
From: Cohen, Hillary
Sent: Monday, July 22, 2013 3:06 PM
To: Morgan, Christina
Subject: FW: CSB public hearing-comment Open OSHA-EPA unacceptable Response to standards which should include N2O Handling-Storage of Virgin Galactic and Scaled Composites 15,000 + Lbs. of Fuel (N2O) in Mojave and New Mexico Spaceports'

From: Geoff Daly [mailto:geoffdaly@mkd-usa.com]
Sent: Wednesday, July 17, 2013 6:55 PM
To: Cohen, Hillary
Subject: FW: CSB public hearing-comment Open OSHA-EPA unacceptable Response to standards which should include N2O Handling-Storage of Virgin Galactic and Scaled Composites 15,000+ Lbs. of Fuel (N2O) in Mojave and New Mexico Spaceports'

Good afternoon *Hillary*,

Thank you for responding as you can see I copied the email address from the CSB site and pasted it in. Not sure why it was bounced.

Hope the below request is OK.

Yours Sincerely

Geoff

MKD USA LLC
48 Walden Pond Dr.
Nashua, NH 03064
USA.

Skype name: ***carvergmd1***
Tele: **603-318-5900**
Fax 603-882-7860.

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Please consider the environment before printing this email

From: Geoff Daly [mailto:geoffdaly@mkd-usa.com]
Sent: Wednesday, July 17, 2013 16:45

To: 'comments@csb.gov.'

Cc: 'kate.ramsey@shaheen.senate.gov'; Valerie Jarrett (WHO1)

Subject: CSB public hearing-comment Open OSHA-EPA unacceptable Response to standards which should include N2O Handling-Storage of Virgin Galactic and Scaled Composites 15,000+ Lbs. of Fuel (N2O) in Mojave and New Mexico Spaceports'

Dear Sirs/Madam,

We wish the entire preamble and below are considered. So we respectfully, all, request this be fully read into the record and placed on file as part of your proceedings; during this July 25th / 26th hearing, you are holding there in Washington DC concerning the above subject matter.

I am presenting this as the spokesperson for a worldwide group of Aerospace Propulsion engineers, and we wish to have placed on file our testimony and concerns surround the Handling, Use and Recovery of N2O as a component of fuel used on the Virgin Galactic SpaceShip-2 and the Flight carrier White Knight-2 (loaded with aviation fuel to carry SS-2 into lower orbit between 34,000 to 40,000 ft. above either Mojave or New Mexico's Space ports)

Below is a series of emails to various agencies outlining all the concerns since the July 26th 2007 incident where 3 people died and approx. 40+ injured from a N2O explosion with no responses from anyone at VG or SC let alone Grumman (the original owners of Burt Rutan's Scaled Composites Co.). The only Agencies who did show any interest were CalOSHA and Cal EPA. The FAA, Federal OSHA, NIOSH, or CDC, have shown very little interest in anything that has and could occur. NAS A has not been involved; as Congress handed over this task to the FAA.

The major concern besides environmental is the Design Safety of the VG/SC SS-2 system and those of the ground staff together with the flight crew or anyone who could be injured by falling debris and toxic chemicals: Federal OSHA/EPA have shown very little interest

There has been, virtually, no response to date. Which is troubling, as NO STANDARDS/Protocols; are on file with the FAA, EPA or OSHA, let alone NASA. Our group has had to make calls to find out anything, if anyone picked up. Even the FOIA requests were ignored for two+ years and when received were deficient and incomplete (the case is still open as far as the CA AG's office is concerned- no signed coroner's report or filing done)

Sir Richard Branson, his two children, Justin Bieber and one other will be the first passengers to fly into space during this coming December 2013, and everyone realizes there is a problem, even the engineers at Grumman have said so off the record.

Sent; on Saturday July 13th 2013.

