

2020 Pennsylvania Ave., NW #315 – Washington DC 20006-1846
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Dear advocate for safety and security,

On 9/11 we had the worst aviation disasters in history, yet three years later we are frustrated that flying may not be safer, and government has less oversight and accountability.

Those from crashes decades ago point out that "cost-benefit analysis" is still King at FAA, and that passengers and crew are still treated like serfs expected to pay more for less - and like it.

Our 10th Annual Meeting will be October 16-17th and is a time to meet family members and experts who are working to make a difference for the future. If you are as concerned about the state of safety and security as we are, let's work together to keep the government and industry's feet to the fire and make sure the FAA is a watchdog, not a lapdog for aviation.

Some issues that need to be addressed are:

- The industry is "outsourcing" safety and aircraft maintenance to the cheapest bidders, often overseas.
- FAA doesn't have enough people to monitor repair stations or oversee audits.
- Lobbyists want to privatize air traffic control and airport security so lowest cost bidders could rule America's control towers, and our airport security.
- Runway Incursions remains the #1 threat to air safety.
- We still don't know all the facts surrounding 9/11, and we must know more about the worst aviation disaster in history to be safer in the future. The lack of "transparency" is not acceptable.

The folks blocking progress in aviation are aviation lobbyists. Their power was clear after 9/11 when Congress limited the liability of airlines, security companies and airport authorities and created a compensation system that punished victims who had insurance and pensions. Aviation lobbyists are second only to tobacco in generous campaign contributions.

Clearly, there is a greater need than ever to change the mindset that keeps aviation from fixing those systems that can be fixed. Here's how you can help us make air travel safer:

- First, **ATTEND** our 10th Annual Meeting, October 16-17, 2004. (Only \$10 for the 10th Meeting).
- Second, **CALL** and **WRITE** your Congressman and Senators about the need to keep us safer and more secure.
- Third, **SEND** \$20 to become a Member of *NADA/F* and \$20 more to keep the fight up since the first \$20 just covers costs. Consider a gift of \$100, \$1,000, or more.
- A tax-deductible gift of \$10,000 to become a *NADA/F* Sponsor will ensure our work for the future.
- Fourth, dig deeper. Send more.

Remember, lobbyists for aviation have deep pockets. They see lawmakers day in and day out. They relentlessly present their case for "security on the cheap" and ask Congress to "Trust Us" - by outsourcing to companies with financial incentives to get the job done as fast as possible at repair stations with too little FAA oversight.

We use 100% of our funds to fight for safety, security and support for victims' families. Officers and Board Members are volunteers. We come to *NADA/F* as the result of surviving or losing a loved one or friend. We are also professionals in aviation who want to clean up the industry so you and those you love have the safest and most secure aviation system money and technology can provide.

Our goal is to stop growing. There have been enough preventable plane crashes in the U.S. and overseas. There have been enough hijackings - 823 or more between 1970 and 2001 - a fact FAA has not used when lobbying for the industry's wish list before Congress. We are not going away until ALL our questions have been answered about 9/11, until FAA puts security in front of convenience, and the aviation system is as safe as technology can make it, worldwide. With your generous support, your energy and your participation, we can do it! Thank you!

Sincerely,

Tom O'Mara, *NADA/F* Vice President

Welcome to the Annual Meeting - October 16-17, 2004

10th Annual Meeting – only \$10 for registration, breakfast and Saturday lunch!

We are offering a special \$10 price for our 10th Annual Meeting, and we hope that you join us! Events include socializing from early morning to late at night—an opportunity for fellowship with friends, and to learn more about what has been done, and can be done by working together! We continue to be impressed with what family members have accomplished—yet there is more work to do!!

A Preview of some of the Speakers. . .

TSA (Transportation Security Administration) Experts

We will welcome TSA experts to learn more about progress of airport security. Some airports may convert back to private contractors—possibly the companies that caused 9/11—and we need to learn more. The three airport security companies that were responsible for 9/11 were wrongly granted corporate immunity by the majority of the U.S. Senators—should we trust lowest cost private screeners again?

