

BEGPRODNO : M-INT-00012988
BEGBATES : 265A-NY-280350-302-51539
DATE : 09/13/2001
FBIDESCR : -MICHELLE ERB, INTERVIEWED;
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/15/2001

MICHELLE ERB, Service Director, was interviewed at her place of business, United Airlines, 11555 Touhy Avenue, Chicago, Illinois 60666. ERB was advised of the identity of the interviewing agents. ERB was advised the purpose of the interview was to obtain a flight history of all the passengers on United Airlines Flight 93, which was scheduled to fly from Newark, New Jersey to San Francisco, California on September 11, 2001. The flight however, crashed in Pennsylvania. ERB provided the following information:

CHRISTIAN ADAMS made his reservations through Lufthansa in Germany and was traveling on Lufthansa ticket stock on this leg of his trip from Newark to San Francisco. ADAMS booked his round trip tickets through F.I.R.S.T. Travel Agency, Mainz, Germany on August 17, 2001. The Travel Agency phone number is 23-27-11-02. ADAMS home phone was [REDACTED]

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[REDACTED] His Next of Kin was his wife, SILKE ADAMS.

[REDACTED] ADAMS sat in row 17, seat D.

SAEED ALGHAMDI was traveling with AHMED ALNAMI. The reservations were made by a person by the name, FIRST NAME UNKNOWN FNU SAJARA. ALGHAMDI provided 755 Dehiterel Road, Apartment 1504, Del Ray Beach, Florida, 33444, telephone number 954 771-0620, as his contact information. ALGHAMDI bought a first class one-way ticket. Reservations for the flight were made on August 27, 2001, and an electronic ticket was used. ALGHAMDI sat in Row 3, Seat D. When SAJARA called the United Airlines Reservation 800 number, he spoke with a Honolulu agent named NAOMI E. HOSHIDA. SAJARA made reservations for ALGHAMDI and ALNAMI for one-way tickets from Newark to San Francisco. When the original credit card was run, VISA number 4011 8060 7081 5781, expiration June 2003, the card was declined. United Airlines made two attempts to notify ALGHAMDI with negative results. On September 5, 2001, ALGHAMDI called United Airlines to inquire about his tickets and was informed by United Airlines Reservations Representative, D. MOORE, in Bloomington, Indiana, that his credit card had been

Investigation on 9/13/01 at Chicago, IL

File # 265A-NY-280350 Date dictated 9/14/01
by [REDACTED] 9/11 Law Enforcement Privacy

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declined. ALGHAMDI provided a new credit card, VISA number 4011 8060 7081 0805, expiration date of July 2003. The name on the credit card is SAEED ALGHAMDI. MARLENE WELLS issued the electronic tickets for both ALGHAMDI and ALNAMI at the Burbank reservations office. The total cost for both tickets was \$3,539.50.

AHMED ALHAZNAWI purchased his ticket over the Internet through Travelocity.com, 8750 Tesoro Drive, Suite 100, San Antonio, Texas 78217. A first-class, one-way ticket from Newark to San Francisco to San Diego was purchased. The seat in Row 6B was chosen when the reservation was made on August 29, 2001. A home address was given as 755 Dehiterel Road, Apartment 1504, Del Ray Beach, Florida, 33444, telephone number 954 771-0620. The credit card used for the purchase was a VISA number 4011 8060 7084 6927, which has no expiration date given. This credit card was issued by the same company as ALGHAMDI'S, due to the first eight prefix numbers. ALGHAMDI paid \$1,593.48 for his ticket and a paper ticket was issued with number 01670486003885.

AHMED ALNAMI had his ticket purchased when ALGHAMDI'S ticket was purchased. ALNAMI sat in Row 3, Seat C. All other information for ALNAMI is the same as ALGHAMDI'S.

TODD BEAMER booked a round trip ticket from Newark to San Francisco returning on the same day. The reservation was made on August 31, 2001 and the ticket purchased was an electronic ticket. BEAMER belongs to the United Premier Executive Mileage, which means he flies 50,000 to 100,000 miles per year. BEAMER worked for the Oracle Corporation, 517 Route 1 South, Iselin, New Jersey 08830, telephone number 201 553-7054. The reservation was made through Rosenbluth International travel agency, telephone number 800 343-2541 on August 31, 2001. The ticket was purchased on September 5, 2001 with a Diners Club credit card, number 38858001573705 expiration June 2002. BEAMER'S home address is

The Next of Kin was his wife LISA BEAMER

BEAMER sat in row 10 seat D.

ALAN BEAVEN booked a round trip ticket from Newark to San Francisco with the return flight on September 28, 2001. The reservation was made on July 29, 2001. BEAVEN is a mileage plus member who used his miles to obtain a free ticket for this trip. His ticket was reserved through the United Airlines Mileage Plus reservation center and the electronic ticket was issued on July 30,

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2001. BEAVEN'S Home address was 5556 Marshall Street, Oakland, California 94608-2614, telephone number 510 232-5372. The Next of Kin was his wife KIMMIE BEAVEN.

BEAVEN sat in row 17, seat F.

MARION BRITTON booked two seats for her own use. Her trip was a round trip from Newark to San Francisco and a return flight on September 14, 2001. BRITTON made her reservations on September 4, 2001, through a travel agency phone number 770 428-4700. The ticket was purchased with a Visa card number 448609000004073 with no expiration. BRITTON was traveling on official government business, telephone number 212 264-3869 and FAX number 212 264-3862. Her home address was 880 68th Street, Apt 5K, Brooklyn, New York 11220, telephone number 718 680-7536. Her Next of Kin was her brother, PAUL BRITTON at

BRITTON sat in row 12 seats B and C.

WILLIAM CASHMAN was traveling with PATRICK DRISCOLL. CASHMAN was using a free mileage plus ticket using DRISCOLL'S miles. They had reservations to fly from Newark to San Francisco to Fresno and returning via Denver on September 16, 2001. The reservation and purchase was made through the United Airlines office in South Bend on March 20, 2001. CASHMAN gave his home address as

CASHMAN sat in row 15, seat D.

PATRICIA CUSHING was traveling with JANE FOLGER. CUSHING booked round trip tickets on the flight from Newark to San Francisco returning on September 18, 2001. Reservations were made through Travelscape Expedia telephone number 702 938-2100, extension 202 on June 13, 2001. Tickets were purchased as a special fare, ticketed on June 14, 2001. CUSHING'S home address was

CUSHING sat in row 19, seat C.

GEORGINE CORRIGAN was on her return flight, Newark via San Francisco to Honolulu. Her reservation was made through the American Express travel agency in Honolulu on August 2, 2001, telephone number 808 946-7741. The tickets were purchased on

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August 3, 2001 using a Visa credit card number 4811690012184049, expiration January 2003. Her home address was 615 Kuliouou Place, Honolulu, Hawaii 96821-2226, telephone 808 732-8800. Her Next of Kin was her daughter LAURA BROUGH, [REDACTED]

[REDACTED] CORRIGAN sat in row 12, seat D.

DEORA BODLEY booked the Newark to San Francisco flight as a return flight. Her ticket was a free mileage plus ticket. She made reservations for her trip on August 6, 2001. Her home address was [REDACTED]

[REDACTED] BODLEY sat in row 20, seat F.

THOMAS BURNETT booked the Newark to San Francisco flight as the return trip for his trip, which he made reservations for on August 31, 2001. Uniglobe Black Tie Travel agency made the reservations, telephone number 408 922-0102. The tickets were paid for with an American Express credit card 372861817261006, expiration July 2002. He was a 100,000-mile frequent flyer member. He worked for Thorateck Lab, 6035 Stoneridge Drive, Pleasanton, California 94588, telephone number 510 841-1212, extension 210 or 800 528-2577. BURNETT provided a home address of [REDACTED]

[REDACTED] His Next of Kin was his wife DINA BURNETT, [REDACTED]

[REDACTED] BURNETT sat in row 4, seat B.

JOSEPH DELUCA was traveling with LINDA GRONLUND. Their reservations were made on June 11, 2001 for round trip tickets, Newark to San Francisco, returning September 19, 2001. The reservations were made through the United Airlines Mileage Plus office. The tickets were paid for using GRONLUND'S mileage plus miles. His Next of Kin were his parents, JOSEPH and ELICIA DELUCA, telephone number [REDACTED]. DELUCA sat in row 2, seat B.

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PATRICK DRISCOLL was traveling with WILLIAM CASHMAN. DRISCOLL booked a round trip ticket from Newark via San Francisco to Fresno, with the return flight going through Denver on September 16, 2001. His reservations were made through the United Airlines office in South Bend on March 20, 2001. DRISCOLL purchased both tickets using his Mileage Plus miles, and they were issued on March 20, 2001. DRISCOLL'S business address is 37 Greenleaf Drive,

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Englishtown, New Jersey, telephone number 908 446-7367. His Next of Kin was his wife [REDACTED]

DRISCOLL sat in row 15, seat C.

JANE C. FOLGER was traveling with PATRICIA CUSHING. FOLGER booked round trip fares from Newark to San Francisco with a return

flight on September 18, 2001. Reservations were made through Travelscape Expedia, telephone number 702 938-2100, extension 202 on June 13, 2001. The tickets were part of a special fare and were ticketed on June 14, 2001. FOLGER provided a contact number for her daughter.

[REDACTED]
[REDACTED] FOLGER sat in row 19, seat B.

COLLEEN FRASER booked a round trip flight from Newark via San Francisco to Reno, with a return flight on September 15, 2001. Reservations were made over the Internet via Travelocity.com, 8750 Tesoro Drive, Suite 200, San Antonio, Texas 78217, telephone number 877 439-0277 on August 9, 2001. Tickets were purchased using an American Express credit card number 378349750472008, no expiration date. FRASER'S home address was [REDACTED]

[REDACTED] FRASER sat in row 13, seat A.

ANDREW GARCIA booked Newark to San Francisco as his return flight. The reservation was made through United Airlines Mileage Plus Service Center on August 28, 2001. The tickets were purchased with frequent flyer miles on August 30, 2001. GARCIA provided his home address as [REDACTED]

[REDACTED] GARCIA sat in row 20, seat C.

EDWARD FELT booked a round trip flight from Newark to San Francisco, returning on September 14, 2001. The reservations were made through Rosenbluth Travel Agency, telephone number 701 254-4545, on September 7, 2001. The tickets were purchased with a Visa Credit Card number 4715960000219033; no expiration date given and

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the tickets were also upgraded to first class using mileage plus miles. FELT provide a home address of [REDACTED]

[REDACTED] FELT provided a business address as 140 Allen Road, Liberty Corner, New Jersey 07938, telephone number 908 580-3142, and FAX number 908 580-3030. FELT'S Next of Kin was his wife [REDACTED]

FELT sat in row 2, seat D.

