

**7<sup>th</sup> Annual Meeting – Saturday-Sunday, September 29-30, 2001**  
**DoubleTree Hotel, Pentagon City/Crystal City VA**

**DoubleTree Hotel – Close to Washington National Airport**

Upscale hotel with full-service Fitness Center, all-season rooftop pool, lobby bar for socializing, and much more. Free shuttle to/from Washington National Airport. **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. The \$99 rate will be available until the rooms are sold out, or September 10<sup>th</sup>, whichever comes first.**

**The Annual Meeting is a time to connect and share with other family members, aviation professionals and members of the press. Join old and new friends! Everyone is welcome!**

**Early Confirmed Guest Speakers:**

- ✓ **Chris Hansen, from NBC “Dateline”**
- ✓ **John Goglia - NTSB/Board Member**
- ✓ **Carolyn Coarsey, Ph.D., will chair Saturday morning’s “Connecting Through Introductions,” a time to learn about you, our very interesting members, and more.**
- ✓ **Mary Fackler Schiavo, former Inspector General of the Dept. of Transportation (1990-1996) and author of “Flying Blind, Flying Safe.” Mary’s speech is always a highlight, and this year’s topic is: “The Inside Story of Aviation Crash Investigation and Litigation Today!”**
- ✓ **David Evans, Editor of “Air Safety Week,” a weekly publication widely respected for the objective reporting. “Air Safety Week” has no paid advertisements and reports are based on first hand information and meetings observed.**
- ✓ **Tom Shepardson, founder of National Disaster Medical System DMORT. Shepardson is an incredible person who has worked hard to help us!**
- ✓ **Updates on NADA/F Members participation in FAA ARAC Rule-Making Committees!**
- ✓ **Updates on NADA/F Family Support Team - FST**
- ✓ **This is just the beginning! More to be announced!**

**Meeting Schedule**

**Friday afternoon 1:00 PM for early arrivals! Behind the scenes Security Tour of Washington National Airport, conducted by our own board member Bob Monetti. Bob is also President of PanAm 103 and has turned his aviation security advocacy into service on the FAA Security Advisory Committee, and a security consultant to the FAA. Reservations required.**

We are requesting additional meetings in Washington DC for Friday afternoon, and will let you know as soon as they are scheduled. Or, use this time to discuss Aviation Safety with your Congressman or U.S. Senator. Try to schedule the meeting before you arrive. NADA/F Board Members will be at the hotel by Thursday evening and available to provide handouts of key points to discuss with your representatives.

**8:30 AM to 9:30 AM - Saturday and Sunday Continental Breakfast and socializing.**

**9:30 AM to 5:00 PM Annual Meeting, both days, with break for lunch 12:30 PM to 1:30 PM.**

**Saturday Evening 6:00 PM Social Hour - 7:00 PM Dinner.**

**Monday – Optional Family Support Team Crisis Response Training. 9:30 AM to 4:30 PM.**

Let us know if you would like to attend! Board meeting for newly-elected Board Members.

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

**Costs**

Registration is \$40 per person, including Continental Breakfast in the Meeting Room on Saturday and Sunday. (Available 8:30 AM to 10:00 AM).

Dinner on Saturday night is \$40 (at our cost) at the Rooftop Dining Room with a cash bar, balcony, and terrific view of Washington DC. Guest Speaker(s) to be announced.

Saturday and Sunday Lunch \$18 per meal, per person. 12:30 PM to 1:30 PM. Optional. Pentagon Room with a wide variety of choices served via Buffet. This is an opportunity for NADA/F socializing in our own dining room. Alternatives include the hotel coffee shop, or Starbucks in the hotel.

NEW! Friday night optional dinner for those who arrive early. \$18 per person, 7:00 PM, a casual full buffet in a private dining room.

Annual Meeting events are offered at cost, or less.

**NEW! FREE REGISTRATION to those who have a Letter to the Editor published regarding aviation safety, and please mention NADA/F or www.PlaneSafe.org**

Registration fee will be refunded if you bring your published letter!

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



***NATIONAL AIR DISASTER FOUNDATION***

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

✓ Yes. I will attend the 7th Annual Meeting, Saturday-Sunday, September 29-30, 2001!

