

[www.PlaneSafe.org](http://www.PlaneSafe.org)

NATIONAL AIR DISASTER ALLIANCE / FOUNDATION

September, 2002

2020 Pennsylvania Ave., NW \* # 315 \* Washington DC 20006-1846  
(888) 444-6232-phone \* (215) 540-0623-fax



Left to right: Julie Sweeney, NADA/F Board Member, and September 11th Advocates: Patty Casazza, Kristen Breitweiser, Lorie Van Auken and Mindy Kleinberg.

Dear Member,

June 11, 2001, nine months after September 11th, hundreds gathered at the U.S. Capitol to rally in support of an Independent National Commission to Investigate the Facts and Causes of September 11, 2001.

The U.S. Senators and Congressmen who spoke at the rally in favor of the Independent Commission, and those who have signed on to support the bill, demonstrated that they share our desire for the truth!

Lorie Van Auken, who lost her husband in the World Trade Center, said it so well, "*The investigation is important for all Americans. We cannot fix problems unless we know what the problems are. With the Sept. 11th anniversary coming up, people are asking me what they can do. This is something that people can do-help us pass this bill!*"

We know that your life is forever changed by an aviation disaster, and there is a "need to know" why it happened, and what can be done to make sure it does not happen again. We are sharing personal stories with you, on pages 4 & 5, about why those of us impacted by an aviation disaster must have the truth. Fred Chesbro explains how very important it was to the families to attend the first-ever Public Hearing regarding an air cargo crash. Linda Silver Bufano, NADA/F Board Member, lost her parents when she was only age five, 42 years ago, when a bomb went off in their aircraft. Linda understands why the children of 9/11 have a right to know the truth.

The "Aviation Disaster Family Assistance Act of 1996," initiated and passed by NADA/F members, requires that family members must be briefed, informed, and allowed to attend public hearings and meetings about the accident, and more. The law specifies, "The term "AIRCRAFT ACCIDENT" means any aviation disaster regardless of its cause or suspected cause."

NADA/F members will continue to advocate for the truth, full compliance with the "Sunshine Laws", Independent Commissions, Public Hearings, scientific investigations into the cause of ALL aviation disasters, and more. Please turn the pages to learn more about the Annual Meeting, and how much more we MUST do!

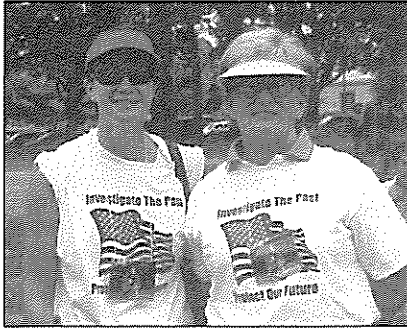
Yours truly,

Gail A. Dunham, President

P.S. Remember the 8th Annual Meeting September 28-29th, 2002 . . . an opportunity for fellowship with friends, and to learn more about what can be accomplished by working together.

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

**Investigate The Past - Protect Our Future**  
**We must have an Independent Commission**  
**to Investigate What Happened on 9/11**



Special thanks to all who have shown support for legislation that will make us all safer the "McCain Lieberman Bill" Senate Bill 1867 and the "Roemer" House Bill 4777. The Senate and House Bills can be viewed on our website through links on the Homepage and under Legislation.

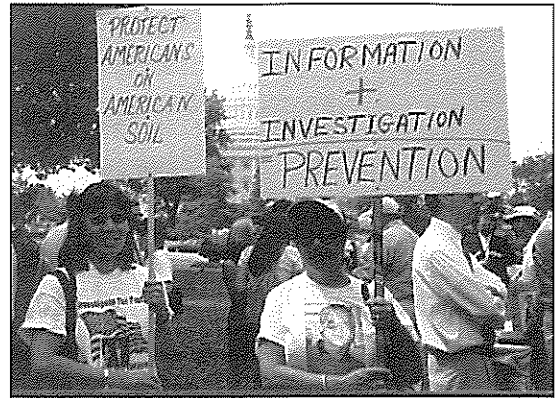
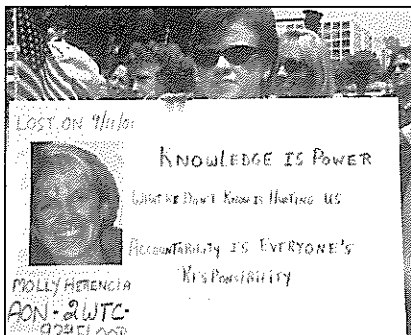
July 25, 2002 the House passed a modified version of the bill to Establish the Independent 9/11 Commission. This amendment to the Intelligence Appropriations will restrict the scope of the investigation to intelligence issues. This is an important first step, but so much more must be done. Special thanks to Congressmen Tim Roemer (D IN) and Chris Smith (R-NJ) for their hard work toward making America safer!