KRISTIN GOULD booked a round trip flight from Newark to San Francisco, returning on September 22, 2001. The reservations were made over the Internet via Travelocity.com, telephone number 888 709-5983, on August 17, 2001. The tickets were purchased using an American Express Credit Card number 371952877312002, no expiration

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date given. GOULD'S home address was 53 West 94th Street, Apt 1R, New York, New York 10025, telephone number 212 222-8222. GOULD supplied her Next of Kin as her daughter [REDACTED]

[REDACTED] GOULD sat in row 21, seat C.

DONALD GREENE booked a round trip flight from Newark to Reno via San Francisco, and on September 17, 2001 San Francisco to New Orleans. On September 20, 2001 he was to finish his trip from New Orleans to New York. GREENE was a mileage plus member. The reservations were made through an unidentified travel agency at telephone number 914 835-7600. The tickets were purchased with a Master Card credit card 5410654342814917. GREENE'S home address [REDACTED]

[REDACTED] GREENE sat in row 16, seat D.

LINDA GRONLUND was traveling with JOSEPH DELUCA. A round trip was booked by GRONLUND through the United Airlines Mileage Plus Office on June 11, 2001 and the tickets purchased with frequent flyer miles. GRONLUND provide her home telephone number as 845 477-2646. GRONLUND'S business address was 38 Indian Trail North, Greenwood Lake, New York 10925, telephone number 201 573-2194. Her Next of Kin was provided as her mother [REDACTED]

GRONLUND sat in row 2, seat A.

RICHARD GUADAGNO booked his flight over the Internet via United Connection on June 28, 2001. The flight from Newark to San Francisco ending in Arcadia was his return flight. He is a mileage

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plus member. The tickets were purchased with Master Card credit card number 5420761110018536 with an expiration date of November 2002. GUADAGNO provided his address as P.O. Box 612, Loleta, California 95551, and telephone number 707 733-5406. GUADAGNO gave his Next of Kin as his father [REDACTED]

GUADAGNO sat in row 19, seat A.

JEREMY GLICK booked his round trip flight on September 5, 2001 from Newark to San Francisco through an unidentified travel agency, with the return flight on September 12, 2001. GLICK was a mileage plus member. GLICK provided his home address as [REDACTED]

[REDACTED] GLICK'S business telephone number was 973 657-1470, FAX 973 657-1471, main business number 650 645-5000 and a contact at his business was REBECCA JENNINGS 650 645-5043. GLICK named his Next of Kin as his wife LYBETH GLICK [REDACTED]

[REDACTED] GLICK sat in row 11, seat A.

LAUREN GRANDCOLAS booked round trip tickets from San Francisco to Newark and this flight from Newark to San Francisco was her return flight. The ticket was reserved through United Airlines Mileage Plus Service Center and purchased with JACK GRANDCOLAS' mileage plus miles. GRANDCOLAS' home address was [REDACTED]

[REDACTED] A Newark contact telephone number was 973 376-7078. GRANDCOLAS provided a business telephone, which was 415 454-9163. The Next of Kin for GRANDCOLAS was her husband JACK GRANDCOLAS, [REDACTED]

GRANDCOLAS sat in row 19, seat A.

ZIAD JARRAH purchased a one-way, First Class ticket from Newark to San Francisco and then on to Las Vegas. JARRAH gave his contact information as a business address of 1816 Harding Street, Hollywood, Florida, and telephone number 954 920-1590 and 954 801-5169. JARRAH purchased his ticket on the United Airlines web site. The e-mail address that JARRAH used was ZIADJARRAH@AB.COM. The reservations were made on August 30, 2001. JARRAH purchased an electronic ticket using a VISA credit card number 4011 8060 7080 4835, which expires in May 2003. This credit card is from the same credit card company as the VISA used by ALGHAMDI and ALHAZNAWI. JARRAH paid \$1,621.50 for his ticket. JARRAH sat in row 1, seat B.

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TOSHIYA KUGE reserved her flight at a travel agency, H.I.S. Company Limited 4-9-12 Takadanobaba, Shinjuku-ku, Tokyo, Japan 16900, telephone number 03-53865371. KUGE had a connecting flight to Osaka, Japan from San Francisco. This was her return trip. Her reservations were made on July 5, 2001, and they were issued as electronic tickets. KUGE'S home address was [REDACTED]

[REDACTED] KUGE sat in row 18, seat A.

HILDA MARCIN reserved her flight through the United Airlines Oakland Ticket Office on February 21, 2001. The Newark to San Francisco flight was the first part of a round trip, electronic ticket to be completed in June 2002. The ticket was bought using United Silver Travel Pack Senior coupons on February 21, 2001. Her home address was 10 Scenic Drive Apartment 1B, Budd Lake, New Jersey 07828, telephone number 925 648-0384. Her Next of Kin was listed as her daughter [REDACTED]

[REDACTED] MARCIN sat in row 17, seat C.

WALESKA MARTINEZ reserved a round trip ticket from Newark to San Francisco to return on September 14, 2001. A travel agency in Atlanta made the reservation, telephone number 770 428-4700 on August 22, 2001. MARTINEZ flew on a government ticket, which was paid for by Visa credit card 4486090000004073, expiration date unknown. MARTINEZ provided a business telephone number 212 264-3860 and FAX 212 264-3862. The home address was [REDACTED]

[REDACTED]
[REDACTED] MARTINEZ listed her Next of Kin as her mother [REDACTED]

[REDACTED] MARTINEZ sat in row 10, seat F.

JEAN PETERSON was traveling with her husband DONALD PETERSON. PETERSON booked a round trip electronic ticket returning from San Francisco on September 16, 2001. Reservations were made through the United Airlines Washington Reservation Office on July 14, 2001. Her ticket was paid for with Visa credit card number 4388523019786461, expiration date, April 2004. The ticket was a senior discounted fare and she was a mileage plus member. Her home address was given as 18 Pitney Avenue, Spring Lake, New Jersey 07762, telephone number 732 449-2931. PETERSON'S Next of Kin was given as her stepson, [REDACTED]

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[REDACTED]
PETERSON sat in row 14, seat C.

NICOLE MILLER had reservations for this flight due to her missing the evening flight on September 10, 2001 at 7:20 p.m. She was rescheduled for the 7 a.m. United Airlines flight which was later changed to the 8 a.m. United Airlines flight 93. All her reservations and changes in the itinerary were made through US Airways on September 10, 2001. MILLER provided no home address or telephone number to United Airlines. MILLER provided Next of Kin information as her mother [REDACTED]

[REDACTED] MILLER sat in row 10, seat A.

LOUIS NACKE booked a round trip ticket on September 10, 2001 through Travel Inc of Pittsfield, telephone number 413 499-4636. NACKE was supposed to fly from Newark via San Francisco to Sacramento returning on the same day via Los Angeles. His itinerary was ticketed on September 11, 2001 and paid for using an American Express credit card number 378533381811003, expiration October 2002. NACKE provided a home address of [REDACTED]

[REDACTED] NACKE'S business addresses are 111 Cokesbury Road, Lebanon, New Jersey 08833, telephone number 908 236-7740 and 2317 Durham Court, Mt. Laurel, New Jersey 08054. NACKE provided his Next of Kin as his wife, AMY NACKE [REDACTED]

[REDACTED] NACKE sat in row 12, seat F.

DONALD PETERSON was traveling with his wife JEAN PETERSON. PETERSON booked a round trip electronic ticket returning from San Francisco on September 16, 2001. Reservations were made through the United Airlines Washington Reservation Office on July 14, 2001. His ticket was paid for with Visa credit card number 4388523019786461 with an expiration date, April 2004. The ticket was a senior discounted fare. His home address was given as 18

Pitney Avenue, Spring Lake, New Jersey 07762, telephone number 732 449-2931. PETERSON'S Next of Kin was given as his son [REDACTED]

[REDACTED] PETERSON sat in row 14, seat A.

MARK ROTHENBERG booked his flights through United Airlines Detroit Reservation Center on September 4, 2001 and they were

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electronically ticketed on September 6, 2001. His reservations were to fly Newark to Taipei via San Francisco with a return flight on September 16, 2001. ROTHENBERG was a 100,000 frequent flyer with United Airlines and used some of his miles to upgrade to first class on the flight. ROTHENBERG provided a business telephone number 212 889-5210. He provided a home address of [REDACTED]

ROTHENBERG sat in row 5, seat B.

CHRISTINE SNYDER booked her flight through A CTS Travel on July 10, 2001, telephone number 212 333-3633. Her flight was a round trip flight and Newark via San Francisco to Honolulu was her return flight. Her tickets were paid for and electronically ticketed on July 11, 2001 with a Visa credit card, 4190004316546682. The name on the card was [REDACTED]

[REDACTED] SNYDER sat in row 17, seat A.

JOHN TALIGNANI booked an emergency fare round trip flight from Newark to Fresno via San Francisco, returning on September 14, 2001. TALIGNANI was traveling to attend the funeral for his stepson, ALAN ZYKOFISKY. Reservations were made and electronic tickets were issued by Empress Travel on September 10, 2001, telephone number 516 764-6116. TALIGNANI provide his home address only as Staten Island, New York, telephone number 718 668-2580. TALIGNANI gave Next of Kin information as his [REDACTED]

[REDACTED] TALIGNANI sat in row 18, seat F.

HONOR ELIZABETH WAINIO booked a round trip ticket from Newark to San Francisco, returning on September 16, 2001. Reservations were made by Discovery Travel, telephone number 888 324-8728 on August 21, 2001. The itinerary was ticketed on August 21, 2001 using a Master Card credit card 540510700124446373, expiration January 2002. WAINIO was a mileage plus member. Her home address was 679 Mountain Boulevard, Apt 3, Watchung, New Jersey 07060, telephone number 908 757-1314. Her Next of Kin is [REDACTED]

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[REDACTED] WAINIO sat in row 11, seat F.

MARK BINGHAM was traveling on a one-way stand-by ticket, on a United Airlines employee companion fare as a guest of his aunt, CANDICE HOGLAN, who is a United Airlines employee. The United Airlines Reservation Office made his reservation on September 10, 2001. BINGHAM'S home address in San Francisco was 1227 Shrader Street, San Francisco, California 94117, telephone number 415 215-5430. BINGHAM designated his mother, ALICE HOGLAN as his Next of Kin. [REDACTED]

[REDACTED] BINGHAM sat in row 4, seat D.

