



www.planesafe.org

NATIONAL AIR DISASTER ALLIANCE / FOUNDATION

May, 2000

2020 Pennsylvania Ave., NW * # 315 * Washington DC 20006-1846

(888) 444-6232-phone * (888) 444-NADA * (215) 540-0623-fax * www.planesafe.org

6TH ANNUAL MEETING

SATURDAY-SUNDAY, OCTOBER 28-29, 2000 - 9:30 AM SAT. – 4:30 PM SUN.

WASHINGTON, D.C., MARRIOTT RESIDENCE INN, PENTAGON CITY, VA

Confirmed Special Guests Include:

Byron Acohido, Pulitzer Prize winning Aviation Reporter with the *“Seattle Times.”*

Acohido is well known for his accurate investigative journalism, and he continues to set the highest standards for air safety reporting.

Mary Schiavo, former Inspector General of the Department of Transportation, and author of *“Flying Blind, Flying Safe.”* Mary’s speech is always a highlight, and her support for us is a special part of the meeting.

Christine Negroni, author of *“Deadly Departure: Why the Experts Failed to Prevent the TWA 800 Disaster and How it Could Happen Again.”* Christine Negroni has been a broadcast journalist for 21 years, including CBS, PBS and CNN. *“Deadly Departure”* is now available.

David Evans, Editor of *“Air Safety Week.”* We appreciate Dave’s amazing research.

William and Linda Beckett will be joining us from England! Representing:

SCI SAFE Survivors Campaign to Improve Safety in Airline Flight Equipment.

They lost their daughter in 1985 in the Manchester, England crash, and they have been leaders in Europe organizing others and promoting air safety. They will share with us their work toward having international aviation standards harmonize up to the highest standards.

Carolyn Coarsey-Rader, Ph.D., will chair Saturday morning’s *“Connecting through Introductions,”* plus share a new video with us. Dr. Coarsey-Rader is the expert in post-accident trauma following aviation disasters, and her work is used by over 60 airlines.

William Kauffman, Ph.D., University of Michigan, Professor of Aerospace Engineering.

Another guest back by popular demand will talk about the past regulatory failures of the aviation industry, plus a look to the future!

C.O. “Chuck” Miller, Consultant – System Safety - Internationally recognized authority in air safety for over 40 years, and former Director, Bureau of Aviation Safety, NTSB.

Brian Bell will be joining us from Alaska! Bell is Editor of *“AirJet Airline World News”* the largest daily aviation electronic newsletter in the world.

To receive AirJet daily at no charge, email to AirJet@AirlineBiz.com

Meeting registration will be \$25 per person. We will also offer a buffet lunch on Saturday and Sunday at 12 noon, and Saturday evening Italian dinner at 7:00 PM at a restaurant close to the hotel. Lunch and/or dinner will be \$25 per person, per meal. Special hotel rates of only \$99 per night include breakfast.

Everyone is welcome! Join Us!

(continued page 2)

MISSION: To raise the standard of safety, security, and survivability for commercial aviation passengers and to support victims’ families.

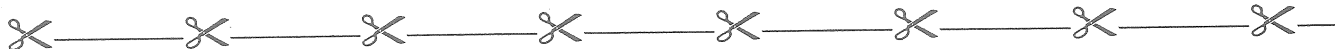
Our list of special guests is just the beginning! Additional guests will be listed on our website as the news becomes available. We also look forward to seeing old friends and new members, plus plenty of time for conversation. Let us know if there is something special that you would like to have included.

Annual meeting events include:

- Special Guest Speakers and Air Safety Panels
- Updates from our members on air safety issues and support for victims' families
- Presenting our annual Air Safety Award
- **NEW!** For the first time we will present our new Air Safety Journalism Award
- Reviewing our Goals 2000, and adopting our Goals 2001
- Election of NADA/F Officers and Board Members....and more...

(Please let us know if you would like to serve for year 2001).

