



Seconds to Disaster

Glenn Meade , Ray Ronan

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"Everyone Who Flies, Or Loves Someone Who Flies Should Read This" *Captain 'Sully' Sullenberger, Miracle On The Hudson.*

As with the Air France Flight 447 tragedy, much of the time air crashes are a confluence of events; a cascade of bad luck, bad decisions, inappropriate airline company policy, the failure of aviation regulators, and sometimes insufficient training, or various combinations of all five.

Seconds to Disaster will demonstrate that part of that bad luck is often aided by the airline industry's own endless and aggressive pursuit of bottom-line profit which contributes to a creeping erosion of safety standards and puts both passenger and crew lives at serious risk.

??? The Plane Truth About Flying

"Meade and Ronan pull back the curtain on the airline industry and shine a bright light on the dark corners. Everyone who flies or cares about someone who flies should read this eye-opening account of the current state of commercial air travel. What you don't see can hurt you."

--Capt. Chesley "Sully" Sullenberger, retired airline pilot, consultant, speaker, CBS News Aviation and Safety Expert, and author of *Making a Difference: Stories of Vision and Courage from America's Leaders and Highest Duty: My Search for What Really Matters*

??? Children's Safety On Aircraft Is Second Class

These revelations are made in the hope that any resulting debate will contribute to making air travel a safer experience for both crew and passengers alike.

Seconds to Disaster will not only pose and answer questions as to why accidents happen, but also offer solutions as to how they can be further prevented.

And it will explore a highly contentious issue: what parts do both the airline industry and the worldwide watchdog authorities responsible for governing that industry contribute in playing dice with passenger lives, through negligence and collusion.

Scroll up and grab a copy today.

Seconds to Disaster Details

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From Reader Review Seconds to Disaster for online ebook

Vikas Sasidharan says

If you were expecting a detailed look at air crashes and their ensuing investigations/consequences, you are going to be sorely disappointed! Bluntly put, this book is just a lengthy gripe about how the airlines sacrifice safety for profits. It could have been a noble endeavor. Although most of us suspect as much, it would have definitely helped to be explicitly made aware of this alarming problem. However, the authors carry this to the very excess, so much so that almost every other paragraph begins or ends with something along the lines of "*... but this is/was not done because airlines only care about profit*". And it keeps getting worse as the book progresses - the chapter talking about the horrific Air France Flight 447 crash just makes passing mention to the actual crash and its cause.

In short, what should have otherwise been a coherent and poignant argument, ends up as a rambling discourse with a lot of finger pointing that's not backed by any accompanying details. Such a shame!

(I originally gave this one star, but upgraded to two stars when I realized that the book did have its moments - specifically, the section about airlines banned in Europe and the one about child safety belts)

Susan Sigourney says

“Everyone who flies should read this.”

- Chesley “Sully” Sullenberger, Captain of the Miracle on the Hudson.

The Kindle edition of this book is 121 pages packed with descriptions of air disasters and how they could have been avoided. The overlying theme presented throughout the book is that airlines are driven by profits with safety being neglected, leading to pilot insufficient training and experience, with overwork resulting in fatigue, poor maintenance of aircraft, and lack of child safety. There is also a hint of complicity suggested between the airlines and the FAA to overlook safety. Chapter 16 lists Top Tips for Flying Safe, what you can do before and after you buy a ticket to make your flight a safer one. It gives lifesaving tips on surviving a crash using the initials S.O.S.: Survive the impact, get Outside, Survive outside.

One important point that this book and the book *Sully: My Search for What Really Matters* makes, is that people are now paying much less for airline tickets than previously, leading to airlines cutting corners because they are driven by profits before passenger safety. This book suggests that “Regular flyers should perhaps take a moment to send one email, reminding regulators of their obligation to you, the passenger, not to the airlines.” It also suggests giving your business to airlines that treat their passengers well, as they likely will also treat their employees well. Excellent advice.