**Congressman Tim Roemer said, "On Sept. 11th, the snakes slithered through the cracks in our intelligence, immigration, border control, aviation security and law enforcement agencies, and succeeded in their deadly mission. To seal those cracks, we need a comprehensive investigation into all aspects of our government responsibilities for protecting Americans."**

**We are asking you to please contact your Congressman and tell them we must have a full and complete investigation of 9/11 including: airport and airline security, immigration, building evacuation and a complete NIST study (National Institute of Standards & Technology), military response and more. We need to investigate not only the FBI and CIA, but also INS, NSA, FAA and DOT.**

(Federal Bureau of Investigation, Central Intelligence Agency, Immigration & Naturalization Service, National Security Agency, Federal Aviation Administration and Department of Transportation.)

**Most important we are asking everyone to please contact your U.S. Senators and tell them to support the "McCain Lieberman" Senate Bill and that you want a complete Independent Commission to investigate 9/11.**



**Please contact YOUR U.S. Senators.** We need 40 more to sign on. To honor the victims' of 9/11 tell them to expedite the Independent Commission! The following Senators are co-sponsors of the Independent Commission Bill and if your Senators are listed feel free to thank them for their support.

John McCain	Arizona
Blanche Lincoln	Arkansas
Barbara Boxer	California
Christopher Dodd	Connecticut
Joe Lieberman	Connecticut
Max Cleland	Georgia
Zell Miller	Georgia
Richard Durbin	Illinois
Evan Bayh	Indiana
Charles Grassley	Iowa
Tom Harkin	Iowa
John Kerry	Massachusetts
Jean Carnahan	Missouri
Robert Torricelli	New Jersey
Jon Corzine	New Jersey
Hillary Rodham Clinton	New York
Charles Schumer	New York
Byron Dorgan	North Dakota
Russ Feingold	Wisconsin

**Contact Congress:**

U.S. Senators: The Honorable (full name)  
 MAIL: United States Senate  
 Washington DC 20510

Website: [www.senate.gov](http://www.senate.gov)

Representatives: The Honorable (full name)  
 MAIL: U.S. House of Representatives  
 Washington DC 20515

Website: [www.house.gov](http://www.house.gov)

An operator at (202) 224-3121 can connect you directly to your Senator or Representative's office at the Capitol. If you want local contacts, that office can give you direct dial numbers for district offices in your state.

**Contact the White House:**

MAIL: The White House  
 1600 Pennsylvania Ave.  
 Washington DC 20500

Telephone: (202) 456 1414  
 Fax: (202) 456 2461  
 Email: [president@whitehouse.gov](mailto:president@whitehouse.gov)  
 Website: [www.whitehouse.gov](http://www.whitehouse.gov)

**Letters to the Editor are also important!**  
 NADA/F's [www.PlaneSafe.org](http://www.PlaneSafe.org) under NEWS click on a list of the 200 largest newspapers in the U.S.

