

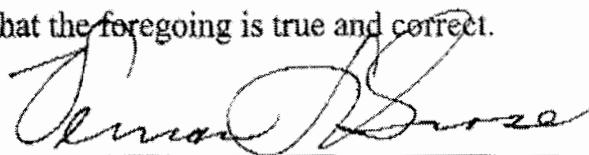
Affidavit of Dr. Vernon Grose

1. I am the Chairman and President of Omega Systems Group, Incorporated.
2. My CV is attached.
3. The statements below in paragraphs 4 through 7 are true, and the opinions expressed are made with a high degree of certainty.
4. [Question by CNN Anchor: Early this morning, we were hearing that the FBI had taken the lead in the investigation. Now we're hearing they may take the lead in the investigation. That's not unprecedented, of course, with the FBI in the lead of an airline disaster, but it is unusual, is it not?]

Well, I actually think it's unprecedented because, by a mandate of the Congress, there is one body, the National Transportation Safety Board, that is entirely charged with the investigation of any transportation accident.

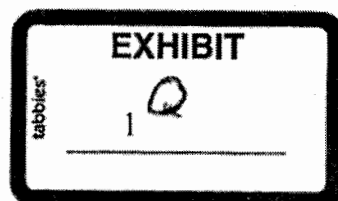
5. Any time you take away from the NTSB, which, by congressional charter, must be in charge, and have the FBI say that they will not investigate or interrogate any witnesses whatsoever, that immediately raises an issue in my mind about the politics of it.
6. The most important part of the investigation turned out to be, I understand, over 150 witnesses who had seen, from various angles, something rising from the surface.
7. But they always showed you only the right side, the starboard side of the airplane. When I saw photographs of the left side, with that large indentation forward of the wing, then I immediately was curious, what in the world could cause it to be dented in. It would have to be something external to the aircraft. And though I didn't buy necessarily the missile theory – in fact, I had debated Pierre Salinger for 40 minutes on his idea, which I don't think had validity about a missile coming head-on at the aircraft – nonetheless, I was really, at this point, upset that we hadn't heard about that evidence.

I hereby certify under penalty of perjury that the foregoing is true and correct.



Date: October 24, 2003.

Dr. Vernon Grose



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VERNON LESLIE GROSE, BS, MS, DSc

Chairman

OMEGA SYSTEMS GROUP INCORPORATED

Arlington, Virginia

Described in *Business Week* as a founding father of the application of systems methodology to managing risk, he enjoys worldwide recognition as an authority in that field. His interdisciplinary perspective on the subject is based on over 50 years of personal involvement – having served as an executive in three major corporations, university professor in Europe as well as the United States, and consultant to such firms as AT&T, EXXON, and IBM.



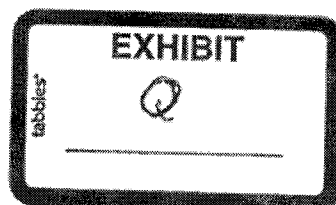
Holding a BS in Physics, MS in Systems Management, and honorary DSc, he was a member of the Applied Physics Staff at The Boeing Company from 1952-59, where he performed the first Boeing tests that combined three dynamic environments simultaneously and wrote the development test program for the Minuteman ICBM.

His contributions to aviation date to 1960 when he was involved in the design and testing of lightweight inertial navigation systems for such aircraft as the Canadian and German Luftwaffe versions of the F-104 supersonic fighter, Navy WF-2 and W2F airborne radar search aircraft, Navy P3V antisubmarine aircraft, and the Navy A2F (later A6) *Intruder* attack aircraft.

Dr. Grose was affiliated with Litton Industries in 1959-62 as Director of Reliability as well as Program Manager for Project SPARR, an Air Force program of basic and applied research on space system problems. In 1962, he joined Northrop Ventura as Director of Applied Technology – responsible for all engineering test activities and the disciplines of chemistry, metallurgy, reliability, configuration management, and value engineering on the Earth Landing Systems for NASA Projects Mercury, Gemini, and Apollo. As Chief of Reliability at Rocketdyne, a division of Rockwell Corporation, he continued his involvement in the Gemini and Apollo Programs.

Dr. Wernher von Braun appointed him to the NASA Safety Advisory Group for Space Flight in 1969. Three appointments by the National Academy of Sciences have involved his systems management background: Panel on Human Error in Merchant Marine Safety (1972), Committee on Research Needs to Reduce Maritime Collisions, Rammings, and Groundings (1978), and Panel on Causes and Prevention of Grain Elevator Explosions (1978).

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From 1966 to 1982, he was Vice President of Tustin Institute of Technology in Santa Barbara, California – responsible for all management curricula and system technology studies.

The Peoples Republic of China invited him in 1981 to address their Academy of Sciences in Beijing on the systematic management of risk.

President Reagan appointed him to the National Transportation Safety Board in 1983 and the National Highway Safety Advisory Commission in 1986. His appointment to the NTSB was based on his well-recognized and extensive participation in all transportation modes – maritime, rail, pipeline, highway, aviation, and space.

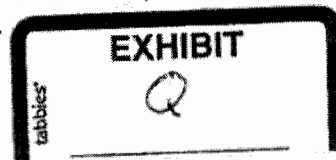
As a Member of the National Transportation Safety Board, he headed the NTSB "Go-Team" investigation of major accidents – including the 1984 midair collision of a private aircraft with a commuter airliner in San Luis Obispo, California. He also participated in the on-scene investigation of a SAS DC-10 runway overrun accident at JFK Airport in New York.

The White House assigned him for one year to the Associate Administrator for R&D at the Environmental Protection Agency to implement systematic management of risk. On another White House assignment as Expert Consultant to the NASA Chief Engineer, he pioneered a model for commercial enterprise in space. He served as a consultant to the President's Aviation Safety Commission that evaluated the safety impact of the first 10 years of airline deregulation. In 1997, Vice President Gore solicited his expertise for the *White House Commission on Aviation Safety and Security*.

A featured guest on the *Today Show*, *Good Morning America*, *Prime Time Live*, *CBS Newswatch*, *ABC 20/20*, *BBC-London*, *O'Reilly Factor* and many other television programs, he has given over 100 interviews on CNN as their Risk and Aviation Analyst. He provided over 170 news interviews related to the 1996 explosion of TWA Flight 800. Dr. Grose is a FOX News Contributor and was being interviewed just as UAL 175 impacted the World Trade Center Tower 2 on 11 September 2001. His viewpoints have been published in such periodicals as *Time*, *USA Today*, *US News & World Report*, *Chicago Tribune*, *Los Angeles Times*, *Washington Post*, and *Christian Science Monitor*.

His professional papers have been published internationally in over 60 journals and periodicals. Reviewers of his best-selling book published by Prentice Hall, *MANAGING RISK: Systematic Loss Prevention for Executives*, have called it "the most influential book on the subject in this decade." It is widely used in universities and is now in its third printing.

His biography appears in *Liftoff* by James C. Hefley that describes the personal faith of astronauts and space scientists. He is listed in *WHO'S WHO In the West*, *Dictionary of International Biography*, *Men of Achievement 1973*, *International WHO'S WHO of Intellectuals*, and *WHO'S WHO In The World*.



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