

FLYING BLIND, FLYING SAFE



The Former Inspector General
of the U.S. Department
of Transportation Tells You
Everything You Need to
Know to Travel Safer by Air

MARY SCHIAVO
with SABRA CHARTRAND

Mary Schiavo

Flying Blind, Flying Safe



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Written by a crusading previous government official, FLYING BLIND, FLYING SAFE is the book that must be read simply by everyone who flies. As Inspector General of the U. the least secure vs the very best equipped airports; FLYING BLIND, FLYING Safe and sound is your guideline to safer, smarter air travel. attorney and licensed pilot, Transportation's "best cop" became concerned in early stages using what she believed had been holes in the aviation back-up and set out to investigate unsettling allegations of fraud, mismanagement, waste, misuse, corruption, and duplicity within the airline market and the FAA itself. In it is the vital airline basic safety information the public includes a right--and a need--to understand: the most dangerous planes and flying conditions; S.S. A previous assistant U. Department of Transportation from 1990-1996, Mary Schiavo made waves, headlines, and enemies and caused much needed alter during her administration. and ways to help yourself boost protection. What she uncovered were deep-seated internal guidelines of denial and cover-up, a shocking lack of concern for public safety and a mindful acceptance of substandard work, parts, maintenance, guidance, and security methods and practices which have been uncovered by dozens of air flow disasters--including the tragic ValuJet crash in Florida and TWA flight 800 in New York--and that will doubtless lead to a lot more unless Schiavo's warnings are heeded. which carriers to avoid and why;



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Great Book.. I worked well for a significant airline from 1987 to 1999..! This book was a real eye opener for me.. How do these things happen. Inside our terminal the security was contacted by the main carrier working in the terminal. Interesting info, but Very poorly organized This book has lots of info on flying and safety -- as you would hope from the former Inspector General of the Dept of Transportation -- but it's very poorly organized. On many occasions my coworkers and I talked about the sad state of security. How about the child who flew for 26 hours straight on a number of different planes before getting discovered? And she managed to cry out, but skipped the mark. Recommended Great book to read! Fly, just if I must. Mary Schaivo, may be the type of bureaucrat that comes along extremely seldom. Her relentless condemnation of ValuJet 592 et al never gets to the point-- Sabretech placed a bomb on table that airplane by means of those chemical oxygen generators. As the IG of the Dept. In the event that you fly either as a passenger or pilot, read this book.!. Mary was involved in the Valuejet crash in the everglades killing all onboard, and details this in her publication. I read this publication when it first arrived. Mary, for openly stating her issues with the media, was taken off workplace as a troublemaker.! The critical incident chain begins there. If they are an excellent idea, make them regular items placed on panel. TOMBSTONE MENTALITY STRIKES AGAIN.! Full of types of TOMBSTONE MENTALITY.? Instead Mary discovered that the FAA did and still does focus on the airlines, assisting them commercially, rather than pressing their safety issues. She right now represents the victims of 9/11 among other things. Three Stars A good read of how are you affected behind the scenes Capable Lady gone wrong Toombstone mentality with ideas that run counter to real life. A for example is smoke cigarettes hoods for travellers. Not something your normal traveler can simply acquire or bring or use. There is no better person than Mary Schaivo as public servant, in the whole planet, which is her story on the subject of fighting the machine for a significant cause : your safety in the air. She was an incredible open public servant, and she fears for the basic safety of the American flying general public. Her gripes about petty bureaucracy are intermingled with tales about how she discovered to fly which are tangled with tales of herself as a commercial passenger, and somewhere almost lost within is the information regarding the deficiencies in the gear and operations found in commercial air travel. She has claimed that the airlines had been primarily in charge of aircraft security and totally failed on 9/11 despite warnings. Her most common complaint is apparently against the guys in her life, starting with being made to look like a fool while trying to get a pilot's permit at Ohio State to the many administrative officers and division heads she discovered while doing her work as the inspector general. The crew had just 4 minutes from discovery to impact. Charles D. I read this book when it first came out and also bought a duplicate for a pal. Of course people will say that the airlines are in charge of airline security but the FAA regulates the airlines best? What do you consider now? She does not provide proof that old aircraft are less safe but it's something to think about. It had taken 9/11 for Washington to understand what was going on. Good Entertainment but questionable facts Yes, there are some good points Ms. Read it now. The fragile get creamed and the solid just go directly on...even in 1998 it is hard in order to avoid a 727, She certainly knocks Delta...a shabby smelly plane and says she's gotten letters regarding Delta. From whom? About what? The author received much criticism about her " biased " opinions. What's her hangup with Delta. Schivao had at least a several pages dedicated toward some nameless or faceless bureaucrat who she tussled with to obtain info with when she was the Transportation Department's Inspector General. All you have to do is certainly walk around Downtown Seattle and observe how people drive. It is obvious that flying is normally safer than generating. We can look at the same time factor as she proposes or consider it in this manner.

