



July 16, 2008 – John Hickey, FAA, explains Inerting and the new device called an “air separator” that replaces oxygen with nitrogen in an aircraft fuel tank, thus avoiding potential flammable vapors.



NTSB Chair Mark Rosenker presented Matt Ziemkiewicz with a signed copy of the NTSB “Most Wanted” Aviation Safety with, “Eliminate-Flammable-Fuel/Air-Vapors...” deleted. Thank you!

Fuel Tank Inerting Required!

Federal regulators approved rules to require fuel-tank inerting in newly manufactured aircraft, and upgrades to more than 3,000 commercial aircraft in service today. Inerting lowers the oxygen content with nitrogen to prevent center wing fuel tank explosions like TWA 800 and others.

The Press Conference to announce the mandate included: Mary Peters, (former) Secretary of Transportation, Mark Rosenker, NTSB Chair, Robert Sturgell, Acting Administrator of the FAA, John Hickey, FAA, and Matt Ziemkiewicz, President of NADA/F. Matt lost his sister Jill, a rookie Flight Attendant on TWA flight 800, over twelve years ago.

Matt thanked the government agencies, engineers, and the aviation industry who have worked hard for to develop an affordable inerting technology to prevent a similar disaster.

Ziemkiewicz said, ***“On behalf of air crash family members who have pushed hard for all these years we applaud this safety mandate.”*** NADA/F family members have been a driving force for over ten years to develop an affordable inerting technology. We testified before Congress, participated in the FAA Rule Making Committees, worked with the media, and aggressively petitioned the industry and government.

To learn more, and see a “how to” guide written by NADA/F family members which outlines how we successfully promoted inerting, go to **SAFETY: Inerting** and **“History of Promoting Fuel Tank Inerting,”** on the new website.

There are aircraft in service today with inerting, and more coming off the assembly line this year, however, the work continues.

Yes, SAFETY is our long-term goal, as NADA/F :

- ✓ Monitors modifications to Inerting for the 787 Dreamliner, and we
- ✓ Push for inerting sooner in the production process, and
- ✓ Promote upgrades sooner rather than later for aircraft in service today.

Two of our NADA/F on-going programs were helpful toward mandating Inerting . . .

Membership. NADA/F is a member organization since 1999 of the FAA ARAC, (Federal Aviation Administration, Aviation Rule Making Advisory Committees) and a seat on the ExComm (Executive Committee). ARAC is part of the FAA regulatory agenda, and gives us a voice at the table and participation in the rulemaking process.

NADA/F had three members on the Working Group that concluded in **2002** that inerting was “too expensive.” NADA/F was the only member organization of the ARAC Executive Committee to vote NO. As a member organization we filed a Dissent. Often we are the only voice for aviation safety. The FAA engineers listened to us, and continued the research for lightweight affordable inerting technology which was finally mandated in **2008**. Thank you for their diligence and expertise.

Shareholders. NADA/F owns donated stock in Boeing and it was helpful for our members to attend their Annual Shareholder Meetings so that we could directly question the CEO and Board of Directors. We need additional donations of stock and volunteers to attend more Annual Meetings in the aviation industry.

Family members have accomplished amazing things, however, it takes time, energy and more to persuade the government and industry to be accountable for fatal flaws, and to mandate remedies for safety and security. We learn that aviation disasters are preventable, and often so easily preventable. Family members have made a difference for decades by pushing again and again for thorough and honest scientific crash investigations, and disclosure of the TRUTH.

Outrage is normal, but it is not enough. We email, call and mail to connect with other family members who share the same concerns and dedication to right a terrible wrong; and we push government and industry officials to give their attention, expertise and resources to make flying safer.

Family members have “a need to know” and work for aviation safety to prevent others from experiencing a similar disaster. Working together we make a difference and become a stronger recognized voice for action to promote the **highest standards of aviation Safety, Security, Survivability and Support for Victims’ Families.**



Comair 5191, Lexington KY NADA/F VP Connie Fahey, and NADA/F Family Support Team member Jackie Burnett with family members at the first memorial.



Pentagon 9/11 Memorial Dedication, 9/11/08 Frank and Marion Kminek



Coleen Rowley and Monica Gabrielle with a **"Special Edition of the 9/11 Commission with Holes."** YES, more work must be done on Aviation Security!



Pan Am 103, 20th Memorial December 21, 2008, at the Cairn at Arlington Cemetery



Swissair 111 Halifax, Nova Scotia, Canada 10th memorial September 1, 2008

Recap of a few of our Accomplishments . . . and Work to Do!

The Aviation Disaster Family Assistance Act of 1996 NADA/F's short-term goal in 1995 was Family Support, so our Founding Members wrote, promoted and passed the Family Assistance Act to provide services to survivors and air crash family members.

Provisions of the Act include prompt notification, family support, briefings about the investigation, memorial service, consulting family members about return of personal effects and disposition of human remains, and more. For more information about the Act, Amendments, and [History of the Family Assistance Act](#) check our new website: [Assistance](#) and [Resources/Links](#). Also www.NTSB.gov/family/family.htm

NADA/F's Family Support Team - FSTeam © members served the 9/11 Pentagon Family Command Center and continue to provide short-term and long-term support in many areas.

Smoke Detectors in the Cargo Hold

After the ValuJet disaster May 11, 1996 the need for mandatory smoke detectors and fire suppression was clear. NADA/F members pushed the FAA every step of the rule making process. March 19, 2001 the FAA kept their word to NADA/F that commercial airplanes in the U.S. would be equipped with smoke detectors and fire suppression in the cargo hold or the aircraft would be "parked." On March 20th, 3,154 of the 3,483 planes in the U.S. were converted on schedule, and 264 planes were grounded until the maintenance was completed. 65 older jets that were not converted were grounded.

First Air Cargo Public Hearing – May 9-10, 2002 – We continue to advocate for Public Hearings, under oath, rather than disaster report meetings.

Revised Final Report to Disclose an Accurate Probable Cause

March 3, 1991, United 585, a Boeing 737 crashed at Colorado Springs with no survivors. The disaster was listed "unsolved." Eight years later the NTSB released a true probable cause and June 5, 2001 released a Revised Final Report for UA585. Years of Freedom of Information requests showed that the truth was there, but it took ten years to make it public. The servo valve, part of the power control unit, was re-designed, and passengers today benefit from the technical improvements.

The SAFE Act – 2002-2008 The "Black Box" is the most important tool in air crash investigations. There have been "enhancements" to the Black Box recorders – but we need dual recorders including a deployable recorder in the rear, and more.

Help us press for action on the following . . .

De-icing Halloween 2009 will be the 15th memorial for AA Eagle 4184--another preventable Icing disaster. Rulemaking for Icing has languished at the FAA for too many years. There have been improvements – but not enough. We must have action, and we will not accept "watered-down" rulemaking!

URGENT need for all Air Traffic Control (ATC) towers to be fully staffed with experienced and trained air traffic controllers. The FAA can do better for ATC!

Required Child Restraint Seats for children under the age of two. The TSO (Technical Standards Order) was done eight years ago and should be moved forward so that all passengers are in the safest seat possible.

Outsourced maintenance, runway incursions, whistleblower protection, a common highest standard of safety for all aircraft must be addressed to prevent aviation disasters! There is much work to do!

Thank you to our long term members for your donations and support which made these accomplishments and more possible!. To learn more, everyone is welcome to [Join Us](#) for the Annual Meeting fall 2009. Check the website for the date, and [please be patient while the new website is in transition.](#)

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