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11 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**
12 **COUNTY OF LOS ANGELES**

14 MARK REVELEY, EMMA HELLSTEN,
BENGT HELLSTEN, HANNA HELLSTEN,
15 ANDREAS MIKULIC ANDERSSON, and
MARGARETA SJODIN,

16 Plaintiffs,

17 vs.

18 ALASKA AIRLINES, INC.; ALASKA AIR
GROUP, INC.; MENZIES AVIATION GROUP;
19 and MENZIES AVIATION GROUP (USA),
INC., and DOES 1 through 50, inclusive,

20 Defendants.

) Case No.
)
) **COMPLAINT FOR DAMAGES**
)
) Jury Trial Demanded
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23)
24 Plaintiffs, Bengt Hellsten, Emma Hellsten, Hanna Hellsten, Andreas Mikulic Andersson,
25 Mark Reveley, and Margareta Sjodin, by their attorneys, Kreindler & Kreindler LLP, respectfully
26 allege:
27)
28)

SUMMARY OF THE ACTION

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2 1. On December 26, 2005, plaintiffs were fare-paying passengers aboard Alaska Airlines
3 Flight 536, from Seattle-Tacoma International Airport to Burbank, California when, at 26,000 feet,
4 a one foot piece of the aircraft’s fuselage was ripped off causing an explosive and violent
5 decompression of the cabin which caused the plaintiffs severe physical and emotional injuries.

PARTIES

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7 2. Plaintiff Mark Reveley is a citizen of California and resides within the County of Los
8 Angeles.

9 3. Plaintiff Emma Hellsten is a citizen of California and resides within the County of
10 Los Angeles.

11 4. Plaintiff Bengt Hellsten is a citizen of Sweden.

12 5. Plaintiff Hanna Hellsten is a citizen of Sweden.

13 6. Plaintiff Andreas Mikulic Andersson is a citizen of Sweden.

14 7. Plaintiff Margareta Sjodin is a citizen of Sweden.

15 8. Defendant Alaska Airlines, Inc. (“Alaska Airlines”) is a corporation organized and
16 existing under the laws of the State of Alaska, maintaining its principal place of business in the State
17 of Washington, is registered to do business in California and is engaged in business within the
18 County of Los Angeles.

19 9. Defendant Alaska Air Group, Inc. (“Alaska Air Group”) is a corporation organized
20 and existing under the laws of Delaware, maintaining its principal place of business in the State of
21 Washington, and is engaged in business within the County of Los Angeles. Based on information
22 and believe, Alaska Air Group is the holding company for Alaska Airlines and is responsible for the
23 acts, omissions and other wrongful conduct of Alaska Airlines. At all relevant times, Alaska Air
24 Group exercised such dominion and control over Alaska Airlines that it is liable according to the law
25 for the acts of Alaska Airlines. (The Defendants identified in paragraphs 8 and 9 are hereinafter
26 referred to as the “Alaska Defendants.”)

1 10. Defendant Menzies Aviation Group (“Menzies Aviation”) is a foreign corporation
2 duly organized and existing under the laws of the United Kingdom, maintaining its principal place
3 of business in the United Kingdom and is engaged in business within the County of Los Angeles.

4 11. Defendant Menzies Aviation Group (USA), Inc. (“Menzies USA”) is a corporation
5 organized and existing under the laws of the State of Delaware, maintaining its principal place of
6 business in the State of Florida and is registered to do business in California and is engaged in
7 business within the County of Los Angeles. (The defendants identified in paragraphs 10 and 11 are
8 hereinafter referred to as the “Menzies Defendants”.)

9 12. Plaintiffs are unaware of the true names and capacities, whether corporate, individual,
10 or otherwise of defendants named as Does 1 through 50, inclusive. Pursuant to California Code of
11 Civil Procedure section 474, plaintiffs will seek leave of court to amend this Complaint to state said
12 defendants’ true names and capacities when the same have been ascertained and to state appropriate
13 charging allegations. Plaintiffs are informed and believe and, based upon such information and
14 belief, allege that said fictitiously-named defendants are responsible in some manner for the injury
15 and damages caused to plaintiffs.