NEW! For those on the internet you may want to take a look at the Photo Album on our website for a photo from October 18, 1992! The group photo was taken at the IADG (International Air Disaster Groups) Conference October 17-18, 1992, at the Savoy Hotel, Washington DC. The IADG meeting was the first gathering that we know of, of international air disaster groups, and was the forerunner of NADA/F. Special thanks to our V.P. Tom O'Mara for organizing the families in 1992! Special thanks to Dr. Kawakita (JAL 123) for providing us with this memorable photo.



NATIONAL AIR DISASTER FOUNDATION

2020 Pennsylvania Ave., NW * # 315 * Washington DC 20006-1846

✓ Yes. I want to attend the 6th Annual Meeting, Saturday-Sunday, October 28-29, 2000 at the Marriott Residence Inn, Pentagon City VA. Free shuttle service is available from the Washington National/Reagan Airport. All rooms are suites, and larger suites, including two bedroom, two bath suites, are available. Hotel has indoor pool, fitness center, and more. NADA/F rate of \$99 includes full breakfast.

Lunches buffet style at the hotel – Saturday evening, Italian Buffet at a restaurant close to the hotel. Cash bar.

Registration fee is \$25 per person. Each meal is \$25 per person.

I have enclosed \$ _____ registration fee for _____ people to attend.

I have enclosed \$ _____ for _____ people to attend Saturday lunch, \$25 per person.

I have enclosed \$ _____ for _____ people to attend Saturday dinner, \$25 per person.

I have enclosed \$ _____ for _____ people to attend Sunday lunch, \$25 per person.

Total Enclosed: _____

Meeting is scheduled from 9:30 AM Saturday through 4:30 PM on Sunday.

Make checks payable to the **NATIONAL AIR DISASTER FOUNDATION** and mail to the address above.

Additional donations are much appreciated to help cover meeting costs.

Checks payable to the National Air Disaster Foundation are tax deductible.

Name _____

Address _____

Phone, Fax, Email _____

Airline, Flight Number (Optional) _____

Aviation or Disaster Assistance Professional _____

☎ For hotel reservations please call the Marriott Residence Inn directly, 703-413-6630, or 800-331-3131. Request the special \$99 rate for the NATIONAL AIR DISASTER ALLIANCE/FOUNDATION. \$99 Single or Double occupancy includes full buffet breakfast. Confirm reservations by Friday, October 6th to guarantee the \$99 rate.



February 7th NADA/F MEETING WITH THE AMERICAN RED CROSS

(top row, left to right) Mary Kahl, Joan Pontante, Jim Hurd, Jeff Josefson, Janice Watson, Susan Smith.
(lower row) Gail Dunham, Arlene Miasel, Lanita Hausman, and Carole Rietz.

While meeting in Washington DC, board members had an excellent meeting with the Red Cross leadership responsible for family assistance after an air crash. We appreciate working with them since passage of the Family Assistance Act in 1996. The Red Cross made our brochure available to families at EgyptAir 990, and they have agreed to continue to have the information available for family members. We appreciate their help in reaching new family members. Often we hear from people who have said they wished they had known about NADA/F much earlier. The support for victims' families is an important part of our founding mission.

NADA/F's position is that family members who have been successfully trained should be utilized for support personnel to help the families short term and long term after an air disaster. There are Red Cross regional offices throughout the U.S., and they offer different levels of services and training, depending on their size and the area. Some offer Disaster Training Classes, and some offer Public Affairs training, to help with the media after a disaster. People are encouraged to check with their local Red Cross offices to see what training is available. If your Red Cross chapter has limited training, you may want to check with other offices in your region.

Most important, is that family assistance after an air crash has greatly improved, and NADA/F will continue to work with government and social service agencies to raise the standards for support, plus disclosure of air crash investigation information to the families.

CRISIS RESPONSE TEAM (CRT) TRAINING

Last year, NADA/F offered our first Crisis Response Team Training. We worked with NOVA, National Organization for Victim Assistance, to offer the training to our members for only \$50. We had an excellent group of participants, and everyone agreed that merely wanting to go to a crash site to help in some way is not good enough, and people must be trained to prevent the victimization from reoccurring.

If you would like to participate in Crisis Response Team Training, with other NADA/F members, we would like to hear from you. We are considering sponsoring training in Fall, 2000, however, we need to know the level of support before we make the commitment. Last year it was least expensive to offer the training near Baltimore MD, however, if you know of a central location with inexpensive meeting accommodations please let us know. We are always looking for volunteers to coordinate those important details.

