

Highlights of the 2003 Annual Meeting

Coleen Rowley, Special Guest Speaker
F.B.I. agent from Minneapolis and "TIME" Magazine 2002
one of three women, "Persons of the Year", and

Ronald L. Motley, Esq., Keynote Speaker and Lead Attorney
for the lawsuit to hold accountable the financiers of the
9/11 terrorist attacks.



NADA/F members distributed posters to
Senators and Members of Congress—
"History of Hijackings -
823 hijackings from 1970-2201,"
plus a letter listing what government can do
to make us all safer, and reminding them that
that there was never a "traditional" hijacking
or security threat to be ignored.



2003 Air Safety Award to Jim Hurd

Recognizing Jim Hurd's years of work toward making fuel
tank inerting a reality, and preventing fuel tank explosions
such as the one that caused TWA 800.

Hurd rejected the excuse that it was too expensive to fix
the fatal flaw, and Jim's participation on the FAA Aviation
Rulemaking Advisory Committee (ARAC) Fuel Tank Inerting
Working Group was a conscience at the table that could not
be ignored. Hurd continues to focus on the goal to have
redesigned commercial aircraft in the fleets so that others
will not suffer the same loss.

We thank Jim for his dedication, work and commitment of
time and resources to attend meetings—whenever and
wherever needed—to promote safer aircraft. We applaud
Hurd's will to honor his son Jamie, and to make a difference
in aviation safety for the traveling public!



Jim Hall, (left) former NTSB Chair, and first recipient of the
NADA/F Air Safety Award, presented the Award to **Jim Hurd**.
Family and friends thank Jim for his technical work—as well as
peer support for family members—always strength for others!

Save the Date! Join us at the 10th Annual Meeting - Saturday - Sunday, October 16-17, 2004
DoubleTree Hotel, Pentagon City/Crystal City VA - Call (703) 416-4100 for special \$99 rate.



Drew Griffin, Tim Hafer and Frank Snapp

2003 Broadcast Journalism Award to Drew Griffin and Frank Snapp, CBS, Los Angeles CA.

“Unsafe Skies” - A two-part CBS 2 Special Assignment Investigation, also reported on CBS national evening news.

Paula Pearson and Belinda Coyner who lost loved ones on **USAirways Express 5481** (1/8/03 Charlotte NC) acknowledged Griffin and Snapp’s work at the Annual Meeting.

Tim Hafer, a former United airline mechanic, said the following when he and family members recently presented the award in person:

*“Aircraft maintenance outsourcing by the airlines has been growing exponentially since the events of 9/11. During this time thousands of skilled licensed mechanics have been laid off by the airlines and replaced by third party contractors, who are allowed under FAA regulations, to hire cheaper unskilled and unlicensed labor. On behalf of the NADA/F family members whose mission is to raise the standard of Safety, Security and Survivability for aviation passengers and to Support Victims’ Families, it is my honor to present **Drew Griffin and Frank Snapp** the **“Broadcast Journalism Award.”**”*

2003 Journalism Award to Alan Levin, “USA Today”

The Corboy & Demetrio Journalism Award for Contributions Toward Improved Aviation Safety, recognizes **Alan Levin’s** continued investigative reporting of aviation safety.

“Near-crash Uncovers Crack in Air Safety System”
May 27, 2003, “USA Today” American 587, Nov. 12, 2001, was the second worst single aviation disaster in U.S. history.

Investigators rushed to blame the crew, while Levin’s 5/27/03 article shows a much needed deeper investigation into past in-flight incidents that had not been thoroughly reported. Disclosing the need for in depth scientific air crash investigations is invaluable before issuing a probable cause, and much needed for future safety recommendations.



Barbara Cruise & Teresa Marler, who lost their sister **Flight Attendant Deborah Fontakis** on AA587, presented the award to **Alan Levin**.



Cindy Sterle (AA4184) and **Monica Gabrielle**, (lost her husband Rich on 9/11) both are new NADA/F Board Members

2003 ASA 529 TRIUMPH Award to recognize ordinary people who accomplish extraordinary feats, to **Sally Regenhard and Monica Gabrielle**, who after 9/11, founded “Skyscraper Safety Campaign,” helped organize 9/11 coalitions, and are working with a number of the 9/11 organizations.

