

Aviation Insurance Claims Conference

Runway Incursion Accident

Investigating the Causes, Resolving the Claims

RTI World Headquarters and Research Centre

AViCON® 2017
Stevensville, MD

September 14-15th, 2017



AViCON® 2017 Conference Sponsors



TRIAL & APPELLATE LAWYERS



Dear Delegate

All of us at RTI are honored and delighted to be presenting our 10th aviation conference – AViCON® 2017 – at our new world headquarters and research centre in Stevensville, MD. The fictitious accident scenario you will see is both timely and thought provoking, and no doubt will raise some very enlightening discussions.

The concept of AViCON is unique, except for the timetable which is used purely as a guide, where the day is led by the legal positions that arise from the carefully scripted aircraft accident animation and the experience of our panel of experts. The key advantage of a liability-rich scenario that involves fictional parties is that it removes conflicts of interest, and thus allows those with greatly respected experience to share their professional views while being open and frank in their contributions to the discussions. It also has been found that this brilliant concept encourages wider audience participation, especially if the delegation comprises mixed experience and skills. The AViCON format has proved highly effective in achieving the original goals. Since 1998 AViCON has presented detailed fact patterns and creative state-of-the-art animations to set scenes that inspire educational and informative dialogue by leaders in aviation claims litigation.

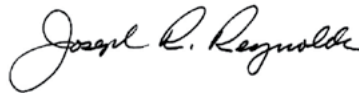
The AViCON animation takes months to produce, and so today's scenario and associated fact pattern was originally devised some time ago. Lamentably, the issues identified by these industry experts seem to so often accurately anticipate a future real accident. It is our sincere hope that by continuing the AViCON program with new scenarios and conferences we might eventually start preventing 'current issues' from developing into 'current accidents.'

In that regard, RTI encourages the use of AViCON accident scenarios and panel discussions for custom claims and training events as well as emergency preparedness programs.

We sincerely hope that you will find the AViCON 2017 conference an experience to remember and one of particular value in your professional development.



Steve Hull, IEng FRAeS
AViCON 2016 Chairman
RTI Aviation Director



Joseph R Reynolds, PE MEWI MAE
AViCON Co-Founder
RTI President and CEO

AViCON® 2017 Conference Speakers

Frederick (Rick) Alimonti

Founder and Senior Partner, Alimonti Law Offices P.C.

Rick Alimonti is the founding partner of Alimonti Law Offices P.C., based in White Plains, NY. Since 1990, Rick has been handling airlines' passenger claims as well as claims in product liability, premises liability, aviation insurance coverage, and a broad range of "general aviation" matters. Rick is a member of the mediation panel for the U.S. District Court for the Southern District of New York and is an inaugural member of the S.D.N.Y. Mediator Advisory Committee. He is a two-time past co-chair of the American Bar Association's (Section of Litigation) Committee on Aviation Litigation and has held multiple positions in the leadership of the ABA Section of Litigation. Rick has been increasingly called upon as a speaker on aviation law as well as on more generic topics, including ethics, and ethics in negotiation and mediation. He is also an active private pilot. Alimonti Law offices has been counsel of record on numerous reported decisions at the trial and appellate levels on such diverse issues as federal preemption, personal jurisdiction, the economic loss doctrine, and premises liability. Rick's frequent presentations have been favorably reviewed by national and international audiences, including his highly acclaimed Aviation/Ethics CLE available online at Lawline.com.

John Brennan

John O. Brennan is a born and raised New Yorker. He is a practicing insurance defense attorney with over thirty years experience in the field of defending airlines and airport authorities. He has handled a variety of matters, ranging from baggage claims to wrongful death cases. He has been a member of the firm Ryan, Brennan & Donnelly LLP in Floral Park, New York since its inception, approximately eighteen years ago. Over the last fifteen years, he has been an AV Preeminent Peer Review Rated Attorney, the highest possible peer review rating in legal ability and ethical standards for attorneys from Martindale Hubbell, Inc.

Noreen Brogan

Vice President, Airline Claims Manager
AIG Aerospace

Noreen is the Airline Claims Manager at AIG Aerospace, based in Atlanta, GA. She has over 18 years' experience as an aviation defense attorney and insurance adjuster. Noreen has handled complex matters in all areas of aviation, including products liability, general aviation, and coverage matters. She has focused her time as an insurance professional on airline accounts, spending the past 11 years as an adjuster and claims manager for numerous mainline and regional airlines. She is a licensed attorney in New York and New Jersey, holding a Bachelor of Arts from the University of Scranton, and a Juris Doctor with a Specialization in International and Comparative Law from Cornell Law School. Noreen began her aviation career in private practice in New York, where she defended manufacturers and airlines in litigation arising from several major accidents.

Scott Brooksby

Partner, Olson Brooksby P.C.

Scott Brooksby is a partner at Olson Brooksby P.C. in Portland. Scott's practice focus includes aviation, product liability, catastrophic personal injury defense, and commercial litigation. He represents airlines, aircraft and component manufacturers, aviation insurers, GA owners and pilots and helicopter emergency medical service operators. Scott also represents other industry manufacturers in a broad range of product liability matters and is counsel to many large corporations in the transportation, retail, food, toy, steel, heavy equipment, machine manufacturing, and other industries. He has tried aviation disasters and many other cases in state and federal courts. Scott is a co-chair of the American Bar Association Mass Torts Aviation Subcommittee and he is active in numerous aviation law professional organizations.

Paul Bowles

Fitzpatrick & Hunt, Pagano, Aubert, LLP

Paul Bowles devotes his law practice to helping large and small companies, individuals, and artists thrive and excel. He is known for his work in complex product liability and commercial litigation, chiefly in the aviation and transportation industries, where he represents Fortune 100 and Fortune 500 companies in a variety of matters across the United States, into Europe and South America. His wide range of experience helps clients succeed in tackling all aspects of litigation.

As a member of the New York State Bar Association's Committee on the Tort System, Mr. Bowles helps New York advance its tort legislation with a group of insightful lawyers and judges who bring myriad viewpoints to the table.

Ken Cage

Ken has 20+ years in the banking and collections industry with prestigious firms such as JP Morgan and DaimlerChrysler Financial Services and has vast experience in skip tracing and investigation within the finance sector. This experience allows Ken to understand the needs of banking, financial and legal clientele while utilizing his investigation and recovery skills to provide the highest quality service. Since joining IRG in 2005, Ken has been involved in thousands of repossessions and investigations on all types of specialty assets. Ken has repossessed units in all 50 states, as well as several foreign countries. Ken has been a guest speaker for the International Superyacht Society and been the focus of many news stories for newspaper, magazines and television all over the world. Ken is a licensed Repossession Agent, Private Investigator and Yacht Broker. Ken has been a member of many organizations related to the investigation field including American Society of Industrial Security, the International Society of Healthcare Safety and Security, the National Association of Chiefs of Police, Aircraft Owners & Pilots Association (AOPA), National Aircraft Finance Association (NAFA), and International Association of Marine Investigators (IAMI).

Greg Canfield

Lycoming Engines

Greg Canfield is the Associate General Counsel for Lycoming Engines, an unincorporated operating division of Avco Corporation. Prior to joining Avco Corporation, Greg worked in private practice in Chicago, IL. His practice focused on the defense of aviation product manufacturers in cases involving complex e-discovery issues, military applications of aerospace technology, and International Traffic in Arms Regulations (ITAR).

Since 2001, Greg has served as an aviation officer with the United States Army. He is an honor graduate of U.S. Army Flight School and numerous roles within the Army's aeromedical evacuation, air-assault, and aviation maintenance operations. He is a graduate of the Army's senior aviation maintenance course, maintenance

test-pilot course, aviation maintenance officer course, and aeromedical evacuation doctrine course. He currently serves with the Maryland Army National Guard and maintains proficiency as UH-60 maintenance test pilot. Greg earned his J.D. and M.S. in Computer Science in 2010 from DePaul University and his B.S.E in industrial engineering in 2005 from Purdue University. He is admitted to the bars in Illinois and Indiana.

Robert Cororan

Global Aerospace

Bob Corcoran is a graduate of University of Maryland where he earned a B.S. degree in Business Administration and Finance. He obtained his Juris Doctorate from Seton Hall University School of Law. Prior to joining Global Aerospace, Bob was in private practice for 20 years and served as senior litigation partner at Peterpaul, Clark & Corcoran. His practice focused primarily on the prosecution and defense of complex casualty, construction defect and products liability matters where he tried a significant number of cases to verdict in both state and federal court. While in private practice, Bob was the recipient of the Outstanding Lawyer of the Year and Outstanding Trial Lawyer of the Year Awards from the Essex County Bar Association. In 2008, he joined Global Aerospace as a Claims Attorney in the Airlines Department. Bob now serves as Vice President and Team Manager in the Products Department. Since joining Global Aerospace Bob has handled matters on behalf of various airlines and now works exclusively on the management of toxic tort and complex products liability claims and litigation.

Captain John DeLeeuw

Senior Manager Flight Safety/Chief Accident Investigator, American Airlines

Captain John DeLeeuw has been a pilot with American Airlines (AA) since 1991; he has accumulated over 15,000 hours of flying time. He is presently the Senior Manager of AA Flight Safety, and is responsible for the several Aviation Safety Action Programs (ASAP) at American Airlines to include Flight, Cabin, Dispatch, and TechOps. He is also the Chief Accident Investigator for AA, and he has served as the Party Coordinator for numerous accident and incident NTSB investigations over the past seven years. Additionally, he serves as the Chairman of the Airlines for America (A4A) Flight Safety Committee.

Prior to working at American Airlines, he served as an USAF C-130 Instructor/Evaluator Pilot for eight years and participated in Desert Shield. John is a graduate of the Aviation Safety and Security course from the University of Southern California's School of Engineering. He received a Masters in Operations Management from the University of Arkansas, and a BSBA from the University of Arizona. He currently instructs at the University of Southern California School of Engineering's Aviation Safety Program. John also presently serves on the Board of Directors of the American Airlines Federal Credit Union.

Patrick Dolan

Senior Claim Manager, Old Republic Aerospace

Patrick Dolan is a Senior Claim Manager with Old Republic Aerospace of Baltimore, Maryland responsible for managing airport, aircraft hull and liability claims throughout the Mid-Atlantic and Northeast regions of the United States. Prior to joining Old Republic Aerospace in 2008, Patrick was a claim manager at Avemco Insurance Company for 22 years. He has been an active participant in the aviation community and has served as an aviation arbitrator. Patrick holds adjuster licenses in multiple states and has been a licensed pilot since 1977. He attended Towson State University after serving six years in the United States Marine Corps Reserve.

