

# www.PlaneSafe.org

**NATIONAL AIR DISASTER ALLIANCE / FOUNDATION** June, 2003  
2020 Pennsylvania Ave., NW \* # 315 \* Washington DC 20006-1846  
(888) 444-6232-phone \* (336) 643-1394-fax

Dear Member,

Save the Date and join us for the **9<sup>th</sup> Annual Meeting on Sat-Sun. October 18-19, 2003** at the DoubleTree Hotel near Washington National/Reagan Airport - a special time to connect and share with other family members, aviation professionals, journalists, government officials, and more.

**We are proud to announce our Keynote Speaker! Ronald L Motley, Esq. will provide leadership for the Forum on Saturday afternoon - "Terrorism and Aviation Security: How did we get to 9/11, and what is being done to make us all safer?"** Ron Motley is the lead attorney for Burnett et. als. vs. Baraka Investment et. als., a civil lawsuit filed over a year ago, to hold accountable the financiers of 9/11 terrorism. The lawsuit represents over 4,000 Plaintiffs, those harmed by 9/11, against 200+ Defendants, focusing on those wealthy individuals and organizations that financed the terrorist organization al-Qaeda. The case rests on the premise that those who financed the terrorists are responsible for the damages done by them. For more information about this international lawsuit and news reports, visit [www.MotleyRice.com](http://www.MotleyRice.com)

I assure you that this may be the most informative and important meeting that you could attend. The attacks on 9/11 affected every one of us. The goal is to hold accountable the individuals, banks, corporations, and charities used by the terrorists to perpetuate the atrocities of 9/11. Survivors and family members have a "need to know" and search for the truth. The tort system is one of the most powerful tools civilized society has to promote safety and security. After attending a recent briefing about the terrorism lawsuit, and viewing their impressive documents, I felt reassured that we have attorneys working hard for safety, security, and freedom from terrorism for us all, by exposing the nefarious underbelly that caused 9/11.

**Mary Schiavo will also be joining the Saturday Forum** as she is active in discovery regarding 9/11 and serves on the Plaintiffs' Executive Committee for the September 11, 2001 Tort Litigation, and she and her firm represent 50 passengers' families from the four hijacked planes.

We must also hold our government and the aviation industry responsible for the egregious failures on 9/11. Mary Schiavo is former Inspector General of the Dept of Transportation (1990-96), now an aviation attorney, and a long time friend of NADA/F and family members. Mary recently testified to the 9/11 Independent Commission and she dismissed the spin that the terrorism on 9/11 was 'unimaginable.' ***"The notion that these hijackings and terrorism on 9/11 were an unforeseen and unforeseeable risk is an airline and FAA public relations management myth. From 1970 to 2001 there were 823 hijackings."*** For more information about this research please turn the page, and join us October 18-19<sup>th</sup> to learn even more.

Airplanes have long been the weapon of choice for terrorists, yet almost two years after 9/11 the government is still refusing to release information, and to hold accountable those from government and the airline industry, who could have prevented the disasters of 9/11. Join us and meet others dedicated to making us all safer—in the air, and on the ground!

See you in October - Yours truly,

*Gail A. Dunham, President*

**PS Additional Speakers to be Announced! Updates will be on our website [www.PlaneSafe.org](http://www.PlaneSafe.org)**

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

---

## **SAVE THE DATE! 9<sup>th</sup> Annual Meeting - October 18-19, 2003**

---

### **Annual Meeting Events Include...**

- ✓ Everyone is welcome!
- ✓ Outstanding Guest Speakers
- ✓ Special Saturday Afternoon Forum – “Terrorism and Aviation Security: What is being done to make us all safer?”
- ✓ Awards to recognize those who have made a difference
- ✓ Adopting NADA/F Goals 2004
- ✓ Election of NADA/F Officers and Board Members for 2004
- ✓ BOOKS Table
- ✓ And more...

### **Where... DoubleTree Hotel, Pentagon City, close to Washington National Airport**

For the special \$99 room rate call (703) 416-4100 or (800) 222-TREE. Mention *NADA/F* or *NATIONAL AIR DISASTER ALLIANCE*. The \$99 rate will be available until October 3<sup>rd</sup>, or until the rooms are reserved, whichever comes first.

