



NATIONAL AIR DISASTER ALLIANCE / FOUNDATION

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November, 1998



NADA/F Board Members Presented Mary Schiavo with the 1998 Award for Contributions Toward Improved Air Safety. Mary Schiavo is author of "Flying Blind, Flying Safe."

Dear Friends,

At the Annual Meeting on September 27th, Mary Schiavo praised NADA/F as, "the undisputed leader when it comes to objective, persistent, and heartfelt efforts. No one can question your place at the table. You have more than paid the price of admission with sacrifices we hope others will never have to endure...Your members...have amassed a pool of knowledge...that the government does not have, and cannot replicate."

Mary's speech, "**Citizens, Farmers, Soldiers, and Statesmen,**" was a highlight of the weekend for all of us. If you would like a copy please send us a stamped, self-addressed envelope.

Since 1995, we have grown to over 1200 members representing those harmed by 35 air crashes. We are working with aviation professionals, government agencies, air safety and social service organizations, air crash groups, and industry, in pursuit of our founding goals.

We are the largest grass roots advocacy group working for true aviation safety and support of victims' families. Often we are the only aviation safety group on record opposing unsafe practices. We want to continue to carry our message to the halls of Congress, and to all government aviation agencies. We will continue to work with the media to put forth our message that Safety delayed is Safety Denied!

We are asking for your help to continue our work. Please consider a financial donation to help us at this important crossroads in time. We want to continue to grow bigger and stronger with improved communications for next year. We have no paid staff and rely on donations to cover our expenses—mailings, copy costs, telephone expenses, general meeting expenses for you the members and owners of our organization, and the memorial flowers to honor our loved ones.

Everyone is welcome to be a member of our organization with or without a donation, so feel free to share our telephone number with anyone who would like to be on our mailing list. More importantly, we also offer a \$50 a year membership for those who will support us financially and to vote on corporate organizational affairs. Donations payable to the National Air Disaster Foundation, a 501 (c) (3), are tax deductible. Donations to the National Air Disaster Alliance are not tax-deductible; however the Alliance provides needed funds for Legislative Action.

I want to offer a special thank you to the wonderful people who have made our past successes possible. NADA/F was founded in the belief that we will ensure that the flying public has the highest standards of aviation safety. I hope that we can count on your financial support to continue to be a voice of reason and common sense in pursuit of aviation safety and for support of victims' families.

Your generous donation will help us be heard!

Jail Durham
President

HISTORY OF OUR GOALS

In 1995 a group of people representing 10 air crash groups gathered to form an organization to address the grievances of all whom had been affected by these devastating air tragedies. The short term objective was to establish the "Family Advocate." This goal was accomplished with the passage of the Family Assistance Act of 1996. The long range objective was defined as "air safety." The following synopsis of 1999 Goals reflects that we are true to the founding mission of: Safety, Security, Survivability, and Support for Victims' Families.

THE 1999 GOALS WERE ADOPTED UNANIMOUSLY AT THE ANNUAL MEETING

SAFETY

✓ The cornerstone of our safety goals is that the FAA must require the industry to promptly comply with 100% of the National Transportation Safety Board (NTSB) fatal air crash derived safety recommendations. NTSB Chair, Jim Hall, recently stated, "The FAA accepts 82.5% of the NTSB recommendations..(there are)...43 recommendations to the FAA that are being held in an 'Open-Unacceptable Response' status." NADA/F finds this unacceptable. The money and technology are there and air travel should be as safe as possible.

Safety Delayed is Safety Denied!

✓ For example, passengers should not be forced to wait ten years for upgraded flight data recorders. July, 1997, the FAA gave the airlines another four years of delay until 2001. Passengers should not be forced to wait until 2001, five years after ValuJet, to have their aircraft equipped with smoke detectors and fire suppression equipment in the cargo hold.

✓ The FAA should direct the airlines to require that all passengers under the age of two must be secured in a child restraint seat. All passengers should have safe transportation, especially our children.

✓ A thorough wiring/cable inspection must be completed on all aircraft flying in and out of the U.S. Air crashes that were denied investigation of the wiring/cable should be re-opened—such as ValuJet. In light of the probable cause of TWA 800, and possible wiring catastrophic failure on Swissair 111, the industry should complete their proposal by December 31, 1998, for replacement of cracked wiring and cable on commercial aircraft.

SECURITY

The FAA must enforce their own minimal security regulations. The FAA should not allow the airlines and shippers to put anything and everything into a cargo hold with few security checks. Cash payments for anonymous parcel shipping, and unidentified couriers and baggage handlers must cease. As we approach the 10th anniversary of PA103, and past the second anniversary of ValuJet, the lack of security in the cargo hold appears worse than ever. We want the airlines to demonstrate what they are doing to identify shippers and packages. We need legislation to require background checks and photo ID's of all couriers, airline employees, and others contracted for handling baggage and cargo.

SURVIVABILITY

All new aircraft certification should be subject to an actual 90 second evacuation with 50% of the emergency exits disabled. The new FAA "policy" of approving a paper proposal in place of an actual evacuation is an outrage.

SUPPORT OF VICTIMS FAMILIES

Those who have lost loved ones in an aviation disaster provide a cadre of "wounded healers." We are willing to offer support to airline employees and volunteer personnel, to help after an aviation disaster. Those who successfully complete support personnel training should be utilized to help the families short term and long term after an air disaster.

LEGISLATION - THAT MUST BE PASSED

✓ U.S. Senate Bill 943, to overturn the 1920 "Death on the High Seas Act." This 1920 law was passed to help maritime widows, it should not be misused by the airline industry to avoid their own corporate responsibility.

