



**NATIONAL AIR DISASTER ALLIANCE /  
FOUNDATION**

---

2020 Pennsylvania Ave., NW \* PMB 315 \* Washington DC 20006-1846      *September, 1999*  
(888) 444-6232-phone \* (888) 444-NADA \* (215) 793-0553-phone/fax \* [www.planesafe.org](http://www.planesafe.org)

---

**NOVA \* NATIONAL ORGANIZATION FOR VICTIM ASSISTANCE and NADA/F offer  
Crisis Response Team (CRT) Training – October 18-22, 1999  
Training to be held at the Holiday Inn – Baltimore, Maryland**

For 25 years NOVA has offered services and training for victims of crime and other crises. Those who complete the training are able to become part of NOVA's national CRT program and work with disaster service professionals, public safety professionals, community leaders and other caregivers to help a community or individuals in severe distress, or after a crisis.

We are proud to work with NOVA to offer this training opportunity to *NADA/F* members for only \$50 to cover the cost of the materials. NOVA CRT training has been sold out during 1999 since the Littleton CO crisis, and the training cost is usually much more. NOVA recognizes that our members have a unique bond and last year they generously agreed to work with us and volunteer their services.

Training will be held from 8:30 AM to 5:30 PM Monday through Friday. NOVA's professional training materials are based on years of experience, and the U.S. Department of Justice, Victims of Crime, also supports the NOVA classes.

- ✓ To guarantee a place in the class please send registration checks for \$50, tax deductible, payable to the *NATIONAL AIR DISASTER FOUNDATION*, to our Washington DC address. Please respond as soon as possible to confirm your reservation. *Space is limited.*
- ✓ Training will be held at the Holiday Inn, Baltimore (South), Maryland. A limited number of rooms are being held for *NADA/F* at only \$72 per night. Please call the hotel directly for reservations: 410-636-4300. The hotel is located off I-695, exit 3A, Ritchie Highway North (Route 2). Participants cover their own costs for meals and lodging.
- ✓ *NADA/F* membership is only \$20 per person, per year, if you are not already a member.

*NADA/F* members agreed at the annual meeting that to best help others, volunteers need to be successfully trained. The NOVA training gives us opportunities to work with other air crash families and survivors, as well as possible service in our own community after a disaster.

Special thanks to NOVA for their generosity! Special thanks to *NADA/F* board member **Jim Hurd** for working with NOVA to coordinate the training! *Everyone is welcome!*

*If you have additional questions please contact Jim Hurd, 410-551-0459, or call NADA/F directly.*

---

**DISCUSSION GROUP...[www.planesafe.org](http://www.planesafe.org)**

We have a new Discussion Group on-line on our website. Access the website and scroll down through the Calendar to Menu. Click "**Self-Registration for NADA/F Discussion Group (Mandatory!)**"

Complete the registration with your last name (which is usually your user name), password of your choice, and your Email address. Return to the Menu and click on "**NADA/F Discussion Group.**" Click on **POST** to enter a message and click on messages to read them individually.

If you are having problems try <http://www.planesafe.org>, or remember we are .org, *not* .com.

Also note to use the correct combination of letters and numbers for your password. *See you on the Internet!*

---

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

## **NADA/F MEMBERSHIP...**

Everyone is welcome to be on the *NADA/F* mailing list. If you would like to become a member for \$20 per person, per year, you will be entitled to vote for election of officers at the annual meeting, vote on corporate business, as well as help cover our newsletter costs. We have become the largest grass roots air safety organization in the U.S., and we depend on financial donations to cover our operating expenses--so additional financial donations are always appreciated!

Two years ago we represented 350 people from about 12 air crashes. Today we represent over 2,000 people from over 50 crashes. We now network with people and organizations worldwide that are pursuing air safety. At the last annual meeting we hosted *NADA/F's* first press conference with U.S. local and national media in attendance, plus we work with journalists worldwide.

For additional information about our GOALS '99 and accomplishments please check our website, or give us a call and we will mail the information to you.

*Susan Smith, Treasurer*

## **NOTES FROM THE PRESIDENT...**

### **One of many stories of NADA/F's SUCCESS IN BRINGING PEOPLE TOGETHER...**

On Aug. 12, 1999, *NADA/F* was able to bring together some very special people. I received email awhile ago from Cassie Yukawa, a 17-year-old student, and her sister Diana, age 14, who was born a month after their father was killed on **Japan Airlines 123, August 12, 1985**, the largest single air crash in history. After the crash the young girls moved back to England with their mother Susanne.

Through our growing global network of *NADA/F* friends we were able to connect them with Dr. Kawakita, and wonderful things have happened. (*Dr. Kawakita was a Presenter at one of the first family meetings organized by board member Tom O'Mara in the early 1990's*).

