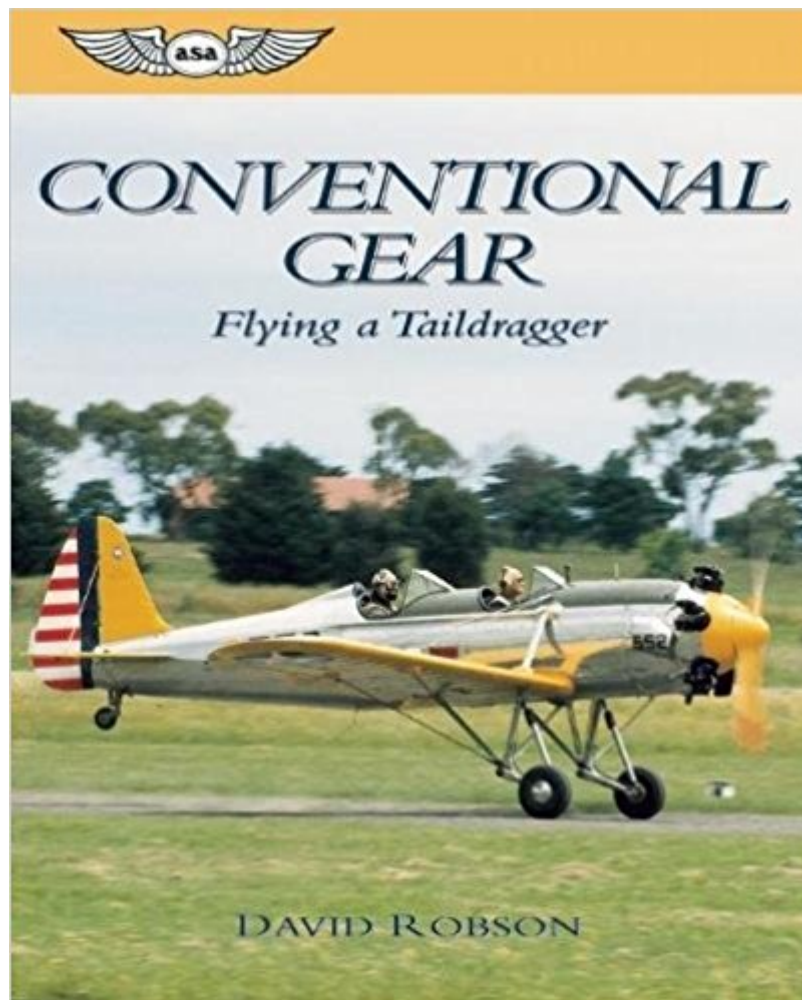




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# Conventional Gear: Flying A Taildragger (General Aviation Reading Series)



## Synopsis

Many vintage airplanes, aerobatic planes, cropdusters, and ultralights are taildraggers, which means there are a large number of pilots who need to learn these particular skills and techniques. Written in plain language with many clear illustrations to explain the dynamics and techniques, *Conventional Gear* provides a thorough foundation of knowledge for the pilot seeking a tailwheel endorsement. It presents the combined experience of thousands of flight hours by civilian and military pilots who grew up flying airplanes with conventional gear. The original configuration of an airplane's landing gear was tail wheel. Only during World War II did the nose wheel become common, when longer runways were required for takeoff with heavy loads. After the war, the tricycle landing gear layout became standard, but the traditional arrangement has always been known as "conventional" gear. The tail wheel configuration is lighter, simpler and offers less drag. It is also better for rough-field operations. Therefore many crop dusters, aerobatic airplanes and ultralights are taildraggers. However, conventional gear does introduce more demands on the pilot, especially during takeoff and landing, and in strong winds. A taildragger is more difficult to operate on the ground because the center of gravity is behind the main wheels; it therefore tends to deviate from a straight path during taxi, takeoff and landing. Because taildraggers demand more piloting skill, flying one well is a sign of a good pilot. If you want to fly a warbird, antique or a modern airplane with conventional gear, this book tells you how in a simple, clearly illustrated manner. It begins with the theory and dynamics of a tail wheel airplane, then describes the piloting techniques needed to safely fly a taildragger. The book concludes with a fascinating collection of stories about what it is like to fly some of the common and not so common airplanes with conventional gear...stories by old hands that otherwise could only be found in a good session of hangar flying.

## Book Information

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## Customer Reviews

David Robson is the author of Skydancing: Aerobatic Flight Techniques, Sunrise to Sunset: Night Flight Techniques, and Transition to Twins: Your First Multi-Engine Rating.

Exactly as described when I ordered. Easy to read, and very motivating. I highly recommend this volume to any pilot that understands a continued education in aeronautical subjects like this is simply one not to pass up.

A must for the future pilots

Prior to transitioning to the Austflight/Maxair Drifter, I found the book very educational and helpful. The items/topics are relevant and, although not a replacement to actual training, this book can help the novice pilot understand the behavior of the taildragger. Furthermore, the book can help prepare for an actual taildragger flight by informing the reader what to expect and how to react in situations peculiar only to the taildragger. I know I have become a safer pilot just by understanding how taildraggers work, thanks to this book.

I bought this book to do some studying prior to my tailwheel endorsement. This book is very well written, and explains all the forces working against tail dragger, and how they are different from a tri-gear. If you fly, or want to fly, taildraggers, you will benefit from this book.

Great information even to a seasoned pilot

Very basic information

I purchased this book from ASA in 2004 to prepare for tailwheel transition training. The text covers basic techniques applicable to any airplane but the most useful chapter covers Ground and Flight Dynamics (Chapter 2) that impact a tailwheel airplane. I felt that the book was rather "thin" and was

padding by adding 90 pages discussing "different" taildraggers, usually rare and unique ones. The cover photo shows a beautiful Ryan WWII trainer but does not discuss this aircraft at all. Most US pilots I know would prefer to have a basic discussion of common types of tailwheel aircraft available to them, especially the kit-built experimentals such as the RV series. I received my tailwheel endorsement in 3.5 hours in an Aeronca 7AC (85 HP) but also received my ASES certificate in 4.0 hours in a Piper PA18-180 on EDO 2250 floats. My tailwheel flight instructor thoroughly reviewed Flight and Ground Dynamics in my first lesson with her. My reading this book prior to my first lesson at least allowed me to be able to verbalize to her my understanding of the concepts she was discussing. Rather than keep the book in my aviation library, I have lent it out to friends who have transitioned to tailwheel training who thought it useful. I currently fly a Taylorcraft BC12-D (65 HP) which handles differently than the Aeronca 7AC on landing. A discussion on these differences in commonly available aircraft would have been very useful.

Robson's book has excellent information on flying specific aircraft, especially pertaining to the UK and other European countries. As an experienced pilot, I found much of his aircraft specific information to be excellent and his conversational style of writing approachable. I don't think the new student would appreciate this book until he or she has flown more than one type of tail dragger. But there is a great deal of useful information contained therein. I would recommend Sparky Imeson's "Taming the Taildragger" to beginners and advanced students as well. Or Harvey P's - The Compleat Taildragger Pilot - Happy tail wagging!

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