## **ANNUAL MEETING - BOOKS . . .**

NADA/F is accepting both new and used book donations for the Book Sale at the Annual Meeting. We are particularly interested in books on bereavement and grief, as well as informational books about the airline industry—such as safety, politics, procedures, incidents and disasters. Please include an itemized list of books and value, along with your name and address, if you would like a receipt for your tax deductible donation to the Foundation. Please visit BOOKS on our website for books available. *Special thanks to our book donors!*

*Mary Kahl* BOOK Coordinator

MKahlcul8@aol.com (724) 864 0026 - 1917 Victoria Ln,  
Irwin PA 15642 and Maureen Dobert,  
Kenmoe60@aol.com (631) 878 9014

## **ANNUAL MEETING SCHEDULE – SEPT. 28-29, 2002**

**DoubleTree Hotel** - Close to Washington's Reagan National Airport. Confirm hotel reservations as soon as possible to guarantee the \$99 rate—available until the rooms are sold out, or Sept. 14th, whichever comes first.

**Optional Friday, September 27th** activities include:

**10:30 AM Friday** - Behind the scenes Security Tour of National Airport.

**2:00 PM Friday** - Meeting at the FAA. The FAA meeting will focus on the legal environment of rule-making. Early reservations are a MUST for Friday meetings due to security and possibly limited space.

**Annual Meeting will be from 9:30 AM Saturday morning through 4:30 PM on Sunday, including Saturday dinner.** Continental breakfast and conversation starts at 8:30 AM Saturday and Sunday.

Registration is \$25 per person, or FREE for those who have a Letter to the Editor published regarding aviation safety. Meals are offered at cost.

**Note the Registration Form on Page 7.**

### **Questions? Suggestions?**

Contact the Annual Meeting Co-Chairs: Joan Pontante  
Japontante@juno.com (315) 593 3279, or  
Audrey Ulozas juaud@ptd.net (570) 857 9293

## **NADA/F BOARD MEMBERS FOR 2003 . . .**

The nine member Board and the Board Member Liaisons are elected by the general membership at the Annual Meeting. The present Board can also appoint Board Members during the year. The following are members of the Nominating Committee for recommendations for 2003. If you would like to serve as a Board Member, or help in any way, please contact the following:

Tom O'Mara [tomomara2002@citlink.net](mailto:tomomara2002@citlink.net) (651) 408-8310  
Jeff Josefson [jeffjosefson1@juno.com](mailto:jeffjosefson1@juno.com) (401) 885 2039  
Mary Kahl [MKahlcul8@aol.com](mailto:MKahlcul8@aol.com) (724) 864 0026

**Special thanks to Aydelette Kelsey at [www.akcreative.com](http://www.akcreative.com) for her talented design for our updated brochure! Thanks also to Babette Levin, NADA/F Board Member, for her help!**

## **ANNUAL MEETING AWARDS . . .**

The following awards will be presented at the Annual Meeting. Join us to recognize and thank people who are making a difference.

### **Humanitarian Award for Support for Victims' Families.**

**This is a special 2002 award generously endowed by The Nolan Law Group of Chicago.**

**The Safety Award** - John Goglia was honored in 2001 with the Safety Award.

**Special thanks to Art and Carole Rietz, and Paul and Susan Smith for endowing the award in memory of their sons Howard Rietz and Jay Smith.**

**The ASA 529 TRIUMPH Award** - In memory of Atlantic Southeast Airlines flight 529, August 21, 1995 in Carroll County GA. The award will recognize an ordinary person who performed an extraordinary feat toward aviation safety. This award is an opportunity to recognize people involved in ways large and small in aviation. NADA/F appreciates the generosity of the anonymous donor.

Jackie Gannaway will join us to accept the first award in memory of her husband, Ed Gannaway, Captain on ASA 529. Nineteen of the 29 on board survived and the incident had a profound effect on their lives. The recipient for the 2002 TRIUMPH Award is a surprise!

**Journalism Award for Contributions Toward Improved Aviation Safety** - Prior recipients include **Byron Acohido**, formerly with "Seattle Times," and now with "USA Today," and **David Evans**, Editor "Air Safety Week."

**Special thanks to the Chicago law firm of Corboy & Demetrio for endowing this important recognition.**

A Second Surprise **Journalism Award** will be awarded this year. **The award was endowed by Cynthia Hamilton, Amanda Myers and Lee Sawyer, in memory of their parents, Conway and Anna Laurie Hamilton who were passengers on ValuJet.**

## **MEMBERSHIP DONATIONS AND NEWSLETTER SPONSORS . . .**

Please consider a donation of \$20 per person, per year for 2002 2003 membership, or as much as you can afford, tax deductible, to the *NATIONAL AIR DISASTER FOUNDATION*. NADA/F is the non profit aviation organization working to prevent aviation disasters! With your help we CAN make a difference.