Attn Mr. Ken Wong (Commercial Space craft Permitting Manager) FAA
CC to Greg Rasnake (Deputy Chief CST FAA), Daniel Czelusniak (FAA Environmental Investigator) Ms. Valerie Jarrett (WHO Advisor to the President) Senator Shaheen (NH Senator). Mark Stacey (Rocket Engineer NZ), Ken Mason (Rocket Engineer USA), Al Cebrian (Rocket Engineer US and person injured back in 2007) Dr. Bruno Berger (Chief Swiss Propulsion Labs), Carolynne Campbell (Rocket Engineer UK), Tommaso Sgobba (Ex-Chief of the European Space Agency Propulsion div), Anthony Cesaroni (Rocket Engineer and Owner of CT/CA propulsion grp)

Attachments:



04-29-13 Dawn
N2O fueling in f...



04-29-13 Dawn
Preflight Fuelin...



Nitrogen Oxide -
EPA defintion...



05-16-13A
International Conce



VG SS-2 ColdFlow
of N2O over M...

Good morning Ken,

Below are a series of emails pertaining to the current VG/SC situation for both Safety and EPA emissions?

Todate, we have not got any response from yourself, especially as you issued the permit to VG for the SpaceShip 2 and the WhiteKnight 2 experimental Space Craft and Launch Carrier. Especially the June 12th email pointing out the major Fueling Hazard as shown in the preflight manual; we received a copy of from CalOSHA who investigated there N2O handling procedures- (everyone at the FAA got a copy along with OSHA/CalOSHA and the EPA- even Greg Rasnake called followed by Matt Hedrick).

The only agencies that have shown any real interest are CalOSHA and the EPA Region 9, all centered on safety and environmental hazards of the N2O.

This should be the same for the FAA.

It is our understanding from several of our local contacts and associates within the Mojave airspace and surrounding towns that the following did occur after a recent CalOSHA/EPA check at the Mojave Airport complex as follows:

- **Mr. Stewart Witt the Airport manager; has been requested to tighten up on all flight line operations with a written procedure/protocol being formulated by end of July for VG/SC and others.**
- **Any work on the WK2/SS-2; will be carried out in a designated safe area at the Mojave or New Mexico Spaceport and a full protocol for fueling “filed”; including schedules. It has been recommended that this area; is a fully bermed area with firefighting capability and remote monitoring of all personnel with a disaster plan; also in place.**
- **All personnel to be certified-trained in the fueling techniques involving N2O, Helium, and Jet Fuels.**
- **All Personnel to the outfitted in the appropriate Personnel Protective Equipment (PPE) when handling the fueling of N2O, Helium, and Jet fuels and what to do if an incident occurs. This equipment and protocols are to be fully utilized when the SS-2 returns to the airport(s) and possibility of N2O still being in the Fuel system.**
- **Protocols written up on how the crew and passengers are loaded-offloaded and what PPE they should be wearing.**
- **A full emergency plan to cover all movements of the WK-2 and SS-2, Flight preparations and after flight recovery; with a worst case scenario being factored as the primary start point.**

Ken, Dr. Bruno Berger (head of the Swiss propulsion center), and several others have commented on Steve Armann’s email (see below) when he disclosed that the May 17th explosion released approximately 11,500 Lbs. of N2O. This was calculated to be able to generate a detonation/shockwave which would reach out nearly 2 Km in radius from

Hanger 75- is the whole Mojave Flight Line and some including the Airport Control Tower.

We respectfully request a response from you on what actions the FAA will be taking with respect to the Permit issued and the Operations as planned in the Mojave and New Mexico facilities. Remember **three people have been killed and numerous persons injured** by a prior explosion involving N2O in this motor design. We do not need another incident on the ground/flight line or in the air.

We look forward to your response.

Kind regards,

Geoff

MKD USA LLC
48 Walden Pond Dr.
Nashua, NH 03064
USA.

Skype name: **carvergmd1**
Tele: **603-318-5900**
Fax 603-882-7860.