*Registration fee is \$40 per person, includes Continental Breakfast Saturday and Sunday.*

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

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

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. \_\_\_\_\_ Yes \_\_\_\_\_ No

I will attend the Monday *Family Support Team (FST)* Training \_\_\_\_\_ Yes \_\_\_\_\_ No

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 5:00 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.***

### **NADA/F Board Members for 2002...**

The nine-member Board, and the Board Member Liaisons are elected by the general membership at the Annual Meeting. The following are members of the Nominating Committee for Board Member recommendations for 2002. If you would like to serve as a Board Member, or help in any way please contact the following:

**Lanita Hausman**, Lhaus1963@aol.com (816) 333-3766,  
**Jeff Josefson** jeffjosefson1@juno.com (401) 885-2039,  
**Tom O'Mara** TomOMara@progworks.net (651) 408-8310,  
or **Janice Watson** jamahawa@mindspring.com

**Saturday, June 30, 2001 – 2:30 PM**  
**Roselawn Memorial Gardens - Saginaw, MI**  
**Dedication of the Monument to remember**  
**Capital Airlines flight 67, April 6, 1958.**  
**Everyone is welcome!**

William Reid knew about the Easter evening crash of Capital 67, 42 years ago, since he was ten years old. It took all 47 souls on board, and was the worst transportation disaster in the Bay Area, Michigan history. While he was he a teenager he requested and received the original reports, and collected articles and information about the crash. When he saw an article in the paper that labeled the crash "pilot error," he knew better and set out to correct this misinformation.

Bill decided the truth needed to be told. He was well into writing the book when he heard from one of two sisters that was at the airport that evening waiting for their parents' arrival. In his kind-hearted way, after he talked with the two sisters, he realized that the disaster needed a memorial marker, and he dedicated funds from the book sales for that purpose. The book is now sold out; however, he has copies of an earlier version.  
*(Bill has proceeded with the memorial; however, additional tax deductible donations are still appreciated).*

Bill has worked hard to find family members impacted by Capital 67, and used the 200 Largest Newspapers listed on our website ([www.PlaneSafe.org](http://www.PlaneSafe.org) under NEWS). He had some passenger hometown information from 42 years ago, and wrote to newspapers in those areas, and they proved to be very helpful. Through his hard work during the past year, Bill has connected with family members of 10 of the victims and has done an unbelievable job of making the memorial a reality.

Bill continues to do research in two areas: Looking for those impacted by the crash, and, Researching other Capital Airlines Viscount crashes for another book. He would like to hear from you if you can help in these areas.

**Contact: William Reid, author of the book,**  
**"ECHOES of Flight 67," at (989) 893-2765.**  
**Email: [Highlight67@gateway.net](mailto:Highlight67@gateway.net)**  
***Special thanks to Bill Reid, a very special person!***

**Sunday, July 15, 2001, 2 PM at Smith Point Park,**  
**Fire Island NY – TWA 800 Memorial Dedication.**

**Tuesday, July 17, 2001, 5 PM at Smith Point Park,**  
**5<sup>th</sup> Memorial Service in memory of those lost on**  
**TWA 800.**

For more information contact: Jim Hurd at  
[CYN29HU@yahoo.com](mailto:CYN29HU@yahoo.com), or (410) 802-6059.

**August 12, 2001 – Special Memorial for**  
**Japan Airlines 123 at Osutaka Ridge, Japan**

JAL123 – August 12, 1985, the largest single plane air disaster. Events include an IREI Air Safety Symposium in Tokyo August 10<sup>th</sup>. NADA/F members will be attending.

**April 4, 2002 – New Hope, GA – 25<sup>th</sup> Memorial of**  
**Southern 242 - YES! That's 2002, next year!**

Fred Clemens, a survivor from SO 242 is working hard to locate family members, and asking for support in planning the memorial. Clemens has started work a year in advance in hopes of establishing and dedicating a memorial marker.

Clemens was an 18 year old U.S. Army Private who was still wearing the uniform from his military graduation earlier that day, when he boarded SO242. There were 63 fatalities on the flight, nine fatalities of people on the ground, and 22 passenger survivors. The aircraft engines lost all power in a horrific thunderstorm, and the aircraft attempted to land on a highway. Friends from SO242 and people from the community were very helpful in planning the 20<sup>th</sup> memorial, and Clemens wants the 25<sup>th</sup> memorial to be meaningful for everyone.

