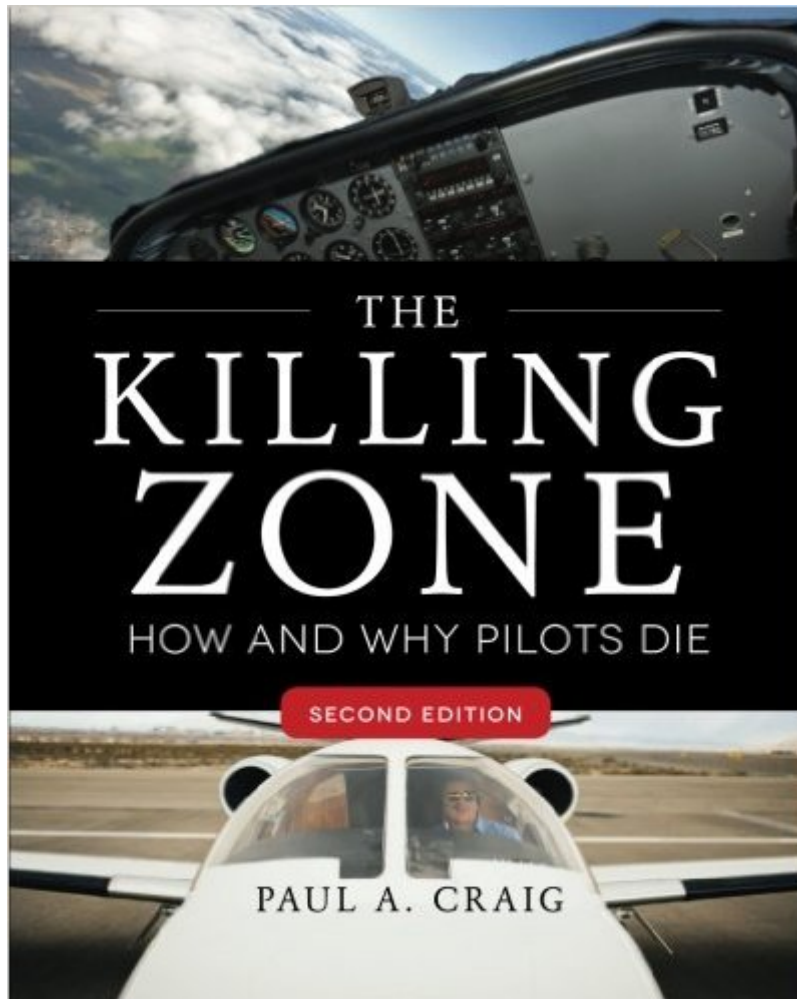


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The Killing Zone, Second Edition: How & Why Pilots Die



Synopsis

WARNING! Don't fly solo before you understand all the dangers of the killing zone. It could save your life! This survival guide for new pilots identifies the pitfalls waiting inside the killing zone, the period from 50 to 350 flight hours when they leave their instructors behind and fly as pilot in command for the first time. Although they're privately certified, many of these unseasoned aviators are unaware of the potential accidents that lie ahead while trying to build decision-making skills on their own -- many times falling victim to inexperience. Based on the first in-depth scientific study of pilot behavior and general aviation flying accidents in over 20 years, *The Killing Zone, Second Edition* offers practical advice to help identify the time frame in which you are most likely to die. Author and aviation specialist Paul Craig offers rare insights into the special risks new pilots face and includes updated preventive strategies for flying through the killing zone . . . alive: **NEW** to the Second Edition: Dealing with Glass Cockpits; GPS Moving Maps; Collision Avoidance Systems; including a new chapter on Available Safety versus Actual Safety Alerts you to the 12 mistakes likely to kill you Provides guidelines for avoiding, evading, diverting, correcting, and managing dangers Includes a "Pilot Personality Self-Assessment Exercise" for an individualized survival strategy

