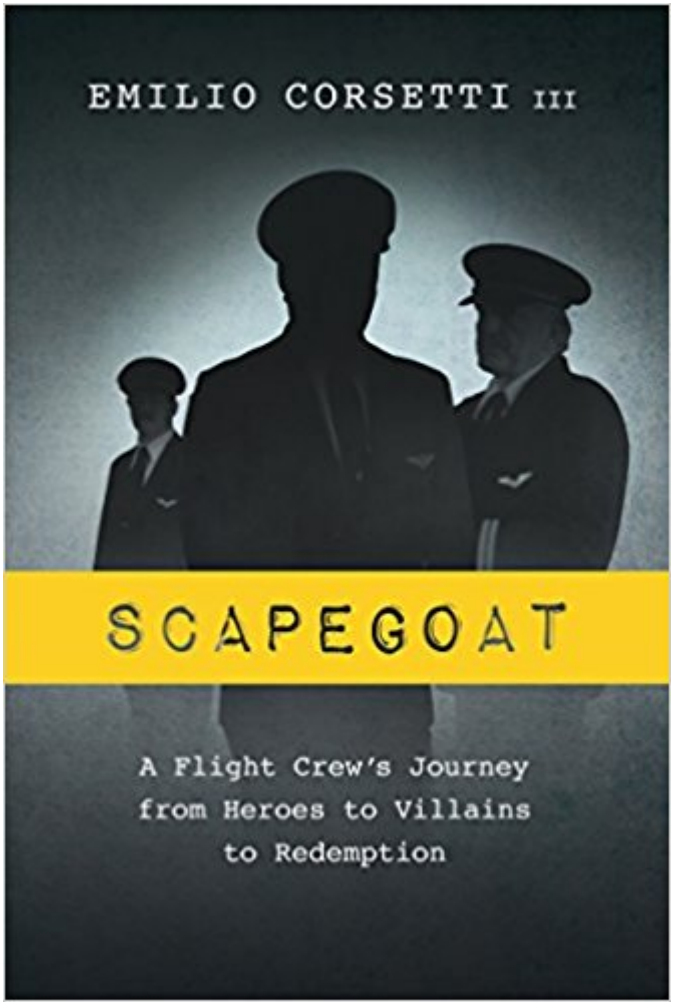
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Scapegoat: A Flight Crew's Journey From Heroes To Villains To Redemption



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Synopsis

"This is the kind of case the Board has never had to deal with-a head-on collision between the credibility of a flight crew versus the airworthiness of the aircraft." NTSB Investigator-in-Charge Leslie Dean KampschrorOn April 4, 1979, a Boeing 727 with 82 passengers and a crew of 7 rolled over and plummeted from an altitude of 39,000 feet to within seconds of crashing were it not for the crew's actions to save the plane. The cause of the unexplained dive was the subject of one of the longest NTSB investigations at that time.While the crew's efforts to save TWA 841 were initially hailed as heroic, that all changed when safety inspectors found twenty-one minutes of the thirty-minute cockpit voice recorder tape blank. The captain of the flight, Harvey "Hoot" Gibson, subsequently came under suspicion for deliberately erasing the tape in an effort to hide incriminating evidence. The voice recorder was never evaluated for any deficiencies. From that moment on, the investigation was focused on the crew to the exclusion of all other evidence. It was an investigation based on rumors, innuendos, and speculation. Eventually the NTSB, despite sworn testimony to the contrary, blamed the crew for the incident by having improperly manipulated the controls, leading to the dive.This is the story of a NTSB investigation gone awry and one pilot's decade-long battle to clear his name.

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Customer Reviews

If like me - you are an average American citizen who has had faith in and pretty much trusted the FAA and NTSB and national news outlets to give a fairly accurate accounting of why planes crashed over the years - Stop trusting right now! This book highlights the egos, malfeasance, financial gain, stupidity, laziness and cowardice of a whole bunch of "experts" who contributed to make a mess of an "investigation" that resulted in at least 2 needless plane crashes with hundreds of fatalities. How tragic.