**For more information contact: Frederick L Clemens,**  
**Sterling VA Email: [Memorial242@aol.com](mailto:Memorial242@aol.com)**  
**(703) 450-3987**



**May 12, 2001, NADA/F Regional Luncheon in**  
**Boca Raton, FL – Some of the old and new friends**  
**that gathered for the 1<sup>st</sup> Florida Regional Luncheon.**  
**We had a great time!**

**If you would like to host an informal regional**  
**meeting in your area please let us know!**

## **WHAT HAS NADA/F DONE THIS YEAR?**

**A LOT! We are true to our founding Goals — the following will share with you some recent accomplishments!**

### **SAFETY...**

On Monday, March 19, 2001 the Federal Aviation Administration (FAA) kept their word to us that commercial airplanes flying in the U.S. would be equipped with smoke detectors and fire suppression equipment, or the planes would be "parked."

This three-year effort began on February 12, 1998, when an FAA Press Release announced that the FAA was ordering Fire Detection and Suppression Systems to be installed in Commercial Aircraft Cargo Compartments. The FAA required the airlines to file quarterly reports on the status of the retrofits. Historically, the airlines have been granted extensions and exemptions to work such as this. NADA/F filed the Freedom of Information requests to obtain copies of the quarterly reports, and pushed the FAA to put the quarterly reports on their website, which they did. For three years NADA/F followed the progress of smoke detector installation every step of the way, and we helped aviation journalists to also follow the story.

**Success! On March 20, 2001, 3,154 of the 3,483 planes in the U.S. were converted on schedule, and 264 were grounded until the maintenance was completed. Also, on March 20<sup>th</sup>, 65 aging jets that were not converted were grounded and face probable retirement. Yes, NADA/F made a difference, but we won't stop there. We will build on this success.**

**FAA UPDATE! Last year NADA/F was approved as one of the member organizations of the FAA Aviation Rule Making Advisory Committees (ARAC). This is a major accomplishment to have our eyes, ears, voice, and votes at this level.**

Decision-making at the FAA works through the ARAC committees, which are dominated by the industry. Often we are the only voice for the traveling public. NADA/F members on ARAC have grown from one in 1999 to ten in 2001. NADA/F has a seat on the Executive Committee, which reviews all recommendations, and members on the Issue Groups (whose meetings are open to the public), and Working Groups (whose meetings are closed to the public).

The Fuel Tank Inerting Working Group is in the news, and the FAA has ordered stricter guidelines (SFAR) to attempt to avoid another TWA 800, whose probable cause was the explosion of the center fuel tank. I am proud to share with you that NADA/F has three representatives serving on Fuel Tank Inerting. The results and recommendations of this intensive Working Group should be public this summer.

To learn more about FAA ARAC "Rule-Making":  
<http://www.faa.gov/avr/armhome.htm>

## **SECURITY...**

**Special thanks to the Families of PanAm 103, for their hard work in forcing the governments to bring the terrorists who planted the bomb on PA103 to an international trial and conviction at The Hague, in the Netherlands.**

The conviction represented 12 years of work from December 21, 1988 to 2001. The trial started a year ago, and the U.S. Department of Justice (DOJ) Office of Victims of Crime, spent \$2 million on five video court-rooms teleconferencing the trial in the U.S. and Scotland, plus provided help for the family members to also view part of the trial in person.

On January 31, 2001, the pre-announced day of the verdict, some family members made the emotional trip to the Hague to be there in person, others made the trip to New York or Washington DC to watch the 5:30 AM, (eastern time), verdict via closed-circuit camera, and others were up **very early** to watch the TV news at home. As soon as the verdict was in, the families in Washington DC wasted no time, and proceeded to Capital Hill to personally lobby the new administration to continue the sanctions against Libya until a final verdict can be rendered by a Civil Trial.

**The families will continue to work toward a civil trial of the terrorists, in order to investigate the link to Libya's government involvement in PA103. We must do everything possible to ensure that foreign governments pay the stiffest penalty possible for support of terrorists.**

There was controversy because the family members desperately wanted the trial in the U.S., and the trial location at The Hague in the Netherlands was a tough compromise to accept.

