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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD

Proceeding	91201830
Party	Plaintiff The Corps Group
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**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD**

THE CORPS GROUP,

Opposer,

v.

AFTERBURNER, INC.

Applicant.

In re Application Serial No. 85/094,889
Mark: Pilot Flight Suit Design



Published: August 30, 2011
Opposition No. 91201830

AMENDED NOTICE OF OPPOSITION

Opposer The Corps Group, a Pennsylvania company, with a principal place of business located at 258 N. West End Boulevard, #318, Quakertown, Pennsylvania 18951, believes that it will be damaged if the mark in Application Serial No. 85-094,889 is registered and hereby opposes the same under 15 U.S.C. § 1063.

The name and address of the Applicant for Application Serial No. 85-094,889 is Afterburner, Inc., a Georgia company with a principal place of business located at 55 Ivan Allen Jr. Boulevard, Suite 525, Atlanta, Georgia 30308.

As grounds for cancellation, The Corps Group alleges as follows:

1. Afterburner has applied for a registration of a mark consisting of a three-dimensional depiction of an entire pilot flight suit (the “alleged mark”) as worn by Afterburner's employees and contractors in rendering Applicant's services. The alleged mark does not contain any distinctive designs or patterns on the flight suit. Rather, the alleged mark is simply a generic flight suit.

2. Afterburner defines its claimed use of the mark as being in connection with

the provision of “business management consultancy services, executive search and placement services, [and] personnel placement and recruitment,” as well as “providing seminars in motivational and management training, educational and entertainment services, namely providing keynote motivational and educational speakers and providing personal and group coaching and learning forums in the field of leadership development.”

3. In the application, Afterburner alleges that it first used the alleged mark in commerce on January 31, 1996.

4. The application is based on a claim that the alleged mark has acquired distinctiveness for use in association with Afterburner's services in commerce under Section 2(f) of the Lanham Act, 15 U.S.C. § 1052(f).

5. Like Afterburner, The Corps Group is in the business of “corporate team building” and is comprised of former U.S. military fighter pilots who draw on their military training and experience to perform at speaking engagements and conduct training for business clients. The Corps Group describes on its web site that “through keynote addresses, corporate team building events and executive leadership training, [it] can help your business develop a high performing team culture that generates and maintains superior, measurable results.”

6. The Corps Group has used flight suits in the course of advertising and making corporate team building presentations for an extended period of time. When making presentations, the individual employees of The Corps Group display logos, titles and headings making it clear that they are with The Corps Group. The Corps Group employees make this point clear whether they are wearing a flight suit or business attire.

7. The Corps Group is not unique in using flight suits to make presentations to

business clients. Various entities, including numerous famous military heroes, have been doing so for decades. The following is a non-exclusive list of individuals and entities who have implemented the same basic idea: Mach 2 Consulting, Bright Consulting Group, Mission Excellence, Check Six, Fighter Pilots USA, Top Gun Teambuilding, Target Leadership, Christian Fighter Pilots, Brian Shul Presentations, Rob “Waldo” Waldman, Ed Rush, John Foley, Vernice Armour, Eileen Collins, Jon McBride, Jeff Espenship, Dan Clark, Bob Shaw, Pete Ross, Mike Heavey, Bill Simmons, Justin Hughes, Martin Richard, Rick White, and Scott O’Grady. Screenshots of some of the web sites for the individuals and entities in the business are attached hereto as Exhibit A.

8. In fact, the principal of Mach 2 Consulting – Anthony “AB” Bourke – is a former partner of Afterburner. Espenship, Waldman, White, and the founders of Check Six were also formerly affiliated with Afterburner.

9. Practically all of the other entities in the fighter pilot team building business seminar arena utilize flight suits in advertising their services and/or making presentations in which they reference their histories as fighter pilots and use call-signs and military jargon to lead team building seminars for business clients.

10. As such, the alleged mark is not distinctive in any way. Rather, it represents the use of a common, well-known uniform by a fraternity of fighter pilots working for themselves and numerous entities.

11. The other entities listed above have been using flight suit motifs in advertising and making team building seminars for years. Additionally, one or more other entities have been making such presentations in geographic areas that Afterburner has not penetrated.