Interesting subject, but developed with too much focus on the legal side of the story - depositions, hearings, legal strategies, etc. - and few pages dedicated to the technical issues involved.Also, a good biography and psychological analysis of the crew involved in that incident.

As a passenger on this flight, we (my wife and I) eagerly awaited for the publication to arrive. Emilio Corsetti has done a masterful and thorough job in his investigation. And the explanations we received in our conversations with Pilot Hoot Gibson, the authors description parallels what we were told. This is a great read. Particularly if your into airplane challenges. We are continually amazed that as this malfunction has happened in a number of models in the Boeing line, we also find it disheartening that the NTSB and Boeing refuse to exonerate the pilots. A great read.
EnjoyPat/Floyd CarlsonSeat 1a &b

As a paying passenger in seat #21A on Captain Hoot GibsonÃƒÂ¢Ã â ¬Ã â„¢s/First Officer Scott KennedyÃƒÂ¢Ã â ¬Ã â„¢s death-defying April 4, 1979 TWA Flight #841, my first-hand, insider experience and resulting perspective is in complete alignment with what the author, Emilio Corsetti, sets forth in ÃƒÂ¢Ã â ¬Ã Å“ScapegoatÃƒÂ¢Ã â ¬Ã Â•.Reading ÃƒÂ¢Ã â ¬Ã Å“ScapegoatÃƒÂ¢Ã â ¬Ã Â• allowed me to relive that tempestuous night once again (with thanks in my heart to the Lord ÃƒÂ¢Ã â ¬Ã â • and to Hoot (1934-2015), Scott and Gary ÃƒÂ¢Ã â ¬Ã â • for me still being alive), and then walk the years of HootÃƒÂ¢Ã â ¬Ã â„¢s pain through all his attempts to clear the flight crew membersÃƒÂ¢Ã â ¬Ã â„¢ names.This book presents a potent, persuasive case that the original investigators got it wrong. Corsetti lays out a meticulous, careful review of the evidence along with a detailed explanation of the most likely

sequence of events that led to the barrel roll, nose dive, and otherwise impossible recovery. ÃƒÂ¢Ã â ¬Ã Å“ScapegoatÃƒÂ¢Ã â ¬Ã Â• is a MUST-READ for anyone and everyone who has ever held or currently holds a valid pilotÃƒÂ¢Ã â ¬Ã â„¢s license ÃƒÂ¢Ã â ¬Ã â • and for every person who is related in any manner whatsoever to the aviation industry. The protagonists spewing forth their flawed, even spurious, TWA 841 stories circulating around the general aviation industry these past 3+ decades owe HootÃƒÂ¢Ã â ¬Ã â„¢s family (may God rest his soul), and Scott and Gary a big time apology. Hoot, Scott and Gary are courageous, shining heros who refused to let the airplane crash that night.I pray CorsettiÃƒÂ¢Ã â ¬Ã â„¢s ÃƒÂ¢Ã â ¬Ã Å“ScapegoatÃƒÂ¢Ã â ¬Ã Â• will re-launch official efforts to clear Hoot, Scott and Gary from what I believe the evidence shows to be an erroneous NTSB conclusion.Roger Peterson (Publisher, STEMPress--Orlando; Director of IM Partnerships, Converge--Orlando)Seat #21A, TWA 841, April 4 1979

I just finished 'Scapegoat'It is a very well written account of what really happened to TWA 841 and the subsequent railroading of three professional Pilotsby a totally mismanaged and biased 'investigation' by the NTSB.As a professional Pilot myself who flew the B727 for six years in two different seats I can vouch for the authors carefully researchedaccount. It's good to see these much maligned pilots finally have their real story told.