Mark A. Dombroff

Partner, Dentons US LLP

Mark Dombroff concentrates his practice on the aviation and transportation industry; including litigation, regulatory, administrative and enforcement matters, security, National Transportation Safety Board (NTSB) investigations and employee related issues. He is a leader of the firm's Unmanned Aircraft Systems practice.

Mark started his legal career as a Trial Attorney with the Office of the General Counsel of the Federal Aviation Administration (FAA). He then moved to the Aviation Unit of the United States Department of Justice (DOJ).

Mark entered private practice in 1985, where his practice focused on the aviation and transportation industry. He has counseled and guided numerous airlines, aviation companies and other companies through accident/incident investigations, FAA investigations and civil litigation. Mark also handles numerous safety enforcement and regulatory matters before the FAA/NTSB and other administrative agencies, whether arising from accidents or as independent matters.

During the course of his career, Mark has tried dozens of jury and non-jury cases, ranging in length from one day to several months. In addition, he has argued before state and federal appellate courts at all levels.

Mark founded the Airline Symposium in 2006, which had over 130 attendees from all segments of the aviation industry. In February 2015, the ninth annual Airline Symposium was held at The Ritz Carlton Hotel, McLean, VA, with over 300 attendees observing and participating in an accident response exercise in a foreign country. In July 2013, Mark founded and moderated the first MRO/Manufacturers Symposium in Reston, VA. In June 2015, Mark moderated the second annual UAS Symposium, an event that he founded in 2014 that included 150 registrants. The symposium addressed all aspects of UAS operations and was filled with panels consisting of FAA, insurance and industry representatives.

Ted Dunlap

Corporate Counsel, RTI Group, LLC

Thomas E. "Ted" Dunlap, Esq., is Counsel and Director of Client Relations at RTI. Prior to joining the company, Ted was a litigator in private practice, concentrating on civil litigation and coverage matters while assisting a wide variety of clients with maritime, aviation, product liability, general liability, commercial, and construction issues.

Ted is licensed to practice law in state and federal courts in Maryland and the District of Columbia. He is active on the Aviation and Admiralty Law Committees of the American Bar Association's Tort Trial and Insurance Practice Section, and he is a steering committee member on the DRI's Aviation Law and Corporate Counsel Committees.

Ted's legal, customer service, and business management experience combine for a unique background that allows him to develop bespoke solutions to the complex issues facing RTI's sophisticated clientele. In addition, he helps ensure all RTI's experts have an up to date understanding of the legal standards related to providing expert testimony, and serves as an internal reliability consult throughout RTI's peer review process for expert opinions and reports.

Justin Green

Partner, Kreindler & Kreindler LLP

Justin Green joined Kreindler & Kreindler LLP in 1997 and became a firm partner in January of 2003. He focuses his practice on helping families of aviation disaster victims, but also represents victims of other transportation accidents and mass torts.

As an aviation lawyer, Justin has successfully represented families in major aviation cases. There include major airline disasters, corporate airplane and helicopter accidents, civil airplane and helicopter accidents and aviation accidents that have taken the lives of our fellow servicemen and women. He has authored numerous articles on aviation, product liability and wrongful death law.

A guest lecturer on aviation law at Fordham Law School, Justin has also spoken on aviation law and aviation safety at numerous professional conferences. He edits the leading treatise on U.S. aviation law: Kreindler, Aviation Accident Law published by Lexis/Nexis. Many newspaper and news programs have asked him to comment on aviation safety issues and to speak on the rights of aviation disaster victims.

Justin uses the skills he developed as an aviation lawyer to represent victims of other transportation accidents and the victims of corporate wrongdoing. Martindale-Hubbell Lists Justin as an "AV" peer-reviewed lawyer which is the highest rating awarded by the organization. Law & Politics, a publication of Key Professional Media Inc., has named him a "Super Lawyer" since 2009.

Justin is a member of the American Association for Justice, where he is the immediate past chair of the aviation section. He belongs to the American Bar Association, where he served as vice-chair of the Torts and Insurance Practice's aviation section, and as a member of the Air & Space Law Section. He is a board member of the New York State Trial Lawyers Association, and he is a member of New York's Federal Bar Council and the New York City Bar Association, where he serves on the aeronautics committee.

Justin learned to fly in the United States Marine Corps and served as his squadron's aviation safety officer after graduating from the Naval Postgraduate School's aviation safety program. He was responsible for his squadron's aviation safety, and also for investigating accidents. He holds an airplane and helicopter commercial license from the Federal Aviation Administration; he is instrument-rated and has flight time in many different airplanes and helicopters.

He graduated from Union College in Schenectady, New York, and earned his law degree from Fordham Law School in New York City.

Jeff Guzzetti

Director, FAA Accident Investigation Division (AVP-100)

Over 30 years in aviation safety. Experienced aircraft accident investigator, aerospace engineer, auditor, and writer with over a decade of executive-level management experience. Commercial-rated pilot with multiengine instrument ratings in airplanes, seaplanes, and gliders.

Division chief of the office responsible for the actions and policies of all FAA activities related to the investigation of aircraft accidents and incidents in the U.S. The division consists of a team of senior FAA inspectors who coordinate all FAA efforts in support of major investigations conducted by the NTSB and foreign aviation authorities. The division owns and maintains the FAA order and policies for accident and incident investigations, and collaboratively develops safety enhancements within the FAA and the aviation community.

The Honorable Christopher A. Hart

Member and Past Chairman, NTSB

Christopher A. Hart of the National Transportation Safety Board (NTSB) brings tremendous experience in transportation safety, including a previous terms as a Member and Chairman of the NTSB and as the Federal Aviation Administration's (FAA's) Deputy Director for Air Traffic Safety Oversight and Assistant Administrator for System Safety. He also gained expertise in surface transportation as Deputy Administrator of the National Highway Traffic Safety Administration.

From 1973 until joining the Board in 1990, Christopher Hart held a series of legal positions, mostly in the private sector. He holds a law degree from Harvard University and Master's and Bachelor's degrees in Aerospace Engineering from Princeton University. He is a member of the District of Columbia Bar and the Lawyer-Pilots Bar Association. Following a family tradition, Chairman Hart is a licensed pilot with commercial, multi-engine, and instrument ratings. His great uncle, James Herman Banning, was the first African-American to receive a pilot's license issued by the U.S. Government in 1926.

Hobie Hind

Butler

A Partner at Butler, Hobie Hind practices in our Subrogation & Recovery department, where he first started his legal practice. Since joining the firm in 1996, Hobie has handled subrogation claims as his sole focus, ranging from smaller homeowner losses to large-scale industrial events.

Hobie received his Doctor of Jurisprudence from the Georgia State University College of Law in 1995. He is admitted to practice in all State and Federal Courts in Georgia, Texas, and Florida. He has handled cases throughout the United States, with an emphasis in the Southeast, and recently, Texas.

Hobie speaks regularly at many subrogation industry events. He is an active member of the National Association of Subrogation Professionals (NASP) and served as the chair for the 2010 NASP Annual National Conference in Dallas, Texas, as well as on the NASP Board of Directors since 2012.

Steve Hull, IEng FRAes

Aviation Director, RTI London

Steve Hull is responsible for the aviation business in the UK and Europe. Steve has over 40 years in aviation; he has spent twenty four of those years either working in, or leading, airline safety departments.

He has investigated over 70 incidents and accidents and has led teams to investigate the causal factors and compile comprehensive reports that include recommendations to the airlines' boards to prevent recurrence. Steve has extensive operational flight experience with over 8,500 flying hours as a flight engineer on the B747 and Concorde.

Steve was the editor of FLYWISE, the British Airways corporate safety magazine which was considered an industry leader and a benchmark in the reporting of safety information. He was the former Chairman of the UK Flight Safety Committee (UKFSC).

Steve presents to several major 'Blue Chip' companies including, Shell, BP, NATS, CAA Aviation Medics, Aviation Underwriters plus new pilots and engineers. He has also lectured at the European Centre of Aviation Training and he regularly lectures at Cranfield University on safety and accident investigation.

Steve is an Incorporated Engineer, a Fellow of the Royal Aeronautical Society, Membership Secretary of the European Society of Air Safety Investigators and was the initial airline lead investigator after the B777 accident at London Heathrow Airport in January 2008.

Bryant Madsen

Smith Amundsen

Brandt has been representing clients in all facets of the dynamic aerospace industry for over 25 years, matching their innovation with his own creative solutions. As the chair of the firm's Aerospace Industry Group, he oversees a team providing services in corporate consultation, administrative and regulatory issue, insurance coverage and litigation.

Brandt provides general counsel services for a number of aviation startups. He has helped marshal inventors' ideas from concept to implementation throughout the commercial fleet. His advice includes negotiations with regulators and corporate partners, coordination of Intellectual Property issues and drafting of licenses, service agreements, and grants. In addition, Brandt has coordinated the administrative compliance and interfaced with regulators. Brandt also serves as an advisor to aviation manufacturers and service industry entities on a wide variety of commercial matters including but not limited to aircraft transactions, leases, financing agreements and outside general counsel services.

Brandt is an experienced trial attorney, and has brought dozens of cases to trial and through appeal, representing municipalities, corporations, small businesses and individuals. Brandt also has an active administrative practice, representing clients before administrative agencies, such as the FAA, FTC, NTSB, CFTC and the Department of Revenue. Brandt has been involved in many high profile air crash cases, successfully representing airport operators, air traffic controllers, operators and manufacturers. His aviation experience includes regulatory practice and working with the FAA and NTSB. Brandt represents airmen, air traffic controllers, airports, aircraft owners and operators, and FBOs (fixed base operators). He has also represented numerous airplane and helicopter pilots in enforcement actions brought against them by the FAA.

While Brandt finds great success in the courtroom, he is often able to resolve cases early in the litigation process via motions to dismiss or by negotiating settlement. In one complex litigation case involving the crash of a passenger jet in Europe and scores of plaintiffs, Brandt was able to obtain a dismissal for his client on the basis of a lack of jurisdiction.

