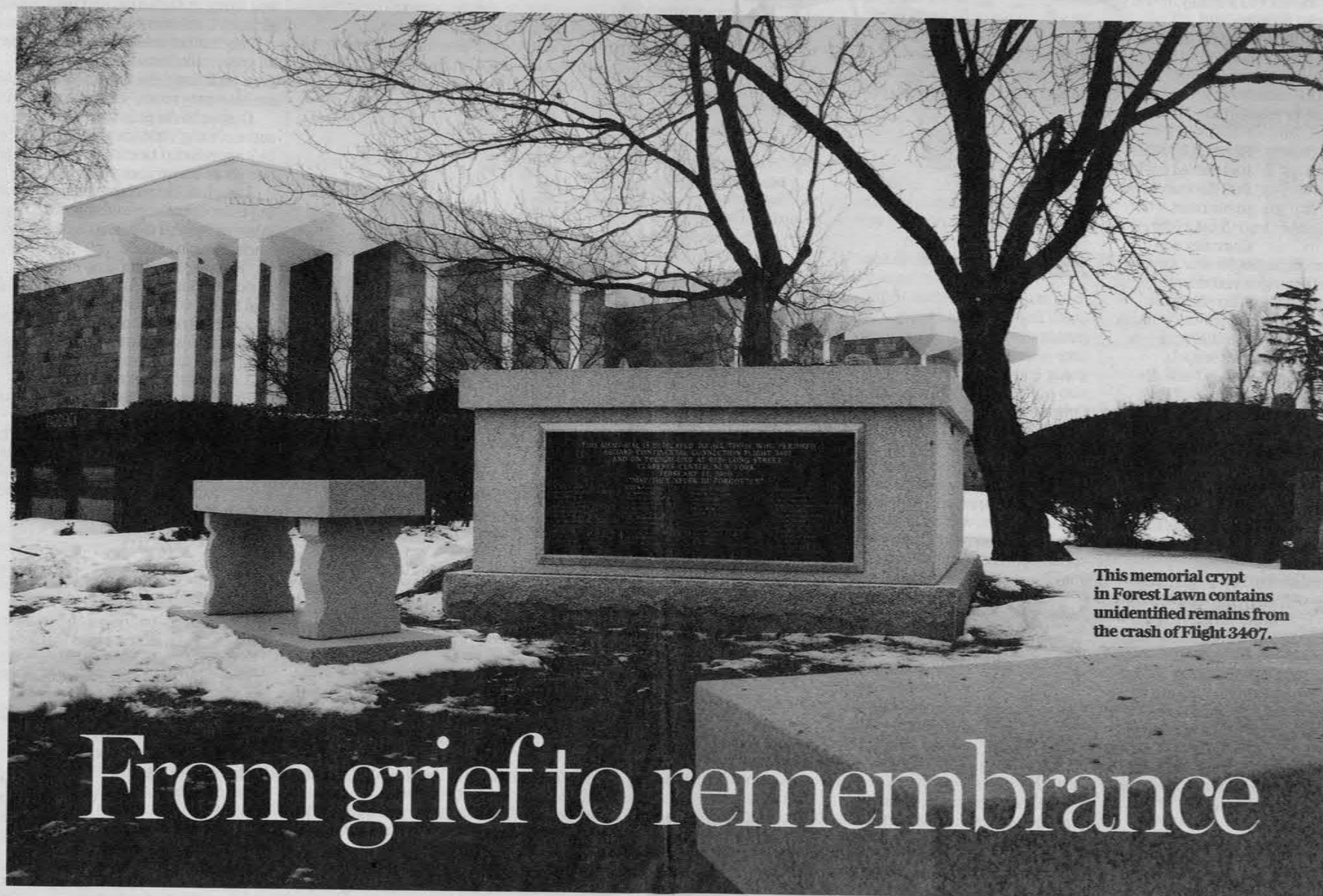


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THE FLIGHT 3407 VICTIMS AND THEIR FAMILIES: A YEAR LATER



This memorial crypt in Forest Lawn contains unidentified remains from the crash of Flight 3407.

From grief to remembrance

Derek Gee/Buffalo News

A year ago tonight, 50 lives ended as Continental Connection Flight 3407 fell from the sky and crashed into a home in Clarence. To pay tribute to those lost in an accident that experts said never should have happened, The Buffalo News reached out to their loved ones. What we found were 50 stories — each, in different ways, tracing the painful journey from grief to remembrance.

Mary Julia Abraham



Tina Siniscalco has thrown herself into her work with the Families of Flight 3407 group, and she went down to Washington, D.C., for the National Transportation Safety Board hearing.

"We focus on that, and that helps," Siniscalco said.

Reminders of the crash, and the sister she lost, Mary Julia Abraham, are impossible to escape.

Siniscalco misses being able to pick up the phone to call Abraham for no particular reason. She misses hearing Abraham call her to say, "Let's go to Timmy Ho's and get coffee."

Abraham, 44, the youngest of four siblings, was a trainer with Invacare who lived in West Seneca but traveled over much of the East Coast for business.

The retired Army Reserve first sergeant owned two rescued greyhounds that she considered her kids, Siniscalco said.

"When she turned 40, she bought herself a motorcycle. That was her midlife crisis," she said.

The first six or eight months after the crash left Siniscalco in shock.

Family members visited the site in the days after the crash and again for the memorial walk in June, when it still was covered in rubble.

"That was very, very difficult," Siniscalco said.

Abraham's birthday was this past Tuesday, so the family had to mark the painful milestone for the first time just days before the crash anniversary.

Siniscalco planned to take today off from work.

"We're going to be together with the rest of the Flight 3407 families, because we find comfort in that," Siniscalco said.

— Stephen T. Watson

George Abu-Karem



Like many who served in the South Lebanon Army in the 1990s, George Abu-Karem, 27, later fled to Israel. The Tiberias resident was en route to visiting a relative when he died in the crash of Flight 3407. Family members could not be reached to comment.

Clarence A. Beutel III



Clarence A. Beutel III, a business executive with Salient Corp., died returning from a business trip.

Known as "Larry," the Illinois-born husband and father of two moved to Williamsville in 1992 with his wife, the former Kara Watkins. Beutel's job as vice president of consulting required him to travel the world, but he found time for his sons' soccer and baseball games and other family pleasures.

A family member said the family was still grieving and didn't wish to comment.

— Mark Sommer

David Borner



Cheryl Borner has been amazed by how much like a real family the families of Flight 3407 have become.

In the year that has passed since her husband, David Borner, died in the Clarence crash, hunters in the group have taken her son Michael deer hunting, just as his father used to.

Her daughter Nicole, who started college this year with a soccer scholarship, was happy to learn that another member of the group was also a soccer player and recent graduate of the same school — Binghamton University.

This network has helped keep

her kids going and cheered the family.

"It's strange that there's all those different connections," said Cheryl, who lives in Pendleton. "There's something special about the people that passed away."

David, a trained chef and salesman for Kraft Foods, was well-known for his good-natured teasing, cooking and supporting his daughter and her soccer teammates in high school.