✓ H.R. 1334, the "Ron Brown Tort Equality" to end discrimination against federal employees.

✓ H.R. 1483, the "Single Standard Aviation" would provide that federal, government, and military personnel traveling by air would have equipment meeting the same safety standards as commercial air passengers.

SUPPORT ORGANIZATIONS

A number of non-profit organizations and social service groups were represented at our Annual Meeting. We would like to share the following with you. The Directors all lost loved ones in an air crash, and have turned their grief toward helping others. Feel free to contact them anytime if you need their help, or would like to offer your assistance..

Georgia State U., Study of Passenger Survivors and Family Survivors of Commercial Air Disasters Conducted by Carolyn Coarsey-Rader, Ph.D

Carolyn Coarsey-Rader, Ph.D., Psycho-Therapist for over 12 years in post accident trauma after aviation disasters is working on a survey with Georgia State University to learn as much as possible about what survivors found to be helpful and not helpful from the airlines and other agencies who assisted following an air disaster.

Carolyn graciously spoke at our Annual Meeting, and shared her wonderful work with us. Carolyn was motivated by her own loss of a loved one on Delta 191, August, 1985.

The information will be shared with airlines and agencies in order to help them better plan and prepare for future disasters. Dr. Coarsey-Rader's work is used by over 30 airlines. Persons who complete the survey will not be asked for their name on the questionnaire.

For those who wish to be contacted for future interviews and other studies, they will be asked to complete and return a separate identification card so their names can be entered into a database for future contact. Dr. Coarsey-Rader is directing the study and may be contacted by any survivor wishing to receive a survey. She will also be happy to answer any questions that you may have about the study. Call 770-920-8033 - Dr Carolyn Coarsey-Rader, if you would like a survey to be sent to you.

WINGS of LIGHT, 16845 N. 29th Ave, Suite 1-448, Phoenix, Arizona 85023 - 602-516-1115

Andrea Waas, Director

Wings is dedicated to assisting those touched by aircraft accidents. The most important goal of the organization is to bring people together through the support networks.
Email: AWaasWings@aol.com

TAPS -Tragedy Assistance Program for Survivors

**2001 S Street NW, #300, Washington DC 20009
24-hr a day information line 800-959-TAPS**

Bonnie Carroll, Director

TAPS is America's national peer support organization made up of, and providing a wide range of services to, all those affected by a death in the armed forces. Services provided to all who have lost a loved one, friend, or co-worker in military service. *National Military Survivor Seminar, May 28-30, '99, Washington DC* - Email: TAPS AK@aol.com

The Air Crash Support Network - New York Heidi Snow, Director

Call toll free 877-ACSN-HELP

ACSN refers people who lost loved ones in aircraft tragedies to volunteers of like experience. After emergency relief organizations disband, when the initial shock subsides and the grieving process intensifies, ACSN is there for as long as the grieving need support. Volunteers and supporters are needed and appreciated.

<http://www.aircrashsupport.com>

Email: info@aircrashsupport.com

United Flight 608 - October 24, 1947yes, 50 years ago - "Project Angel"

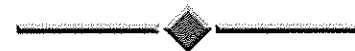
We recently met Nancy Boonstra, and Donald Terhune, who lost parents 50 years ago on UA608, at Bryce Canyon National Park in Utah when the first commercial DC-6 crashed.

UA608 is the 35th flight on our roll call list of Who We Represent. Nancy's story represents the "need to know" for all of us and is a telling example of why it is so different to lose someone in an air crash.

In 1991 Nancy decided to research and recover all known documents about UA608. With help from others she was able to find family members from 15 of the 35 families who died on UA608! Then she set forth to erect a placard at the crash site in Bryce and to hold a long awaited 50th memorial service.

Together the families spoke about their unresolved grief, and the trauma they had been unable to face alone. They found healing in numbers.

If you would like more information about the story of Project Angel please send a stamped, self addressed envelope and we will share Nancy's journey with you.



NOVA - NATIONAL ORGANIZATION FOR VICTIM ASSISTANCE - 202-232-6682

NOVA offers free Crisis Response Team (CRT) training. Five day sessions are funded by a grant from the Office for Victims of Crime (OVC) at the U.S. Department of Justice. Dates for 1999 to be announced. Participants pay their own transportation and hotel costs during the training. Training is also offered at various times for a fee. People who would like to be trained for possible service immediately following an air disaster or other victims of crime assistance, should call NOVA to be put on the mailing list for CRT training. **NOVA is also offering a free training session to us at our choice of location, in December or possibly another time.**

If you are interested in NOVA training please call Linda Ryan, Vice-President, Support Services, NADA/F, at 724-742-0484.

NATIONAL AIR DISASTER ALLIANCE / FOUNDATION - ANNUAL MEETING
SEPTEMBER 26-27, 1998- ARLINGTON, VA

I wish we had room for more photos!



← VALUJET Families with Mary Schiavo - Carole Rietz, Paul Smith, Mary Schiavo, Susan Smith, Carmen Roberts, Amanda Myers, and Cynthia Hamilton

↓ Heidi Snow (Air Crash Support Network), Ken & Maureen Dobert, Bonnie Carroll (TAPS), and Paul Knerr



↑ Peter Goetz (NTSB) and Linda Ryan



↑ Carole Modaff, Paula McIlwried, Kim Collins, Rose Weite, Steve Fredrick (author of "Unheeded Warning"), and Karen Anderson



← Byron Achohido, Pulitzer-Prize Winning Aviation Journalist, at 'Seattle Times,' and Gail Dunham