16 13. At all times relevant herein, Does 1 through 50, inclusive, were and now are officers,
17 directors, employees, partners, joint venturers, servants, agents, subsidiaries, divisions and/or alter
18 egos of the each of the other defendants and/or each other, and at all times relevant herein, were
19 acting within the course and scope of said employment, partnership, joint venture, joint enterprise,
20 or agency relationship with the full knowledge and consent of each of the other defendants and
21 within the authority granted to said defendants, and each of them, and/or their conduct was ratified
22 by each of the other defendants.

23 14. In the alternative, all defendants knowingly and intentionally aided, abetted,
24 encouraged and cooperated with the other defendants in the wrongful conduct alleged herein and
25 accordingly are liable as aiders and abettors and/or co-conspirators of each other.

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1 **GENERAL ALLEGATIONS**

2 15. On December 26, 2005, Plaintiffs Mark Reveley, Emma Hellsten, Bengt Hellsten,
3 Hanna Hellsten, Andreas Mikulic Andersson, and Margareta Sjodin were fare paying passengers
4 aboard an MD-83 jet aircraft, FAA Registration No. N979AS (“subject aircraft”) operated as Alaska
5 Airlines Flight 536 from Seattle-Tacoma International Airport, Seattle, Washington (“Sea-Tac”) with
6 an intended destination of Burbank Airport, Burbank, California (“subject flight”).

7 16. At all times mentioned herein, the Alaska Defendants, and each of them, were and
8 are common carriers engaged in the business of transporting passengers for hire by air.

9 17. At all times mentioned herein, the Menzies Defendants, and each of them, were and
10 are engaged in the business of providing aviation ground services and support to air carriers,
11 including Alaska Airlines.

12 18. On December 26, 2005, the Menzies Defendants, and each of them, through their
13 officers, agents, servants and/or employees, were engaged in performing aviation ground services
14 and support for the subject aircraft at Sea-Tac when a certain ground vehicle controlled and operated
15 by the Menzies Defendants struck the subject aircraft causing damage to the fuselage of the subject
16 aircraft (“ground strike”).

17 19. At approximately 4:25 p.m. on December 26, 2005, after having taken off from
18 Sea-Tac, the subject aircraft was en route to Burbank at 26,000 feet when a one foot hole was ripped
19 out of the subject aircraft’s fuselage as a result of the ground strike. The hole caused the subject
20 aircraft to explosively and violently lose cabin pressure. The plane was forced to make a sudden and
21 rapid emergency descent and then an emergency landing at Sea-Tac.

22 20. As a result of the foregoing, plaintiffs suffered severe physical and emotional injuries.

23 21. The defendants, their respective officers, agents, servants and/or employees, were
24 each negligent by disregarding and violating relevant safety procedures, and training standards; and
25 received actual or constructive notice of the dangers posed by a ground strike to the airworthiness
26 of an aircraft and safety of passengers, including plaintiffs, aboard an aircraft.

1 **FIRST CAUSE OF ACTION**

2 **[BY MARK REVELEY FOR NEGLIGENCE**

3 **AGAINST ALASKA DEFENDANTS AND DOES 1-25]**

4 22. Plaintiff Mark Reveley repeats, reiterates and realleges each and every allegation
5 contained in Paragraphs "1" through "21", as if fully set forth herein at length.

6 23. The explosive in-flight decompression of the cabin and subsequent emergency
7 landing were caused or contributed by the negligence of the Alaska Defendants, and each of them,
8 their officers, agents, servants and/or employees in that they were careless in, among other ways, the
9 operation, control, maintenance, repair, service, and/or inspection of the subject aircraft.

10 24. As a result of the negligence of the Alaska Defendants, and each of them, plaintiff
11 Mark Reveley sustained physical and emotional injuries, incurred medical expenses and will
12 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
13 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
14 all with resulting damages.