Cheryl was surprised by how his death revealed how many friends her family has. At the memorial service at Methodist church in Pendleton, pews were full. Last year, two dugoutlike covered "Borner's Benches" — for the home team and visitors — were built by the varsity soccer field at Starpoint High School with thousands of dollars in donations.

And an annual October 5-kilometer run — Dave's Dash — has been set up to raise money for a scholarship. It will be given to Starpoint students who embody his qualities, instead of traditional athletic achievement and academic merit.

"It's their humor and their selflessness that's going to win them the scholarship," she said.

— Michelle Kearns

Ronald and Linda Davidson



For Andrew Davidson, the middle child of Ronald, 66, and Linda Davidson, 61, of Westfield, the last year has somewhat changed his basic emotion toward the crash of Flight 3407.

Especially since loved ones have learned so much more about the flight's pilots, the airlines and their negligence.

"It's easier to be angry about it now than sad," he said. "We're still sad. Everyone's sad. But we know

much more now about what happened."

Andrew Davidson talked softly, but the anger was evident.

"Everyone on the airplane was basically murdered, because of the pilots' negligence and the airline's negligence," he said. "The pilots in the future need to be trained better ... before more lives are taken."

Davidson brought up an issue most families don't like to address: What the pending lawsuits against the airlines and the plane's manufacturer could mean for the couple's three children and six grandchildren.

"I'm sure my parents would want me to attend the memorial and look at the whole pilot [training] issue," he said. "I'm sure they're probably happy that we might get something out of the lawsuits. It would make our lives a little bit easier and send our kids to college."

"I'm sure they'd want them to go to college."

— Gene Warner

Beverly Eckert



The world knew Beverly Eckert as a crusader for the victims of the 9/11 tragedy, but her four siblings knew what a joyful warrior she was.

Just two summers ago, she and her sister Margot visited Newport, R.I., prompting Beverly to insist that they buy Victorian straw hats covered with flowers and ribbons.

"We wore our fancy hats everywhere, pretending we were grand dames from the Gilded Age," said Margot, of Springfield, Mass.

Now, the remaining Eckert siblings have dealt in disparate ways with the loss of their courageously joyous sister, who died at age 57 aboard Flight 3407.

Margot writes poetry in her sister's honor, and Raymond Eckert, who works for the Department of Homeland Security in Buffalo, cheers on his other sisters as they

do something his work won't permit him to do.

Karen Eckert and Susan Bourque have become crusaders themselves, retiring from their jobs to fight a battle for aviation safety not unlike the one Beverly waged after the death of her husband, Sean Rooney, in the 2001 terror attack.

"It's just amazing how dedicated they are," Raymond Eckert said of his sisters. "They're still infused with Beverly's spirit."

— Jerry Zremski

John J. Fiore



John J. Fiore had three loves in life: friends, family and his country.

Fiore, 60, could make friends in an hour over a Labatt Blue at the American Legion.

He moved in with his mother and sister on Grand Island to help care for his mother when she became ill with cancer.

And Fiore, a retired chief master sergeant for the 914th Airlift Wing of the U.S. Air Force Reserve, would have stayed in the military forever if retirement age wasn't a factor.

"Family and the military were his life," said Ron Aughtmon, Fiore's nephew.

Fiore's death has left a deep hole in each of those communities. It has also renewed family connections. Aughtmon and Fiore's daughter, Dana Hartman, have made a pact to follow developments in the crash investigation.

"As we try to see the good that's come out of this, it's brought attention to the airline industry and hopefully some reform," Aughtmon said. "But for our family, it's brought us so much more closer than we ever could have imagined."

No longer can they rely on Fiore's fatherly advice. He's not there anymore to lift his disabled

Continued on next page

FROM GRIEF TO REMEMBRANCE

son into his truck for afternoon visits, and Fiore can't console his sister when she needs him the most.

They will mark Fiore's absence today, together as a family. It will be a quiet, private day.

"It's still very painful for all of us," Aughtmon said.

— Denise Jewell Gee

Ronald Gonzalez



Ronald Gonzalez had moved on, but Buffalo was always in his heart.

That's why Gonzalez was

aboard Flight 3407 a year ago — he was returning to visit friends he had left behind when he moved to New Jersey, where he was working as director of a youth program in the New Brunswick schools.

"Ron loved Buffalo," said his sister, Rebecca Gonzalez. "The friends he called 'family' live there."

Gonzalez, 44, had worked in his time in the city to make Buffalo a better place, serving as director from 2004 to 2006 of Alianza Latina, a health outreach organization focused on AIDS and HIV in Buffalo's Latino community.

Some members of Gonzalez's family will mark the anniversary today by visiting his grave in Puerto Rico. Others will reflect quietly at home.

In spirit, however, they will be with the walkers making the 10-mile trek from the crash site.

"Our hearts will be with them on that day," said Rebecca Gonzalez. "I believe my family wants to make it a quiet and reflective time."

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Brad Green Sr.



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Kraft Foods, laboring on church service projects, spending time with his kids, Brad Jr. and Jennifer Quimby.

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Without him, things just don't work as well.

"You can make noise with your instruments, but you just don't have that conductor to put it all together," said Sharon Green, of her husband of 33 years. "Our conductor is gone."

Green — who loved his faith, fishing with his son, and cinnamon Timbits — will be remembered in a special way when his family walks today from the crash site to their Clarence home about two miles away.

"That's where he was going," his wife said. "He was coming home to us."

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Zhaofang Guo



The death of Zhaofang Guo, 53, of Williamsville, left an immigrant family desperately alone.

"This past year has been the hardest for us," said Guo's wife of 23 years, Ping Wang, a researcher at Roswell Park Cancer Institute. "We don't have anyone here, so we used to do everything together. With him being gone, our world just totally shattered upside down."

That's especially true for her 16-year-old son, Kevin.

"It's the time when he needs his father the most," Wang said. "It's very hard, but we try to pull to-

Ruth Harel-Katz

Little is known about Ruth Harel-Katz, one of the passengers aboard Flight 3407. Various media reports have listed her as 43 or 52 years old, and she has been described as an Israeli woman who lived in New Jersey. Her family has not spoken publicly since the crash.

Steven L. Johnson



Steven L. Johnson of Lancaster, a father of three, was one of four

Northrop Grumman Amherst Systems employees killed on Flight 3407. The 52-year-old program manager, who enjoyed spending time with his children and playing goalie for area hockey teams, was also a longtime employee of Calspan Corp., where he worked as a project engineer.

"Steve was a laid-back guy and always had a smile on his face," said Mary Knotts, a former co-worker at Calspan and a family friend. "He was willing to do anything for anybody, and did, and we mourn his loss and truly miss him."

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Kevin W. Johnston



Melissa Johnston remembers what her father said to her after the "Miracle on the Hudson" in January of

last year.

Melissa was on a visit home, and she spoke to her dad inside the Ellicottville cabin he had just built the family about a year prior.

Kevin W. Johnston, a 52-year-old husband and father of three daughters, traveled about once a week for work, and his frequent flying worried his eldest daughter.

"He said to me, 'Melissa, a plane crash isn't going to happen for a very long time now,' to kind of ease my worry," she recalls.

