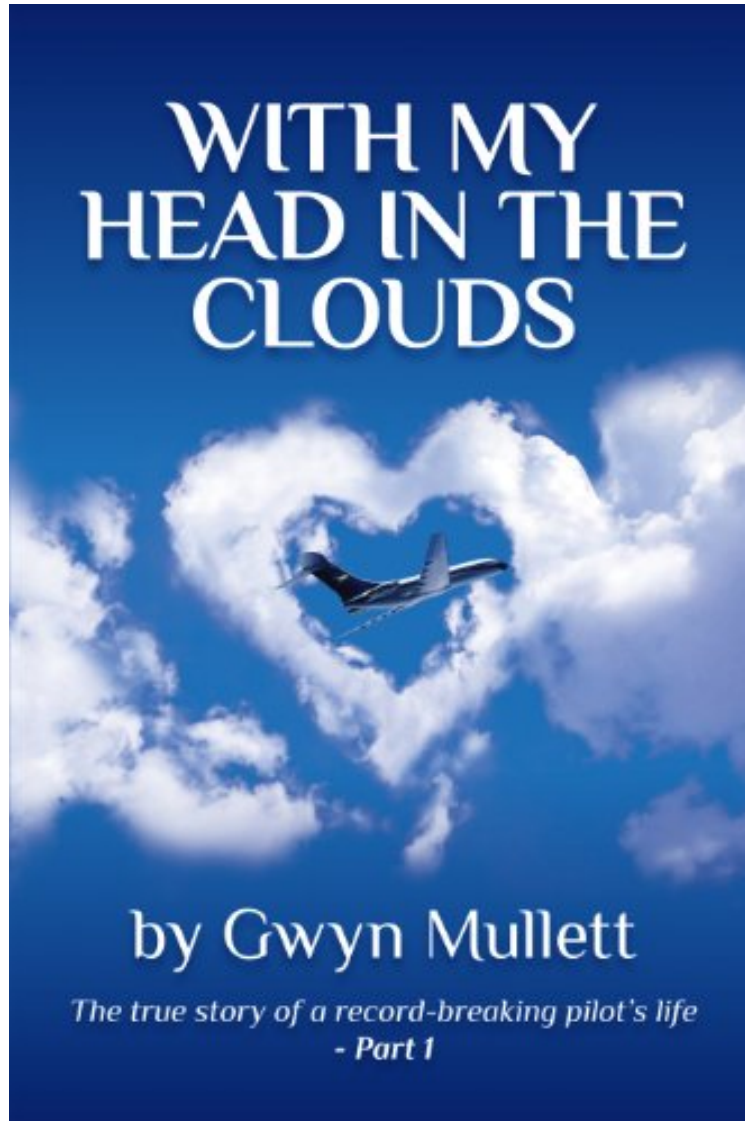


[Mobile pdf] With my head in the clouds part 1 (English Edition)

With my head in the clouds part 1 (English Edition)

Von Gwyn Mullett

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Von Gwyn Mullett : With my head in the clouds part 1 (English Edition) before purchasing it in order to gage whether or not it would be worth my time, and all praised With my head in the clouds part 1 (English Edition):

KundenrezensionenHilfreichste Kundenrezensionen0 von 0 Kunden fanden die folgende Rezension hilfreich. With my Head in the Clouds - Part 1Von R.T. StevensIf you are interested in aviation, this book truly is an excellent find! It's so fascinating to read about Gwyn Mullet's life and how dedicated he was to become a commercial pilot . What really impressed me that throughout the whole book he used his unique narrative style which has made the book highly

entertaining from the first page until the last and I often found myself smiling and giggling whilst reading it. Just can't wait for part two.

KurzbeschreibungSuper VC-10 G-ASGC, now preserved at Duxford Air Museum, hurtled across the North Atlantic at a speed that was just below the maximum the aircraft was allowed. The Flight Engineer was in his element and spent the night fine-tuning the engines to keep the speed spot on. After a short time the Chief Steward came onto the flight deck and announced that the dinner service was complete and that the passengers were now all bedded down for the night. I am sorry to spoil your rest break but we will be landing in just over two hours, I said. What are we flying? A bloody Concorde or something! I will have to wake them up for a full English breakfast in one hour, he replied. Scrub the breakfast and give them champagne for landing, was my response. We landed at Prestwick on the Scottish west coast after just five hours and one minute from take-off at JFK. The scheduled time was six hours and twenty minutes so this was some achievement and to this day has never been beaten by a scheduled aircraft. KurzbeschreibungSuper VC-10 G-ASGC, now preserved at Duxford Air Museum, hurtled across the North Atlantic at a speed that was just below the maximum the aircraft was allowed. The Flight Engineer was in his element and spent the night fine-tuning the engines to keep the speed spot on. After a short time the Chief Steward came onto the flight deck and announced that the dinner service was complete and that the passengers were now all bedded down for the night. I am sorry to spoil your rest break but we will be landing in just over two hours, I said. What are we flying? A bloody Concorde or something! I will have to wake them up for a full English breakfast in one hour, he replied. Scrub the breakfast and give them champagne for landing, was my response. We landed at Prestwick on the Scottish west coast after just five hours and one minute from take-off at JFK. The scheduled time was six hours and twenty minutes so this was some achievement and to this day has never been beaten by a scheduled aircraft.