Sheila Carsins says

Please Make This Book Available for All Passengers, and Anyone Even Remotely Connected to the Airline Industry!

If you're reading this review, and you are in a position to sponsor the distribution of this book to anyone and everyone even remotely connected to the airline Industry, please, please, please, help do it!!! This needs to be taught to anyone and everyone in schools, colleges, government offices, travel agencies, and especially to potential passengers!!! If an airline is known to be dangerous, the public needs to be aware of the dangers of flying with that company.

Every newspaper and news channel, as well as 20/20, CNN, and every magazine, newspaper, computer blog, and Facebook page should include this book's contents and warnings, and make the public aware of dangerous planes, or airlines. Write your senators, congressmen, and governors, and get this information to them. Every talk show host should make this information a major lead story on their programs.

Everyone in the military should spread the information in this book, to their fellow recruits and families and friends. What a cruel punishment that would be, to finish your tour of duty safely, only to have you, or your loved ones killed on a flight mishap, when your families and friends are finally able to be reunited.

Shame on anyone who's swept this information under the rug, downplayed it's importance, or managed to make the government offices and officials in charge of our airline's safety look away from their job of protecting the world's public safety. If even one person dies from their dereliction of their duty to protect and serve, that's one too many lost.

Shame on the airlines that allow airplanes that are too old, too dangerous, or blatantly inferior from the start of production, until the finish of the production, to remain actively flying, particularly when it's a known risk factor to the airlines and their governing agencies, before the planes even leave the ground with passengers onboard. There's no valid excuse to pick profit margins over human lives.

Shame on every airline for not making child safety a priority. Shame on every airline that has had any culpability in the death of a child in an airplane accident due to improper seat restraints or safety seating, it's inexcusable. Ask yourself how you'd feel if that child were yours, or your family's or your friend's child.

Last of all, shame on any airline that cuts costs of airplane construction, the costs for proper pilot training, and simulation time, or that reduces pilot's and crew's living allowances and the down-time that the pilots and their crews need to rest between or on flights, in order to perform their duties safely and effectively.

Thanks to the authors of this book, for getting valuable information to the public. It's a great book, and you should be rewarded for your candor. It takes a great deal of courage to do the right thing, and you "have it in spades." I wish you all many blessings for helping to protect airplane travelers in these dangerous times. Thank you!!!

Juan Ortiz says

De siempre se ha dicho que volar es el medio de transporte más seguro, y es cierto. Pero de un tiempo a esta parte, y según la tesis del libro, la seguridad de la que se presumía en el pasado ha pasado a un segundo plano en favor del puro y duro beneficio económico de las compañías.

Con un lenguaje perfectamente entendible y nada técnico, el libro repasa todos los aspectos que entran en juego a la hora de un accidente. Todo ello ejemplificado con accidentes, como la tragedia de Spanair en Madrid, que no debieron haber ocurrido nunca.

Pero el tono del libro no es efectista ni se ampara en la tragedia para enganchar. Se trata de poner las cartas

boca arriba, explicar determinados aspectos que todos cuando nos subimos a un avión deberíamos conocer. Aerotraslado mío aparte, muy recomendable para todo el mundo.

Wayne says

In this book, the authors do a credible job of documenting the current (2012) state of airline safety. Although clearly the safest way to travel long distances, passenger safety has been compromised significantly since the beginning of the worldwide economic downturn. All parties including the manufacturers, the airlines, governments, and airports have been operating under immense financial pressures. Once well paid pilots are a thing of the past, and those employed by regional carriers often earn less than \$15,000 a year. The airlines are under constant threat of bankruptcy or takeover and as a consequence cut corners on maintenance and repair. Passengers have also contributed to this undesirable situation by seeking out low fares --- understandable given economic circumstances.

Perhaps only time will lead to improvements in passenger safety. In the meantime, the last chapters of the book offer some useful tips to the travelling public to reduce the chances of being in an aviation accident.

