

May, 2000

NATIONAL AIR DISASTER ALLIANCE / FOUNDATION

2020 Pennsylvania Ave., NW # 315 * Washington DC 20006-1846

(888) 444-6232-phone * (888) 444-NADA * (215) 540-0623-fax * www.planesafe.org

6TH ANNUAL MEETING
SATURDAY-SUNDAY, OCTOBER 28-29, 2000 - 9:30 AM SAT. - 4:30 PM SUN.
WASHINGTON, D.C., MARRIOTT RESIDENCE INN, PENTAGON CITY, VA

Confirmed Special Guests include:

Byron Acohido, Pulitzer Prize winning Aviation Reporter with the "Seattle Times."
Acohido is well known for his accurate investigative journalism, and he continues to set the highest standards for air safety reporting.
Mary Schiavo, former Inspector General of the Department of Transportation, and author of "Flying Blind, Flying Safe." Mary's speech is always a highlight, and her support for us is a special part of the meeting.

Christine Negroni, author of "Deadly Departure: Why the Experts Failed to Prevent the TWA 800 Disaster and How it Could Happen Again." Christine Negroni has been a broadcast journalist for 21 years, including CBS, PBS and CNN. "Deadly Departure" is now available.
David Evans, Editor of "Air Safety Week." We appreciate Dave's amazing research.
William and Linda Beckett will be joining us from England! Representing:
SCI SAFE Survivors Campaign to Improve Safety in Airline Flight Equipment.

They lost their daughter in 1985 in the Manchester, England crash, and they have been leaders in Europe organizing others and promoting air safety. They will share with us their work toward having international aviation standards harmonize up to the highest standards.

Carolyn Coarsey-Rader, Ph.D., will chair Saturday morning's "Connecting through Introductions," plus share a new video with us. Dr. Coarsey-Rader is the expert in post-accident trauma following aviation disasters, and her work is used by over 60 airlines.

William Kauffman, Ph.D., University of Michigan, Professor of Aerospace Engineering.
Another guest back by popular demand will talk about the past regulatory failures of the aviation industry, plus a look to the future!

C.O. "Chuck" Miller, Consultant - System Safety - Internationally recognized authority in air safety for over 40 years, and former Director, Bureau of Aviation Safety, NTSB.
Brian Bell will be joining us from Alaska! Bell is Editor of "Airjet Airline World News" the largest daily aviation electronic newsletter in the world.

To receive Airjet daily at no charge, email to Airjet@AirlineBiz.com

Meeting registration will be \$25 per person. We will also offer a buffet lunch on Saturday and Sunday at 12 noon, and Saturday evening Italian dinner at 7:00 PM at a restaurant close to the hotel. Lunch and/or dinner will be \$25 per person, per meal. Special hotel rates of only \$99 per night include breakfast.
Everyone is welcome! Join Us!

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

Our list of special guests is just the beginning! Additional guests will be listed on our website as the news becomes available. We also look forward to seeing old friends and new members, plus plenty of time for conversation. Let us know if there is something special that you would like to have included.

Annual meeting events include:

- Special Guest Speakers and Air Safety Panels
- Updates from our members on air safety issues and support for victims' families
- Presenting our annual Air Safety Award
- **NEW!** For the first time we will present our new Air Safety Journalism Award
- Reviewing our Goals 2000, and adopting our Goals 2001
- Election of NADAF Officers and Board Members....and more...

(Please let us know if you would like to serve for year 2001).

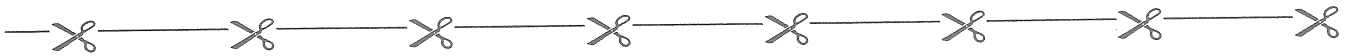
NEW! For those on the internet you may want to take a look at the Photo Album on our website for a photo from

October 18, 1992! The group photo was taken at the IADG (International Air Disaster Groups) Conference

October 17-18, 1992, at the Savoy Hotel, Washington DC. The IADG meeting was the first gathering that we know of,

of international air disaster groups, and was the forerunner of NADAF. Special thanks to our V.P. Tom O'Mara for

organizing the families in 1992! Special thanks to Dr. Kawakita (JAL 123) for providing us with this memorable photo.



NATIONAL AIR DISASTER FOUNDATION

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Yes. I want to attend the 6th Annual Meeting, Saturday-Sunday, October 28-29, 2000

at the Marriott Residence Inn, Pentagon City VA. Free shuttle service is available from the Washington National/Reagan Airport. All rooms are suites, and larger suites, including two bedroom, two bath suites, are available. Hotel has indoor pool, fitness center, and more. NADAF rate of \$99 includes full breakfast.