Outside the office, Brandt and his family work with World Relief, an organization that helps refugees assimilate to life in the Chicago area. They meet refugees at the airport, help them navigate public transportation and take them grocery shopping. He works with the Illinois 4H program, which educates city and suburban kids on the business of working farms. He also provides pro bono legal services to an organization that provides after school opportunities for children and business education programs for adults.

Roberta Miranda

Partner at the New York Office

Roberta is a Partner in the New York office. Her practice focuses on handling the defense of complex claims and litigation in a broad range of domestic and international matters, including cases involving product liability, premises liability, aviation, transportation, cargo, property damage and contract dispute matters. Roberta has represented insurers in both third-party defense cases and subrogation matters. In 2008, Roberta spent four months in London as a secondee with the Office of General Counsel of Amlin Underwriting in the Lloyd's of London Insurance Market, where she experienced first-hand the workings of the London Market and the complex issues that affect it.

Roberta received her J.D. from Fordham University Law School in 2004. She is admitted in New York State and the U.S. District Courts for the Southern and Eastern Districts of New York and has appeared pro hac vice in both state and federal courts throughout the United States. She is a member of the New York State Bar Association; the New York City Bar Association; the International Aviation Women's Association, and the American Bar Association and, in 2014, served as a member of the planning committee for the annual ABA Aviation Litigation Seminar, where she also participated as a speaker in 2015. Roberta has written several articles on product liability and aviation litigation, including a chapter on defending claims against ground service providers for the ABA/TIPS book "Litigating the Aviation Case – 4th Edition (to be published in 2015). Roberta was born in Italy and speaks fluent Italian.

Jeff Moore

Ph.D., CEO, Muir Analytics and Principal of Secure Hotel

CEO, Muir Analytics - Providing threat intelligence that helps corporations reduce exposure to severe financial loss from political violence, terrorism, insurgency, and like conflicts. Muir Analytics directs all research for SecureHotel.US., a threat analysis provider analyzing attacks the world over profiling the who, what, when where, why, and how of terror attacks on the hospitality and transportation sectors.

Dr. Moore has a PhD in counterinsurgency; executive protection trained/certified/experienced; 15 + years of experience as a defense consultant supporting G-2, G-3, and J-5 elements; overseas work/travel in over 10 countries; specialize in Southeast Asia; published author in multiple magazines covering security, defense, and industry. In addition, Dr. Moore is a respected speaker and author, having published Spies for Nimitz, US Naval Institute Press, (military intelligence during the Pacific War), 2004, and The Thai Way of Counterinsurgency, (Thai COIN strategies/tactics in three wars), a Muir Analytics Book, 2014.

Sandra Moore

Southwest Airlines

Sandra Moore is a Senior Analyst and Team Lead of Southwest Airlines' Customer Claims department. Sandra has worked with Southwest for 19 years. Customer Claims has responsibility for all Passenger liability claims claims, including personal injury and property damage, hull loss claims, and ground transportation claims which occur throughout the Southwest Airlines' system. Sandra is integrally involved in working with Southwest Passengers, Southwest's insurance companies as well as outside counsel.

Before joining Southwest, Sandra worked for insurance agencies in many capacities, including managing large commercial accounts, and working directly with insureds as to all phases and aspects of their insurance coverage. Sandra holds a General Lines-Property and Casualty License.

Sandra is married with two children, four grandchildren and resides in a small community east of Dallas.

David Nelson

VP, General Aviation Practice Leader, Global Aerospace, Inc.

Mr. David Nelson joined Global Aerospace in 1983 as a Claims Adjuster in the Chicago Branch Office. He was promoted to Senior Claims Representative in 1987, Claims Manager in March of 1999, and VP, General Aviation Practice Leader in November of 2013.

David graduated from Western Michigan University in 1978 with a B.S. degree in Aviation Management and Technology. He received a Masters Degree in Aeronautical Science with specialization in Aviation/Aerospace Management and Aviation/Aerospace Operations through Embry-Riddle Aeronautical University Distant Learning Program. David has completed the University of Southern California Aircraft and Gas Turbine Accident Investigation program and the Allison 250 Series II Engine Maintenance program. He was a member of the aviation industry safety study team that authored the 2003 General Aviation Technically Advanced Aircraft FAA-Industry Study final report. David is also a member of the International Society of Air Safety Investigators, Experimental Aircraft Association, Aircraft Owners and Pilots Association and the National Association of Flight Instructors.

David holds a Commercial Pilot Certificate with airplane and instrument ratings and a Flight Instructor's Certificate (airplane, ground and instrument). He is the Chief Pilot and Safety Officer for Global Aerospace's flight operations. Prior to joining Global Aerospace he was employed by the FAA as an Air Traffic Controller at the Chicago Enroute Air Traffic Control Center.

Sherry Ortiz

Senior Vice President & Airline Claims Division Manager, USAIG

Sherry J. Ortiz, Senior Vice President, Airline Claims Division Manager, United States Aircraft Insurance Group, (USAIG) handles Airline, General Aviation and Manufacturing claims, including special projects, litigation management, claims process management, airline emergency response and Family Assistance Act guidance, trial preparation, legal research and investigation.

Before joining USAIG, Sherry was employed at Trope & DeCarolus, LLP in Los Angeles, the Federal Aviation Administration's Office of Regional Counsel for the New England Region, the Middlesex County District Attorney's Office in Massachusetts, Roxbury Public Defenders and various legal aid entities.

Sherry graduated from Embry-Riddle Aeronautical University with a B.S. in Aerospace Studies, Magna Cum Laude, including minors in Aviation Safety, Aircraft Accident Investigation, Atmospheric Environmental Science and Humanities.

At Embry-Riddle Sherry was elected as President of the Student Body and served on the Board of Trustees, a member of Sigma Tau Delta (National English Honor Society), Omicron Delta Kappa (National Leadership Honor Society), Staff Reporter for the campus newspaper (The Avion), recognized as the Outstanding Graduate for her degree program and awarded the Jay Adams Community Service Award.

She received her Juris Doctor degree from Boston College Law School in 2003. She is admitted to practice law in the Courts of New York. Law school awards and accomplishments include winner of the ABA Negotiation competition and member of the

Boston College National Negotiation Competition Team, member of the Boston College National Mock Trial Team and ABA regional finalist, and co-chair of the Board of Student Advisors.

Sherry's volunteer work includes being a Court Appointed Special Advocate (CASA) at the Edelman's Children's Court in Los Angeles and a volunteer attorney at the Irish Immigration Center in Boston, Massachusetts. She is a member of the New York State Bar Association, IAWA, Wings Club and Mensa. Sherry has been a pilot for more than 20 years.

Ralph Pagano

Partner, Fitzpatrick & Huar, Pagano, Aubert, LLP

Ralph's practice is mainly focused on complex legal matters involving aviation disputes. He has represented engine and component part manufacturers, avionics manufacturers, maintenance providers, airlines, airports and airport ground service providers, in litigation and various forms of Alternate Dispute Resolution throughout the United States and the world. Ralph is AV rated by Martindale Hubbell.

Before changing careers to become a lawyer, Ralph was an engineer with Western Union, RCA/GE American Communications and AT&T Bell Laboratories, making him well suited for the complex aviation and satellite matters in which the Firm is engaged. Ralph furthers his interest in aviation by actively exercising his privileges as a licensed pilot.

Ralph has obtained the highest distinction from his peers and clients by being bestowed an AV Rating from the renowned rating service, Martindale-Hubbell.

Ralph earned both Bachelor of Engineering and Master of Engineering degrees from Stevens Institute of Technology. He received his J.D. from Fordham University School of Law, and subsequently earned an LL.M. in trial advocacy from Temple University, where he later served as an Adjunct Professor for that program.

Jim Robinson

Partner, Gordon Rees Scully Mansukhani, LLP

James E. Robinson is a partner in the Gordon & Rees Philadelphia office. His practice includes products liability, aviation, commercial litigation, construction and appellate matters. Jim's clients include major aviation manufacturers, commercial airlines, Part 135 operators, FBOs, certified Repair Stations and aviation insurers. He has handled wrongful death and survival actions, ground handling claims, passenger injury claims, commercial disputes, and aviation product recalls, in a number of jurisdictions around the country, at trial and on appeal.

Jim recently completed a Second ment as in-house counsel to a major aviation manufacturer, which included the negotiation of non-disclosure agreements and vendor contracts, negotiation and resolution of vendor disputes and warranty claims, review and approval of FAA requests, company collaboration and partnering agreements, review of service publications, and various intellectual property issues and disputes. Jim is a regular speaker on aviation law and litigation – most recently on the management of concurrent civil and criminal actions arising from aviation accidents. He currently serves as Vice-Chair of the DRI Aviation Law Committee.

Jim has an active pro bono practice, as a volunteer Child Advocate, representing children who are the victims of abuse, neglect, dependency or crime for which he has been repeatedly recognized by the First Judicial District of Pennsylvania. Jim serves on the Board of the Support Center for Child Advocates.

James Rodriguez

James F. Rodriguez is a Washington, D.C., attorney who focuses his practice on litigation and dispute resolution. Mr. Rodriguez is a former U.S. Air Force military attorney and satellite engineer. More recently, he served as an Assistant General Counsel with the National Transportation Safety Board (NTSB). His practice focuses on representing the firm's transportation industry clients in accident investigations conducted by the NTSB, accident claims and litigation, mass-disaster litigation, litigation related to space launch and satellite operations, and transportation regulatory matters. He also advises clients on export, import and related trade issues, as well as Freedom of Information Act (FOIA) requests and referrals.

While at the NTSB, Mr. Rodriguez served as the lead agency attorney for major investigations in all modes of transportation, including those of the sinking of the El Faro cargo ship, the crash of the first SpaceShipTwo commercial spacecraft, the crash of Asiana Airlines Flight 214 and the battery fire on a Japan Airlines Boeing 787 at Boston's Logan International Airport. He also was lead agency counsel for investigations of the pipeline explosion in Sissonville, W.Va., the Seastreak ferry accident in New York City, the bridge collapse over the Skagit River in northwestern Washington, the collision between a Metrolink train and a pickup truck in Oxnard, Calif., and the Amtrak train derailment in Philadelphia.