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Please consider the environment before printing this email

From: Geoff Daly [<mailto:geoffdaly@mkd-usa.com>]

Sent: Wednesday, July 10, 2013 11:53

To: 'Armann, Steve'

Cc: 'Gaudario, Abigail'; Carolynne Campbell UK Rocket Queen; Anthony Cesaroni CEO CT/CA; Bruno Berger CH ; Mark Stacey NZ-AUS SRE; Tommaso Sgobba P.IAASS; Greg Rasnake FAA AST CS; Donald Sargent FAACST R&A div ; Yvonne Tran FAA/CST R&A Div.; Stewart Jackson Mgr. FAA CST ; Dana Tulis DD EPA; Valerie Jarrett (WHO1); Cora Gherga ADC CalOSHA Enforcement; Daniel Czelusniak FAA AST enviro; Bill Wood NASA propulsion grp; Dennis Pate NASA propulsion; Nigel Packham TL NASA Propulsion; Jared Blumenfeld EPA R9 CA; Al Cebrian; Douglas Messier Rocketeer

Subject: RE: Today's conversation and prior information plus phone messages re ref # S2013061101 concerning VG-SC reported to the FAA

Good morning Steve,

Again thank you for the below information and web-site reference.

Well we reviewed the EPCRA List and saw a possible discrepancy in that Nitrogen Oxide is referred too (see last page of the attached document) and is part of the N2O composite base structures for several variations.

This document (see attached) is a full composite of information on EPA's own vast data base site, Hawley's Chemical reference book, and Perry's Chemical Engineering Manual. Would you and Abigail please review along with any other EPA experts you have available.

- We would like to have a clarification of the data presented and the comparison of the *GHG's under the Clean Air Act concerning releases of GHG's- like N2O as defined by the EPA*; one of which you confirmed from the May17th 2013 incident in Mojave of *11,500 Lbs. of N2O at ground level* (air temp that day at the Airport monitoring station was *98°F then add 25 to 30°F for the concrete ground temp being radiated at the test stand support base*).
- This does not include the release of a full fuel tank load of N2O at *around 35,000+ feet above the Mojave area as a cold flow test* (has to be a similar amount and spread over a *40 mile plume at altitude*) done this year –see attached photo from VG.
- We have not even mentioned the July 26th 2007 incident as this is too tragic to revisit or even reopening for now.

Your advice and response is keenly looked forward too, along with any other Agency inputs received.

Regards,

Geoff

MKD USA LLC
48 Walden Pond Dr.
Nashua, NH 03064
USA.

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Tele: **603-318-5900**
Fax 603-882-7860.

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Please consider the environment before printing this email

From: Armann, Steve [<mailto:Armann.Steve@epa.gov>]
Sent: Tuesday, July 02, 2013 11:16
To: geoffdaly@mkd-usa.com
Cc: Gaudario, Abigail
Subject: RE: Today's conversation and prior information plus phone messages re ref # S2013061101 concerning VG-SC reported to the FAA

Mr. Daly, I have looked into your concern regarding Scaled Composites rocket engine test on May 17, 2013. It does not appear that the release to the environment of nitrous oxide on May

17, 2013 is a violation of federal reporting requirements. As such, I have discussed your concerns with the local authorities and turned this matter over to them for consideration.

It is my understanding that the test on May 17, 2013 did, in fact, fail resulting in the venting to the environment of approximately 11,500 pounds of nitrous oxide.

EPA requires the reporting of chemical releases to the environment under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA ... more commonly referred to as "Superfund"), and the Emergency Planning and Community Right-to-Know Act (EPCRA). Releases of Nitrous Oxide are not subject to reporting under these two laws. I have attached the "Consolidated List of Chemicals Subject to the Emergency Planning and Community Right- To-Know Act (EPCRA), Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and Section 112(r) of the Clean Air Act" for your reference. This list contains all of the chemicals subject to reporting under CERCLA, EPCRA, and the Clean Air Act.

If you have any questions please call me. Thank you.