Jim Barry - CBS Philadelphia

This excellent CBS team documented a year of investigative reporting on TSA and Airport Security in Philadelphia. The hard work of the CBS news team brought changes and improvements to Philadelphia Airport, including that some people were fired!

Jewell Praying Wolf James—Master Carver of the Healing Poles

Paul Knerr – VP Engineering, Canyon Engineering
Knerr chaired the first “Expert Panel,” an independent team used by the NTSB to help determine the cause of the 737 disasters. Learn more about the importance of Independent oversight of air crash investigations.

Gunnar Kuepper – Chief of Operations, Emergency & Disaster Mgt Inc. Los Angeles CA. Gunnar’s work takes him worldwide and we look forward to updates on emergency management.

Katherine Fernandez Rundle - Miami-Dade County State Attorney State of Florida vs. SabreTech, Inc. Rundle authorized the State of FL criminal prosecution of SabreTech, related to the fatal crash of ValuJet. There was successful state and federal prosecution following the ValuJet disaster—and the only known criminal prosecution related to an aviation disaster in the U.S. Learn more about the history of the case, and how the state and federal governments decided to seek criminal prosecution for those responsible for the deaths of 110 on board ValuJet 592, and how they received favorable verdicts. Criminal prosecution following aviation disasters is more common in Europe.

Edward “Ted” K Rynearson, MD

30 years of clinical practice and research with family members—and Director of Violent Death Bereavement Society. Rynearson has helped people worldwide deal with life-changing events. We welcome him from Seattle WA to share his experiences with our members. Well known author, most recent publication “Retelling Violent Death.”

Additional Speakers will be announced!

Where... DoubleTree Hotel, Pentagon City, close to Washington National/Reagan Airport

Call (703) 416-4100 as soon as possible for the \$99 rate, available until Oct. 1st, or until the rooms are reserved, whichever comes first.

Child Care will be provided at no cost. We look forward to welcoming back our team of child care experts.

When... Friday, for early arrivals -

Optional dinner for early arrivals, 6:00-8:00pm. \$20 per person

Sat. 8:30-9:30 am Breakfast and conversation

9:30 am Sat. morning through 1:30 pm Sun. Annual Meeting

Saturday morning, Introductions and a time to learn more about each other. Some say this is their favorite part of the meeting.

Saturday afternoon, Forums and Speakers focusing on Terrorism, and Aviation Safety and Security.

Saturday evening socializing starts at 5:30pm and Dinner 7:00pm at the Rooftop Dining Room. Awards, recognition and Guest Speakers. \$40 per person for dinner.

Sunday morning 8:30-9:30am - Continental Breakfast included with registration.

Sunday 9:30am – 1:30pm: Guest Speakers and discussion, including Ted Rynearson. BRIEF NADA/F Business meeting: Election of Board Members, financial report, adopting Goals 2004. Please let us know as soon as possible about Goals that you would recommend.

Sunday afternoon and evening. Some of us will stay through until Monday morning—for casual dinner and social time. Last year our Singing Irish Trio (Tom O’Mara, Kerry Felski, and Jack Murphy) closed the meeting with a memorable “Oh Danny Boy!” No telling what the Sunday surprises will be this year!

Who... Everyone is welcome—survivors, family members, aviation professionals, government officials, members of the media, those impacted by aviation disasters recently and long ago, and all who support higher standards of safety and security.

NADA/F Board Members for 2005...

The nine-member Board of Directors, President, and Board Members are elected by the general membership at the Annual Meeting. The Board can also appoint Board Members during the year. The following are members of the Nominating Committee for Board Member recommendations for 2005. If you would like to serve on the Board, or help in any way, please contact the following:
Tom O’Mara tomomara2002@citlink.net (651) 408-8310
Jeff Josefson jeffjosefson1@juno.com (401) 885-2039

Membership Donations and Sponsors...

