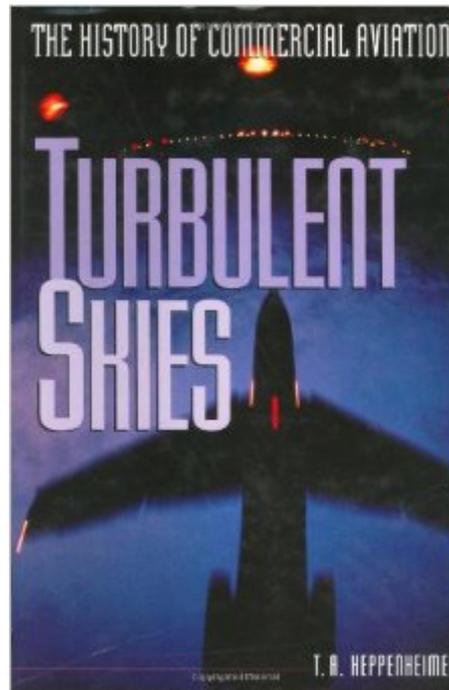


The book was found

Turbulent Skies: The History Of Commercial Aviation (Sloan Technology)



Synopsis

a gripping, in-depth look at how America's \$200 billion aviation industry took flight "To understand the industry, this is necessary reading." --The Miami Herald "With the precision of a scientist, a good reporter's marshaling of disparate facts, and the vigor of a natural storyteller, Heppenheimer offers an absorbing narrative." --Richard Snow, Editor American Heritage. "Tom Heppenheimer tells a fascinating story." -- R. T. Jones Inventor of the swept wing. "An important addition to the history of technology as well as business." -- Publishers Weekly. "An airworthy briefing firmly grounded in the applied science and allied realities that permit air transport of passengers and cargo over long distances and high speeds." -- Kirkus Reviews.

Book Information

Series: Sloan Technology

Hardcover: 400 pages

Publisher: Wiley; 1 edition (September 1, 1995)

Language: English

ISBN-10: 0471109614

ISBN-13: 978-0471109617

Product Dimensions: 6.5 x 1.3 x 10 inches

Shipping Weight: 1.6 pounds

Average Customer Review: 4.5 out of 5 stars [See all reviews](#) (11 customer reviews)

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Customer Reviews

I was disappointed in this book, primarily because I was expecting more information on commercial airlines, their history, problems, and development. There is only one 30 page chapter, "Shake-up and Shakeout", which really talks about airlines in any detail. The rest of the book concentrates on the history of aircraft and related technology as well as some limited information on the aerospace companies (Boeing, Lockheed, etc.) and personalities which produced the aircraft. The title, "Turbulent Skies", is a little more titillating than this basic historical rundown deserves and the subtitle which mentions "Commercial Aviation" may mislead some people. Content may be OK for those looking for aircraft development through history but look elsewhere if your interest is in the

commercial airlines.

This book spends 350 pages in a very thorough history of commercial aviation. It is an excellent history of the early planes of commercial service. We have many histories of military aircraft and their use in war. This book goes into the early airliners like the DC 2 and DC 3. It tells the story of the magnificent DC 6. The Constellation story is told. All of this is fascinating history for me as I was long ago an aeronautical engineer. The modern period is well done up to the mid-90s and the great story of Southwest Airlines and the 737 will have to be found elsewhere. Still, this is excellent history, very readable and reliable.

Why did PanAm fail? Why didn't the government save what was in all but name, the national flag carrier of the United States? Why did Eastern fail? Where did the FAA come from and was it needed? (this last is particularly important for those who think that regulations are poison and that businesses will do what is right out of some sort of self interest -if there ever was a valid and cogent explanation why it is not so even though we all would like it to be, this is it.) Where did People's Express go and why did it fail after being wildly successful? How did deregulation help and how did it hurt the air transport business and how did it affect transportation in general? There is a lot more but if you've ever had any of the preceding questions cross your mind -even for a second- this book will be well worth your time. It is very well researched and well written without being so dense as to be work rather than pleasure to read. I have only two complaints which I hope would be addressed in a future revised edition: first, I would have liked more information on the computerized reservation systems -particularly those that preceded SABER (and more detail about that system) and second, I would have liked more details concerning foreign airlines. It is not that these matters are not addressed but rather that I would have liked a more in depth exploration because SABER gave American an incredibly large competitive advantage.

I thought this book was well written. The author, I believe, balanced the large historical events and trends with well placed engaging, detailed insights. This approach allows one to better absorb the context within which the aviation world was growing and changing and appreciate which individuals and organizations were driving those dynamics.

This is a great book on the history of commercial aviation in the US. I learned so much from it.

Just an excellent rundown, from the early origin of commercial flight well through the jet age. Well written, genuine research, not fluff. Truly good and in depth.

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