**Bob Monetti, NADA/F Board Member, and President of Victims of PA103, wrote the following after the guilty verdict of one of the two defendants.**

### ***What do we think of the verdict?***

*We - the parents of Rick Monetti, one of the many students murdered in the bombing of Pan Am flight 103 - believe that the verdict handed down by the Scottish Judges on Wednesday was a fair and correct decision.*

*The judges stated that Megrahi was proven to be a fairly high level operative in the JSO (Libyan intelligence service) and that he had a direct hand in the bombing. Much of the evidence and testimony about his criminal actions named other JSO agents working with him.*

*The verdict brings the murder of our loved ones directly back to the Libyan government and Gaddafi. In time, our civil suit against the Libyan government and Gaddafi, in U.S. court, will show the connection very clearly.*



While "justice" may never be complete, the Monetti family believes the world now knows that the bombing was the act of an agent of Libyan government acting on Gaddafi's orders. The world now knows that the bombing was a clear act of state sponsored terrorism.

When we pushed to have the trial in a Scottish court we knew that "life in prison" meant 20 years; and we knew that Scottish law favors the defendants. The verdict was the best we could have hoped for.

**Bob & Eileen Monetti** bobmonet@mindspring.com

PS One AP story is worth quoting (in part):

"Despite Gadhafi's tough words, the Scottish court's conviction of a former Libyan intelligence agent was widely viewed outside Libya as a blow to his efforts to brush up his image and return his country to the global community.

Libya long has denied its government's involvement in the bombing of Pan Am Flight 103. So the finding, by a court Libyan officials agreed to and have taken pains to say they respect, has not passed unnoticed. The U.S. and British governments say they still expect Libya to accept responsibility for the murders - something Libya's foreign minister has said Tripoli will not do.

Libyans had widely expected two acquittals. Before the trial began nine months ago many analysts had said it would be difficult to convict the men under the strict Scottish law, given the case was largely circumstantial."

For additional information see the Families of PA103 website: <http://www.VPAF103.org>

## **SURVIVABILITY...**

**The FAA listened to our public pressure, and has refused to certify the industry request to increase the separation between emergency exits from a maximum of 60' to 74'.**

The FAA standard is that aircraft evacuation should take no longer than 90 seconds. We believe that a policy of approving a paper proposal, or a video proposal with little stick figures filing off the plane, rather than an actual evacuation, is not acceptable. NADA/F will continue to push the FAA not to exceed the maximum 60' rule, and to use actual evacuation exercises to ensure that the 90-second rule can be met. In denying the request to extend from 60' to 74', the FAA stated,

**"...the FAA agrees that the model used (computer model) has not been validated for use in lieu of full-scale evacuation demonstration."**

Three NADA Board Members (including a UA232 survivor) spoke with a Boeing Design Engineer last year to state our opposition to increasing emergency exit separation in excess of 60'. He assured us that, "Boeing is dead set against increasing the separation." However, Airbus continued to push for an exemption to 74' for their new A340-600, which will carry up to 440 passengers.

**The FAA acknowledged the public objections and also stated that the 60' maximum rule for separation between emergency exits, is not an "interim" measure, but has become a standard that has dictated design.**

For almost 20 years, the industry has pushed to have newly designed aircraft with increased separation between emergency exits (to increase the number of seats in a plane). The debate for increased survivability versus cost benefit analysis will continue. NADA/F represents more air crash survivors than any other organization, and we will continue to be a voice for the traveling public in this area.

**NADA/F also has a representative on the FAA ARAC Occupant Safety Issue Group, formerly called Emergency Evacuation. We thank Matt Ziemkiewicz (TWA 800) for his help in representing our members.**

*Special thanks also to the Association of Flight Attendants for their hard work!*  
*Gail Dunham, President*

## **SUPPORT FOR VICTIMS' FAMILIES ICISF LEARNING OPPORTUNITIES**

NADA/F works with many organizations, including the International Critical Incident Stress Foundation. ICISF is the Grandfather of all crisis intervention and began back in the 60's involving the military and expanded to the first responders, like Police, Fire, and Paramedics. With our ever-changing society this now includes intervention in schools, businesses, transportation, families, and individuals. Everyone is welcome!

ICISF conducts training worldwide in a standardized format. Each class is a 2-day program, and you may participate for 2 or 4 days. The price is \$161.00 for members for a 2-day program, and only \$81 more for a 4-day program. Slightly higher for non-members.