Less than a month later, Continental Connection Flight 3407 crashed in Clarence, with the Amherst man on board.

Melissa, now 26, had been teaching and living in New York City. She moved home to be closer to her family, including her mother, Kathy. Mom and the three daughters, including Amanda and Kelsey, plan to participate in the Flight 3407 Memorial Walk to mark the anniversary.

A year since the tragedy, things haven't gotten easier — and have gotten harder in some ways, Melissa said.

The past year has been "a nightmare that doesn't seem to end," said Kathy Johnston, who helped start, and still attends, monthly support group meetings for victims' families.

"This is not something that goes away, unfortunately. It's always out there in front of us."

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Ellyce "Elly" Kausner



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room she entered with her wit and her smarts, her parents said. So perhaps it's apt that John and Marilyn Kausner spent the past year trying to bring a little light into the lives of all the others who lost loved ones in the crash.

The Kausners, of Clarence, organized a memorial at the crash site at the time of a 5K race honoring the victims in June

DR. ALISON L. DES FORGES

Dr. Alison L. Des Forges was a woman better known around the world than in Buffalo, her hometown. But that was her way. The expert on human rights in Africa, particularly the genocide in Rwanda, didn't draw attention to herself — even when she was writing landmark books, speaking on United Nations panels and winning a MacArthur "genius grant" for her intellectual work.

Des Forges, 66, will be honored this weekend by a stage play that treats her special subject, the Rwandan massacre.

The play, "Miracle in Rwanda," will be performed at the University at Buffalo this evening and Saturday evening at 7:30 in the Student Union Theater on UB's North Campus. For information about the play and events in conjunction with it, including an appearance by Paul Rusesabagina — subject of the film "Hotel Rwanda" — go to www.sa.buffalo.edu/rwanda.

Dr. Roger Des Forges, a professor of history at UB, said that the play serves as a fitting tribute to his wife and that proceeds from the events this weekend will go to a scholarship fund at UB in her name.

"Alison had two commitments: one was to public education in Western New York; the other was to dealing with the genocide in Rwanda," Des Forges said. "We'd like to honor both of those commitments."

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The half-finished projects Jerry Krasuski, 53, left behind haunted her, so his colleagues at Northrop Grumman stepped in to complete them at the couple's Cheektowaga home. She clings to that comfort from family, friends and her new "3407 family."

"My phone and doorbell never stop ringing, which helps, because there are days you just walk circles around the house and don't know what to do next," she said.

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But Jerry's 14-month-old granddaughter Ava, for whom he bought a tiny, pink baseball mitt, is a source of sunshine for everyone.

"She knows grandpa. We say 'Where's grandpa?' and she points to his picture," said Justine. "Sometimes she's the only thing that gets me through the day."

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The year 2009 was the "year from hell" for the Kuklewicz family.

Brian Kuklewicz, 41, an engineer from Cheektowaga and the father of twin boys, was aboard Flight 3407. Two months later, his wife, Karen, suffered a serious stroke.

Karen Kuklewicz and her twins, along with other relatives, today plan to walk the last mile of the 10-mile walk from the crash site to

ing to feel at the end, completing the 10 miles and watching Karen and the boys, Jacob and Nicholas, who turn 10 next week.

"I'm sure that my brother will be looking down on us and saying, 'Thank you.'"

Like other victims' loved ones, Brenda Kuklewicz can cling to tangible reminders, like watching her brother's YouTube clip and listening to his voice on a saved voice-mail message.

"It seems like the crash just happened yesterday, but it feels like I haven't seen him in an eternity. Not to say goodbye, not to hear his voice again."

— Gene Warner

Beth Anne Kushner



Lynn Kushner plans to walk the walk today, the 10-mile trek from Clarence Center

where the plane crashed to the Buffalo Niagara International Airport.

What would her daughter, Beth Anne Kushner, 19, who died aboard Flight 3407, say about her mother's plans to do the walk?

"I think she'd say, 'Aw, cool, go for it, Ma,'" Kushner said. But then she paused and added, "She'd probably be laughing at me, saying, 'Yeah right, Ma, 10 miles.'"

That was the carefree, people-loving Beth that her family remembers.

A year later, Lynn Kushner is angry: angry at Colgan Air, angry at the FAA, angry at its administrator, Randy Babbitt. Just angry.

"I want safer airways, for all of us. I want somebody else to go on a plane and know they're going to take off and land and not be killed in between. ... I make more [money] than that co-pilot, and I don't have people's lives in my hand. That hurts, and I know it bothers a lot of other families."

So walkers like Kushner are walking out of love for their relatives and walking for change. How does she think she'll feel at the end of the walk?

"I just wish she was there when I got there," she replied. "I miss her, really bad."

said of their still-grieving mother, Rana Lang.

Sean Lang was from Montgomeryville, Pa., and attended Pennsylvania State University. He was flying to Buffalo to visit his girlfriend, a student here.

"My mother sold the house we all grew up in, because she couldn't even walk down the hallway and see his empty room," Cooper said.

Cooper has kept in touch with some of Lang's friends online, and he's appreciated hearing new stories about his brother.

Lang had lost weight and gotten taller over the past few years, growing into his own skin, said his uncle, Howard Flank.

"He was just the real epitome of a cool, confident kid. Not cocky," said Flank, who only recently brought himself to look at news articles and images saved from the crash coverage.

Cooper gets most emotional thinking about his 2-year-old son, who won't know Lang.

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Madeline Lynn "Maddy" Loftus



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Loftus has worked with Congress and answered innumerable questions from reporters despite his grief, despite the fact that "it's really tough without Maddy."

And he will come to Buffalo on Feb. 20 for "Maddy's Game," a hockey tribute to his daughter at Buff State.

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That's especially true for her 16-year-old son, Kevin.

"It's the time when he needs his father the most," Wang said. "It's very hard, but we try to pull together day by day."

Wang said her husband, a computer engineer at Ford Motor Co.'s Buffalo Stamping Plant in Hamburg, was returning from a trip to China to see his family and observe the Chinese New Year. It was the first such trip he had made since the couple moved to the United States 22 years before.

Ten days after the crash, Kevin Guo wrote a poem called "I Love You, Father."

It ends with the words: "You were always there for me/Now I shall always be there for you/I will make you proud."

— Tom Prohaska and Jerry Zremski

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The Kausners, of Clarence, organized a memorial at the crash site at the time of a 5K race honoring the victims in June.

Marilyn Kausner organized a women's retreat for victims' families in the fall, and the Kausners did much of the work behind the Nov. 8 memorial service in Forest Lawn.

And now the Kausners are planning the walk from the crash site to the airport that will mark the anniversary of the crash.

"We have a wonderful group of 50 families that have become one family," John Kausner said.

But Marilyn Kausner noted that the families' fight for aviation safety changes will be their most important lasting work.

"Let our last gift to Elly be a gift to all Americans," she wrote to

dan massacre.

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"She's come a very long way," said Brian's sister, Brenda. "She's made really great progress. Every time I see her, she's doing something new."

Still, Brenda Kuklewicz aches at watching what the plane crash and the stroke did to break up what she called "the perfect family of four."