Lunches buffet style at the hotel - Saturday evening, Italian Buffet at a restaurant close to the hotel. Cash bar.

Registration fee is \$25 per person. Each meal is \$25 per person.

I have enclosed \$_____ registration fee for _____ people to attend.

I have enclosed \$_____ for _____ people to attend Saturday lunch, \$25 per person.

I have enclosed \$_____ for _____ people to attend Saturday dinner, \$25 per person.

I have enclosed \$_____ for _____ people to attend Sunday lunch, \$25 per person.

Total Enclosed: _____

Meeting is scheduled from 9:30 AM Saturday through 4:30 PM on Sunday.

Make checks payable to the NATIONAL AIR DISASTER FOUNDATION and mail to the address above.

Additional donations are much appreciated to help cover meeting costs. Checks payable to the National Air Disaster Foundation are tax deductible.

Name _____

Address _____

Phone, Fax, Email _____

Airline, Flight Number (Optional) _____

Aviation or Disaster Assistance Professional _____



For hotel reservations please call the Marriott Residence Inn directly, 703-413-6630, or 800-331-3131. Request the special \$99 rate for the NATIONAL AIR DISASTER ALLIANCE/FOUNDATION.

\$99 Single or Double occupancy includes full buffet breakfast.

Confirm reservations by Friday, October 6th to guarantee the \$99 rate.

CRISIS RESPONSE TEAM (CRT) TRAINING

Last year, NADAF offered our first Crisis Response Team Training. We worked with NOVA, National Organization for Victim Assistance, to offer the training to our members for only \$50. We had an excellent group of participants, and everyone agreed that merely wanting to go to a crash site to help in some way is not good enough, and people must be trained to prevent the victimization from reoccurring.

If you would like to participate in Crisis Response Team Training, with other NADAF members, we would like to hear from you. We are considering sponsoring training in Fall, 2000, however, we need to know the level of support before we make the commitment. Last year it was least expensive to offer the training near Baltimore MD, however, if you know of a central location with inexpensive meeting accommodations please let us know. We are always looking for volunteers to coordinate those important details.

If you are interested in participating in CRT training

please contact Jim Hurd, 410-551-0459.

NADAF BOARD MEETING - Feb. 5-8, 2000

Special thanks to our NADAF board members who so generously participated in an excellent four-day board meeting in Washington DC. Saturday and Sunday we focused on NADAF's past accomplishments, goals for the future, and corporate business. We agreed that the Marriott Residence Inn in Pentagon City, VA will be an excellent location for the next annual meeting, and we expect the 6th Annual Meeting to be the best to date!

Monday and Tuesday we divided into smaller groups and met with five government agencies, the Red Cross, plus 30 Congressional meetings. We stressed the need for Congressional Public Hearings about the lack of FAA Safety Board (fatal air crash recommendations. We have become the largest grassroots air safety organization in the U.S., a major voice for 100% FAA (Federal Aviation Administration) compliance with NTSB recommendations. Unfortunately, FAA compliance has dropped from 82% to 80%, and the number of air crashes is increasing.

At our Congressional meetings we also stressed the need to overturn the 1920 DOHSA "Death on the High Seas" Act. While passing the FAA re-appropriations for 2000, Congress did pass legislation regarding DOHSA, however, it is not completely what we wanted. We encourage our members to write to their Congressmen and Senators about air safety, especially during this important election year. It has become easier to contact your representatives via the internet: www.house.gov (for Congressmen) and www.senate.gov (for U.S. Senators).



February 7th NADAF MEETING WITH THE AMERICAN RED CROSS

(top row, left to right) Mary Kahl, Joan Pontante, Jim Hurd, Jeff Josefson, Janice Watson, Susan Smith, (lower row) Gail Dunham, Arlene Miasel, Lantia Hausman, and Carole Rietz.

While meeting in Washington DC, board members had an excellent meeting with the Red Cross leadership responsible for family assistance after an air crash. We appreciate working with them since passage of the Family Assistance Act in 1996. The Red Cross made our brochure available to families at EgyptAir 990, and they have agreed to continue to have the information available for family members. We appreciate their help in reaching new family members. Often we hear from people who have said they wished they had known about NADAF much earlier. The support for victims' families is an important part of our founding mission.

NADAF's position is that family members who have been successfully trained should be utilized for support personnel to help the families short term and long term after an air disaster. There are Red Cross regional offices throughout the U.S., and they offer different levels of services and training, depending on their size and the area. Some offer Disaster Training Classes, and some offer Public Affairs training, to help with the media after a disaster. People are encouraged to check with their local Red Cross offices to see what training is available. If your Red Cross chapter has limited training, you may want to check with other offices in your region.