Their work is driven by pride, grief, questions that must be answered, and hopefully a legacy for greater safety and security in the future. Sally, Monica, and others secured passage of the Construction Safety Team Act, a federal law which commits a single agency, the National Institute of Standards and Technology to a three year \$16 million investigation of the WTC (World Trade Center) on 9/11. Their work is on-going.

Monica said she craves plain talk and wants to uncover information about everything from the collapse of WTC to airline security failures. Monica speaks for so many of the 9/11 family members when she said, *“Three thousand people died, and someone needs to be held accountable.”* Like many others they are the “long-distance laborers, the marathoners, pushing for the truth and accountability.”

With thanks to all who have helped make a difference! Working together we are able to do so much more!



Above: Abraham Scott, Janice PUNCHES, Tony Sellitto Esq, and Rosemary Dillard



Cathie Ong Herrera and Debra Burlingame

**Thank you to the following *NADA/F* Sponsors
 for their help and continued support.**

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**The Nolan Law Group
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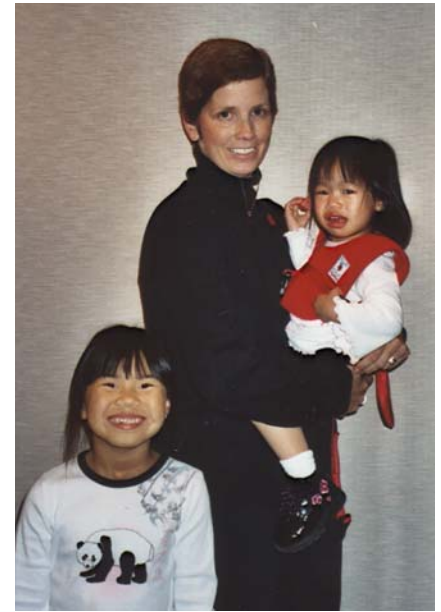
**Art & Carole Rietz and Susan & Paul Smith,
 In memory of their sons Howard Rietz & Jay Smith**

Mary Schiavo

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 ValuJet flight 592 Remembered**

Anonymous Donors

Below: Joan Pontante, Audrey Ulozas (Annual Meeting Co-chairs), Penny Thompson from England, Anna Jaskolska from Poland
 Note their nifty "NADA-wear"



Sue Mladenik, Grace & Hannah, with a "Baby B'Air" Flight Safety Vest for lap children who fly.



Patricia, Sheryl & Lavonne – our terrific Child Care Team!



MENTAL HEALTH MATTERS

AIR DISASTERS AND PTSD

M. Regina Asaro, M.S., R.N., C.T.

Although much of the impetus to study posttraumatic stress disorder (PTSD) came out of work with Vietnam veterans, it is now understood that you need not have been in a war to have it. This column will explore posttraumatic

stress reactions after an air disaster and how they can interfere with the grieving process.

According to the Diagnostic and Statistical Manual of Mental Disorders, 4th Edition (DSM-IV, American Psychiatric Association, 1994), people at risk for posttraumatic stress disorder are those who have experienced an "actual or threatened death or serious injury" to themselves, witnessed such an event or learned about an "unexpected violent death, serious harm or threat of death or injury experienced by a family member or close associate" (p.424). I have quoted out of the manual because it accurately describes the event experienced by a person who has survived a plane crash or who has lost a loved one as a result of a crash. There are three main types of posttraumatic stress responses.

Reexperiencing the Event - Here, an individual may have recurring, possibly intrusive, memories of the event or experience flashbacks, dreams and/or nightmares.

Persistent Avoidance - An individual will deliberately avoid anything associated with the trauma--mainly because any reminder is accompanied by high feelings of anxiety. At the same time, there is often a "numbing" of other emotional responses.

Increased Arousal - This has to do with a persistent sense of alertness, as though one is continually on guard. There may be difficulty falling or staying asleep, an exaggerated "startle" response and/or heightened feelings of anger or irritability.

These reactions may appear immediately after the trauma or develop later; however, in order for the diagnosis of PTSD to be made, all three reactions must be present for at least a month and must cause "clinically significant distress or impairment in social, occupational or other important areas of functioning" (DSM-IV, p.424). If criteria for PTSD are not met, an individual may meet criteria for other anxiety disorders, such as Acute Stress Disorder; in other words, whether or not a diagnosis of PTSD is warranted, there can still be a great deal of distress when one or more of these reactions are present.

