

**Mark S. Estabrook
PO Box 1021
Cordova, TN 38088**

August 26, 1996

The Honorable James E. Hall
Chairman, National Transportation Safety Board
490 L'Enfant Plaza SW
Washington, DC 20594

Dear Chairman Hall:

Thank you for your letter of June 28, 1996, in which you respond to my letter of June 18, 1996. I was encouraged to learn that the Safety Board agrees that "back side of the clock" flying can adversely affect pilot performance. I believe your support on this issue will ultimately save lives and precious cargo over future decades.

The purpose of this letter is to follow up on the rather large volume I sent to you in June, in which I provided documented evidence of alleged improprieties involving the modification of scientific NASA research. NASA officials changed the conclusions of their research in order to meet the requests of the private sector. Ultimately, NASA knew that this research could impact the current NPRM entitled "Flight Crewmember Duty Period Limitations, Flight Time Limitations and Rest Requirements." In fact, the FAA to date has declined to address the issue, and has not responded to my allegations.

Chairman Hall, I am asking you to supplement your comments to the FAA regarding the above-referenced NPRM, and specifically ask them to modify their NPRM to reflect the data and conclusions within the August 1994 DRAFT of "*Crew Factors in Flight Operations VII: Psychophysiological Responses to Overnight Cargo Operations*" (I have attached a copy for your use). I am specifically asking for this draft version to be included in the construction of the regulations because it is this version that was published by NASA in August 1994 prior to the improprieties mentioned briefly above. Additionally, there is a basis in law for relying on that draft version since that was the date that NASA first published the TM by distributing it to non-study participants.

I can make myself available to speak with you either in person or via telephone should you wish to discuss this matter at length. Again, thank you for your strong stance on this issue, and any further assistance you may provide.

Sincerely,

Mark S. Estabrook