**We also welcome Newsletter Sponsors for a \$2,000 donation. Special thanks to Don Nolan and the Nolan Law Group for sponsoring this newsletter, and for their long term support of NADA/F and family members.**

Thank you to our Sponsors for their generous \$10,000 donations to Endow our work for the future.

## SEPTEMBER 2002 - 9/11 MEMORIAL EVENTS

Visit the website for Voices of September 11th for a comprehensive list of memorial events scheduled in September. [www.voicesofsept11.org](http://www.voicesofsept11.org)

Also visit [www.PlaneSafe.org](http://www.PlaneSafe.org) for **LINKS** to many of the 9/11 groups. We would like to hear from organizations that also want to be linked to the list.

## EGYPTAIR 990 - OCTOBER 31, 1999

The National Transportation Safety Board (NTSB) released a Final Report on EgyptAir 990; however the conflict remains over pilot suicide AND/OR links to terrorism vs. EgyptAir's call for mechanical problems.

Jim Brokaw, President of Families of EgyptAir 990 released the following:

*"The thoroughly credible report, and the well documented evidence on which it is based, leave no doubt that Gamil el Batouty intentionally destroyed the aircraft. There is no evidence of mechanical cause. The data from the flight data recorder includes a series of cockpit initiated, controlled maneuvers that culminates in a simultaneous, double engine shutdown, and points to the deliberate destruction of the aircraft and those aboard."*

*Family members resent the inadequate investigation into the family, background, and associates of Gamil El Batouty, and why he caused this nightmarish situation. "*

*Jim Brokaw* [jbms990@yahoo.com](mailto:jbms990@yahoo.com) or  
(219)-762 4003 or (219) 764-0392.

The Final NTSB Report of EgyptAir 990 can be found at [www.nts.gov](http://www.nts.gov) Go to Aviation, then to Major Investigations, and click on EgyptAir 990.

"The Atlantic Monthly" magazine, November, 2001 issue includes an excellent article about EgyptAir 990 and the possible links to terrorism.

**"The Crash of EgyptAir 990"** by William Langewiesche, investigates a story of pilot suicide and mass murder. The article is available online:

<http://www.theatlantic.com/issues/2001/11/langewiesche.htm>

Information, comments and/or concerns about the cause of EgyptAir 990 should be sent to your Congressman, U.S. Senators, and to the NTSB.

Additional information about the EgyptAir investigation can be found at "Aviation Week & Space Technology": [www.AviationNow.com/avnow/spSec/ms990.jsp](http://www.AviationNow.com/avnow/spSec/ms990.jsp)

## AVIATION NEWS

If you have not received our Email newsletter: **"News from NADA/F"** please forward your email address to us at: [info@PlaneSafe.org](mailto:info@PlaneSafe.org)

We plan to have two to four Email Newsletters per month, and if you decide to un subscribe we will do so right away. NADA/F News will not be breaking news about an air crash, but updates on the NADA/F meetings, aviation safety/security recommendations, and more. Your email address will be kept confidential.

## Give the children their right to know the truth. . .

I'm always disheartened when I hear the word closure. There is no such thing as closure, there is only something called the lessening of pain, and the pain never goes away.

**Forty-two years ago my parents were killed when a bomb went off in an aircraft. I was five.** Back then the professionals believed it was best for the "victim" to get on with his/her life. Remove all traces of their earlier life and just continue. No grieving, no discussion of what happened, just get on with your NEW life. This philosophy continues to haunt me and I am now 48 years old. I didn't know the truth of what happened to them until five years ago. No one spoke of it to me.

The children who lost a parent during the September 11th disaster should know the truth. I am still trying to unearth whatever nuggets of truth still exist forty-two years later. The truth is the only way to understand what happened. Glossing it over or not exposing it totally will haunt these children the rest of their lives.