Membership to ICISF is \$35 per year and provides you a network with other Management teams, quarterly ICISF newsletters, a wallet certificate ID, the discount on tuition, all educational and training materials, routine and emergency critical incident stress consultation without charge, and regular mailings announcing ICISF activities. I have tested this feature of free consultation and it works. This organization is there for you when you need it.

I have met wonderful people during the classes, and been able to broaden my base of people for resources and friendship. There is a common bond for all those that respond to crisis, and it is very supportive and nourishing to share with each other during this educational experience. While we learn more about a person's response to a crisis and the stages of grief, we have a greater understanding about our personal experiences and ourselves. I highly recommend this training, or other training our volunteers participate in. This helps our

**Family Support Team (FST)** to grow, and you will gain from the learning experience. (See Page 7).

*Barbara Skudlarick, Director, Family Support Team*  
NADA/F Email: [MazamaJoe@cs.com](mailto:MazamaJoe@cs.com) (360) 371-4108

## **SUPPORT FOR VICTIMS' FAMILIES...**

Family members have networked with others for many years, and we know that our friendships are very unique because of the bond we share. This year *NADA/F* announced our **Family Support Team (FST)**, to give direct support for survivors and family members immediately following an air crash. We are proud of our program and our volunteers, who have excellent professional skills, and life experiences to aid them in helping others. We are ready to pool our resources, and the strength we have shown, and put them to work.

If you are interested in being a volunteer please let us know!. The first step is to request our Introductory Packet. We are working with Emergency Response Providers contracted for help after air crashes, who have agreed to cover our travel and accommodation expenses, and we will report to them. We will offer support for victims' families wherever and whenever we are needed.

*Barb Skudlarick, Director, Family Support Team*

**For additional information about our Goals 2001 please visit our website under GOALS. Goals 2002 will be adopted at the NADA/F Business Meeting at the Annual Meeting, usually held on Sunday morning.**

**UPDATE! Emery Worldwide flight 17 Sacramento CA -February 16, 2000 – DC-8 (Airfreight) Will Have a Public Hearing!**

Fred Chesbro lost his brother-in-law on Emery 17, and stated, ***"Families want answers. We seek a full and complete disclosure of the probable cause and scientific investigation via a full Public Hearing."***

Petition and letters were initiated at the *NADA/F* Meeting, and this important request was approved! **It appears this will be the first cargo only Public Hearing.**

Air cargo is one of the fastest growing sectors of the airline industry. Only a late departure prevented the Emery jet, with three-crew members on board, from hitting the auction yard nearby while it was still open, with hundreds of people in it. Airfreight crashes historically do not receive a Public Hearing because the crash was not a mass casualty. However, *NADA/F* members know that each fatality is an enormous loss, and the potential for a mass disaster is still very real.

*NADA/F* supports a true Public Hearing to give families the answers to their "need to know" questions. *NADA/F* thanks the NTSB for recognizing and approving this important request for Emery 17.

Chesbro stated, ***"I am particularly grateful for the efforts and support of two specific groups: the membership of NADA/F, and the families of the crew of Fine Air 101. It was a real encouragement when, on October 29, 2000, at the 6<sup>th</sup> Annual Meeting in Washington DC, the membership of NADA/F unanimously endorsed our call for the NTSB to convene a Public Hearing on Emery 17."***

The investigation continues, however, the waiting is easier for the family members knowing that there will be a Public Hearing. Date to be Announced.

## **HONOR YOUR LOVED ONE BY SPONSORING A NEWSLETTER MAILING !**

Remember, or Honor, Your Loved One for a holiday, birthday or anniversary, by sponsoring an issue of our *NADA/F Newsletter* with a \$2,000 donation. In return we will recognize your loved one with their photo and brief biography in our newsletter.

Donations to the *NATIONAL AIR DISASTER FOUNDATION*, a 501 (c) (3) are tax deductible, and all are most welcome, including those important \$20 per year (or more) membership donations.

Keep in mind that *NADA/F* has grown substantially, and our primary goal is an office in Washington DC. A donation of \$100,000 would make that office a reality!

*Thank you to everyone who has helped us grow to become the largest grass-roots air safety organization in the U.S!*

*Your NADA/F Board Members*

**Video "A Different Journey: Survivors Speak to Those Who Wish to Listen"**

**Available for Purchase – New Video Release**

Preview is available on our website! The video is designed for use by the helping professions including aviation and airline professionals, counselors, medical professionals, clergy, agency volunteers, and anyone who truly wants to understand the issues in recovery of survivors in airline disasters.

