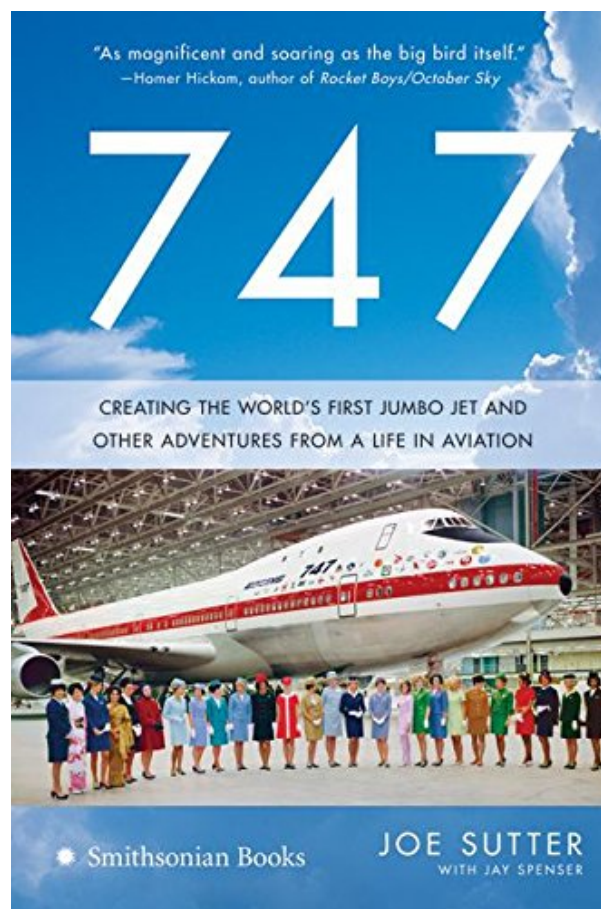


# **747: CREATING THE WORLD'S FIRST JUMBO JET AND OTHER ADVENTURES FROM A LIFE IN AVIATION BY JOE SUTTER, JAY SPENSER**



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"As magnificent and soaring as the big bird itself."  
—Homer Hickam, author of *Rocket Boys/October Sky*

# 747

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WITH JAY SPENSER

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**747: Creating The World's First Jumbo Jet And Other Adventures From A Life In Aviation By Joe Sutter, Jay Spenser.** In undergoing this life, many individuals constantly attempt to do as well as get the most effective. New expertise, encounter, lesson, and also every little thing that can improve the life will be done. Nevertheless, lots of people in some cases feel perplexed to get those things. Really feeling the restricted of experience and sources to be much better is among the lacks to own. Nonetheless, there is a quite straightforward thing that could be done. This is what your educator always manoeuvres you to do this one. Yeah, reading is the solution. Reading a book as this *747: Creating The World's First Jumbo Jet And Other Adventures From A Life In Aviation* By Joe Sutter, Jay Spenser and also various other referrals could enhance your life high quality. Exactly how can it be?

From Publishers Weekly

As leader of the Boeing company's design and engineering team that created the 747—the world's first wide-body, twin-aisle airplane—Sutter had perhaps the best overall view of all aspects of the 747's development in the mid 1960s. This engaging look at the technical, political and corporate forces that clashed over the 747 adds important details to Clive Irving's 1993 *Wide-Body: The Triumph of the 747*. Sutter's descriptions of the furious pace his team had to maintain proves his assertion that the 747's development process closely resembled that of aviation's colorful early days. It is fascinating to read that while the 747 later became Boeing's crowning achievement, with variations of the plane continuing to remain popular during the past three decades, various Boeing executives during the '60s "were taken in by the enticing vision" of supersonic transports like the Concorde, and Sutter had to fight "every step of the way to get the 747 designed, built, certified, and into service." 8-page b&w photo insert, 20 b&w photos throughout, not seen by PW. (June)  
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## Review

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747 is the thrilling story behind "the Queen of the Skies"—the Boeing 747—as told by Joe Sutter, one of the most celebrated engineers of the twentieth century, who spearheaded its design and construction. Sutter's vivid narrative takes us back to a time when American technology was cutting-edge and jet travel was still glamorous and new. With wit and warmth, he gives an insider's sense of the larger than life-size personalities—and the tensions—in the aeronautical world.

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PM book for those with some experience

By Ronald Mueller

Fair book but detailed. Solid PM concepts and excellent backstory. Would recommend for practicing PMs with a few years of experience before reading.

26 of 28 people found the following review helpful.

