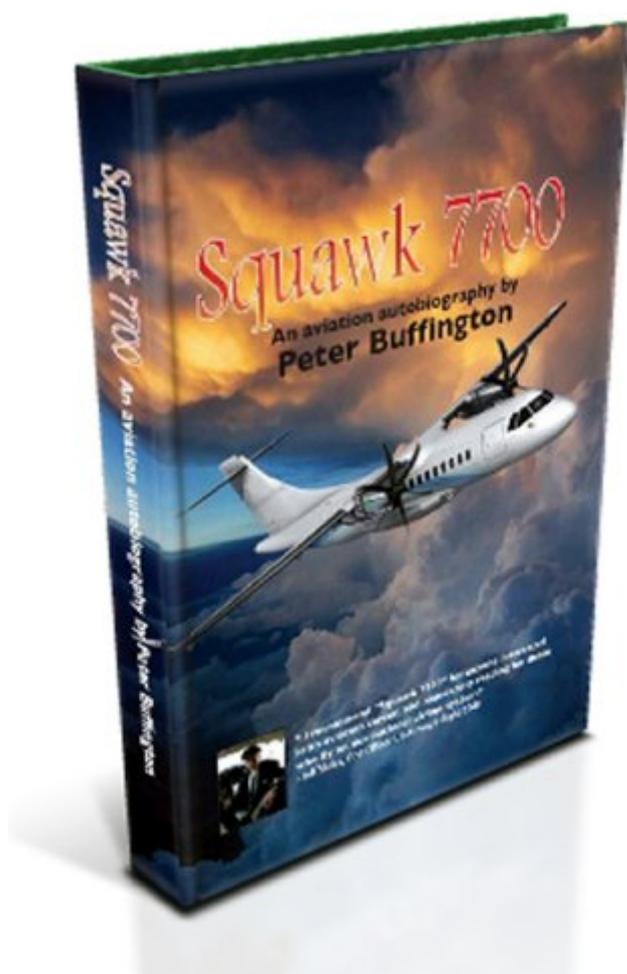


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# Squawk 7700



## Synopsis

Squawk 7700, an aviation autobiography by Peter M. Buffington, tells of his personal adventure into the world of aviation to achieve a professional airline pilot career. He provides riveting details of daily operations within the aviation industry, and the struggles flight crew members face to maintain their lifestyles. Buckle your seatbelt and prepare for an eye-opening, turbulent ride into the world of aviation from the pilot's seat. From student pilot at age 15, to flight instructor, to nighttime cargo pilot, and finally to first officer aboard the ATR 42 and ATR 72 turboprop airliners, island hopping across the Caribbean, Buffington relates his personal experiences. He explains why recent accidents, like Colgan Air Flight 3407, in Buffalo, NY, and Comair Flight 5191, in Lexington, KY, can occur. My personal experiences as an airline pilot and as acting first officer aboard US Airways Flight 1549 that ditched into the Hudson River, I recommend Squawk 7700 for anyone interested in an aviation career, and mandatory reading for those who fly on our national airline system. - Jeff Skiles, First Officer US Airways Flight 1549A few more reviews...An honest, inside look at the aviation industry from someone who lived it.- A.S., Former regional airline captainI finished your book a few weeks ago...I could not put it down. It was like I was living it all right beside you. I ached in agony while reading about some of your experiences, and then thinking about how you are probably the most naturally blessed pilot with great flying abilities that I ever flew with.- K.S., American Airlines First OfficerI have just finished reading your book. I read it cover to cover in two days! Thanks for an exciting and informative story! I am impressed by the openness with which you describe your personal story....anyway, thanks again for "the book that was missing" and the best of luck to you. I will spread the word of your book among my aviation friends."-Tom P., Commercial Pilot, Danderyd, SwedenThe industry has changed much since I flew in the hay day of the airline boom. 1963 -> 1993 - retired TWA, 30 years. This young lad has written a solid tale about how things have changed in today's airline career. Outstanding book about an often overlooked niche of the aviation industry - The 1st 10 years. Sacrifices abound and soul searching within, I look back at my own sacrifice, for each of us was created to die, and within, Peter is a lad of integrity, nicely done.- TARPAAAlthough two decades separate his trials and tribulations from mine to obtain federal licensing permitting us to fly commercially in an effort to build the experience necessary become employed by a major airline, the insufferable challenges remain unchanged. Peter's descriptions of the existence of dangerously poor maintenance and unscrupulous pressure to ignore Federal Aviation Regulations at entry level air freight and air taxi charter operations were chillingly reminiscent of my experiences in the 1970s. The actions, or perhaps more accurately reactions, taken by Congress to supplant the "invisible hand" with a "visible hammer" only validate

the voracity of Peter's accounts of his experiences while attempting to pursue a career as a professional pilot. Television shows such as the PBS series Flying Cheap very adroitly lift Peter's words from the pages of his book, and provide audio visual validation to his experiences. Squawk 7700 provides the reader with an excellent insight as to the coming shortage of qualified pilots this country will experience during the second decade of the 21st century. This book should be mandatory reading at the first year level for any student at any professional pilot training institution.- Capt W. Mann, US Airways, Boeing 737, 30 years

## **Book Information**

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## **Customer Reviews**

OMG Pete Buffington tells it like it really is. Having been part of the commercial airline industry ( I worked directly at an airport), knowing pilots and in-flight crew members personally, this book tells of their lives. Nothing is as glamorous as it seems, esp in the airline industry. Pilots and in-flight crew are overworked, exhausted and underpaid, not eating properly and staying in third rate hotels (by the way they MUST pay for upfront, then get re-imbursed), all this on some of the lowest salaries imaginable and the flying public thinks this is a joke. They think that all pilots make high salaries, that flight attendants, just have this job so they can travel and have a good time. A current TV show

glamourizes the job, but its nothing like it shows, esp since 9/11. I was never so "broke" as I was working for an airline, even though I worked anywhere from 60-80 hours a week, no overtime was paid. They keep their employees on a part-time basis with a guarantee of 30 hrs a week, you can work more if you want to, but at straight time. Well after paying for insurance, 401K, uniforms and other deductions I barely cleared 400 a week for my glamorous job, then had to deal with some of the rudest customers ever. I was attacked, both verbally and physically on numerous occasions. One time after a hugh snow storm, I was at the airport working for 36 straight hours, non-stop, dealing with over 1000 bags that had missed flights, doing the paperwork, getting the bags delivered to the customers, and what did I get? Not even a thank you from the station manager! The flying public have no conception of the pressure a Capt has knowing that he has 150+ souls onboard his aircraft.

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