Say 10,000 people were generating from Seattle to Washington DC and 10,000 individuals were flying from Seattle to Washington DC which could have the higher percentage of those arriving in Washington DC alive? You can wager your life it was as cheap because they could afford. The FAA certified that DC9 and MD-80 series aircraft (and B727) without cargo smoke detectors. In the chapter on secure landings, for example, she slaloms into gripes about FAA managers misusing free of charge atmosphere tickets. Toward the finish, she advises passengers which "Airline Safety Guideline" to cite, but no mention of where these are within the Code of Fed Regs or statutes. What we basically have here is a good first draft of a publication that should be highly edited (organized) into something readable -- something that can be described without thumbing through 357 pages. A must read. Result : unsafe airlines often have several small failures in front of you major crash..even now in 2014. Greed continues to be alive and well in big business. A drinking water landing in the Everglades 10,000 feet beneath them to save lots of anyone was probably beyond the common crew's capability. Eye opening and informative. General, this is a tough reserve to read through since nearly every chapter Ms. Greed, big business, and \$\$\$ out weigh human lives and safety. Schiavo raises. So worthwhile. Wish she'd write an updated version. Dripping with scorn intended for the system and men that forced her out I had to learn this book as part of a college class on aviation legislation and whistle blowers. I couldn't put it down. She discusses the fact that flying is safer than traveling. Nobody had the guts or legal sureground to tell it like it was-- NO baggage handler or ramp supervisor at any Airline could have caught the shipping error made solely by SaberTech. This all detracts from the 1st half of her book as she uses the ValuJet incident in 1996 to describe how the FAA can be lapse in their work of promoting aviation safety. As she progresses in to the failing of the FAA to accomplish what appears to be its conflicting legislative requirements of promoting aviation and aviation protection. But actually, with the strength of the fire, they all probably died in under 3 minutes. Richardson, author, pilot, Air flow Traffic Controller (Ret.) Mary Schiavo gives anyone associated with aviation an insider's look at of how the FAA, "the tombstone agency", really functions. Because the beginning of aircraft regulation, congress created a double-headed agency mandated to make sure safety and at exactly the same time foster growth in the industry. Almost always these two, safety vs cash, collide, creating a issue for the public safety. of Transport, it was Mary's job to oversee the FAA and make sure it did its job in keeping the airlines up to standard. Charles D. Richardson, writer of a military thriller, The Pact and coming soon, Flying Machines. All in almost all-- pure power and money at the job.?! She portrays the politics in Washington as polluted by particular interests - corporate influence on administrators, friends of administrators that lobby against regulation and oversight, and now, even the removal of telephone booths that federal government employees would use to blow the whistle about illegal activities - like committees hiding memos and things such as that. My last flights on Delta were great, the planes had been immaculate, the flights had been on time and had been uneventful. In the wake of the terrorist hijackings due to lax security, it really is safe to state that the FAA is normally clueless. That would have taken tremendous skill and courage-- and who can state. IT WAS A TALE. Of particular interest if you ask me was airport protection. Right now the airlines are in deep economic trouble because of their incompetence and are crying for the federal government to bail them out. Mary was directly on.



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