15 25. By reason of the foregoing, the Alaska Defendants are liable to plaintiff Mark Reveley
16 for compensatory damages in a sum to be determined at trial.

17 26. The explosive in-flight decompression of the cabin, subsequent emergency landing
18 and the resultant injuries were caused by the wanton and wilful misconduct of the Alaska
19 Defendants, and each of them, including its officers, agents, servants and/or employees as set forth
20 herein, whose actions and omissions were outrageous and gross and said defendants acted with
21 reckless and/or conscious disregard for the safety of plaintiff Mark Reveley. Among other things,
22 the Alaska Defendants knew, or should have known, that the Menzies Defendants were not carefully
23 and safely handling their aviation ground support and services responsibilities yet continued to hire
24 and pay Menzies to perform those services. The Alaska Defendants knew, or should have known,
25 that within four months after it retained the Menzies Defendants, ramp employees of the Menzies
26 Defendants had caused damage to other Alaska aircraft on 12 separate occasions. The total number
27 of incidents of aircraft damage caused by Menzies employees was more than occurred during the

1 entire calendar year 2004, when Alaska employees were responsible for performing the same
2 services. Moreover, employees of the Menzies Defendants warned both Menzies and the Alaska
3 Defendants about serious training deficiencies of ramp personnel and of the potential risk associated
4 with continuing to utilize Menzies without proper training. These warnings were either ignored or
5 dismissed by the Alaska Defendants for pecuniary reasons.

6 27. As a result of the foregoing, the Alaska Defendants are liable to plaintiff Mark
7 Reveley for punitive damages in a sum to be determined at trial.

8 **SECOND CAUSE OF ACTION**

9 **[BY MARK REVELEY FOR NEGLIGENCE**

10 **AGAINST THE MENZIES DEFENDANTS AND DOES 26-50]**

11 28. Plaintiff Mark Reveley repeats, reiterates and realleges each and every allegation
12 contained in Paragraphs "1" through "21", as if fully set forth herein at length.

13 29. The explosive in-flight decompression of the cabin and subsequent emergency
14 landing were proximately caused or contributed by the negligence of the Menzies Defendants, and
15 each of them, their officers, agents, servants and/or employees in that they were careless in, among
16 other ways, the operation and control of the ground vehicle that caused the ground strike.

17 30. As a result of the negligence of the Menzies Defendants, and each of them, plaintiff
18 Mark Reveley sustained physical and emotional injuries, incurred medical expenses and will
19 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
20 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
21 all with resulting damages.

22 31. By reason of the foregoing, the Menzies Defendants are liable to plaintiff Mark
23 Reveley for compensatory damages in a sum to be determined at trial.

24 32. The explosive in-flight decompression of the cabin, subsequent emergency landing
25 and the resultant injuries were caused by the wanton and wilful misconduct of the Menzies
26 Defendants, and each of them, including their officers, agents, servants and/or employees as set forth
27 herein, whose actions and omissions were outrageous and gross and said defendants acted with

1 reckless and/or conscious disregard for the safety of plaintiff Mark Reveley. Among other things,
2 officers and managing employees of the Menzies Defendants knew, or should have known, that its
3 employees were not carefully and safely handling their aviation ground services responsibilities yet
4 continued to utilize them to perform those services. Further, within four months after being retained,
5 ramp employees of Menzies had caused damage to other Alaska aircraft on 12 separate occasions.
6 The number of damage incidents was more than occurred during the entire calendar year 2004, when
7 Alaska employees were responsible for these services. Moreover, employees of Menzies warned
8 officers or other managing employees of the Menzies Defendants and the Alaska Defendants about
9 serious training deficiencies of ramp personnel and of the potential risks associated with continuing
10 to utilize Menzies without proper training. These warnings were either ignored or dismissed by the
11 Menzies Defendants for pecuniary reasons.

12 33. As a result of the foregoing, the Menzies Defendants are liable to plaintiff Mark
13 Reveley for punitive damages in a sum to be determined at trial.

