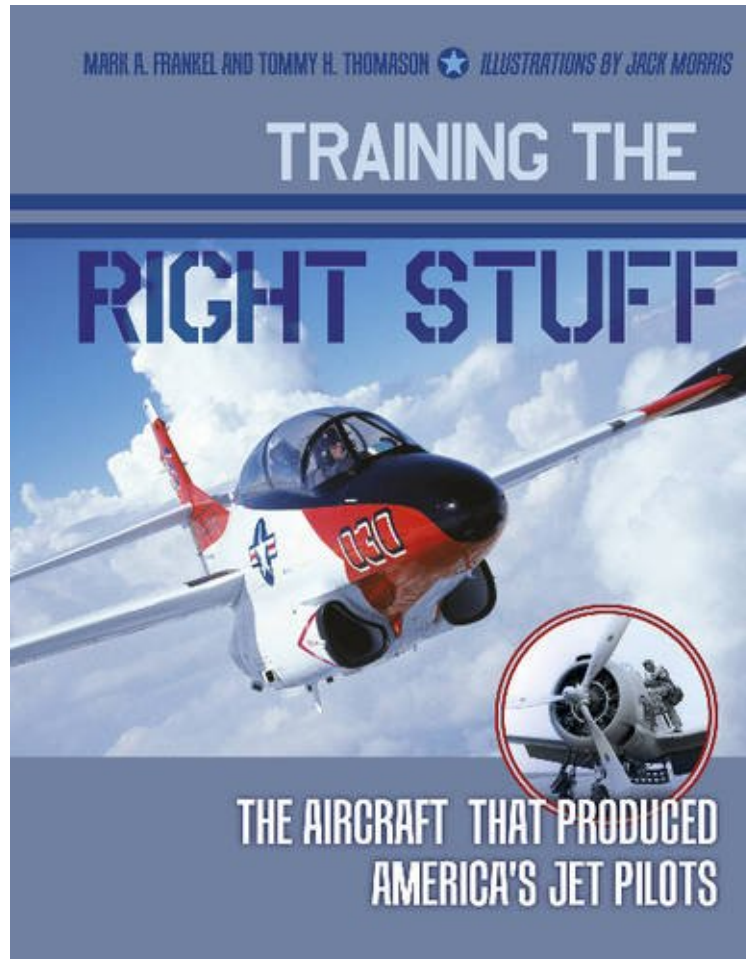


Training the Right Stuff: The Aircraft That Produced America's Jet Pilots

Mark A. Frankel, Tommy H. Thomason
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Mark A. Frankel, Tommy H. Thomason : Training the Right Stuff: The Aircraft That Produced America's Jet Pilots before purchasing it in order to gage whether or not it would be worth my time, and all praised Training the Right Stuff: The Aircraft That Produced America's Jet Pilots:

4 of 4 people found the following review helpful. High-quality, informative, and entertaining By Dave "Bio" Baranek Training the Right Stuff is not only an essential reference for anyone interested in modern aviation, but also a very entertaining book. This is the story of modern US Air Force and US Navy trainer aircraft, loaded with well-written accounts of the aircraft projects as expected, but also the personal stories, obstacles, failures, and of course triumphs. And the photos ... wow! Many photos of rare birds, along with great photos of the trainers that we're all familiar with. As a former Naval Flight Officer (F-14 RIO) I saw these aircraft in action, and it's nice to have them on

my bookshelf. Some of the specific treats I enjoyed: The convoluted path in 1949-50 that led to selection of the Beech T-34 as a trainer for the Air Force and Navy ... The story of the two-seat TF-86, a false step on the path that led to the T-38 ... Background on the trainers we are familiar with today ... A section on civilian-owned trainers ... A GREAT collection of color profiles of all trainers mentioned. At 300-plus pages, this thick volume will entertain and inform aircraft enthusiasts for a long time.

0 of 0 people found the following review helpful. Excellent Coverage, Very Readable Recommended, By JCAL Superlative overview of post World War II US training aircraft. Also included are chapters devoted to early trainers and the WWII predecessors of the aircraft covered in this volume. Pleasant surprises included coverage of the also-rans and the dark horses from lesser known companies. (Coverage of foreign aircraft for evaluation/teaming also receives more than adequate coverage.) Coverage of each is generally more than adequate. The writing covering the N3N and the TF-102B for example while brief are very, very good. Chapters on the major aircraft such as the T-37 and T-38 are in-depth and extensive. Politics and funding issues also receive excellent coverage. As a history of the development and use of trainers in the US this is an excellent single volume reference. Development and use get excellent coverage and are well supported by pilot anecdotes throughout the volume. I was disappointed by the lack of technical photographs (Like the comparison of the TV-2 to the T-33 Landing gear.) and illustrations similar to the volumes on Naval fighters and attack aircraft by the same author. (My interests are biased as a wrench turner. I like the nuts and bolts part of the airplane) Some readers maybe disappointed by the overall lack of quality of the graphics/color plates. If you're a modeler looking for photographs to detail a model, this is not a book for you. This book should be purchased by those with an interest in the history of training aircraft and not looking for photographs. Highly Recommended.

1 of 1 people found the following review helpful. Outstanding text; prompt replacement of defective copy By Jim Davis I was attracted to this book because one of the co-authors in Tommy Thomason. His previous books have been goldmines of information about the aircraft covered and the historical and technical context in which they were developed. This one was not an exception, I am pleased to report. The book covers in great detail the trainers developed in the post World War II era which were intended to train the fighter and attack pilots of the Air Force, Navy, and Marines, i.e. the fast jets. Trainers intended for multiengine instruction for future bomber and transport pilots are not covered and, if mentioned at all, only in passing. Coverage is comprehensive and very detailed. Not only does the reader get details on the aircraft and their development histories but there is also in depth coverage of high level matters like why tricycle undercarriage displaced taildraggers and why jets differed from their propeller driven forbears. There are also a number of very interesting sidebars as former pilots (usually instructors) reminisce about the aircraft. The text is a five star effort. It was a pleasurable and informative reading experience. My original review was scathing on the quality of the graphical content. My review was up less than a day before one of the authors, Mr. Thomason, contacted me explaining that some copies were printed using the wrong files and that I had received one of these from . To make a long story short, both authors and Schiffer went the extra mile to replace my copy and I'm happy to report that the graphical content is well up to the standard of the outstanding text. The book is highly recommended. Trainers don't get a lot of coverage and the book definitely fills a gap.

A comprehensive study of the training aircraft used to transition the United States military into the jet age. At the end of World War II, high-performance jets with unfamiliar operating characteristics were replacing propeller-driven airplanes. As accident rates soared, the Air Force and Navy recognized the need to develop new trainers to introduce fledgling as well as experienced pilots to jet flight. The first step occurred in 1948, when a two-seat jet trainer, the T-33, was developed with private funds. It was welcomed by the Air Force and subsequently the Navy, allowing both services to start building modern air arms. Over time other new trainers were developed to serve specific needs while innovations, such as high fidelity simulators, accelerated the process, reduced costs, and increased safety. The evolution continues today with the goal of producing high-quality newly winged aviators for assignment to operational squadrons.

About the Author Mark Frankel is retired from the automotive industry. He has been a private pilot since 1970. Tommy Thomason is retired from the aerospace industry. His pilot ratings include airline transport, certified flight instructor, and glider.