If you are interested in participating in CRT training please contact Jim Hurd, 410-551-0459.

NADA/F BOARD MEETING – Feb. 5-8, 2000

Special thanks to our NADA/F board members who so generously participated in an excellent four-day board meeting in Washington DC. Saturday and Sunday we focused on NADA/F's past accomplishments, goals for the future, and corporate business. We agreed that the Marriott Residence Inn in Pentagon City, VA will be an excellent location for the next annual meeting, and we expect the 6th Annual Meeting to be the best to date!

Monday and Tuesday we divided into smaller groups and met with five government agencies, the Red Cross, plus 30 Congressional meetings. We stressed the need for Congressional Public Hearings about the lack of FAA prompt compliance with NTSB (National Transportation Safety Board) fatal air crash recommendations. We have become the largest grassroots air safety organization in the U.S., a major voice for 100% FAA (Federal Aviation Administration) compliance with NTSB recommendations. Unfortunately, FAA compliance has dropped from 82% to 80%, and the number of air crashes is increasing.

At our Congressional meetings we also stressed the need to overturn the 1920 DOHSA "Death on the High Seas" Act. While passing the FAA re-appropriations for 2000, Congress did pass legislation regarding DOHSA, however, it is not completely what we wanted.

We encourage our members to write to their Congressmen and Senators about air safety, especially during this important election year. It has become easier to contact your representatives via the internet: www.house.gov (for Congressmen) and www.senate.gov (for U.S. Senators).

DOHSA Death on the High Seas Act

In 1920 Congress passed DOHSA to help maritime widows collect needed benefits. Through the years the airlines have pushed to apply this law to air crash litigation when the crash was at sea.

On March 8th and March 15th, the U.S. Senate and House of Representatives, respectively, passed an amended version of the 1920 Death on the High Seas Act (DOHSA) as part of the Wendell H. Ford Aviation Investment and Reform Act of the 21st Century.

The amended legislation moves the limit of DOHSA from one marine league to 12 nautical miles off the shore of any state, the District of Columbia, or the territories or dependencies of the U.S.

If a commercial aviation accident occurs within the newly established 12-mile limit, then DOHSA shall not apply and the rules applicable under Federal, State, and other appropriate laws shall apply. However, if a commercial aviation accident occurs outside the 12 mile limit, then DOHSA will continue to apply. DOHSA will apply to any death caused by a commercial accident after July 16, 1996. (The day before TWA 800).

The amended DOHSA still does not allow for the recovery of punitive damages, but does allow for the recovery of nonpecuniary damages for wrongful death, which is defined as the loss of care, comfort, and companionship. It does not allow for the recovery of pain and suffering prior to death. The old DOHSA did not allow for the recovery of nonpecuniary damages.

The newly amended DOHSA allows for a class of beneficiaries of the decedent to recover the pecuniary loss sustained which is also defined as economic loss or loss of wages. There was no cap set on damages, and includes inflation adjustments.

In all aviation accidents that have occurred in open water since July 16, 1996, the newly amended DOHSA will not apply to TWA 800, and will not likely apply to Alaska Air 261, because both accidents occurred within the 12 nautical mile limit. (AS261 was off a U.S. island). However, the EgyptAir 990 crash falls outside the 12-mile limit, at approximately 60 miles off the coast of Nantucket. Attorneys for Swissair 111 will also argue the amended version of DOHSA should apply because the accident occurred outside the 12 mile limit, off the coast of the U.S., although the crash occurred well within the limits of Canadian territorial waters.

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century was sent to President Clinton on March 29th, and the President signed the bill into law on April 5, 2000. It became Public Law No. 106-181.

Lanita Hausman, Vice President, Swissair 111
Email: Lhaus1963@aol.com

BROOKE'S PLACE – Indianapolis IN

Brooke's Place provides support for children, teens and young adults from the ages of 3 to 22, to work through their grief over the death of a loved one, for as long as needed. Brooke's Place is an excellent resource for those in the mid-west.

