitude records for light planes in 1938 and 1940. And as a resilient symbol of strength to American women, she describes her experiences while working as the only woman "story man" for Walt Disney and demonstrates her persistence while trying to find a job in aviation. Please Let Me Fly brings to life her story more than sixty years later. The book includes lost documents, letters and photos that tell the story of a remarkable woman who served as inspiration to all women seeking their own

defined roles in society.

The Flying Book David Blatner 2005-10-01 A layperson's explanation of how commercial airplanes function addresses common questions and concerns about a plane's practical mechanics and safety, covering such topics as maintenance, weather effects, and safety statistics. Reprint.

Flying with Confidence Captain Steve Allright 2013-03-07 Does the thought of flying fill you with dread? Do panic attacks leave you feeling scared and vulnerable? If so, this book could change your life. Written by top flying experts from British Airways' Flying with Confidence course, this reassuring guide explains everything you need to know about air travel alongside techniques for feeling confident and in control from take off to landing. In easy-to-follow sections, you'll learn how to recognise cabin noises, manage turbulence and fly in bad weather conditions. As your knowledge grows, so will your confidence, with the fear of the

unknown removed. · Takes the terror out of common flight fears · Includes techniques for controlling anxiety, claustrophobia and panic · Will help you feel safe, calm and secure when you next take to the skies.

Flying Magazine 1993-02

Flying Magazine 2000-07

Medical Aspects of Flying Motivation Charles A. Sarnoff 1957

Av I a T R I X Mary Bush Shipko 2015-02-06
Aviatrrix is the captivating story of one of the first women pilots to break into the all-male airline flight cockpit. Hired in 1976 at Hughes Airwest, Mary Bush made a herculean effort to overcome the resistance and harassment she faced in such a position, but it was to no avail. Mary was introduced to flying at an early age. She started flying as a teenager, studying and training long hours until she painstakingly obtained her ratings one by one. Financial hardships hit the family hard, though, and Mary--desperate for both flying experience and money--headed down

to the infamous Corrosion Corner in South Florida to be a "freight dog" for fly-by-night operators. However, she was frequently denied work because of her gender. She kept praying, working, and struggling, though, with the hope of one day becoming an airline pilot, a job in which she would have both steady work and steady pay. Then, after her brother is lost at sea in one of the family airplanes, Mary is more determined than ever to become a pilot at an airline, just as her brother had planned to be. So, when she is offered the position at Hughes Airwest, Mary is thrilled. Going out west to fly jets was everything she had dreamed of and worked for. The discrimination and lewd remarks she had often faced in Florida, though, had not even come close to preparing her for the relentless harassment she would encounter as the first woman pilot at an airline. A close-up and enthralling account of Mary's struggles as an aviation pioneer, this book will astound, appall, and inspire you.

Flying Magazine 1975-09

Flying As It Was

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