



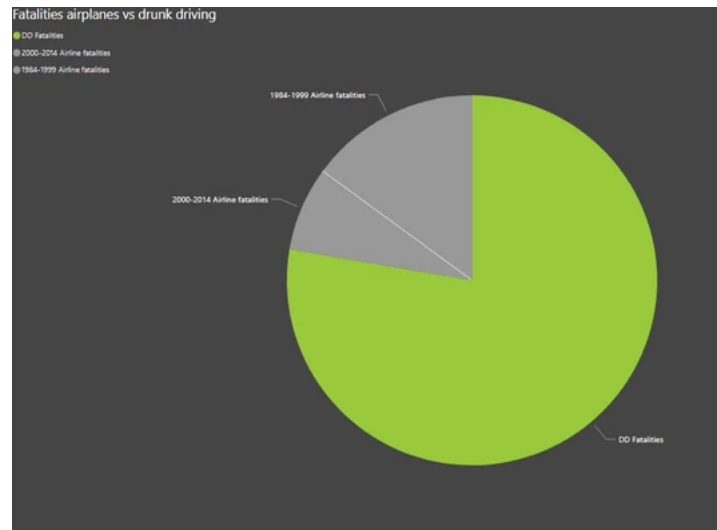
eearl4  · 2 days ago · 2 min read

Airplanes not Error-planes

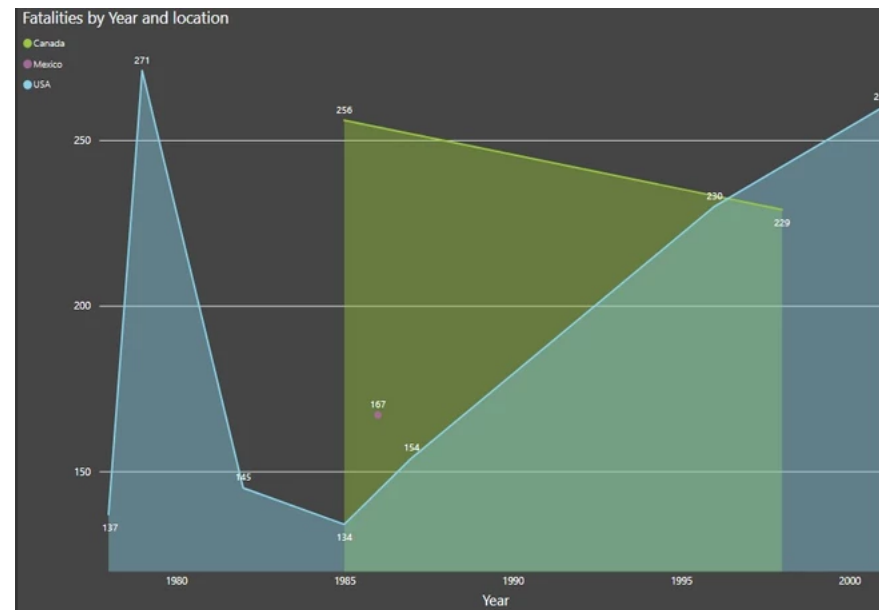
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Where did the times when we were young and full of wonder, counting the planes or imagining we were racing them on long road trips go? Did we out grow our childhood imaginations or did that curiosity become illogical fear?