12. The Corps Group is likely to be damaged by the registration of the alleged mark in that the prima facie effect of such registration would impair The Corps Group's right to have its key employees – all of whom are former fighter pilots – make presentations in flight suits. Likewise, numerous other veterans – a number of whom attained a significant degree of notoriety by virtue of their service – would face the prospect of similar damage if the alleged mark were registered.

13. In fact, if the alleged mark is registered, then The Corps Group is even faced with the prospect of its employees and contractors not being able to appear in pictures on the company's web site wearing the flight suits that they wore when they served in the armed forces. The alleged mark is so generic and broad that it would arguably prevent even that basic form of commercial expression on the part of The Corps Group and many other veterans.

14. Afterburner filed a complaint in the Superior Court of Forsyth County, Georgia in October 2009 alleging, among other claims, that The Corps Group and its employees infringed its trade dress based in part on wearing military flight suits while they made presentations that Afterburner claimed was likely to cause confusion with Afterburner's military flight suit, which is the subject of Application Serial No. 85-094,889.

15. The Forsyth County Superior Court held a seven day jury trial in April 2014. After Afterburner finished presenting its case-in-chief, The Corps Group and the other defendants moved for a directed verdict with respect to the claim for infringement of Afterburner's flight suit design on the basis that the design was generic and did not have secondary meaning. Initially, the court denied the motion for directed verdict.

16. At the close of all evidence, The Corp Group and the other defendants renewed

their motion for directed verdict on the claim for infringement of Afterburner's flight suit design. The Corps Group and the other defendants argued that Afterburner's alleged flight suit service mark was generic and unprotectable, citing evidence of third parties who wore flight suits when making presentations and the lack of evidence that anyone identified Afterburner as the source of a "generic" unmarked flight suit.

17. The court granted the motion for directed verdict, holding that the purported service mark was "a generic flight suit" and "not a service mark." Afterburner did not move for reconsideration and did not appeal the judge's ruling.

Grounds for Opposition - The Alleged Mark Is Not Capable of Distinguishing Afterburner's Services

18. As a matter of law, the alleged mark is not entitled to protection as a matter of law because it is not capable of distinguishing Afterburner's services.

19. The Corps Group and numerous other entities use motifs similar to that of the alleged mark and have done so for years. There is nothing unique or distinctive about the basic use of a non-descript flight suit in advertising and making a presentation to a business client. The concept should not be exclusively appropriated by any company.

Grounds for Opposition - The Alleged Mark Has Not Acquired Distinctiveness

20. As a matter of law, the alleged mark is not inherently distinctive and therefore is not registrable in the absence of proof of acquired distinctiveness.

21. Afterburner does not and indeed cannot submit evidence in support of its application that the alleged mark – the simple use of an unmarked flight suit in corporate team building presentations – has acquired distinctiveness as a trademark. Specifically, Afterburner cannot meet its substantial burden of showing that the use of unmarked flight

suits in corporate team building presentations has acquired distinctiveness as a symbol of Afterburner's services in commerce.

22. Afterburner is not the sole and exclusive user of the alleged mark for use in association with corporate team building presentations. The alleged mark does not function to identify Afterburner's services and distinguish them from identical, similar, or related services offered by The Corps Group or numerous other entities in the business of making corporate team building presentations.

23. Afterburner is not entitled to register the alleged mark because the alleged mark is not distinctive. Therefore, Afterburner is not entitled to exclusive use of the alleged mark in commerce.

Grounds for Opposition - Others Have Used The Alleged Mark Before It Acquired Distinctiveness

24. The Corps Group denies that Afterburner's alleged mark has acquired secondary meaning. However, to the extent that it has done so, it acquired secondary meaning after numerous other entities had started advertising and making corporate team building presentations using flight suits.

25. Many other entities have been advertising and making corporate team-building presentations using flight suits for years.

Grounds for Opposition - Others Have Used The Alleged Mark In Geographic Areas Where Afterburner Has Not Acquired Distinctiveness

26. The Corps Group denies that Afterburner's alleged mark has acquired secondary meaning anywhere. However, to the extent that it has done so, it has not acquired secondary meaning throughout the United States.

27. One or more entities have been advertising and making corporate team-building presentations using flight suits in geographic areas where Afterburner has a limited presence and therefore has not acquired secondary meaning.

Grounds for Opposition — Collateral Estoppel

28. The identical issue of whether the purported mark that is the subject of Application Serial No. 85-094,889 is protectable as a trademark was involved in the civil action in Forsyth County Superior Court.

