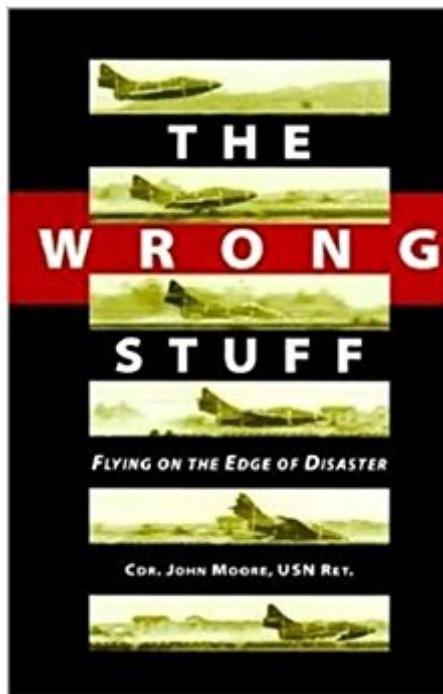


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# The Wrong Stuff: Flying On The Edge Of Disaster



## **Synopsis**

Author John Moore is the "cat with nine lives" of the aviation fraternity. From his early days as a Naval Aviation Cadet he had a knack for flying but seemed to be in the neighborhood of disaster. Through two Korean combat tours, Navy test operations, his years as test pilot for North American Aviation, and the space program he was associated with many near and some real catastrophes.

## **Book Information**

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## **Customer Reviews**

An aviation cadet during World War II, Moore finished training too late to see action then but made up for it with two tours of duty flying jets in Korea and a distinguished later career as a naval and civilian test pilot. He is eloquent on the number of things that can and, in the early days of jets, usually did go wrong in the air as well as on the virtues and vices of certain aircraft, the F7U Cutlass and the F8F Bearcat in particular, and he tells the story--one worthy of Monty Python--of experimentation in landing fighters with no landing gear on rubber flight decks and runways. His memoirs are breezy, anecdotal, and unrepentant about fighter pilots' traditional pursuit of wine, women, and song but also relay the story of mastering many suicidally dangerous skills and teaching them to others while remaining a loving husband and father--the story of a most deserving citizen of his country. Roland Green

First as a Navy combat pilot and later as an experimental test pilot, John Moore experienced adventures that are legendary in the aviation community. He is the flying fraternity's nine-lived cat

with a knack for describing his adventures in a way that appeals to aviators, but is not overly technical. His story is salted with good humor and deeply emotional memories. A member of the exclusive band of naval carrier pilots, Moore has flown 104 aircraft types in military operations, testing and civilian aviation. But as he notes in the introduction, *The Wrong Stuff* is more about the people he met, and those he lost, along the way. The author choose *The Wrong Stuff* as his title because he "crashed a lot". Actually, he could have called his aviation memoir "The Right Stuff" because he's still here to tell these thrilling tales! *The Wrong Stuff* is "must" reading for all fans of aviation history and true-life adventure. -- Midwest Book Review

GOOD book author uses personal perspective to build rapport with reader.Wish it had more flight test and less Apollo ground control and political aspirations at end but it was a biography after all.My family was in flight test for same company at same location so I am being as fair as possible, and many great memories from my youth were brought back.AND it is only book written about flight test with North America Aviation in Columbus OHio except for Jim Pearce book 21st Century Guy.

A friend of mine has praised this book to the skies, so I bought a copy, expecting cover-to-cover laughs and revelations. Instead, what I got was a -very- disorganized, rambling series of partial recollections which were, despite the disclaimer in the introduction, the memoirs of a single pilot. Most of the stories failed to be funny in any way and were only moderately shocking.Most irritating of all was Chapter Twelve, which dealt with the author's anger at the Tailhook scandal/witchhunt and which had absolutely, positively nothing at all to do with anything else in the book. The chapter didn't belong. It was a distraction. Had any editing been done on the book, it should have been deleted entirely.There were some good parts, and the first two-thirds of the book would be quite nice with some serious re-arranging and reworking to present a coherent and orderly progression of events. The material about test-flying the Cutlass and the obscenely stupid FlexDeck program are must-reads, but the section on Apollo 1 adds nothing to the reams of material written about that tragedy, and the material on Mr. Moore's training runs hot and cold. As a minor note, the tendency to use technical terms without explaining them to the casual reader makes for difficult reading in some spots.All in all, if I'd found this in a library first, I never would have bought it; now that I have it, I can't recommend it to others, but I won't be giving my copy away either.Kris Overstreet

The author went through much of what I did and some I never did. Similarly, I did much of what he did-like flying F7Us off and on boats-as we call em and other things. Sadly he passed on and while

we knew many of the same folks, I don't recall being in a squadron with him-though we might have been in VX-3 at different times. So all in all I dearly enjoyed a similar rehash that was very well written.

Full of self-deprecating humor and curmudgeonly wisdom, Mr. Moore's account of his years testing early jets hits the mark in every way. It's great history. He pulls no punches on his views of either machines (the F7U Cutlass) or bureaucrats (the NASA apparatchiks who ordered the Challenger launch).

Well written by a guy who ran the course from the bottom to the top of flying. Both a lucky and skilled pilot who survived mistakes and shared his thoughts. Not the usual hero stuff pilots tend to rant about. Good reading if you are a pilot and can relate.

Interesting book, had never heard of many of the incidents.

Great WW II aviator story

This is an excellent book and should be required reading for anyone that loves aviation. Very interesting tales of time spent in combat and flight testing new aircraft for the Navy. Once you start reading, you won't want to lay the book down.

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