

# Weiner & Gall

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MEMO TO OFFICE BROCHURE

### RE: AIRPLANE DISASTERS

Our office represents the Estate of Charles Fiantaca who lost his life in the airplane crash of Flight 427 on September 8, 1994. Attached please find a letter written on May 22, 2000. At the time of writing that letter there were only 4 cases unresolved out of 132 cases. The insurance carriers for USAir and Boeing settled these cases at their evaluations. This office would not and will not accept their evaluation.

We will take this case to final verdict if our demand is not met. This office will not be bullied by the large airline corporations or their insurance carriers. The airline's standard operating procedure in airline disasters is to bully the plaintiffs by offering sums of money much less than their value and by threatening a long protracted discovery period and trial. This process weakens some plaintiffs and their attorneys.

Our firm will represent your rights to the fullest extent of the law and with respect for the deceased and the financial security of their family.

APn 09/22/94 1724 USAir Crash

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PITTSBURGH (AP) – Investigators are running tests in California and Seattle to determine if a USAir jetliner's rudder might have caused the Sept. 8 crash that killed 132 people, a federal official said Wednesday.

The investigators want to know if the devices that control the plane's rudder may have caused a wild left turn that came before the crash, said National Transportation Safety Board spokesman Ted Lopatkiewicz.

"We are trying to simulate what was happening in the last minutes of the flight," Lopatkiewicz said.

Flight 427 plummeted 6,000 feet in 23 seconds into a ravine near the Pittsburgh airport. Everyone on board was killed.

Investigators in Seattle are working with the Boeing 737-300's flight data recorder and Boeing simulators.

The rudder is the vertical metal panel on a plane's tail. Pilots use cockpit controls to move the rudder to the right or left, with cables connected to power units activating hydraulic devices that actually move the rudder.

Investigators are examining the power units, and the hydraulic devices, called actuators, are being tested at the Irvine, Calif., plant where they are built.

In addition to the rudder, investigators are looking at the plane's ailerons and elevators, which also control direction. Analysis of air-traffic control, weather conditions, crew performance and the plane's maintenance history is also continuing.

Determining the cause of the crash is expected to take at least six months.