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Customer Reviews

Unfortunately, Craig repeatedly commits a rather serious statistical error in this book. He uses accident frequency counts, rather than accident rates, as the statistical basis for his conclusions

about the range of the "killing zone." Frequency counts are interesting, of course, but they don't account for the number of pilots at each range of flight hours (which accounts for most of the effect he claims). Therefore, they say little about the risk that you yourself face as your flight experience increases. My concern is the nature of that zone, and that we use the right methodologies to explore the issue. You'll have to forgive me for being geeky about this. It's just that it's part of what I do for a well-known agency having to do with aviation (which can't be named, because I'm speaking here as a private citizen). Statistically, rates aren't interchangeable with frequencies. Rates subtract the effect of how many individuals are present in each "bin" of a frequency distribution (in this case, the y-axis, where the x-axis would be flight hours). In fact, it appears that about 70% of the "zone" may be an artifact, and can be explained just by the fact that the frequency distribution of NON-accident pilots looks nearly identical to the distribution of accident pilots. See my paper

<http://www.sciencedirect.com/science/article/pii/S0001457513003242> regarding this. Or, see the free government technical report at

https://www.faa.gov/data_research/research/med_humanfacs/oamtechreports/2010s/media/201503.pdf. Bottom line: The kind of analysis we use on data like these is very tricky, is all I'm saying.

This was a quick read for me. I liked the break out based on primary causes of accidents and think this is a good reminder. I'm a 200 hour pilot getting ready for my IFR checkride and this was a good reminder of things to always focus on and be aware of.

Excellent book for the experienced pilot or newbie thinking of starting flying lessons. Very well written, keeps your interest. The author explains that, despite the pilots best intentions, how many numerous ways you can kill yourself in a small airplane.

I wish this book could be a required read for GA pilots. It is informative, interesting, a good read, and is of course sobering. The author documents consistent patterns of error chains that are very good to keep in mind. Flying is such a rewarding and inexplicably enjoyable endeavor, but it is not without risk. I firmly believe that the information in TKZ can help to keep you safer in the sky, and on the ground. This is my second copy, as I donated one to a friend who was in training.

I love the style in which this book is written. It is a perfect blend of conversational and technical. The author manages to tell compelling stories that serve as wonderful illustrations of the common dangers, but still use enough technical language to ensure that the events are laid out as precisely

and exactly as possible. This book should be required reading for any pilot. We should take the opportunity to learn from the mistakes of others, especially when many of these mistakes were paid for in lives. This book is written for pilots and the reader should have a basic knowledge of the terms associated with flight if they expect to gain anything from the book. Chapters: The Killing Zone Available Safety versus Actual Safety Continued VFR into IFR Conditions Maneuvering Flight Takeoff and Climb Approach and Landing Runway Incursion Midair Collision Fuel Management Pilot Health, Alcohol, and Drugs Night Flying Ice The Effect of Advanced Flight Training Instrument Flight and CFIT Advanced Aircraft Accidents Pilot Personality Airmanship* This book was well formatted for my Gen4 Kindle reader with a linked TOC*

As a student pilot, I read this book recommended by fellow pilots. Great matching of NTSB data to accidents throughout the book as well as useful insights into avoiding mistakes and how to correct weak points. Favorite part is how they advise short field techniques which become rusty later on.

must read for any new pilot There are a lot of reviews out there saying that the data somehow is skewed, but honestly I think those reader while possibly correct are missing the point. This book makes perfectly clear that there is such a thing as the killing zone and we have to be extra vigilant to make sure we are going to be part of a statistic.

Paul Craig brings to light and identifies a very important and vulnerable area for all of us learning to fly. The only thing really missing, but important, is "what critical thinking error and it's physical control mistakes" that inexperienced pilots actually make. It's not good enough to say, ".....an inexperienced pilot stalled, resulting in the crash, etc". A great addition would be, how "over time", more experienced pilots were able to avoid those mistakes and prevent these incidents. Why did they "escape" the killing zone? What prevented the chain of errors in the case of most who learn to fly vs. those who often fail with tragic consequence. This is what would reduce the time any of us spend in the "Killing Zone". My critique is definitely not a knock of Paul's book. I think it's excellent, but just wish it had gone a little further. It's the best I've found on the topic of low time pilot accidents. I highly recommend it.

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