The program's name honors Brooke Wright, who lost her father Thomas Wright on AA4184, Halloween, 1994. Brooke, and her mother Ann Wright, have found that helping others has helped them with their own enormous grief. Brooke has gone from a fateful night of "trick or treating" to a college student majoring in counseling and psychology, and very committed to helping others.

Special thanks to Ann and Brooke Wright for offering their support to others. If you would like more information, or if you would like to receive some of their excellent printed materials feel free to call:
Brooke's Place 317-879-4066

NEW! Bumper Stickers! Baggage Stickers

NADA/F year 2000 members will soon be receiving bumper stickers in the mail! They are free with a \$20 annual membership, or may be purchased for \$2 each. They look great on a car bumper or a suitcase, and will be easily recognized. Thank you to our Board Member Mary Kahl (UA232) for making this air safety promotional sticker available to us!

Safety Delayed is
Safety Denied
www.planesafe.org

FAA Hotline 800-255-1111

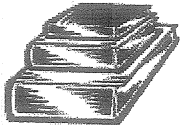
If you spot an air safety irregularity or have an in-flight experience that you know is not a routine flight, please call the FAA Hotline and report the incident! Also, feel free to forward to us in writing what you have reported, and we will keep the information on file. Include the date, flight number and as many details as possible.

We cannot provide answers, that is the job of the FAA, however by reporting incidents hopefully we can increase the pressure on the FAA to keep more accurate records of incidents reported and actions taken (or not taken).

EgyptAir 990

NADA/F is opposed to the rush to judgment on the cause of the crash of EgyptAir 990, and we support a full scientific investigation, including a full disclosure of the cockpit voice recorder and the flight data recorder. Plane crashes are too important for edited transcripts.

The following EgyptAir website was prepared by a family member: <http://www.geocities.com/ea990>



The Book Shelf!

Visit our website for our **NEW Book Shelf Column!** The following are some books that you may find interesting about air safety. Special thanks to Mary Kahl and Maureen Dobert for helping with The Book Shelf!
Questions? Contact Mary at MKahlcu18@aol.com

“Safety in the Skies: Personnel and Parties in NTSB Aviation Accident Investigations”

by Cynthia C. Lebow, Liam P. Sarsfield,
William L. Stanley, Emile Etedgui, Garth Henning

MR-1122-ICJ, (published 1999 by RAND)
Paperback - 56 pages - An Executive Summary
(A longer technical version will be available in 2000)
ISBN: 0-8330-2806-5

Price: \$15.00 + postage (\$1.13 Book Rate or \$3.20
Priority Mail) Order from:

RAND -Distribution Services
1700 Main Street - PO Box 2138
Santa Monica, CA 90407-2138

Telephone: 310-451-7002 - Fax: 310-451-6915

E-mail: order@rand.org Website: www.rand.org/

Review:

Is the NTSB at its breaking point? Will the NTSB be able to function effectively over the next decade, or beyond, given the expected exponential changes in technology and air travel? The RAND study of the NTSB aviation accident investigations recommends a major overhaul to ensure the agency's investigative independence and integrity. Conducted at the request of Chairman Jim Hall, the research provides the most comprehensive look at operations of the NTSB in its history.

Dealing with the complexities, costs & lengths of investigations such as TWA 800 and USAir 427, has highlighted the key factors desperately in need of remedy at the NTSB.

The NTSB was found to be desperately understaffed & inadequately equipped to deal effectively with complex modern aviation accidents. The present party system allows manufacturers and airlines, often likely candidates in civil litigation, to assist in the NTSB investigation. Consequently, pertinent information is not always forthcoming. NTSB investigators must "ask the right question" and be able to know if they are receiving the right answers.

The RAND study also suggests that nonparties, such as claimants or their attorneys be allowed to petition for reconsideration when new evidence relating to probable cause or safety recommendations is discovered through civil litigation.

