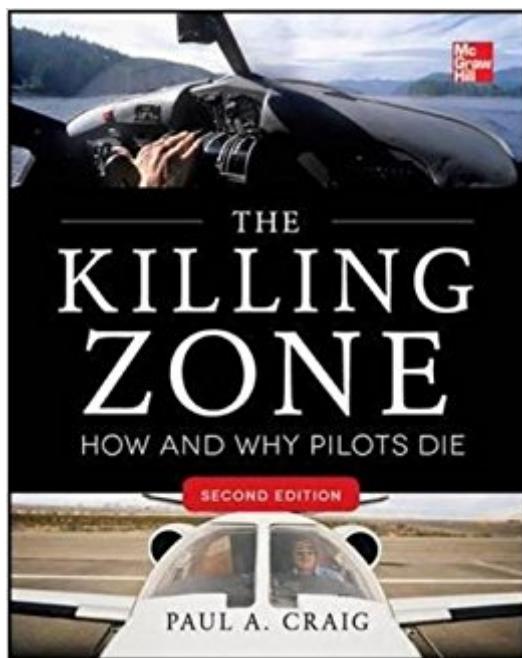


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The Killing Zone, Second Edition: How & Why Pilots Die



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

Dr. Paul A. Craig, a longtime pilot, flight instructor, aviation educator, and author, designed and conducted the extensive pilot study that uncovered the Killing Zone. Driven by a lifelong concern

with the high accident rate among general aviation pilots, Dr. Craig has conducted research projects for universities, the FAA, and NASA that has targeted the problem. Since 2002, he has worked as the principal investigator for NASA projects investigating scenario-based flight training, competency-based flight training, Technically Advanced Aircraft, ADS-B implementation, and teamwork among aviation disciplines. Dr. Craig is an Airline Transport Pilot and Gold Seal Flight Instructor for multiengine, instrument, and seaplane. He has twice been named an FAA District Flight Instructor of the Year. Dr. Craig won the NASA "Turning Goals into Reality" award in 2005 and the Wheatley Award as the nation's most outstanding aviation educator in 2004. He is a frequent speaker to flight instructors and others on improving flight training and safety. He is the author of Pilot in Command; Be a Better Pilot; Stalls & Spins; Multiengine Flying, 3rd Edition; and Controlling Pilot Error — Situation Awareness and Light Airplane Navigation Essentials.

This is a fantastic book, with true stories and scenarios. It provides in depth evaluation of situation in which a pilot can avoid, but sometimes does not see it coming. This is a must book for flight instructors and pilots in general. It does not matter if student, rusty, or active pilot. Read it and see it for yourself. Prof. Craig is an experienced aviator, a researcher, an expert in the field, and well known in the aviation industry worldwide.

A bit dry at times ... but I should probably review this text every single year that I want to both fly and stay alive. Big three things to watch out for -- don't fly into Instrument Meteorological Conditions with a VFR skill set, don't orbit your house at a 60 degree bank and auger in, and don't fly an aircraft that you just bought outside your skill zone. Great advice around continually growing skills and capabilities ... strive to get better and better ... it has inspired me to continue to get additional certifications.

Very insightful book. You can tell the author is very concerned with this subject. Can't wait till I have 351 hours under my belt. I'll breath a little easier.

Great book for new pilots! The title may scare some people but really has such great info in it. I tell all the pilots I know in training to read it!

A really valuable resource for pilots. The description of various accidents was very instructive. I'm

reminded of an old saying: "you have to learn from the mistakes of others, you can't live long enough to make them all yourself".

This is exactly what I was looking for when beginning the pilot's license course. Amazing how much you can learn from all those incidents and accidents. Prevention is the best solution and without this knowledge you would have to determine everything yourself. The book puts things simple and makes it easy to remember. Like it very much!

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.

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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