Forty-two years have gone by, and I still grieve for my parents. Wishing I had known what happened earlier also makes me grieve as those who could have helped me understand my catastrophe are gone and I can't speak to them.

People don't understand what it means to lose a parent in a senseless act, or in any act for that matter. You will not be able to understand either, but if you know why this happened it will help you understand and perhaps someday you will come to terms with it. If you channel your energy into a worthwhile cause that tries to help other victims, you feel as though your life has meaning.

**All of us should use our energy to prod the U.S. government into making an account of what happened--the government owes you the truth.**

Eventually you will find using your energy to help others gives you a new meaning to life, but don't let your efforts consume you or drag you down. Use your energy wisely, and for the good of as many people as possible. The hurt never goes away, but knowing that you're doing something on behalf of the loved one you lost makes a difference. Knowing that you're armed with the truth makes the job a little easier. In time you will feel more power within, but it takes a long time. Parades, accolades, etc. don't get you there. It's within you to get there. You CAN do it, just give yourself some time and make sure no one hides the truth from you.

For the adults and children who lost loved ones on 9/11 our government must provide a true and honest independent investigation, and a full public disclosure of what happened. Terrible events cannot be swept under the carpet.

**Linda Silver Bufano**

Email: [fourbufs@starpower.net](mailto:fourbufs@starpower.net)  
(703) 425-0291

National 2511 - January 6, 1960

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## **NADA/F Accomplishment: "Historic"** **First-ever Public Hearing on Air Cargo Accident**

**Four times worse. The fatal and/or aircraft hull loss accident rate is some four times worse for commercial air cargo than for passenger planes, according to published aviation safety statistics. According to one recent study, "there is a much greater variation in safety between air cargo and passenger operations in the U.S. than in Europe." Clearly something is wrong with this picture.**

Feb. 16, 2000, Emery flight 17 departed Mather Airport in California, en route to Dayton. Two minutes later, the DC-8 cargo-jet plowed into an outdoor auto auction yard, creating a series of explosions as the airplane burst into what witnesses described as a "runway of fire." All onboard were killed. But a catastrophe of much greater magnitude nearly resulted two hours before the crash, the auction yard was open for business and reportedly contained as many as 300 people.

Thirty months earlier, on takeoff out of Miami, Fine Air 101, a DC-8 cargo plane, slammed into the ground and burst into flames. Similarly, all onboard were killed and, similarly, a catastrophe of much greater magnitude nearly resulted: had Fine 101 taken off on the opposite runway, it would have crashed into a densely populated region of greater Miami. Fine 101 also slid across the highway to Miami Airport while the stoplight was RED and cars were stopped.

**Families of the victims of these two major commercial air cargo disasters were grateful when, at the October 2000 Annual Meeting in Washington, NADA/F membership voted unanimously in support of our call for a thorough NTSB Public Hearing on the Emery 17 disaster.** By many indications, this hearing was not likely to occur, especially since the NTSB had never previously convened a Public Hearing into the crash of an air cargo plane.

But NADA/F's encouragement resonated and provided the momentum necessary to bring air cargo safety concerns into focus like never before. **On May 9th and 10th, 2002, over two years after the crash, the NTSB held the Emery Hearing, the first-ever Public Hearing on an air cargo accident. Indeed, the media dubbed this hearing, "Historic."**

As a professional pilot, family member and proud member of NADA/F, I was pleased to observe the NTSB in action at the hearing. The Board's technical panel of investigators probed deeply and relentlessly and exposed intolerable safety lapses in this end of the airline business. Likewise, the hearing officer, NTSB Board Member John Goglia, led the Board to focus on the most pertinent aspects of the investigation, and in the process he sternly criticized inadequate airline maintenance practices. At one point during the hearing, while referring to such airline maintenance practices, Mr. Goglia announced, *"I think we've found a cancer."*

After two full days of hearing testimony, many questions remain unanswered, and since certain witnesses "weren't forthcoming," the NTSB announced that it will be reconvening the hearing at a later date with a new cast of witnesses.