Christy Mangano says

This book was a little technical at times therefor a wee bit dry. It certainly had some interesting points though. Interesting for anyone who flies.

Telma says

Chesley Sullenberger has said anyone who flies, or loves someone who flies should read this, and he's right. Scary stuff we all should know.

Ray says

"Meade and Ronan pull back the curtain on the airline industry and shine a bright light on the dark corners. Everyone who flies or cares about someone who flies should read this eye-opening account of the current state of commercial air travel. What you don't see can hurt you."

Capt. Chesley "Sully" Sullenberger, retired airline pilot, consultant, speaker, CBS News Aviation and Safety Expert, and author of *Making a Difference: Stories of Vision and Courage from America's Leaders and Highest Duty: My Search for What Really Matters*

Judie says

A few years ago, my husband and I were on a flight from Los Angeles to San Francisco. As usual, the

preflight announcement stated that in case of an emergency, the crew was trained to help. Soon after we were told we could unfasten our seatbelts, the flight attendants began rolling the cart in the aisle to serve beverages. Just then we hit a 300-foot air pocket. Things went flying; people who had unfastened their seatbelts hit their heads on the overhead storage compartments. The flight attendants also went flying, one of them breaking her arm and the back of a seat on the way down. The other one was also out-of-commission. Luckily, some of the passengers knew enough first aid to help stabilize the casualties. (We discovered the first aid kit had children's scissors and lack of other supplies to needed for this particular emergency) Air control moved everything out of our way and brought in ambulances so we could land and get professional help quickly.

While traveling by air is a very common occurrence, and more people die in automobile accidents than in airplane crashes, *SECONDS TO DISASTER* catalogues the reasons that most airline crashes occur.

The usual reason given by the airlines is pilot error. That is true sometimes, but often the pilots are the scapegoats because the airline doesn't want to admit any causes for which they may be held accountable. As airlines try to increase their incomes by lowering fares, squeezing in more passengers, paying lower salaries which translates into younger, less experienced captains, , and using less qualified contractors in Asia or South America to build and maintain their planes, the risks to passengers, crews, and people on the ground increase. Counterfeit parts have been found on a large percentage of airplanes, including Air Force One. Trying to keep on schedule to keep expenses lower sometimes involves taking a risk, such as flying in inclement weather or allowing the captain to divert to another airport. Airlines sometimes take risks by by not allowing the captain to make changes in the flight plan. Whistleblowers have been fired.

The book discusses these areas and provides tips on how to survive a plane crash. Some of the primary reasons for crashes are extending the hours that crew members must work, including travel time, the use of automatic and computer-driven operation without thoroughly instructing the crew what to do if the system doesn't work, and improper maintenance. It focuses on several crashes and details what went wrong in each case.

SECONDS TO DISASTER points out that unless children are seated in approved car seats, like found in automobiles, they are more at risk than are adults. When the airline has the child ride in someone's lap, that child serves as an airbag for the adult. Amazingly, some airlines will not permit passengers to bring on a safe car seat for the child's use even though they are available.

The authors list several tips for consumers to watch for to help ensure safe flying. They include knowing which airlines to avoid, sitting within five rows of an exit, knowing how big the exit door is (the ones in the front and rear are larger and easier to exit), being prepared to quickly release the seat belt (pull, don't push), and don't try to take anything out with you such as packages in the overhead compartments. Unfortunately, the pilot's mental state is not one of them and it's nearly impossible to know if the pilot has mental issues which may lead to suicide by plane.

Chapter 1 was the worst chapter of the book It stated at least seven times that the plane was headed for disaster. The remainder of the book had a better presentation but people who are afraid of flying shouldn't read it. For everyone else, it details the many pressures that airplane crews face which affect passengers in a somewhat simplified manner.

This book was a free Amazon download.

Jaki says

A real insight into Airlines and their safety or lack of. Having worked in this industry for a part i give a huge thumbs up to this books Authors! Read this book to make yourself more aware. If you're a parent? It makes you realise that you as a parent can assure better safety for your little ones when flying. Read the tips and enjoy your trip!