JASON DAHL, Captain United Airlines, was assigned to Flight 93, and resided at [REDACTED]

LEROY HOMER, First Officer United Airlines, was assigned to Flight 93, and resided at [REDACTED]

LORRAINE BAY, Flight Attendant United Airlines, was assigned to Flight 93, and resided at [REDACTED]

SANDRA BRADSHAW, Flight Attendant United Airlines, was assigned to Flight 93, and resided at [REDACTED]

WANDA GREEN, Flight Attendant United Airlines, was assigned to Flight 93, and resided at 831 South Park Avenue, Linden, New Jersey 07036, telephone number 510 451-5091. Her Next of Kin was her [REDACTED]

CEECEE LYLES, Flight Attendant United Airlines, was assigned to Flight 93, and resided at [REDACTED] Her Next of Kin was her husband, LORNE LYLES.

DEBORAH WELSH, Flight Attendant United Airlines was assigned to Flight 93, and resided at [REDACTED]

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BEGPRODNO : M-INT-00122288
BEGBATES : 265A-NY-280350-302~104103
DATE = 09/15/2001
FBIDESC : MAKELY, JOANNE
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : 2/25/02

On 9/15/01 SA [REDACTED] provided SA [REDACTED]
[REDACTED] with a 43 page transcript concerning a 9-1-1 call
between Joanne Makely and a New York State Police 9-1-1 operator.
The relevant portions of this transcript pages 1-13 had
previously been provided to the New York Office at 26 Federal
Plaza and to FBIHQ/SIOC on 9/11/01. The transcript relates to
information concerning Jeremy Click who was a passenger on United
Airlines FL# 93.

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2/25/02

[REDACTED]

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BEGPRODNO : M-INT-00001530
BEGBATES : 265A-NY-280350-302~1123
DATE : 09/13/2001
FBIDESC : ROBERT D. MACY INTERVIEW BY SA [REDACTED]
INPUTBAT : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/13/2001

ROBERT D. MACY, date of birth [REDACTED]

[REDACTED] was interviewed at the
Hilton Hotel, Logan Airport and provided the following information:

MACY spoke with his wife, DICKI JOHNSON MACY, who advised that the wife of her brother THOMAS STRONG ELSA STRONG received a telephone call from her sister who was aboard United Airlines Flight 93, Newark to San Francisco. The sister's husband was also on board the plane. Sometime after takeoff, ELSA received a cell phone call from her sister. MACY stated that the following conversation was relayed to his wife by ELSA. The sister stated that terrorists were on the plane and they were all going to be killed. She wanted to tell ELSA where her will was located. She repeated that they were all to be killed and that the pilot had redirected the plane. The terrorists told them that the plane was going to the White House.

ELSA recorded the conversation with her sister and has custody of the tape. She has received telephone calls from the press, specifically the USA Today newspaper, inquiring about any information she might have. She has not made any comment.

ELSA STRONG can be reached at [REDACTED]

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Investigation on 9/11/2001 at Boston, Massachusetts

File # 265D-NY-280350

Date dictated 9/13/01

by [REDACTED]

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List of evidence
found at 93

BEGBATES : M-PGC-00006456
ENDBATES : M-PGC-00006459
PAGES = 4
EVIDENCETYPE : 1C
FBIITEMNO : 1C-1C1451
P_SEIZLOC : [REDACTED] 9/11 Law Enforcement Privacy
P_SEIZDATE : 10/13/2001
P_SEIZAGENT : [REDACTED]
P_DESCR : ONE NOTEBOOK CONTAINING CD OF SURVEY DATA OBTAINED FROM UAL FLIGHT 93 CRASH
SITEONE NOTEBOOK CONTAINING CD OF SURVEY DATA OBTAINED FROM UAL FLIGHT 93 CRASH
SITE CORPORAL [REDACTED] ONE NOTEBOOK CONTAINING CD OF SURVEY DATA OBTAINED
FROM UAL FLIGHT 93 CRASH SITE
OCR : << M-PGC-00006456 >>
United Airlines Flight 93 ~ Lo~
Job ID PCi
Grid layout no evidentiary points included in forensic mapping (north/south).
Job ID Shanksville Base
Grid layout no evidentiary points included in forensic mapping (east/west).
Job ID Base 3
Grid layout no evidentiary points included in forensic mapping (south of pond in woods)
Job ID Crater 93
Shot Number
1002-1040
1041-1043
1044
1045
1046
1047
1048
1050
1057
Shot Code
Line 1
Line 2
Code 1
Code 2
Code 3
Code 4
Code 5
Code 6
Code 7
Item Description
Outline of Crater
Gouge Line from Empennage
NAC-Engine Nacelle
Center Line of Fuselage
NAC-Engine Nacelle
Wing-tip Impact Area
Wing-tip Impact Area
Flight Data Recorder
Left Engine Turbine
Job ID Crater 3
Shot Number
1002
1004
1006
Shot Code
Code 1
Code D
Code T
Item Description
Voice Data Recorder
Deepest Point of Excavation
Right Engine Turbine
10-101451 M-PGC-00006456

<< M-PGC-00006457 >>

Job ID LDBCRATER

Shot Number

1082

1083

1084

1085

1086

1087

1088

1089

1090

1091

1092

1093

1094

1095

1097

1098

1099

1100

1101

1102

1103

1104

1105

1106

1107

1108

1109

1110

1111

1112

1113

1114

1115

1116

1117

1118

Shot Code

Code A

Code B

Code C

Code D

Code E

Code E

Code F

Code G

Code H

Code I

Code J

Code K

Code L

Code M

Code N

Code O

Code P

Code Q

Code R

Code S

Code T

Code U

Code V

Code W

Code X

Code Y
 Code Z
 Code AA
 Code BB
 Code CC
 Code DD
 Code FE
 Code GG
 Code HH
 Code II
 Code JJ
 Item Description
 Partial Photocopy Passport ALBAHAH
 Duplicate Check SAEED AL GHAMDI
 Blank Check 0159 SALED AL GHAMDt
 Swiss Army Knife
 Photocopy of Picture Mid-Eastern Writing
 Saudi Passport SAEED AL Ghamdi
 Saudi Passport #C573 895 SAEED AiGhandi
 Partial International DL Mid-east writing
 Piece of Paper with Arabic Writing
 Part of Multi-Purpose Tool
 Multi-Purpose Tool
 Part of Multi-Purpose Tool
 Paper with Mid-Eastern Writing
 Saudi/German Medical Card
 Saudi Arabian Drivers License
 Hand Written Flight Instructions
 Photocopy of Passport Balgoraski Birthplace
 Check #1009 Name of Kimalid Almihdhar
 Paper with Mid-Eastern Writing
 Saudi/German Passport
 Delay Code Paper with Suspected Blood
 Pages with Middle-East Printing
 Booklet with Middle-Eastern Writing
 Medical Tape Wrapped Around Cylinder
 Leatherman Tool
 Plastic Tube /Medical Tape Wrapped
 Aero-Service Training Academy Card
 Paper/English Arabic Translation
 Paper/ Do It Yourself Pass Kit
 Paper/ Handwritten Flight Instructions
 Burned Paper/ NJ Phone #-s
 Green Plastic Utility KniP~ Handle
 Virginia DL Jar_Ziad Sarnir
 Plastic Tube/Medical Tape
 Multi-Purpose Tool in Open Position
 Tom Paper Card "Ziad Jarrah"
 10-101451 M-PGC-00006457

<< M-PGC-00006458 >>

Job ID Zone C

Shot Number

1001

1002

1003

1007

1008

Shot Code

Code A

Code B

Code C

Code D

Code L

Item Description

Piece of Notebook with Arabic / English

Small Spiral Notebook with Arabic / English

Copy of Passport

Multipurpose Tool with Knife Blade

Film Roll 5 Pictures 12-16

Mid Eastern Booklet Roll 5 Pictures 17-19

Job ID Crater 2

Shot Number

1002

1003

Shot Code

Code 1

Code 1

Item Description

Cockpit Oxygen Mask

Heat Exchanger

Job ID Base 4

Shot Number

1000

1001

1002

1003

1004

1005-1015

1016

1018

1019

1020

1023

1024

1025

1026-103 1

1032

1033

1034

Shot Code

Code 1

Code 2

Code 4

Code 5

Code 6

Li

Code 3

Code 7

Code 8

Code 9

Code 10

Code 11

Code 12

Code BOX

Code 13
Code 14
Code 15
Item Description
Nose Rim
Nose Axle
Nose Gear Brace
Wing Panel Large
Wing Panel Medium
Outline of Pond
Nose Gear Axle
Accessory Gear Box
Fuel Stick
Flap Drive
Engine Core
Engine Hub
Impact Crater from Engine
Cabin
Crash Axe from Cockpit
Entry Door Latch 1
Entry Door Latch 2
10-101451 M-PGC-00006458

<< M-PGC-00006459 >>

Job ID Base 5

Shot Number

1000

1001

1002

1003

1004

1005

1006

1007

1008

1009

1010

1011

Shot Code

Code 16

Code 17

Code 18

Code 19

Code 20

Code 21

Code 22

Code 23

Code 24

Code 25

Code 26

Code 27

Item Description

Fuselage

Fuselage

Fuselage

Shock Strut Piece

Shock Strut Piece

Shock Strut

Tire

Uplock Actuator

Fan Blade

Engine Fan Case

Flight Manual/Maps

Overhead Bin Pivot

Job ID Base 6

Shot Number

1000

1001-1002

1003

1004

1005

1006-1008

1010

1011

1012

1013

Shot Code

Code 28

Code 29

Code 30

Code 31

Code 32

Code Box

Code 33

Code 34

Code 35

Code 36

Item Description

Wing Skin
Belly Skin
Silver Colored Blade/Piece of Black Handle
Silver Colored Piece of Knife (Clip Side)
Heat Exchanger 2
Cabin
Transmission
Engine Starter/Planetary Gear Assembly
Wing Panel
Air Cycle Machine Cover
Job ID South 6
Shot Number
1017
Shot Code
Code A
Item Description
Camera and Flip
Job ID UAL.091901
Shot Number
1000
Shot Code
Code 1
Item Description
Digital Video Cassette Tape
10-101451 M-PGC-00006459

IMAGECD :
INPUTBATCH : 1st Batch of 1A1B1C's delivered in August
RPTTEXT01 : 1
EDIT_DATE = 10/30/2003
CREATE_DATE = 08/19/2003
SOURCE_ACCN = 16742