**When...** Friday evening optional dinner for early arrivals starting at 7:00pm. Continental Breakfast and conversation starts at 8:30am Sat. and Sun. Annual Meeting will be from 9:30am Saturday morning through 1:30 pm Sunday. Saturday evening socializing starts at 5:30pm and dinner 7:00pm at the Rooftop Dining Room with a terrific view of Washington DC.

**Who...** Prepare for lots of socializing while we visit from early to late. 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. Saturday morning will include our traditional personal introductions when we learn more about our members—some consider this the most amazing part of the meeting.

### **Additional Speakers will be announced!**

---

### **NADA/F Board Members for 2004...**

---

The nine-member Board of Directors, President, and Board Members are elected by the general membership at the Annual Meeting. The present Board can also appoint Board Members during the year. The following are members of the Nominating Committee for Board Member recommendations for 2004. If you would like to serve on the Board, or help in any way, please contact the following:

Tom O'Mara [tomomara2002@citlink.net](mailto:tomomara2002@citlink.net) (651) 408-8310  
Jeff Josefson [jeffjosefson1@juno.com](mailto:jeffjosefson1@juno.com) (401) 885-2039  
Mary Kahl [MKahlcul7@aol.com](mailto:MKahlcul7@aol.com) (724) 864-0026

---

### **Annual Awards...**

---

If you did not receive via the mail the recent *NADA/F* Newsletter about the History of *NADA/F* Awards, it is available on the website: [www.PlaneSafe.org](http://www.PlaneSafe.org) Scroll down to What's News and Click on Spring 2003 newsletter, or give us a call and we will mail a copy to you. Awards are presented to recognize people who are making a difference toward aviation Safety, Security, Survivability and Support for Victims' Families. If you would like to nominate someone please forward the nomination information to us as soon as possible.

---

### **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.
-

## Hijackings 1970-2001

### Information taken from Statements by Mary Schiavo to the 9/11 National Commission on Terrorist Attacks

*"Terrorism against aviation is not an unknown, unforeseeable risk. Quite the contrary. The risk of airlines being subject to terrorist attack – whether by a disgruntled employee or a murderous foreign faction set on launching a jihad or making a political statement – is a risk that is well known and real. Such attacks have happened hundreds of times in the past, 823 times from 1970 to 2001 to be exact. The risk of hijacking and terrorist attack is so prevalent and such a known risk that airlines have terrorism and hijack insurance. It is also because aviation has been repeatedly attacked by terrorists and other criminals, that we have laws, regulations and requirements for aviation security."*

*"Astonishingly, we heard, even from the FAA and the Department of Transportation that 'nothing like this ever happened before.' In an effort to help this nation and its leaders have a longer memory, I have prepared some charts summarizing some of my firm's recent research. Here are the facts about what exactly has happened before."*

Presented by Mary Schiavo, May 23, 2003 Full testimony available at [www.BaumHedlundLaw.com](http://www.BaumHedlundLaw.com)

Year	# of Hijackings	# of Hijackers taken down by passengers	Bombs	Shoot Downs	U.S. Airlines on U.S. soil	U.S. Airlines on foreign soil	Foreign Airlines on U.S. soil
1970	81	6	0	0	11	13	0
1971	57	7	0	0	11	8	2
1972	59	4	3	2	19	0	4
1973	22	0	2	1	0	0	0
1974	23	4	1	1	3	0	0
1975	20	5	1	0	5	0	0
1976	16	1	4	0	1	1	0
1977	32	4	1	1	3	1	0
1978	25	8	1	4	4	1	1
1979	23	3	2	1	7	2	0
1980	39	4	1	3	8	10	0
1981	30	4	1	2	5	3	0
1982	31	10	0	0	4	2	0
1983	35	6	2	2	6	7	1
1984	26	4	1	1	2	2	0
1985	26	7	1	2	3	1	0
1986	8	1	1	1	2	2	0
1987	9	2	2	7	2	0	0
1988	16	1	2	6	4	1	0
1989	15	1	2	3	1	0	0
1990	37	1	1	3	1	0	0
1991	21	2	1	4	1	0	0
1992	12	1	0	1	0	0	1
1993	35	7	0	5	0	0	1
1994	27	1	1	1	1	0	0
1995	9	0	0	4	0	2	0
1996	17	5	0	0	0	0	1
1997	12	2	0	0	0	0	0
1998	14	1	0	1	0	1	0
1999	13	2	0	3	0	0	0
2000	24	8	0	0	1	0	0
2001	9	3	0	0	4	1	0
<b>Total</b>	<b>823</b>	<b>115</b>	<b>31</b>	<b>59</b>	<b>109</b>	<b>58</b>	<b>11</b>

Copyright© 2003 Baum, Hedlund, Aristei, Guilford & Schiavo. Based on original research compiled from internet aviation data and news reports. As research is ongoing, authors reserve the right to update or correct errors.