- ✓ Please consider a donation of \$20 per person, per year for membership, or as much as you can afford, tax deductible, to the *NATIONAL AIR DISASTER FOUNDATION*.
- ✓ We are true to our founding goals, and your donation can make a difference as we work together to prevent these devastating disasters, and provide the long-term support needed for family members.
- ✓ We also welcome Newsletter Sponsors for a \$2,000 donation.
- ✓ **NADF Sponsors** are recognized each year for donations of \$10,000 or more. These donations are held in Trust, and the interest income is used to promote our programs, or for a specific purpose. Sponsors may be anonymous or recognized every year. The Trust assures our work for the future.

FAA ARAC – Federal Aviation Administration – Aviation Rule Making Advisory Committees

What is ARAC?

The Secretary of Transportation chartered FAA ARAC’s (Aviation Rulemaking Advisory Committees) in 1991. The purpose of ARAC’s are to assist the FAA by providing forums for interested parties to participate in open negotiations in major regulatory issues, and provide input to the FAA’s regulatory agenda. ARAC’s goal is to involve interested members of the aviation community, and the general public, in responsible dialogue with the FAA. ARAC is part of the decision-making authorities of the FAA.

History of ARAC. . .

In May 1991, ARAC had 56 member organizations, an Executive Committee, 9 Issue Groups, and 14 Working Groups. Ten years later, in 2001, ARAC had 75 member organizations, Executive Committee, 11 Issue Groups and up to 75 Working Groups.

In 2004 ARAC shows on paper an Executive Committee, 11 Issue Groups, and a few Working Groups. However, during 2003 of 14 Scheduled ARAC meetings, 6 of them, 42%, were cancelled. The changes toward a less open process reflect the administration changes from 2000 to 2003.

FAA ARAC – NADA/F's Role . . .

Most of the ARAC organizations represent the industry, however, NADA/F represents the survivors, family members, and the traveling public, and we have an important place at the table in this decision-making process. We appreciate the participation of our dedicated volunteers.

In 1999 NADA/F successfully appointed one person to a Working Group. Mid-2000 NADA/F was approved by the FAA as a Member Organizations of ARAC, and approved for a position on the Executive Committee.

NADA/F participation has been very positive—for example, FAA agreed with our Dissent on the Fuel Tank Inerting Working Group and recommended that Inerting be implemented. NADA/F will continue our role, and hopefully in the future the FAA will take a greater and more active role in mandating aviation safety reforms, rather than simply recommending.

Would you like to know more?

www.FAA.gov/avr/arm/ is the place to go to check FAA Regulation and Rulemaking, for active Issue or Working Groups, Calendar, General Rule Information, Airworthiness Directives, Documents Open for Comment, and more. The public is welcome to participate in rulemaking by sending comments and petitions, and may attend Executive and Issue Group public meetings. Most Working Group Meetings are closed to the public.

NADA/F will continue to be involved in a positive and credible manner, as we provide aviation expertise as well as a conscience at the table supporting the highest standards of safety and security.
Gail A. Dunham

What We're Doing: A report from Christine Negroni, NADA/F's representative on the FAA Aging Transport Rulemaking Advisory Committee

When considering new regulations for air safety, the FAA makes an essential calculation: How much will each improvement cost? How great will be the benefit? This cost benefit analysis is part of the decision-making.

It's easy to understand the expenses that go along with installing new equipment. But the price of more frequent aircraft inspections, for example, would include not just the salary of the maintenance worker doing the inspection but also the loss of revenue while the plane is out of service. When supplemental training of mechanics and inspectors takes them off the hangar floor there's the cost of workers lost to training, and the price of finding replacement help, which could include reworking maintenance schedules and paying overtime.

Some costly improvements are deemed worthwhile. Others are not. And sometimes, it takes an airplane crash to create sufficient pressure for the FAA to order the aviation industry to spend money for safety.