14 **THIRD CAUSE OF ACTION**

15 **[BY EMMA HELLSTEN FOR NEGLIGENCE**

16 **AGAINST ALASKA DEFENDANTS AND DOES 1-25]**

17 34. Plaintiff Emma Hellsten repeats, reiterates and realleges each and every allegation
18 contained in Paragraphs "1" through "21", as if fully set forth herein at length.

19 35. The explosive in-flight decompression of the cabin and subsequent emergency
20 landing were caused or contributed by the negligence of the Alaska Defendants, and each of them,
21 their officers, agents, servants and/or employees in that they were careless in, among other ways, the
22 operation, control, maintenance, repair, service, and/or inspection of the subject aircraft.

23 36. As a result of the negligence of the Alaska Defendants, and each of them, plaintiff
24 Emma Hellsten sustained physical and emotional injuries, incurred medical expenses and will
25 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
26 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
27 all with resulting damages.

1 each of them, their officers, agents, servants and/or employees in that they were careless in, among
2 other ways, the operation and control of the ground vehicle that caused the ground strike.

3 42. As a result of the negligence of the Menzies Defendants, and each of them, plaintiff
4 Emma Hellsten sustained physical and emotional injuries, incurred medical expenses and will
5 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
6 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
7 all with resulting damages.

8 43. By reason of the foregoing, the Menzies Defendants are liable to plaintiff Emma
9 Hellsten for compensatory damages in a sum to be determined at trial.

10 44. The explosive in-flight decompression of the cabin, subsequent emergency landing
11 and the resultant injuries were caused by the wanton and wilful misconduct of the Menzies
12 Defendants, and each of them, including their officers, agents, servants and/or employees as set forth
13 herein, whose actions and omissions were outrageous and gross and said defendants acted with
14 reckless and/or conscious disregard for the safety of plaintiff Emma Hellsten. Among other things,
15 officers and managing employees of the Menzies Defendants knew, or should have known, that its
16 employees were not carefully and safely handling their aviation ground services responsibilities yet
17 continued to utilize them to perform those services. Further, within four months after being retained,
18 ramp employees of Menzies had caused damage to other Alaska aircraft on 12 separate occasions.
19 The number of damage incidents was more than occurred during the entire calendar year 2004, when
20 Alaska employees were responsible for these services. Moreover, employees of Menzies warned
21 officers or other managing employees of the Menzies Defendants and the Alaska Defendants about
22 serious training deficiencies of ramp personnel and of the potential risks associated with continuing
23 to utilize Menzies without proper training. These warnings were either ignored or dismissed by the
24 Menzies Defendants for pecuniary reasons.

25 45. As a result of the foregoing, the Menzies Defendants are liable to plaintiff Emma
26 Hellsten for punitive damages in a sum to be determined at trial.

1 **FIFTH CAUSE OF ACTION**

2 **[BY BENGT HELLSTEN FOR NEGLIGENCE**

3 **AGAINST ALASKA DEFENDANTS AND DOES 1-25]**

4 46. Plaintiff Bengt Hellsten repeats, reiterates and realleges each and every allegation
5 contained in Paragraphs "1" through "21", as if fully set forth herein at length.

6 47. The explosive in-flight decompression of the cabin and subsequent emergency
7 landing were caused or contributed by the negligence of the Alaska Defendants, and each of them,
8 their officers, agents, servants and/or employees in that they were careless in, among other ways, the
9 operation, control, maintenance, repair, service, and/or inspection of the subject aircraft.

10 48. As a result of the negligence of the Alaska Defendants, and each of them, plaintiff
11 Bengt Hellsten sustained physical and emotional injuries, incurred medical expenses and will
12 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
13 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
14 all with resulting damages.

15 49. By reason of the foregoing, the Alaska Defendants are liable to plaintiff Bengt
16 Hellsten for compensatory damages in a sum to be determined at trial.