Diana, an accomplished violinist, was invited to perform for the 14<sup>th</sup> memorial service, and the women were able to go to Japan. It was a rainy overcast day, however, the sun came out when Diana played "*Mountain Song*" on Mount Osutaka for the anniversary of JL123. The young women were able to truly honor their father at the crash site for the first time. A foundation helped with some of the travel expenses and others helped with accommodations. Dr. Kawakita, in his remarkable way, introduced the family to friends who were able to share information so they could connect with their past.

*NADA/F* was honored at a JL123 press conference for helping to bring people together, although the Internet of today deserves most of the credit! I had the pleasure of meeting the family recently in England and shared their anticipation before the trip. They have not had a link with anyone from the crash for all these years and the warm welcome from others from JL123 made it a 14<sup>th</sup> anniversary that will always be remembered.

**LETTERS TO THE EDITOR...** are one of the most effective ways to publicly demand improved air safety.

The newsletter insert lists some of the largest newspapers in the U.S. by size. We encourage you to save the list and use it to write Letters to the Editor.

Try and keep your letters short and also send them to your hometown papers. Be sure and sign the letters and include your name, address and telephone number so that the papers can verify that the letter was from you. Usually papers publish just the name, or the name plus your city and state if you prefer. Newspapers will not publish anonymous letters, however, you may ask them to use your name, initials, or name and hometown. If your letters are published please forward a copy for *NADA/F* files. A list of additional newspapers will also be published by *NADA/F* soon.

Last year board members Tom O'Mara and Carole Rietz wrote excellent Letters to the Editor after the first "Wiring" exposé in "*USA Today*." We received calls from the media looking specifically for Tom and Carole because others found their letters very powerful.

The other benefit of Letters to the Editor is the friends you may meet. This is a way to connect with others from a crash long ago, or make new friends. I met Bob Allardyce, one of our Annual Meeting speakers because of the excellent letter that he wrote for publication.

I would like to add a special thank you to the wonderful volunteers who helped with this project. If you have additions or corrections to the list please mail them to *NADA/F*. If you would like to be the caretaker of this important public service please call!

*Jail Deunham*  
President

### **History of the "AIRPLANE PILOT HIRING SAFETY ACT"...**

On the first anniversary of AA3379, the family members representing 15 fatalities and 5 survivors, found themselves in Washington DC giving testimony to support the passage of H.R. 3536, the "Airplane Pilot Hiring Safety Act." Their first memorial service was a quiet meeting at the hotel while they prepared themselves mentally for a second day of testimony.

The Act now requires an airline, before hiring a pilot, to perform a background check on the pilot by requesting certain records--pilot's license, medical certificate, ratings, any enforcement from the FAA, proficiency records, airplane qualifications, training, physical exams, professional dis-qualifications, drug and alcohol tests from the pilot's previous airline employer, and motor vehicle driving records. For years, the NTSB made recommendations to the FAA that the air carriers be required to conduct background checks and allow airlines to share pilot performance records. The families from AA3379 helped pass this important legislation and made a difference!

On December 11, 1999, the 5<sup>th</sup> Anniversary of AA Eagle 3379, the families will gather in Raleigh NC. The accident date was Dec. 13<sup>th</sup>, however, the families will gather on Sat. For more information contact: Jeff Josefson, 401-885-2039

**SAFER CHILDREN... Wanted: Good Common Sense...**

*Infant seats on airplanes are long overdue and the FAA is strongly urged to mandate this safety measure without further delay. Every person over two years of age, traveling on aircraft, is required to be seat belted for take-off and landing, and whenever the captain deems it unsafe to be unbuckled--yet the most vulnerable, children under two years of age, are allowed to sit on a passenger's lap. This not only places the child/infant at risk of becoming a human missile, but also any passenger whom the child impacts. This unsafe practice has endured far too long, and in the last ten years caused deaths in Sioux City and Charlotte NC. Will it take another death to finally produce responsibility and safety for these helpless children?*

*It is unconscionable that infant safety should be so callously ignored and left to chance and luck. There is no documentation for the injuries 'lap' children have incurred through turbulence or an infrequent crash, but they are on the front line of risk in any 'g-force' type situation. Children under the age of 2 are required to be in a child seat on all U.S. military aircraft, and commercial airlines have taken a step in the right direction by offering parents a half price ticket for their infant. Stop this 'russian roulette' mentality and **require** that our treasured children be placed in a child restraint seat with a seat belt, just as they are required in a car traveling at a fraction of air speed.*

**Jan Lohr, Surviving Flight Attendant, United 232, Sioux City, IA, July 19, 1989.**

**"GOALS 99"**

At the 1998 Annual Meeting the membership unanimously endorsed the following:

"The FAA should direct the airlines to require that all passengers under the age of two be secured in a child restraint seat. All passengers should have safe transportation, especially our children. The FAA hue and cry that parents will take to the highways does not stand the test—planes are full of children over the age of two. All children should have a seatbelt on board a flight, as required for the rest of the passengers."