Dr. Carolyn Coarsey's 15 years of research and interviews have lead to the development of this new video, in which survivors themselves speak to those who wish to help them. Special thanks also to *NADA/F* members for sharing their experiences.

**Two Versions are Available:**

**Presentation Version:** 41-minute length, designed to play straight through for brief presentations. Cost \$300 plus \$15 shipping and handling. OR

**Teacher's Version** (available only to airline companies) Teach the "Complexities of Air Disaster" as taught by Dr. Coarsey, with this version. Included are stopping points in the video for teaching, a teaching guide and a CD-ROM PowerPoint presentation and guide with accident pictures relevant to the presentation, and stories of the survivors featured in the video. The guide is divided into units with step-by-step lecture/discussion guidelines for trainers to use. Cost \$800 plus \$15 shipping and handling.

Early purchasers of the video include: Delta Airlines, America West, American Airlines, Southwest Airlines, Airbus Industries, and the *NATIONAL AIR DISASTER ALLIANCE/FOUNDATION*, among others.

**Profits from the video will go to support the work of the NATIONAL AIR DISASTER ALLIANCE/FOUNDATION.**

Higher Resources, Inc., 1691 Phoenix Blvd # 150, Atlanta, GA 30349 – (770) 997-4141

Email: [Carolyn@HigherResources.com](mailto:Carolyn@HigherResources.com)



## INTERNATIONAL CRITICAL INCIDENT STRESS FOUNDATION, Inc. - ICISF

ICISF is a non-profit, open membership foundation dedicated to the prevention and mitigation of disabling stress through education, training, and support services. They work with Crisis and Disaster Response Programs, organizations, and communities worldwide.

You may participate in the following regional ICISF Training for 2-days or 4-days. The training costs can vary from \$161 to \$284 depending on the classes that you would like to take, and whether you participate for 2-days or 4-days.

Classes that would be the most applicable to *Family Support Team (FST)* would be:

- ✓ Critical Incident Stress Management (CISM) Basic Group Crisis Intervention
- ✓ Critical Incident Stress Management (CISM) Crisis Intervention and Peer Support, and
- ✓ Critical Incident Stress Management (CISM) Advanced Group Crisis Intervention.

Conferences offer up to 12 classes, including *NEW* courses such as Domestic Terrorism.

**Questions?** Please call the phone numbers listed, or call ICISF in Baltimore at the number listed below.

Barb Skudlarick, *FST* Director, is also familiar with the ICISF training. [MazamaJoe@cs.com](mailto:MazamaJoe@cs.com) (360) 371-4108

Helen and Larry Siebert can also help with your questions. Email: [HlnSiebert@aol.com](mailto:HlnSiebert@aol.com) (573) 635-1488