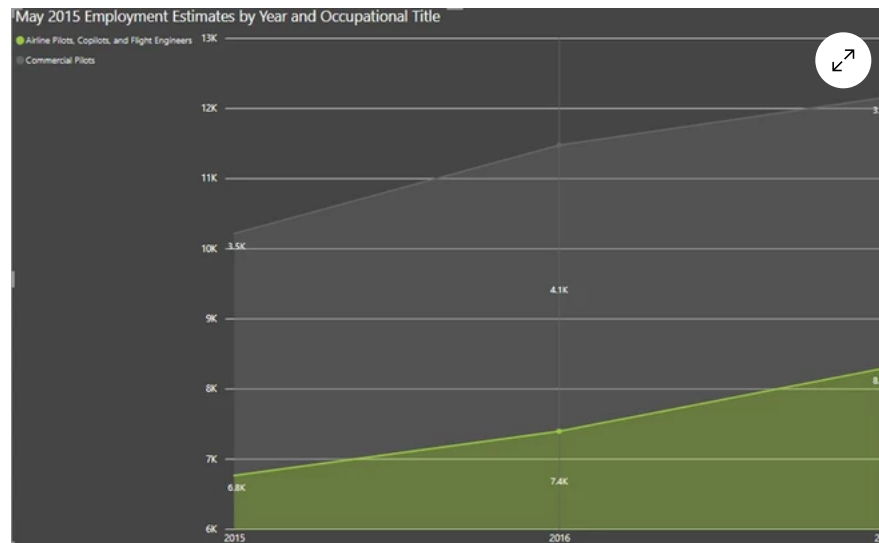
We know 1 in 6 adults has an irrational fear of flying but, considering how safe air travel truly is 16% is a large number. As grim as it may seem, thanks to the graph below we can safely say one is more likely to be killed by a drunk driver than an airplane accident.



So why do we fear something that seems nearly impossible to occur when we consider the big picture? Lets look at the numbers; if someone were to tell me 1,000 of all Americans will win \$1 Million I would not even consider myself in the running to win the prize. But, if someone says 1,000 people will die from freak airplane accidents the country goes crazy. Considering the worst airplane accidents to have occurred in North America we see less than 300 people per year dying.



Of course, these are not numbers we want to ever see when we are thinking about fatalities but it is something that is inevitable no matter how perfect we make air travel. The US spends approx. \$100 Billion on funding transportation yet we still only see approx. 10k employed pilots. With a high number of fear of flying and a low rate of employed pilots we can assume there would be a correlation between the two.