Steven S. Armann, Manager
US Environmental Protection Agency, Region 9
Waste Management Division
RCRA Corrective Action Office (WST-5)
75 Hawthorne Street,
San Francisco, CA 94105

Ph: 415-972-3352

E-mail: [3](mailto:steven.armann@epa.gov)

From: Geoff Daly [<mailto:geoffdaly@mkd-usa.com>]

Sent: Monday, June 17, 2013 11:06 AM

To: Gaudario, Abigail; Armann, Steve

Subject: FW: Today's conversation and prior information plus phone messages re ref # S2013061101 concerning VG-SC reported to the FAA

Importance: High

[Resend](#)

[Regards,](#)

Geoff

MKD USA LLC

48 Walden Pond Dr.
Nashua, NH 03064
USA

Skype name: ***carvergmd1***

Tele: 603-318-5900

Fax 603-882-7860.

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Please consider the environment before printing this email

From: Geoff Daly [<mailto:geoffdaly@mkd-usa.com>]
Sent: Monday, June 17, 2013 12:55
To: 'gaudario.avaigail@epa.gov'
Cc: Jared Blumenfeld EPA R9 CA; Dana Tulis DD EPA
Subject: FW: Today's conversation and prior information plus phone messages re ref # S2013061101 concerning VG-SC reported to the FAA
Importance: High

Good morning **Avigail**,

Thank you for taking my call and allowing me to explain the situation occurring within Mr. Blumenfeld' s; direct EPA controlled region 9.

To date since May 30th no responses have been received to emails or phone messages left.

The EPA is responsible for hazardous environments/materials and debris for incidents in the controlled area under Mr. Blumenfeld.
CalOSHA and the local HSA have diligently responded to all questions and quires since the July 26th 2007 at the Scaled Composites site along with Virgin Galactic/Scaled Composites flights/static tests, this has included certain personnel from the FAA and NASA.

The FAA is responding to our concerns especially *the emissions side of the permit they issued* (see above for the inquiry number of record). EPA should also be responding due to the known hazardous visible from the Virgin Galactic videos they have released to the public on Youtube. The current EPA Clean Air Act is being violated along with the HazMat debris clean-up after an incident.

Please have Mr. Blumenfeld' s assistant advise him of my call and have him call me before **say 4:00 PM EDT** as I have to return some calls to people in DC and NASA TODAY.

Sincerely yours

Geoff

(Current US spokesperson for a worldwide consortium of 80+Concerned Aerospace Engineers on this Matter)

MKD USA LLC

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Nashua, NH 03064
USA

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From: Geoff Daly [<mailto:geoffdaly@mkd-usa.com>]

Sent: Wednesday, June 12, 2013 1:07

To: '9-AWA-AVS-AAI-SafetyHotline@faa.gov'

Cc: Ken Wong FAA AST permitting; Stewart Jackson Mgr. FAA CST ; George Nield FAA AD AST ; Donald Sargent FAACST R&A div ; Yvonne Tran FAA/CST R&A Div.; Daniel Czelusniak FAA AST enviro; Carolynne Campbell UK Rocket Queen; Anthony Cesaroni CEO CT/CA; Bruno Berger CH ; Ken Mason Rocketmaster; Al Cebrian; Mark Stacey NZ-AUS SRE; Greg Rasnake FAA AST CS; Dr.A Joseph EM EC chair; Valerie Jarrett (WHO1); Dana Tulis DD EPA; **Jared Blumenfeld EPA R9 CA**; Eric Berg CalOSHA SSE; Cora Gherga ADC CalOSHA Enforcement; Teresa Wassman BoI-CalOSHA CA