BEGBATES : M-PGC-00006503
 ENDBATES : M-PGC-00006518
 PAGES = 16
 EVIDENCETYPE : 1C
 FBIITEMNO : 1C-1C1451
 P_SEIZLOC : [REDACTED]
 P_SEIZDATE : 10/13/2001
 P_SEIZAGENT : [REDACTED]
 P_DESCR : ONE NOTEBOOK CONTAINING CD OF SURVEY DATA OBTAINED FROM UAL FLIGHT 93 CRASH
 : SITEONE NOTEBOOK CONTAINING CD OF SURVEY DATA OBTAINED FROM UAL FLIGHT 93 CRASH
 : SITE [REDACTED] ONE NOTEBOOK CONTAINING CD OF SURVEY DATA OBTAINED
 : FROM UAL FLIGHT 93 CRASH SITE
 : << M-PGC-00006503 >>
 : PENNSYLVANIA STATE POLICE
 : FORENSIC MAPPING UNIT
 : 'N
 : COr-n-OL 1004
 : CONTROL 1003
 : U
 : L
 : HI-I II
 : NI
 : GGFF ~ F siwi
 : DD~ D~
 : cc.EB.T~ H
 : S.R
 : JJ~z -J
 : AA
 : 'N
 : 'N
 : N-
 : N
 : 'N
 : K
 : IMPACT CRATER POST EXCAVATION
 : A - PARTIAL PHOTOCOPY PASSPORT ALBAHAH
 : B - DUPLICATE CHECK SAEED AL GHAMDI
 : C - BLANK CHECK 0159 SAEED AL GHAMDI
 : D - Swiss ARMY KNIFE
 : E - PHOTOCOPY OF PICMRE MID-EASTERN WRITING
 : E - SAUDI PASSPORT SAEED AL GHAMDI
 : F - SAUDI PASSPORT #0573895 SAEED AL GHAMDI
 : G - PARTIAL INTERNATIONAL DL MID-EASTERN WRITING
 : H - PIECE OF PAPER WITH MID-EASTERN WRITING
 : I - PART OF MULTI-PURPOSE TOOL
 : J - MULTI-PURPOSE TOOL
 : K - PART OF MULTI-PURPOSE TOOL
 : L - PAPER WITH MID-EASTERN WRITING
 : M - SAUDI-GERMAN MEDICAL CARD
 : N - SAUDI ARABIAN DRIVERS LICENSE
 : O - HAND WRITTEN FIGHT INSTRUCTIONS
 : P - PHOTOCOPY OF PASSPORT BALGORASKI BIRTHPLACE
 : Q - CHECK 1009 NAME OF KIMALID ALMIHDHAR
 : R - PAPER WITH MID-EASTERN WRITING
 : S - SAUDI-GERMAN PASSPORT
 : T - DELAY CODE PAPER WITH SUSPECTED BLOOD
 : U - PAGES WITH MID-EASTERN PRINTING
 : V - BOOKLET WITH MID-EASTERN WRITING
 : W - MEDICAL TAPE WRAPPED AROUND CYLINDER
 : X - LEATHERMAN TOOL
 : Y - PLASTIC TUBE/MEDICAL TAPE WRAPPED
 : Z - AERO-SERVICE TRAINING ACADEMY CARD
 : AA - PAPER/ENGLISH ARABIC TRANSLATION
 : 28 - PAPER/DO IT YOURSELF PASS KIT
 : CC - PAPER/HANDWRITTEN FIGHT INSTRUCTIONS
 : DO - BURNED PAPER/NJ PHONE #8

9/11 Law Enforcement Privacy

OCR

FF - GREEN PLASTIC UTILITY KNIFE HANDLE
GG - VIRGINIA DL JAR-ZIAD SAMIR
HH - PLASTIC TUBE/MEDICAL TAPE
II - MULTI-PURPOSE TOOL IN OPEN POSITION
JJ - TORN PAPER CARD ZIAD JARRAH

S

N

N

JOB ID LDB CRATER

UNITED AIRLINES FLIGHT 93

STONEYCREEK TWP. SOMERSET Co.

SEPTEMBER 11, 2001

10-101451

M-PGC-00006503

W

/

7

7

<< M-PGC-00006504 >>

V03-05 Copyright 1985-95 by Datacom Software Research Limited.

Serial no Sep-18-01 19:06

| Angle | Degrees | Dist | Feet | Press | Inch Hg |
|-------|----------|------|-----------------|-------|---------|
| Temp | Fahrenht | | Coord : N-E-Elv | H.obs | Right |

Job ID LDB CRATER

Sea level cm: N

C and R cm: Y

Atmos cm: N

S.F. 1.000000000

0001

0001-0099

0001-0099

0001-0099

POS TP 0099

OBS FI 0001-1000

P05 TP 1000

OBS FI 0001-1001

Pfl5 TP 1001

OBS FI 0001-1002

Current view, OBS, P05

Sep-18-01 07:53

10100

Sep-18-01 07:53

SET

Theo <No text>

V.obs : Zenith

P.C. mm 0.000

P.C. mm Applied: -30.000

Nrth 0.000 East 0.000

Theo ht 5.000 Code RP1

Azmth 0~00'00" H.dist <Null>

Azmth 0~00'00" H.obs 146~11'00"

Trget ht 6.000

Dist 254.622

Code RM1

Nrth 254.613

Code RM1

Dist 146.442

Code TS2

Nrth 120.360

Code T52

Dist 190.342

Code 1003

Nrth -188.798

Code 1003

Dist 89.492

Code Li STCV

EDM <No text>

Serial no 000000

Edm o/s <Null>

V.obs 90A28'45"

East 0.000

V.obs 90~20'00"

East 83.414

V.obs 85~22'30"

East 18.701

V.obs 91~14'05"

Serial no 020775

Mount: not appic

Refl o/s <Null>

Ely 0.000

V.dist <Null>

H.obs 146~11'00"

Ely -3.128

H.obs 180~54'25"

Ely -1.852

H.obs 320~31'35"

Ely 14.349

H.obs 96~24'35"

10-101451

M-PGC-00006504

SDR20

NOTE CF

NOTE CF

NOTE CF

S CALE

NOTE 00

NOTE TS

NOTE JS

NOTE TS

TNSTR

NOTE PC

~ TP

RED KI

BKB TP

TRGET

OBS FI

<< M-PGC-00006505 >>
POS TP 1002 Nrth 57.781 East -68.311 Ely -2.928
Code Li STCV

OBS EI
P05 TP
CBS FI
POS TP
CBS FI
POS TP
OBS FI
P05 TP
CBS FI
--jS TP
CBS FI
POS TP
CBS FI
POS TP
CBS FI
POS TP
CBS FI
0001-1003
1003
0001-1004
1004
0001-1005
1005
0001-1006
1006
0001-1007
1007
0001-1008
1008
0001-1009
1009
0001-1010
1010
0001-1011
P(ThS TP 1011
OBS FI 0001-1012
Dist
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 Code
 229.762
 1004
 -181.285
 1004
 90.512
 Li
 75.891
 Li
 90.442
 Li
 86.454
 Li
 95.442
 Li
 95.298
 Li
 99.582
 Li
 99.265
 Li
 92.262
 Li
 90.547
 Li
 87.792
 Li
 82.467
 Li
 70.122
 Li
 58.559
 Li
 54.402
 Li
 30.974
 Li
 Dist 28.112
 Code Li
 V.obs 88~38'40"
 East -141.056
 V.obs 9i~09'00"
 East -49.292
 V.obs 90~44|45|l
 East -26.533
 V.obs 91~07'55"
 East -4.890
 V.obs 90~49~45|l
 East 7.803
 V.obs 91~14'15"
 East 17.591
 V.obs 9i~17'20"
 East 30.043
 V.obs 91M11'30
 East 38.545
 V.obs 91~10'30"
 East 44.709

V.obs 90~37'25"
H.obs 4~04'10"
Ely 4.436
H.obs 113~i0'45'
Ely -2.816
H.obs 129~07'20"
Ely -2.177
H.obs 143~14'45"
Ely -2.885
H.obs 150~40'40"
Ely -2.441
H.obs i57~i0'40'
Ely -2.992
~Lobs 166A12'00"
Ely -2.975
H.obs i79~432'15"
Ely -2.458
H.obs 201~28'10"
Ely -2.116
H.obs 189~38'55"
10-101451

M-PGC-00006505

<< M-PGC-00006506 >>

TP 1012
FI 0001-1013
1013
0001-1014
1014
0001-1015
1015
0001-1016
1016
0001-1017
1017
0001-1018
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0001-1019
1019
0001-1020
1020
0001-1021
1021
0001-1022
Nrth 20.402
Code Li
Dist 20.432
Code Li
Nrth 12.494
Code Li
Dist 41.972
Code Li
Nrth 9.021
Code Li
Sep-18-01 08:04
Dist 58.282
Code Li
Nrth 35.023
Code Li
Dist 57.552
Code Li
Nrth 36.188
Code Li
Dist 56.972
Code Li
Nrth 38.281
Code Li
Dist 62.902
Code Li
Nrth 43.636
Code Li
Dist 72.372
Code Li
Nrth 48.150
Code Li
Dist 74.642
Code Li CLOSE
Nrth 47.745
Code Li CLOSE
Dist 73.992
Code L2 STCV
Nrth 51.028
Code L2 STCV
Dist 68.422
East 19.337
V.obs 91~03'20"
East -16.162
V.obs 90~18'25'

East -40.990
 V.obs 91~39'30'
 East -46.554
 V.obs 92~15'20'
 East -44.693
 V.obs 93~24'50"
 East -42.058
 V.obs 93~04'05"
 East -45.180
 V.obs 90~45'55
 East -54.021
 V.obs 88~28'40"
 East -57.340
 V.obs 94~38'55"
 East -53.245
 V.obs 96~34~05!
 Ely -1.306
 H.obs 9Th53'25"
 Ely -1.376
 H.obs 68~35'40"
 Ely -1.225
 H.obs 93~08'i5"
 Ely -2.687
 H.obs 95~i0'50"
 Ely -3.265
 H.obs 98~29'30"
 Ely -4.392
 Ely -4.367
 H.obs 97~53I40T
 Ely -1.967
 H.obs 95~58'00"
 Ely 0.983
 H.obs 99~A57'55"
 Ely -6.997
 H.obs 101~49'40"
 10-101451 M-PGC-00006506