RAND is a nonprofit institution that helps improve policy and decision making through research and analysis. RAND's publications do not necessarily reflect the opinions or policies of its research sponsors. *“Safety in the Skies”* is not currently online, however, its reference page is:

<http://www.rand.org/publications/MR/MR1122/index.html>

NTSB Chairman Jim Hall is asking for people to send him feedback about the report. Send your comments to **Chairman Jim Hall**, NTSB, 490 L'Enfant Plaza East, SW, Washington, DC 20594, and to **Cynthia Lebow**, the author at Rand, Santa Monica, CA

“In the Unlikely Event... The Politics of Airline Safety”

Currently out of print, but a xerox copy is available from: **The Center for Public Integrity:**

Their website is: <http://www.publicintegrity.org>
and the publication is described at:

http://www.publicintegrity.org/unlikely_event.html
At the bottom of that page you can also view the report in PDF format. (unlikely_event.pdf 480KB)

Price is \$10.00 + \$3.75 (S&H) = \$13.75

You may purchase a copy on line, or send a check to:
The Center for Public Integrity, 910 17th St NW 4th Fl.,
Washington DC 20006, 202-466-1300

“Flying Blind, Flying Safe” by Mary Fackler Schiavo, with Sabra Chartrand (Contributor)

Hardcover - 373 pages (May, 1997), Avon Books,
ISBN: 0-380-97532-7

Mary Schiavo has generously donated a limited supply of autographed, hardcover copies of *“Flying Blind, Flying Safe”* to NADA/F. Mary Fackler Schiavo is a genuine crusader for aviation safety. She dares to share the shocking truth concerning the FAA and “business as usual” in Washington DC.

This is a “must read.” Individuals wishing to place an order should send their name, address and a tax-deductible check for \$20.00 (S&H included) payable to NADA/F to:
NADA/F, Book Offer, our Washington DC address.

**MARK YOUR CALENDARS!
OTHER ACTIVITIES!**

**Tuesday, May 30, 2000 – Tentative date for the “Discovery Channel”
Documentary: “On the Inside: The Disaster Team” Check the website:
www.discovery.com or your TV guide for additional updates.**

**Monday, May 22, 2000 – The 6th Annual Dave Lamanca Golf Scholarship Tournament –
Salem VA - Hidden Valley Country Club – Dave was a victim of USAir 427, and the non-profit
fundraiser provides scholarships for a graduate of Salem High School, in memory of Dave’s community
commitments to the Roanoke Valley. Please call Shirley Lamanca at 540-389-1308 or Tommy Joyce at
540-389-8990 if you have questions.**

**May 26-29, 2000 – Memorial Day Weekend – T ★ A ★ P ★ S Tragedy Assistance Program for
Survivors, Inc., National Military Survivor Seminar & Youth Gathering –
Crystal Gateway Marriott, Washington D.C. This is the only program for children who have lost
a parent, sibling, or loved one in military service. Everyone is welcome. Registration is \$185, including
some meals. For additional information: <http://www.taps.org> or call 1-800-959-TAPS.
(Unfortunately many of the military deaths each year are a result of an air crash.)**

**May, 2000 – Fort Van Zeist, The Netherlands. As we go to press the trial is scheduled to begin for those
accused of the bombing of PanAm 103, Dec. 21, 1988. The average age of a passenger was only 27 years old.
The Families of PA103 have worked ceaselessly for justice, and the trial is a result of their perseverance.
Our thoughts will be with the PA103 Families, and we applaud their hard work for air safety and security.**

**September 12 –14, 2000 – Wats:On? - Carnegie Mellon University, Pittsburgh PA
The Jill Watson Festival Across the Arts. In memory of Jill Watson, Pittsburgh architect and CMU
professor who died on TWA 800. Everyone is welcome! For more information please contact Jill’s mother,
Janice Watson, 561-362-5888, or janwatson@yahoo.com**

**Victims’ Families of Air Crash Disasters Support Group - Wings of Hope
Support group meets the 4th Sunday of each month and everyone is welcome.
Link Counseling Center - 1 to 3 PM - 404-256-9797 - 348 Mt. Vernon Hwy, - Sandy Springs GA 30328-4139
(Atlanta-area) Please call to confirm that the group meeting is scheduled.
For additional information contact Iris Bolton, counselor and author of “My Son, My Son”**

- Check our website for continued updates: <http://www.planesafe.org>
- Use the **Discussion Group on the website** for your messages about air safety, or a posting to look for others from your air crash group.
- **NEW!** If you would like to receive our free **Electronic Newsletter** forward your Email address to: GADunham@aol.com

*Let us know if you would like to coordinate information for your memorial or local event, and we will add that information to our **MARK YOUR CALENDARS!***

NADA/F IN THE NEWS...