She plans on walking the whole 10 miles, and she knows what she might be saying at the end:

"You know what, Brian? This is for you. I completed your last 10 miles. Now you can rest. I know he would do it for me."

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He decided to get more involved after Maurer's early efforts to reach out to members of Congress elicited no response.

"I thought: Scott deserves a lot better than this," Kuwik said.
— Jerry Zremski

Don McDonald



Elaine McDonald recognizes her husband whenever she's with her daughter, Andrea.

"Our daughter is 12, going on 20," she said. "She's so much like him. He was passion-

Continued on next page

ate about everything he did in his life."

Don McDonald was the technical manager at the Pharmetics Inc. plant in Fort Erie, Ont. He would troubleshoot equipment problems and drug formulations for the Jarvis Street drug manufacturer.

"He put his heart and soul into everything he did there," his wife said.

He was returning from company business in New Jersey when he died.

While he was away, Andrea had been unusually anxious about his flight, insisting that he come home, her mother said. But he never made it.

One year later, Elaine McDonald reflects on the life she and her 48-year-old husband shared. Though they both had friends, they were each other's closest confidants and soul mates for 21 years.

"We had a very private life, my husband and I," she said.

They lived on a three-acre property with a pond. Don McDonald took care of the yard and taught his daughter how to run with him, fish with him and golf with him.

When he died, Elaine McDonald taped up pictures of her husband in every room until her daughter told her one day, "OK Mom, it's not a scrapbook house."

Elaine McDonald has since learned how to use the riding mower and how to run a snow blower. After 47 years, she's grown into an independent woman.

"It's very lonely," she said, "I'll tell you that."

— Sandra Tan

Coleman T. Mellett



Coleman T. Mellett, 34, died on his way to a family gathering, a Chuck Mangione concert where Mellett was

to play guitar with the jazz legend and the Buffalo Philharmonic.

And a few days after tragedy upended that reunion, Mellett's father, Kenneth, organized another family gathering — the first mass meeting of all the loved ones of the people who lost their lives aboard Flight 3407.

Despite several meetings with National Transportation Safety Board officials, "I was just kind of feeling we were missing something," Mellett said.

Mellett stood up that day and said he was interested in finding out what happened, making sure his son's remains were taken care of and making sure his daughter-in-law was recognized for her losses.

Others who lost loved ones on the plane say that meeting began forging the bonds among the families that have made them a strong voice for improved aviation safety.

And the Melletts have been among the leading family advocates on Capitol Hill.

"I think it's one of the best ways we can honor Coley," said Mary Ellen Mellett, his mother. "He was very much a humanitarian. This would make him proud."

— Jerry Zremski

Dawn Monachino



Michael Monachino has been amazed by the "multiple deaths" that he, as a surviving spouse, has experienced since the death of his wife, Dawn Monachino, on Flight 3407.

There are the big things, such as her June 24 birthday, their anniversary and the death of her mother in September. But there also are the unexpected little things, like a joke or story that Dawn, 44, of Clarence, would have loved.

Michael Monachino plans to do the 10-mile walk today, with other Flight 3407 families, to help support aviation-safety legislation. He plans to push that issue, but only as long as the goals remain attainable.

"Dawn wouldn't want any of us to get so bogged down in her death that we wouldn't enjoy our own life."

— Gene Warner

The Mossops and Ferris Reid



Donald and Dawn Mossop; their son, Shawn; and Dawn's sister, Ferris Reid, of Montclair, N.J., were on their way to Toronto via Buffalo when Flight 3407 went down.



After the crash, hundreds turned out at Kingdom Hall of Jehovah's Witnesses in New Jersey, where Donald Mossop was an elder, to pay homage to their lives.



One year later, Albert Stevenson of Wheeling, W.Va., brother to



Dawn Mossop and Ferris Reid, is pushing for an airline safety bill, the Airline Safety and Pilot Training Improvement Act, which passed the House of Representatives but has yet to be voted on in the Senate.

"We were hoping the act would have passed by the anniversary date, to show that our relatives didn't die for nothing," Stevenson told the Charleston Gazette earlier this week.

"It's imperative that something be done now, so that history doesn't repeat itself and more people [don't] lose their lives because pilots weren't properly trained or didn't get enough rest."

— Mark Sommer

Jennifer Neill



Jack Neill, 5, and his little sister Mackena, 3, miss their Aunt Jen very much.

"I remember [after the crash] the two of them were blowing kisses up to her in heaven," said the children's grandmother Mary.

"They asked me where she was, and I told them she was up in heaven with the Lord. They just looked up and smiled and blew her kisses," said their grandfather James.

Jennifer Neill, 34, lived with her parents, James and Mary, in Clarence. She was expecting her first child at the end of May. The loss has been exceptionally hard on Todd Eacker, her fiance and the unborn baby's father. Eacker has moved to Florida and is trying to put his life back together, Mary said.

"He's taking it worse than anyone. This is all he had. The baby's gone. Jen's gone, but he's got to keep living. ... It's hard, but you have to keep going," Mary said.

The family — which also includes Jennifer's brothers, 22-year-old Brendan and 37-year-old Patrick, a military pilot and dad to Jack and Mackena — is a tight-knit group. They draw on each other for strength, James said.

Jennifer's family will mark the anniversary of the crash by participating in events put on by the Families of Flight 3407.

— Deidre Williams

Gerard "Gerry" Niewood

JEAN MARIE SRNECZ

Several months ago, Paul Jonmaire, fiance of Jean Marie Srncz, was looking at a logo of 3407, except that he was looking at it upside down.

With its stylized "4," the number of that fateful flight looked like the word "LOVE."

That curiosity struck Jonmaire, who plans to walk the 10-mile course today from the Clarence Center crash site to the Buffalo Niagara International Airport, to remember Srncz, 59, and the other victims, and push the cause for airline safety.

He's doing it for love.

"I don't know whether it's showing love or appreciating what they've done for us, reflecting the love they have shown us over the years," he said.

"The family support group is very, very close, and we're finishing the flight," Jonmaire added. "It's important for me to finish the journey. [Jean] was coming to Buffalo to see me on Valentine's Day."

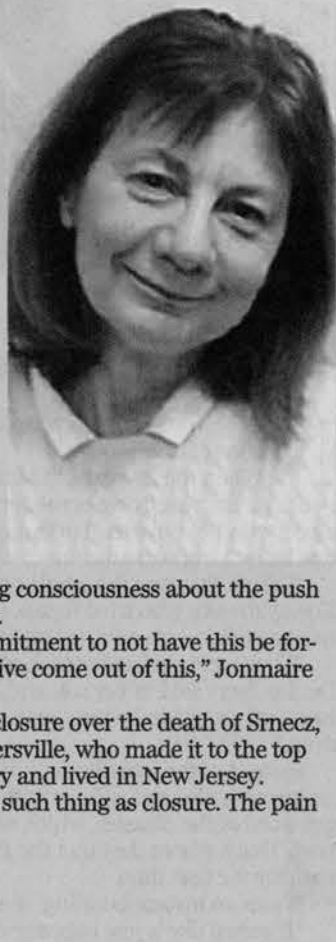
Today's walk won't be just about love. It's also about raising consciousness about the push for airline safety improvements.

