



**Bonnie Rind, NADA/F Board Member**

From Newton MA

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Bonnie lost her brother Stefan Woronoff, age 42, on Orient Thai “One-Two-Go” flight 269 September 16, 2007 in Thailand.

Check out her website to learn more about Bonnie’s work to bring family members together and to expose the enormous unsafe aviation practices in foreign countries. **If you have not signed the petition please do so!** [www.InvestigateUdom.com](http://www.InvestigateUdom.com)

Bonnie has done so much, but also more work to do. We are all proud of the work she has done, and the respect she receives from friends, family and government officials.

The following Email update explains just some of her investigation, work, and accomplishments.

**Hi --** Almost three years ago, over 6,000 people signed my petition for a proper investigation into the crash of Orient Thai’s “One-Two-Go” OG269 on September 16, 2007. Some of those who died, and some who were harmed, were our loved ones. Here’s an update on that crash and subsequent investigation.

The National Transportation Safety Board (NTSB) conducted an investigation and wrote a report for the Thai Government. I received that report via a Freedom of Information Act request and have posted it on the website: <http://www.InvestigateUdom.com/>. The NTSB determined that wind shear DID NOT cause the crash. They found the flight crew was untrained and unskilled. They found that no one was flying the aircraft at the time it struck an embankment on the side of the runway. Further, they found the flight crew was vastly over flying time limits for the week and for the month. These are some of the systemic causes of the crash. Another way of looking at the cause is indifference to human life and suffering, and hubris.

One fact NTSB did not document was the fraudulent flight data NTSB received from the Thai government and Orient Thai. We already knew the flight hours were fraudulent from watching the Australian exposé and seeing the head of the Thai government’s aviation department agree. With a bit of help from friends, I was able to obtain the true flight hour documents and provide them to NTSB. This information changed the course of the investigation for the NTSB and makes clear the deliberate duplicity of the Thai government and Udom Tantiprasongchai, the CEO of Orient Thai “One-Two-Go” Airlines.

For nearly a year after the crash, nothing at Orient Thai changed. Udom continued to fly aircraft with pilots who falsified their check ride certificates, pilots who were flying hours beyond the legal limits, and pilots who were inadequately trained and supervised.

Eventually, the U.S. Federal Aviation Authority (FAA) insisted some penalty and retraining be applied, and Thailand temporarily revoked Orient Thai’s “One-Two-Go” Aircraft Operating Certificate. The “retraining” included senior members of the Thai government and was conducted in exotic Spain rather than local Hong Kong. During the final month without an Aircraft Operating Certificate, Orient Thai’s “One-Two-Go” resumed flying passengers internationally. You or someone you know may have been on their aircraft, while it was officially grounded by the Thai government!

More recently, the Thai Government gave Udom Tantiprasongchai yet another Aircraft Operating Certificate for yet another budget airline called **Thai Air**. Unfortunately, one must wonder if the name isn’t an attempt to confuse the budget-conscious tourist into believing he has booked a cheap flight on the trusted, higher quality airline named **Thai Airways**.

Thank you for your support over these years. Safe travels.

Warmly, **Bonnie Rind**

**Here is what I have very painfully learned: If a country doesn't have a free press, then don't rely on its infrastructure: airlines, trains, security, police or hospitals.**