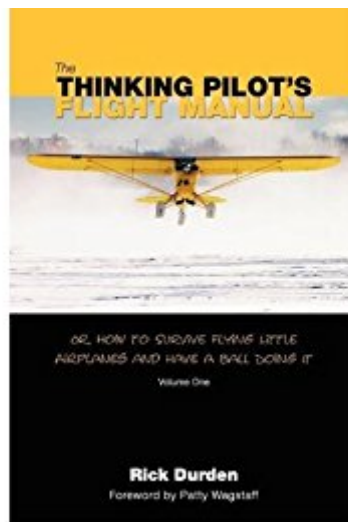




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# The Thinking Pilot's Flight Manual: Or, How To Survive Flying Little Airplanes And Have A Ball Doing It



## Synopsis

In a provocative and sometimes controversial style, this guide starts where standard-issue flight training manuals leave off. The Thinking Pilot guides you deeply into topics that weren't taught in flight training-everything from how to really do a preflight, through keeping your passengers happy, scud running, precautionary landings, and how to survive a crash. It includes a detailed introduction to flying floats, skis, aerobatics, and classic airplanes; probes some of aviation's dirty little secrets, explodes myths, and presents the best, most succinct guide to flying tailwheel airplanes ever written. Rick Durden was once described as aviation's Renaissance Man. He is an Airline Transport-rated pilot with experience in some 200 types of airplanes, a practicing aviation attorney who has been involved in hundreds of aircraft accident cases, writer, aviation magazine editor, safety counselor, flight instructor, volunteer pilot in remote areas of the U.S. and Central America, and has been the executive director of a nonprofit conservation organization making use of aircraft and volunteer pilots throughout much of North America.

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## Customer Reviews

Rick's first book in this series was great - very well written with good detail and broad range of subject matter ... apparently he thought of an entire nother book's worth of material after publishing the first book so he wrote another. I have equally enjoyed book No. 2 and am glad I own both of them - I find myself telling others about the "lessons" and information I have learned in his books often - great job Rick!

Having previously read Vol 1, I eagerly awaited the release of Vol 2 and was not disappointed. Written for people who flight light aircraft, Mr Durden's writing is informative, insightful, thought provoking, and engaging. More of a collection of essays, one has the option of reading from beginning to end, or selecting an individual chapter and digging in. In addition to recommending this book to pilot friends, I have purchased several extra copies to pass along. If you are considering the purchase of Vol 2 but have not already read Vol 1, add it to your purchase. I do not think that you will be disappointed.

This truly is a great book! I'm a lowtime private pilot (about 250h at the moment) and this is a breath of fresh air. No don't do this or don't do that, but a thoroughly balanced essay on how to improve your flying skills and safety, while at the same time taking into account the fact that we are human beings and sometimes we do like to do something fun, even is there is a slightly higher risk involved. This is a book for the average private ticket pilot, the one who prefers a grass runway to a regional towered one. This is a book written for the people who have a passion for flight and started learning to fly in order to do just that: flying. Not sitting in some bus with wings attached pushing a few buttons. This is a book for pilots who tend to fly slightly less than new airplanes (Cessna 172's, 150's, Piper cubs, ...) rather than jets or turboprops. Above all, its practical, fun to read and a great way to keep your flying fun and safe!

I was a HUGE fan of Rick's first book and I often go back and re-read the dozens of paragraphs that I underlined when I first read it. As such, I found this second book to be somewhat disappointing. I have a sense that since the first book was such a success that the publisher pushed Rick to write another. Unfortunately, all of the key topics were covered in the first book and there were only a few topics of interest to me in this second book. That being said, I remain a fan of the "virtual pilots lounge" and will continue to re-read my many underlined passages in the first book.

What an enjoyable book! Rick covers a wide range of General Aviation topics to get pilots to "think."

I think his message, at least the one I came away with, fly smart and fly safe. Things like, smart pilots will go around rather than try to salvage a bad landing. Smart pilots will view their Biennial Flight Review as worthwhile training and take the opportunity to fly with an instructor more frequently than once every two years. There are lots of great "traveling tips" regarding how to handle emergencies. I especially liked the section on tail wheel flying. This title will be a worthy addition to our flying club's library. Looking forward to volume two.

I loved this book. Written by an experienced flight instructor, it contains great stories about how pilots can really mess up. It also teaches us that to truly be a pilot means you must continue to learn- even when you think you can't. I recently restored my license to current status after 40 years of not flying. I am amazed by flight now, as I was in the sixties. There is a ton of stuff to learn and practice. This book is a keeper.

A really well written book for pilots by an expert flyer. It is a comprehensive overview of good techniques for handling various types of aircraft under differing, common scenarios. The author "cuts to chase" and very clearly explains what a pilot really needs and wants to know. As a former air traffic controller and licensed pilot for over 40 years, I give this book excellent marks. But, whether you are a student or ATP, current or a little rusty -- if you like to fly and want to fly well, you will greatly appreciate this richly anecdoted, superbly well-written book.

For the serious aviator and serious "wannabes", this book is thought provoking and should be required reading for any student. I have highlighted many passages for future reference. This is a book I plan on reading often. I imagine many others will feel the same way.

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