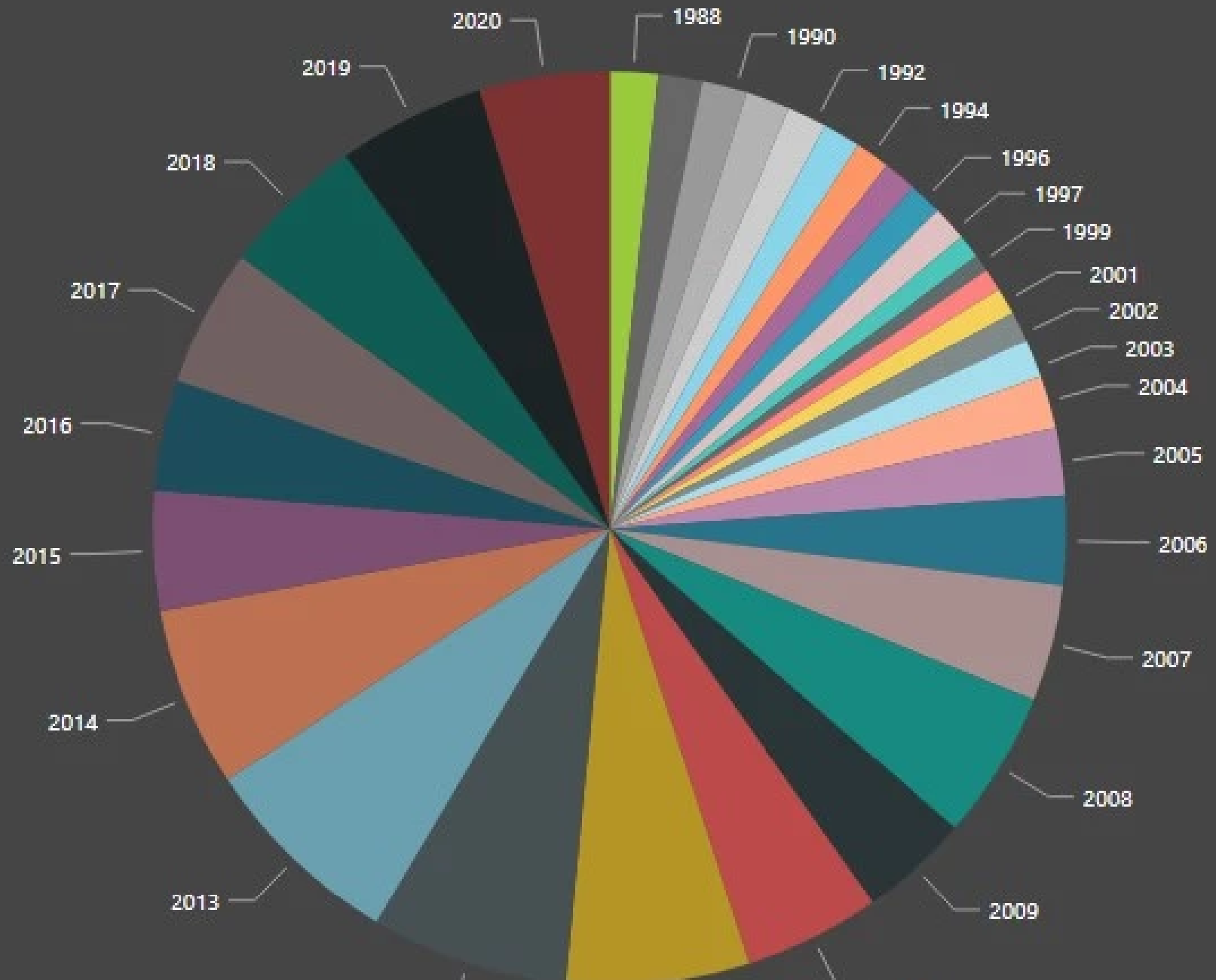


Using a similar situation involving Russia's economy and a positive correlation between the economy and fatal accidents occurring we assume the amount of money a country puts into airline transportation somewhat determines the probability of accidents occurring. In Russia's 1990's we see their economy suffering:



US \$ by Year

- 1988
- 1989
- 1990
- 1991
- 1992
- 1993
- 1994
- 1995
- 1996
- 1997
- 1998
- 1999
- 2000
- 2001
- 2002
- 2003
- 2004
- 2005
- 2006
- 2007
- 2008
- 2009