17 50. The explosive in-flight decompression of the cabin, subsequent emergency landing
18 and the resultant injuries were caused by the wanton and wilful misconduct of the Alaska
19 Defendants, and each of them, including its officers, agents, servants and/or employees as set forth
20 herein, whose actions and omissions were outrageous and gross and said defendants acted with
21 reckless and/or conscious disregard for the safety of plaintiff Bengt Hellsten. Among other things,
22 the Alaska Defendants knew, or should have known, that the Menzies Defendants were not carefully
23 and safely handling their aviation ground support and services responsibilities yet continued to hire
24 and pay Menzies to perform those services. The Alaska Defendants knew, or should have known,
25 that within four months after it retained the Menzies Defendants, ramp employees of the Menzies
26 Defendants had caused damage to other Alaska aircraft on 12 separate occasions. The total number
27 of incidents of aircraft damage caused by Menzies employees was more than occurred during the

1 entire calendar year 2004, when Alaska employees were responsible for performing the same
2 services. Moreover, employees of the Menzies Defendants warned both Menzies and the Alaska
3 Defendants about serious training deficiencies of ramp personnel and of the potential risk associated
4 with continuing to utilize Menzies without proper training. These warnings were either ignored or
5 dismissed by the Alaska Defendants for pecuniary reasons.

6 51. As a result of the foregoing, the Alaska Defendants are liable to plaintiff Bengt
7 Hellsten for punitive damages in a sum to be determined at trial.

8 **SIXTH CAUSE OF ACTION**

9 **[BY BENGT HELLSTEN FOR NEGLIGENCE**

10 **AGAINST THE MENZIES DEFENDANTS AND DOES 26-50]**

11 52. Plaintiff Bengt Hellsten repeats, reiterates and realleges each and every allegation
12 contained in Paragraphs "1" through "21", as if fully set forth herein at length.

13 53. The explosive in-flight decompression of the cabin and subsequent emergency
14 landing were proximately caused or contributed by the negligence of the Menzies Defendants, and
15 each of them, their officers, agents, servants and/or employees in that they were careless in, among
16 other ways, the operation and control of the ground vehicle that caused the ground strike.

17 54. As a result of the negligence of the Menzies Defendants, and each of them, plaintiff
18 Bengt Hellsten sustained physical and emotional injuries, incurred medical expenses and will
19 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
20 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
21 all with resulting damages.

22 55. By reason of the foregoing, the Menzies Defendants are liable to plaintiff Bengt
23 Hellsten for compensatory damages in a sum to be determined at trial.

24 56. The explosive in-flight decompression of the cabin, subsequent emergency landing
25 and the resultant injuries were caused by the wanton and wilful misconduct of the Menzies
26 Defendants, and each of them, including their officers, agents, servants and/or employees as set forth
27 herein, whose actions and omissions were outrageous and gross and said defendants acted with

1 reckless and/or conscious disregard for the safety of plaintiff Bengt Hellsten. Among other things,
2 officers and managing employees of the Menzies Defendants knew, or should have known, that its
3 employees were not carefully and safely handling their aviation ground services responsibilities yet
4 continued to utilize them to perform those services. Further, within four months after being retained,
5 ramp employees of Menzies had caused damage to other Alaska aircraft on 12 separate occasions.
6 The number of damage incidents was more than occurred during the entire calendar year 2004, when
7 Alaska employees were responsible for these services. Moreover, employees of Menzies warned
8 officers or other managing employees of the Menzies Defendants and the Alaska Defendants about
9 serious training deficiencies of ramp personnel and of the potential risks associated with continuing
10 to utilize Menzies without proper training. These warnings were either ignored or dismissed by the
11 Menzies Defendants for pecuniary reasons.

12 57. As a result of the foregoing, the Menzies Defendants are liable to plaintiff Bengt
13 Hellsten for punitive damages in a sum to be determined at trial.

14 **SEVENTH CAUSE OF ACTION**

15 **[BY HANNA HELLSTEN FOR NEGLIGENCE**

16 **AGAINST ALASKA DEFENDANTS AND DOES 1-25]**

17 58. Plaintiff Hanna Hellsten repeats, reiterates and realleges each and every allegation
18 contained in Paragraphs "1" through "21", as if fully set forth herein at length.