POS
 CBS
 POS TP
 OBS FI
 POS TP
 NOTE TS
 CBS FI
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<< M-PGC-00006507 >>
1022
0001-1023
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0001-1024
1024
0001-1025
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0001-1026
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0001-1027
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0001-1028
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0001-1031
1031
0001-1032
Code L2
Nrth 48.601
Code L2
Dist 58.542
Code L2
Nrth 40.917
Code L2
Dist 52.892
Code L2
Nrth 33.916
Code L2
Dist 46.942
Code L2
Nrth 26.655
Code L2
Dist 31.992
Code L2
Nrth 21.651
Code L2
Dist 27.592
Code L2
Nrth 21.158
Code L2
Dist 25.262
Code L2
Nrth 20.683
Code L2
Dist 28.722
Code L2 L3 STCV
Nrth 25.659
Code L2 L3 STCV
Dist 35.812
Code L3
Nrth 31.993
Code L3
Dist 40.632
Code L3
Nrth 36.944
Code L3
Dist 47.582
East -47.520
V.obs 99~A21'15"
East -40.772
V.obs 1001A56'40"

East -39.324
 V.obs 10Th06'15"
 East -37.145
 V.obs 108~30'05"
 East -21.252
 East -14.293
 V.obs 115~17'40"
 East -9.688
 V.obs 113~53'05"
 East -5.595
 V.obs 113~56'35"
 East -6.906
 V.obs 111~25'05"
 East -8.121
 V.obs 10Th53'55"
 Ely -8.826
 H.obs 101~17'05"
 Ely -10.515
 H.obs 96~57'35"
 Ely -11.042
 H.obs 91~50'45"
 Ely -11.643
 H.obs 101~43'00"
 Ely -11.152
 H.obs 112~08'30"
 Ely -11.457
 H.obs 121~05'05"
 Ely -11.794
 H.obs 133~52'55"
 Ely -12.629
 H.obs 134~00'10"
 Ely -15.533
 H.obs 133~47'10"
 Ely -15.837
 I-Lobs 134~25'10"
 10-101451 M-PGC-00006507

Pos
 P05
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<< M-PGC-00006508 >>
POS TP 1032
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0001-1033
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0001-1034
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0001-1035
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0001-1036
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0001-1037
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0001-1038
1038
0001-1039
1039
0001-1040
1040
CBS FI
POS TP
NOTE TS
~. 3 FI 0001-1041
POS TP 1041
Code L3
Nrth 44.328
Code L3
Dist 53.552
Code L3
Nrth 50.918
Code L3
Dist 59.682
Code L3
Nrth 57.962
Code L3
Dist 66.272
Code L3
Nrth 64.880
Code L3
Dist 67.252
Code L3
Nrth 65.201
Code L3
Dist 65.672
Code L3
Nrth 62.239
Code L3
Dist 62.072
Code L3
Nrth 57.316
Code L3
Dist 56.272

Code L3
 Nrth 49.513
 Code L3
 Dist 49.942
 Code L3
 Nrth 42.609
 Code L3
 Sep-18-01 08:14
 Dist 44.292
 Code L3 L2
 Nrth 38.632
 Code L3 L2
 East -9.231
 V.obs 105~31'50"
 East -8.341
 V.obs 1031A21'55"
 East -3.463
 V.obs 101~A22'05"
 East 3.441
 V.obs 1021A16'15"
 East 8.202
 V.obs 101~A48'50"
 East 16.070
 V.obs 102'A29'00"
 East 19.692
 V.obs 104~42'35"
 East 22.601
 V.obs 110~A05'35"
 East 19.602
 V.obs 112~33'25'
 East 13.440
 Ely -15.623
 H.obs 136~52IS0t
 Ely -15.338
 H.obs 142~45I50
 Ely -14.796
 H.obs 149~13'10'
 Elxr -14.063
 H.obs 153~21'10'
 Ely -15.293
 H.obs 160~A39'40"
 Ely -14.445
 H.obs 165~08'40"
 Ely -14.417
 H.obs 170~43'05"
 Ely -15.289
 H.obs 170~A53'15"
 Ely -18.157
 H.obs 165A22'00"
 Ely -17.990
 10-101451 M-PGC-00006508
 OnS
 P05
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 P05
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 P05
 CBS
 P05

<< M-PGC-00006509 >>

CBS FI 0001-1042 Dist 54.682

V.obs 1153A37'45't

H.obs 161~13'40"

Code L3

1042

0001-1043

1043

0001-1044

1044

0001-1045

1045

0001-1046

1046

0001-1047

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0001-1048

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0001-1049

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0001-1050

1050

0001-1051

Nrth 47.612

Code L3

Dist 50.582

Code L3

Nrth 43.847

Code L3

Trget ht 8.700

Dist 44.902

Code L3

Nrth 39.727

Code L3

Dist 44.472

Code L3

Nrth 39.389

Code L3

Dist 48.912

Code L3

Nrth 44.231

Code L3

Dist 54.412

Code L3

Nrth 49.976

Code L3

Dist 56.882

Code L3

Nrth 52.542

Code L3

Dist 56.462

Code L3

Nrth 51.320

Code L3

Dist 52.482

Code L3

Nrth 46.811

Code L3

IDist 52.582

Code EL

East 12.797

V.obs 117~406'35'

East 10.228

V.obs 11Th12'50"

East 4.033

V.obs 117~32'45"

East -1.806

V.obs 114~A57'20"
 East -3.174
 V.obs 113~17'30"
 East 0.309
 V.obs 111?A59'10"
 East 4.619
 V.obs 112~46'45"
 East 8.736
 East 9.885
 V.obs 115~24'10"
 Ely -24.652
 H.obs 159~18'50'
 Ely -24.050
 H.obs 151~58'50"
 Ely -24.234
 H.obs 143~33'30"
 Ely -24.266
 H.obs 142~04'45"
 Ely -24.336
 H.obs 146~32'15"
 Ely -25.215
 H.obs 151~12'25"
 Ely -24.995
 H.obs 155~50'40"
 Ely -25.561
 H.obs 158~06'25~'
 Ely -25.271
 H.obs 152~01'35"
 10-101451 M-PGO-00006509
 ~ TP
 1-
 OBS FI
 205 TP
 TRGET
 CBS FI
 POS TP
 CBS Fi
 POS TP
 CBS FI
 - .~ TP
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 P05
 CBS
 P05
 CBS
 PC)S
 CBS
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 TP
 FI

<< M-PGC-00006510 >>
TP 1051
FI 0001-1052
1052
0001-1053
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0001-1054
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0001-1055
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0001-1056
1056
0001-1057
1057
0001-1058
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0001-1059
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0001-
1060
FOB TF
TRGET
OBS FI
FOS TF
OBS EI
FOS TP
OBS FI
FOB TP
S FI
FOS TP
OBS FI
FOB TP
OBS EI
FOS TP
OBS FI
POS TP
ORB FI
FOB TP
OBS FI 0001-1061
1060
Nrth 47.251
Code EL
Dist 50.422
Code EL
Nrth 45.010
Code EL
Trget ht 5.200
Dist 59.892
Code L2
Nrth 51.131
Code L2
Dist 63.492
Code L2
Nrth 55.213
Code L2
Dist 66.272
Code L2
Nrth 58.445
Code L2
Dist 72.382
Code L2
Nrth 63.946
Code L2
Dist 81.502
Code L2

Nrth 76.977
Code L2
Dist 82.302
Code L2
Nrth 79.584
Code L2
Dist 87.302
Code L2
Nrth 85.225
Code L2
Dist 87.282
Code L2
Nrth 86.445
Code L2
Dist 94.822
East 4.835
V.obs 116~38'50"
East 2.256
V.obs 10Th37'15"
East 28.759
V.obs 98~58'30"
East 29.741
V.obs 98~17'40"
East 29.744
V.obs 99~21'35"
East 31.803
V.obs 97~35'25"
East 24.517
V.obs 97~17'00"
East 18.197
V.obs 94~49l45!t
East 17.445
V.obs 95~08'50'
East 9.164
V.obs 9Th15'05"
Ely -26.256
H.obs 149~03'10"
Ely -26.314
H.obs 175~32'20"
Ely -12.264
H.obs 174~29'35"
Ely -10.105
H.obs 173~09'20"
Ely -9.760
H.obs 172~37'35"
Ely -11.971
H.obs 163~51'00"
Ely -10.965
H.obs 159~03'45"
Ely -10.634
H.obs 157~45'05"
Ely -7.549
H.obs 152~14'05"
Ely -8.030
H.obs 148~56'15"
10-101451 M-PGC-0000651 0
FOB
OBS

<< M-PGC-00006511 >>
1061
P05 TP
CbS FI
P05 TP
NOTE TS
CBS EI
POS TP
TRGET
CBS FI
P05 TP
TRGET
C 3 FI
P05 TP
TRGET
CBS FI
POS TP 1066
TRGET
CBS FI
P05 TP
TROET
CBS FI
P05 TP
TRGET
0001-1062
1062
0001-1063
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0001-1064
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0001-1065
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0001-1066
0001-1067
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0001-1068
1068
Code L2
Nrth 94.560
Code L2
Dist 98.262
Code L2 CLOSE
Nrth 98.226
Code L2 CLOSE
Sep-18-01 08:38
Dist. 161.392
Code TL1
Nrth -3.685
Code TL1
Trget ht 12.100
Dist 154.482
Code TL1
Nrth 33.648
Code TL1
Trget ht 8.700
Dist 162.482
Code TL1
Nrth 95.316
Code TL1
Trget ht 6.000
Dist 825.812
Code TL2~
Nrth 754.977
Code TL2
Trget ht 8.700

Dist 179.262
Code TL1
Nrth 141.426
Code TL1
Trget ht 6.000
Dist 776.482
Code TL2
Nrth 716.422
Code TL2
Trget ht 8.700
East 4.549
V.obs 91~28|35|I
East -0.726
V.obs 89~5|15"
East 161.349
V.obs 89~44|35|T
East 150.771
V.obs 90~40|45|T
East 131.573
V.obs 89~44'10"
East -334.604
V.obs 90~28'35"
East 110.141
V.obs 89~46'00"
East -299.421
Ely -5.578
H.obs 145~45|35|t
Ely -2.732
H.obs 23Th29'30"
Ely 0.211
H.obs 223~36'10"
Ely -6.407
H.obs 200~15'45"
Ely -5.625
H.obs 122~16'50"
Ely 2.817
H.obs 184~05'40"
Ely -5.190
H.obs 123~30t05!
Ely 2.175
10-101451 M-PGC-0000651 1

