



*forum*

*The International Society of Air Safety Investigators*

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Editor—Ira J. Rimson

The Editorial objective is to report developments and advanced techniques of particular interest to the professional aircraft accident investigator. Opinions and conclusions expressed herein are those of the writers and are not official positions of The Society. The Editorial Staff reserves the right to reject any article that, in its opinion, is not in keeping with the ideas and/or objectives of the Society. It further reserves the right to delete, summarize or edit portions of any article when such action is indicated by printing space limitations.

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## The Jerome F. Lederer Award

The award is given for outstanding contributions to technical excellence in accident investigation. Not more than one award will be made annually and presentation is at the ISASI Seminar. The recipient is selected by an ISASI Board of Award.

Any ISASI member may submit a nomination for this award. It must be sent to the Chairman of the Board of Award not later than 15 May 1984, and must include a statement describing why the nominee should be considered. This statement should be sufficiently descriptive to justify the selection but no more than one typewritten page in length.

This award is one of the most significant honors an accident investigator can receive, and so considerable care is given in determining the recipient. Each ISASI member should thoughtfully review his or her association with professional investigators, and submit a nomination when they can identify someone who has really been outstanding in increasing the technical quality of investigation.

Mail to: **Dr. William M. McArthur**  
**Chairman, ISASI Board of Award**  
**1569 Western Crescent**  
**Vancouver, B.C.**  
**Canada V6T 1V2**

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### Editorial Disclaimer

The Editor has been awaiting delivery by the Seminar Committee of the original manuscripts and illustrations of papers presented at the 1983 Seminar since October 14, 1983. Except for three papers which were submitted late by authors in January 1984, none of the original manuscripts or illustrations have been produced to date. It was decided to proceed with publication of the Proceedings, on behalf of the membership's interests, incorporating the poor-quality copies of original illustrations which were furnished by the Committee.

This is especially unfortunate in the case of the Merlo-Twinam paper on the FTL 74/DL 349 near-collision (p. 84 et seq.) in which photographic Exhibits 2, 6, 7 and 8; and chart Exhibit 9 are critical to the readers' comprehension of the accident reconstruction, and exemplary of the demonstrative evidence necessary to support adversary analysis of an accident. We hope that the original illustrations can eventually be provided so that the complete paper may be run in a future FORUM for the benefit of the membership.

—IJR

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▲ *A.I.D. Consulting Engineers - Maxwell Dow*

*Air Canada - Jack Mitchell* ▼





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