It is also possible for these reactions to exacerbate each other. For example, if a person were having nightmares, it would be difficult to fall asleep; if a person is not getting adequate rest, then the other reactions feel even more intense. Untreated, they can easily interfere with an individual's ability to maintain functioning at home, work or school.

Recent research has greatly expanded what is known about PTSD. It has been shown that traumatic memories are processed and stored differently than "normal" memories. Very often odors (such as burning aviation fuel) or sounds (like explosions), which one might have experienced as a part of the original event, are bound to this traumatic memory; later, those smells or sounds may trigger posttraumatic stress responses.

Stress reactions usually cause a cascade of substances (including adrenaline) to be released; these, in turn, sometimes go into a feedback loop where physiological reactions take on a life of their own. When this happens, high levels of anxiety and/or panic may be experienced, unrelated to whatever might be happening in the present, and maybe without an identifiable cause. These reactions are usually difficult to control without professional assistance.

That is posttraumatic stress disorder in a nutshell although, as noted earlier, it can be present along grief reactions. However, these stress reactions might easily interfere with a person's ability to grieve because, to do effective grief work, one must closely examine what happened and deal with each facet of the loss. After a traumatic loss, however, the nature of the stress reactions may make it all but impossible for the person to concentrate on this griefwork. That is why, for many people, the trauma must be dealt with before they can begin to grieve.

Conclusions

It has been very difficult to try to summarize the important aspects of PTSD in such a short column, given how much has already been written about it. However, the way that traumatic memories are stored in the brain and the resultant impact on the rest of the body often cause people to feel overwhelmed and confused--because other losses have not made them feel this way.

Especially after a trauma, people try to understand how such a thing could have happened. Sometimes it is easier to put the blame somewhere, anywhere, in an effort to make sense of what has occurred. When this happens, people may make negative self-judgments (e.g., self-blame, self-criticism) because of the circumstances and the reactions they are having. If so, cognitive therapy is often helpful in teasing issues and concerns apart and may help you to understand more completely what happened and why you reacted the way you did when the disaster first occurred and since.

Although researchers are not completely sure how they work, therapies such as EMDR (Eye Movement Desensitization and Reprocessing) and Thought Field Therapy have provided relief to many people experiencing posttraumatic stress reactions. These are painless and non-intrusive therapies that can be done in a therapist's office. Additionally, there are medications which can make you feel comfortable enough emotionally and physically so that you can go about your daily routine and begin to work through the trauma and grief; these need not necessarily be taken forever. If you find that you are having any (or all) of the reactions described above, it is important that you understand that these stress responses are normal reactions to an "abnormal situation" and I urge you to seek out a trained trauma counselor.

In this column, we have looked at posttraumatic stress reactions and how they can interfere with the grieving process. The next column will go into the grieving process in greater detail.

American Psychiatric Association (1994). Diagnostic and Statistical Manual of Mental Disorders, 4th Edition. Washington, DC: American Psychiatric Association.