<< M-PGC-00006512 >>
0001-1069
1069
0001-1070
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0001-1071
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0001-1072
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0001-1073
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0001-1074
1074
0001-1075
1075
0001-1076
1076
0001-1077
Dist 261.362
Code TL1
Nrth 258.435
Code TL1
Trget ht 6.000
Dist 717.202
Code TL2
Nrth 667.979
Code TL2
Trget ht 8.700
Dist 294.812
Code TL1
Nrth 291.900
Code TL1
Dist 658.662
Code TL2
Nrth 617.727
Code TL2
Dist 279.282
Code PPOLE
Nrth 279.253
Code PPOLE
Dist 335.122
Code SIEI
Nrth 334.613
Code SIEI
Trget ht 6.000
Dist 422.652
Code TL2
Nrth 416.424
Code TL2
Dist 345.492
Code TL2
Nrth 344.431
Code TL2
Trget ht 8.700
Dist 342.322
Code TL2
V.obs 89~25'00"
East 38.912
V.obs 89~48'10"
East -261.106
V.obs 90~14'10"
East 41.313
V.obs 89~50'00"
East -228.572
V.obs 89~22'05"

East 2.586
 V.obs 89~51'55"
 East -18.431
 V.obs 89~55'20"
 East -72.282
 V.obs 90~14'25"
 East -27.015
 V.obs 90~10'50"
 H.obs 154~44'45"
 Ely -1.038
 H.obs 124~50'00"
 Ely 1.479
 H.obs 154~14'20"
 Ely -4.913
 H.obs 125~52'40"
 Ely -1.775
 H.obs 146~42'50"
 Ely -0.618
 H.obs 143?AO1'50"
 Ely -2.910
 H.obs 136~20'10"
 Ely -0.423
 H.obs 141~41'55"
 Ely -2.446
 H.obs 144~55'05"
 10-101451 M-PGC-0000651 2
 OBS FI
 I- ' TP
 TROET
 OBS FI
 POS TP
 TRGET
 OBS FI
 POS TP
 OBS FI
 P05 TP
 (- 3 FI
 P05 TP
 OBS EI
 POS TP
 TRGET
 OBS FI
 P05 TP
 CBS FI
 POS TP
 4ET
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<< M-PGC-00006513 >>
P05 TP 1077
NOTE TS
ThGET
CBS FI
0001-1078
POS TP 1078
CBS FI 0001-1079
POS TP
TROET
CBS FI
1079
0001-1080
POS TP 1080
NOTE TS
N TP 1080
NOTE TL
NOTE TL
BKB TP
TRGET
CBS FI
1080-0001
1080-0001
P05 TP 0001
TRGET
CBS FI
1080-1081
P05 TP 1081
~mN TP 1081
NOTE TL
NOTE TL
Nrth 342.236
Code TL2
Sep-18-01 08:48
Trget ht 12.000
Dist 391.322
Code TL2
Nrth 390.609
Code TL2
Dist 432.082
Code TL2
Nrth 427.805
Code TL2
Trget h.t 8.000
Dist 298.682
Code RP2 S1W3
Nrth 227.242
Code RP2 S1W3
Sep-18-01 09:01
Nrth 227.242
Theo ht 5.100
EDM tol. error: Pt
East -7.559
V.obs 90~23'45"
East 23.444
V.obs 90~45'50"
East 60.367
V.obs 91~36'00"
East 193.655
East 193.655
Code RP2 S1W3
0001 0.297
Pt: 0001 0-08'30"
V.obs tol. error:
Azimuth 220~26'15'

Trget ht 8.700
Dist 298.642
Code X
Nrth 0.198
Code X
Trget ht 6.000
Dist 59.632
Code 51W2 RP3
Nrth 254.477
Code 51W2 RP3
Nrth 254.477 East 140.658
Theo ht 5.000 Code 51W2 RP3
EDM tol. error: Pt: 1080 0.205
V.obs tol. error: Pt: 1080 0-29'32"
V.obs 87~16'40"
East 0.169
V.obs 87~43'55"
East 140.658
Ely -4.776
H.obs 149~37'Q5'
Ely -9.700
H.obs 154~12155!
Ely -12.757
H.obs 186~37'15"
Ely -11.338
Ely -11.338
H.obs 6~16'45"
Ely -0.752
H.obs 83~02'25"
Ely -9.878
Ely -9.878
10-101451 M-PGC-0000651 3

<< M-PGC-00006514 >>
FI 1081-1083
TP 1083
BKB TP 1081-1080
CBS FI 1081-1080
P05 TP 1080
CBS FI 1081-1082
POS TP 1082
NOTE TS
NOTE
CBS
P05
NOTE
NOTE
C~-S FI 1081-1084
POS TP 1084
NOTE
NOTE TS
CBS FI
P05 TP
NOTE
CBS FI
POS TP
CBS FI
P05 TP
CBS FI
1081-1085
1085
1081-1086
1086
1081-1087
1087
1081-1088
H.obs 263~05'40"
V.obs 90~56'05'
East 193.832
V.obs 90~35'40"
East 182.467
Azimuth 11Th11'55"
Dist 59.792
Code X S1W3
Nrth 227.151
Code X S1W3
Dist 45.772
Code A
Nrth 235.852
Code A
Sep-18-01 09:13
-PARTIAL PHOTOCOPY
Dist 43.252
Code B
Nrth 240.265
Code B
-POSSIBLE DUPLICATE
-PICTURE 13 16-17
Dist 44.832 V.obs 91~08'30"
Code C
Nrth 243.918 East 184.220
Code C
-BLANK CHECK 0159 ACCOUNT SAEED AL GHAMDI
Sep-18-01 09:24
Dist 47.852
Code D
Nrth 256.150
Code D

-SWISS ARMY KNIFE
Dist 54.102
Code E
Nrth 265.595
Code E
Dist 57.092
Code E
Nrth 268.386
Code E
Dist -0.098
CF PASSPORT ALBAIIAIT
V.obs 90~55'35"
East 181.502
OF CHECK FOR SAEED
V.obs 91~54'20"
East 188.454
V.obs 92~14'10"
East 193.563
V.obs 92~16'25"
East 195.983
V.obs 0~00'00"
H.obs 263~05'40"
Ely -11.853
H.obs 259~54'30"
Ely -11.353
ROLL 9 PHOTO 18-20
H.obs 255~04'55"
Ely -11.577
AL OHANDI ROLL 9
H.obs 249~31'15"
Ely -11.771
H.obs 233~53'30"
Ely -12.469
H.obs 224~01'40"
Ely -12.989
H.obs 221~47'00"
Ely -13.143
H.obs 214~37'20"
10-101451 M-PGC-0000651 4

<< M-PGC-00006515 >>
 1088
 1081-1089
 1089
 1081-1090
 1090
 1081-1091
 1091
 1081-1092
 1092
 1081-1093
 1093
 1081-1094
 1094
 1081-1095
 1095
 1081-1096
 1096
 1081-1097
 Code F
 Nrth 254.477 East 140.658
 Code F
 -SAUDI PASSPORT C573895
 Dist 46.632 V.obs 91~53I15I
 Code G
 Nrth 271.328 East 184.112
 Code G
 Dist 49.152 V.obs 92~03I00I
 Code H
 Nrth 281.797 East 181.480
 Code H
 Dist 50.672 V.obs 91~58'05"
 Code I
 Nrth 289.189 East 177.532
 Code I
 Dist 71.782 V.obs 92A26'10'
 Code J
 Nrth 302.991 East 193.476
 Code J
 -MULTIPURPOSE TOOL
 Sep-18-01 09:34
 Dist 66.842
 Code K
 Nrth 288.816
 Code K
 Dist 62.512
 Code L
 Nrth 250.139
 Code L
 Dist 71.892
 Code M
 Nrth 277.091
 Code M
 Dist 59.522
 Code SiWi
 Nrth 281.305
 Code SiWi
 Dist 47.192
 V.obs 92~26'10"
 East 197.934
 V.obs 87~44'50"
 East 78.346
 V.obs 88~40'05"
 East 72.436
 V.obs 89~02I15I

East 87.535
 V.obs 92~14'40"
 Ely -9.878
 H.obs 214~42'00"
 Ely -12.414
 H.obs 202~06'10"
 Ely -12.636
 H.obs 192~37'30"
 Ely -12.618
 H.obs 193~19'40"
 Ely -13.929
 H.obs 204~57'05"
 Ely -13.719
 H.obs 51~54'50"
 Ely -8.421
 H.obs 74~14'05"
 Ely -9.207
 H.obs 82~41'25"
 Ely -9.878
 H.obs 24Th34'30"
 10-101451 M-PGC-0000651 5
 POS TP
 Nu ~E
 OBS FI
 P05 TP
 OBS FI
 POS TP
 OBS FI
 POS TP
 OBS FI
 POS TP
 NOTE
 NOTE TS
 OBS FI
 POS TP
 OBS FI
 P05 TP
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<< M-PGC-00006516 >>
1097
1081-1098
1098
1081-1099
1099
1081-
1100
1081-
P05 TP
O~5 FI
P05 TP
NOTE TS
CBS FI
POS TP
CBS FI 1100
POS TP
CBS FI 1101
POS TP
CBS FI 1102
POS TP
CBS FI
POS TP
CBS FI
POS TP
CBS FI
P05 TP
PE TS
CBS FI 1081-1106
1101
1081-
1102
1081-1103
1103
1081-1104
1104
1081-1105
1105
Code N
Nrth 244.931
Code N
Dist 58.972
Code C
Nrth 242.507
Code C
Sep-18-01 09:45
Dist 34.502
Code P
Nrth 260.686
Code P
Dist 73.642
Code Q
Nrth 286.321
Code Q
Dist 82.482
Code R
Nrth 282.871
Code R
Dist 84.922
Code S
Nrth 281.242
Code S
Dist 61.312
Code T
Nrth 267.323

Code T
Dist 83.332
Code U
Nrth 182.301
Code U
Dist 83.902
Code V
Nrth 175.420
Code V
Sep-18-01 09:55
Dist 129.322
Code W
East 186.837
V.obs 91~40'05"
East 198.377
V.obs 91~13F35rl
East 174.589
V.obs 92~22l10l
East 206.989
V.obs 92~43'25"
East 217.999
V.obs 92A40'20"
East 221.155
V.obs 92~26'40"
East 200.552
V.obs 89~38'30"
East 182.306
V.obs 89~15'50"
East 168.734
V.obs 89~07'40"
Ely -12.726
H.obs 247~36'45"
Ely -12.594
H.obs 225~3ll30l
Ely -11.616
H.obs 210~15'05"
Ely -13.922
H.obs 215~44'10"
Ely -14.797
H.obs 217~30'15"
Ely -14.837
H.obs 223~47'25"
Ely -13.493
H.obs 295~54'35"
Ely -10.357
H.obs 306~20'40"
Ely -9.800
H.obs 316~32'45'
10-101451 M-PGC-0000651 6

