



www.PlaneSafe.org

NATIONAL AIR DISASTER ALLIANCE / FOUNDATION

September, 2000

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

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

Dear Friend,

Just yesterday I heard the news, "JAL Jumbo Jet Hits Lamp Post." Last week it was, "Air Travel Delays Turn Epidemic," "KLM 747 Engine Parts Land on the Beach," and "143 Dead in Gulf Air Crash." Unless we act, and act fast, it is going to get worse, before it gets better.

I encourage you to attend *NADA/F's 6th Annual Meeting in Washington, DC, on Saturday and Sunday, October 28 and 29th*, to learn from our guest speakers what is really going on, and what YOU can do about it! You will also benefit from the opportunity to speak with aviation experts, and get to know our wonderful members--family members of crash victims, survivors, aviation professionals, journalists, and others. (See Pages 6-7 for more details about the meeting).

You can share in *NADA/F's* pride that the FAA has invited our organization to recommend people for appointment to their FAA Aviation Rulemaking Advisory Committees (ARAC), in addition to our appointment to the FAA ARAC Executive Committee! ARAC is no longer a private club for the airline industry. The doors of the FAA have now been opened to *NADA/F's* members, and we hope YOU will want to become involved. In fact, if you can be in Washington DC on Friday afternoon, October 27th, the day before the Annual Meeting begins, I invite you to attend our special Orientation Meeting with the FAA. Criteria for serving on one of their committees are having a technical expertise, and/or a desire to serve. We will be a voice for SAFETY NOW!

Our organization has come a very long way since 1995, but there is so very much more to do. We have experts to guide us. We are on the right path. But, we need your help. Join us at the Annual Meeting and find out ways in which you can make a difference, so that others may not have to experience a loss such as so many of us have. And, please, send *NADA/F* a tax-deductible contribution today, to help us affect change in the safety of our airlines! Thank you so much.

Yours truly

Gail Dunham

President

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

Join NADA/F at the Federal Aviation Administration (FAA) Meeting !

Fri. Oct. 27, 2000, approximately 2-4PM. Optional for those attending the Annual Meeting.

NADA/F has been approved by the FAA to recommend representatives to their FAA Aviation Rulemaking Advisory Committees (ARAC), plus *NADA/F* has been given a position on the Executive Committee (also called ExCom). The ExCom members include Chairs from the Issue Groups, FAA Legal and Administrators, and three other positions, including the *NADA/F* member representing family members and the traveling public. ARAC has an Executive Committee, 12 Issue Groups, and 30-40 Working Groups, plus a few other Issue Groups, which report directly to the FAA.

Decision making at the FAA is often done through the ARAC committees. Last year *NADA/F* was successful in having one appointment approved; so far this year seven have been approved, and more are pending. Our volunteers have agreed to cover their own transportation expenses. Most Issue Groups meet quarterly, and some groups meet for a pre-determined length of time, such as one year, to complete their task. Meetings are usually held at the FAA in Washington DC, or sometimes in Seattle WA. People may participate in person or by email. When someone participates via email they are still expected to participate with written comments. If someone chooses to participate in person and cannot attend a meeting they may participate via conference call, however, one still needs to be prepared to participate in as many meetings in possible.

Five of us recently met with the FAA ARAC leadership in Washington DC for an Orientation Meeting.

We learned that air safety recommendations must comply with multiple government levels of other laws, and that 28 federal statutes require a cost benefit analysis for the recommendations. When it was explained that the FAA must also include a cost benefit analysis for small businesses, Bill Kauffman, *NADA/F* representative on the ExCom, said they should include a cost benefit analysis of the impact a crash has on a family, because a family is also a small business. We gave them something to think about! Then Audrey Ulozis learned that the Air Cargo Group had an important "non-controlled fire" recommendation stuck in cost benefit analysis for three years! Audrey is pushing hard to get this requested A.D. (Airworthiness Directive) moving. We can make a difference!

