

# BOOK Reviews

## AIRPORT MARKETING

By David Jarach  
Ashgate Publishing  
ISBN 10 7546 4085 X  
160 pages : hardback £45

In this rather overpriced publication there is an extensive package of valuable information for airport operators; however, the author has overlooked even the existence of general aviation, which may not be the biggest profit earner but which in the pilot training role is the seed-corn for the entire aviation industry. Already many regional airports are discouraging GA and its total absence from the text could do more damage both to GA itself and to the future of commercial air transport. This is a most unfortunate omission from a book that, otherwise, has been carefully researched, with some useful statistics and guidelines for those planning ahead in a much-changed airport environment. – David Ogilvy

## The Story of the BOEING COMPANY

By Bill Yenne  
ISBN-10: 00-7603-2333-X £24.99

Recent mergers and acquisitions have allowed Boeing to claim a retrospective 'history', the legitimacy of which one might question, but which undoubtedly includes many of the great names in American aviation, and the great aircraft.

This coffee-table tome, described as the 'revised and updated edition', runs the rule over everything from the Boeing Model 1 to the Space Shuttle and the V22, and given the co-operation author Bill Yenne has had from the companies involved (or company) there's likely to be little misinformation in it.

It starts with Bill Boeing, timber yard owner and boat builder, a man with a rare talent for business who laid the foundations for the Boeing of today. Interwoven into the core story is the history of those names Boeing has subsumed over the years: Douglas, McDonnell, North American, Hughes, Rockwell, Stearman, even Pitcairn and Piasecki – Boeing's own airline BAT turned into UATC, the forerunner of United Airlines, and through it the company acquired even more names – Pratt & Whitney, Hamilton, Chance Vought.

I must say I felt a twinge of unease at seeing the Harrier claimed as part of Boeing's history in the opening pages of the combat aircraft section, and the 'Goshawk' featuring

prominently in their non-combat military aircraft pages. Some of these planes must feel like orphaned children, their names changed at their adoptive parents' whim; consider the poor DC-9, MD-80, 717 or whatever.

But one cannot detract from Boeing's own record of sustained success over 90 years. Bill Boeing, who left the company in 1934, was a corporate facilitator rather than simply an aircraft designer – he surrounded himself with good men and gave them their heads. Boeing now has annual revenues in excess of \$50 billion, 180,000 employees in 60 countries and customers in virtually every country in the world – and it builds ships and trains, too. – Pat Malone

## YOU HAVE CONTROL! Being a Better Flying Instructor

by Claire Louise Hatton  
Crowood Press: £14.99: 128 pp:  
paperback ISBN: 1 86126818 1

From the start, the author makes clear that she is not aiming to duplicate the results of CPL training or a Flight Instructor Course, but stresses that these backgrounds in themselves cannot qualify a person to tackle the total teaching task. In this respect she states 'the actual lessons delivered to each student only form a small part of a flying instructor's day'.

Much stress is placed on a flying instructor being a professional pilot – whether working on a full time or part time basis, whether as a career or as a stepping stone to joining an airline – yet it is important to enjoy the work and to pass this to the student. The

importance of reliability, punctuality, conscientious checking of aircraft documents, situational awareness (both in and outside the aircraft), the need for self reliance, interaction with colleagues, and dealing with newcomers are among the many aspects covered.

There is guidance on organisation, how to handle delays, maximum use of available time, long and short term planning, matters within and beyond one's control and

a recognition that most things in aviation take longer than expected. This is followed by the need to assess a student, his/her reasons for wanting to fly, continuity of training, welfare, the importance of maintaining progress records, length of lessons, briefings, airmanship, ground training and much more.

This is no fun book. Some may say that it is too formal and serious for an instructor at a small flying club, but training for any licence or rating is a serious

subject and if some of the contents rub-off on candidates who are training – or thinking of training – to become flying instructors, this must be beneficial to all.

David Ogilvy

## Infamous Aircraft – Dangerous Designs and their Vices

By Robert Jackson  
Published by Pen and Sword Aviation at £19.99. ISBN 1-84415-172-7.  
Hardback, 170 pages, with black and white photographs.