<ul style="list-style-type: none"> <li>▪ 823 Airlines hijacked worldwide 1970-2001</li> <li>▪ 115 Incidents of hijackers thwarted by passengers/crew</li> <li>▪ 109 U.S. airlines hijacked on U.S. soil</li> <li>▪ 58 U.S. airlines on foreign soil</li> <li>▪ 11 Foreign airlines on U.S. soil</li> </ul>	<ul style="list-style-type: none"> <li>▪ 30 Cockpit intrusions reported world wide in the 18 months prior to 9/11</li> <li>▪ 31 Bombs on airlines worldwide 1970-2001</li> <li>▪ 59 Airline Shoot-downs worldwide 1970-2001</li> </ul> <p>Air-rage incidents worldwide – unreliable reporting system – estimates of 300 to 10,000 air rage incidents reported per year. Sources: <a href="http://www.air-rage.com">www.air-rage.com</a>, FAA, airlines, Flight Attendants and the media.</p>
--	--

## ***Mental Health Matters***

### ***Not Just One Trauma***

### ***Not Just One Loss***

**M. Regina Asaro, M.S., R.N.**

If you have lost someone through an air disaster, you know it is a loss unlike any other you may have experienced. So many factors combine to make this kind of an event much more difficult to grieve. This column will explore some of the factors that make these disasters so traumatic, as well as some of the obvious and secondary losses that may occur in the aftermath. Future columns will look at the reactions typically experienced after any loss; the "tasks" of grieving, posttraumatic stress symptoms and how the intrinsic nature of airline crash-related deaths may at the same time compound and interfere with the grieving process.

#### **Why Are Air Disasters So Traumatic?**

Some of the factors which affect one's ability to deal with a crisis are the perception of the event, the effectiveness of one's usual coping mechanisms and the availability of and capacity to use the support of friends and family. It would be easy for even highly functioning people to feel overwhelmed when dealing with the aftermath of an air crash.

An individual who survived the devastation of an aviation disaster often has to deal with physical injury as well as intense psychological issues. While some would argue that any loss is, in a sense, traumatic, loss of a loved one in an air disaster is unusually difficult for the following reasons:

- the suddenness of the death and the inability to prepare;
- the violent nature of the deaths and that loved ones' remains often cannot be recovered intact;
- the very public nature of the crash and the media response;
- the possibility that the crash was caused by human volition or negligence;
- the location of the crash site and the ease with which rescue operations and investigations can be conducted;
- the way family members first learned of the crash (accuracy, timeliness and sensitivity of the notification process) and how they are treated in the immediate aftermath and over the long term;
- the sensitivity of the process and the level of experience of those assisting family members in identification of their loved ones' remains;
- how many family members, friends or co-workers were killed;
- the total number of people who were killed in the crash; and
- other situational factors which affect the context in which the crash occurred.

Each of these factors has the potential to overwhelm the normal coping mechanisms and inflict trauma on crash survivors as well as loved ones of the victims. In addition to the horror of the crash, however, they may then experience any number of what are termed "secondary injuries," that is, post-crash emotional injuries:

- efforts to meet and talk with other surviving family members as soon as possible after the crash are often frustrated;
- those responsible for the crash cannot be located;
- excessive time passes while extradition hearings are conducted;
- those perceived to be responsible for the crash are not held accountable;
- what is perceived to be a "just" finding is not made; and/or
- financial awards are perceived to be incongruent and/or distributed unevenly to surviving families.

In cases where a large number of people from one location are lost, the social fabric of that community might be irreparably torn. If the crash occurred far from home, family, friends or co-workers left behind might feel disconnected from the rescue/recovery efforts of the investigation and may feel disenfranchised from their right to grieve together as a community, as a part of the air disaster.