Subject: Today's conversation re ref # S2013061101 concerning VG-SC

Importance: High

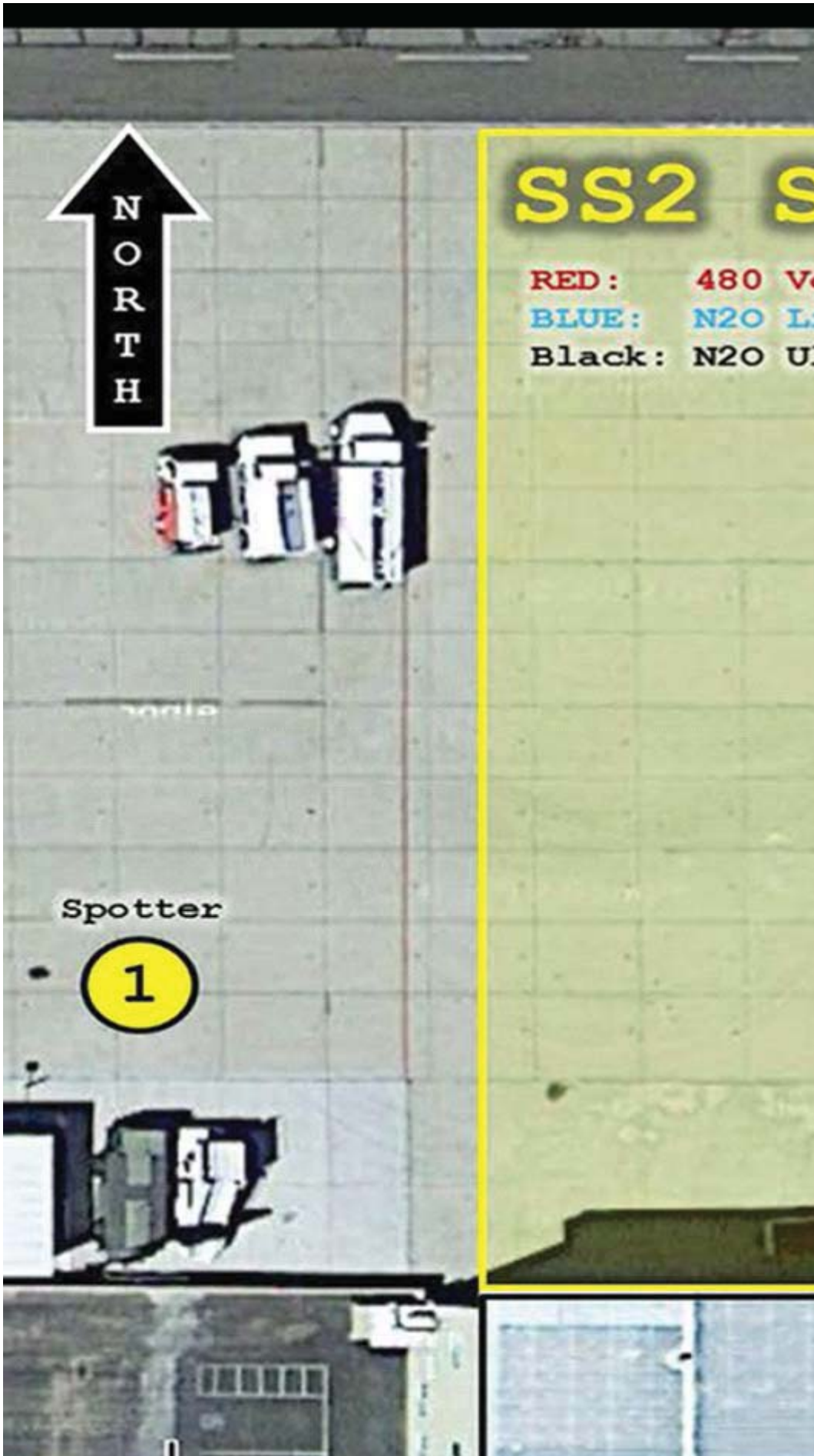
Good morning *Matt*,

Thank you for your call and spending the time to review the contents of the email below and some of the material we have sent to people like Stewart Jackson , Ken Wong, Don Sargent, Yvonne Tran, Daniel Czelusniak at the FAA , CalOSHA' s Eric Berg, Act. Admin Ms. Cora Gherga, CalOSHA' s BOI Ms. Teresa Wassman, EPA' s Ms. Dana Tullis Director OEM , Jared Blumenfeld Region 9 Director for Hazardous materials and Air Quality/Emissions and several arms of the DOJ and AG's offices in CA.

