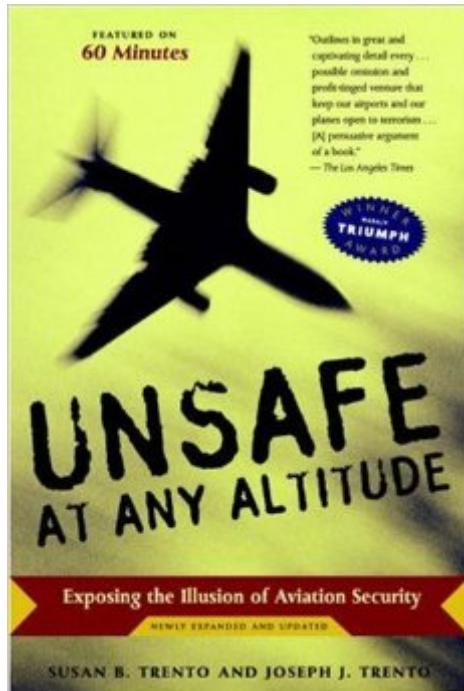


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# Unsafe At Any Altitude: Exposing The Illusion Of Aviation Security



## **Synopsis**

This groundbreaking work of investigative journalism goes behind the scenes at our nationâ™s airports and penetrates the government to paint a picture of a Transportation Security Administration that is remarkably inept, and reveals the great lengths that U.S. air carriers and their lobbyists have gone in order to make certain that serious airline security has not been instituted in this country. The authors also tell the secret histories of security failures along a continuum that led directly to 9/11: the hijackings of passenger jets to Cuba decades ago, Iranâ™s Contra, Hezbollahâ™s bombing of the U.S. Marine barracks in Beirut, its hijacking of TWA Flight 847, and the Pan Am Flight 103 Lockerbie tragedy. These dramatic, riveting stories expose lessons from our nationâ™s history that we still fail to heed. *Unsafe at Any Altitude* also tells the breathtaking story of the Bush Administrationâ™s efforts to limit the political fallout from 9/11 by scapegoating others.

## **Book Information**

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## **Customer Reviews**

I saw the advance publicity for the "60 Minutes" report last night and went out to get a copy of "Unsafe at any Altitude," the book the report was based on. Not only did this book's authors, Susan and Joseph Trento, obtain the copy of the no-fly list that "60 Minutes" used as the basis of its report, but that list is only one of many interesting revelations as this book explores how flawed our aviation security system is.

This book offers a professional analysis and it brings the aviation terrorism phenomenon into the

front of the stage, by highlighting some evidence regarding some of the major aviation terrorism incidents of the past decades. As an academic researcher of aviation terrorism, this book certainly may be useful for those who are interested in the 'story behind the story'. Dr. Hillel Avihai

In the immediate aftermath of 9/11, the country was looking for a scapegoat so the government, under the guise of the newly created Homeland Security Department, served up Richard Argenbright of the eponymous Argenbright Securities. The only problems were that he no longer owned the company at the time of the highjackings and the terrorists carried on items that were still considered legal (boxcutters) to implement their plans. Today, many years later, TSA struggles to catch 50% of the material now prohibited while charging the Federal government (read: taxpayers) billions. The private, pre-9/11 screeners routinely caught 85 - 90% of all prohibited material while charging the airlines about \$650 million!

It costs a lot for responsible government officials to play the game: Don't blame me don't blame you -- blame that fellow behind the tree. The author's tell you how that game was played in response to 9/11. And because this billion dollar game was played with the screeners at airports, the extra billions of dollars spent are not providing any more safety than before 9/11. But the mind set of the post 9/11 air traveling public must make us safer. The passengers now know if they fight for the control of the plane there is a chance for life -- if they don't fight death is certain.

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