To be sure, there is much to be accomplished in the area of air cargo safety, and the drive towards safety parity with passenger airlines remains a daunting task. Although the NTSB's efforts in the Emery investigation have already raised industry and government sensitivity to these inexcusable air cargo safety deficiencies, the NTSB, the FAA and the DOT (Dept. of Transportation) must push harder still to eradicate the cancer of substandard air cargo oversight, inadequate maintenance, and unsafe operational practices.

This cancer simply can't be tolerated. Bottom-feeder air cargo carriers who blatantly place corporate profits over public safety should be shut down and put out of business for good. And bureaucratic government regulators must be held accountable; once identified, those who provide meaningless and lackadaisical oversight should be stripped permanently from any and all positions of responsibility.

**Special thanks to the NTSB for providing us with a Public Hearing. It meant a great deal for the family members to have the opportunity to learn more about what caused the disaster. Most important to all of us, is the public disclosure that can raise the standard toward preventing air cargo and other disasters in the future.**

***By Fred Chesbro, brother-in-law of Emery 17 Captain Kevin Stables***

Email: [Fred.Chesbro@att.net](mailto:Fred.Chesbro@att.net)

Website: <http://emery17now.home.att.net/>

Another interesting website to visit is: [www.AirCargoInsanity.com](http://www.AirCargoInsanity.com) founded by Audrey Ulozas, NADA/F VP, Secretary, who lost her son on Fine Air, also an air cargo crash.

**We look forward to giving Tim Gaffney and Wes Hills, Journalists with the "Dayton Daily News" a personal thank you at the Annual Meeting.** They have done an outstanding job of reporting on Emery 17.

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**UPDATES! 8h Annual Meeting - Saturday Sunday, September 28 29, 2002**

**DoubleTree Hotel, Pentagon City/Crystal City/Arlington VA - Call (703) 416 4100 or (800) 222 TREE as soon as possible for the special NADA/F \$99 rate.**

**Confirmed Special Guests Include:**

- ✓ **Bonnie Beckett, Assistant Director of Safety and Security, U.S. Government Accounting Office (GAO), to recognize the Aviation Safety/Security Reports done by the GAO going back to 1987 and even earlier, and learn more about the GAO work today [www.GAO.gov](http://www.GAO.gov)**
- ✓ **Lynda Carter "Wonder Woman" will be receiving special recognition for her tireless support and kindness to victims' families at the Pentagon Family Command Center. "Wonder Woman's" magic will also provide levity to our Saturday evening dinner event, as we learn more about how to successfully pursue "truth and justice." If only we had her invisible airplane and magic lasso!**
- ✓ **David Evans, Editor of "Air Safety Week," a widely-respected weekly publication**
- ✓ **John Goglia, NTSB Board Member, Goglia received our Aviation Safety Award last year and we appreciate his continued support for family members, and tireless work for safety and security!**
- ✓ **Brad Fowles, representing Transport Canada (Canada's FAA), Safety Management Specialist Safety Management Systems (SMS) is an internationally recognized safety system and has been adopted by Transport Canada as part of its blueprint for the future to continually improve the Canadian Civil Aviation safety record. We will learn more about SMS and how it is improving safety and corporate performance. Brad is also an airline transport pilot, and air crash survivor.**
- ✓ **Tim Gaffney & Wes Hills, Journalists with the "Dayton Daily News"**
- ✓ **Colleen Halpin, from NBC "Dateline"**
- ✓ **John Liotine, Professional Aircraft Mechanic, formerly with Alaska Airlines**
- ✓ **Steve Miletich, Investigative Reporter with "Seattle Times"**
- ✓ **Mike Murphy, former senior Transport Canada executive, will brief on airport fire-fighting and rescue standards worldwide.**
- ✓ **Mary Schiavo, former Inspector General of the Dept. of Transportation (1990-1996)**
- ✓ **Aron Spencer, co-author of "September 11, 2001, Assessing the Costs of Terrorism," published in The Milken Institute Review. A comprehensive report on the direct and indirect economic costs of 9/11, with updated information, plus the role and costs of technology for aviation security. This discussion is important for the aviation safety policies that must be made for the future.**
- ✓ **Gary Winston, Assistant State Attorney, Miami FL Prosecutor for the State of Florida vs. SabreTech, Inc. related to the fatal crash of ValuJet flight 592, May 11, 1996. Learn more about the history of the case, and how the state and federal governments in Miami FL decided to seek criminal prosecution for those responsible for the deaths of 110 people on board ValuJet 592.**
- ✓ **Brenda Yager, National Transportation Safety Board (NTSB) newly appointed to: Director of the Office of Transportation Disaster Assistance (TDA) (Formerly known as Office of Family Affairs)**
- ✓ **More guests to be announced! Updates on Speakers and Special Guests will also be on our website: [www.PlaneSafe.org](http://www.PlaneSafe.org)**