Mr. Rodriguez provided the NTSB with extensive knowledge on export control issues, advising on licensing requirements and control of information subject to the International Traffic in Arms Regulations (ITAR) and the Export Administration Regulations (EAR). He liaised with the U.S. Department of State's Directorate of Defense Trade Controls (DDTC) on ITAR matters and the U.S. Department of Commerce's Bureau of Industry and Security (BIS) on EAR matters, as well as the U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) on the applicability of economic embargoes to entities involved in NTSB investigations. Mr. Rodriguez was also the lead agency attorney for information law issues. He advised the agency on administrative appeals and litigation under the FOIA, Privacy Act matters, along with the agency's handling of trade secret and confidential commercial information. In addition, Mr. Rodriguez served as an instructor for NTSB Training Center Accident Investigation Courses in Ashburn, Va.

Prior to his work at the NTSB, Mr. Rodriguez was an intellectual property litigation associate at two large law firms, focusing primarily on patent litigation. During that time, he worked on patent litigations involving satellite communications, aircraft avionics, computer networks, speech synthesis, medical devices and handheld music players, as well as copyright disputes surrounding video games. He also is experienced in contract litigation and arbitration over satellite launch failures and government contract teaming agreements. Mr. Rodriguez served in the U.S. Air Force's Judge Advocate General's Corps as a reserve judge advocate. He achieved the grade of major before leaving the service.

Prior to law school, Mr. Rodriguez worked as an engineer for the U.S. Air Force and private industry on military and commercial satellite programs. He managed 100-plus person launch and early orbit checkout teams for the Defense Meteorological Satellite Program, installed command and control systems, conducted developmental and operational testing of 13-meter antennas near Fairbanks, Alaska, and developed satellite scheduling software. Mr. Rodriguez is an instrument-rated, commercial pilot and certified flight instructor with approximately 560 flight hours in single-engine aircraft. He previously served as squadron commander for a Civil Air Patrol volunteer search and rescue squadron operating out of Austin-Bergstrom International Airport in Austin, Texas.

Steve Rosen

Mr. Rosen's career began as an Executive Intern of the White House, assigned to the Federal Communications Commission during the summer of 1969. He then worked as an engineer for the Office of Telecommunications of the U.S. Department of Commerce from 1972 through 1974, where his work included analysis of satellite communications policies in support of the Executive Office of the President. He returned to the government in the summer of 1975, analyzing satellite communications systems for the Office of Telecommunications Policy of the Executive Office of the President.

Mr. Rosen's law practice began at Lord, Bissell and Brook, Chicago, in 1977, where he worked as an associate specializing in aviation matters. In 1979, he joined Miller Nash, in Portland, Oregon where his practice focused on aviation, product liability, and trial matters. He became a partner of the firm in 1983 and later chaired its Technology Committee and its Hiring Committee, while also serving on the firm's Executive Committee. Mr. Rosen formed The Rosen Law Firm, P.C. in 1997, which has offices in Portland, Oregon. The firm's focus is on litigation, trial, and appellate work in both federal and state courts, and includes practice in matters involving aviation, products liability, personal injury, accidental death, and business issues.

The Rosen Law Firm, P.C. is recognized as one of the Best Law Firms in both Oregon and Washington state with first tier ranking by U.S. News & World Report. Mr. Rosen is no stranger to the courtroom, and throughout his legal career he has tried numerous cases and obtained excellent results for clients both at trial and through negotiated settlements. His cases have included suits filed in Oregon, Washington, California, Alaska, Montana, Idaho, Utah, and British Columbia. He has also argued aviation related matters before the Ninth Circuit Court of Appeals.

Laurie Salita

Jacobs Law Group

Laurie A. Salita is an experienced litigator. For over 15 years, her practice has been concentrated in tort litigation with particular emphasis on matters arising from aviation, products liability, catastrophic loss, transportation accidents, equine liability and related insurance defense matters. She also provides "general counsel" representation for various businesses in the specialty manufacturing, private security and natural gas service industries on legal matters pertaining to business and product development, marketing, contract disputes, contract analysis and negotiation, and risk management.

Ms. Salita focuses her practice on aviation and insurance defense litigation as the chair of the practice area for Jacobs Law Group PC. The events of 9/11 shaped Salita's career and she quickly became immersed in 9/11 litigation and potential claims. Since 2001, Laurie has litigated matters large and small for airlines, manufacturers, FBOs, charter and business aviation companies, catering companies, trade groups, airports (and related municipalities), companies engaged in airport and baggage conveyor construction and their insurers.

Prior to Jacobs Law Group, Ms. Salita maintained similar practices as a partner at a large international law firm headquartered in Philadelphia, Pennsylvania and at a boutique litigation law firm headquartered in Wayne, Pennsylvania. She attended Villanova University Charles Widger School of Law. While there, she clerked for the Honorable Mark I. Bernstein of the Philadelphia Court of Common Pleas. A frequent speaker on topics of aviation liability and insurance defense, Ms. Salita is uniquely positioned to be a knowledgeable, reliable source on topics related to liability and risk in aviation, aerospace and equine business.

Dana Schulze

Deputy Director, Office of Aviation Safety NTSB

Dana Schulze, has been with the National Transportation Safety Board since 2002. She began her career with the Safety Board as an Aircraft System Safety Engineer in the domestic and international airline accident investigations, including Alaska Airlines flight 261, Pinnacle Airlines flight 3701, and American Airlines flight 587. In 2006, Ms. Schulze became Chief of the Aviation Engineering Division, which is responsible for investigation the airworthiness of aircraft involved in major aviation accidents. Ms. Schulze later served as the Chief of the Major investigations Division where she oversaw more than a dozen major accident investigations, including the investigation of US Airways flight 1549 in Weehaken, New Jersey and Colgan Air flight 3407 in Clarence Center, New York, before moving into the role of Deputy Director.

Prior to joining NTSB, Ms. Schulze worked in the commercial aerospace industry in various engineering and engineering management roles related to design, system safety, reliability, and quality. She received her Bachelor of Science degree in Space Sciences and Mechanical Engineering from the State University of New York.

Tracey Steele

AIG Aerospace

Tracy is an experienced aviation defense attorney who joined AIG Aerospace in September 2015, as a claims attorney handling global aircraft products claims. Tracy obtained a Bachelors of Business Administration degree from the University of Notre Dame in 2002 with a major in Marketing and minor in Computer Applications, and a Juris Doctor degree from Pepperdine University School of Law in 2005 with an additional Certificate in Dispute Resolution.

Tracy began her career in Chicago with Merlo Kanofsky Gregg & Machalinski, defending general aviation claims, airport premises claims, and aircraft products claims. While at MKG&M, Tracy gained significant major accident experience representing Southwest Airlines in litigation arising from the Flight 1248 accident and representing Comair in litigation arising from the Flight 5191 accident. Tracy defended Southwest against the wrongful death claim asserted on behalf of the minor on the ground and his family as well as the suits filed by passengers for bodily injury and emotional distress. In defending Southwest, Tracy assisted with aircraft/wreckage inspection and retention and all phases of litigation including preparing and participating in a focus group which assisted in evaluating settlement and ultimately led to the settlement of the wrongful death claim stemming from the accident. At MKG&M, Tracy went on to work extensively on Comair Flight 5191. Tracy spent considerable time working from Comair headquarters in Cincinnati, Ohio on the defense of Comair. Tracy assisted with the defense of all claims and lawsuits filed against Comair for the 47 passengers and 2 crew members killed in the crash. During the defense of Comair, Tracy drafted a motion for summary judgment, ultimately granted by the Court, which dismissed the Plaintiffs' claim for punitive damages against Comair filed in the last remaining suit in the United States District Court for the Eastern District of Kentucky.

Tracy later joined the law firm Lewis Brisbois Bisgaard & Smith in Atlanta, Georgia, as a partner, where she continued to defend aviation industry clients. Since joining AIG, Tracy has worked extensively on aviation products litigation and has been involved with handling airline, airport and coverage litigation.

Tracy is also actively involved with DRI (Defense Research Institute) and other aviation legal organizations. Tracy is a member of the DRI Aviation Law Steering Committee and DRI Corporate Counsel Steering Committee.

Thomas Tobin

Partner, Wilson Elser

Tom has been successfully litigating complex transportation-related product liability and commercial matters for over 30 years. An engineer as well as a lawyer, Tom routinely consults with international manufacturers and distributors as to product safety and the minimization of product liability exposure. He has lectured extensively on product liability prevention in the United States, Japan, Korea, the People's Republic of China and Taiwan.

Tom has tried, or been involved in, trials in more than a dozen states, and has defended clients in almost every state. He frequently coordinates clients' defenses of generic claims and "pattern litigation" around the country.

For the past ten years, Tom has been extensively involved in counseling clients involved as parties in NTSB investigations of calamities of all sorts, including aviation matters. He is widely published concerning NTSB investigations and has given dozens of related lectures and seminars before transportation providers, manufacturers and component part suppliers. This past July, the NTSB included Tom as one of only three outside panelists in its first training seminar for lawyers assisting clients with NTSB investigations (NTSB Investigations: What Legal Professionals Need to Know).

David Tochen

General Counsel, National Transportation Safety Board

David Tochen joined the NTSB as general counsel in August 2011. As general counsel, he is chief legal advisor to the NTSB chairman and other board members and he is responsible for supervising the work of attorneys and other staff members. He also serves as the NTSB's designated agency ethics official.

The Office of the General Counsel is responsible for providing legal advice and assistance in all legal matters and on legal aspects of all policy matters. The office is also responsible for preparing opinions and orders for board approval in aviation and marine enforcement cases.

Prior to then, he served in a number of legal positions in the U.S. Department of Transportation (DOT) beginning in January 1980. From January 2008 to August 2011, he served as the Deputy Chief Counsel in the Federal Motor Carrier Safety Administration. From 1991 to 2008, he served as a Deputy Assistant General Counsel in DOT's Office of the General Counsel and worked as an attorney-advisor in the same office from 1980 to 1991.

Glenn Vallach

Vice President & Claims Attorney, USAIG

Glenn Vallach has been a Claims Attorney with United States Aircraft Insurance Group since October 2012. In that capacity, Glenn is the principal coverage analyst for the company, and he manages and supervises a broad range of significant liability claims for the General Aviation, Manufacturing & Special Risks and Airlines claims divisions within USAIG. Glenn also serves on the Policy Language Revision Committee and the Subrogation Committee for the company. Prior to joining USAIG, Glenn was an aviation litigation and trial attorney for a boutique New York City defense law firm in Manhattan for almost five years. In this role, Glenn litigated a large number of complex aviation matters for a variety of prominent aviation entities and insurers. Glenn is also an accomplished and frequently published law professor, having taught commercial law and business courses for private and public universities in New York and New Jersey since 2009. Glenn graduated Boston College with a Bachelor of Arts in Political Science and History in 2005, and graduated Fordham University School of Law with a Juris Doctor degree in 2008. He is admitted to practice law in the courts of the State of New York and in the Eastern and Southern District Courts of New York, and he is a member of the American Bar Association, Aviation Insurance Association and New York State Bar Association.