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The Long Nights Of Mourning

A Journey with Grief after Sudden Loss

Author: Janis Ost Ford

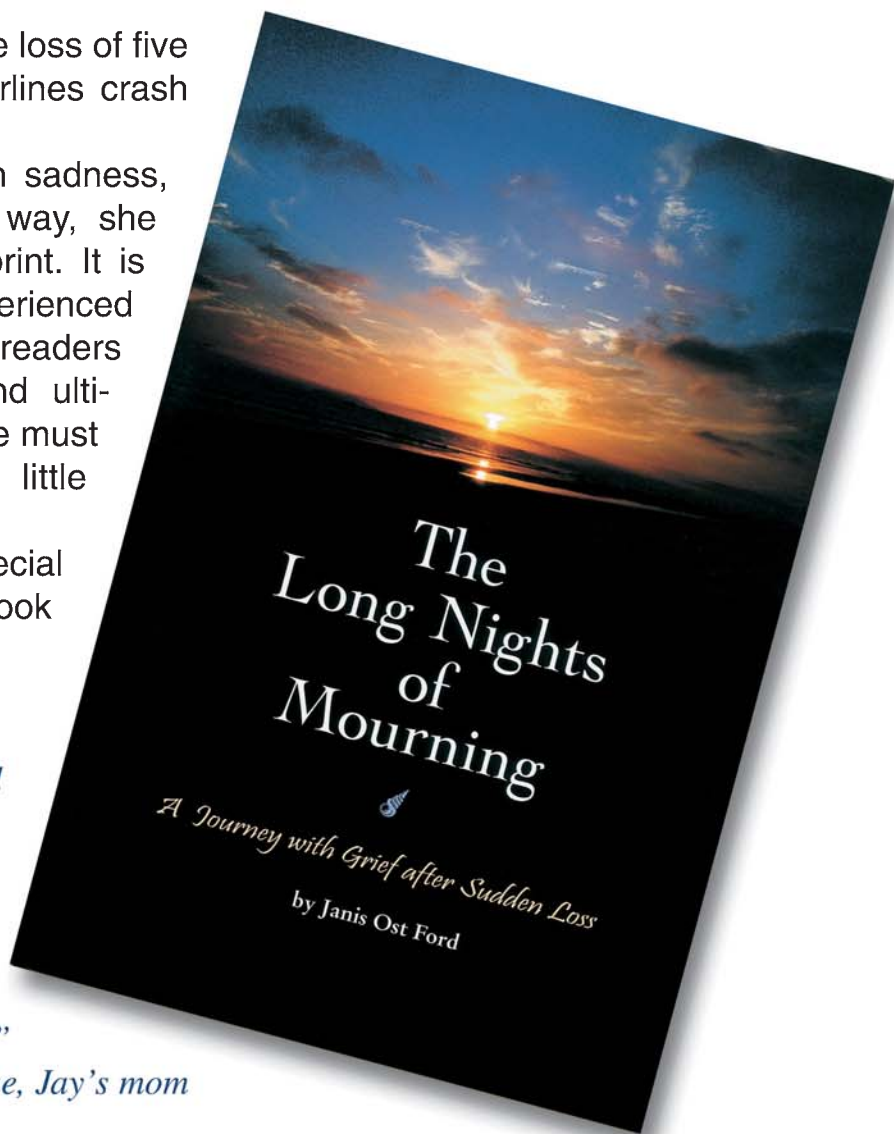
Janis Ost Ford experienced the loss of five family members in the Alaska Airlines crash (Flight # 261) in January 2000.

With the hope of dealing with sadness, anger, and shock in a healthy way, she wrote a book which is now in print. It is written for anyone who has experienced sudden loss. Janis takes her readers through the stages of grief, and ultimately decides for herself that she must somehow find acceptance and little joys in her life in order to survive.

There is a beautiful CD of special music on the back of each book which encompasses healing.

“The loss of our family and friends on Alaska Airlines flight 261 touched so many lives, including our friend Janis Ost Ford. Rather than drown in grief, Janis poured energy into this beautiful story; and her work reflects her desire to help others survive and keep moving toward life.”

JoVanna Luque, Jay’s mom



You can order a book through her directly at:

Bromador@aol.com

or write to:

Janis Ost Ford

P.O. Box 5332

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25% of all proceeds go directly to the *NATIONAL AIR DISASTER ALLIANCE/FOUNDATION (NADA/F)* www.PlaneSafe.org. *NADA/F* is a 501(c)(3) tax-deductible organization representing family members from over 100 aviation disasters – dedicated to higher standards of Safety, Security, Survivability and Support for victims’ families.



Annual Report – 2003

Air crash family member groups met for the first time October, 1992 in Washington DC. From this group *NADA/F* incorporated in 1995, representing ten aviation disasters, and about 300 members. *NADA/F* now represents family members and survivors from over 100 aviation disasters, including thousands of members in the U.S. and worldwide. In 2003 we also supported our friends from USAirways Express 5481 in Charlotte NC, and flights in the U.S. and abroad. *NADA/F* continues to work with and help organizations committed to our founding goals of: **Safety, Security, Survivability and Support for Victims' Families.**

We average over one fatal air crash a day in the U.S., including general aviation, plus foreign and military crashes. We know that each and every aviation disaster is a great loss, and a preventable disaster. *NADA/F* continues to grow as we hear from new members--those who lost loved ones long ago, those from more recent disasters, survivors and family members--all with a "need to know."