There are more opportunities for volunteers if you would like to make this commitment. It is important to attend an Orientation Meeting now or in the future to be an effective member and make the best use of your time. **The next Orientation Meeting with the FAA is scheduled for the Friday afternoon before the Annual Meeting for those who are in Washington DC early, and everyone is welcome.** We would have liked to let you know sooner about this possible meeting, but we just learned of the opportunity.

We can all be proud that the following *NADA/F* appointments were approved:

- ✓ Executive Committee: **Bill Kauffman, Ph.D.**, Aerospace Professor at University of Michigan, and Guest Speaker at last year's meeting in Detroit. Kauffman will also be joining us at the Annual Meeting. Kauffman's concerns are the regulatory failures that cause air crashes.
- ✓ Fuel Tank Inerting Harmonization Working Group: **Bill Kauffman** and **Jim Hurd**, from TWA 800. Newly organized working group as a result of the TWA 800 probable cause.
- ✓ ATSRAC (Aging Transport Systems Rulemaking Advisory Committee, also called Aging Aircraft): **Gary Slater, Ph.D.** Department Head and Aerospace Professor at University of Cincinnati. **Ed Block** continues to represent *NADA/F* on a number of the Working Groups.
- ✓ Emergency Evacuation Issues Groups: **Matthew Ziemkiewicz**, and **Jim Hurd**, both from TWA 800.
- ✓ Transport Airplanes and Engines Issue Group, and Cargo Standards Harmonization Working Group: **Audrey Ulozas**, from Fine Air 101 air cargo crash.
- ✓ Executive Committee Alternates: **Paul Smith**, retired Air Force Lt.Col., from ValuJet, and **Tom O'Mara**, *NADA/F* Vice President, and also from UA232.

Often *NADA/F* members view the FAA as the problem, however, we welcome the opportunity for participation and access to information. The FAA ARAC website is: <http://www.faa.gov/avr.armhome.htm>. If you would like to represent *NADA/F* as a member of one of these groups, and attend meetings, or monitor their work via email, please let us know.

Help! We need a volunteer to coordinate the paperwork and telephone coordination with the FAA for this project; technical expertise is not necessary. This is an opportunity to make a difference!

If you decide to attend the FAA ARAC Orientation Meeting on Fri., Oct. 27th, we must have a confirmation in advance for security reasons, and so the FAA can prepare for the meeting.

Everyone is welcome, but call to reserve your spot, (888) 444-6232.



Books Online! Our Book Shelf is being constantly updated with information about books

that are of interest to our members. Our link with Amazon.com provides a modest commission on book orders received from our website. This is another way that you can help us raise money.

Go to our website: <http://www.planesafe.org> and click on **BOOKS**, scroll to the bottom, and click on Amazon.com to place your book orders. Special thanks to Mary Kahl for her help with Books! Mkaulcul8@aol.com

Website Updates! www.planesafe.org
Check us out and watch for improvements and updates!

To automatically receive FAA Press Releases click on: <http://www.faa.gov/apa/pr/subscribe.cfm>

To automatically receive NTSB Press Releases click: <http://www.ntsb.gov/registration/registration.asp>

To learn how to file a Freedom of Information (FOI) Request click on: <http://www.citizen.org/>

To call or email a NADA/F Board Member, go to our website and click on **Who We Are**, and then **Board Members**.

Would you like to write a Letter to the Editor? Click on **NEWS** and Letter to the Editor for a printable list of the **200 largest newspapers in the U.S.**

If you would like to work with NADA/F's website team, please let us know! GADunham@aol.com, Dan Rupp, Brian Bell, Mary Kahl, and Gail.

For Free Electronic Aviation News contact the following. Send them your email address, and request their Internet Newsletters.

<http://www.AirlineBiz.com> Free daily newsletter. Email your request to: AirJet@AirlineBiz.com

<http://www.CrashPages.com> or after Sept. 25th
<http://www.AirSafetyOnline.com> Online Newsletter is sent when there is an aviation story in the news. Website also has over 100 air crash photos dating as early as 1951. Email:

Dan@CrashPages.com

Dan is also our helpful Webmaster!