19 59. The explosive in-flight decompression of the cabin and subsequent emergency
20 landing were caused or contributed by the negligence of the Alaska Defendants, and each of them,
21 their officers, agents, servants and/or employees in that they were careless in, among other ways, the
22 operation, control, maintenance, repair, service, and/or inspection of the subject aircraft.

23 60. As a result of the negligence of the Alaska Defendants, and each of them, plaintiff
24 Hanna Hellsten sustained physical and emotional injuries, incurred medical expenses and will
25 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
26 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
27 all with resulting damages.

1 each of them, their officers, agents, servants and/or employees in that they were careless in, among
2 other ways, the operation and control of the ground vehicle that caused the ground strike.

3 66. As a result of the negligence of the Menzies Defendants, and each of them, plaintiff
4 Hanna Hellsten sustained physical and emotional injuries, incurred medical expenses and will
5 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
6 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
7 all with resulting damages.

8 67. By reason of the foregoing, the Menzies Defendants are liable to plaintiff Hanna
9 Hellsten for compensatory damages in a sum to be determined at trial.

10 68. The explosive in-flight decompression of the cabin, subsequent emergency landing
11 and the resultant injuries were caused by the wanton and wilful misconduct of the Menzies
12 Defendants, and each of them, including their officers, agents, servants and/or employees as set forth
13 herein, whose actions and omissions were outrageous and gross and said defendants acted with
14 reckless and/or conscious disregard for the safety of plaintiff Hanna Hellsten. Among other things,
15 officers and managing employees of the Menzies Defendants knew, or should have known, that its
16 employees were not carefully and safely handling their aviation ground services responsibilities yet
17 continued to utilize them to perform those services. Further, within four months after being retained,
18 ramp employees of Menzies had caused damage to other Alaska aircraft on 12 separate occasions.
19 The number of damage incidents was more than occurred during the entire calendar year 2004, when
20 Alaska employees were responsible for these services. Moreover, employees of Menzies warned
21 officers or other managing employees of the Menzies Defendants and the Alaska Defendants about
22 serious training deficiencies of ramp personnel and of the potential risks associated with continuing
23 to utilize Menzies without proper training. These warnings were either ignored or dismissed by the
24 Menzies Defendants for pecuniary reasons.

25 69. As a result of the foregoing, the Menzies Defendants are liable to plaintiff Hanna
26 Hellsten for punitive damages in a sum to be determined at trial.

1 NINTH CAUSE OF ACTION

2 **[BY ANDREAS MIKULIC ANDERSSON FOR NEGLIGENCE**

3 **AGAINST ALASKA DEFENDANTS AND DOES 1-25]**

4 70. Plaintiff Andreas Mikulic Andersson repeats, reiterates and realleges each and every
5 allegation contained in Paragraphs "1" through "21", as if fully set forth herein at length.

6 71. The explosive in-flight decompression of the cabin and subsequent emergency
7 landing were caused or contributed by the negligence of the Alaska Defendants, and each of them,
8 their officers, agents, servants and/or employees in that they were careless in, among other ways, the
9 operation, control, maintenance, repair, service, and/or inspection of the subject aircraft.

10 72. As a result of the negligence of the Alaska Defendants, and each of them, plaintiff
11 Andreas Mikulic Andersson sustained physical and emotional injuries, incurred medical expenses
12 and will continue to incur expenses for medical care and treatment, suffered and will continue to
13 suffer physical pain, emotional stress, loss of enjoyment of life and other permanent compensable
14 injuries all with resulting damages.

15 73. By reason of the foregoing, the Alaska Defendants are liable to plaintiff Andreas
16 Mikulic Andersson for compensatory damages in a sum to be determined at trial.