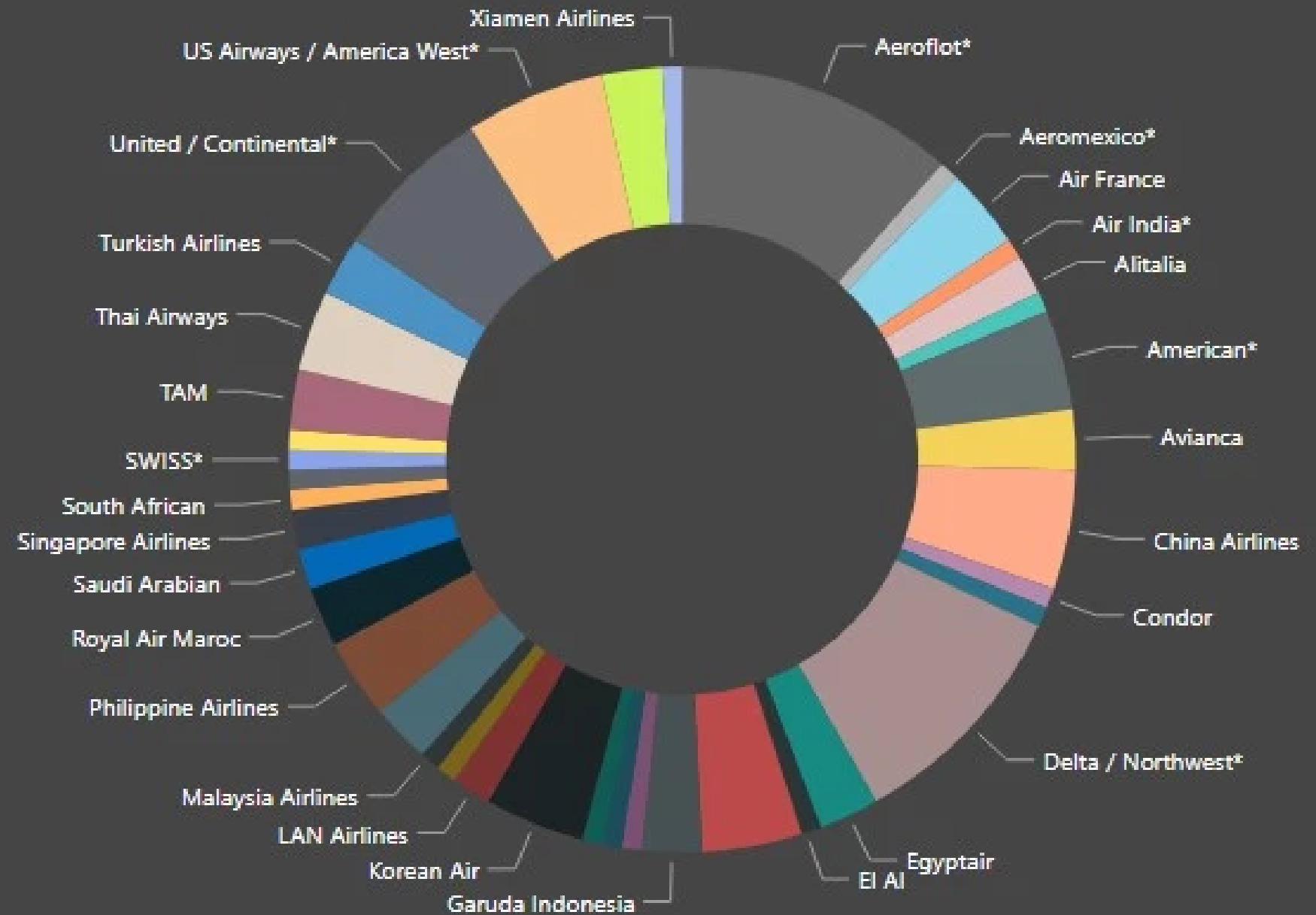




We see compared to other years Russia's economy suffered the most from 1990 to early 2000's. Below we also see that one of the airlines with the highest fatal accidents occurring from 1989-1999 is Aeroflot which as can be guessed, is a Russian airline.