As I stated our main concern is contained in, the CalOSHA letter below from Eric Berg centered on Personnel and Public safety, including your own guidelines covering overall Safety and Environmental aspects for such Space Craft. Outlined in 14 CFR Parts 400 to 415,417,420.19 to .29, 420.51 to .71, NEPA, 40 CFR 1500-1508 and Executive Order 13148 dated April 21st 2000 for all Federal Agencies establishing the EMS requirements with NEPA. Including section 208 Public involvement covered under 208a to 208g.

Below is the diagram contained within VG/SC documented headed "propulsion system Pre-Flight"

The document headed Propulsion system Pre-Flight Procedure is a TOTAL joke with both flight craft parked outside Hanger 75 for fueling the N2O and Helium (page 3 of 10)



Here is an official VG photo of the Night of April 28th 2013 in front of Hanger 75:-
(see attached) of N2O fueling from the "Monods" tank on the trailer

Actual flight exhaust from Rocket motor, showing emissions of "black Carbon"
(see attached)

We look forward to hearing from the FAA Safety/Environmental sections,
especially as we have been verbally; informed of another live firing flight end of
the 1st week of July by an associate in the area of Mojave.

I am personally available for calls and can request our other group members to
assist as well where needed.

Again thank you for your time and advising us of the procedures as they will
occur from the below written concern against the S2103061001 reference
number and a time-line of up to 45 days. Please bear in mind the possible flight
in the 1st week of July.

If the FAA, Safety and Environmental sections can or are able to request/enforce
a temporary hold on the existing permit EP 12-007/A/B; just re-upped by Mr. Ken
Wong on May 23rd 2013. Till all the issues "raised"; have been (fully) clarified,
Peer reviewed to ensure the safety of personnel on the ground and in the
launcher/space craft; including all operational procedures being approved.
Including the Rocket system, its Emissions, and Starting/Firing concerns as
viewed on the VG released videos and the recent static test explosion incident on
May 17th.

Remember three people have been killed and numerous persons injured by a
prior explosion involving N2O in this motor design. We do not need another
incident on the ground/flight line or in the air.

I am available for a call and can request others to be available

If you or any of your associates or superiors, have any immediate questions
plead feel free to call me.

Yours Sincerely

Geoff

MKD USA LLC

48 Walden Pond Dr.
Nashua, NH 03064
USA

Skype name: **carvergmd1**
Tele: 603-318-5900
Fax 603-882-7860.

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From: Matthew.Hedrick@faa.gov [<mailto:Matthew.Hedrick@faa.gov>] **On Behalf Of** 9-AWA-AVS-AAI-SafetyHotline@faa.gov
Sent: Tuesday, June 11, 2013 8:48
To: geoffdaly@mkd-usa.com
Subject: Re: Contact the Aviation Safety Hotline

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WARNING: This message contains information that belongs to the Federal Aviation Administration (FAA) and may only be used for official Government purposes. The information contained in this message may not be released without the expressed permission of the FAA. Refer all requests for this information to the FAA Aviation Safety Hotline office.

Thank you for contacting the Federal Aviation Administration (FAA) Aviation Safety Hotline. Your aviation safety concern has been received and the reference number is: S20130611001.
The FAA appreciates you taking the time to make this report and for your interest in aviation safety.

Sincerely,

Matt Hedrick
Aviation Safety Hotline

Federal Aviation Administration
Office of Audit and Evaluation
800 Independence Avenue SW
Washington DC 20591
1-800-255-1111

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PUBLIC AVAILABILITY TO BE DETERMINED UNDER 5 U.S.C. 552

From: geoffdaly@mkd-usa.com
To: 9-AWA-AVS-AAI-SafetyHotline/AWA/FAA@FAA
Date: 06/10/2013 11:18 PM
Subject: Contact the Aviation Safety Hotline

I would like to submit my report: Confidential all

I am a: Private Citizen

If other:

First Name: Geoff

Last Name: Daly

Address: 48 Walden Pond Dr.