Lawsuits against the airline, manufacturers, individuals, or states sponsoring terrorism might result in substantial awards, which, although they will never compensate for the loss, will almost certainly take a great deal of time, energy and determination to pursue. Sometimes people find that receiving financial compensation is very stressful and may experience feelings of pain and/or guilt.

### **Losses Connected with an Air Disaster**

After an air disaster, there are many obvious and secondary losses. Many air travelers have had to cope with the loss of a sense of invulnerability and safety following the 9/11 terrorist attacks. While added check-in time needed for personal and luggage search has hopefully increased the safety, it has also decreased the convenience of air travel.

Sadly, many people have lost much more than a sense of innocence after an air disaster and their losses, in addition to that of their loved one(s), are often immeasurable. Crash survivors often experience dramatic change and loss in the aftermath.

People often say they feel "changed" from the person they were before the crash to the person they are now--and many losses may accompany that process. These changes might include a feeling of loss of control over their lives or external events, an altered level of independence, or a jolt to their spiritual beliefs or assumptions about their and their loved ones' safety. Because of all the stressors associated with such a traumatic loss, many people find that they may not be able to handle the same work load. In addition to the financial burden associated with attending meetings and hearings in an attempt to find out what happened and why, survivors may lose their jobs or a good part of their income. Financial losses might further result in a change in lifestyle, possibly including a move to another community.

For those whose loved ones are among the casualties, there is great variance in the type and range of losses which may occur simply because of the differences in the nature of the relationship each survivor had with the deceased.

When a loved one dies, so are the expectations of a future life or plans which included that person. If a child dies, gone are the hopes and dreams, echoed when other young people graduate from high school or college, get married or have a family. Parents may have other surviving children but no one can ever replace the one that was lost. For siblings, loss of a sister or brother can be quite devastating, making it sometimes difficult to move on with their own normal developmental changes such as going to college, getting married or having children.

Parents and children usually grieve their losses differently and, often, separately. Some family members may want to talk about what happened and others might want to avoid it at all costs; children, young or old, often try to protect their parents from the pain of the loss by not talking about how they are feeling. These dynamics often serve to separate family members emotionally and keep them from giving and receiving support from each other.

The victim may have been a best friend--the one leaned on when times were tough. That person is not there now when they are most needed, often leaving a sense of abject emptiness, helplessness and isolation.

Flight crews may have lost a number of close friends and/or co-workers and find themselves experiencing severe stress reactions when they think about going back to work. Many find their feelings of safety and security in the workplace affected after an air disaster, and they may never feel as comfortable in an airplane again.

### **Conclusions**

There is an array of factors surrounding an air disaster which have the potential to cause trauma, secondary injuries and/or subsequent losses for those who have either survived the crash or lost a loved one. Additionally, the individual's perception of the disaster, usual strategies for coping with stress, ability to use these strategies, and the availability of and capacity to use support from friends and family may all have an impact on the reactions that might be experienced in the aftermath. Certainly, an event of this magnitude can easily cause even highly functioning individuals to feel overwhelmed or fear they are "going crazy."

If you have survived a crash or have lost someone in an air disaster, remember that this type of trauma is like no other. Sometimes, it seems the process of dealing with the impact of the crash just goes on and on--that it will never end: some new aspect to the investigation arises; some new piece of information is revealed; some new rumor is circulated; civil and criminal trials proceed; the cause of the crash is released; and/or a request is made to survivors to provide testimony for proposed air safety legislation.

For these and many other reasons, it must be noted that the process of coping with the impact of an air disaster is just that-- a very long process and that, if you are going through this experience, you must also remember to take care of yourself for the long haul. Just as it takes a great many community resources to cope with the physical impact of the crash, it also takes a goodly number of psychological resources, often including professional counseling, for survivors to cope with the emotional side. You are not alone. Reach out and take advantage of all that is out there for you.

**Regina Asaro**, Newport News VA (757) 833-8093

Consultant on traumatic loss issues, and wife of retired Coast Guard [RASaro68@pinn.net](mailto:RASaro68@pinn.net)

---

**Annual Meeting – October 18-19, 2003 DoubleTree Hotel – Close to Washington National Airport**

Upscale hotel with Free shuttle to/from Washington National Airport. Also close to the subway.