Aviation Websites:

Alaska Air 261 <http://www.alaska261.org/>

Air France 4590 – Concorde News

<http://www.guardianunlimited.co.uk/concorde/>

EgyptAir 990 <http://www.geocities.com/ea990>

Swissair 111 <http://www.flight111.com/>

NADA/F Corporate Business – Membership

Everyone is welcome to be on our mailing list, however those who make a financial donation of \$20 or more, per person, per year, are corporate members able to vote on bylaw revisions, election of officers, and more. Corporate members receive a mailing before the annual meeting notifying them of requests for bylaw changes, and the opportunity to vote by proxy if one will not be at the meeting.

Proposed Bylaw Changes: We have two excellent bylaw changes received from members to share with you. One recommendation is to delete the word “commercial” from our mission statement, because we work with people from all types of aviation disasters.

Second, there is a request to change our name or become “also known as” (AKA) **PlaneSafe**, or www.PlaneSafe.org We are in transition and focusing more on our website name, however, there are costs associated with the change.

We have no paid staff, and 90% of the donations for our budget go directly to cover communication costs—telephone, fax, printing, postage, website expansion, and more. Your financial support is important to the success of NADA/F. If you have not made a donation in the year 2000, please do so as soon as possible so that you will be included in our corporate business mailing. Additional donations are also much appreciated to cover our increased operating expenses this busy year.

Gail Dunham, President

Next Newsletter – Memorial Tributes

We look forward to sharing with you various ways that our members have honored their loved ones with memorials, and ways that individual air crash groups have organized on their memorial dates. If you have a short story to share with us please let me know. Your financial donation to NADA/F in memory of a loved one, is another way to honor someone. *Gail Dunham*

Fort Van Zeist, The Netherlands – The trial is scheduled to resume the end of Sept. for those accused of bombing Pan Am 103 over 11 years ago. 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 are with them during this difficult time. You can follow the trial news on the following:

<http://law.gla.ac.uk/lockerbie/> or the PA103 Family website is: <http://web.syr.edu/~vpaf103/>

Sunday, September 24, 2000 – 7PM Eastern Time
Tentative date for the “Discovery Channel” TV Documentary: *“On the Inside: The Disaster Team.”*
Video copies of the program are available for personal use only for \$19.95, plus \$3.95 for handling. Call 800-762-2189 for information.

The Story of Fine Air 101

I am the mother of Steven Petrosky who was the Co-Pilot on Fine Air Flight 101 on August 7, 1997. He was 26 years old with his whole life ahead of him. And then he was gone. How? Why? Because two companies, Fine Air and Aeromar, wanted to cut corners to maximize their profit at the expense of safety. Five men died in the crash and it could have been a lot more.

I am glad the government pursued and achieved criminal convictions against Fine Air and Aeromar for their violations of safety requirements. However, I believe there should have been stiffer penalties imposed on both of these companies and the people involved. Five people were dead, and there was no sign of remorse as Fine destroyed evidence to try and cover their tracks. As a result of their greed, I lost my son. I am very angry that these companies felt that they had the right to violate safety laws, jeopardize human life, and then tamper with evidence when the inevitable happened. They cannot know what grief they have caused the other relatives and me. I will have to live the rest of my life, knowing my son was robbed of his. The only thing that can bring some meaning to his death, is knowing that the air cargo industry will be forced to adhere to the regulations, which are in place to save human lives.

Nothing can bring our families back. This criminal conviction is a small victory for regulation enforcement in the aviation industry. I hope this will be the start of the FAA consistently enforcing the laws that govern air cargo companies. The pilots of air cargo planes put their heart and soul into their careers, so that they can become Commercial Airline pilots someday. They are forced to fly to unsafe places in unsafe airplanes, which are dangerously overloaded to achieve their flying hours. Just the simple fact that people were not trained to load the planes properly or monitored by upper management shows Fine Air and Aeromar's disregard for safety.