City/State: NASHUA

Zip Code: 03064

Phone: (603) 318-5900

Email: geoffdaly@mkd-usa.com

Name of airline(s): Virgin Galactic-Scaled Composites

Flight Number(s): WK-2 &SS-2

Departure Airport: Mojave Space Port Flightline

Arrival Airport: Mojave Space Port Flightline

Make and Model of aircraft: Experimental SpaceShipTwo and associated flight launcher WK-2

Aircraft Number: WK-2(N348M5) SS-2 (N339SS)

Name of individual or organization being reported: Virgin Galactic & Scaled Composites Mojave Space Port

Address and Phone number of individual or organization being reported: Scaled Composites and Virgin Galactic, Mojave Space Port Hanger 75 and 78, 1624 Flight Line, Mojave, CA 93501.

Location of occurrence: Mojave Space Port hanger 75 and Flight line area exposed to public April 28th to 29th 2013

Date and Time of occurrence: April 28th-29th 2013 late/early dawn and all day 29th

Aviation safety related issues/concerns to report: Our formal concern; was reported to CalOSHA, and copies to EPA and FAA. The following is a copy of the CalOSHA letter to Scaled

Composites as one of the violators –Virgin Galactic being the other directly associated:

STATE OF CALIFORNIA
EDMUND G. BROWN, JR. Governor DEPARTMENT OF
INDUSTRIAL RELATIONS DIVISION OF OCCUPATIONAL
SAFETY AND HEALTH 1515 CLAY STREET, SUITE 1901
OAKLAND, CA 94612 (510) 286-7000 FAX: (510) 286-7037
ADDRESS REPLY TO: PO BOX 420603 SAN FRANCISCO
94142-0603 May 7, 2013 Scaled Composites Hangar 78 Airport
1624 Flight Line Mojave, CA 93501 (661) 824-4541 | Fax: (661)
824-4174 Dear Employer: The Division of Occupational Safety
and Health has received a complaint alleging the following hazards
at Scaled Composites 1624 Flight Line Mojave, CA, which may be
a violation of the Safety Orders found in Title 8 of the California
Code of Regulations. CODE SECTIONS ALLEGED
CONDITIONS 1. Special Order issued to Scaled Composites by
the Division of Occupational Safety and Health 1. Scaled
Composites has failed to develop and implement written operating
procedures, which provide clear instructions for the safe handling
and use of nitrous oxide. 2. §3380, §3381, §3382, §3383 2. The
employer has failed to conduct a hazard assessment on the
appropriate personnel protective equipment for employees.
Employees are attending fueled flight craft without fire resistive
coveralls and appropriate personnel protective equipment. 3.
§3220, §3221, §5192(q) 3. The employer has failed to establish
emergency and firefighting systems for use during ground testing
and prior to flight-testing. 4. §3203 4. The employer has failed to
audit its rocket motor ground operations to identify unsafe
conditions and work practices. To review Title 8, California Code
of Regulations, go to www.dir.ca.gov, click on "Regulations," then
click on "Cal/OSHA," and enter the code section number
mentioned above. Or you can go directly to
><http://www.dir.ca.gov/samples/search/query.htm><. The Division
has not determined whether the hazards, as alleged, exist at your
workplace and, at this time, the Division does not intend to
conduct an inspection of your workplace. However, since the
allegations of violations are serious, you are required to investigate
the alleged hazards and notify this office in writing (by facsimile,
e-mail or written letter) no later than fourteen (14) calendar days
after receipt of this letter whether the alleged hazards exist. If so,
specify the corrective actions you have taken and the estimated
date when the corrections; will be completed. If possible, please
fax or e-mail your response to Eric Berg at eberg@dir.ca.gov.
Please include any written documentation, e.g., equipment
purchase orders or contracts for corrective work, and photographs,
if appropriate, in your response. If you do not respond, an
inspection of your workplace; may be conducted which may result
in citations and monetary penalties. You are required to post a
copy of this letter in a prominent location in their workplace where
it is readily accessible for employee review for at least three (3)