I just flew from Minneapolis to Atlanta to Dublin and hearing an airline story immediately piqued my interest. I think itÃƒÂ¢Ã â ¬Ã â„¢s important to NOT Google what happened to fully enjoy the book as the author is considerate enough to give detailed stories within the major body. Like a good action movie, something big happens by the 18-minute mark. At first, the writing is crisp and tight, the author writes enough so the reader can get invested, but not too much time to get lost in minutia. While the setting is an airplane, what the book really provides is a ÃƒÂ¢Ã â ¬Ã Å“you decideÃƒÂ¢Ã â ¬Ã Â• book that is detailed enough for someone to take notes is if they so chose. You will hear the story of the incident in carefully outlined detail, then many different points of view, but ultimately that of the defense of the pilot Captain ÃƒÂ¢Ã â ¬Ã Å“HootÃƒÂ¢Ã â ¬Ã Â• Gibson.What makes the story compelling is that in 1979, there was no Google or the social media platforms and videos that might have added evidence one way or the other. The book mentions this connection, but think about research through real newspapers, microfilm, and finding people. As a member of Generation X living in the Washington DC suburbs, my first plane tragedy memory came from Air Florida Flight 90, a plane that hit the 14th Street Bridge in bad weather. This flight, however,

was not an icy mess from takeoff, rather, an opportunity for a pilot to and crew to be at their finest. As we look to a future with self-driving cars, one wonders if a computer could have done what this pilot did.Dialogue is an important part of most audiobooks. For this book to succeed, we need different voices. There are some tower-to-airport, airport-to-tower dialogues that give it a cinematic feel, but overall it is a straightforward narrative. How does the book treat its primary and secondary audience? The primary audience, the aviation industry might be very happy with the level of detail and that even those experts may learn something. The secondary audience, the general public will find that thereÃƒÂ¢Ã â ¬Ã â„¢s explication to help them get through some parts, but like in a jury trial, detailed diagrams, images, and video would make the concepts more concrete. There is a universal component, however, that all readers can tie to, and that is the feeling of being in the minority and the microaggressions that can go along with that.Where I feel the book succeeds is creating this feeling of emptiness for ÃƒÂ¢Ã â ¬Ã Å“Hoot,ÃƒÂ¢Ã â ¬Ã Â• the pilot. He feels he excelled under adversity and instead gets ostracized. In the classic ÃƒÂ¢Ã â ¬Ã Å“show, donÃƒÂ¢Ã â ¬Ã â„¢t tellÃƒÂ¢Ã â ¬Ã Â• fashion we feel for him as stewardesses refuse to fly with him, a training evaluator makes his life more difficult, as do some of the investigators. He loses his circle of friends when things go sour. ItÃƒÂ¢Ã â ¬Ã â„¢s a story of a hero who becomes an outcast. Much of the book is a defense of Hoot, the pilot, but it makes a tremendous social statement and provides a lesson in empathy. It pits large faceless entitles against a small group, even a single man.The majority of the book contrasts the strong first few hours. Around two-and-a-half hours, the book goes back to HootÃƒÂ¢Ã â ¬Ã â„¢s childhood, how he got into flying, and so on. While most audiobook listeners shun an abridged volume, I believe a tighter version, that kept the tension going would have succeeded better than this eleven hour offering. ItÃƒÂ¢Ã â ¬Ã â„¢s a good detailed and well researched book, but we go from sympathetic and engaged juror, to someone who is watching the clock with inordinate amounts of time used to prove and defend the pilot. For example, the author dedicates almost half-an-hour to the timing of picking up meal trays. While this time stamp is important for a jury trial and to set the record straight, the story loses its steam proving and beating a dead horse with detail than focusing on the central theme, an innocent crew ends up being the victim of groupthink and bias stemming from perceived guilt, largely a function of an erased flight tape.Is it worth a read? Yes, I think so, but in the end I would retract my statement to not Google, rather, I would Google the images that could help me understand flaps, aircraft schematics and maneuvers.Narrator ReviewThe narrator, Fred Filbrich, provides a well-read account. I didnÃƒÂ¢Ã â ¬Ã â„¢t notice the narrator as his voice was a warm background until the book switched from primary narrator to tower to flight and flight to tower

dialogue. ItÃƒÂ¢Ã â ¬Ã â„¢s an easy listen and I found myself moving through hours of the book without noticing time going by. Except for conversations between the cockpit and the tower, the book mostly lacks dialogue that would have made the narratorÃƒÂ¢Ã â ¬Ã â„¢s job a bit easier. Overall, however, the narrator made a highly technical volume pleasurable.Audiobook was provided for review by the author.Please find this complete review and many others at my review blog[[..]!]

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