



A Note on Sources

Most of this book has been written from my own personal recollections. I also relied upon letters, discussions with friends and family, fellow pilots, flight attendants, and many others who have helped me so much along the way. Much of it is confirmed in writing. A few of these sources refreshed my memory; most of them served to confirm it.

The section describing my five-day nightmare flying assignment, including our encounters with the FAA, our arrests, and the trial and convictions is based upon my experiences and memory, the complete trial transcript, conversations with many others (pilots, attorneys, flight attendants, gate attendants, witnesses, FAA personnel, etc.), letters and communications received (before and after the trial) from others, and dozens of articles (published in hard copy and on the Internet) from a wide variety of sources, including *The Seattle Times*, *Newsweek*, *New York Times*, and many other publications. You can easily find these yourself on the Internet.

Some people don't want my story told—one man in particular. He recently sent me (through my publisher) a threatening email. After lying about me, my life, and my current job standing with American Airlines, he concluded with this: *"If his book is truthful then there should be no difficulties. If it is not, then there will be consequences."* Once you read this book, it will become obvious who sent me this. He is still trying to bully others. Sadly, some things never change.

To the best of my ability, I have not embellished, enhanced, or otherwise exaggerated any of my experiences. I don't need to—because it is all true, and now part of the record of aviation history.