29. The identical issue of whether the purported mark that is the subject of Application Serial No. 85-094,889 is protectable as a trademark was actually litigated in the civil action in Forsyth County Superior Court and the court determined that the purported mark was not protectable as a trademark.

30. The determination that the purported mark that is the subject of Application Serial No. 85-094,889 is not protectable as a trademark was necessary to the resulting judgment.

31. Afterburner had a full and fair opportunity to litigate the issue in the civil action in Forsyth County Superior Court.

32. As a result, Afterburner is estopped from arguing that the purported mark that is the subject of Application Serial No. 85-094,889 is protectable as a trademark.

WHEREFORE, Opposer The Corps Group requests that its Opposition to Application Serial No. 85-094,889 be sustained and that the Trademark Trial and Appeal

Board grant any and all further relief to The Corps Group that the Board finds necessary and just under the circumstances.

Dated: August 25, 2017

Respectfully submitted,

By: /s/ J. Kevin Fee
J. Kevin Fee
Jordana S. Rubel
Morgan, Lewis & Bockius LLP
1111 Pennsylvania Ave., N.W.
Washington, D.C. 20004
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Attorneys for Opposer
The Corps Group

EXHIBIT A

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Anthony "AB" Bourke
CEO & Founder

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OUR HISTORY
OUR APPROACH
OUR PEOPLE

Our History

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- Managed risk in resource limited environments.

Check-6, Inc. began with a single phone call to Brian "Bru" Brurud from Gordon Tschritter, Deepwater Drilling Superintendent with a specific need. Gordon knew the most efficient and safest way to drill was "do it right the 1st time". When you take into account this high-risk environment PLUS the cost of deepwater drilling, which is approximately \$1M/day, efficiency and safety are paramount. Gordon's question to Bru was, "Can you develop a Rig Training Program based on your military expertise and experience resulting in a predictable outcome for every task?" After a brief pause..... Bru's answer was, "YES!"

So how can Fighter Pilots, Navy SEALs and Astronauts make a difference in the Oil & Gas Industry? As a former TOPGUN Navy Fighter Pilot and geologist Bru saw the similarity between drilling rigs and aircraft carrier operations. These are both "high-risk" and dangerous environments that demand a "high-reliability" outcome. By

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Capt. Jon A. McBride





Astronaut, Test Pilot, Navy Fighter Pilot

ASTRONAUT

SPACE SHUTTLE PILOT - FIGHTER PILOT - NAVY TEST PILOT

Born in 1943 in the green hills of West Virginia, a young Jon McBride dreamed of flying to the stars. In the mid-sixties, McBride joined the US Navy where he flew over 60 combat missions during Vietnam in the F-4 Phantom. He attended the US Air Force Test Pilot School at Edwards Air Force Base and was a graduate of the forerunner to the "Top Gun" flight school at Miramar, California. McBride did undergraduate work at West Virginia University and received his degree in Aeronautical Engineering from the US Naval Postgraduate School. He also did graduate work at Pepperdine University. McBride has been awarded many decorations and honors, among them the Defense Superior Service Medal, 3 Air Medals, the Navy Commendation Medal with Combat V, the Vietnamese Service Medal and the NASA Space Flight Medal.

In 1978, McBride was selected as an astronaut candidate by the National Aeronautics and Space Administration, and became an astronaut in August 1979. Recognized as one of the most skilled pilots in the country, McBride's assignments have included chase pilot for the nation's first shuttle flight, Deputy Director of NASA's aircraft operations, and capsule communicator (CAPCOM) for three separate space shuttle missions. McBride was also instrumental in development and verification of all shuttle software and shuttle orbital rendezvous procedures.

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Jeff was a big hit with the groups. Not to be too effusive about it, but Odie lit up the room of 55 very successful engineers, and the goodwill still smolders today.

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Active Listening Builds Trust and Saves Lives

Posted by Jeff "Odie" Espenship.

After personally interviewing Capt. Bob Bragg, the last surviving pilot involved in what still stands today as the "worst aviation accident in history," I am reminded that active listening builds trust and saves lives. Capt Bragg was the copilot on board a Pan

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LT. COL. Robert L. Shaw - Chief Pilot (Mouse)

Bob Shaw, from Spartanburg, South Carolina, graduated from Purdue University with a BS in Aeronautical & Astronautical Engineering. He received a masters degree in Aeronautical Engineering from the Naval Postgraduate School. After completing his flight training from Naval Air Station, Kingsville, Texas, he received his wings in 1972.