"All the families have a commitment to not have this be forgotten, to have something positive come out of this," Jonmaire said.

But don't talk to him about closure over the death of Srncz, a farmer's daughter from Strykersville, who made it to the top of the book-distribution industry and lived in New Jersey.

"We all know that there's no such thing as closure. The pain just dulls. It never goes away."

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and drummer/arranger Rich DeRosa discovered some of Niewood's unpublished compositions in his attic studio, according to the Eastman School. Those works, titled "Treasures from the Attic," were played first in October as part of an Eastman School celebration of Niewood's musical legacy.

"I think he would have been incredibly honored," said Bob Snider, an Eastman faculty member and former band mate of Niewood's with Mangione's band. "He was never a me-first guy. He would have reveled in all the other great things that happened that night."

"And he probably would have jokingly said, 'Why did you make such a fuss?' But we had to. He was a one-of-a-kind talent — and a one-of-a-kind man."

A Rochester native, Niewood began playing saxophone for Mangione as a teenager. Niewood also earned a bachelor's degree from the University at Buffalo and lived in New Jersey.

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Mary "Belle" Pettys



A year after her passing, members of Mary "Belle" Pettys' large family are relying on their Catholic

faith and hoping for closure in the form of new flight safety legislation.

"I'm hoping it's going to come shortly when you see some action from Congress," said Howard Pettys, her father. "There's no way that pilot should have been flying that plane. Obviously, if he wasn't, my daughter would still be with us, and all those other poor people would still be around. That's what it comes down to."

The 50-year-old West Seneca woman was the rock upon whom her nine siblings depended for support.

Several of her siblings will mark today's anniversary of the crash by joining friends and family members of other Flight 3407

Donna Prisco



Donna Prisco had been a flight attendant for less than a year when Flight 3407 went down in Clarence.

A married mother of four from Randolph, N.J., Prisco, 52, was a stay-at-home mother for 27 years, before fulfilling a lifelong dream of becoming a flight attendant, her sister, Karen, told the New Jersey Star-Ledger last year in the wake of the crash.

"She said, 'I'd do this job for free,'" her sister told the New Jersey newspaper. "She just loved it. She was a people person."

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Matilda Quintero



Catherine Steers applied for a job with the Carrier Clinic in Belle Mead, N.J., in May — days after she

graduated with a psychology degree from Drew University, and three months after her mother died in the crash of Flight 3407.

In June, someone from human resources called.

"She said the position you applied for has been filled, but your mom called last night regarding the status of your application. We have a better position for you," Steers said.

"I said, 'Excuse me, are you sure you mean me?' She said, 'Yeah, you're the only Catherine Steers.'"

Steers' mother, Matilda Quintero, had been dead more than four months.

"I can't explain it," said Steers, 34, who loves her job as a mental health technician. "No one else would've called. No one else knew I was applying for the job."

That has been one of the few bright spots this past year.

Quintero, a single mother since her husband died 12 years ago, had been the backbone of her family, providing for her two daughters and caring for her mother, who is now 91. Always one to put others

ters' lives have begun to pass without their mother. Graduation from college was bittersweet for Steers, who was supposed to take a trip to Italy with her mother to celebrate.

"She was my best friend. We would talk every day. She would call me in the morning, and we'd have coffee together," she said. "She'd call me 10 times a day. It's so hard. I used to get annoyed, the phone is ringing again. I'd give anything for the phone to ring again now."

— Mary B. Pasciak

Marvin D. Renslow



A year ago, more than 1,000 mourners gathered in a Tampa-area church to say goodbye to Flight

3407's pilot, Marvin D. Renslow.

Today, there will be no religious service in First Baptist Church of Lutz, Fla., to remember Renslow, 47, who was respected and loved by fellow members of the congregation, a church worker said.

Sandy Renslow, the pilot's widow, has made her wishes known through church officials that she and her two teenage children, Tyler and Kaley, do not want to be contacted by the media, as the anniversary passes.

"There will be no comment regarding the accident or the year that has passed from Captain Renslow's widow or children or from their church family," said Pastor Alan Burner. "It is fitting and appropriate that we respect the privacy of all families affected by the accident."

One thing, though, is certain.

The memory of Renslow remains respected at the church, where he and his family worshipped and participated in musicals, singing together.

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Julie Ries



A week or so after Julie Ries died, the family pediatrician tracked down her son Shawn to tell him what a remarkable job she did recently caring for the doctor's parents.

As a home health aide, she had looked after them kindly and treated them like friends. Shawn Ries was touched by the call and what his old doctor said about his mother.

"It was just a very nice thing to hear," Ries said. "She was a wonderful person and a terrific mother." He and his sisters, Emily and Kelly, had been looking forward to celebrating her 50th birthday last summer. Last February, she was returning home to Clarence because an earlier, delayed flight from Buffalo led her to lose her seat on the plane from Newark to St. Louis.

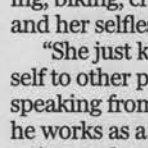
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There are the big things, such as her June 24 birthday, their anniversary and the death of her mother in September. But there also are the unexpected little things, like a joke or story that Dawn, 44, of Clarence, would have loved.

"It hits you again," he said of such moments. "[You think], 'Oh, Dawn would love ...' It happens over and over again. I wasn't prepared for that. A little bit of you dies each time, or you re-experience her death again, in a way."

One such moment came when the Monachinos' young nephew, Zachary, was at a Mother's Day tea at school. A little girl at the tea was with her aunt, because her mother couldn't be there. That saddened Zachary.

"Mom," he told his mother, Sandra, "if you couldn't go, I don't have an aunt anymore."



their way to Toronto via Buffalo when Flight 3407 went down.



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Jennifer Neill, 34, lived with her parents, James and Mary, in Clarence. She was expecting her first child at the end of May. The loss has been exceptionally hard on Todd Eacker, her fiance and the unborn baby's father. Eacker has moved to Florida and is trying to put his life back together, Mary said.

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The family — which also includes Jennifer's brothers, 22-year-old Brendan and 37-year-old Patrick, a military pilot and dad to Jack and Mackena — is a tight-knit group. They draw on each other for strength, James said.

Jennifer's family will mark the anniversary of the crash by participating in events put on by the Families of Flight 3407.

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Gerard "Gerry" Niewood



Gerard "Gerry" Niewood, 64, a noted jazz musician who played saxophone and flute with Chuck Mangione and other artists for more than four decades, has been remembered in a way he undoubtedly would have loved — by helping support young jazz musicians.

Since the crash, Niewood's family and the Eastman School of Music, where he graduated in 1970, have set up a memorial scholarship in his name, to benefit jazz students. Last year, his wife, Gurly,

shown us over the years," he said.

"The family support group is very, very close, and we're finishing the flight," Jonmaire added. "It's important for me to finish the journey. [Jean] was coming to Buffalo to see me on Valentine's Day."

