COPY

London December 26 80

Flight Safety Foundation Inc
5510 Columbia Pike
Arlington
Virginia 22204
U S A

Attention: Mr John Enders, President

Dear Sirs

You may be aware of our campaign to improve aircraft safety in which we believe the Burnelli lifting body principle of design offers a panacea to the basic ills afflicting current air transports.

As aircraft safety is your business. it seems logical that you would have carefully examined the Burnelli principle of design, and I would be grateful if you could provide me with your evaluations and comments on it.

Your early response will be appreciated.

Yours faithfully.

Harry Schultz

hds/jh

London

March 25, 1981

Mr Secor D Browne
Chairman
Flight Safety Foundation, Inc.
5510 Columbia Pike
Arlington, Virginia 22204
USA

Dear Mr Browne,

You will see from the attached copies that I have written to your President, Mr John Enders, on December 26 1980, and January 30, 1981, regarding aircraft safety and the Burnelli lifting body principle of design.

As of this date, I regret to say, no response has been received from him.

I am one of many frequent air travellers exercised and apprehensive about the safety standards we are forced to contend with, and it is for this reason that I have been running the Aircraft Expose series in my economic newsletter.

As the Flight Safety Foundation is in business to promote aircraft safety, I am astonished and disappointed that my requests for simple information have obviously been ignored. Hence this appeal to you as Chairman of the Flight Safety Foundation for a response to my previous letters.

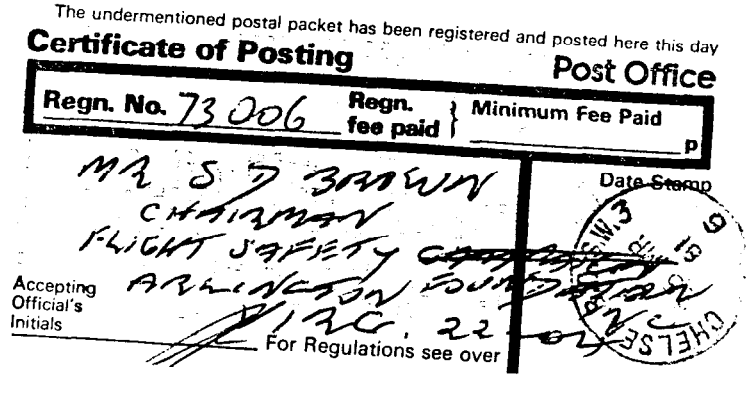
Many thanks and best wishes,

Yours sincerely,

Harry D Schultz KHC

hds/jh

Enc/...



FLIGHT SAFETY FOUNDATION, INC.
5510 Columbia Pike, Arlington, VA 22204 USA
(703) 820-2777

April 7, 1981

Mr. Harry D. Schultz, KHC
170 Sloane Street
London SW 1
ENGLAND

Dear Mr. Schultz:

I am today in receipt of your letter dated March 25, 1981.

Mr. John Enders only recently received your letter and will be writing to you in due course.

Yours sincerely,

Secor D. Browne

SECOR D. BROWNE
Chairman, Flight Safety Foundation
Board of Governors

London

S. BROWNE

January 12, 1982.

Mr. Secor D. Browne
Chairman
Flight Safety Foundation, Inc.
5510 Columbia Pike
Arlington
Virginia 22204
U.S.A.

Dear Mr. Browne,

I refer to my letter to you of March 25, 1981, and your reply of April 7, 1981.

I very much regret to say that I have not received any word from Mr. John Enders in response to my letters to him of December 26, 1980, and January 30, 1981, as of this writing. Therefore, I appeal to you again for some appropriate action

Many thanks and best wishes for 1982.

Yours sincerely,

HARRY D. SCHULTZ

hds/tr

12/ 82

FSF
FLIGHT SAFETY FOUNDATION, INC.
5510 Columbia Pike, Arlington VA 22204-3194 USA
(703) 820-2777

17 February 1982

Mr. Harry D. Schultz
170 Sloane Street
London SW1, England

Dear Mr. Schultz:

I apologize for my oversight in failing to respond to your letter of January 30, 1981, received in our office on March 23, (There is no record of our having received your December 26, 1980 letter).

Your questions regarding the acceptability or non-acceptability of particular design philosophies or approaches involve far broader questions than safety alone. The Flight Safety Foundation is not a design bureau that can provide detailed engineering trade-off arguments between competitive concepts. Operational safety has been discussed in detail and at length by many reputable and respected authorities in numerous world-wide forums, some of which have been sponsored by the Foundation. Providing safe air transport is the result of skillful combinations of human performance and judgment in operating and maintaining aircraft of specific designs. Effective communication between design bureaus, operations staff, manufacturers and maintenance specialists is one of the major determinants of safety. And, while purists may not agree, market demand does interact with safety and is a reality which must be dealt with.