17 74. The explosive in-flight decompression of the cabin, subsequent emergency landing
18 and the resultant injuries were caused by the wanton and wilful misconduct of the Alaska
19 Defendants, and each of them, including its officers, agents, servants and/or employees as set forth
20 herein, whose actions and omissions were outrageous and gross and said defendants acted with
21 reckless and/or conscious disregard for the safety of plaintiff Andreas Mikulic Andersson. Among
22 other things, the Alaska Defendants knew, or should have known, that the Menzies Defendants were
23 not carefully and safely handling their aviation ground support and services responsibilities yet
24 continued to hire and pay Menzies to perform those services. The Alaska Defendants knew, or
25 should have known, that within four months after it retained the Menzies Defendants, ramp
26 employees of the Menzies Defendants had caused damage to other Alaska aircraft on 12 separate
27 occasions. The total number of incidents of aircraft damage caused by Menzies employees was more

1 than occurred during the entire calendar year 2004, when Alaska employees were responsible for
2 performing the same services. Moreover, employees of the Menzies Defendants warned both
3 Menzies and the Alaska Defendants about serious training deficiencies of ramp personnel and of the
4 potential risk associated with continuing to utilize Menzies without proper training. These warnings
5 were either ignored or dismissed by the Alaska Defendants for pecuniary reasons.

6 75. As a result of the foregoing, the Alaska Defendants are liable to plaintiff Andreas
7 Mikulic Andersson for punitive damages in a sum to be determined at trial.

8 **TENTH CAUSE OF ACTION**

9 **[BY ANDREAS MIKULIC ANDERSSON FOR NEGLIGENCE**
10 **AGAINST THE MENZIES DEFENDANTS AND DOES 26-50]**

11 76. Plaintiff Andreas Mikulic Andersson repeats, reiterates and realleges each and every
12 allegation contained in Paragraphs "1" through "21", as if fully set forth herein at length.

13 77. The explosive in-flight decompression of the cabin and subsequent emergency
14 landing were proximately caused or contributed by the negligence of the Menzies Defendants, and
15 each of them, their officers, agents, servants and/or employees in that they were careless in, among
16 other ways, the operation and control of the ground vehicle that caused the ground strike.

17 78. As a result of the negligence of the Menzies Defendants, and each of them, plaintiff
18 Andreas Mikulic Andersson sustained physical and emotional injuries, incurred medical expenses
19 and will continue to incur expenses for medical care and treatment, suffered and will continue to
20 suffer physical pain, emotional stress, loss of enjoyment of life and other permanent compensable
21 injuries all with resulting damages.

22 79. By reason of the foregoing, the Menzies Defendants are liable to plaintiff Andreas
23 Mikulic Andersson for compensatory damages in a sum to be determined at trial.

24 80. The explosive in-flight decompression of the cabin, subsequent emergency landing
25 and the resultant injuries were caused by the wanton and wilful misconduct of the Menzies
26 Defendants, and each of them, including their officers, agents, servants and/or employees as set forth
27 herein, whose actions and omissions were outrageous and gross and said defendants acted with

1 reckless and/or conscious disregard for the safety of plaintiff Andreas Mikulic Andersson. Among
2 other things, officers and managing employees of the Menzies Defendants knew, or should have
3 known, that its employees were not carefully and safely handling their aviation ground services
4 responsibilities yet continued to utilize them to perform those services. Further, within four months
5 after being retained, ramp employees of Menzies had caused damage to other Alaska aircraft on 12
6 separate occasions. The number of damage incidents was more than occurred during the entire
7 calendar year 2004, when Alaska employees were responsible for these services. Moreover,
8 employees of Menzies warned officers or other managing employees of the Menzies Defendants and
9 the Alaska Defendants about serious training deficiencies of ramp personnel and of the potential
10 risks associated with continuing to utilize Menzies without proper training. These warnings were
11 either ignored or dismissed by the Menzies Defendants for pecuniary reasons.

12 81. As a result of the foregoing, the Menzies Defendants are liable to plaintiff Andreas
13 Mikulic Andersson for punitive damages in a sum to be determined at trial.