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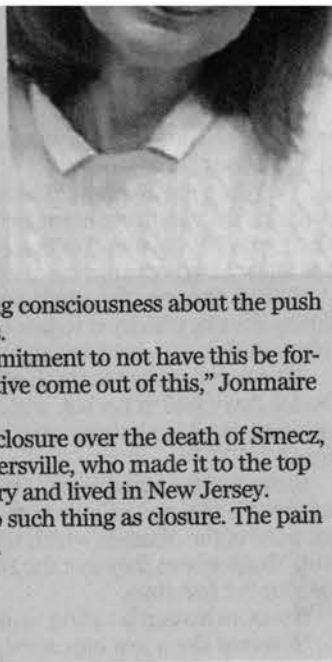
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Several of her siblings will mark today's anniversary of the crash by joining friends and family members of other Flight 3407 victims on the 10-mile memorial walk from the crash site in Clarence to Buffalo Niagara International Airport.

Others in the Pettys family will attend a memorial Mass in Queen of Heaven Catholic Church, West Seneca. Later, the entire family will visit her grave and return to Howard Pettys' house to share a meal.

"Time does heal a little bit, but for a couple of the kids, it's difficult," Howard Pettys said. "We've got a lot of faith, and we'll get through it."

— Colin Dabkowski



Donna Prisco



Donna Prisco had been a flight attendant for less than a year when Flight 3407 went down in Clarence.

A married mother of four from Randolph, N.J., Prisco, 52, was a stay-at-home mother for 27 years, before fulfilling a lifelong dream of becoming a flight attendant, her sister, Karen, told the New Jersey Star-Ledger last year in the wake of the crash.

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"I can't explain it," said Steers, 34, who loves her job as a mental health technician. "No one else would've called. No one else knew I was applying for the job."

That has been one of the few bright spots this past year.

Quintero, a single mother since her husband died 12 years ago, had been the backbone of her family, providing for her two daughters and caring for her mother, who is now 91. Always one to put others first, Quintero started making her own dreams come true when she decided in her mid-50s to become a flight attendant.

She embraced her job with Colgan, leaving lasting impressions even on people who flew with her only once. At 57, she had been with the airline less than a year. Since then, the house in Woodbridge, N.J., that she worked so hard for faces foreclosure. Her mother has had to move in with her son in Pennsylvania. Quintero's younger daughter, Cecilia Quintero, 22, has moved in with her boyfriend.

And the milestones of the sis-

ter's church to say goodbye to Flight 3407's pilot, Marvin D. Renslow.

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He and his sisters, Emily and Kelly, had been looking forward to celebrating her 50th birthday last summer. Last February, she was returning home to Clarence because an earlier, delayed flight from Buffalo led her to lose her seat on the plane from Newark to St. Louis.

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John G. Roberts III



Since he lost his eldest child aboard Flight 3407, John G. Roberts Jr. and his family have been immersed in perpetual grief.

"It's still in the news, every night, which is not good," said Roberts of Lewiston. "They are still showing the plane, the crash site. It's hard to get over it if you see it every day of the week."

John G. Roberts III was living in Mumbai, India, where he worked as a vice president for Deloitte. He had traveled most of his adult life for work and pleasure but returned home often. And he was making his annual winter trip

Continued on next page

FROM GRIEF TO REMEMBRANCE

home for a six-week stint with family and friends when the crash occurred. He was 48.

"It's been a very sad time for us; it's all very tragic," Roberts said.

John G. Roberts III was a graduate of Lewiston-Porter High School, attended Christ the King Seminary, received a master's degree in English from the University at Buffalo and a Ph.D. in English from the University of Rochester.

"He was a really wonderful man, a wonderful teacher," Roberts said. "You wouldn't believe the mail I have from people over there in India."

To mark the anniversary of the crash, the Lewiston family will gather and "cry," he said.

"We miss him; it was a terrible loss for us."

— Emma Sapong

Kristin Safran



Since his daughter, Kristin Safran, died aboard Flight 3407, Gale Saltz-giver has found a few things soothe his heartache.

Kind words from those who knew Kristin.

Her two beautiful daughters — Alexandara, 7, and Sydney, 1.

The company of the other families who lost loved ones on Flight 3407.

"It's comforting to be with people who understand the emotions you're going through," said Saltz-giver, of Branson, Mo.

But after a year, nothing really seems to take away that pain of losing Kristin.

A wife, mother and business owner from Bradford, Pa., Kristin was a go-getter who traveled the world as a consultant to the bottled-water industry. But at 37, she was still — and will always be — her father's little girl.

"I was hoping it would have been much easier by now," Saltz-giver said, "but it's not."

Saltz-giver and his wife, Cindi, will walk from the Clarence crash site to the airport in Cheektowaga today to mark the one-year anniversary of the crash.

It will also mark the toughest year of his life.

— Jay Rey

Rebecca L. Shaw



Rebecca L. Shaw, the co-pilot of Flight 3407, has had a dignified, loving presence representing her

memory.

At the National Transportation Safety Board hearings in May and at the board's meeting to release the cause of the crash this month, Shaw's mother, Lyn Morris, sat through painful testimony about the mistakes her daughter and the plane's captain, Marvin D. Renslow, made.

Investigators said the crew brought down the plane, Renslow by letting the plane get slow and then mishandling the response to the plane's stall, Shaw by inputting incorrect speed settings and then setting the flaps on the wings to the wrong position.

But Morris, in an interview with The Buffalo News, tearfully defended her daughter, who died at age 24.

"You have people who aren't here to defend their actions," Morris said as the safety board released its report implicating her daughter and Renslow. "He's left a wife and two children who have to deal with this, and I will continue to stand by my daughter always.



NICOLE KORCZYKOWSKI AND JOHNATHAN PERRY

Nicole Korczykowski wasn't yet a bride, but she had the glow of one.

When the 29-year-old Manhattan professional announced she was flying home for Valentine's Day weekend, along with her boyfriend of three years, Johnathan Perry, everyone knew a big announcement was around the corner.

"I think that was the whole point of the trip," said Maureen Korczykowski, who tried to talk her daughter out of making the trip to Buffalo on a cold, icy night.

"They were perfect for each other, and they were so in love," Denise Perry said of her son and his soon-to-be-bride. "I was looking forward to helping plan a wedding — to grandchildren."

Instead of the late dinner — ribs and martinis — the Korczykowskis planned to have with Johnathan and Nicole, they got word of the disaster, which sent them speeding to the airport. That's where they met the Perrys, who live outside Cincinnati, for the first time.

It was an instant bonding, sealed by grief, at the double loss. "It seems like it just happened," said Perry, choking back sobs. "I can't believe it's been a year, that a year has gone by — the worst year in our lives."

Perry, 27, and Korczykowski were both brilliant business minds, both graduates of the prestigious Wharton School at the University of Pennsylvania, although they didn't know each other then.

Once in New York, where he worked at W.P. Carey, an investment bank dealing in real estate, and she at Barclays, a British banking outfit, the two met and quickly became inseparable. They traveled extensively, ate in the best restaurants and owned a Manhattan apartment.

People suspected the wedding would be imminent, and today the families are left with the thought of what married life might have been for this outgoing couple.

"I have been denied 29 years of memories. I can't go in my basement anymore. I can't look in my closet anymore — her stuff is in there," said Maureen Korczykowski, who lives in Eden with her husband, Larry. "I have been running for the last year."