The Flight Safety Foundation is a private, non-profit organization that works to encourage and foster the exchange of safety experience between the various elements of the aviation community, enhancing and augmenting the various national and private sector institutional safety information systems. Our goal is prevention of accidents through improved understanding of accident-enabling factors.

Sincerely,

JOHN H. ENDERS
President

cc: Mr. Secor D. Browne

London February 25, 1982

Mr. John H. Enders, President
Flight Safety Foundation, Inc.
5510 Columbia Pike,
Arlington,
Virginia 22204-3194

Dear Mr. Enders,

I regret to advise that your letter of February 17, 1982 did not appropriately respond to my letters to you of December 26, 1980 and January 30, 1981 wherein I requested the FSF's evaluation and comments on the Burnelli Lifting Body principle of design. Some observers might construe your letter as reflecting pressure on you from entrenched conventional aircraft manufacturers. Such observors might also feel that an organization dedicated to safety does not have the option to sidestep the crucial issue of airframe construction which is utterly fundamental.

I cannot expect the FSF to be design oriented over the broad spectrum but there are several simple basics which can be readily assessed by using ordinary common sense. To assist you in addressing the specifics, I list these questions:

1. As the Burnelli design surrounds the passengers with 60% of the airframe structure as opposed to 10% in conventional airplanes is it not proper to say that the Burnelli design offers superior passenger protection?

2. As the Burnelli design provides take-off and landing speeds almost half that of conventional planes does this fact not mean that Burnelli aircraft would vastly reduce take-off and landing accident fatalities?

3. The Burnelli fuselage offers emergency exits from four sides at just over 3 ft. above ground level whereas the conventional designs require dubious chute-slides at exit heights of 6 ft. and above. Does this fact not ensure far greater survivability for Burnelli passengers?

4. Conventional designs carry fuel in the fuselage underneath passengers whereas Burnelli design does not. Is this not a great Burnelli safety plus?

5. Burnelli designs provide for engines and landing gear to be attached to the main structure whereas conventional airplanes have them attached to fuel tank supporting structure. Is this not a great Burnelli safety plus?

.../Cont.

You closed your letter by stating "Our goal is prevention of accidents through improved understanding of accident-enabling factors". If you will give careful consideration to the five questions above and the obvious emphatic answers, you must agree that your aims and ours are identical. It would appear, however, that the FSF has overlooked the fact that the key accident-enabling factor is the inherently dangerous conventional airframe design. Replace it with the well-proven Burnelli design and our mutual goals will have largely been achieved.

I agree with your remark "market demand does interact with safety" but the problem is that the consumer, airline passengers like myself, is not generally aware that safer and more economical Burnelli aircraft would be quickly placed in service. This is where I see the FSF playing a paramount role. If the travelling public were made aware of the truth by the FSF, a demand for safer, more economical Burnelli airliners would erupt with a resounding roar.

I have been working on my aircraft safety campaign for almost three years and would be happy to meet with you towards developing a joint effort. The evidence supportive of Burnelli is overwhelming and time should not be wasted so as to minimize the upcoming unnecessary conventional jet fatalities. Failure on our part to take immediate essential action can only expose us to claims of negligence in future.

I am enclosing Aircraft Exposé articles, January 1981 to the present, from my economic newsletter to bring your file up to date.

Best regards and I look forward to your early response.

Yours sincerely,

Harry D. Schultz
hds/tr

enc

London

April 20, 1982

Mr. John H. Enders,
President,
Flight Safety Foundation, Inc.,
5510 Columbia Pike,
Arlington
Virginia 22204-3194
U.S.A.

Dear Mr. Enders,

I am sorry that I have not received an answer to my letter to you of February 25, 1982.

I am particularly keen to have your response to my suggestion that we join forces to get safer air transports into the air.

I am only too anxious to co-operate, and I think we should take action in anticipation of the horror which will be associated with the next major airline accident.