Most important, is that family assistance after an air crash has greatly improved, and NADAF will continue to work with government and social service agencies to raise the standards for support, plus disclosure of air crash investigation information to the families.

DOHSA Death on the High Seas Act

In 1920 Congress passed DOHSA to help maritime widows collect needed benefits. Through the years the airlines have pushed to apply this law to air crash litigation when the crash was at sea.

On March 8th and March 15th, the U.S. Senate and House of Representatives, respectively, passed an amended version of the 1920 Death on the High Seas Act (DOHSA) as part of the Wendell H. Ford Aviation Investment and Reform Act of the 21st Century.

The amended legislation moves the limit of DOHSA from one marine league to 12 nautical miles off the shore of any state, the District of Columbia, or the territories or dependencies of the U.S.

If a commercial aviation accident occurs within the newly established 12-mile limit, then DOHSA shall not apply and the rules applicable under Federal, State, and other appropriate laws shall apply. However, if a commercial aviation accident occurs outside the 12 mile limit, then DOHSA will continue to apply. DOHSA will apply to any death caused by a commercial accident after July 16, 1996. (The day before TWA 800).

The amended DOHSA still does not allow for the recovery of punitive damages, but does allow for the recovery of nonpecuniary damages for wrongful death, which is defined as the loss of care, comfort, and companionship. It does not allow for the recovery of pain and suffering prior to death. The old DOHSA did not allow for the recovery of nonpecuniary damages.

The newly amended DOHSA allows for a class of beneficiaries of the decedent to recover the pecuniary loss sustained which is also defined as economic loss or loss of wages. There was no cap set on damages, and includes inflation adjustments.

In all aviation accidents that have occurred in open water since July 16, 1996, the newly amended DOHSA will not apply to TWA 800, and will not likely apply to Alaska Air 261, because both accidents occurred within the 12 nautical mile limit. (AS261 was off a U.S. island). However, the EgyptAir 990 crash falls outside the 12-mile limit, at approximately 60 miles off the coast of Nantucket. Attorneys for Swissair 111 will also argue the amended version of DOHSA should apply because the accident occurred outside the 12 mile limit, off the coast of the U.S., although the crash occurred well within the limits of Canadian territorial waters.

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century was sent to President Clinton on March 29th, and the President signed the bill into law on April 5, 2000. It became Public Law No. 106-181.

*Lantia Hausman, Vice President, Swissair 111
Email: Lhaus1963@aol.com*

BROOKE'S PLACE - Indianapolis IN

Brooke's Place provides support for children, teens and young adults from the ages of 3 to 22, to work through their grief over the death of a loved one, for as long as needed. Brooke's Place is an excellent resource for those in the mid-west.

The program's name honors Brooke Wright, who lost her father Thomas Wright on AA4184, Halloween, 1994. Brooke, and her mother Ann Wright, have found that helping others has helped them with their own enormous grief. Brooke has gone from a fateful night of "trick or treating" to a college student majoring in counseling and psychology, and very committed to helping others. Special thanks to Ann and Brooke Wright for offering their support to others. If you would like more information, or if you would like to receive some of their excellent printed materials feel free to call:
Brooke's Place 317-879-4066

NEW! Bumper Stickers! Baggage Stickers

NADA/F year 2000 members will soon be receiving bumper stickers in the mail! They are free with a \$20 annual membership, or may be purchased for \$2 each. They look great on a car bumper or a suitcase, and will be easily recognized. Thank you to our Board Member Mary Kahl (UA232) for making this air safety promotional sticker available to us!

**Safety Delayed is
Safety Denied
www.planesafe.org**

FAA Hotline 800-255-1111

If you spot an air safety irregularity or have an in-flight experience that you know is not a routine flight, please call the FAA Hotline and report the incident! Also, feel free to forward to us in writing what you have reported, and we will keep the information on file. Include the date, flight number and as many details as possible. We cannot provide answers, that is the job of the FAA, however by reporting incidents hopefully we can increase the pressure on the FAA to keep more accurate records of incidents reported and actions taken (or not taken).

EgyptAir 990

NADA/F is opposed to the rush to judgment on the cause of the crash of EgyptAir 990, and we support a full scientific investigation, including a full disclosure of the cockpit voice recorder and the flight data recorder. Plane crashes are too important for edited transcripts. The following EgyptAir website was prepared by a family member: <http://www.geocities.com/ea990>