The National Air Disaster Alliance/Foundation went to work for us on June 20th and made sure that every newspaper and TV station in Miami and surrounding areas was on the courthouse steps. This was a victory for Air Cargo and Aviation Safety. *NADA/F* also helped force a public disclosure of the probationary required audits, and the families from Fine Air 101 will be sent all copies of the audits. This will help us to be assured that they are forced to adhere to the safety audit standards imposed upon them in their plea-bargain. The abuses of safety standards by these two companies has shown us that they need to be monitored and held accountable for their actions.

Sadly, on June 19th we learned that the plea agreement was unsealed in March, 2000, but the plea agreements were never shared with the family members. I learned that in the plea bargain the U.S. District Attorney, without asking the family members, had given away our rights to restitution.

I hope this sentencing achieves two goals. First and foremost, to punish Fine Air and Aeromar for their role in the deaths of five people. Second, I hope it sends a clear signal to the industry, that companies, who take short cuts to circumvent safety, will be prosecuted. The American public demands it, as these planes fly over every town, city and state in this country.

I have written this article to make people aware of the severe problems plaguing the air cargo industry. The relatives of Fine Air 101 are dedicated to educating the public about this phase of aviation. Hopefully, some pilot will read this and report safety violations. Hopefully our government will pass laws to give whistle-blowers greater protection, and not forgive and protect the criminals.

This is in memory of the brave crewmembers of Fine Air 101: Patrick Thompson, Pilot; Steven Petrosky, Co-Pilot; Glen Millington, Flight Engineer; Enrique Soto, Security Guard; and Renato Alvarez, innocent bystander.

Audrey Ulozas (570) 857-9456 Email: jjuj@ptd.net

Sentencing Dates

U.S. vs. SabreTech – August 14, 2000 Federal Court House, Miami FL

Nov. '99, a jury handed down a guilty verdict against SabreTech on 9 counts. The sentencing imposed an \$11 million penalty for fines and restitution against SabreTech, however, SabreTech is claiming bankruptcy at this time. This was the first Aviation Company in the US found guilty on criminal counts that caused a fatal air crash, ValuJet, May 11, 1996. ValuJet was not prosecuted, and ValuJet now operates as AirTran.

U.S. vs. Fine Air and Aeromar Airlines June 20, 2000 - Federal Court House, Miami FL

Fine Air and Aeromar, air cargo companies, were the first Air Carriers to plead guilty to criminal convictions regarding an air disaster. Fine Air agreed to a \$5 million fine and pleaded guilty to obstruction of justice and false statements. They admitted that shortly after the Fine Air 101 crash on Aug. 7, 1997, certain Fine's supervisory-level employees, ordered a number of subordinate employees to discard and alter various documents including forms memorializing the weight of cargo-laden pallets, U.S. Customs manifests documenting weight, and destruction of the videotape depiction. The purpose was to corruptly impair the integrity of the records of Fine Air 101. Fine also admitted to making false statements about certain inspections required by the FAA, such as stating aircraft components were free of corrosion, when, in fact, serious corrosion was evident. No incarceration was ordered. The Grand Jury files and the files with the names of those who committed the offenses were sealed by agreement between Fine Air and the U.S. District Attorney.



Left to right: Joan Pontante, Bob Hager (NBC), Mary Kahl and Lanita Hausman

Transportation SAFETY and the Law NTSB Symposium - April 25-26, 2000

NADA/F members attended the National Transportation Safety Board (NTSB) Symposium on Transportation and the Law, to learn more about a trend that is occurring in NTSB investigations. This trend is a threat to the safety of the traveling public.

SabreTech was the **first Aviation Company** in the U.S., to be convicted on criminal counts, due to their actions that caused the fire that led to the crash of ValuJet Flight 592. Fine Air, an air cargo carrier, was the **first air carrier** to plead guilty to federal criminal charges from a fatal air crash. Earlier in April, it was reported that the FBI raided the Florida Charter Company that owned the jet that crashed in October carrying golfer Payne Stewart and others. These criminal investigations have sent shock waves through the aviation industry.