Matthew Wagenhofer, Ph.D.

Ph.D., Director of Research and Mechanical Engineering, RTI Group, LLC

Matthew Wagenhofer holds a Doctorate of Philosophy in Mechanical Engineering with a focus on the engineering performance of materials. Matthew has 20 years of forensic engineering investigation experience encompassing a broad range of topics under the umbrella of mechanical engineering and materials performance accidents and failures. These investigations include the pursuit of solutions to challenging problems in such areas as: aviation, electric power generation and distribution, structure-property relationships of engineering materials, electromechanical and electronic controls for systems and devices - both electrical and mechanical, industrial/manufacturing processes and equipment, fire protection systems, medical industry devices, food preparation equipment, and consumer products.

Matthew is an accomplished project leader, skilled at efficiently overseeing and participating in multidisciplinary investigative efforts such as analyses of aircraft accidents, electric power distribution equipment failures and explosions, pressure vessel explosions of aerosol paint cans and SCUBA equipment, nuclear and fossil fired electric power plant equipment failures, and fires involving medical and consumer products, among others.

Diane Westwood Wilson

Partner, Dentons

Diane Westwood Wilson has a global practice, representing clients internationally and nationally, with particular expertise in the aviation insurance industry in matters involving airlines, aerospace, aviation, product liability and insurance coverage. In addition, she has over 30 years of complex and multijurisdictional commercial litigation and arbitration experience.

Among other significant matters, Diane represented EL AL Israel Airlines, Ltd., in the landmark United States Supreme Court multilateral treaty case establishing that the Montreal Convention is the exclusive cause of action, barring recovery under any other alternative theory of liability. In addition to handling the Supreme Court proceedings, Ms. Wilson tried the case in the Southern District of New York and argued the appeal in the 2nd Circuit. (EL AL Israel Airlines v. Tseng). She also represented the airline defendants in the Chan v. Korean Air and Olympic Airways v. Hussain Supreme Court cases, and she has been involved in numerous other petitions to the Supreme Court.

Diane provides strategic counseling and representation to a wide variety of airlines, airports and manufacturers in the aerospace and other industries in state and federal courts, as well as assisting them in long-term strategic business decisions.

1.0) Accident Report



1.0) AViCON® 2017 Accident Report

Accident Investigation Summary

1.1 Synopsis

- 1.1.1. On July 21, 2017 at 18:49 Eastern Standard Time, an Air-Care MEDEVAC helicopter veered off course and collided with Bestgate Airways Flight 914 clipping off it's right wing tip damaging its flight control surfaces and outboard fuel cells.
- 1.1.2. The MEDEVAC departed from MedStar Washington Hospital Center, transporting medical staff to an active shooter incident at the National Harbor.
- 1.1.3. The Bestgate aircraft was on final approach to Reagan National Airport (DCA) for runway 01 until it was diverted at the last minute to runway 33 by ATC.
- 1.1.4. The pilot and medical staff on board the MEDEVAC and 12 of the passengers and one crew member on board the Bestgate aircraft were killed.
- 1.1.5. After colliding with the MEDEVAC, the pilot of the Bestgate aircraft retracted the landing gear and pressed the 'go around button'. With the right aileron damaged in the collision, the aircraft rolled to right and began to descend and turn northeast The pilot attempted to regain control of the aircraft with limited tail control surfaces and the engine throttles.
- 1.1.6. The pilot of the Bestgate aircraft regained some altitude but pitched up entering a stall, then overcompensated and dropped the nose to recover.
- 1.1.7. Losing altitude, the Bestgate aircraft headed towards the US Capitol and then the Nationals Park baseball stadium, when the pilot then attempted a water ditching in the Anacostia River.
- 1.1.8. Two F-16 fighter jets were dispatched from Joint Base Andrews in repsonse to the Bestgate aircraft approaching the restricted airspace.
- 1.1.9. Leaking fuel from the right wing of the Bestgate aircraft resulted in a visible 'fireball' explosion before crashing into the Anacostia River.
- 1.1.10. The right wing of the Bestgate aircraft clipped the Fredrick Douglas Memorial Bridge causing cosmetic and minor structural damage.
- 1.1.11. Due to the incident at National Harbor, only limited emergency services could respond to the accident site. Civilian and commercial boats responded and ferried survivors of the Bestgate aircraft to the shore.
- 1.1.12. The crash site of the Bestgate aircraft on the Anacostia River was located directly across from the DC Water & Sewer Authorites storage facility. The resulting fuel spillage initially caused a wide-spread panic about the quality of drinkable water throughout the city.

1.2 Injuries to Persons

1.2.1. Bestgaté Injuries

| Injuries | Crew | Passengers |
|----------|------|------------|
| Fatal | 1 | 12 |
| Serious | 1 | 32 |
| Minor | 2 | 19 |
| None | 2* | 5 |

* One member of the Cabin Crew continues to suffer from PTSD and is yet to return to work.

1.2.2. MEDEVAC Injuries

| Injuries | Crew | Passengers |
|----------|------|------------|
| Fatal | 1 | 5 |
| Serious | 0 | 0 |
| Minor | 0 | 0 |
| None | 0 | 0 |

1.3. Damage to the Aircraft

- 1.3.1. Both the Bestgaté aircraft and MEDEVAC helicopter were considered total losses.

1.4. Other Damage

- 1.4.1 The cost of repairs to the Fredrick Douglas Memorial Bridge was in the area of \$ 200,000.
- 1.4.2 One of the civilian sailboats used in the rescue of survivors was damaged in the area of \$50,000.
- 1.4.3 Medical supplies were released into the Potomac River as a result of the MEDEVAC's crash.
- 1.4.4 There was considerable fuel spillage into the Anacostia River. Other hazardous and toxic substances were released from Bestgaté's cargo into the environment.

1.5. Personnel Information

1.5.1. Bestgaté Crew

Captain:

| | |
|--------------------|-----------------------------------|
| Age: | 52 years |
| License: | Airline Transport Pilot's License |
| Aircraft Ratings: | mb Aircraft mb300/mb500/mb800 |
| Flying Experience: | 9,600 hours |
| On Type: | 900 hours |
| Last 90 Days: | 320 hours |
| Last 28 Days: | 80 hours |
| Last 24 hours: | 8 hours |

The Captain had previously flown for an us-based feeder airline, and joined Bestgaté Airways when they started operations at BTV. He holds an FAA license. He has no restrictions, neither any recorded past accidents nor serious incidents, However upon returning to work, unbeknown to the Captain, the FAA disqualified his Medical Certificate.

First Officer:

| | |
|--------------------|-------------------------------|
| Age: | 35 years |
| Licence: | Commercial Pilot's Licence |
| Aircraft Ratings: | mb Aircraft mb300/mb700/mb800 |
| Flying Experience: | 4,700 hours (Not Verified) |
| On Type: | 430 hours |
| Last 90 Days: | 200 hours |
| Last 28 Days: | 75 hours |
| Last 24 hours: | 8 hours |

The First Officer (fo) has been with Bestgaté Airways for his entire career of 10 year. He was promoted from FO to Captain at the age of 33. Despite the raise, being a junior captain proved to be difficult to balance with home life. With marital issues on the rise due to his promotion, Bestgaté Airways decided it was best to demote him.

Aerovan Crew:

1.5.2. MEDEVAC Pilot

Pilot in Command:

| | |
|-------------------|---|
| Age: | 32 |
| License: | FAA commercial pilot certificate (rotorcraft helicopter) |
| Aircraft Ratings | EC-135, AS350, |
| Flying Experience | 2741 hours |
| On Type: | 781 hours |
| Last 90 Days: | 182 hours |
| Last 28 Days: | 74 hours |
| Last 24 hours: | 8 hours |

The pilot's second-class FAA medical certificate was issued on June 16, 2009, with the limitation that the certificate holder must wear corrective lenses. (The NTSB could not determine whether the helicopter pilot was wearing

corrective lenses at the time of the accident.) During a post accident interview, the helicopter pilot's fiancée stated that he would normally go to sleep between 2200 to 2230 and that his awakening time varied according to his schedule. She described the pilot as a "morning person" and indicated that he did not have any problems sleeping.

1.6. Meteorological Information

- 1.6.1. For the few days preceding the accident, the general synoptic situation in the area was a series of High Pressure fronts passing through with no significant weather threats. On the day of the accident, the skies were clear with no inclement weather in the area.

1.7. Medical and Pathological Information

- 1.7.1. On the evening of July 21, 2017, the captain and first officer provided urine specimens to Bestgate Airways for drug testing about 2205 and took breathalyzer tests about 2221. The captain's results tested positive for BELSORMA, a prohibited substance meant to enhance sleep that cannot be taken within seven days of flying. The amount in his blood suggests a normal dosage (10mg) within two days of flying. The first officer's results tested negative.

1.8. Organizational and Management Information

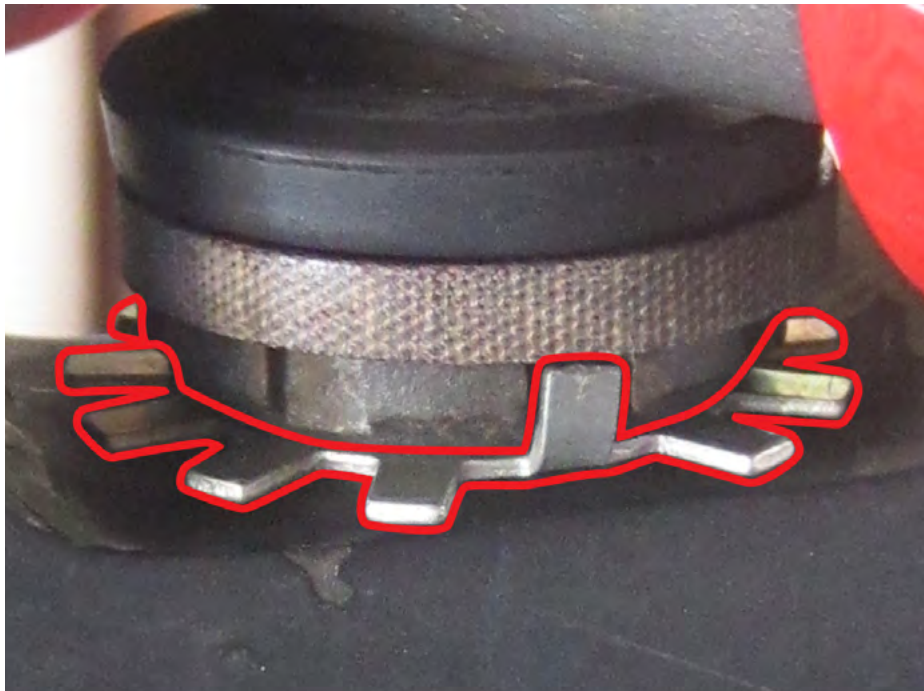
- 1.8.1. The NTSB Investigator in Charge (iic) headed the group tasked with examining the airline, Bestgate Airways. Many of the key personnel did not travel to Washington D.C.; so much of the investigation did not take place until about three weeks after the accident date. The investigation team found all documents in order, operation manuals up to date, and a recently implemented Safety Management System manual in the Safety Manager's office.

