


PRESS RELEASE

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 FOR IMMEDIATE RELEASE:

“ROBERT NOVELL ANNOUNCES NEW BOOK RELEASE”



About Robert Novell

I began my career in commercial aviation in 1978 just as Airline Deregulation kicked off. At that time, there were a lot of opportunities becoming available for professional pilots, and other aviation professionals, but many of them disappeared just as quickly. Friends of mine were hired by Eastern, Eastern, and others but I was left flying night freight wondering why I did not get a call. I did have a few calls, Eastern called but I missed their second interview because I was interviewing with United who did not call me for a second interview. Piedmont and Delta never called, American called and I chose not to respond to the second letter because of the A Scale/B Scale pay schedule. There were a few others, but no one offered a job I wanted or could afford to take.

So, there I was flying my **Cherokee Six**. I soon moved up to the **Twin Beech (H-18)** and to this day I will never forget the feel and sound of those radicals in cruise. For those of you who have never flown a round engine find a way to do so—it is an experience in aviation that everyone should enjoy.

The next airplane that followed was the **Novajo Chieftain (FA-31-330)** and boy was I in aviator's heaven. I had a three axis autopilot, a flight director system, a crew door for the pilot—no more crawling over boxes—and turbocharged engines that would actually let me get above 10,000 feet. I had a great time with that airplane, but soon the whine of jet engines caught my fancy and I was off to fly the **King Air 200** and then the **Leas 25/35** series. Once again I was in aviator's heaven but although I was making reasonable money I also had a growing family to support. I should note that as I progressed to a freight dog, or corporate pilot, I began to get calls from my friends who had been flying for the airlines and they were in search of jobs. You certainly feel for your friends needs, and are sympathetic to their plight, but I felt fortunate and proud that I had been successful with my career especially with a family to feed. So, I listened and tried to help but opportunities were slim and I too was on a quest for more money, job security and a bigger airplane to fly.


The bigger airplanes with more money, and somewhat questionable job security, were the **L-382** followed by the **B-747-200/300**. I was back to being a freight dog flying night freight and I have had a lot of good times seasoned with the ups and downs of aviation and bad management. I continue to fly a few months of the year working on a contract basis but I am primarily involved with other business interests. I don't miss the commute to a crew base, I don't miss the eight hour international turnaround in Hong Kong, and for sure I don't miss taking two to three days of time to get my body clock adjusted only to have to leave home and do it all over again. The ninety days or so a year that I fly reminds me of that but I do enjoy the people I see and work with.

We have all experienced the ups and downs of life as an aviator or aviation professional. My story is not that much different from many others and I have been successful overall; however, it is time for me to step away from airplanes and pursue other interests full-time so on January 1, 2010 I am done. I am sure there will be days that I will miss the challenge but my only true regret will be not having flown the round-engine DC-3 and the B-747. So now it is time for me to focus on what is being offered. This will be the foundation of my writings for this book, and others, as well as my blog articles at the "Third Dimension Blog".

www.robertnovell.com

“LIFE OF AN AVIATOR”

by
Robert Novell



Is this magic, this freedom, that we earth bound bipeds associate with flight actually the release of the free spirit in all of us? I believe that true freedom is magic and therefore this release of all earth bound pressures as you enter the realm of endless blue skies in your winged craft is a free spirit experience shared, and understood, by only a few but wished for by many. Are there rules—yes? Are there limitations—yes; however, let's push aside the structured environment, the history of trial and error, and the obvious risk while we explore the magic of flight in its purest form.

Gatekeeper Sales and Publishing announces the release of "Life of an Aviator" by Robert Novell. This is Novell's third book with his first book, "Aviation Beyond Airlines," having been released in 2010 and his second book, "Quest For Aviation Gold," was released in January of 2012. All of Robert Novell's books are available on his website, www.robertnovell.com, and are also available on Amazon.