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MEMORANDUM FOR THE RECORD

Event: Voluntary Meeting with Stephen [REDACTED]
Type of event: Discussion
Date: June 9, 2003
Special Access Issues: None
Prepared by: Miles Kara
Team Number: 8
Location: GSA Office
Participants - Non-Commission: Stephen Push; Hans Ephraimson, Air Crash Victims Families Group
Participants - Commission: Miles Kara and Bill Johnstone

This meeting began with a phone call from Steve Push who said that Mr. Hans Ephraimson, whose daughter was a victim of the 1983 Soviet shootdown of KAL007, had responsive information concerning FAA/NORAD relations dating from the late 1980s.

Mr. Ephraimson has been a long time advocate for air crash victims and early came to the attention of the 9/11 families. He is the veteran of a 17-year legal process that was heard 3 times by the Supreme Court. He (and others) were sought out and consulted by the Pan Am 103 families and since then has reached out to subsequent family groups, especially those of 9/11.

His organization has no offices and no employees and does its work via networking. He made clear that they are not lobbyists. His organization is eclectic and transcends traditional economic, ethnic, and cultural boundaries. For example, a member of the Saudi royal family is a regular participant and has been instrumental in Saudi forthcoming ratification of the Montreal Convention.

The organization has been interested in the terrorism issue since the downing of Pan Am 103. He, himself, is well versed (his characterization) in the work of commissions. He also knows Eleanor Hill from her days working for Senator Nunn. Senator Helms was a long time supporter of his efforts. Senator Helms was on a second (referred to as the other) KAL flight that left Anchorage the day of the shootdown.

He spoke specifically to a 1989 willful misconduct trial. The issue was whether the USAF in Alaska had an effective relationship with FAA to warn aircraft straying into restricted air space. The issue also involved FAA flight controllers. He characterized the Air Force as "geared to look outward." The duty officer that night was a [REDACTED] [REDACTED] Depositions exist, he said. A key contact person is [REDACTED] in the California office of the law firm Speiser-Krause.

His thesis is that if the FAA and the Air Force knew of coordination problems in 1989. The only radars with the range to track KAL 007 were military, on both sides—US and USSR. However, the plane was filing position reports with FAA in Anchorage. He reminded that the underlying issue was the plane strayed from the beginning of the Anchorage-Korea leg. The plane was erroneously programmed to fly a magnetic route and the pilots filed false position reports. The second KAL plane (the one Helms was on) knew something was wrong.

He thought that the system had improved, but was/is trying to assess what it really costs an airline not to be sensitive to security. He cited a GAO study circa 1996 to assess the ultimate cost to industry of a B747 crash—\$1.5B. He believes that the airlines were still derelict from a security perspective on 9/11.

We concluded the interview on the note that his voluntary efforts to contact the Commission were appreciated and that he would continue to inform us of any additional information that might be responsive. Steve Push later forwarded the following e-mail:

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"Steve:

Pursuant to our meeting [redacted] was nice enough to immediately bring up Judge Robinson's decision of 5/7/1985, Also he dismissed the KAL007 action against the Government nevertheless he cited on p 18,420 the provisions of Reg 60-1 regarding observance and information sharing with the flight controllers.

I hope that this is helpful and saves all of you some time for searches.

If there are any further questions, please advise.

The e-mail address of [redacted] is above.

Hans E."

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