The title of this book drew me to it for review with great

anticipation, having been involved to some extent in aircraft design in my professional life, and I looked forward to discovering some new and amazing

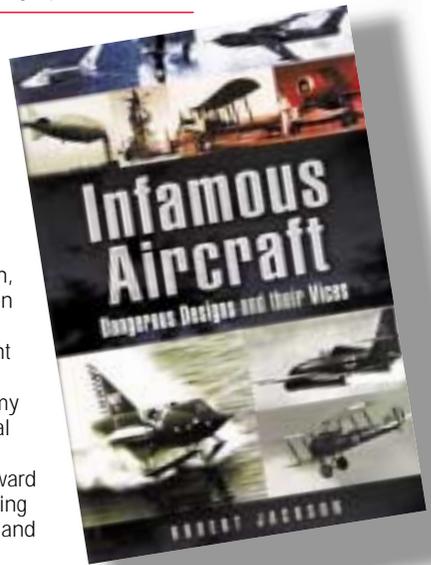
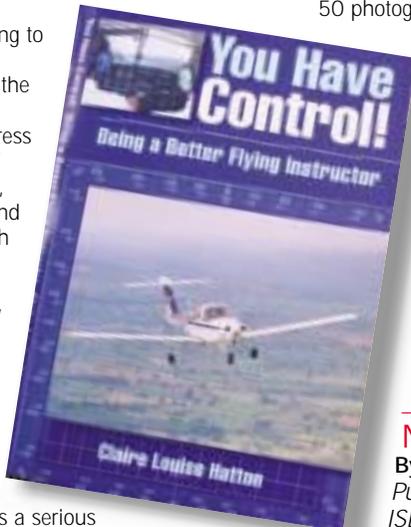
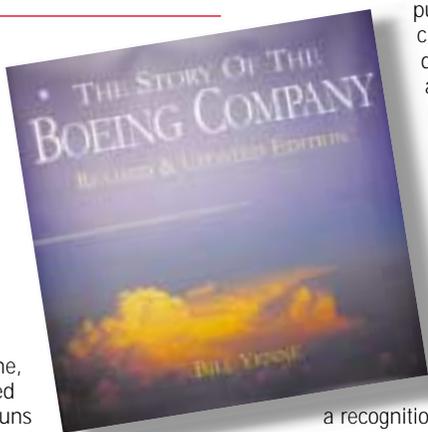
material. However, although there are some good parts, I have to confess to a large degree of disappointment overall, as recounted below.

The aircraft covered include the BE.2, Sopwith Camel, Flying Flea, ME 209 and 210, Avro Manchester, Hawker Typhoon, Martin Marauder, ME163 Komet, Reichenberg IV (manned version of the V1 flying bomb), Chance Vought F7U Cutlass and many others. Some in this list will come as no surprise, but others, for example, the Camel and Typhoon went on through the usual design and/or handling technique development to become extremely successful aircraft in their respective spheres of operation. Some of the aircraft descriptions would have been enhanced considerably if supported by decent photographs. For instance, I found no photographs of the Manchester, ME 210, Marauder, Mitsubishi G4M Betty, the Cutlass and several others. There were of the order of 50 photographs in total, and many were of poor quality. This was a very disappointing aspect of the book.

The best parts of the book are the few verbatim accounts by pilots and test pilots of unnerving and dangerous flight tests. This probably provides a good pointer to the purpose of the book, which seems to aimed more towards the straightforward historian than the keen aviator looking for a satisfying read. It's not one for my bookshelf.  
George Done

## Navigation for Pilots

By Jim Hitchcock  
Published by Airlife at £20.00.  
ISBN 1 86126 797 5. Softback,



338 pages, with black and white diagrams and chart reproductions in colour.

If you really want to know everything about aerial navigation, then this book is for you. The navigation part of the PPL syllabus is covered in much greater detail than may be found in the typical PPL textbook.

Although this may seem to be an unnecessary extravagance, I personally found the more detailed explanations well written and instructive. Just to take an example, the chapters on the various methods of projection within the section on Aeronautical Maps and Charts, were explained in such a way as to make me feel I understood the topic much better than I had before. I hadn't previously realised, and this is the sort of quirky detail you can pick up from the book, that our familiar half and quarter million charts are based on two different projections, namely, Lambert's and the Transverse Mercator's, respectively, because these happen to be best at those particular scales.