working days or until the hazard is corrected, whichever is longer. This letter is not a citation or a notification of a proposed penalty. Citations and penalties; can only be issued after an inspection of your workplace. If the Division does not receive a satisfactory response from you within fourteen (14) calendar days after receipt of this letter, an on-site inspection; will be conducted as appropriate. Also, every fifth satisfactory letter response from employers is subject to verification by an on-site inspection. If the identity of the complainant is known to the Division, a copy of this letter will be sent to the complainant. Also, the complainant will be notified that California law protects any person who makes a complaint about workplace safety or health hazards from being treated differently, discharged or discriminated against in any manner by their employer. If a complainant believes they have been discriminated against, it is their right to file a complaint with the Division of Labor Standards Enforcement within six (6) months of the discriminatory action. If you have any questions concerning this matter, please contact me at the address in the letterhead. Your interest in the safety and health of your employees is appreciated. Sincerely, Eric Berg Eric Berg, Senior, Safety Engineer.

All of the above is also in violation of VG/SC permit application and material descriptions of flying protocols from the fueling and associated Hazards to the Flight emissions (VG released videos on its website-clearly showing the Burped Start of the Rocket motor and huge Carbon emissions (please refer to Administrator George Nield' s memo on this subject of atmospheric "Black Carbon") Upon return to the Flight line, NO safety /exclusion zone was apparent or any safety fire/hazmat equipment present. This included all Fueling and Preflight preparations- all filmed and photographed by VG/SC and various Media and Public. Mr. Greg Rasnake contacted me after communications had occurred with Messer's Stewart Jackson, Don Sargent, Ken Wong and Ms. Yvonne Tran and several other Agencies. All the data and emails are available; along with CalOSHA' s recent findings after the flight, of a static test that resulted in an Explosion at the Mojave Airport test site; resulting in the separation of the combustion chamber and nozzle. Both of which were deposited outside the fenced perimeter along with other Hazardous Materials . I have spoken with Daniel Czelusniak of your emissions group, he is aware of our concerns as defined in NEPA 40 CFR 1500-1508. Three people were killed on July 26th 2007 and numerous persons injured. This cannot occur again due to their current operational protocols and design of the rocket system. We respectfully request an immediate response/dialogue to the above so a clearly defined resolution can be administered and assist CalOSHA. Our group, which is a highly respected; Engineering, Scientific, and Professional Aerospace- qualified group. We, have been trying to have a dialogue with VG/SC to no avail since 2007. Two of our group lost a friend/associate that day;

one of whom was present and injured, had his longtime friend/associate die in his arms at the scene (Mr. Glenn May). The other person was in Washington State working- both of whom are still recovering from this incident, both physically and mentally. Therefore, as the current spokesperson for our group, I look forward to your quick response and a dialogue. Sincerely yours,
Geoff Daly. President MKD USA LLC

Submitted from path:
http://www.faa.gov/contact/safety_hotline/
User Agent: Mozilla/5.0 (Windows NT 6.1; WOW64)
AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/27.0.1453.110 Safari/537.36

There are a number of; other emails which are available if needed, these can be provided upon request.

We look forward to being able to review a full transcript of the CSB proceedings from this July 25th/26th public hearings. If anyone has any questions concerning the above please feel free to contact the undersigned.

Yours sincerely,

Geoff Daly

(Current US spokesperson for a worldwide consortium of 80+Concerned Aerospace Engineers on this Matter)

MKD USA LLC
48 Walden Pond Dr.
Nashua, NH 03064
USA.

Skype name: **carvergmd1**
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