**UPDATE...**

The good news is that the FAA has approved the first step, the Advanced Notice of Proposed Rule Making, addressing child safety aboard aircraft. *NADA/F* members have been thanked for their public comments and our work toward making these recommendations law. The next step will be the Notice of Proposed Rule Making and it should be released sometime this Fall. The sad news is that comments and procedures could take another year or two.

**WHAT CAN WE DO? WE NEED YOUR HELP!**

- ✓ When you fly, ask the airlines if they offer in-flight child restraint seats, or if you should supply your own car seat. Make certain that children of all ages are safely secured.
- ✓ Tell the airlines that safe seats should be their requirement for ALL passengers!
- ✓ Clip, sign, and mail the form at the bottom to tell the FAA that you want action!
- ✓ Contact *NADA/F* if you would like to become more involved and work with others to Chair this Action! (888-444-NADA-phone)



Please mail the following to:

**Federal Aviation Administration, Ms. Jane Garvey, Administrator, AOA-1  
800 Independence Ave. S.W., Washington DC 20591**

Dear Ms. Garvey:

*Please do everything possible to expedite the Rule-Making to mandate that passengers under the age of two are also required to be secured in-flight by requiring the use of appropriate Child Restraint Devices. All passengers should have safe transportation, especially our children. We need your help to require the airlines to do the right thing as soon as possible.*

Sincerely yours,

Name \_\_\_\_\_

Address \_\_\_\_\_

Additional Comments \_\_\_\_\_

**5TH ANNUAL MEETING - SATURDAY-SUNDAY, OCTOBER 2-3, 1999  
AT THE HILTON SUITES, DETROIT MI – DETROIT METRO AIRPORT**

\$10 per person registration fee, \$20 per person after September 17<sup>th</sup>.

\$20 per person, per day, for lunch on Saturday and Sunday, 12:30 PM. Checks payable to the *NATIONAL AIR DISASTER FOUNDATION* will be tax-deductible, and should be mailed to our Washington DC mailing address.

Hilton Suites is holding a block of rooms for only \$84 per night, single or double, including a full buffet breakfast. This rate will be available for a limited time so call the hotel as soon as possible, 734-728-9200, or 1-800-HILTONS, and mention you are requesting the *NATIONAL AIR DISASTER ALLIANCE & FOUNDATION* rate.

**THE MEETING WILL CONVENE AT 9:30 AM ON SATURDAY, AND CONCLUDE SUNDAY ABOUT 5 PM.**

**HONORED GUEST SPEAKERS INCLUDE:**

**CAROLYN COARSEY—RADER, PH.D** –9:30 AM – 12:30 PM Saturday. *Everyone is welcome!*

**EDWARD BLOCK** - Former wiring and cable expert with the Department of Defense, and representing *NADA/F* as a member of the FAA Aging Transport Committee. **Saturday Lunch Speaker.**

**MARY SCHIAVO** - Author of "*Flying Blind, Flying Safe,*" and former Inspector General of the U.S. Dept. of Transportation. **Sunday Lunch Speaker.**

**ADDITIONAL MEMBERS OF OUR AIR SAFETY PANELS FOR SAT. AND SUN. AFTERNOON WILL INCLUDE:**

**ROBERT ALLARDYCE**, author of "*Desired Track: The Story of KAL 007.*"

**WILLIAM KAUFFMAN**, University of Michigan, Professor of Aerospace Engineering

**NEW! BRIAN A. BELL WILL BE JOINING US FROM ALASKA. BELL IS EDITOR OF "AIRJET AIRLINE WORLD NEWS," A FREE DAILY ELECTRONIC AVIATION NEWSLETTER. AIRJET@AIRLINEBIZ.COM**

ADDITIONAL GUESTS WILL BE ANNOUNCED.

*Saturday evening reception 5 – 7 PM at the hotel.*

*Sunday morning business meeting: 9:30 AM to 12 Noon. If you would like to serve on the NADA/F board or help with a particular project or research let us know. Please let us know if there are things that you would like included in the meeting. Everyone is welcome! Join old and new friends!*

**JOIN US IN DETROIT, MI OCTOBER 2-3, 1999 FOR THE ANNUAL MEETING**

Call toll free 888-444-6232 *NATIONAL AIR DISASTER ALLIANCE....for air safety and security.*

***NATIONAL AIR DISASTER ALLIANCE / FOUNDATION***  
2020 Pennsylvania Ave., NW, PMB 315  
Washington DC 20006-1846

**ADDRESS CORRECTION REQUESTED**

PRSR STD  
U.S. POSTAGE  
PAID  
AMBLER PA 19002  
PERMIT NO. 81