After the two highly-publicized airline crashes; TWA Flight 800 in 1996 and Swissair 111 two years later, the NATIONAL AIR DISASTER ALLIANCE convinced the FAA that in considering new rules for air safety, passengers should be represented on the various FAA committees that make those recommendations. After all, airline operators, airplane and airplane parts manufacturers, pilots, mechanics, even NASA and the Department of Defense have a say, why not those most affected, the people who lost loved ones in air disasters?

The Aging Transport Systems Rulemaking Advisory Committee, (ATSRAC) was formed in 1998. NADA/F's representative for the first 3 years was Gary Slater, a professor of Aerospace Engineering at the University of Cincinnati. When he was no longer able to dedicate the time to the ATSRAC in 2001, I took over for him.

Among other things, the ATSRAC committee analyzes the effect of age on aircraft wiring systems. Its most significant activity in my opinion was the inspection of a number of in service and out of service airliners, which took place over the course of more than a year. This study was designed to get a get a handle on how aircraft wiring aged and whether aging was creating safety hazards. The conclusion was startling. As I wrote in my book, *Deadly Departure*, aging, degrading aircraft wiring was a sleeping giant.

On the six airplanes examined most thoroughly, members of a working group reporting to the ATSRAC found breaks in the wire insulation at an average rate of 860 per plane. Another aspect of the aging aircraft review was the examination of electrical problems reported during flight through service difficulty reports. What was found was uncontestable: There was a significant increase in wiring problems on older aircraft.

Even so, age wasn't the only factor threatening the integrity of aircraft wiring. Airline maintenance practices like using a drill over exposed wire bundles and then failing to clean the metal shavings were damaging wires. Installation designs could also damage the condition of wires if they were routed too closely together or bent at too severe a turn. These designs and practices needed review, as did the frequency of intense wire inspections and the practice of resetting tripped circuit breakers.

As we discuss these issues, I have reminded my fellow ATSRAC members that the cost of air safety is more than the money paid by the industry. NADA/F had a seat at the table to remind them that its members had paid a price too, the loss of husbands, wives, mothers, fathers, lovers, children and friends.

One or two reminders go a long way. The FAA proposed regulations that address age-related air safety problems on 7/30/04.** Some of the proposals come as the result of work done by the ATSRAC. Some rules come from other FAA advisory committees on which NADA/F representatives hold a seat.

The ignition of the center fuel tank that caused the crash of TWA flight 800, and more than two dozen other fuel air explosions over the past 40 years prompted the FAA to require a new assessment of fuel tank systems for future aircraft designs. Operational procedures and fuel tank maintenance will also be reviewed for ways to reduce this safety hazard.

The crash of Swissair 111 revealed wiring problems in keeping with what the ATSRAC's survey would later show. As a consequence, a package of new regulations will require airplane operators to improve wire maintenance and inspection programs.

New corrosion prevention and maintenance in aircraft structures is also part of the FAA's proposed new rules.

The work of the ATSRAC continues. International aviation regulatory bodies have voting representation on the committee, which is intended to increase the likelihood that aviation authorities in other parts of the world will adopt similar measures.

In upcoming ATSRAC meetings, members will discuss how its recommendations for enhancing the design, installation, care and maintenance of aircraft wire systems can be applied to small airplanes.

Christine Negroni

** Federal Register Vol. 69 No. 146 Docket No. FAA-2004-17681; Amendment No. 91-283, 121-305, 125-46, 129-39 Fuel Tank Safety Compliance Extension (Final Rule) and Aging Airplane Program Update (Request for Comments).

ATSRAC meets quarterly, and we appreciate Gary Slater's expertise and dedication to serve on ATSRAC from 1999-2001. We also thank Christine Negroni for her time and dedication toward higher standards of aviation safety and security. Negroni works full time as an Investigator with Kreindler & Kreindler.



The Honoring Pole at Shanksville PA

The Lummi Healing Poles - The three Healing Poles will serve and be remembered as having played an important part in the healing process of both the family members as well as the nation as a whole. September 11th touched us all.