*Events include: Updates on NADA/F Family Support Team (FST)*

*Aviation Safety and Security Panels including updates from our members. . .*

*Awards and recognition to those who have made a difference. . .*

*Everyone is welcome - survivors, family members, aviation professionals, government officials, members of the media, and more. Join us!*

**Annual Meeting – September 28-29<sup>th</sup> DoubleTree Hotel – Close to Washington National Airport**  
Upscale hotel with Free shuttle to/from Washington National Airport. Also close to the subway. **Reserve now!**  
Only \$99 per night for the special NADA/F rate. Call (703) 416-4100 or (800) 222-TREE.

**Confirm hotel reservations as soon as possible to guarantee the \$99 rate — available until the rooms are sold out, or September 14<sup>th</sup>, whichever comes first.**

Alternate hotels: Marriott Residence Inn, next door. (703) 413-6630, or (800) 331-3131, or Americana (703) 979-3772

**MEETING SCHEDULE...**

For early arrivals there are optional Friday meetings at the FAA and Security Tour of Washington National Airport. Friday night optional dinner, \$18 per person, 7:00 PM, a casual full buffet at the hotel.

**8:30 to 9:30 AM – Saturday and Sunday**, Continental Breakfast and socializing, included with registration fee.

**9:30 AM to 5:00 PM Annual Meeting, Saturday and 9:30 AM to 4:30 PM Sunday with break for lunch**

**12:30 PM to 1:30 PM.** Optional lunch (\$18 per person). Pentagon Room with a wide variety of choices served via Buffet. Alternatives include the hotel coffee shop, or restaurants in the area.

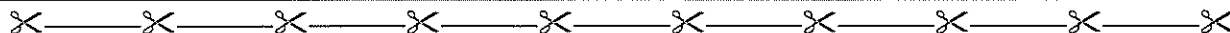
Saturday morning meeting is a time for introductions and learning more about our members.

Saturday and Sunday afternoon Speakers and schedule to be announced.

**Saturday Evening 5:30 PM Social Hour – 7:00 PM Dinner at the Rooftop Dining Room** with a terrific view of Washington DC. with Keynote Speakers and awards to be announced!

**FREE REGISTRATION** to those who have a Letter to the Editor published regarding aviation safety— please mention NADA/F or www.PlaneSafe.org Registration fee waived if you send us a copy of your published letter, or, registration will be refunded if you bring your published letter!

**Questions? Suggestions? Contact the Annual Meeting Co-Chairs:**  
**Joan Pontante, Email: Japontante@juno.com (315) 593-3279, or**  
**Audrey Ulozas, Email: juaud@attbi.com (954) 783-4598**



**NATIONAL AIR DISASTER FOUNDATION**

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

✓ Yes. I will attend the 8th Annual Meeting, Saturday-Sunday, September 28-29, 2002!

Registration fee is \$25 per person: includes Continental Breakfast Sat. and Sun., Annual Meeting Packet, and all activities from Friday through Monday. Meals additional.

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

I have enclosed \$\_\_\_\_\_ for \_\_\_\_\_ people to attend Friday dinner, \$18 per person (for early arrivals).

I have enclosed \$\_\_\_\_\_ for \_\_\_\_\_ people to attend Saturday lunch, \$18 per person.

I have enclosed \$\_\_\_\_\_ for \_\_\_\_\_ people to attend Saturday dinner, \$40 per person.

I have enclosed \$\_\_\_\_\_ for \_\_\_\_\_ people to attend Sunday lunch, \$18 per person.

