

Is It Safe? Why Flying Commercial Airliners Is Still a Risky Business and What Can Be Done About It



Captain Power-Waters covers every aspect of commercial aviation and brings the reader to the conclusion that it is a much more perilous means of transportation than generally suspected. The material in this book has never been touched upon in any previous book on air safety. The following are just a few of the subjects covered. The FAA wastes billions of our tax dollars on projects that are ultimately canceled. FAA substandard criteria cause the deaths of hundreds of airline passengers. Large airliners (B-767s) are landing at airports that have no operational control tower. The worst runway accident in history (killing 583 people) could easily have been prevented with proper ground radar. Technologically out-of-date landing aids are still in use, causing accidents world wide. Windshear has killed more passengers than any other meteorological disturbance, yet Doppler radar is only found at a hand full of airports. No U.S. airports have proper rescue and firefighting procedures. Every day, dozens of mechanically faulty aircraft fly against the recommendation of ground crew. The flushing of an airline toilet (in flight) could kill you. The air traffic control system nears collapse due to the bumbling of the FAA. The National Transportation Safety Board is exposed: the stated probable cause of accidents is often composed of untrue statements. Flight training simulations cover only a fraction of the potential problems that could occur in the air. Is your pilot ready? Bird strikes kill hundreds of passengers and, so far, there is no way to stop them. The Boeing 737 is the most popular airliner ever built, but also potentially the most dangerous! ***** Captain Brian Power-Waters has demonstrated once again that he is the Captain Courageous of the airways, telling it like it is about the enduring perils of commercial aviation, just as he has done in *Safety Last and Margin For Error: None*.

When are the airline regulators going to listen to his warnings and avoid the needless loss of lives? He is one of Americas most respected authorities on the subjectAone that I often relied upon in my own writings exposing the flaws of the industry. This book is another loud and clear wake-up call and a must-read for anyone who believes achieving greater airlines safety is a mandatory and reachable goal. Alex Michelini, Award-winning Former Investigative reporter of the New York Daily News ***** If you are interested in the training and pressures that an airline captain must endure, if you think that the airline of your choice is flying safe aircraft, if you think the Federal Aviation Administration is totally interested in your safety, this is the book for you. Carl T. Butterworth, Senior Captain, American Airlines and Retired Brigadier General from the Air National Guard ***** Is It Safe?&a very informative book about a very technical industry, written in a way that holds your interest and is easily understood by everyone. Brian Power-Water opens the eyes of the reader as he takes you behind the scenes of day-to-day commercial air travel. He thinks of everything and&makes you think twice. Is It Safe? is a super book and the author, Captain Brian Power-Waters, is a nonsense terrific interview for any media. Bill Lusby, Program Director and Host of Good Morning Annapolis, WNAV

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worry? Aviation safety is a term encompassing the theory, investigation, and categorization of flight. The number of deaths per passenger-mile on commercial airlines in the . An accumulation of ice during flight can be catastrophic, as evidenced by the loss First class (aviation) First class travel Business Premium economy **Great Aviation Quotes: Safety** Captain Power-Waters covers every aspect of commercial aviation and Why Flying Commercial Airliners is Still a Risky Business, and what Can Be Done **Airline safety News, Research and Analysis The Conversation** From the plane seats to the cabin air to the course and altitude of the flight, worlds commercial airliners have racked up nearly one billion flight hours, . to safely and efficiently manage a huge and still growing number of aircraft. 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Why Flying Commercial Airliners Is Still a** Cosmic radiation exposure levels during flights vary according to altitude Airlines, however, prefer polar routes because they are shorter with lower Risky business of their staff, or set safe limits on the doses they can safely receive. but again the authors admitted they could not be sure this was to do **Is Flying Risky Business? - Google Books Result** Why Flying Commercial Airliners Is Still a Risky Business and What Can Be . to explain why things happen and what can be done to make the skies safer. **Is It Safe?: Why Flying Commercial Airliners is Still a Risky Business** It might seem that flying has become a risky business. headlines such as After MH17 And Two Other Plane Crashes, Is It Still Safe To Fly? **Is It Safe?: Why Flying Commercial Airliners Is Still A Risky Business** Flying Commercial Airliners Is Still a Risky Business and What Can Be Done What Can Be Done About It Brian Power-Waters, Download ebook Is It Safe? **The Dangers of Private Planes - The New York Times Download Is It Safe? 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business? Juneau Empire - Alaskas Capital City Online Flying in airplanes is a case in point. You'd think that you could just find out the numbers the odds and that So if you take the total number of people killed in commercial plane that flying is still much safer than most other forms of transportation. In the last five years safety factors have changed.

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