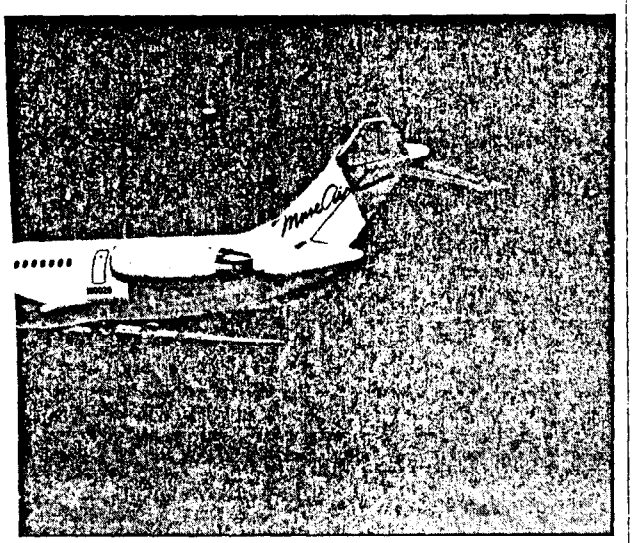
May I please hear from you by return air mail.

Best regards.

Yours sincerely,

HARRY SCHULTZ

hds/tr



ıan two years after its entry into airline service, the 's a day for 16 airlines, and has a despatch reliability

next couple of

s h Atlantic's plan ıther more depen- MoD support than ?'s, although it has fares considerably ın British Caledon- -invasion fares to Aires. Hellary says sh Atlantic has car- extensive costing s the service could 50 seats a week, o plus mail. The ems reasonably in- in the idea, he says. ly British Atlantic's depends on it ob- UK operator's li- s will require proof l and operating fit- ough British Atlan- can draw on the of a consortium of vestors, it plans proportion of its ublic subscription. antic has no con- ıs for other ser- e moment, and this bly count against far it has not con- istic arrangements fully as has BAF. companies will not each other's li- ication. Capt Hell- s the two services xist and comple- other. BAF's Mike ses the doubts of he industry as to Atlantic proposal "Why should we 'd only need to he first week of ion. It wouldn't that."

Accidents . . .

Air-India Boeing 707 (VT-DJJ) skidded on landing at Bombay Airport during a monsoon at 4.30 a.m. on June 22. The aircraft overran the end of the runway, hit a ditch and the hull broke in two. This accident killed two of the aircrew and 17 of the passengers.

A Taba Airlines FH.227B (PT-LBV) with 44 persons on board hit an illumination mast at Tabatinga Airport (north-west Brazil) and crashed next to the airport killing all on board. This happened in the morning of June 12, and airport personnel allege that the weather and visibility was too bad for the aircraft to have completed a landing safely.

Brazilian domestic carrier VASP has suffered two serious accidents within the last two months, one of them the most serious in Brazil's aviation history. On June 8 a Boeing 727 (PP-SRK) crashed into a 2,500ft hill while on approach to Pinto Martins Airport, Fortaleza, en route from Sao Paulo. All 137 people on board died. The aircraft was reported to have hit the wooded high ground 5 n.m. away from the airport while on approach in heavy rain at three o'clock in the morning. The other VASP accident, in which two people died, happened on the evening of May 24. A Boeing 737 landed very heavily in severe rain at Brazilia and broke in half.

London July 5, 1982

Mr. Secor D. Browne, Chairman
Flight Safety Foundation, Inc.
5510 Columbia Pike
Arlington, VA 22204
U.S.A.

Dear Mr. Browne,

It took me 14 months to get a response to my first letter to the Flight Safety Foundation. I promptly replied to this response on February 25, the topic demanding an immediate reaction but, in spite of a reminder to Mr. Enders on April 10, I have heard nothing. I find this most disconcerting in view of the fact that we have a serious aircraft safety problem, but the FSF simply does not seem to care.

In 1982, thus far we have had five crashes resulting in the conventional fuselages breaking open on impact with tragic loss of life; B737 - Washington, DC-10 - Boston, DC-8 - Tokyo, B707 - Bombay and B737 - Brazilia. How many more such crashes must take place to prompt FSF action? The FSF has already been supplied with factual evidence of vastly superior Burnelli crash protection and survivability. I enclose another copy of the UB-14 crash report extract in case the first has been misplaced. The motion picture record of this crash is even more dramatically impressive. With this type of positive proof, it is incredible that consumers have been forced to ride in obviously defective conventional aircraft. Surely, immediate action is demanded of all of us and, in particular, the FSF towards correcting this derelict condition. I, therefore, repeat my suggestion of February 25 that we join forces in a "truth" campaign to get the much safer Burnelli transports into airline service.

I look forward to your early response.

With best regards.