1.9. Findings

- 1.9.1. The changing of designated runways by ATC was a distraction to the crew of the Bestgate aircraft.
- 1.9.2. Upon reviewing the mechanic's hangar at MedStar Washington Hospital Center, it was discovered that the MEDEVAC's tail rotor was fitted with a improper washer, likely causing the helicopter's erratic behavior.
- 1.9.3. Although visibility was very good during the day of the accident, the setting sun would have created a glare on the windshield and impeded vision of the Bestgate and MEDEVAC flight crew.
- 1.9.4. A representative from D.C. Water & Sewer Authority announced that the contaminated water did not enter the public's drinking water. The facility located near the crash site is a vehicle depot and does not have access to the cities' water supply.
- 1.9.5. The F-16's deployed from Andrews Air Force Base were using UHF military radio frequencies and were not in contact with the Bestgate aircraft crew using VHF civilian frequencies.



1.9.2. Image 1, improper washer example



1.9.2. Image 2, improper washer highlighted

2.0) *Background Information*



2.0) AViCON® 2017 Background Information

2.1. Airport Location

- 2.1.1. Ronald Reagan Washington National Airport is an international airport 3 miles south of downtown Washington, D.C. It is the nearest commercial airport to the capital and serves the Baltimore-Washington metropolitan area.

2.2. Bestgate Airways

- 2.2.1. Bestgate Airways was one of a number of operators in 2006 to take advantage of the Blue Sky policy, allowing airlines of any member country virtually unlimited access to all Canadian markets.
- 2.2.2. Based in Quebec, Bestgate Airways commenced operations in 1998 with a modest fleet of elderly, mixed equipment. Initially serving just a small number of destinations, the concept was that of a reliable, regular service point-to-point at a fraction of the legacy carrier's cost; driven by high aircraft utilization and short turnaround times, and offering basic travel with few or no costly extra benefits. The rapid growth of the internet with on-line booking provided further impetus.
- 2.2.3. By 2000, Bestgate Airways's fleet had grown to 21 aircraft, which came to include more modern single source models.
- 2.2.4. Training costs were minimized by flight deck commonality, and all training is outsourced to Flight Training Worldwide Inc (FTW) in New York, NY. FTW provides complete airline training for flight and cabin crews, maintenance personnel, all ground and flight operations, and dispatch staff categories.
- 2.2.5. One major cost factor in the Bestgate Airways budget is maintenance. Both line and base maintenance are subcontracted out to a Maintenance, Repair & Overhaul (MRO) organization, Astrotech Ltd. Astrotech is based and operating with a large maintenance facility in Montreal, Canada. Astrotech line engineers are stationed at the majority of Bestgate Airways destinations, and those not covered, are filled by an on-call line maintenance service operated by several of the legacy carriers' maintenance divisions. Aircraft major checks, including all engine and APU maintenance, are carried out at Astrotech's facility in Montreal. In fact, Astrotech had just completed a "C" check and navigational database updates ten days prior to the accident.
- 2.2.6. In 2009, a major shareholder of Bestgate Airways took up residency in Halifax Nova Scotia and personally lobbied hard to gain Canada's government support and approval to establish operations between major Canadian airports, and mainland USA. Operations commenced in 2012, with some new flight crew recruited locally, but no other significant changes to the management of the organization. The Astrotech Quality Manager recently conducted an audit of Bestgate Airways, in which he identified several findings related to their (Astrotech with Bestgate Airways) ability to fully comply with Part 145 standards and procedures at the Halifax operation.

- 2.2.7. At the time of the accident, the first in Bestgaté Airways's history, the airline was operating a fleet of 116 aircraft. This is based on the fact that there were 86 aircraft in the Bestgaté Airways fleet in 2006, the same year that the first 50 MB500s arrived. This new, state-of-the-art aircraft is replacing other aircraft in the fleet at a rate of just over one a month, as well as providing fleet growth at the same rate. This rate of growth and fleet replacement process is placing considerable demands on the recruitment, selection, and training capabilities of the company. Fleet growth is projected to remain at 12-14 aircraft per year for the next five years

2.3. Bestgaté Aircraft and Engine

- 2.3.1 The mb800 was designed as the optimum aircraft for the proliferating Low Cost Carriers (lcc), for all major air transport regions of the world.
- 2.3.2 Four manufacturers established mb Aircraft Inc as a joint venture company, to target lccs uniquely. The company's corporate headquarters are located in Chicago, Illinois. Offices and manufacturing facilities are located there and in the countries of the other partners: Japan, China, and Brazil. The company's Management Board meets by rotation at each of the three principal locations. The mb800 is an aerodynamically efficient, composite-based, very light twinjet focused on the regional market, with a capacity of 45-100 seats.
- 2.3.3. The mb800 is the baseline model; the smaller -300 and -700 models entered service in 2009 and 2010 respectively. At the time of the accident, 380 mb800s were in service, this being the first hull loss of the series for Bestgaté Airways.
- 2.3.4 The aircraft is powered by the product of another joint venture company owned equally by the world's leading engine manufacturers. gpr Motors corporate headquarters are located in Naples, Italy. Again, a range of engines have been developed from 25,000 lb thrust variants up to 40,000 lbs. The extensive use of composites in the engine construction, cowlings, and fuselage mounts has also added to the mb800's efficiency advantage.
- 2.3.5. The Digital Flight Control System (an integrated cockpit system that provides flight management, autopilot, and auto throttle) fitted to the accident aircraft was manufactured by Airground Instruments Inc, whose headquarters are located in Dallas, Texas. The equipment was manufactured in China and assembled in the company's production plant in Wichita, Kansas.
- 2.3.6. The aircraft entered service in 2004, and is currently in service with eight carriers across the world. mb Aircraft Inc currently has an order book of 863 with 212 options, and is producing the mb500 at a rate of 14 aircraft per month. It is a popular aircraft with both the operators and the travelling public; the former because of its 99.8% dispatch reliability and extraordinary fuel efficiency, and the latter because of the quietness and comfort of the cabin. There have been at least seven prior known fatal accidents of all MB500 aircraft for various reasons over the last 14 years, as documented in available official investigation reports.

2.3.7. mb800 Technical Specifications:

| | |
|--------------------|---|
| Length: | 42.06 m |
| Height: | 7.5m |
| Wingspan: | 24.9m |
| MTOW: | 36,504 kg |
| MZFW: | 31,751 kg |
| MLW: | 33,340 kg |
| Max Payload: | 8,075kg |
| Max Range (Mo:78): | 1,828NM |
| Power Plant: | 2x gpr-255 High By-pass Turbofan (13,360lbs rated) |
| Seat Capacity: | 100 (in single class layout) |

2.4. Air-Care

Air-Care's Part 135 certificate was issued in 1995. Air-Care is headquartered in Chesterfield, Missouri, and has 89 aircraft based at various locations across the country. Air-Care's fleet includes various AS-350, BK-117, and EC-135 series helicopters, various models of Bell helicopters, Eurocopter BO-105 helicopters, McDonnell Douglas MDHS-MD-900 helicopters, and Beech BE-100 and BE-200 twin-engine turboprop airplanes. Air-Care employs pilots and medical personnel.

2.5 MEDEVAC Helicopter

- 2.5.1. The helicopter was manufactured in 2009 and was equipped with two Pratt & Whitney Canada PW206B-series turboshaft engines. The helicopter was configured with a front right pilot seat, a front left copilot's seat, an aft-facing passenger seat in the left aft cabin, and an area for one medical patient in the aft cabin. Each seat was equipped with lap belt and shoulder harness restraints.
- 2.5.2. The helicopter was maintained in accordance with an FAA-approved aircraft inspection program. According to maintenance records, the most recent 50-hour inspection was performed on December 17, 2016. The most recent 100-hour inspection was performed on November 23, 2015, at an airframe total time of 94.5 hours. At the time of the accident, the helicopter had accumulated 166.6 total hours.
- 2.5.3. The maintenance logbook recovered from the helicopter included an entry dated January 10, 2017, for an inoperative radio.

2.6. The Lessor: Global Flight Lease, Inc.

- 2.6.1. Global Flight Lease (GFL) was established in 1996 as a wholly owned subsidiary of the highly successful American all-Business airline, Biz-Global.
- 2.6.2. In order to protect itself from future extreme downturns in the airline business cycle, the airline's management embarked upon a new strategy of diversifying into other branches of the industry. This extended into airport management, duty free franchises, and aircraft maintenance and leasing.
- 2.6.3. In a move to help offset the growing future threat from the LCC segment, the aircraft leasing arm of GFL specialized in acquiring a fleet that would appeal to these new, low budget carriers. Initially, they purchased a large number of short-haul aircraft from the major manufacturers, but soon realized that this segment would be better served by aircraft specifically designed for the LLCs exclusively.
- 2.6.4. GFL was acquired by a New York investment group, with its registered offices located on Park Avenue, New York City, operating under the name of Global Flight Lease Inc.
- 2.6.5. The mb500 was the first new aircraft to be delivered to gfl in the new millennium. gfl had originally ordered 60 mb500s; this was reduced to 35 following the transfer of ownership. But renewed interest in the future of the aircraft, and the sustainability of the lcc segment, encouraged gfl's new management to increase this to 120 orders with an additional 40 options. These include the larger mb700 entering service in 2010.
- 2.6.6. In 2006, gfl delivered the first of 14 mb500s to Bestgaté Airways in Halifax. A second lease contract for a further 26 aircraft was agreed between gfl Inc. and Bestgaté Airways three weeks prior to the accident.