Joe Sutter IS " one of the great ones "

By D. SHUPER

The above partial quote is plagerized from Joes book as he quotes Charles Linderbergh comments about the 747 which in its entirety was " This is one of the great ones "

I'm a retired Boeing Engineer, and while never meeting or dealing with Joe since I was working in other areas [supersonic transport, etc ] I did hear and work in later years with several who did have personal knowledge. Joe pretty much tells it like it WAS/IS.

I especially appreciated his efforts to avoid highly technical terms, and in few simple words explaining some of the basics of flight, powerplants, design criteria, safety concerns, etc. In some ways, it could be considered ' high school' level courses on flight and design criteria- but without ' talking' down to the reader.

It is an 'easy read' and does lift the curtain on a few, but not all the insider political games typical of Boeing and most other aerospace companies. [ I've also worked at Rockwell and Ling Temco Vought ]

Joe is definitely from the 'old school' as far as ethics and integrity, and his comments about serving on the Challenger Shuttle disaster commission and the NASA attitude re safety and risk in the last chapter seem as if they were written this week [ June 16,2006- see news items about safety concerns re the impending Shuttle flight in July 2006 ]. Hopefully, his comments and concerns will NOT be proven to be " deja vue all over AGAIN."

In my opinion - a keeper, and readable from Junior high up.

11 of 12 people found the following review helpful.

Building The Greatest Commercial Airliner Yet

By Dianne Roberts

747 is simply a must for anyone in the aerospace design industry, or for people who are just interested in how the 747 was built. Joe Sutter, the airplane's director of engineering and the one most responsible for its

actual design, has written a trim, quick, and enjoyable to read history of the 747 program encased in a semi-autobiography.

After a few chapters exploring the author's early life, including his college time and Navy life, the book spends its bulk on a 50,000 foot overview of what was going on with the 747 development program from its inception until its most recent incarnation to fly in the form of the 747-400 family of derivatives. The final chapters sweep the remainder of the author's professional career including his service on the Challenger Disaster commission. Joe (and after reading the book you definitely get the feeling he would prefer to be called that then Mr. Sutter) has certainly led a very interesting life, and has had the privilege of experiencing a truly gilded age of aviation from the peaks of its ambitions and the lows of its difficulties and uncertainty. But the star of the book is truly the magnificent 747 aircraft and even his more autobiographical chapters tie into the aircraft and its design.

Much of the author's life exerted an inexorable influence on the design philosophy he brought to the plane. As an early child he grew up in Seattle and watched, literally from his neighborhood, as Boeing would roll out new aircraft through the twenties and thirties and try to push aviation forward and make the world a smaller place. Caught up in the majesty of flight Joe wanted very badly to design airplanes, but as WWII dawned when he was in college that would have to wait for more important world events to be sorted out. Joining the Navy he became a deck officer on a destroyer escort in the Atlantic, where he had a formative experience. Returning to Boston Harbor his ship started to become glazed with rapidly growing layers of thick ice in the midst of a storm, making the ship dangerously top heavy. With no anti-icing system and no ability to get people out on deck to hack off the ice the crew had to just ride out the storm praying they wouldn't die. From this moment on the author decided safety would be a primary criteria of anything he designed.

The legacy of the 747 is one of carrying on Boeing's legacy of leading the pack in aviation with an unparalleled record of safety, thanks to smart design and brute force quadruple redundancy. (Brute force is by no means meant perjoratively here!) The 747 came about during an amazing time in aviation history. It was the first wide body airliner (against the initial full double decker narrow body wishes of its launch customer), the first turbofan (or fanjet as they are sometimes called) powered airliner, and it was designed by a slimmed down workforce in the shadow of the ill fated 2707 SST, while the 727 and 737 were also absorbing significant company resources, and while Lockheed's L-1011 and Douglas' DC-10 provided competition. The story of how this giant came about and triumphed in spite of the decidedly low expectations Boeing clearly had for it at the beginning is a truly fascinating one, filled with such aviation luminaries as Juan Trippe, Bill Allen and Charles Lindbergh. Joe's life on the program is also filled with equally amazing events including state department sponsored dinners with the Soviets in Paris at the height of the Cold War (in the spirit of "Detente"), and trips all over the world ranging from the expected places like Japan and New York, to Baghdad.

In addition to being a great story well told, there are real gems here for aviation program managers and aircraft designers about how to make a successful airplane. Absolutely worth reading, and would be something I would like to see as a textbook for aeronautical engineers, perhaps in an aerospace history course, to give them some real world perspective that is so often lacking in modern engineering degrees.

An outstanding book, highly recommended!

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