The Perry and Korczykowski families, who will walk the 10 miles with other 3407 families to mark the anniversary, decided that even in death Nicole and Johnathan should not be apart.

They are buried side by side, now, in a Perry family gravesite.

— Charity Vogel

through."

Dipinder Sidhu, a graduate student at a California college, died in the crash of Flight 3407, a month short of his 30th birthday.

Recently, his mother was feeling deep despair when a neighbor unexpectedly stopped by to see her.

"How could she know at that exact moment I needed somebody?" Sidhu said. "Things like that happen all the time."

But Sidhu, who is a Sikh, is troubled that none of her son's remains were recovered from the crash site.

"How can I tell you that we did not even have his ashes to immerse in the holy river in India?" she said. "My niece in India refused to believe that he is gone. What if he was not in the plane? What if he is the only one thrown out and walked away somewhere disoriented?"

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the end.

Robin Tolsma knows that, but it doesn't ease the grieving widow's pain.

The past year for Tolsma has been about finding ways to make up for the sense of security that she and her kids — Nikki, 17, and Darren, 20 — had stripped from them, the night Darren Tolsma died.

"With Darren, you always felt safe. That's been taken away," said Tolsma, who gave up a job she loved as a teacher in Lancaster in the wake of the tragedy. "We never had blinds on the house. Within two weeks of the crash — I had blinds on all the windows."

With Jennifer West, the widow of Ernie West, Tolsma is asking Western New Yorkers to "Light the Way Home" for the victims of 3407 — by turning on their porch lights from 10 to 11 tonight.

— Charity Vogel

Susan Wehle

"With our new family, we honor their names and live our lives in celebration of theirs. This is the hope," Dana Wehle said.

"Oh my sister ... oh to all whom we are burying, we cherish your gifts to us, thank you for receiving our love, and gratefully pray for the peace of your sweet, sweet souls. For every language, religion, culture [and] race we represent, the wetness of our tears and our love for those we mourn are sweetly one."

— Peter Simon

Ernie West



Ernie West, 54, loved three things truly and deeply: his job, his wife and his daughter.

At work at Northrup Grumman, he was known as a talented and driven professional.

With his wife, Jennifer, he could cut loose at a party with the best of them. The couple never missed the World's Largest Disco — Ernie wore hot-pink disco shoes to his last event, a few months before he died.

And little Summer, now a toddler, was the light of her dad's life. They liked dancing, weekend breakfasts at Perkins, and playing with the toys that fill the Wests' Clarence home.

For Jennifer West, the past year has been one of unceasing moments in which she has noticed how huge a hole Ernie's leaving tore in their lives.

"I tell Summer, 'Daddy wants to be with you and he loves you, but the angels need him,'" said West. "I cannot believe it's been a year — to me, this feels so fresh."

With Tolsma, West is asking Western New Yorkers to leave their porch lights on tonight from 10 to 11 p.m., in a symbolic gesture of welcome and hope.

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Doug Wielinski



More than one person has called Doug Wielinski a "gentle man."

"I think that's a wonderful description of who he was," said his wife, Karen Wielinski. "He loved us. He was always willing to share his time, his talents and experiences with other people. That made him so special."

Douglas C. Wielinski, 61, perished when Flight 3407 fell into his Long Street home. He was the only casualty on the ground. His wife and daughter Jill made their way out of the burning rubble — the only survivors of the disaster.

The family has gone on without Wielinski, marked by bittersweet occasions like their 30th wedding anniversary, Jill's college graduation and the marriage of another daughter.

Other families coping with the tragedy, though, had a home where they could retreat. Not the Wielinskis.

"The loss of our home, basically, everything that was 30 years of my life with Doug, that's hard to deal with, too," Karen Wielinski said.

She and her four daughters are buoyed by the support they have been given in the past year, and she vows to thank everyone who has helped and continues to help.

"A day doesn't go by that I don't think about that night in one form or another," she said, adding, "Every day he's always in my thoughts."

— Barbara O'Brien

Clay Yarber



Chris Yarber remembers driving his dad to the airport in California. He could tell his father was anxious.

Clay Yarber, 62, hadn't been on a plane since his days as a Marine in Vietnam, where he suffered combat wounds that earned him two Purple Hearts.

Even though he lived in Riverside, Calif., and stayed connected with his three ex-wives, five children and many friends in Ohio and Florida, Clay Yarber never flew to see them. He drove.

But when his father expressed an interest in visiting a long-distance girlfriend and her three children in Dutchess County, Chris Yarber said he encouraged him to overcome his fear of flying and get on a plane.

Both father and son were musicians. Chris Yarber had flown a lot in his profession and remembered telling his dad it was much safer to fly than to drive.

"There's a million ways you could beat yourself up about it," the son said of his guilty conscience.

When Clay Yarber died, it seemed everyone in the neighborhood came out to offer condolences, from the folks who worked at the gas station to the ones who staffed the local convenience store.

"It was insane," Chris Yarber said, describing the time.

Everyone knew him, liked him and missed him.

Chris Yarber and his siblings were grief-stricken. To make matters worse, he and his father rented an apartment together that Chris subsequently lost. He now lives in Florida with his mother and said he's doing his best to let the past go.

"I'm trying to push forward," he said.

— Sandra Tan

Joseph Zuffoletto



Mail still arrives for Joseph Zuffoletto, nearly every day.

The gentle giant loved playing craps, working the dice game into an intricate calculus of odds. He wasn't a high-roller, not on a young pilot's salary, but he hit Vegas when he could. It's been a year now since he died, but the casinos haven't figured that out.

"You know how they do those offers? 'We haven't seen you in a while.' Well, no kidding," said his mother, Roselle Zuffoletto, her voice a cocktail of pain, anger and irony.

Capt. Joseph Zuffoletto, a pilot for Colgan, was off duty when he flew on Flight 3407, headed to his apartment in Jamestown. At 27, Zuffoletto had no wife or children. Flying was his love.

As a teenager, he earned his pilot's license before he got a driver's license. Once he landed the job with Colgan, he asked to be stationed in the Northeast, where the weather made flying more challenging. On his days off, he'd go to the airport and hang out in the tower, to study the day's weather.

Colleagues remember him as a kind man and an excellent pilot. He made captain not long before the crash.

His parents, Roselle and James, and sister, Jaime Rose, and her husband, Eldon, commemorated his birthday in April by going to the casinos in Las Vegas, something they plan to do

Kristin Safran



Since his daughter, Kristin Safran, died aboard Flight 3407, Gale Saltz-giver has found a few things soothe

his heartache.

Kind words from those who knew Kristin.

Her two beautiful daughters — Alexandara, 7, and Sydney, 1.

The company of the other families who lost loved ones on Flight 3407.

"It's comforting to be with people who understand the emotions you're going through," said Saltz-giver, of Branson, Mo.

But after a year, nothing really seems to take away that pain of losing Kristin.

A wife, mother and business owner from Bradford, Pa., Kristin was a go-getter who traveled the world as a consultant to the bottled-water industry. But at 37, she was still — and will always be — her father's little girl.