NADA/F Founding Members wrote, promoted, testified and passed the **Family Assistance Act of 1996** to help survivors and victims' families following commercial aviation disasters. Since that time all levels of government, the aviation industry, and organizations have complied with the Family Assistance Act, except for 9/11. Ground fatalities have also been accorded the same statutory requirements. Many small plane crashes, although not required, have also complied with this federal law.

The Family Assistance Act defines "aircraft accident" as "any aviation disaster regardless of its cause or suspected cause," and requires that family members "are briefed about the accident, its causes, and any other findings of the investigation, and individually informed of and allowed to attend any public hearings and meetings (of the NTSB Board) about the accident." It also requires that family members must be "consulted about the disposition of all (human) remains and personal effects..." We continue to support family members from 9/11 who are pressing the government for answers, justice, a proper resting place for remains, return of personal effects, and more. We will continue to work with everyone for compliance with the provisions of the Family Assistance Act.

All donations to the *NATIONAL AIR DISASTER FOUNDATION* are tax-deductible. Our individual donors increase each year; however fundraising during 2003 has been more difficult as so many suffer from the economic downturn. Communication costs (telephone, mailing, copy costs, and website) continue to be over 80% of our operating budget, and these expenses are increasing as our membership increases. Some donations are specific to the Trust Foundation Endowment, and only the interest from those donations can be used to cover specific operating expenses. The Trust Foundation donations endow our work for the future and specific purposes, but they do not address our need for financial assistance for general operating costs at this critical time.

The following are a few of *NADA/F*'s **activities and accomplishments:**

- **Family Support Team (FSTeam)** was established three years ago, and has become a diverse and talented group of trained volunteers, well respected by professional social service agencies. *FSTeam* served at the Pentagon Family Command Center, fall 2001, for the first memorial in 2002, and continues to work with the Pentagon families, and many others from 9/11. *FSTeam* also served in 2002 for the family members from the Shanksville PA crash of 9/11 who were able to hear their cockpit voice recorder (CVR). Our *FSTeam* members also had that rare experience of hearing their CVR. We work directly with the airlines to help with their crisis response team training, and provide peer support to members worldwide. We do not know what the future holds, or where and when we will be needed next. If you would like to volunteer for *Family Support Team* please let us know.

Fall, 2003 *FSTeam* began working with the Lummi Indians from Washington State, and the Pentagon family members, for the Pentagon Healing Pole Journey cross-country, for dedication in Washington DC on Sept. 19, 2004.

- ***NADA/F*'s 9th Annual Meeting October 2003** was another opportunity to learn more from terrific people, experts in their respective fields who support our work—government, the media, and from the private sector. We learned more about the lawsuit to bankrupt those who financed the 9/11 attacks, the problems with contracted aircraft maintenance, fuel tank inerting to prevent explosions such as TWA800, and more. Coleen Rowley's presentation about the need for integrity in government and industry was most timely. Coleen Rowley was the FBI agent from Minneapolis whose memo to FBI Director Mueller made national news, and Rowley was one of the three women for "TIME" magazine "Persons of the Year" for 2002. Our members also enjoyed time for personal visits with Coleen.

- A highlight of the Annual Meeting is the time we spend with each other. Our friendships and peer support also helps us to learn more about how to cope with the personal toll a disaster takes on us all, disaster response, and more. Some highlights from the Annual Meeting are being shown on C-SPAN, "Terrorism and Aviation Security."

The 10th Annual Meeting will be October 16-17, 2004 close to Washington D.C National/Reagan Airport, at the DoubleTree Hotel. Everyone is welcome.