**Reserve now!**

Only \$99 per night for the special *NADA/F* rate. Call [\(703\) 416-4100](tel:(703)416-4100) or [\(800\) 222-TREE](tel:(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 3rd, whichever comes first.**

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

**MEETING SCHEDULE...**

Optional Friday dinner, \$18 per person, 7:00 PM, a casual full buffet at the hotel.

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

**Annual Meeting - Saturday, 9:30 AM to 5:00 PM with break for lunch. and Sunday, 9:30 AM to 1:30 PM** Optional Saturday lunch (\$18 per person). Pentagon Room with a wide variety of choices served via Buffet. Or, the hotel coffee shop, or restaurants in the area.

Saturday morning meeting is a time for introductions and learning more about 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 -- Speakers and Awards to be announced!

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

---

**Questions? Suggestions? Contact the Annual Meeting Co-Chairs:**

**Joan Pontante, Email: [Japontante@juno.com](mailto:Japontante@juno.com) (315) 593-3279, or**

**Audrey Ulozas, Email: [juaud@ptd.net](mailto: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 9th Annual Meeting, Saturday-Sunday, October 18-19, 2003!

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

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

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

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

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

I have enclosed \$ \_\_\_\_\_ (optional) \$20 per person, per year, for NADA/F Year 2003-2004 membership.

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

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

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

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.**

### **Thank you to our Book Donors – We appreciate your important work!**

**The Mystery of Flight 427** by Bill Adair

**Let's Roll** by Lisa Beamer

**Let's Roll** - audio cassette by Lisa Beamer

**Let's Roll** - audio CD by Lisa Beamer

**Pan Am 103** by Susan & Daniel Cohen

**Black Box: Why Air Safety is No Accident**

by Nicholas Faith

**Air Safety: Preventing Future Disasters**

by Timothy Gaffney

**Air Disaster - Vol 1** by MacArthur Job

**Air Disaster - Vol 2** by MacArthur Job

**Air Disaster - Vol 3** by MacArthur Job

**The War on Freedom: How and Why America was**

**Attacked, Sept. 11, 2001**, by Nafeez Mosaddeq Ahmed

**Nine Minutes, Twenty Seconds** by Gary Pomerantz

**Life's Lessons** by Elizabeth Kubler-Ross

**Morir es de vital improtancia** by Elizabeth Kubler-Ross

**Lecciones de vida** by Elizabeth Kubler-Ross

**Lecons de vie** by Elizabeth Kubler-Ross

**Real Taste of Life: A Journal**

by Ken Ross & Elizabeth Kubler-Ross

**Flying Blind, Flying Safe** by Mary Schiavo

**Rescue 007: The Untold Story of KAL 007 and It's**

**Survivors** by Bert Schlossberg

**Widowed Without Warning** by Joanne Shortley-Lalonde

**Air Rage: Crisis in the Skies**

by Anonymous & Andrew R Thomas

**Aviation Insecurity: The New Challenge of Air Travel**

by Andrew R. Thomas

Once again, we have had a wonderful response to our request for book donations. These books were donated by authors, publishers and NADF members, and we thank them for their generous tax-deductible donations to NADF. We welcome all donated books related to safety, security, survivability, or support for victims' families.

These donations of books, C.D.'s and tapes help us continue to educate our members, lend support, and also raise funds to defray our communication costs. NADF appreciates all the important work these contributors do as authors and advocates. Thank you for your friendship and continued support.

Copies of many of these books are still available for a donation to NADF. Check our BOOK Order Form inside, and many other books still in our inventory can be found in the BOOKS section of the web site at [www.PlaneSafe.org](http://www.PlaneSafe.org). Thank you!

Linda Silver Bufano, and Mary Kahl [MKahlcul8@aol.com](mailto:MKahlcul8@aol.com)

Contact Linda Silver Bufano at [fourbufs@starpower.net](mailto:fourbufs@starpower.net) or 703-425-0291 for availability, or to expedite your requests.



To order books from Amazon.com remember to go to NADF's website first, [www.PlaneSafe.org](http://www.PlaneSafe.org) and

link to the Amazon.com logo. NADF then receives a small commission from Amazon.com when linked from our website, at no additional cost to you. This is another way to help us grow.

*Thank you!*