The Healing Pole - Dedicated Sept. 7, 2002 at Arrow Park in Sterling Forest, NY to remember the victims of the World Trade Center. The journey carried the message that "sacred ground is common ground."

The Honoring Pole - Dedicated Sept. 2003 at Shanksville PA to remember the victims of United flight 93. The theme is "we have not forgotten."

The Liberty & Freedom Poles – Will begin their journey to the Pentagon on Sept. 1, 2004, with traditional blessings and veterans ceremonies on the journey. Dedication will be at the Pentagon on Sunday Sept. 19, 2004 at 2:00pm. The theme of "Unity in Spirit" will celebrate and commemorate the ideals of liberty and freedom that unite in spirit America's Native peoples with the American Nation.

The **Liberty & Freedom Healing Poles** will remain on display at the Pentagon until September 23rd, at which time it will be transferred to the Historic Congressional Cemetery in conjunction with the dedication of the new National Museum of the American Indian on the National Mall. The Historic Cemetery will provide a temporary home for the pole until its permanent home in the Memorial Grove on reclaimed Kingman Island is prepared for the permanent Pentagon Memorial site, estimated completion date fall, 2005.

Completing the Circle - September, 2004

Over the past two years, in 2002 and 2003, the Lummi Nation, working with other tribes and intertribal organizations, delivered totem poles to help the American Nation heal from the events of September 11, 2001. The **2002 Healing Pole** and the **2003 Honoring Pole** commemorated the tragic events of that day in New York City and in Shanksville, PA.

October of 2003, the Lummi Indian Nation began planning for the third, and final, totem pole to be delivered to the third crash site of September 11, 2001, the Pentagon. The ability to undertake this journey was due in large part to the help from two people: Barbara Skudlarick of the *NATIONAL AIR DISASTER ALLIANCE & FOUNDATION*, and Mr. Abraham Scott, a member of the Pentagon Memorial Committee who lost his wife, Janice, in the attack on the Pentagon. Our prayers and blessings go to each of them, their families, and their loved ones.

The **Liberty and Freedom Poles** have two 13-foot totem poles, carved in the figure of bears, and connected by the 34-foot Arch of Sovereignty, with carved eagles. As of July 2004, the creation is underway, with photos of its progress posted on the website as they become available: www.LummiHealingPole.org/3/index.htm

The Rolling 9/11 Memorial Truck with the names of the 9/11 victims painted on the sides of the truck, will transport the 34-foot Arch of Sovereignty. The two 13-foot poles will travel with the group across the U.S.



The Journey of the Liberty and Freedom Poles from Washington State to the Pentagon

As the first two Poles made their way across the country they were blessed by 23 Native American communities, events in several states that involved Native as well as non-Native groups and organizations, including veteran's organizations.

The **Liberty and Freedom Poles** journey will be similar to the 2002 and 2003 journeys, and begin the 4,800-mile journey at the sacred Lummi Indian Nation ancestral village site, go south toward San Diego with events along the way, then head east to Tahlequah, OK, the western terminus of the infamous 1838-1839 Cherokee "Trail of Tears." The trip will backtrack the Trail of Tears to the eastern starting point, Eastern Cherokee in NC. A detailed map of this portion of the trip can be viewed at www.rosecity.net/tears/trail/map.html

If you would like to join family members, and meet the group that will be escorting the Poles across the country they would very much enjoy meeting you and to have your participation. Until September 1st they can be reached at the following: Barb Skudlarick (360) 371-4108 Jim Hurd (443) 799-5856 and Joan Pontante (315) 593-3279. After that date call Barb Skudlarick (360) 319-6035-cell phone, or NADA/F at (888) 444-6232 or check the website: www.PlaneSafe.org or www.lummihealingpole.org/3/index/htm

Note when the group might be in your area and everyone is welcome.