The book is divided into sections, each with four to seven chapters, covering The Earth, Basic Navigation Techniques, Miscellaneous Procedures, Magnetism and Compasses, and Advanced Flight Deck Systems. These section headings indicate that the coverage of the book goes beyond that necessary for the plain PPL, but the author indicates those parts that are applicable, which probably amounts to about ninety per cent of the book. I found the topics that are outside the PPL syllabus rather interesting, and it was a pleasure to read a decent, yet simple, description of the ring laser gyroscope that is now used in inertial navigation equipment.

There are plenty of practical examples, aided by clear black and white line drawings. One aspect I couldn't get used to is the author's tendency to use abbreviations in the text, where you would normally expect to see the word written in full. For instance, 'brg', 'coeff', 'dev' and 'hdg' may be obvious, but what about 'ca' and 'griv'? This seems like laziness on the part of the author, but, to be fair, he does provide a glossary of abbreviations.

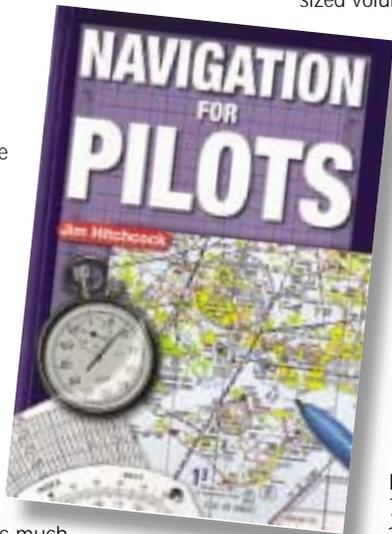
This is a good book to have on your bookshelf if you are interested in developing your skills to master navigator level, and if you are looking for an extremely comprehensive coverage of the whole subject, this book really is the 'db'.

George Done

### The Spitfire Story

Peter R March

Sutton Publishing ISBN 0-7509-4402-1



Bluff your way in the flying club bar with this handy primer on the aircraft recently voted one of Britain's historic icons. Whatever you think of those people who know that it was the Mk IX that had the 'E' wing fitted in 1944 to take the US Brownings, you can match them pint for pint thanks to this pocket-sized volume, which despite its size contains

everything a sane man would ever want to know about the Spitfire, and more.

Copiously illustrated, the book starts in 1928 with the appointment of RJ Mitchell as chief designer at Vickers and ends in 1963, when a PR XIX was briefly reactivated at the Central Fighter Establishment too assist in the training to Lightning pilots. Bet you didn't know that. – Pat Malone

### Uniform Kilo

By Tim Gilbert

Trafford Publishing ISBN 141207504-1



This book is a glorious riposte to all those tedious bores who crawl out of the woodwork after every great adventure to whine about how pointless it all was, how much money was wasted, and how lives were unnecessarily put at risk.

Two helicopter pilots set out to fly a piston-engined Robinson R44 from England to Australia for the hell of it, alone

and unsupported, trusting to luck in those vast swathes of the globe in which neither avgas nor a peaceful reception can be guaranteed. It tells of long sea crossings, long desert crossings, long jungle crossings and long, long delays as greedy and venal officials shake them down. It

tells of foul weather, foul food, foul fuel, exhaustion and interesting diseases. It also tells of fabulous adventures, gorgeous memories stored up for the wistful years, and the kindness of strangers that sets everything to rights.

There's a lot in the book that you or I would have left out, had we the bottle to stage such a caper. Flying 30 miles with the low fuel light on, and landing with one pint (measured) of fuel in the tank. Flying at night over water with failed panel lights to a tropical island using a badly-faxed map with a smudged spot height that either said 8,000 feet (death) or 800 feet (possible survival). A lot is learned along the way, and not just about flying. The Germans do in fact have a sense of humour – did you know that every German who admits to having been at a Nuremberg-style rally was in fact raising his right arm to lodge a moral objection, but the gesture was misunderstood and his plaintive "I beg to differ..." was drowned out by shouts of "Heil Hitler"?

Any book that thanks Frank Robinson and Col Gaddafi in the acknowledgements has to have covered some ground. This trip was as pointless as life itself, and every pilot who thinks twice about venturing out of the circuit should buy a copy, and raise his or her sights. – Pat Malone