- **The History of Hijackings from 1970-2001 shows 823 hijackings, showing that there was never a "traditional" hijacking. To better inform that aviation terrorism is a foreseeable event, NADA/F had large posters made of the History of Hijackings, and distributed them to Members of Congress, Senators, the 9/11 Commission, members of the media, and more.**
- September, 2002 NADA/F alerted all U.S. Senators that they should NOT grant corporate immunity to airport security companies responsible for airport security on September 11, 2001. The U.S. House had passed a Homeland Security Bill, and during the last five minutes slipped in the provision to grant immunity to those responsible for 9/11. We alerted the Senators so that none could say "they had no idea." After much controversy the Senate narrowly voted to grant immunity to the airport security companies. NADA/F publicized the vote and hopefully our members will Hold Accountable those Senators who granted corporate immunity.
- July 2003, NADA/F introduced **The SAFE Act, Safe Aviation and Flight Enhancement Act**, with bi-partisan support from Congressmen John Duncan, Jr. (R-TN) and David Price (D-NC) and additional co-sponsors. The legislation will implement the NTSB 1999 recommendations for upgraded recovery of critical recorder data immediately following a crash, by equipping aircraft with combined recorders in the front of the aircraft, and a second deployable combination system in the rear. The "Black Box" has always been the most important tool for air crash investigation, and we must have an accurate probable cause as soon as possible.
- *NADA/F's participation with the FAA ARAC's (Aviation Rulemaking Advisory Committees) has grown since 1999, and we are the only voice and vote for the traveling public at this level of decision-making at the FAA. We have used this opportunity to work with government and industry to promote the highest standards of aviation safety and security. NADA/F serves on the ARAC Executive Committee, Issue Groups and Working Groups.*

NADA/F is also a new member organization of the TSA (Transportation Security Agency) ASAC (Aviation Security Advisory Committee).

- December, 2002, the FAA announced they would mandate center wing fuel tank inerting to prevent disastrous explosions similar to TWA800. Three NADA/F members worked for three years on the FAA ARAC Fuel Tank Inerting Working Group. The industry dominated group said inerting was "too expensive." NADA/F filed a major Dissent (available on our website), and we are thankful that the FAA supported our technical Dissent to mandate inerting for the future. The 2003 Air Safety Award was presented to Jim Hurd, a family member, to recognize his success in getting the FAA and Boeing to agree on fuel tank inerting to prevent center wing tank explosions such as TWA 800. Jim continues his work and has honored his son by getting airplanes redesigned for higher safety standards.
- NADA/F continues to be concerned that safety and security of air cargo is being seriously ignored. NADA/F supports the 2004 NTSB (National Transportation Safety Board) Air Cargo Symposium to publicly discuss what has been done and what needs to be done. The first ever Public Hearing of an air cargo crash was held May 2002, in response to an action that began at our 2000 Annual Meeting.
- NADA/F continues to work to require child restraint seats in flight for all children under the age of two. The FAA completed a Technical Order (2000) to mandate child restraint seats, however, the administration has not moved this technical recommendation forward. We met with Secretary of Transportation Mineta in 2002 to discuss this important issue and others. The response was disappointing; however, we will not go away! The American Association of Pediatrics has also joined our call for this important safety initiative for our precious children.

We continue to face challenges in 2004. Government and industry leaders must recognize that all these efforts are to honor our loved ones, and to prevent these disasters in the future. We will continue to educate and advocate on YOUR behalf with the government, industry, public and private agencies, the media, and others. NADA/F will encourage the industry and our government to act now to recognize the value of putting **the safety and security of people first**, and NADA/F will be there to provide day-to-day support for victims' families for as long as it takes them to move ahead.

*On behalf of all our members worldwide,
Gail A. Dunham, President*



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While *NADF* has a policy not to endorse products or services, we would like our members to know that Kerry Felski at Morgan Stanley has been an active *NADA/F* member since the first air crash family member group meeting in 1992, after losing his mother-in-law and father-in-law, on United 232, July 19, 1989 at Sioux City Iowa.

Please consider a donation to the *NATIONAL AIR DISASTER FOUNDATION*, incorporated in 1995 as a charitable 501(c)(3) organization. You may want to consider a Charitable Remainder Trust, or Charitable Lead Trust that could possibly benefit you now, and ensure *NADA/F's* work in the future to prevent these devastating disasters.

Your donation will promote safety, security, survivability, and support for victims' families, for now, and for future generations.

On behalf of our members worldwide,
Gail Dunham, President

IF THIS IS YOUR FIRST MAILING FROM US AND YOU WOULD LIKE TO BE ON OUR MAILING LIST PLEASE LET US HEAR FROM YOU! Call toll free 888-444-NADA

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