

Don't Light It Up!

AIR DISASTER

Volume 4

The Propeller Era



Macarthur Job

Illustrated by Joanne Fenn

YOU ARE THERE ON THE FRONTLINE AS SOME OF THE WORLD'S MAJOR AIRLINE ACCIDENTS UNFOLD IN COLOUR AND SHOCKING DETAIL. WHY THESE AIRLINES CRASHED AND THE VALUABLE LESSONS LEARNT ARE FULLY REVEALED IN THIS INFORMATIVE AND TRULY ENTERTAINING BOOK.

MacArthur Job and
Air Disaster (Vol. 4: The Propeller Era)



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Rare book



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If you enjoyed the additional books in this series, you should such as this one. I was used by their compelling storytelling and specialized detail, along with the informative and entertaining artwork of Matthew Tesch. Job's other three Atmosphere Disaster volumes. This 4th volume was alright, but something of a disappointment. In some accidents defined, a 'runaway propeller' creates enough drag to lower a four engined airplane. Tesch, and had not been nearly as informative or interesting as the prior books. The stories were ok, however, not extremely interesting. I must say that it may not really be entirely the fault of the author, but more likely to having less detailed information available in the early years of airline travel. For instance, there were no trip data recorders or cockpit tone of voice recorders, so in many cases there was no cement record of what in fact happened. Featuring a wealth of classic aircraft photographs from the pre-jet age of flights, plus many superb illustrations, charts, maps, and original artwork, Volume 4 of "Air flow Disaster", published in 2001, is another worthy addition to the library. It had been still an excellent book, but didn't provide the same "punch" because the original three. Overall, I would rate Air flow Disaster Vol. 2 as the best, with 1 and 3 coming close in back of, and Vol. 4 as the weakest, but still worth 4/5 stars. Other air disasters that get a chapter in Volume 4 are the crash of an Eastern Airlines L188 Electra in Boston about October 4, 1960, a Northwest Orient Stratocruiser accident in Washington State on April 2, 1956, and another Stratocruiser accident suffered by Pan Am in October 1956. 4: The Propeller Era) VERY WELL WRITTEN IN A LIVELY AND Complex MANNER BUT IN ORDER THAT EVEN THE LAYMAN May UNDERSTAND THE FASCINATING SUBJECT MATTER. IT WOULD HOWEVER BE USEFUL TO THE READER TO HAVE AT LEAST PROPELLER EXPERIENCE EVEN ON A LITTLE AIRCRAFT - IN ORDER TO HAVE THE ABILITY TO UNDERSTAND THE Complex DETAILS IN Even more DEPTH. THE DRAWINGS AND Photos ARE HELD IN BLACK AND WHITE AND THE FACTS ARE SOMETIMES OPAQUE AND NOT ABSOLUTELY Crystal clear. THE TIN KICKERS Work IS NOT AN EASY ONE AND YOU CAN FIND GO TEAMS BASED IN WASHINGTON READY TO GO TO ANY MAJOR Incident SITE. In many ways this is normally a five star examine. Cieslak, was one of the 28 victims of the November 17, 1955, crash in Riverton, WA, described in Chapter 6. Because of this crash, I know my uncle just from photos and personal possessions. I felt compelled to know exactly what happened, and the detailed account given in this reserve offered me some answers. In addition, it led me to a New York Times news content about the crash. It would have a brave passenger these days to cross under those conditions. Fascinating and detailed I really like this entire series for its detailed technical descriptions. In the event that you, like me, find the drama in the facts of how it happened, this is the best series on plane crashes. Job's other books in this series, on newer crashes, often tell a story about a more optimized aeronautic system. Job includes a few of these, but also a lot of interest for additional reasons. This quantity, no. 4, goes back to an earlier, wilder time. Especially notable are the gripping accounts of broken planes ditching in the middle of the Pacific. Five Stars wonderfully executed book "Air Disaster Volume 4" -- Many Prop Accidents Explored The fourth installment in Macarthur Job's exceptional "Air Disaster" series of books focuses attention on "The Propeller Era" of commercial aviation accidents. Without quite as intricately detailed as Volumes 1 through 3 in this series of aviation publications, Volume Four's 184 pages remain filled with many interesting-to-browse accounts. I've given it four due to my bias for major historic crashes. Prop plane mishaps explored include two incidents on the very same day -- September 17, 1961 -- when a Northwest Airlines Lockheed L188 Electra went down in Chicago and a Transair Sweden DC-6 crashed in Northern Rhodesia. Atmosphere Disaster (Vol. Also included is a chapter covering the "Grand Canyon Collision" of June 30, 1956. This terrible accident took 128 lives as a TWA Super Constellation collided in mid-air with a United

Airlines DC-7 above the Grand Canyon. Also, the CVR tapes often give a even more dramatic insight into the activities and mindset of the airline flight crew because the story unfolds. I came across the chapter on the 1956 mid air collision between TWA and United to be especially interesting. And the illustrations are not as good as in the earlier volumes, Matthew Tesch not doing the artwork. BEFORE THE JET AGE Although this volume is listed as the fourth in a string, the author admits it ought to have already been the first, within the period from 1950 to 71, before the total dominance of jets in aviation. It will be obvious to the reader rapidly here just how much safer planes are today. The propeller craft experienced constant maintenance problems more likely to put occupants at an increased risk. The artwork had not been by Mr. Apparently sea ditchings on Pacific routes was common plenty of to require coast guard ships on stand-by!! I'm really glad I came across this book. Filled in a missing piece of genealogy for me I purchased this book because my uncle, Joseph J. You can find 20 individual chapters right here, covering a timespan of 1950 to 1971. In modern times, it often takes a complex series of interactions to bring a plane down. Chapters here discuss the crashes of the Lockheed Electra, Boeing Stratocrusier and Vickers Vanguard among others. Much less good as his additional works I actually am a big lover of Mr. AUTHOR KNOWS HIS STUFF But not a big fan of propeller aircraft, I nevertheless found this volume to be very interesting, and the images of the air craft were a pleasure to see. The illustrations by Matthew Tesch were, once again, first rate. I understand this is the last reserve in the series, but I really do wish Macarthur Work would find subject material for a couple even more volumes.



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