During his 22-year career, his distinguished service included tours in both the United States Navy and the United States Air Force Reserve. He flew F-4's and F-14's and had cruises on the USS Kitty Hawk. He is a graduate from the Naval Fighter Weapons School (TOPGUN) at Miramar Naval Air Station, California. As an Operational Test Pilot and Director of air-to-air weapons and training systems, he evaluated the forerunner to the current Navy's Tactical Air Crew Training System and the Air Force's Red Flag Monitoring and Debriefing System.

After completing active and reserve duty with the Navy, he transferred to the United States Air Force Reserve and was stationed at Wright Patterson AFB, Ohio, where he flew the F-4 and transitioned to the F-16.

He authored Fighter Combat: Tactics and Maneuvering which has sold over 45,000 thousand copies worldwide. He continues to consult for the government, military, and simulation industries. He is a Certificated Flight Instructor.

LtCol Shaw is a command pilot with over 5,600 flight hrs.

ROBERT L. SHAW
LT COL USAF (RET)
CHIEF PILOT
"MOUSE"

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Internet Explorer browser window showing the website <http://www.fighterpilotsusa.com/PilotCorps/BillSimmonsWILDBILL/tabid/>. The address bar shows the URL and the page title "Bill Simmons - Wild ...". The browser's search bar contains "bill simmons pilot". The website header features the "USA FIGHTER PILOTS" logo and a navigation menu with links: Home, About Us, Group Incentives, Pilot Corps, Aircraft, ACM, Newsletters, Red Tail, Pricing, and Contact Us. The main content area displays the profile of "LT. COL. William R. Simmons - Fighter Pilot - (Wild Bill)". A small portrait of William R. Simmons is shown next to his name. The text describes his background: "Bill Simmons, from Cincinnati, Ohio, graduated from the University of Cincinnati with a Bachelor of Science in Mechanical Engineering and was commissioned in the United States Air Force through the ROTC program. Upon graduation, he was assigned to Vance AFB, Oklahoma, for pilot training where he received his wings in 1966." It further details his career: "During his 28-year career in the United States Air Force and Air National Guard, LtCol Simmons flew F-4 Phantoms in Japan, Korea and Southeast Asia, including 200 combat missions from Ubon, Thailand, where he received the Distinguished Flying Cross and thirteen Air Medals. He also served as a T-37 Instructor Pilot and Chief of Maintenance Flight Test at Williams AFB, Arizona, and flew F-100 Supersabers and A-7 Corsairs in the Ohio Air National Guard. While on diplomatic duty in Korea he was awarded his wings as a pilot in the Republic of Korea Air Force." A note states: "LtCol Simmons is a Command Pilot with over 6,000 hours of flight, including 1,000 hours in the F-4 Phantom." The footer of the website features the text "LRA ENTERPRISES, INC. 1-800-56-TOP GUN An Events Marketing Company Operational Since 1991". The Windows taskbar at the bottom shows the time as 5:26 PM on 9/13/2011.