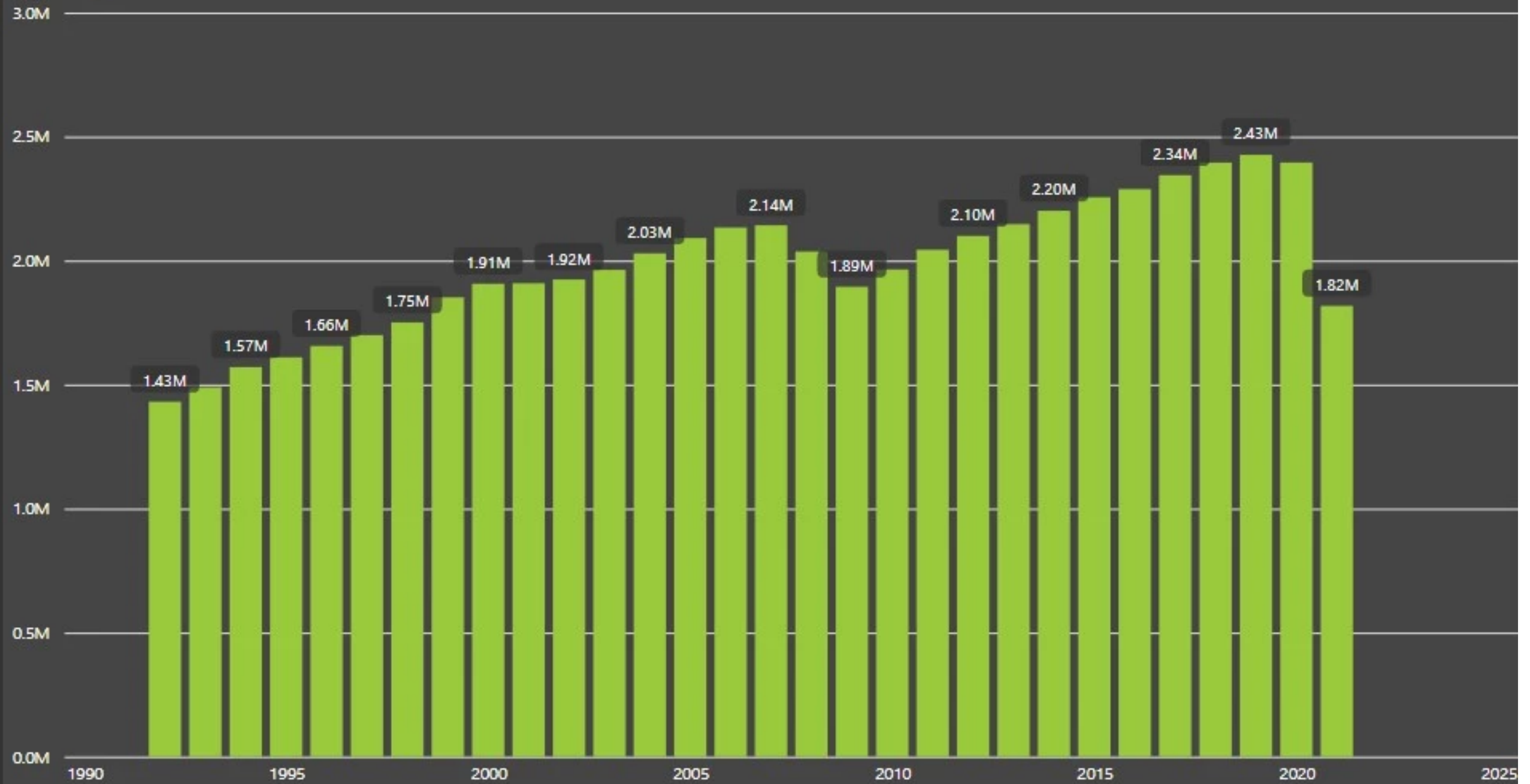
fatal_accidents_85_99 by airline

- Aer Lingus
- Aeroflot*
- Aerolineas Argentinas
- Aeromexico*
- Air Canada
- Air France
- Air India*
- Air New Zealand*
- Alaska Airlines*
- Alitalia
- All Nippon Airways
- American*
- Austrian Airlines
- Avianca
- British Airways*
- Cathay Pacific*
- China Airlines
- Condor
- COPA



Using this theory of how a county is doing economy will correlate to the probability of having a high number of fatal accidents helps put into play this idea that in order to destroy a fear of flying we must invest in putting more people in the air. It seems money does, in this case, buy happiness and, if Americans are willing to spend more money as the years go on (ignoring COVID year) we can predict there will be a willingness to spend on crucial thing such as air travel safety.

value by Year



Since, as we know bringing in money to airline transportation creates near perfect pilots leading to near perfect flights we can assume by investing money back into air transportation we are creating error proof airplanes and therefore restoring airplanes from error-planes. More money = less fear which is ultimately what is best for the economy; it all comes back in a full circle. So, we should go back to our young ways and be intrigued by planes rather than fear them.