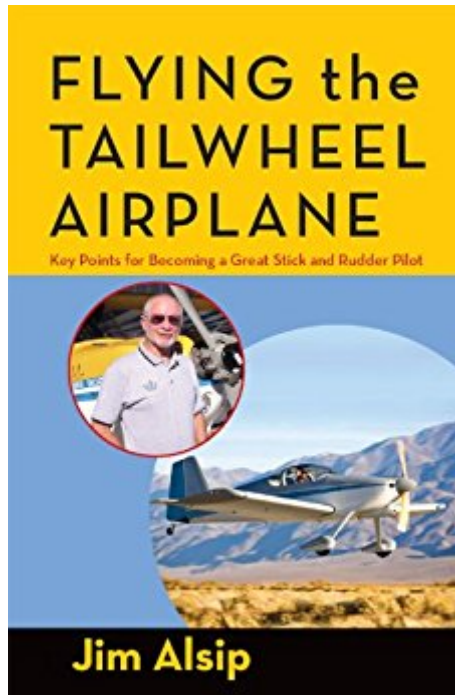




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Flying The Tail Wheel Airplane



Synopsis

As a licensed pilot, have you ever wondered why pilots who fly tailwheel airplanes are always smiling? While the FAA requires additional training to earn a tail wheel endorsement, those who master the requisite skills never look back from this fun, rewarding adventure. Now, seasoned flight instructor Jim Alsip delivers *Flying the Tail Wheel Airplane: Stick and Rudder Skills for All Pilots*. With numerous photographs, diagrams, and concise key points, this accessible, expert resource is certain to chart any pilot's course to achieving his or her tail wheel endorsement.

Book Information

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Customer Reviews

Although Jim makes many great points about flying small aircraft in this book, it seemed to me that the point was made during his introduction and the following first few pages. After that, the same message was repeated over and over and over again in an 85 page pamphlet. The book would probably be about 40 pages long if the repeated phrases and rhetorical questions/statements were simply dropped. All said, I was able to pick up on a few items of interest and apply them in a practical way. I suggest the author revise the edition with a little less gab and a lot more substance on the important differences between tail wheel and tricycle gear aircraft. Jim is clearly qualified and capable of writing a better book. In all, I thought there were about 10 pages in his book that

highlighted the true differences between the two different types of aircraft's handling characteristics. This was valuable stuff that I had hoped would fill the book. I am very disappointed that the kindle price is close to 10 bucks with a value of about 99 cents. Romeo Sierra ATP/CFI/A&P

Love this book. Clear reading and fantastic advice. The flying exercises I have tried and improved my flying. I wish I lived in the states and could have some lessons with Jim. A lot of the advice is good even if not flying tailwheels but if you are thinking of converting I highly recommend this book. Before reading this I never really understood why a tailwheel should be harder to control (on the ground) than a noeswheel but this spells it out so clearly. I actually bought this because it is one of the few books on this subject available on Kindle but would recommend it regardless.

Great explanation and instruction of tailwheel flying from takeoff to wheel and three-point landing. I highly recommend this book to any aspiring tailwheel pilot.

I liked the author's writing style, his ability to present the material in a very understandable way, and that he finishes each pertinent topic with a highlighted "Key Points" summary. Regarding Slipstream, P-Factor, Engine torque, and Gyroscopic effect, I liked the author's decision to spare the reader a detailed discussion of how these forces exist, and instead refer the reader to the FAA's "Pilot's Handbook of Aeronautical Knowledge". My experience with taildragger flying occurred almost three years ago and was limited to the dual instruction necessary to get my taildragger endorsement. When I get my own taildragger in the not too distant future, I plan to refer to the "Key Points" in this book before each flight until I become proficient.

As a newly aquired storch driver the book has very much relavance and valuable information. having trained in a j3 cub tailwheel and then flown aircraft with the single wheel at the wrong end i needed to brush up on the technique theory particularly as my storch can fly so slow. An excellent book

I suppose I was expecting a more technical treatment of the subject but instead it was a more of a flippant and superficial brain dump. This should have been distiller into a two part magazine article instead of a "book"

Great Book! Worth every penny. Excellent detailed information. There are also a lot of YouTube

videos that coincide with information in the book.

Book was an excellent review of landing techniques for any landing gear, Taildragger or tricycle. Really made me realize how I need to work on forward and side slips as well as proper stick and rudder input.

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