**ICISF's Training Calendar for 2001 includes the following:**

- June 13-16, 2001**      **Seattle WA**    Contact: Ron Quinsey (206) 296-4693—[Ron.Quinsey@metrokc.gov](mailto:Ron.Quinsey@metrokc.gov)  
In association with King County EMS-CISM, (Critical Incident Stress Management) and  
Seattle Police and Fire CISM Teams – Conference at DoubleTree Hotel, Seattle Airport (206) 246-8600  
✓ (*Barb Skudlarick, FST Director will also be participating.*)
- June 28-July 1, 2001**      **Las Vegas NV** - Email: [conference2001@sncismn.com](mailto:conference2001@sncismn.com)  
In association with: Southern Nevada CISM Network  
Contact: Kenny O'Rourke (702) 809-4509, or Brenda Donoho (702) 229-0359  
Conference held at the Riviera Hotel (702) 794-9561 (only \$87 per night)
- July 12-15, 2001**      **Woodbridge NJ** - Contact: Roland Kandle (856) 692-8038 or (609) 381-3233  
✓ **Special NEW class: Domestic Terrorism & Weapons of Mass Destruction – July 14-15<sup>th</sup>**  
Conference at Sheraton Woodbridge Plaza Hotel, Iselin NJ (732) 634-3600 (\$89 to \$129 per night)
- August 16-19, 2001**      **Columbia, Maryland** – ICISF (410) 750-9600  
Conference at Sheraton Hotel, Columbia MD (410) 730-3900 (\$114 per night)
- August 23-26, 2001**      **Edmonton, Alberta, Canada** – CISM - Edmonton Society  
Contact: Sharon Robertson (780) 429-7860, or Mary Lee Toucher (780) 929-9163
- September 5-8, 2001**      **Phoenix AZ** – Maricopa County Sheriff's Office & Phoenix Metro CISM Teams  
Contact: Lt. Geoffrey (602) 256-1300 x 4468 - Leggett [G\\_Leggett@MCSO.maricopa.gov](mailto:G_Leggett@MCSO.maricopa.gov)  
Conference at the Radisson Resort & Spa, Scottsdale AZ (only \$64 per night)
- September 20-23, 2001**      **Birmingham AL** – Shelby County Sherriff's Office, Shelby 911  
Contact Martha Starr: [MmcStarr@aol.com](mailto:MmcStarr@aol.com)
- October 4-7, 2001**      **Denver CO**
- October 18-21, 2001**      **Olathe KS**  
✓ (*Helen and Larry Siebert, FST Team Leaders will be participating.*)
- November 1-4, 2001**      **Houston TX**
- November 15-18, 2001**      **Panama City FL**
- December 6-9, 2001**      **Great Falls MT**
- November 29-December 2, 2001**      **San Diego CA** (619) 594-6255

For more information visit the website: <http://www.icisf.org/> or <http://www.icisf.org/dates.htm>

Individual brochures can be downloaded from their website.

<http://www.icisf.org/conference/brochures/lasvegas2001.pdf>

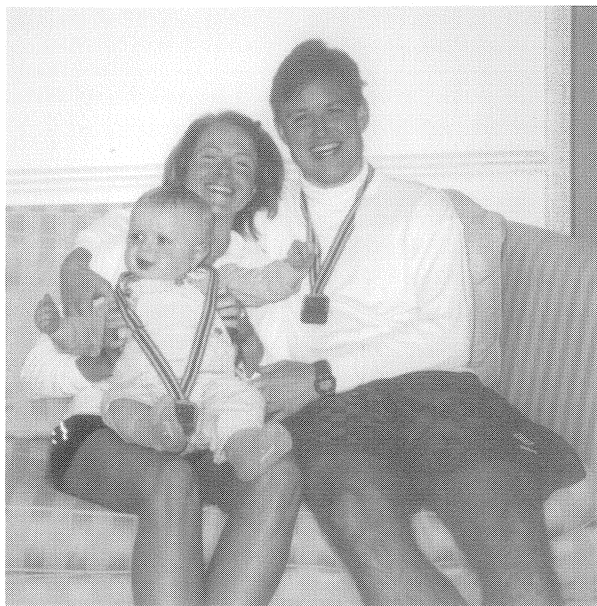
Email to [scohen@icisf.org](mailto:scohen@icisf.org)

International Critical Incident Stress Foundation, Inc.

10176 Baltimore National Pike, Unit 201, Ellicott City, MD 21042

(410) 750-9600-phone - (410) 750-9601-fax

**YES! They did it! Special thanks to this terrific family, and Congratulations on completing the London Marathon on April 22<sup>nd</sup> and raising \$11,000 for NADA/F!**



**Mike and Gretchen Bransford after the 26.2 mile run! Henry logged training miles in the baby jogger!**

**Special thanks to Mike and Gretchen Bransford, their family, friends, colleagues, and NADA/F members who supported their terrific efforts, and raised \$11,000 to help promote aviation safety and support for victims' families!**

A few months ago Mike and Gretchen decided they would run the London Marathon on April 22<sup>nd</sup>.

For quite awhile they have talked about doing something in memory of Mike's dad, Roger Bransford, who died on the Delta Comair flight 3272 near Detroit, MI on January 9, 1997. Mike decided to run in memory of his father, and Mike also decided to raise money for NADA/F. Mike said he felt like he was working with his dad during the training, and it felt great to contact old friends, family and colleagues to talk about his Dad in a positive and upbeat way.

Their generous actions are deeply appreciated by everyone who cares about plane safety. The Bransford's and NADA/F thank the donors for remembering Roger Bransford in such a special way.

(Email: [Bran30@aol.com](mailto:Bran30@aol.com))

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