I will attend the Friday Washington National Airport Security Tour at **10:30 AM** \_\_\_\_\_ Yes \_\_\_\_\_ No

I will attend the Friday Meeting at the FAA **2:00 to 4:00 PM**: \_\_\_\_\_ Yes \_\_\_\_\_ No

I have enclosed \$\_\_\_\_\_ (optional) \$20 per person, per year for NADA/F's Year 2003 membership.

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

Total \$ \_\_\_\_\_

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

**plus 8:30-9:30 AM both days for Continental Breakfast and Socializing, and Saturday dinner.**

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

Name \_\_\_\_\_

Address, City, State Zip Code \_\_\_\_\_

Phone, Fax, Email \_\_\_\_\_

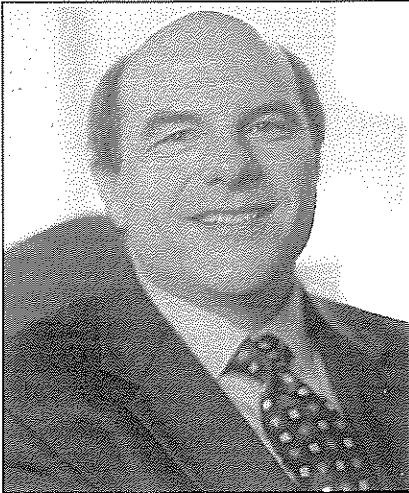
Other Information \_\_\_\_\_



**For hotel reservations please call the DoubleTree directly, (703) 416-4100 or (800) 222-TREE.**

**Request the special \$99 rate for NADA/F. Space is limited.**

**Special thanks to the Nolan Law Group for sponsoring this newsletter in memory of their clients' lost loved ones, and air crash survivors.**



**Donald J. Nolan**

*NADA/F* incorporated in 1995, and Donald J. Nolan, founder of Nolan Law Group, has been an avid supporter of *NADA/F* since that time. In fact, Don was the first trial attorney to offer much needed financial support when *NADA/F* needed it most. Don shared *NADA/F*'s goal of preventing the same disaster from happening twice. In conjunction with *NADA/F*, his dedication to consumer advocacy in the aviation industry has helped make changes that save lives.

Nolan Law Group's commitment to their clients and determination to provide families with the answers they look for in litigation mirrors the same determination of *NADA/F*. His firm is committed not just to winning in court, but to being an advocate for change. Nolan's work on the USAir 427 crash led the NTSB to further examine mechanical issues with Boeing 737's rudder reversals. His dedication to both winning in court and improving public safety resulted in the federal government forcing Boeing to go back to the drawing board and redesign the aircraft -- possibly saving hundreds of lives.

Don has practiced law for 25 years and represented the rights of family groups in aviation disasters, for over 11 years. His appointment and service on numerous Plaintiffs' steering committees, Trial Teams, and as Liaison Counsel, includes TWA Flight 800, Swissair Flight 111, US Air Flight 427, United Airlines Flight 585, and American Eagle Flight 4184.

His recent appointment to the American Airlines Flight 587 Plaintiff Steering Committee is important as some experts have opined that the entire Airbus A-300 series of airplanes may have structural vulnerability because of the composite materials used in primary structures and rudder issues that could make the aircraft unsafe. Nolan Law Group will investigate this tragedy, and with their team of aviation experts, work for justice and compensation for their client's losses and changes that benefit the flying public.

After September 11th, Nolan Law Group was the first to file a civil action against an airline. Amid a chorus of well-orchestrated voices calling on families to choose the fund over litigation, Don stood firm. He believes this choice is a personal decision based on family needs and goals, and the path should lead to just compensation. He will fight for that justice no matter which path they choose. Most recently, he filed the first lawsuit against Boeing when China Airlines flight 611 broke into four pieces and fell into Sea Sea.

The Chicago-based law firm concentrates on the representation of persons who have sustained severe personal injuries or died as a result of aviation disasters, work-related and unsafe premises occurrences, unsafe products, medical malpractice, vehicular collisions and other related areas.

*For more information, visit Don's website at: [www.nolan-law.com](http://www.nolan-law.com).*

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