2.7. Bestgaté Cargo Manifest

| | |
|----------------------------------|--|
| Baggage: | 1500 kg |
| Mail : | 675 kg |
| Bestgaté Airways cabin supplies: | 210 kg |
| NOTOC: | (Notice to Captain – this contains legally notifiable hazardous cargo) |
| Industrial Solvents: | 1700 kg |
| Radioactive Substances: | 3.2 kg |
| Medical Supplies: | 350 kg |
| Corrosive Materials: | 925 kg |
| Total (Baggage, Cargo, Mail) = | 5363.2 kg |

2.8. Insurance Coverage: Bestgate

2.8.1. The airline, Bestgate Airways:

2.8.1.1. The policy issued by the London Market has a limit of \$2.25 bn.

2.8.2. The airframe manufacturer, MB Aircraft Inc:

2.8.2.1. The policy issued by the London Market has a limit of \$2 bn.

2.8.3. The engine manufacturer, GPR Motors:

2.8.3.1. The policy issued by the US Market has a limit of \$2 bn.

2.8.4. The DFCS manufacturer, Airground Instruments Inc:

2.8.4.1. The policy issued by the London Market has a limit of \$1 bn.

2.8.5. The lessor, Global Flight Lease Inc:

2.8.5.1. The policy issued by the London Market has a limit of \$2.25 bn (avn67b).

2.8.6. The MRO, Astrotech Inc:

2.8.6.1. The policy issued by the London Market has a limit of \$100 m.

2.8.7. The Airport, Regan National Airport:

2.8.7.1. The policy issued by the London Market has a limit of \$250 m.

2.9. Insurance Coverage: Air-Care

US \$500 mil. Global with an occurrence limit of US \$200 mil.

3.0) Media



3.0) AViCON® 2017 *Scuttlebutt and Rumor*

3.1. Online Blogs and Rumor Networks

- 3.1.1. Various online forums contain reports that the airline culture and management bear little resemblance to its public position.
- 3.1.2. There are a lot of comments concerning a very 'commercial attitude' within airline management, which generally feels that regulatory standards should be the target and any surplus on standards is financially inefficient.
- 3.1.3. A documentary film maker is planning to conduct an investigation into the military's involvement in the crash. The appearance of two F-16 fighter jets in the vicinity has lead to wide-spread speculation that the Bestgate aircraft was shot-down in order to prevent the violation of prohibited airspace.

4.0) Forensic



4.0) AViCON® 2017

Independent Forensic Investigations

4.1. The Airline

Bestgaté Airways has made statements that it believes that the airport management had insufficient resources and preparedness training to handle the crisis management.

4.2. The Airframe Manufacturer

The airframe manufacturer has already engaged independent experts to conduct a number of investigations.

4.3. Air-Care

Air-Care is currently investigating maintenance logs for evidence of the mistaken tail rotor washer.

5.0) Aircraft Occupants



5.0) AViCON® 2017 Aircraft Occupants

5.1. Summary:

Passengers:

| | Nationality | Survived | Fatal | Total |
|-------------------------|--------------|----------|-------|-------|
| | American | 28 | 6 | 34 |
| | British | 8 | 1 | 9 |
| | Canadian | 12 | 0 | 12 |
| | French | 1 | 1 | 2 |
| | German | 3 | 1 | 4 |
| | Italian | 1 | 1 | 2 |
| | Puerto Rican | 2 | 1 | 3 |
| | Russian | 1 | 0 | 1 |
| | Spanish | 0 | 0 | 0 |
| | Swedish | 0 | 1 | 1 |
| Passenger Status Totals | | 56 | 12 | 68 |

Crew (Bestgate):

| | Nationality | Survived | Fatal | Total |
|---------------------------|-------------|----------|-------|-------|
| Captain | American | 0 | 1 | 1 |
| First Officer | American | 1 | 0 | 1 |
| Cabin Crew | American | 2 | 0 | 2 |
| | Canadian | 1 | 1 | 2 |
| Crew Status Totals: | | 4 | 2 | 6 |
| Total Occupants Bestgate: | | | | 74 |

Crew (Aerovan):

| | Nationality | Survived | Fatal | Total |
|---------------------|-------------|----------|-------|-------|
| Pilot in Command | American | 0 | 1 | 1 |
| Passenger | American | 0 | 5 | 5 |
| Crew Status Totals: | | 0 | 6 | 6 |

5.2. Selected Claimant Profiles

5.2.1. **Fatality: F1** Sex: Female, Nationality: American, Age: 18 months

5.2.1.1. Cause of death drowns during water rescue

5.2.1.2. Survived by parents, male age 27, construction worker, and female age 25, homemaker. First and only child. No life insurance on child.

5.2.1.3. Round trip ticketed Atlanta-Washington

5.2.2. **Survivor: S1** Sex: Male, Nationality: Israeli, Age: 50, Occupation: Israeli Government Employee, Marital Status: Married

5.2.2.1. Fatality-seated in front row suffered severe head trauma upon impact.

5.2.2.2. Member of Department of Economic development on mission to Atlanta to meet with Coca Cola and onto Washington to meet with lobbyists. He has one adult child, two university ages.

5.2.2.3. Annual salary-equivalent to USD 200,000

5.2.2.4. Ticketed Tel Aviv-Atlanta-Washington

5.2.3. **Survivor: S2** Sex: Female, Nationality: Israeli, Age: 42, Occupation: Israeli Government Employee, Marital Status: Married

5.2.3.1. Sustains injuries to chest, shoulder and fractured arm.

5.2.3.2. Member of Department of Economic development on mission to Atlanta to meet with Coca Cola and onto Washington to meet with lobbyists. She is member of delegation from Israel, has a PhD in economics, in line for promotion in government cabinet. She is a mother of two children, ages 13 and 10, and her husband in Israeli military.

5.2.3.3. Annual salary-equivalent to USD 100,000

5.2.3.4. Ticketed Tel Aviv-Atlanta-Washington

5.2.4. Survivor: S3 Sex: Male Nationality: American, Age: 56, Occupation: Employed as civilian engineer by U.S. army, Marital Status: Married

5.2.4.1. Sustains injuries to abdomen and groin areas which will keep him out of work for several weeks. May need surgery to correct his condition.

5.2.4.2. He is a father of five children ranging in ages from adult to 10 years of age. Is on an extended family vacation to tour the Atlanta and D.C. areas.

5.2.4.3. Annual salary \$150,000

5.2.4.4. Ticketed New York-Atlanta-Washington-New York

5.2.5. Survivor: S4 Sex: Male, Nationality: American, Age: 26 Occupation: Event Planner for Marriott Hotels Marital Status: Single

5.2.5.1. Sustains fractured femur and ankle. Will be unable to work for a minimum of 8 weeks and probably longer with therapy.

5.2.5.2. Lives at home and still has approximately \$50,000 in student loans from attending an Ivy League University. Is on an extended family vacation to tour the Atlanta and D.C. areas.

5.2.5.3. Annual salary \$65,000

5.2.5.4. Ticketed New York-Atlanta-Washington-New York

5.2.6. Survivor: S5 Sex: Female, Nationality: American, Age: 21, Occupation: College student attending a state university in Georgia, Marital Status: Single

5.2.6.1. Sustains internal injuries on impact affecting intestines, stomach, and also fractured ribs. Injuries may delay return to school for a semester or longer.

5.2.6.2. On vacation to tour historical sites in D.C. with boyfriend, has \$25,000 in student loans and counting as she is in her last year of undergraduate school, majoring in pre-med

5.2.6.3. Annual salary \$65,000

5.2.6.4. Round trip ticketed Atlanta-Washington.

5.2.7. Survivor: S6 Sex: Male, Nationality: American, Age: 66, Occupation: Retired, Marital Status: Single

5.2.7.1 Survives near drowning, but sustains severe brain damage as a result of submersion under water for several minutes. May require long term nursing home care. No insurance for long term care. On Medicare.

5.2.7.2. In route to visit son, daughter-in-law and grandson in D.C., traveling with his wife.

5.2.7.3. Retired. Social Security \$2,000 per month, 401K \$2,000 per month

5.2.7.4. Round trip ticketed Atlanta-Washington.

5.2.8. Survivor: S7 Sex: Male, Nationality: American, Age: 48, Occupation: Attorney, Marital Status: Single

5.2.8.1 Sustained head and neck injuries upon impact. Injuries will require extensive physical therapy and will keep him out of work for several months.

5.2.8.2. In route from New Orleans to attend a settlement conference in Washington. He is a father of two children ages 19 and 17, the older one attends LSU which he is financing.

5.2.8.3. Annual salary \$250,000

5.2.8.4. Ticketed New Orleans-Atlanta-Washington.

5.2.9. Survivor: S8 Sex: Female, Nationality: Dominican Republic, Age: 35, Occupation: Dominican Republic Representative, Marital Status: Single

5.2.9.1. Sustains back injury which includes a cracked vertebra that will leave her hospitalized and unable to work for several months. Limited health insurance from native country. Will not be able to return for several weeks due to injuries.

5.2.9.2. In route to join diplomatic mission in Washington

5.2.9.3. Annual salary-equivalent USD 80,000

5.2.9.4. Ticketed Santo Domingo-Atlanta-Washington.

5.2.10. Survivor: S9 Sex: Female, Nationality: American, Age: 48, Occupation: Nurse, Marital Status: Married

5.2.10.1. Sustains injuries to both knees, one a full knee replacement that was implanted three years ago, which is damaged, the other a torn ligament and fractured patella. She will be unable to walk unaided for several months.

5.2.10.2. Her husband is employed as a computer programmer for a Nationwide company, annual salary-\$165,000. Mother of 5 children, ranging from adult to 12 years. No children currently in college.

5.2.10.3. Annual salary \$95,000

5.2.10.4. Ticketed New York-Atlanta-Washington-New York.

5.2.11. Survivor: S10 Sex: Male, Nationality: American, Age: 45, Occupation: Local TV news anchor/reporter, Marital Status: Married

5.2.11.1. Sustains facial lacerations and other cuts and bruises. Will require plastic surgery and may leave scarring. Injuries will keep him off the air for an indefinite period of time.