Tara Chevrestt says

Wow! What a read. It's going to be hard for me to get on any more MD-80s, 737s, or an Airbus every again. Even though I LOVE airplanes. This book was incredibly insightful. Perfect for an aviation buff such as myself. Having had an "insider view" into some aspects of these things in my career as a mechanic, I felt as though I was getting the full 411 for a change.

I love Air Emergency. I have this sick obsession with airplane crashes. What causes them? Was it mechanical? I think that's partly because in all my aviation career, that possibility was always in the back of my mind, ensuring I did my job carefully. This book brings up many air crashes and disasters, some I watched on that show, some that were new to me. My one and only quibble is the book leads with introducing a flight crew and telling us they crashed, but never do they tell us why. Urgh! I felt teased. If it did reveal the reason, it was so far later, I didn't make the connection.

But...things I learned that blew me away:

Your baby and your child under 7 are NOT safe on commercial planes. Babies on the lap: not safe. The likelihood of your baby surviving in severe turbulence or a rapid brake landing: nil. Seatbelts are made for adults, not children, as it can severely damage their pelvises and abdominal area in a crash. Talk your airline about a "car seat" and NEVER use loop belts. Incredible data was revealed in this.

Fatigue: bad problem.

Counterfeit parts: Yikes!

Boeing and their 737 NGs. Wow. This chapter talks about a major scandal and cover up regarding parts Boeing bought from a company... The company claimed they were computer made when in reality, they were man made with sharpie markers and hand saws and you have aircraft flying around that shouldn't be. This chapter was my favorite. Very revealing.

I'm not done. See what else I had to say on Book Babe: <http://wwwbookbabe.blogspot.com/2013/...>

Charles Ray says

If you fly frequently, *Seconds to Disaster* by Glenn Meade and Ray Ronan is a must-read book. Beginning with the tragedy of Air France flight 447, which plunged into the Atlantic on a flight from Rio to Paris, the authors detail how a combination of bad luck, bad decision, insufficient training, poor regulation, and pursuit of profits at the expense of safety puts thousands of lives at risk, and how they have contributed to the death or injury of an uncounted number of airline passengers. I say uncounted here because the authors point out that injury to infants who are not ticketed, but flying in an adult's lap are not counted.

After reading this well-documented account of the worldwide airline industry, you'll probably be afraid to ever fly again. Fortunately, the authors have included advice on how to increase your safety when flying, although, they're the first to admit—accidents will always happen, and unless something is done to bring

airlines under more effective control there will be more rather than less. This book reads like a suspense novel, unfortunately, it happens to be true.

Victoria Leo says

You need to read this book

This compilation confirms what we have all suspected - the FAA regulation is a joke and all airlines care about is p profit. Boeing planes use substandard parts and will start falling out of the sky. Pilots are exhausted and undertrained. Disasters are increasing..... airlines only care about profits and will continue with regulator connivance to blame every pile of dead bodies on pilots laziness or stupidity, instead of making changes to enhance safety. Should transportation even be left to the private sector? The folks who only have loyalty to their large,shareholders are allowed to have custody of hundreds of lives per flight? If people knew the facts, demand would implode, as we lose the assumption that our kids can fly around the country and around the world to visit y s,several times a year.

Beth says

This was a quick, easy read - full of interesting tidbits for anyone who is really into aviation, or even for those who are just curious about some of the 'behind the scenes' factors at an airline. There are many facts that will probably scare you, and some that will make you mad - but certainly you won't look at flying the same way again.

This must have been an amateur publication, because I found numerous typos and grammar mistakes, but it wasn't too distracting. Overall, I'll recommend this to my friends and fellow colleagues in the airline industry.

Nelson Meaker says

Read it if you or someone you care about flies

The truth about why we have the problems with air safety a.d some practical things to know when you fly.