<< M-PGC-00006517 >>
1106
1081-1107
1107
1081-1108
1108
1081-1109
1109
1081-1110
1110
1081-1111
1111
1081-1112
1112
1081-1113
1113
1081-1114
1114
1081-1115
1115
1081-1116
Nrth 126.888
Code W
Dist 132.652
Code X
Nrth 144.070
Code X
Dist 86.632
Code Y
Nrth 238.519
Code Y
Dist 100.342
Code Z
Nrth 285.955
Code Z
Sep-18-01 13:37
Dist 91.672
Code AA
Nrth 340.805
Code AA
Dist 67.952
Code BB
Nrth 266.127
Code BB
Dist 79.622
Code CC
Nrth 260.903
Code CC
Dist 97.442
Code DD
Nrth 228.761
Code DD
Dist 99.302
Code FF
Nrth 214.796
Code EF
Dist 99.872
Code GO
Nrth 214.338
Code GO
Dist 92.462
East 161.666
V.obs 90~14145l
East 214.186
V.obs 92~07"15"

East 225.747
V.obs 92~47'30"
East 235.809
V.obs 92~14!30!
East 171.290
V.obs 92~24'45"
East 207.543
V.obs 92~20'35"
East 219.953
V.obs 91~54'05"
East 234.590
V.obs 91~40'30"
East 231.641
V.obs 91~40'30"
East 232.062
V.obs 90~56~40
Ely -8.909
H.obs 292~14'00"
Ely -11.447
H.obs 246~3!05"
Ely -14.084
H.obs 217~35'25"
Ely -15.765
H.obs 165'A25'55"
Ely -14.463
H.obs 22%00'55"
Ely -13.738
H.obs 231~15'45"
Ely -14.133
H.obs 251~12'25"
Ely -14.111
H.obs 259A27'35"
Ely -13.780
H.obs 259~36'15"
Ely -13.797
H.obs 272~01'35"

10-101451

M-PGC-0000651 7

P05 TP
CBS FI
P05 TP
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P05 TP
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P05 TP
NOTE TS
CBS FI
POS TP
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P05 TP
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CBS FI
POS TP
CBS FI

<< M-PGC-00006518 >>
POS TP 1116
O~s FI 1081-1117
P05 TP 1117
NOTE TS
OBS FI 1081-1118
P05 TP 1118
* END OF REPORT *
Code HH
Nrth 199.967
Code HH
Dist 86.272
Code II
Nrth 202.388
Code II
Sep-18-01 14:42
Dist 102.462
Code JJ
Nrth 283.871
Code JJ
East 215.327
V.obs 90~52'35"
East 209.418
V.obs 92~53'50"
East 238.677
Ely -12.402
H.obs 273~02'30"
Ely -12.197
H.obs 219~12'10'
Ely -16.057
10-101451 M-PGC-0000651 8

IMAGECD :
INPUTBATCH : 1st Batch of 1A1B1C's delivered in August
RPTTEXT01 : 1
EDIT_DATE = 10/30/2003
CREATE_DATE = 08/19/2003
SOURCE_ACCN = 16742

BEGPRODNO : M-INT-00066916
BEGBATES : 265A-NY-280350-302~18306
DATE = 09/25/2001
FBIDESCR : INTERVIEW OF JACK GRANDCOLAS, ICF SF 2442
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : 09/25/2001

The following pertains to lead control number SF 2442.

JACK GRANDCOLAS [redacted] was advised of the identity of the interviewing Agent and the purpose of the interview.

GRANDCOLAS' date of birth is [redacted]

The following information pertains to GRANDCOLAS' wife LAUREN GRANDCOLAS, who was killed in the crash of United Airlines Flight 93 on September 11, 2001.

True Name: LAUREN ANN GRANDCOLAS

Maiden Name: LAUREN ANN CATUZZI

Date of Birth: August 31, 1963

Social Security: 024-44-8807

Last Known Address: [redacted]

Telephone Number: [redacted]

Addresses Outside of the United States: None

Occupation: Marketing Department at Good Housekeeping Magazine, San Francisco, California.

Security Clearances: None

Military Service: None

09/25/2001 [redacted]

265A-NY-280350-302

09/25/2001

9/11 Law Enforcement Privacy

[PDF page 1]

265A-NY-280350-302

JACK GRANDCOLAS

09/25/2001

2

Reason For Travel: Traveled from San Francisco to Newark, New Jersey to attend grandmother's funeral. Flight 93 was the return trip to the Bay Area.

Luggage Information: One Green duffle bag (Carry-on item)
One purse

Method of Payment: Credit Card

Last Contact: LAUREN GRANDCOLAS left a message on her husband's telephone answering machine at approximately 6:00 a.m., Pacific Standard Time on September 11, 2001.

Ethnicity: Caucasian

Pertaining to next of Kin: LARRY CATUZZI (Father of Lauren Grandcolas)

Address: [REDACTED]

Telephone Number: [REDACTED] - Home
[REDACTED] Cellular

Second Home: [REDACTED]

Mailing address for second home: [REDACTED]

Telephone Number for second home: [REDACTED]

Victim Witness brochures were provided to JACK GRANDCOLAS and LARRY CATUZZI.

[PDF page 2]

9/11 First Responder/Family Privacy

BEGPRODNO : M-INT-00041538
BEGBATES : 265A-NY-280350-IN~10761
DATE = 09/24/2001
FBIDESC : RE CONTACT WITH WILLIAM M DONNELLAN, ICF SF2461
INPUTBAT : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : 265A-NY-280350-SF
DHP:dhp

9/11 Law Enforcement Privacy

"Reference Lead Control Number SF 2461."

The following investigation was conducted by SA [REDACTED]

AT GREENBRAE, CALIFORNIA

On 9/24/01, WILLIAM M. DONNELLAN, Fraud/Loss Investigator, Washington Mutual, 401 Sir Francis Drake Boulevard, telephone [REDACTED] conducted a search of the database of employees, past and present, which was negative for a LAUREN ANN GRANDCOLAS. However, the search revealed a LAUREN CATUZZI GRANDCOLAS, of [REDACTED] maintains an account at their [REDACTED] branch. GRANDCOLAS has a date of birth of 8/31/63.

AT [REDACTED], CALIFORNIA

9/11 Personal Privacy

On 9/24/01, HILARY DOYLE, Financial Center Manager, Washington Mutual, [REDACTED] advised LAUREN CATUZZI GRANDCOLAS maintained an account with their branch and DOYLE was aware that GRANDCOLAS was one of the victims of United Airlines flight #93. DOYLE advised they maintain no fingerprints or thumbprint of GRANDCOLAS.

On 9/24/01, SA [REDACTED] FBI San Francisco, advised he is the point of contact POC with JACK GRANDCOLAS, husband of LAUREN ANN GRANDCOLAS, nee CATUZZI Deceased.

9/11 First Responder/Family Privacy

I:268dhp01.ins

[PDF page 1]

BEGPRODNO : M-INT-00155377
BEGBATES : 265A-NY-280350-302~112462
DATE = 02/19/2002
FBIDESC : FEDERAL AVIATION ADMINISTRATION'S EXECUTIVE SUMMARY
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 02/19/2002

On 02/01/2002, Detective [redacted] of the New Jersey State Police received a copy, via mail, of the FEDERAL AVIATION ADMINISTRATION's FAA Executive Summary for UNITED AIRLINES FLIGHT 93 (UA 93) from NORA ZABA, FAA Eastern Regional Office of Federal Security, 1 Aviation Plaza, Jamaica, N.Y. The report was provided to the FBI in response to a letter that was written to MARCUS ARROYO, manager for FAA's Eastern Regional Office of Federal Security, from FBI Newark Division on 01/15/2002 requesting same.

The report outlines the FAA's investigation into the hijacking and subsequent crash of UA 93 relative to the security operations at NEWARK INTERNATIONAL AIRPORT on 09/11/2001. Documents compiled in the report were gathered by FAA Special Agents in the course of their investigation. The report includes:

Executive Summary

Summary of Findings:

Section A - Screening of Overall Security Summary

Section B - Multiple Interviews

Section C - Dangerous Good/Cargo

Exhibits: Exhibit 1 - Digital Pictures of Terminal A/1 Checkpoint - taken 09/11/2001

Exhibit 2 - Listing of Screeners & Log Book entries for 09/11/2001

Exhibit 3 - Copies of re-certification of MDDs and X-ray machines

Exhibit 4 - Alarm Record Form & Maintenance Logs for ETD

Exhibit 5 - Alarm Record Form & Daily Maintenance Logs for CTX

Exhibit 6 - Screening Location Profiles

Exhibit 7 - EIR History

Exhibit 8 - Test Results of Fuel

Exhibit 9 - Passenger Manifest UA#93 - received from ACI

In addition, the FAA included other miscellaneous reports that pertained to the security of NEWARK INTERNATIONAL AIRPORT on 09/11/2001. All of these reports received from the FAA will be submitted to the file and are attached and made part hereto.

Investigation on
02/01/2002

at
Newark, New Jersey

File #
265A-NY-280350

Date dictated
2/1/2002

by [redacted]

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

[PDF page 1]

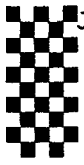
FD-302a (Rev. 10-6-95)

265A-NY-280350

Continuation of FD-302 of , On 02/01/2002 , Page 2

Moreover, these reports will be included in Newark's Investigative Summary.

[PDF page 2]



06/17/2004

To: JOHN RAIDS
From: JOHN TAMM

THE AIR NATIONAL
GUARD PILOT.

BEGPRODNO : M-INT-00058061
BEGBATES : 265A-NY-280350-302-13478
DATE : 09/11/2001
FBIDESC : CV1555 - STEPHEN O'BRIEN
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 Personal Privacy

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/12/2001

Lieutenant Colonel STEPHEN O'BRIEN of the Minnesota Air National Guard's 133 Airlift Wing, which is based out of Minneapolis-St. Paul International Airport was interviewed by agents. O'BRIEN, after being advised of the official identities of interviewing agents and the nature of the interview voluntarily provided the following information:

O'BRIEN provided a work telephone number of [REDACTED] and home telephone number of [REDACTED]. O'BRIEN is an aircraft commander of a C-130 transport aircraft.