5.2.11.2. In route to Washington to interview President Trump for an upcoming news magazine on FOX. Wife, age 38, also works in media as a technician, annual salary \$125,000. Father of two children, ages 7 and 5.

5.2.11.3. Annual salary \$300,000

5.2.11.4. Ticketed Atlanta-Washington.

6.0) CVR Transcript



6.0) AViCON® 2017 CVR Transcript

LEGEND:

ATC: Air Traffic Control

BG1: Bestgaté Captain

BG2: Bestgaté First Officer

FN: FAUX News

MED: Medevac Helicopter

(): Action of Aircraft

(()): Sound Effects

Scene: Aircraft in Cruise

| Source | Content |
|--------|---------|
|--------|---------|

| | |
|-----|--|
| FN | We apologize for the interruption to your normal evening broadcast but we are getting some breaking news about a possible terrorist attack happening at the National Harbor. There are reports coming in of gunfire and casualties from around the National Harbor complex, we will provide more details as they come in. |
| MED | This is MEDEVAC 401, we are transporting medical staff to possible active shooter at National Harbor. ETA 4 minutes. |
| BG2 | Flight Director set to land runway 01, airspeed 145 kts. |
| ATC | Bestgaté 914 , can you land runway 33? |
| BG1 | Stand by. |
| BG1 | Yeah, we can switch to 33. I swear that happens every time we land here. You good on the new heading? |
| BG2 | Yeah give me a sec... 33 is shorter, you sure that's enough runway? |
| BG1 | Should be fine. Let's set flaps 30. |
| BG2 | Flaps 30 set. Gear down. 3 Green. Better not miss the Nat's game because of this. |
| BG1 | Bestgaté 914 preparing to land runway 33 |

| | |
|-----|---|
| ATC | Roger, report runway 33 in sight |
| BG1 | We have 33 in sight. |
| ATC | Bestgaté 914, cleared to land runway 33. Traffic is a Boeing 737 departing runway 1 prior to to your arrival |
| BG1 | Mayday, mayday mayday. Uh this is uh Bestgaté 914 we were hit by something on our right wing. Experiencing loss of attitude control and altitude. We're going around. |
| ATC | Ok, Bestgaté 914 understand you are declaring emergency. Turn left immediately, heading 320 to avoid prohibited airspace. |
| BG1 | Might be tricky, I'm controlling with engine throttles and- << STALL >> |
| ATC | Bestgaté 914, if I can get it, do you want to land runway one niner? |
| BG1 | We're unable, don't have the altitude. Headed straight towards the stadium. Gonna avoid and try for the water. |
| ATC | Bestgaté 914, say again? I have runway one niner open. Do you want me to try Andrews? <<CAUTION TERRAIN>> << PULL UP >> <<PULL UP>> |
| FN | We have just received word about a plane crash landing in the Anacostia River, right in front of Nationals Stadium. It look's like emergency crews have yet to arrive on scene. We are seeing several civilian boats in the area, transporting survivors. We are getting reports that the plane may have been shot down by the military. Eye witness' reported seeing fighter jets flying towards the plane and then an explosion. No word yet on whether this is related to the incident that occurred earlier today at the National Harbor. |

7.0) Sponsors



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For More Details
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410-571-0712 | avicon@rtiforensics.com
401 Log Canoe Circle, Stevensville, MD 21666



Ed Libassi has dedicated his life to aviation. His reliability, insight and no nonsense approach has given his clients the confidence to trust their lives and the lives of their families, in his able hands.

At the age of 18, Edward Libassi graduated from aviation high school and received his airframe and power plant maintenance licenses. He quickly threw open the doors of his newly founded company, A&P Aircraft Maintenance, and after several years of general aviation repair; he received his IA endorsement in 1985. While growing professionally within the aviation industry as a reliable source with excellent customer care, he acted as lead mechanic and union shop steward for the third largest airline company in the U.S., Eastern Airlines.

Under his leadership the company became synonymous with safety and efficiency. Taking those valued qualities and in-the-field know-how, Ed decided to focus on A&P, growing his business to be the largest aircraft maintenance facility on Long Island and a powerful force within the aviation community.

Ed is committed to providing the highest quality of expert consultant services for individuals, corporations or legal counsel. Ed's past history, on the ground, hands-on experience provides the kind of knowledge and understanding only a true source of expertise possesses. He will deliver the results you want, keeping you informed, prepared and confident in any aviation inquiry.

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Alimonti Law Offices, P.C.

Since its founding in March 2001, Alimonti Law Offices, PC, (ALO) has focused its practice on serving the litigation needs of the aviation community. Since then, ALO has grown from a "one man shop" to an internationally recognized team of lawyers and consultants. Our worldwide clients including airlines, flight schools, fixed base operators, manufacturers, repair stations, charter operators, and their respective insurers.

Our litigation experience has led to "instructions" as consultants and lecturers on claim prevention and product integrity as well as numerous aviation-related transactions. Our approach is simple: find common solutions to common problems - even in an "adversarial process". Our reputation for zealous representation, candor, and the highest ethical standards enables us to efficiently manage the most difficult and emotional claims. Founder Rick Alimonti is the immediate past co-chair of the American Bar Association's (Section of Litigation) Committee on Aviation Litigation. He is the first person to twice be honored with this appointment. He is the founder of this committee's June CLE conference in New York, now completing its eighteenth year. Over the past several years, Rick has been increasingly called upon to present and moderate on various issues related to aviation litigation, with a particular emphasis on ethics.

In 2012, Alimonti Mediation Services was launched to service those clients with product liability, aviation law and commercial disputes. Rick is a member of the Southern District of New York's mediation panel and was recently appointed to the SDNY Mediator Advisory Committee. He presents nationally and internationally on the mediation process.

<http://www.alony.co/http://aiaweb.org/Our-Mission.aspx>



Adopted by the AIA Board of Directors, Nov. 4, 1998

The Aviation Insurance Association is committed to enhancing the aviation insurance industry worldwide and the professional lives of those who work in it through a variety of programs and services. These programs include, but are not limited to:

Educational conferences, seminars and courses designed to improved the skills and knowledge of industry professionals.

Forums for the responsible discussion, examination and exchange of ideas on issues facing all participants in the aviation insurance business, including purchases, providers and the flying public.

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HISTORY

Banker Lopez Gassler P.A. was founded by Robert E. Banker, Joseph K. Lopez and Frank H. Gassler — all trial lawyers with over a hundred years combined experience. The new firm of Banker Lopez Gassler officially opened its doors on November 1, 2008, with a dedicated client base after an amicable split from Fowler White Boggs Banker.

The firm has over 80 attorneys, with extensive litigation and appellate experience, who are recognized by their peers as exhibiting the highest moral and ethical standards. Our lawyers are involved in community activities, the Florida Bar and nationally recognized defense organizations.

MISSION

Above all else, Banker Lopez Gassler P.A. values long term relationships with our clients, attorneys, employees and communities. We pride ourselves in offering exceptional legal services and the combination of the most qualified people in a family and team-oriented environment.

OUR FIRM

Banker Lopez Gassler is strategically located throughout the state of Florida. The firm's main headquarters are in downtown Tampa. Offices are also located in St. Petersburg, Orlando, Fort Myers, Tallahassee, and Fort Lauderdale.

<https://www.bankerlopez.com/about>



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<http://www.dri.org/about/about-us>



Since 1938, our firm has been committed to addressing the needs of clients, employees and the community, and to upholding the highest ethical standards in the practice of law. Today, our full-service team of 130 lawyers continues to earn the loyalty of client businesses through our dedication to their growth and success.

The firm offers a comprehensive range of legal services in both established and emerging areas of law, including alternative dispute resolution, banking, bankruptcy, corporate law, construction, cybersecurity, ERISA, employment and labor, environmental, insurance, professional liability, product liability and toxic torts, real estate and land use, taxation and estate planning, and white collar criminal defense.

Across this spectrum, we counsel startups and closely held businesses, large public and private corporations, financial institutions, insurance companies, nonprofits, government agencies, educational institutions and others as they confront complex legal challenges.

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DTI was founded in 1998 in Chicago, Illinois, and was known as Document Technologies, Inc. DTI initially began as a local market, copying and printing service company with strong ambitions to expand our expertise. Our first objective was to develop a sophisticated model allowing us to deliver quality, cost-effective services. After implementing this design, DTI quickly found success and was able to replicate this strategy to grow in size, capabilities, and locations.

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Leveraging our knowledge of law firm operations and proven document management capabilities, DTI entered the on-site legal facilities management (FM) business in 1999. By 2002, DTI was recognized as an established national service provider in the United States.

DTI expanded its scope in 2003 to include electronically stored information (ESI) services. The company's National Data Centers provide a complex platform capable of supporting a wide range of ESI functions, including computer forensics, data acquisition, data extraction and conversion, and web hosting.

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Olson Brooksby is a boutique litigation firm serving Oregon and Washington.

Our firm represents individuals and companies throughout the U.S. and abroad who rely on our trial expertise and familiarity with the laws and court procedures of the Pacific Northwest.

We have experience serving as both lead trial counsel and local counsel in complex and high-exposure lawsuits in Oregon and Washington. Our clients include large corporations as well as individuals.

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Our clients choose Olson Brooksby because of our trial experience. In an era where many "litigators" have never tried a case, we are comfortable in a courtroom and have tried everything from small auto cases to lengthy, high-exposure cases worth tens of millions of dollars. Our reputation as a firm of experienced trial lawyers assists us with successful settlements and resolutions because our opponents know that we have the courtroom experience to try a case, if necessary.

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Tressler LLP is a national law firm headquartered in Chicago, with seven offices located in five states – California (Los Angeles and Orange County), Illinois (Chicago and Bolingbrook), New Jersey (Newark), New York (New York City) and Pennsylvania (Pittsburgh). Tressler is comprised primarily of attorneys who devote their practice to the representation of the insurance industry in coverage analysis and resolution, litigation, underwriting consultation, product development, claims management and reinsurance. In Illinois, Tressler has one of the most experienced and multi-faceted government law practices. In addition, Tressler attorneys also represent clients nationally in commercial litigation, corporate transactions and intellectual property.

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While our main offices are located in South Florida, a majority of our litigation occurs in other states, countries and jurisdictions. Our firm has fifty years of trial and appellate advocacy experience assisting clients in a broad range of substantive and procedural topics.

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