Some people feel these cases of criminal prosecution after fatal air crashes pose a danger to what has been the NTSB's fact-finding process. People and industries involved in the investigations are stating they will not want to cooperate with the NTSB because of possible self-incrimination.

For decades the NTSB has relied on mechanics, pilots, airlines, and manufacturers to help with investigations, even when they might be at fault. Now, mechanics explain that if they were asked about a crash, they would just simply give their name, rank, and serial number in order to save themselves from being blamed for anything. In the past, criminal investigations have helped to uncover deception and hidden information. Now, the industry is saying that criminal investigations are a threat and may lead to a cover up of the truth and who is at blame.

The NTSB feels something needs to be done in order to get accurate information about crashes. For example, the NTSB is interested in putting video recorders in the

cockpit. This would have helped with the investigation of the Egypt Air crash. Yet, many pilots and others feel this would be an invasion of privacy.

Prosecutors at the conference insist they are not trying to interfere with the NTSB's mission and will just prosecute intentional acts. Airline and aviation industry lawyers feel there is a need for immunity to be granted for those who testify truthfully in investigations. On the other hand, both sides agree that those people trying to escape punishment could easily abuse this technique.

People involved in all fields of transportation now have to ask themselves what is more important: the general safety and well being of the traveling public, or the individual rights of those facing prosecution.

We left the meeting with more questions than answers. Should government agencies be given this power to grant immunity, or do we need stronger whistle-blower protection laws, for those who want to disclose the truth?

Joan Pontante, NADA/F Board Member
Email: Japontante@juno.com

Aviation Conferences, Symposiums & Seminars

NTSB and FAA Symposiums are often listed on their websites. <http://www.faa.gov> and <http://www.nts.gov>. Or call: NTSB 202-314-6000, FAA 202-366-4000. Everyone is welcome.

"Aviation Today" also has a calendar of professional conferences and meetings at the following:
<http://www.aviationtoday.com/calendar.htm>

1st California Symposium on Aviation Emergencies - Santa Monica, CA at the Museum of Flying - Mon.-Tues., September 25-26, 2000. Wed., September 27th optional visits to other Emergency Operations Centers.

Registration fees from \$225 to \$250, include symposium and most meals.

Symposium Mission Statement: To provide a forum for the sharing of knowledge and information, to meet the challenge of the increasing risk of calamities in the growing aviation industry.

For more information and registration online:

<http://www.emergency-management.net> or

Contact person: Gunnar J. Kuepper
Emergency & Disaster Management, Inc.
1888 Century Park East, #1900
Los Angeles, CA 90067

Phone: (310) 284-3194, **Fax** (310) 284 3195

Email: Gjkemergency@aol.com

For more information also contact Joan Pontante, NADA/F Board Member, who will be attending.
(315) 593-3279-phone or Japontante@juno.com

November 8-9th, George Washington U., Washington DC, Seminar on "Management of Aviation Disasters" Call Vahid Motevalli for more info: (202) 994-7152, or check <http://www.AirlineBiz.com/wire/GWUpage/>

Annual Meeting – Saturday-Sunday, October 28-29, 2000

Marriott Residence Inn, Pentagon City, VA - Washington D.C. area

Shuttle service available from Washington National/Reagan Airport. Request the special NADA/F rate of \$99 per night including breakfast. Larger suites are available.

Call 703-413-6630, or 1-800-331-3131 for reservations. Hotel has pool, fitness center, and more.

Confirm hotel reservations by October 6th to guarantee the \$99 rate.

Costs

Meeting registration is \$25 per person. There will be a buffet lunch on Saturday and Sunday at 12noon, 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. Optional cash bar Saturday evening.

Guest Speakers, Air Safety Panels, and much more...

We look forward to seeing old friends and new members, plus plenty of time for conversation.

Everyone is welcome!

Awards

Our annual award for Air Safety and our new Air Safety Journalism Award will be presented.

