



Contact: Marc S. Moller or Justin T. Green

Telephone: (212) 687-8181

Cell Phone: (917) 834-2952

Email: mmoller@kreindler.com
jgreen@kreindler.com

FIRST U.S. LAWSUIT FILED FROM TURKISH AIRLINES FLIGHT TK1951 CRASH

New York, NY, U.S.A. and Amsterdam, The Netherlands, November 17, 2009...The first law suit against The Boeing Co. for damages claimed by a passenger injured in the February 25, 2009 crash of Flight TK1951 at Amsterdam Airport Schiphol was filed today by Mr. Ronald Ledford in Cook County, Illinois. Nine people were killed and over 80 passengers, including Mr. Ledford, sustained serious physical and psychological injuries as a result of the crash.

The aircraft, a Boeing 737-800 registered as TC-JGE and operated by Turkish Airlines, Inc., was en route from Istanbul International Ataturk Airport, Turkey to Amsterdam Airport Schiphol, The Netherlands when it crashed during an attempted approach and landing near runway 18R. A preliminary report released by the Dutch Safety Board indicates that the incident occurred as result of an erroneous reading from one the airplane's radio altimeters and its interaction with the airplane's autothrottle causing a system anomaly for which there was no warning to the crew. The Boeing Co. designed, tested, manufactured and assembled the 737-800 aircraft in the United States.

Mr. Ledford, represented by Kreindler & Kreindler LLP in New York, Power Rogers & Smith, P.C. in Chicago and Beer Advocaten in Amsterdam, alleges that The Boeing Co. is responsible for the design decisions that caused the crash. These include the systems interface between the Boeing 737-800's autothrottle system and its two radio altimeters. Boeing designed the airplane so that the autothrottle only accepted data from the left radio altimeter. The left radio altimeter would signal the throttles to retard back to flight idle when the left radio altimeter indicated that the airplane was on or near the ground. The airplane's systems made no distinction between receiving accurate altitude or inaccurate altitude data. The systems would even accept completely implausible data, such as the indication that the airplane was eight feet below the ground, and would then pull the throttles back to flight idle. The law suit will challenge Boeing to explain and justify why it did not incorporate a fail-safe design that would compare the data received by the left radio altimeter against data supplied by the right radio altimeter or the airplane's barometric altimeters, and claims that the crash would not have occurred if Boeing had designed a better airplane or at least provided adequate warnings to pilots about the airplane's shortcomings.

"A malfunctioning radio altimeter should not cause a modern airplane to crash," said Kreindler attorney Justin Green. "This disaster was caused by what amounts to a glitch in the airplane's system – a glitch that Boeing needs to fix so that it does not cause another crash."

[Type text]

The Kreindler team on this case includes attorneys Marc S. Moller, Anthony Tarricone, Justin T. Green and Orla Brady. Marc S. Moller is a senior partner of the Kreindler firm. Anthony Tarricone is a Kreindler partner and the President of the American Association of Justice, the world's largest association of trial attorneys. Justin T. Green is a Kreindler partner and holds a commercial pilot license from the Federal Aviation Administration. Orla Brady is a senior associate at the firm and is admitted to the Illinois bar and has practiced in Chicago courts since early in her career. The Kreindler team has joined forces with Power, Rogers and Smith, P.C., a leading Illinois law firm, and Todd Smith of that firm will be an important member of the U.S. legal team. Kreindler & Kreindler is also working closely with Dutch and Turkish law firms, including Beer Advocaten and SAP Letselshade Advocaten.

About Kreindler & Kreindler LLP

Founded in 1950, Kreindler & Kreindler LLP (www.kreindler.com) is internationally recognized as the first and most prominent aviation law firm in the United States. The firm has been the leading plaintiff legal counsel on thousands of aviation cases, including major ones such as the September 11 terrorist attacks, Pan Am Lockerbie Flight 103, Korean Airlines Flight 007, American Airlines Flight 587, and many cases of private and commercial crashes. Its ranks include airplane and helicopter pilots, engineers and other technical experts. Kreindler has offices in New York, New Jersey, Massachusetts and California.

###