Yours respectfully,

Harry Schultz
hs/tr

Encl. UB-14 Crash Report Extract
Aircraft Expose Articles HSL 437, 439

FLIGHT SAFETY FOUNDATION, INC.
5510 Columbia Pike, Arlington VA 22204-3194 USA
(703) 820-2777

13 August 1982

Mr. Harry D. Schultz
170 Sloane St.
London SW1
England

Dear Mr. Schultz:

You have apparently been unable to convince the design experts in the aircraft manufacturing industry that the Burnelli concept offers the benefits that you claim for it given contemporary travel expectations. With your enthusiasm for the design concept, it should be relatively easy for you to gather a group of venture capitalists to form a company that would design and build a modern prototype. The risk should be reasonably low if the prototype would meet your expectations of safety and economic benefits.

Sincerely,

JOHN H. ENDERS
President

cc: Secor Browne

SWITZERLAND LONDON AMSTERDAM BERMUDA CONNECTICUT TORONTO

The Chevalier
Harry D. Schultz, KHC.

Please reply to: London

August 18, 1982

Mr. Secor D. Browne, Chairman
Flight Safety Foundation, Inc.
5510 Columbia Pike
Arlington
VA 22204
U.S.A.

Dear Mr. Browne,

I have not had a reply to my letters of February 25 and April 20 to Mr. Enders, nor have I had a reply to my letter to you of July 5.

In view of the fact that we have now had 782 deaths in 19 conventional airliner crashes in 1982, I am frankly appalled by the FSF's indifferent behaviour. One would logically think that the FSF would encourage the consumer, like myself, to take serious interest in air transport safety.

Perhaps I could better understand the FSF's lack of initiative if I had a copy of the Charter under which your Foundation operates. Will you kindly send this to me along with replies to the letters detailed above.

Yours respectfully,

Harry Schultz - Publisher: Int'l Harry Schultz Newsletter
hds/tr

SWITZERLAND: FERC, Postfach 141, Clarens, CH - 1815 Tel: 62 55 18 Tlx: 453116Codo
UK: 170 Sloane Street, London SW1. Cables: NO SMOKING London. Tel: 235 6855 Tlx: 881 3115 Augur

SWITZERLAND LONDON AMSTERDAM BERMUDA CONNECTICUT TORONTO

The Chevalier
Harry D. Schultz, KHC.

Please reply to: London

August 23, 1982

Mr. John H. Enders, President
Flight Safety Foundation, Inc.
5510 Columbia Pike
Arlington
VA 22204-3194
U.S.A.

Dear Mr. Enders,

I must confess that I am astonished by your letter of August 13.

The outstanding Deans of aerodynamics and other important air transport specialists, including General Hap Arnold and four Wright Field Commanding Generals, always recognized Burnelli superiority. I do not think senior engineering personnel in the aircraft manufacturing industry today would wish to go on record contrarily. If the owners of the design, the Burnelli Company, which dates back to the 1920's, have been unable to secure finance because of the outrageous conspiracy, collusion and restraint of trade detailed in my Aircraft Exposé series, it is ridiculous to suggest a new company.

Furthermore, there is no need to build a modern prototype to prove the Burnelli superiority. This has already been accomplished by the performance of all previous Burnelli aircraft and in all past and present wind tunnel testing analyses. We are simply dealing with a heinous political suppression, now over 40 years old.

The entire thrust of my correspondence with you has been to obtain FSF support for the Burnelli "crashworthiness", so splendidly illustrated in the UB-14 crash report. Your responses have only been achieved after many reminders and complaints to your chairman, and then you have tried to divert attention to aspects other than safety issues. I find this extremely curious, as the FSF represents itself to be an unbiased. tax-free foundation devoted to aviation safety.

Would you kindly send me a copy of the Charter under which the FSF operates and a list of the sources of FSF financial support so I can better understand your operation and correspond in a realistic context.

Yours very truly,

Harry Schultz
hds/tr

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UK: 170 Sloane Street, London SW1. Cables: NO SMOKING London. Tel: 235 6855 Tlx: 881 3115 Augur

FSF
FLIGHT SAFETY FOUNDATION, INC.
5510 Columbia Pike, Arlington VA 22204-3194 USA
(703) 820-2777

Mr. Harry D. Schultz
170 Sloane Street
London SW1
England

September 17, 1982

Dear Mr. Schultz:

Far from being indifferent, the Foundation is active in promoting safety information exchange among its membership. This does not extend to the endorsement of specific product designs. Mr. Enders' reply to you of August 13 indeed encourages you to take serious interest in air transport safety by demonstrating the claimed benefits of the Burnelli concept.