14 **ELEVENTH CAUSE OF ACTION**

15 **[BY MARGARETA SJODIN FOR NEGLIGENCE**

16 **AGAINST ALASKA DEFENDANTS AND DOES 1-25]**

17 82. Plaintiff Margareta Sjodin repeats, reiterates and realleges each and every allegation
18 contained in Paragraphs "1" through "21", as if fully set forth herein at length.

19 83. The explosive in-flight decompression of the cabin and subsequent emergency
20 landing were caused or contributed by the negligence of the Alaska Defendants, and each of them,
21 their officers, agents, servants and/or employees in that they were careless in, among other ways, the
22 operation, control, maintenance, repair, service, and/or inspection of the subject aircraft.

23 84. As a result of the negligence of the Alaska Defendants, and each of them, plaintiff
24 Margareta Sjodin sustained physical and emotional injuries, incurred medical expenses and will
25 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
26 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
27 all with resulting damages.

1 each of them, their officers, agents, servants and/or employees in that they were careless in, among
2 other ways, the operation and control of the ground vehicle that caused the ground strike.

3 90. As a result of the negligence of the Menzies Defendants, and each of them, plaintiff
4 Margareta Sjodin sustained physical and emotional injuries, incurred medical expenses and will
5 continue to incur expenses for medical care and treatment, suffered and will continue to suffer
6 physical pain, emotional stress, loss of enjoyment of life and other permanent compensable injuries
7 all with resulting damages.

8 91. By reason of the foregoing, the Menzies Defendants are liable to plaintiff Margareta
9 Sjodin for compensatory damages in a sum to be determined at trial.

10 92. The explosive in-flight decompression of the cabin, subsequent emergency landing
11 and the resultant injuries were caused by the wanton and wilful misconduct of the Menzies
12 Defendants, and each of them, including their officers, agents, servants and/or employees as set forth
13 herein, whose actions and omissions were outrageous and gross and said defendants acted with
14 reckless and/or conscious disregard for the safety of plaintiff Margareta Sjodin. Among other things,
15 officers and managing employees of the Menzies Defendants knew, or should have known, that its
16 employees were not carefully and safely handling their aviation ground services responsibilities yet
17 continued to utilize them to perform those services. Further, within four months after being retained,
18 ramp employees of Menzies had caused damage to other Alaska aircraft on 12 separate occasions.
19 The number of damage incidents was more than occurred during the entire calendar year 2004, when
20 Alaska employees were responsible for these services. Moreover, employees of Menzies warned
21 officers or other managing employees of the Menzies Defendants and the Alaska Defendants about
22 serious training deficiencies of ramp personnel and of the potential risks associated with continuing
23 to utilize Menzies without proper training. These warnings were either ignored or dismissed by the
24 Menzies Defendants for pecuniary reasons.

25 93. As a result of the foregoing, the Menzies Defendants are liable to plaintiff Margareta
26 Sjodin for punitive damages in a sum to be determined at trial.

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PRAYER FOR RELIEF

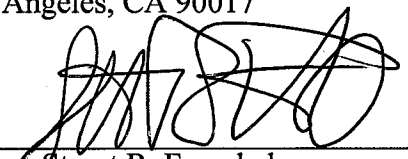
WHEREFORE, plaintiffs Mark Reveley, Emma Hellsten, Bengt Hellsten, Hanna Hellsten, Andreas Mikulic Andersson, and Margareta Sjodin each demand judgment against defendants jointly and severally, as follows:

1. For compensatory or general damages in an amount according to proof;
2. For special and economic damages, including medical expenses and related items of expense, according to proof;
3. For punitive damages;
4. For costs of suit incurred herein; and
5. For such other and further relief as this Court may deem just and proper.

Dated: February 3, 2006

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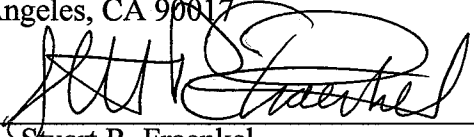
JURY DEMAND

Plaintiffs demand a trial by jury.

Dated: February 3, 2006

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