Location	Arrive	Distance to City	Date of Event	Depart	Event Being Planned By
Semiahmah (WA)	September 1		September 1		Lummi
Chemawa Indian School (OR)	September 1	400 miles	September 2	September 2	Chemawa School
Sacramento (CA)	September 2	625	September 3		
Los Angeles (CA)	September 3	350	September 4		
San Diego (CA)	September 4	155	September 4	September 5	Viejas Tribe
Ft. McDowell (AZ)	September 5	350	September 6	September 6	Ft. McDowell Tribe
Window Rock (AZ)	September 6	327	September 7-8	September 9	Navajo Nation
Albuquerque (NM)	September 9	138	September 10		
Tahlequah (OK)	September 10	727	September 11	September 12	Cherokee Nation
Nashville (TENN)	September 12	600	September 13		
Eastern Cherokee (NC)	September 13	350	September 15	September 16	Cherokee Nation
Gettysburg (PA)	September 16	554	September 17		
Washington, DC	September 18	259	September 19 (DC event)	September 22	Pentagon

NADAF's Family Support Team was invited by the Department of Defense to provide services at the Pentagon Family Command Center following 9/11, and our relationships have grown so much during the past years. We continue to work with the family members and support their work toward the memorial at the four acre Pentagon Memorial Grove on Kingman Island in Washington DC, which will complete reclamation of island habitat.

Jewell Praying Wolf James (Indian Name: tse-Sealth), is Master Carver and President of the House of Tears Carvers, and a lineal descendant of Chief Seattle. Jewell volunteered to carve a traditional Healing Pole when an old growth cedar log was donated after 9/11/01, and his work has expanded to this the third and last Healing Pole to remember 9/11. The Liberty and Freedom Poles are from 800-year old growth red cedars that were "leaners" and removed for safety and large enough to carve. The estimated total weight will be 5 to 6 tons.

From initial meetings following 9/11 there has been a convergence of special people whose energies have created a project that will be a living tribute for generations of residents and visitors.

Photos from the future Memorial Grove at Kingman Island in Washington D.C. February, 2004.



Left to right: Rosemary Dillard, Jewell Praying Wolf James, Abraham Scott and Janice Panches



Cindy Sterle, Jim Hurd, Jewell Praying Wolf James, Gail Dunham, Joan Pontante and Barb Skudlarick



MENTAL HEALTH MATTERS

PROCESSING GRIEF

M. Regina Asaro, MS, RN, CT

As discussed in previous columns, losses which follow an air disaster may involve not only grief but also posttraumatic stress reactions; these may combine to make it particularly difficult to mourn.

Indeed, grief might feel like it just goes on and on; hopefully though, if you stand back and look at where you've been, you should see a change or difference in how you're doing now, compared to how you felt when your loss was new. This column will go back and look more closely at the process of grief itself.

Probably the best known grief theory is that of Elizabeth Kubler-Ross; she observed five emotional stages in those who were dying: denial, anger, depression, bargaining and acceptance. Almost thirty years later, it is pretty much accepted that mourners do not go through "stages," as such; rather, many of the reactions people experience (described in an earlier column) may come all at once.

So is there something called "the grief process?" If so, what is it? Dr. Therese Rando (1993) described six "R" processes, which are usually encountered in the course of grieving. She noted that these processes should not be considered as grief "tasks" or as a checklist but that they are useful in figuring out where one is in the overall process, and where one may need help to either move forward or get "unstuck." Although some of these processes build upon others, they may occur at the same time so they are not necessarily linear. A brief description of these processes follows:

Recognizing the loss--here the family member must first know that the death has occurred and understand how and why it happened. Knowing about the death is not just the event of getting the death notification. While we may know in our heads that our loved one has died, it may take quite a while for us to accept the death and believe it. In air disasters, this process may be compromised by the fact that proof of the death--a loved one's body--may not be recovered.

When the bereaved know the death has occurred, they begin to **react** to the separation from the deceased and the accompanying pain. As the knowledge of the death sinks in, it triggers reactions to the loss; other losses and changes become evident and the mourner must begin to deal with them as well.