Sincerely,

Secor D. Browne

SECOR D. BROWNE
Chairman

cc: Mr. John H. Enders, President

Please excuse the long delay in this reply - your letter of 8/16 did not reach me prior to a one month business trip from which I have just returned.

SDB

SWITZERLAND LONDON AMSTERDAM BERMUDA CONNECTICUT TORONTO

The Chevalier
Harry D. Schultz, KHC.

Please reply to: London

September 29, 1982

Mr. Secor D. Browne, Chairman
Flight Safety Foundation
5510 Columbia Pike
Arlington
VA 22204-3194

Dear Mr. Browne,

Your letter of September 17, 1982, indicates that you have not read my letter to Mr. Enders of August 23 which largely answers the points raised by you.

As mentioned in my letter to Mr. Enders, I find it extremely curious that the FSF correspondence to me shies completely away from discussion of the all important matter of air transport safety. The claimed benefits for the Burnelli Lifting Body concept have already been amply demonstrated, the factual details of which have been given to you in my Aircraft Exposé articles. I again enclose the pictorial excerpt from the UB-14 crash report which clearly shows the outstanding crashworthiness of the Burnelli design. I ask you to compare the results of the UB-14 crash with any of the hundreds of conventional air transport crashes which have occurred.

By not taking appropriate action in this matter, the FSF is actually giving product endorsement to the conventional aircraft manufacturers who are producing the dangerous, defective airliners which are crashing with increasing frequency. I think this is a far too serious matter for any of us to stand on ceremony and dodge the issues involved. If the FSF is an unbiased, non-profit safety organization, it is not obvious to me, and I would appreciate some reassurance in this regard. Airline service began in earnest some 50 years ago, and, with the technological advances made since then, it is simply unacceptable for the travelling public to be subjected to the horror and mass slaughter which has now become commonplace. This has been recognized by the editors of Flight International in their editorial of September 25 (copy enclosed).

May I kindly have a copy of the FSF Charter and a list of the FSF financial sources as requested in my letter to Mr. Enders of August 23?

With best wishes.

Yours very truly,

Harry Schultz
hs/tr

enc.

SWITZERLAND: FERC, Postfach 141, Clarens, CH-1815 Tel: 62 55 18 Tlx: 453116Codo
UK: 170 Sloane Street, London SW1. Cables: NO SMOKING London. Tel: 235 6855 Tlx: 881 3115 Augur

FSF
FLIGHT SAFETY FOUNDATION, INC.
5510 Columbia Pike, Arlington VA 22204-3194 USA
(703) 820-2777

November 9, 1982

Mr. Harry D. Schultz
170 Sloane Street
London SW1
England

Dear Mr. Schultz:

Mr. Secor Browne, Chairman of the Executive Committee of the Flight Safety Foundation, has referred to me, as Secretary of the Foundation, your September 29, 1982 letter.

In your letter, you have asked for the FSF charter and a list of FSF financial sources.

If you would be kind enough to state in detail the reasons for your requests, I will refer the matter to the Executive Committee meeting at its next regular session.

Very truly yours,

Richard H. Jones, Secretary

cc: Secor Browne

FSF

FLIGHT SAFETY FOUNDATION, INC.
5510 Columbia Pike, Arlington VA 22204-3194 USA
(703) 820-2777

January 10, 1983

Mr. Harry D. Schultz, KHC
The Chevalier
170 Sloane Street
London SW1
ENGLAND

Dear Mr. Schultz:

This will acknowledge receipt of your letter of December 23, 1982.

Your request will be submitted to the Executive Committee at it's next committee meeting.

Very truly yours,

Richard H. Jones pp

RICHARD H. JONES
Secretary

London

Mr Richard H Jones
Secretary
Flight Safety Foundation Ins
5510 Columbia Pike
Arlington
VA 22204
USA

April 27, 1983

Dear Mr Jones,

With reference to your letter to me of January 10th 1983, I have yet to receive a copy of the FSF Charter and a list of the sources of FSF financial support first requested in my letter to Mr. Enders of August 23, 1982.

In your letter of January 10, you said that my request would be submitted to the Executive Committee at its next committee meeting. Almost four months have now elapsed, and I should think that the FSF has had at least one committee meeting during this period, Will ypu now kindly comply with my request without further delay or give me a specific reason for denying it.

I am enclosing copies of my 1983 "Aircraft Expose" articles to keep you up to date.

Yours very truly,

Harry D Schultz

HS/ag

encl: