

Media Advisory – Press Conference Announcement  
For Immediate Release

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## **PRESS CONFERENCES – TUESDAY AND WEDNESDAY, FEBRUARY 24 & 25**

### **INTERNATIONAL SAFETY EXPERTS AND ADVOCATES CALL FOR AN END TO DÉJÀ VU DISASTERS:**

### **Declaratory Action and Mandamus Lawsuit Filed Against D.O.T. to Compel Action on 15-year-old NTSB Safety Recommendations**

National Air Disaster Alliance/Foundation President Matt Ziemkiewicz, former Inspector General of the Department of Transportation, Mary Schiavo, and other aviation safety experts and advocates call on the NTSB to ensure a full investigation into the latest commercial turboprop crash and sue to compel the DOT to end the 15 year delays on regulatory changes and put an end to déjà vu disasters.

#### **Aviation Safety Advocates Call For Action:**

NADA/F President Matt Ziemkiewicz and Former Inspector General of the U.S. DOT Mary Schiavo and several airline safety experts, activists, and family members who have lost loved ones in air crashes, host an informational session to announce these actions to put an end to future déjà vu aviation disasters – air crashes that happened while safety regulations recommended as a result of prior crashes languished at the FAA.

Ziemkiewicz, Schiavo and fellow participants believe full investigations are necessary to reveal all the facts and establish and enforce enduring safety changes, and legal action is necessary to force the DOT and FAA to take action and cure the years of bureaucratic paralysis which have cost hundreds of lives as documented by the NTSB.

#### **Participants:**

**Matt Ziemkiewicz**, *President of The National Air Disaster Alliance/ Foundation (NADA/F)*, an organization of air crash survivors and victims' family members promotes increased standards of safety, security and survivability for passengers.

**Mary Schiavo**, former Inspector General of the U.S. Department of Transportation, expert witness in the Roselawn icing litigation and author of New York Times bestseller, Flying Blind, Flying Safe, in which she dubbed the FAA the “Tombstone Agency” and the “Kidney Stone Administration”.

**Bob Monetti**, who has been fighting for improvements in airline safety and security since the loss of his daughter in the December 1988 air disaster of PanAm Flight 103 over Lockerbie, Scotland.

**Jack and Alice Murphy**, who lost their pilot son in a turboprop crash. Through their fight for justice, they uncovered aircraft defects and showed the aircraft and not their son was to blame.

**Donald McCune**, retired major commercial airline Captain.

**Plaintiff Gail Dunham**, Executive Director of The National Air Disaster Alliance and Foundation (NADA/F), will not be in attendance due to the fact she will be flying, but is bringing the action to help safeguard the flying public and compel action on pending safety measures.

**Newark, New Jersey:**

Tuesday, February 24, 2009

9:30 – 10:30 a.m.

Hilton Hotel

(insert address)

**Washington, DC:**

Wednesday, February 25, 2009

9:30 – 10:30 a.m.

L'Enfant Plaza Hotel - Ballroom D

480 L'Enfant Plaza SW

Washington, DC 20024

202.484.1000

**Buffalo, New York:**

Wednesday, February 25, 2009

1:00 – 2:00pm

(Buffalo Adam's Mark)

(insert address)

**Camera Visual, Radio and Print Press Opportunities:**

- Filing of Federal Declaration and mandamus to compel government action
- Unique opportunity to interview family members who have turned their personal loss of loved ones in plane crashes into a lifelong advocacy mission for improved airline safety and security including

Jack and Alice Murphy who lost their son in a twin turbo prop crash and Bob Monetti who lost his daughter in PanAm Flight 103

- Prime opportunity to ask aviation industry, regulatory and aircraft questions to former U.S. DOT Inspector General Mary Schiavo and NADA/F President Matt Ziemkiewicz
- Video and audio footage for afternoon and evening broadcasts

### **The Facts:**

- On December 18, 2008, the NTSB issued new warnings about turboprop aircraft and icing conditions.
- Improvements in turboprop icing safety is currently on one of the NTSB's Ten Most Wanted Safety Improvements. [http://www.nts.gov/recs/mostwanted/air\\_ice.htm](http://www.nts.gov/recs/mostwanted/air_ice.htm)
- NTSB recommendations from previous turbo prop icing crashes have been pending as "open, unacceptable response from the FAA" for over 15 years. In this time period, there have been 3 plane crashes and \_#\_ casualties in crashes of icing and turboprop planes.
- The NTSB and the public blamed the pilots of prior Colgan Air and Pinnacle crashes, Colgan Flight 9446 and Pinnacle Flight 3701, but subsequent litigation showed the aircraft in each case was to blame. Rushing "to blame the pilots and close the case" instead of a full and complete examination of the aircraft will cause more loss of life in the future.
- In addition to the inaction on icing, airport safety issues have been pending for 19 years without DOT/FAA action.

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