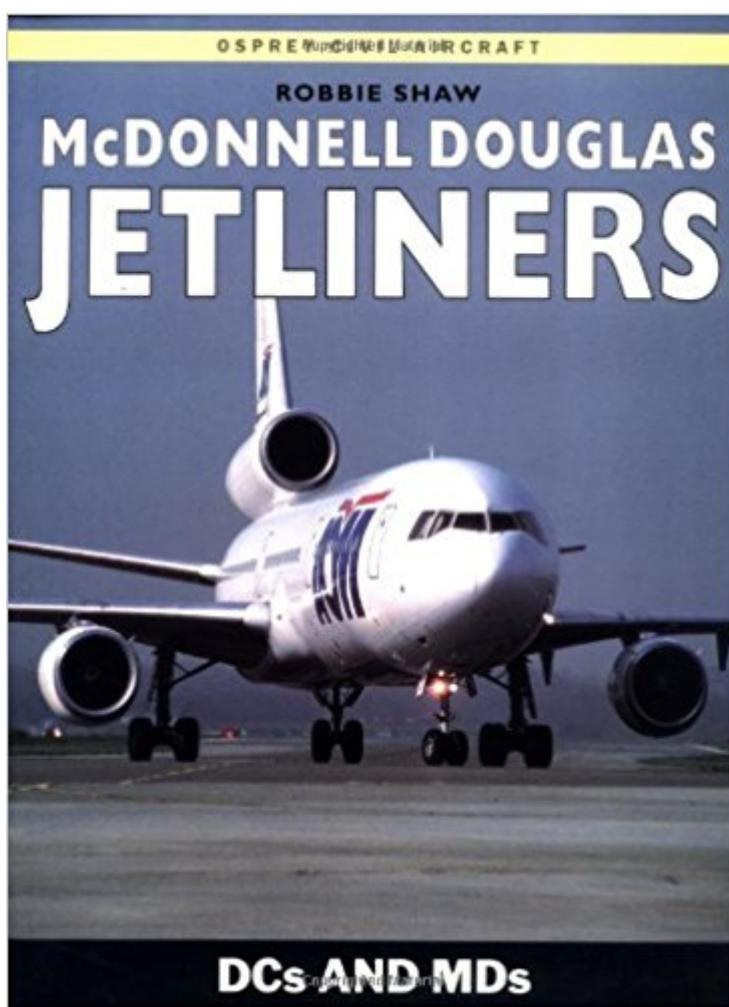


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McDonnell Douglas Jetliners: DCs And MDs (Osprey Civil Aircraft)



Synopsis

Recently bought by rivals Boeing, McDonnell Douglas has a long history in the airliner business, stretching back to World War II and the DC-3. This volume covers all their aircraft, from the DC-3 to the 405-seater MD-11 trijet.

Book Information

Series: New Colour Series

Paperback: 128 pages

Publisher: Osprey Publishing (October 30, 1998)

Language: English

ISBN-10: 185532752X

ISBN-13: 978-1855327528

Product Dimensions: 1 x 1 x 1 inches

Shipping Weight: 1.1 pounds

Average Customer Review: 4.4 out of 5 stars 6 customer reviews

Best Sellers Rank: #482,226 in Books (See Top 100 in Books) #141 in Books > Engineering & Transportation > Transportation > Aviation > Commercial #257 in Books > Engineering & Transportation > Transportation > Aviation > History #798 in Books > History > Military > Aviation

Customer Reviews

This lavishly illustrated series from Osprey is packed with detailed cutaways and glorious full colour photography, including specially sourced air-to-air pictures, depicting both civilian and military aircraft.

Fresh out of structures school. What a great company to have worked for from 1984-1992. Lots of great memories and family history. My Great Grandmother was the original "Rosie-the-riveter" and I have her original Douglass issued toolbox. I Worked the fwd. splice of more then 300 MD-80's, Witnessed the first flight's of the MD-11, T-45 and the C-17. All in Long Beach Ca.

As a former Douglas vendor who was involved with the construction of these aircraft, this is a book I will keep 'til the day I die!

Very good book. Good text , Mr. Shaw is guarantee as expert in Jetliners. Nice photographs, good

paper. I recommend it.

loved it

Part of the Osprey Civil Aircraft series. Mainly a book of pictures. Knowing the personal opinions that this author puts into his narrations, I wasn't expecting a lot of in-depth research. Starting with the DC-8, we are taken through the fleet and its many forms. On to the DC-9 family and then to the DC-10. As expected, the author keeps the narrative of this (DC-10) airliner's early history quiet by simply not writing about it. Instead he focuses on the positives and the fact that the DC-10 did enjoy a good reputation among pilots, cabin crew and passengers alike. Next up the post McDonnell-Douglas merge airliners starting with the continuing improvements of the DC-9, the MD-80 and MD-90 family. Like the B737 they were the next generation and before the Boeing takeover the ultra-efficient MD-90 was going to be the new generation to go head to head with the B737, 700-900 family. The shorter '95 was allowed to live on as the new B717 until the global climate brought production to an end in 2007. The last entry is the failed MD-11 trijet. The long overdue stretch of the DC-10 arrived in the early 1990s however it failed to live up to expectations at first and by the time improvements were made, potential airline customers had walked away. All was not lost as the MD-11 has proven to be an excellent freighter, Boeing promoted it as the B11F but the lack of orders no longer warranted a production line and it closed in 1998. The MD-11 will live on in both roles as Boeing will continue to support the type even though they now no longer build it. An overview of this book reveals a good batch of pictures and a few rare gems, such as the Rich International DC-8s at the end of that company's existence. But as usual the author's input leaves you a little depressed with his constant reminding of fallen airlines. Mainly good for pictures.

This book has good detail and coverage of the DC-9, MD-80, DC-10, and MD-11. However, there is not as much good detail on the very first DC-8s, especially the original turbojets. There is also not much detail on the MD-90. The text is generally good, although there are some factual inconsistencies. Overall, a pretty good book with some good pictures, but not a complete coverage of all Douglas types.

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