NADA/F continues to work with worldwide media to promote our message for improved air safety. The following is a sample of what is scheduled for May...plus we expect more to follow...

May 1, 2000 “U.S. News & World Reports,” “An Ominous Plane Crash,” by Marianne Lavelle, “A crash on approach to land sounds vaguely familiar,” reference to Air Philippines recent 737 crash.
mid-May WEWS TV in Cleveland – Air safety special including a segment about the importance of child restraint seats on commercial aircraft. (See their website for exact date: www.wews.com)

May 22, 2000 New York’s WABC TV, “Survivors”

May 24, 2000, TV “When Seconds Count” (Local stations to be announced).

May 30, 2000, “Discovery Channel” TV, “On the Inside” (listed above)

May, 2000, BBC, British Broadcasting “Equinox,” “The Box” – Documentary about Black Boxes.

May, 2000

Dear Members,

During the past two years *NADA/F* has grown ten-fold, and we continue to need your financial help as we reach out to more people. We now represent survivors and those who have lost loved ones from over 60 air crashes.

Everyone is welcome to be on our mailing list, however, we also appreciate a membership donation of \$20 per person per year to help cover our mailing expenses. Those memberships also entitle members to vote for corporate business such as Election of Officers, By-laws and their revisions, and our Goals. Additional updates are also sent to our corporate members. If you are not yet a member for year 2000, I encourage you to send your \$20 check today, to the *National Air Disaster Foundation*, a 501 (c)(3).

Operating Expenses

We have no paid staff, and our board members pay their own expenses to attend meetings wherever possible to promote *NADA/F*, such as the recent NTSB Symposium on Transportation and the Law. *NADA/F* also had representatives at the NTSB/FAA meeting December, 1999, regarding required child restraint seats. We have an excellent hard-working, dedicated board, but we need your help also!

Over 75% of our general contributions are used for educating as many people as possible about our goals—telephone and fax expenses, printing and mailing costs, newsletters, website expansion, and for our Annual Meeting expenses. As we send larger newsletters to more people the costs go up. General donations are also used for memorial flowers, our annual Air Safety Award, the October 1999 Crisis Response Team Training, legal and corporate filing expenses to maintain our tax-exempt status, and our post office box in Washington DC. One of the founding goals was to establish a *NADA/F* office in Washington DC, and we will be even more effective when our presence is there year-round. Hopefully, someday we will receive the \$100,000 donation that we need to make that office a reality. Meanwhile, we need your help to cover our operating expenses for year 2000.

Foundations and Endowments

Our fund raising work has also led to success in receiving increased corporate, foundation, and designated donations. I am proud to report that we recently received two gifts of \$10,000 each, which are being kept as endowments.

- A \$10,000 endowment donation from Corboy & Demetrio in Chicago to fund our new annual Award for Journalism Contributions to Improving Air Safety, and
- A \$10,000 endowment donation from Susan and Paul Smith, and Carole and Art Rietz, to endow the annual Air Safety Award. Their generous donation is in memory of their sons, Jay Smith, and Howard Rietz, who would have accomplished so much if they were with us today.

In February the board passed a strict policy that endowments will be kept in an investment trust, and the interest from that trust will fund our work. A future \$10,000 donation could fund an annual Award for Broadcast Journalism Contributions to Improving Air Safety. Other endowment programs are also available, such as a Memorial Fund where the interest would provide flowers on memorial dates, to let people know that we will never forget.