Internet Explorer browser window showing the website <http://www.fighterpilotsusa.com/PilotCorps/MikeHeavySCOOP/tabid/77/>. The address bar shows the URL and the page title "Mike Heavy - SCO...". The browser's search bar contains "mike heavy pilot". The website header features the "USA FIGHTER PILOTS" logo and a navigation menu with links: Home, About Us, Group Incentives, Pilot Corps, Aircraft, ACM, Newsletters, Red Tail, Pricing, and Contact Us. The main content area displays the profile of "LT. Michael C. Heavy - Fighter Pilot (Scoop)". A small portrait of Michael C. Heavy is shown next to his name. The text describes his background: "Mike Heavy, from Oak Lawn, Illinois, graduated from the Navy ROTC program at Northwestern University with a B.A. in Communication/Journalism. Upon graduation, Mike was assigned to initial pilot training. During his training, he received the 'Top Hook' award for highest initial carrier qualifications and completed training on the Commodore's list with distinction. After receiving his wings of gold, Mike was assigned to Strike/Fighter Pilot Training Replacement Air Group. He was then forward deployed to Atsugi, Japan, flying the F/A-18 Hornet with Carrier Air Wing Five aboard USS Midway CV-41. He completed 3 cruises throughout the Western Pacific, Indian Ocean and Persian Gulf. He was then assigned to Fleet Composite Squadron Five at N.A.S. CUBI Point Republic of the Philippines as an adversary pilot where he had extensive experience flying against Far East military units." It further details his career: "Mike attended the Adversary Instructors course at Navy Fighter Weapons School (TOPGUN) as well as the Strike Leaders Attack Syllabus at the Naval Strike Warfare Center N.A. S. Fallon, Nevada. He was also an 'Out of Control' Flight/Spin Instructor as well as a Carrier Qualified Landing Signal Officer with over 357 carrier landings, 195 of them at night. He was awarded the coveted Squadron Top Hook on each cruise." A note states: "He is a Certificated Flight Instructor." A note at the bottom of the profile states: "Lt. Heavy has accumulated more than 7,300 flight hours with over 1,800 hours of tactical fighter jet time in A-4's, F-5's and F/A-18's." The footer of the website features the text "LRA ENTERPRISES, INC. 1-800-56-TOP GUN An Events Marketing Company Operational Since 1991". The Windows taskbar at the bottom shows the time as 5:28 PM on 9/13/2011.

Internet Explorer browser window showing the website <http://www.fighterpilotsusa.com/PilotCorps/PeteRossWACKO/tabid/76/Di>. The address bar shows the URL and the page title "Pete Ross - WACKO". The browser's search bar contains "pete ross pilot". The website header features the "FIGHTER PILOTS USA" logo and a navigation menu with links: Home, About Us, Group Incentives, Pilot Corps, Aircraft, ACM, Newsletters, Red Tail, Pricing, and Contact Us. The main content area displays a profile for "CAPT. Peter G. Ross - Fighter Pilot (Wacko)". A small photo of Captain Ross is shown next to his name. The text describes his military background: "Pete Ross, from Downers Grove, Illinois, graduated from Hillsdale College with a BA in History. He received a J.D. degree from Indiana University, attended The U.S. Naval War College and wrote the Bylaws for the Society of U. S. Naval Test Pilots. Captain Ross was commissioned in 1982 through Aviation Officer Candidate School. After receiving his wings in 1984, he was assigned as an advanced jet flight instructor in Kingsville, Texas, flying the TA-4J Skyhawk. He was then assigned to fly the F/A-18 Hornet with Carrier Air Wing 14 aboard the USS Constellation. Completing two cruises to the Persian Gulf during the Iran/Iraq conflict, he made over 200 carrier landings, 75 of them at night. He was personally credited with saving both an F/A-18 and a TA-4J experiencing engine malfunctions. He also received the 'Standout Warrior' award from the Commander Light Attack Wing Pacific, for assuming airborne, on scene command of the successful recovery of a wingman downed in Oman. He also held the position of Combat Division Leader. Captain Ross has over 5,500 flight hours, including 1,000 flight hours in the F/A-18." Below the profile, a banner for "LRA ENTERPRISES, INC. 1-800-56-TOP GUN An Events Marketing Company Operational Since 1991" is displayed. The Windows taskbar at the bottom shows the time as 5:29 PM on 9/13/2011.

Internet Explorer browser window showing the website <http://www.jla.co.uk/conference-speakers/rick-dewey-white>. The address bar shows the URL and the page title "Rick 'Dewey' White...". The browser's search bar contains "rick white fighter pilot". The website header features the "JLA" logo and a navigation menu with links: HOME, ABOUT US, SPEAKER Q&As, SHOWCASES, SEARCH, FAQ, myJLA, FEEDBACK FORUM, and CONTACT US. The main content area displays a profile for "RICK 'DEWEY' WHITE". A small photo of Rick White is shown next to his name. The text describes his background: "Rick 'Dewey' White brings his experience, as a US Air Force officer and F-16 fighter pilot, to bear on the business world. As co-author of the book 'Flawless Execution', Rick demonstrates how the disciplines and skills needed to fly jets at the highest level can be applied to achieve success in business. Starting his career with the USAF as an instructor pilot, Rick clocked up thousands of hours of flying time and over twenty-five years of leadership and management experience. He was involved in the development of advanced technology and weapons systems. Rick holds degrees in electrical engineering and human resource management. Away from military life, he still flies regularly, as a commercial pilot and has a number of successful businesses to his name. Rick presents talks and seminars around the world, showing companies how they can draw inspiration and guidance from flying aces, to stay alive and prosper in a hostile business environment. With powerful concepts and examples, he offers a motivational toolkit for cultural change and strategic alignment. From planning to execution, Rick briefs delegates on their 'mission' - to succeed in business." Below the profile, a banner for "JLA" is displayed. The Windows taskbar at the bottom shows the time as 5:20 PM on 9/13/2011.