The next process is that of **recollecting and reexperiencing** the lost loved one--"warts and all" as they say--to remember the person realistically and not put them on a pedestal. For example, the loved one may have had a bad temper on occasion. It may be useful to tell ourselves that we will miss our loved one but not that particular quality.

The fourth process has to do with **relinquishing** the old attachments to the deceased. Here, we begin to let go of the way we were connected to our lost loved one and the way the world was with him or her in it. This must happen in order to make room for a new way of being in the world without the

deceased. We must also let go of the assumptions we used on a daily basis that included our lost loved ones. An example of an assumption might be that Mom would always be there when the kids got home from school and dinner would always be on the table in the evening.

The fifth process is to **readjust to the new world without forgetting the old world**. Here, we change our relationship with the deceased from one where they are physically there to one where they exist only in our memories. This does not mean we forget them; we understand that the bonds we have with those who have died, though changed, continue and remain a part of us. And why would we want it any other way? After a loss, people often find they must deal with a new identity that has been thrust upon them--some version of bereaved person: widow, widower, and bereaved parent, child or friend. This "identity" may involve many changes to life style, though not all aspects should be perceived of as negative. Oftentimes, an individual develops or explores interests that they either didn't have time for or did not elect to pursue when the deceased was still alive.

The last process is that of **reinvesting**. Once the emotional energy is no longer devoted exclusively to keeping the relationship with the deceased the same, it can be put into new relationships or pursuits. These may be with other people or involve taking on a volunteer job or a worthy cause. These new endeavors are not meant to take the place of the deceased, just to take us in a different direction with new purposes and/or interests and provide a measure of personal satisfaction.

Conclusions

The grief process is definitely that--a process; a road on which we travel. We do not leave behind our loved ones when they die; however, we eventually learn to continue our lives with their memories such that we begin to open a space for new experiences and relationships. The grief process demands that we are able to feel the feelings and go through the pain in order to get through it.

You may feel that your grief is "taking too long;" if so, remember that time is a relative thing and that traumatic losses often take longer to grieve than losses perceived to be more "normal." On the other hand, you or a family member may be feeling "stuck" somewhere in the process, with no forward movement. Good support (including professional assistance) can be very helpful in coping with grief, especially after a traumatic loss such as occurs in an air disaster. I hope these thoughts have been useful to you. Having information about all these aspects of trauma and grief can be helpful in sorting out the emotional aftermath of loss and allow a sense of how successfully one is coping with the overall process. The next column will look at some of the issues which might block one's efforts at grieving.

Rando, T. A. (1993). Treatment of complicated mourning. Champaign, IL: Research Press (p. 45).

M. Regina Asaro, MS, RN, CT of Newport News, VA, a consultant on traumatic loss issues, may be contacted at rasaro68@pinn.net.

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Annual Meeting – October 16-17, 2004 DoubleTree Hotel – Close to Washington National Airport

Free shuttle to/from Washington National/Reagan 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 Friday, October 1st, whichever comes first. Alternate hotel: Marriott Residence Inn, next door (703) 413-6630, or (800) 331-3131.

MEETING SCHEDULE...

For Early Arrivals! Optional Friday dinner, \$20 per person, 6:00-8:00 PM, a casual full buffet at the hotel.

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

Annual Meeting - Saturday, 9:30 AM to 5:00 PM with break for lunch 12 noon to 1:00 PM, and Sunday meeting, 9:30 AM to 1:30 PM Breakfasts and Saturday lunch included with registration fee.

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

Saturday afternoon and Sunday - 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 \$40 per person -- Speakers and Awards to be announced!

8:30 to 9:30 AM – Sunday, Continental Breakfast and socializing in our meeting room, included with registration fee. 9:30 AM to 1:30 PM meeting.

Child Care will be available at no charge. Please let us know ages of children that will be joining us.

