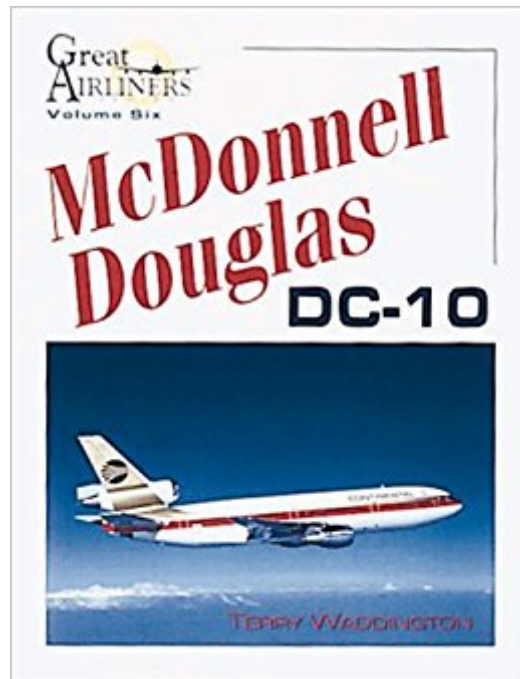




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McDonnell Douglas DC-10 (Great Airliners Series, Vol. 6)



Synopsis

The fascinating story of the McDonnell Douglas DC-10. Launched in response to a requirement for a large-capacity, medium-range airliner, the DC-10 and its three-engine layout was a logical step between the fuel efficiency of a twin, and the power offered by a four-engine design. This information-packed volume covers the design, production, customers, and in-service record of the McDonnell Douglas DC-10 and all its variants.

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Customer Reviews

The fascinating story of the McDonnell Douglas DC-10. Launched in response to a requirement for a large-capacity, medium-range airliner, the DC-10 and its three-engine layout was a logical step between the fuel efficiency of a twin, and the power offered by a four-engine design. This information-packed volume covers the design, production, customers, and in-service record of the McDonnell Douglas DC-10 and all its variants.

As an Administrator of the McDonnell Douglas DC-10 site on Facebook I highly recommend this wonderful book to anyone who is a fan of this beautiful plane. I found that one of the members of our site, Geoffrey Thomas, a world famous aviation writer had contributed some of the photos of this book. I was extremely happy to see a photo of my own airline, Overseas National DC-10. And if you like this book, you will see it recommended on our DC-10 site on Facebook. Feel free to join. This is

the best book every on the McDonnell Douglas DC-10.

The DC-10 was an excellent airplane and very comfortable for the passengers. This maturity came after initial teething problems and two devastating crashes in 1974 and 1979 claiming a total of 617 lives. I lived in Houston, Texas from 1971 to 1980. My first DC-10 flight was on one of the new Continental aircraft on a relatively short flight, two hours plus, from the old Denver Stapleton to IAH in the early seventies. Later National Airlines flew DC-10's on the MIA-IAH-SAN route and I took that flight from Houston to San Diego and return several times. One time in the late 1970's returning from California's John Wayne Airport, Anaheim, SNA, on an MD-80, to DFW, our plane change was to an American Airlines DC-10-10 for the short hop to IAH. It was after dark, early evening and DFW was surrounded by and experiencing heavy thunder storms. Our flight had left the gate, but, then take off clearance was denied because of the storms. The Captain turned on the live action video feed from the cockpit projected onto the movie screen which allowed the passengers to see the weather action outside. We sat on the taxiway for some time awaiting improvement in the conditions before take off clearance was given. My last two, most lengthy and very nostalgic flights were on the British Airways DC-10-30 service from DFW to LGW in 1997. The British Airways service was impeccable, and with unlimited drinks in the Coach Cabin. My seat mate was a young lady going to a wedding of a friend in England and she literally drank me under the seat. On my return to DFW some three weeks later my seat mate was an oil field worker returning to Texas and he must have consumed all of the Jack Daniels that was on board. And I flew on the same aircraft, "New Forest", G-MULL, on both segments. I discovered later the fascinating history of this particular aircraft. It was sold new to Ariana Afghan Airlines, Reg.YA-LAS, in September 1979. In September 1984 it was approaching the Kabul airport with 321 passengers on board when it was hit apparently by a surface to air missile. The hydraulics, port wing and port engine were seriously damaged with the engine essentially detaching from the aircraft (Douglas Jetliners: Guy Norris and Mark Wagner c 1999). Incredibly the pilots were able to land the aircraft with no injuries or loss of life. Reports do conflict about the extent of damage to this aircraft. It was repaired and returned to service. In 1985 the aircraft was sold to British Caledonian and became one of the eight DC-10-30's acquired by British Airways in the 1988 takeover. Reference to four texts is necessary to piece this together. This book contains a picture of that aircraft on a pre delivery test flight in it's original Ariana Afghan livery. I have such special memories of my many flights on this great aircraft and this book is an important part of my collection.

I collect most of the books from this series and this one does not let me down. Lots of facts and figures along with pictures.

An excellent book well researched and well written, highly technical and very informative. If you are an aircraft enthusiast or more particularly a DC-10 enthusiast you would love this book. More information than most DC-10 nuts would know what to do with. The author Terry Waddington was a former engineer and salesman for McDonnell Douglas. The book however is not a very big one in terms of amount of pages but you do get quite a few nice colour (Aust Spelling) pictures.

Love this book. If you are DC-10 fan, this is the definitive story with great historical photos.

3 punch vestiges (holes) were on back hard cover. but contents are good for read. no problem. thank you.

Another excellent airliner book from Airways Magazine. Buy it..!

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