Charitable Remainder Trusts

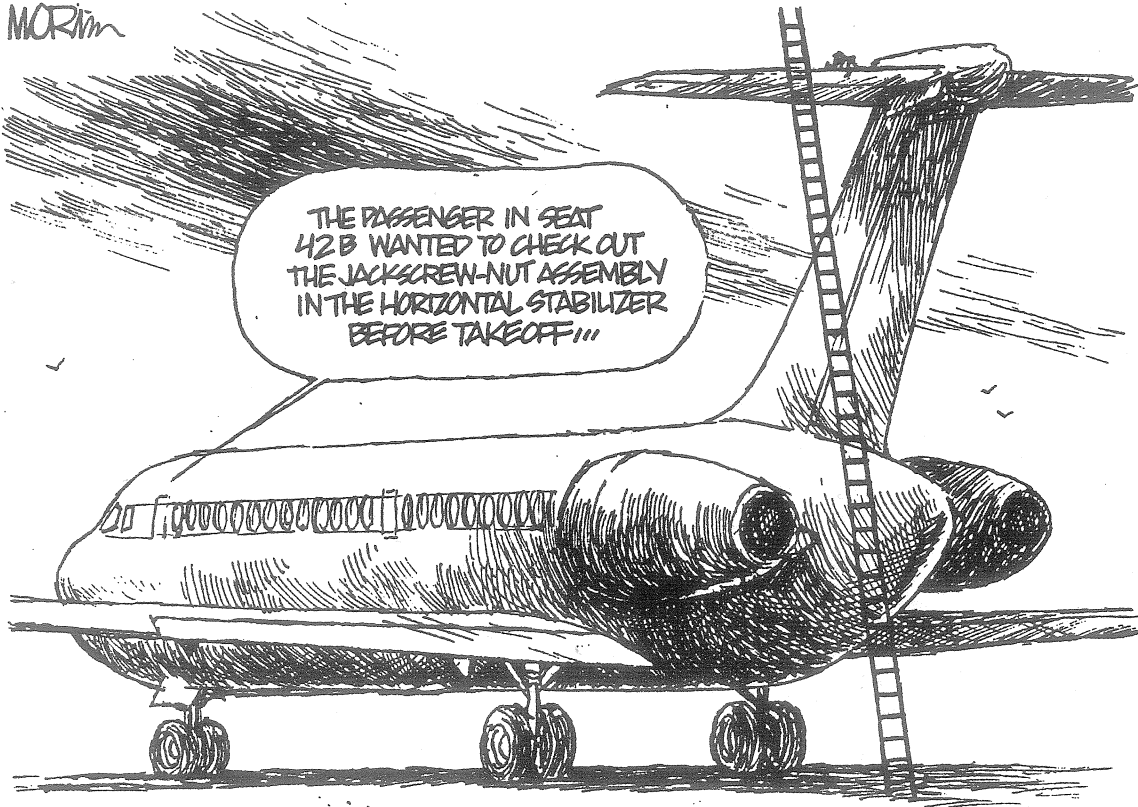
Our investment trust also enables us to receive Charitable Remainder Trusts. There are tax advantages for the donor to establish a major future gift of a Charitable Remainder Trust; and if you would like more information please give us a call.

On behalf of the Board Members we want to thank everyone for your help, and we are working to continue to earn your support. Checks payable to the *NATIONAL AIR DISASTER FOUNDATION*, a 501(c)(3) are tax deductible. Checks payable to the *NATIONAL AIR DISASTER ALLIANCE*, also tax exempt, are not tax deductible; however, *ALLIANCE* donations help with our lobbying work.



Yours truly, Gail A. Dunham, President

MORIN



JIM MORIN / Miami Herald (Tony Auth has the day off.)

(Editorial Note: That looks like a NADA/F member checking out the plane!)

IF THIS IS YOUR FIRST MAILING FROM US AND YOU WOULD LIKE TO BE ON OUR MAILING LIST PLEASE LET US HEAR FROM YOU! EMAIL TO: GADunham@aol.com, OR, Call toll free 888-444-6232for air safety and security

NATIONAL AIR DISASTER ALLIANCE / FOUNDATION
2020 Pennsylvania Ave., NW, # 315
Washington DC 20006-1846

ADDRESS CORRECTION REQUESTED



NADA/F Lapel Pins
Limited Edition – Pewter finish
Less than 20 remaining - Shown Actual Size
May be purchased for \$5 each.