NADA/F Annual Corporate Business

Review our Goals 2000, and adopt our Goals 2001. Election of NADA/F Officers and Board Members... *and more*. If you would like to volunteer to serve as a NADA/F Board Member for 2001, or volunteer for a particular project, please let us know. Email: GADunham@aol.com or call any of the board members.

Confirmed Special Guests Include:

- ✓ **Byron Acohido**, Pulitzer Prize winning Aviation Reporter with the "Seattle Times."
- ✓ **BBC's Pioneer Productions** will be joining us while researching future documentaries. "Extreme Machines" is shown on TLC, Discovery, and worldwide TV. They are asking the question: "Exactly how safe is air travel?" We can help them with the answers!
- ✓ **William and Linda Beckett** will be joining us from England! Representing: SCI SAFE Survivors Campaign to Improve Safety in Airline Flight Equipment.
- ✓ **Brian Bell** will be joining us from Alaska! Bell is Editor of "AirJet Airline World News" the world's largest electronic newsletter.
- ✓ **Carolyn Coarsey-Rader, Ph.D.**, will chair Saturday morning's "Connecting through Introductions," plus share a new video with us.
- ✓ **David Evans**, Editor of "Air Safety Week." We appreciate Dave's amazing research.
- ✓ **William Kauffman, Ph.D.**, University of Michigan, Professor of Aerospace Engineering. Kauffman is also the NADA/F representative on the FAA Aviation Rulemaking Executive Committee.
- ✓ **Dr. Takao Kawakita**, from Japan, Chairman, Organizing Committee for IREI Air Safety.
- ✓ **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.
- ✓ **Jim Morris**, "U.S. News & World Report," Senior Writer, Aviation Journalist.
- ✓ **Christine Negroni**, author of "Deadly Departure: Why the Experts Failed to Prevent the TWA 800 Disaster and How it Could Happen Again." Broadcast journalist for 15 years with CNN, CBS & PBS.
- ✓ **Mary Schiavo**, former Inspector General of the Department of Transportation, and author of "Flying Blind, Flying Safe."
- ✓ **Tom Shepardson**, founder of the National Disaster Medical System, DMORT
- ✓ **Tim van Beveren**, author of "Swissair 111" International aviation journalist for 12 years.
- ✓ **and more....**

NEW! Late breaking opportunities at our Annual Meeting!

FAA Meeting Friday, October 27th, about 2-4 PM. (Optional. See FAA ARAC article).

Red Cross "Introduction to Disaster Training," by Dusty Bowenkamp.

Sunday, October 29th 4-7 PM. If people are interested in helping with possible disasters in their own community they may continue the training at their local level. The American Red Cross tends to use professional counselors and clergy for air disaster assistance, and they have said that they would tend to not use air crash family members, however, there are other public and private agencies that recently expressed an interest in using trained family members after a disaster. Dusty is the Senior Associate with Disaster Mental Health Services, with the American Red Cross at their national office in VA, and has supervised the more recent air disasters. We are pleased that she is coming to our meeting and this is a great opportunity to personally meet each other. A couple of our members who have worked successfully with their local Red Cross regarding air disasters, will also share their experiences.



NATIONAL AIR DISASTER FOUNDATION

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

✓ Yes. I will attend the 6th Annual Meeting, Saturday-Sunday, October 28-29, 2000!

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

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.

I have enclosed \$ _____ as a contribution to help with NADA/F's work. (Thank you!)

Total \$ _____

Meeting is scheduled from 9:30 AM Saturday through 4:00 PM on Sunday, plus 4 – 7 PM on Sunday for Red Cross "Introduction to Disaster Training."