"I was hoping it would have been much easier by now," Saltz-giver said, "but it's not."

Saltz-giver and his wife, Cindi, will walk from the Clarence crash site to the airport in Cheektowaga today to mark the one-year anniversary of the crash.

It will also mark the toughest year of his life.

— Jay Rey

Rebecca L. Shaw



Rebecca L. Shaw, the co-pilot of Flight 3407, has had a dignified, loving presence representing her

memory.

At the National Transportation Safety Board hearings in May and at the board's meeting to release the cause of the crash this month, Shaw's mother, Lyn Morris, sat through painful testimony about the mistakes her daughter and the plane's captain, Marvin D. Renslow, made.

Investigators said the crew brought down the plane, Renslow by letting the plane get slow and then mishandling the response to the plane's stall, Shaw by inputting incorrect speed settings and then setting the flaps on the wings to the wrong position.

But Morris, in an interview with The Buffalo News, tearfully defended her daughter, who died at age 24.

"You have people who aren't here to defend their actions," Morris said as the safety board released its report implicating her daughter and Renslow. "He's left a wife and two children who have to deal with this, and I will continue to stand by my daughter always. She was a very good pilot, and so my hope is that people can find peace and that changes that need to be made will be made."

— Tom Precious and Jerry Zremski

Dipinder Sidhu



Nirmal Sidhu works through almost unbearable pain and sadness with the help of yoga breathing exercises, the kindness of others and the belief that Dipinder Sidhu, her son, is still present in very real ways.

"Our son is watching," said Sidhu, a teacher in Houston. "It has to be. Otherwise I couldn't make it

NICOLE KORCZYKOWSKI AND JOHNATHAN PERRY

Nicole Korczykowski wasn't yet a bride, but she had the glow of one.

When the 29-year-old Manhattan professional announced she was flying home for Valentine's Day weekend, along with her boyfriend of three years, Johnathan Perry, everyone knew a big announcement was around the corner.

"I think that was the whole point of the trip," said Maureen Korczykowski, who tried to talk her daughter out of making the trip to Buffalo on a cold, icy night.

"They were perfect for each other, and they were so in love," Denise Perry said of her son and his soon-to-be-bride. "I was looking forward to helping plan a wedding — to grandchildren."

Instead of the late dinner — ribs and martinis — the Korczykowskis planned to have with Johnathan and Nicole, they got word of the disaster, which sent them speeding to the airport. That's where they met the Perrys, who live outside Cincinnati, for the first time.

It was an instant bonding, sealed by grief, at the double loss.

"It seems like it just happened," said Perry, choking back sobs. "I can't believe it's been a year, that a year has gone by — the worst year in our lives."

Perry, 27, and Korczykowski were both brilliant business minds, both graduates of the prestigious Wharton School at the University of Pennsylvania, although they didn't know each other then.

Once in New York, where he worked at W.P. Carey, an investment bank dealing in real estate, and she at Barclays, a British banking outfit, the two met and quickly became inseparable. They traveled extensively, ate in the best restaurants and owned a Manhattan apartment.

People suspected the wedding would be imminent, and today the families are left with the thought of what married life might have been for this outgoing couple.

"I have been denied 29 years of memories. I can't go in my basement anymore. I can't look in my closet anymore — her stuff is in there," said Maureen Korczykowski, who lives in Eden with her husband, Larry. "I have been running for the last year."

The Perry and Korczykowski families, who will walk the 10 miles with other 3407 families to mark the anniversary, decided that even in death Nicole and Johnathan should not be apart.

They are buried side by side, now, in a Perry family gravesite.

— Charity Vogel

through."

Dipinder Sidhu, a graduate student at a California college, died in the crash of Flight 3407, a month short of his 30th birthday.

Recently, his mother was feeling deep despair when a neighbor unexpectedly stopped by to see her.

"How could she know at that exact moment I needed somebody?" Sidhu said. "Things like that happen all the time."

But Sidhu, who is a Sikh, is troubled that none of her son's remains were recovered from the crash site.

"How can I tell you that we did not even have his ashes to immerse in the holy river in India?" she said. "My niece in India refused to believe that he is gone. What if he was not in the plane? What if he is the only one thrown out and walked away somewhere disoriented?"

"I know that you can feel that I'm being very silly, but maybe this false hope will always nag my family," Sidhu added. "We are doing everything we are expected to, in terms of prayers and remembrance, but I feel we will never, until the day we die, be able to get rid of so many questions."

— Peter Simon

Darren Tolsma



Darren Tolsma, 45, a staff member at Northrup Grumman, was sitting in Seat 4A on Flight 3407, which was

bringing him home after a business trip. His friend and co-worker Ernie West was sitting next to him in 4B.

The buddies were together, to

the end.

Robin Tolsma knows that, but it doesn't ease the grieving widow's pain.

The past year for Tolsma has been about finding ways to make up for the sense of security that she and her kids — Nikki, 17, and Darren, 20 — had stripped from them, the night Darren Tolsma died.

"With Darren, you always felt safe. That's been taken away," said Tolsma, who gave up a job she loved as a teacher in Lancaster in the wake of the tragedy. "We never had blinds on the house. Within two weeks of the crash — I had blinds on all the windows."

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Susan Wehle



Building trust and bridging cultural and religious divides were trademarks of Cantor Susan Wehle's

work at Temple Beth Am and Temple Sinai.

Since the death of the 55-year-old woman, friends and family have worked to keep that message alive at both practical and spiritual levels.

"In sharing this burial and memorial, we together hold the heavy shadow, the aloneness that strikes out with venom when the absence is met head on," Dana Wehle, Susan's sister, said in November at a Forest Lawn memorial service for the crash victims.

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With his wife, Jennifer, he could cut loose at a party with the best of them. The couple never missed the World's Largest Disco — Ernie wore hot-pink disco shoes to his last event, a few months before he died.

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— Barbara O'Brien

Shibin Yao



Shibin Yao, who went by Grace, began working for PricewaterhouseCoopers in her native China in 2004.

She came to this country in 2007 to work for the company in Manhattan, where she was a manager in the financial services advisory practice.

The 37-year-old was on Flight 3407 for a business trip. She is survived by a husband, Pan Xiaojun, who also worked at PricewaterhouseCoopers, and a son.

Coworkers and her husband politely declined to comment for this report.

— Stephen T. Watson

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His parents, Roselle and James, and sister, Jaime Rose, and her husband, Eldon, commemorated his birthday in April by going to the casinos in Las Vegas, something they plan to do every year on his birthday.

When Rose gave birth to a baby boy in August, she named him Myles Douglas Rose — his middle name a tribute to her brother, whose favorite author was Douglas Adams, who wrote "Hitchhiker's Guide to the Universe."

The Zuffolettos plan to drive from their home in San Diego to Rose's home in Phoenix this week to commemorate the anniversary of the crash with their daughter and her family. Today, Rose and her mother will get matching tattoos — Joe's captain's wings.

"We just miss him so much. When I see a plane go overhead, I'll go, 'Hi Joe,'" Roselle Zuffoletto said. "It's still very painful."

— Mary B. Pasciak