Sunday Evening! Some members will stay through until Monday morning – for casual Sunday dinner and social time. (Last year our Irish singing trio closed the night with singing and fun).

FREE REGISTRATION to those who have a Letter to the Editor published regarding aviation safety. If possible, 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 when you share 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@ptd.net (570) 857-9293**



Make checks payable to the *NATIONAL AIR DISASTER FOUNDATION* and mail to the following address:

Audrey Ulozas, *NADA/F*, 105 Rock Oak Lane, Greentown PA 18426

✓ Yes. I will attend the 10th Annual Meeting, Saturday-Sunday, October 16-17, 2004!

Registration fee is \$10 per person for our Special 10th Annual Meeting: Includes Sat. Breakfast, Sat. lunch, and Sun Continental Breakfast, Annual Meeting Packet, and all activities. Saturday dinner is additional.

I have enclosed \$ _____ registration fee for _____ people to attend (\$10 per person)

I have enclosed \$ _____ for _____ people to attend Friday dinner, \$20 per person (for early arrivals).

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

I have enclosed \$ _____ (optional) \$20 per person, per year, for *NADA/F* Year 2004-2005 membership.

I have enclosed \$ _____ (optional) contribution to help with *NADA/F*'s work and Annual Meeting expenses.

Total \$ _____ Thank you!

**Meeting is scheduled from 9:30 AM Saturday through 1:30 PM on Sunday,
plus 8:30-9:30 AM both days for Breakfast and Socializing, and Saturday dinner.**

Name _____

Address _____

City, State, Zip Code _____

Phone, Fax, Email _____

Other Information - Flight and Date _____

Let us know if you would like to use the child care _____



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.

This newsletter is dedicated in loving memory of Hilda Marcin, who was tragically killed aboard United Flight 93 on September 11, 2001. United 93 crashed in rural PA, the last of four flights to be hijacked, and the only one that did not reach its intended target, presumably Washington D.C.

Hilda, as everyone in our family affectionately called her, was a lady who lived her life to serve others. She immigrated to the U.S. as a child when her family settled in northern New Jersey. Hilda always worked hard, first during World War II in the Kearny NJ shipyards, and then as a Fund Manager for a Union office in Newark NJ. After she retired in 1984, she then worked as an Instructional Aide to Special Needs Children for fourteen years until she again retired in June 2001 at the young age of 79!

On September 11th, Hilda was flying from Newark NJ to San Francisco CA where she was going to enjoy her remaining years living with my husband Tom and me. She and I had hoped to volunteer together, play our favorite game of Scrabble, and just enjoy one another's company. On the eve of September 10th, I spoke to Hilda for the last time. She was so excited about her trip and whenever we spoke; her final words were always, "Love you honey." I think about those words every day and how suddenly and tragically the dreams we shared had ended.



In Hilda's honor, my husband Tom and I started the "Hilda Marcin Flight 93 Charitable Memorial Fund" that supports camps for children with terminal cancer, assistance dogs for disabled children, and airline safety issues. Being able to assist others in Hilda's memory by combining her love of children, animals and travel, has helped us to heal, knowing that someone else's life may be enhanced in some small way. It is also important to us that airline travel be made safer and more secure for everybody so that no one else has to face the horror that Hilda and the Flight 93 passengers and crewmembers had to endure.

The forty heroic passengers and crewmembers aboard United Flight 93 are a source of inspiration and pride to America and the world. A Memorial project is underway in Shanksville PA where people from the local area, Flight 93 family members, and the National Park Service, are working jointly to build a Memorial that will honor and remember their heroic actions.

Hilda was never one to draw attention to herself, and how ironic it is that she, along with the thirty-nine others on the flight, will go down in history as the "The Forty Heroes of United Flight 93." May they rest in peace and may their memory always inspire our quest for safer and more secure air travel.

Love you Mom. Your daughter and son-in-law, *Carole and Tom O'Hare*. Cmoh52@yahoo.com

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