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

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 NADA/F.*



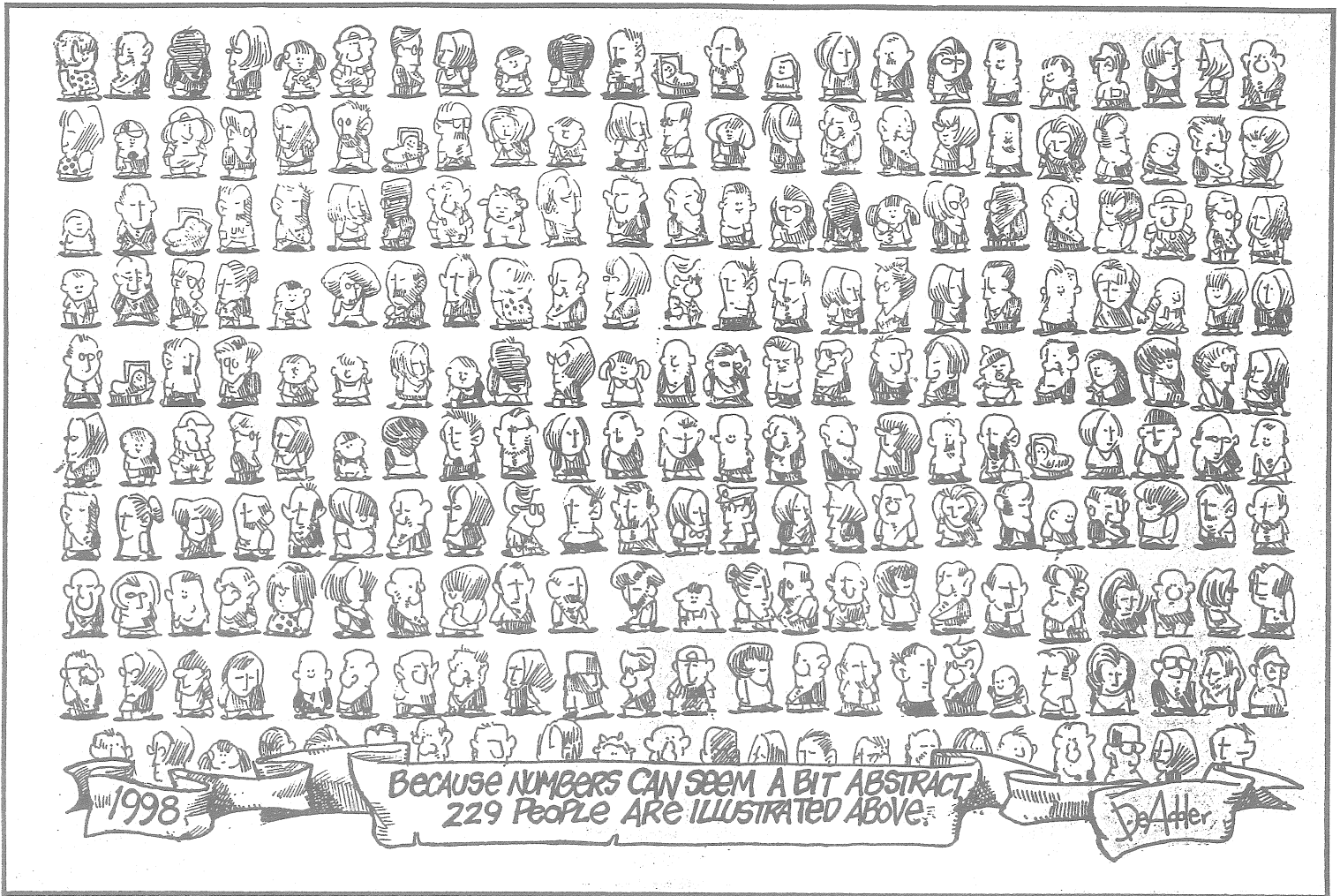
Checks payable to the NATIONAL AIR DISASTER FOUNDATION are tax deductible.

✓ Yes, I want to help make a difference! I have enclosed a tax deductible donation to help with operating expenses during this very busy time to help educate and advocate for aviation safety!

Name _____

Address _____

Phone, Fax, Email _____



In Memory of Swissair 111 – September 2, 1998, Nova Scotia, Canada

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 888-444-6232 ...for air safety and security

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JOIN US!
6th Annual Meeting
October 28-29, 2000