Internet Explorer window showing the website <http://www.becomefighterpilot.com/contact/>. The browser tabs include "Martin Richard - Guests..." and "Contact Us". The address bar shows the URL. The page content features a blue background with a large image of a man in a flight suit (Ed Rush) and a smaller image of him in a suit. The text describes Ed Rush as a fighter pilot with the United States Marine Corps and an expert in leadership training and performance under pressure. It mentions his fast track military career, including flying the T-34, T-2, A-4, F-18, UH-1N, and the FT-7. The text also mentions his experience as a staff member and his role as an instructor. The page is titled "Ed Rush & Associates" and includes a contact form.

inspiring speakers who are dedicated to teaching others to pursue excellent leadership and peak performance in life. The speakers come from backgrounds where they have been challenged to lead on the cutting edge. The speakers have excelled in pressure-packed, highly competitive, and dynamic jobs.

President: Ed Rush™

Ed Rush™ is a fighter pilot with the United States Marine Corps and an expert in the fields of leadership training and performance under pressure. His fast track military career has taken him from his first flight in the FA-18 Hornet to leading combat missions over Iraq. He has piloted the T-34, T-2, A-4, F-18, UH-1N, and the FT-7.

After the completion of basic training, he was transferred to flight school where he earned his "wings of gold" in the fall of 1998.

After learning to fly and fight the F-18, he was transferred to Marine Corps Air Station Miramar, CA where he led his squadron on two deployments to the Far East and graduated from the navy Fighter Weapons School (Top Gun). Additionally, he was selected to attend the Marine Corps' elite Weapons and Tactics School. Following graduation, Ed was subsequently awarded a slot as a staff member.

As one of the Marine Corps top instructors, he has taught and led hundreds of the Marine Corps' select fighter pilots. He has spoken before thousands and is regarded as an expert in leadership training, instructing, and presenting. He has a wealth of experience in teaching and motivating toward maximum performance.

We are looking forward to working with you in the near future.

Ed Rush & Associates
P.O. Box 1290

Internet Explorer window showing the website <http://www.speakerscorner.co.uk/file/f451f02490745db5774c505a87c23e3>. The browser tabs include "Martin Richard - Guests..." and "Justin Hughes - For...". The address bar shows the URL. The page content features a blue background with a large image of a man in a flight suit (Justin Hughes) and a smaller image of him in a suit. The text describes Justin Hughes as a former Red Arrow and RAF fighter pilot, offering a fascinating insight into the workings of the world's premier formation aerobatic team. It mentions his background and career, including his experience as a force commander on the Tornado and his role as Deputy Team Leader and Executive Officer. The page is titled "Justin Hughes Biography" and includes a contact form.

Speakers Corner
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Topics: Inspirational

Justin Hughes Biography

Former Red Arrow and RAF fighter pilot, Justin Hughes offers a fascinating insight into the workings of the world's premier formation aerobatic team. He is an adept and inspirational after dinner and keynote speaker.

Background and Career

As an 18 year old Army Officer, Justin then obtained a degree in physics and subsequently joined the Royal Air Force. For 6 years he flew the Tornado F3, the RAF's front-line air defence fighter aircraft, taking part in both training and operational deployments all over the world, including support of the UN peacekeeping operation. He became a 'force commander' on the Tornado, qualified to lead any scale of mission in any theatre. Justin was subsequently selected for the Red Arrows performing over 250 displays worldwide and was the Deputy Team Leader and Executive Officer.

Keynote Speaker

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Amended Notice of Opposition has been sent via email this 25th day of August, 2017 to:

Michael C. Mason
The Law Office of Michael C. Mason
1960 Rosecliff Drive, NE
Atlanta, GA 30329
mmtmlaw@gmail.com

/s/ Jordana S. Rubel

Jordana S. Rubel