On September 11, 2001, O'BRIEN and his crew, totaling six men in the C130 aircraft departed Andrews Air Force Base at approximately 9:30 a.m. The aircraft originally was planning on returning to its home base in Minnesota. Major SCHUMACHER, co-pilot of the aircraft, operated the aircraft taking off from Andrews Air Force Base northbound on runway 01 left. Andrews Air Force tower gave instructions to the plane, call sign GOFER 06, to climb and maintain 3,000 feet. GOFER 06 was instructed to make a left turn within three miles, to avoid restricted air space in Washington, D.C.

After following Andrews Air Force tower's instructions, O'BRIEN observed it was a clear day, commenting he had a nice view of the mall in Washington, D.C. with little to no air pollution.

GOFER 06 was heading 270 at 3,000 feet with a view of WASHINGTON NATIONAL AIRPORT. WASHINGTON NATIONAL tower then advised GOFER 06 to climb to 4,000 feet at the same heading of 270.

Five to ten minutes into GOFER 06's departure from Andrews Air Force Base, approximately 9:35 to 9:40 a.m., WASHINGTON NATIONAL tower advised GOFER 06 that there was fast moving traffic at GOFER 06's 12:00 o'clock position. The tower advised GOFER 06 that the aircraft was not "squawking," its TCAS instruments were not operating. O'BRIEN stated he, as well as his co-pilot, SCHUMACHER and the plane's navigator Lieutenant DIVITO observed the aircraft at approximately 4,000 to 5,000 feet at GOFER 06's 10:00

Investigation on 09/11/2001 at Vienna, Ohio

File # 265D-NY-280350 SUB TWIN TOWER BOMBINGS Date dictated

09/12/2001

by [REDACTED] 9/11 Law Enforcement Privacy

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[PDF page 1]

FD-302a (Rev. 10-6-95)

285D-NY-280360

Continuation of FD-302 of STEPHEN O'BRIEN , On 09/11/2001 , Page 2

o'clock position. The plane was approximately three to four miles from GOFER 06's position.

O'BRIEN stated the aircraft looked silver in color, a commercial type aircraft probably a 757. O'BRIEN did not observe any visible markings on the aircraft. O'BRIEN advised WASHINGTON NATIONAL tower that he had visual contact with the aircraft. O'BRIEN stated that the unidentified aircraft was not showing a mode 3 readout transponder. WASHINGTON NATIONAL tower asked O'BRIEN what the unidentified aircraft's elevation was. O'BRIEN advised WASHINGTON NATIONAL tower that the unidentified aircraft was northbound at approximately 3,000 to 4,000 feet, descending and appeared to be a 757. The unidentified aircraft then rolled its wings sharply continuing to descend at approximately 2,000 feet heading northeast. O'BRIEN commented that GOFER 06 might have been in the way of the unidentified 757, possibly explaining its sharp turn while continuing to descend.

The tower instructed GOFER 06 to follow the unidentified aircraft heading 080. O'BRIEN turned 080 heading toward the east. O'BRIEN was surprised to hear the tower's request, commenting it was highly unusual in that the unidentified aircraft was traveling at an estimated 400 plus knots, while GOFER 06 was traveling at approximately 200 knots. When GOFER 06 rolled out of its turn, O'BRIEN observed a fireball and smoke. O'BRIEN no longer saw the aircraft. O'BRIEN knew the plane had impacted north of WASHINGTON NATIONAL AIRPORT. O'BRIEN notified WASHINGTON NATIONAL tower that the unidentified aircraft had impacted the ground. O'BRIEN stated that a short time later, when he was approximately three miles away from the impact site, he advised WASHINGTON NATIONAL tower that the aircraft had struck the Pentagon. O'BRIEN asked WASHINGTON NATIONAL tower if GOFER 06 could be cleared to perform a damage assessment of the Pentagon.

WASHINGTON NATIONAL tower instructed GOFER 06 to turn left at 270, denying O'BRIEN's prior request. O'BRIEN turned sharply to the left heading 270 to avoid the smoke coming from the ground. O'BRIEN then flew GOFER 06 back to 4,000 feet heading 270.

O'BRIEN eventually had GOFER 06 climb to 27,000 feet heading to Minnesota. Sometime later, Cleveland Center instructed GOFER 06 to land at Youngstown-Warren Regional Airport.

Cleveland Center contacted GOFER 06, stating they were picking up an unidentified aircraft on their instruments. GOFER 06

[PDF page 2]

FD-302a (Rev. 10-6-95)

265D-NY-280350

Continuation of FD-302 of STEPHEN O'BRIEN

, On 09/11/2001 , Page 3

was notified that the unidentified plane was at GOFER 06's 12:00 o'clock position and wanted GOFER 06 to turn away from the plane. Seconds later, approximately 10:00 to 10:15 a.m., O'BRIEN observed a lone black cloud among several white clouds. The black cloud, was lower than GOFER 06, approximately 20 miles away. The cloud was described as being located at GOFER 06's 9:00 o'clock position. O'BRIEN advised Cleveland Center of his observations. Cleveland Center acknowledged, stating that the unidentified aircraft was now off their screen approximately 17 miles away from GOFER 06, at GOFER 06's 9:00 o'clock position. O'BRIEN was not sure what the smoke was, however, stated he did observe secondary smoke from a clearing in the clouds.

O'BRIEN continued his course and landed at Youngstown-Warren Regional Airport at approximately 10:45 a.m. O'BRIEN provided agents with the flight manifest for GOFER 06. The flight manifest is attached to this report.

[PDF page 3]

* * * COMMUNICATION RESULT REPORT (JUN. 17. 2004 4:33PM) * * *

FAX HEADER 1: 9-11 COMMISSION
FAX HEADER 2:

TRANSMITTED/STORED : JUN. 17. 2004 4:32PM

| FILE MODE | OPTION | ADDRESS | RESULT | PAGE |
|----------------|--------|------------|--------|------|
| 2971 MEMORY TX | | [REDACTED] | OK | 2/2 |

REASON FOR ERROR
E-1) HANG UP OR LINE FAIL
E-3) NO ANSWERE-2) BUSY
E-4) NO FACSIMILE CONNECTION9/11 Law Enforcement
Privacy

FAX

Date: June 17, 2004

To: [REDACTED] FBI

Fax: [REDACTED]

From: Tom Eldridge, 9/11 Commission

Fax: 202-358-3124

Re: Driver's Licenses and other Ids of the 9/11 hijackers

[REDACTED]

As we discussed, we are still hunting for good (color) copies of all U.S. identification documents obtained by the 9/11 hijackers. To date, we have obtained very few.

The attached list shows what we believe they had. The crossed-out ones we obtained from the FBI pursuant to a 9/11 Commission document request.

The starred ones are ones used in a public hearing before the Senate Government Affairs Committee on April 16, 2002. Mark Keam [REDACTED] Chief Counsel for Senator Richard Durbin, advises us that these exhibits came from the FBI. Although we took photos of the exhibits, we obviously would prefer to use original better images if you have them.

In addition, if you have images of the non-starred ones (that are not crossed out), we would like those as well. We have never seen copies of them.

- Tom

9/11 Personal Privacy

Someone who observed
Crash of 93

BEGPRODNO
BEGBATES
DATE
FBIDESC
INPUTBATCH
FULLTEXT

: M-INT-00162340
: 265A-NY-280350-302-116328
= 06/18/2002
: RICKY ALLEN SOUDERS
: NCTA_007 (2nd Batch of unredacted 302's delivered in October)
: 06/18/2002

9/11 Personal Privacy

RICKY ALLEN SOUDERS, date of birth [REDACTED]

home telephone number [REDACTED]

was

contacted at his residence. SOUDERS was advised of the identity of the contacting Agent and that he was being interviewed regarding his observations concerning the crash of United Airlines Flight 93 (UA93) on September 11, 2001. Thereafter, SOUDERS provided the following information:

SOUDERS advised on the morning of September 11, 2001, he was installing a foundation at the residence of JERRY and SHERRY COSTAIN (phonetic) on Mainheim Road, Stahlstown, PA. SOUDERS heard a roar and looked up to observe a large airplane fly overhead at 150 to 200 feet. SOUDERS described the roar as coming from the jet engines and being abnormally loud. SOUDERS could see black smoke coming from the engines, which he described as being like when the engines are throttled up. The airplane was traveling very fast and heading in an easterly direction. SOUDERS said the airplane was so low that he could see the rivets, as well as the colors and stripes on the plane. SOUDERS continued watching the airplane, which was rolling back and forth. The airplane rolled to the right until the right wing pointed toward the ground. The plane went back to a level position, then rolled to the left until the left wing pointed toward the ground. The plane continued rolling in this manner as it traveled in an easterly direction.

SOUDERS called 911 using his cell phone, cell phone number [REDACTED] SOUDERS reported his observations of the airplane, advising the airplane was in trouble and going down and that it was going to crash. SOUDERS told the 911 operator he could still see the airplane and that it was continuing to travel toward the east. SOUDERS advised from his location in Stahlstown, PA, he was able to see for about 15 to 20 miles and that he was able to see the airplane for several minutes. SOUDERS remained on the phone with the 911 operator, reporting his observations and answering the operator's questions. SOUDERS also provided the operator with his name and telephone number. As SOUDERS continued to watch, the airplane disappeared over the horizon. At the time

the airplane disappeared, it was rolling hard to the right with the right wing going well past perpendicular to the ground. SOUDERS was able to hear the airplane crash, but was not able to see a fireball or cloud of smoke.

SOUDERS advised that at the time, he was not aware of the other events occurring at the World Trade Center (WTC) or the Pentagon. After the airplane crashed, SOUDERS was informed by the COSTAINS that airplanes had hit the WTC and the Pentagon. He also turned on his radio, which was also reporting the events of that morning.

SOUDERS advised during the time he observed the airplane, the airplane was intact. SOUDERS added that he did not observe any other airplanes in the area.

06/18/2002Johnstown, PA(telephonically)

265A-NY-280350-PG06/18/2002

9/11 Law Enforcement Privacy

265A-NY-280350-PG
RICKY ALLEN SOUDERS06/18/2002

93 flight Data Recorder info.

BEGPRODNO : M-INT-00124732
BEGBATES : 265A-NY-280350-302~106714
DATE = 09/11/2001
FBIDESC : RICHARD J KETTELL
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

9/11 Personal Privacy

Date of transcription 09/11/2001

RICHARD J. KETTELL, Air Traffic Manager, Federal Aviation Administration FAA, Cleveland Air Route Traffic Control Center, 326 E. Lorain Street, Route 511, Oberlin, Ohio 44074, telephone number [REDACTED] cell phone [REDACTED] e-mail [REDACTED]@faa.gov was interviewed at his place of employment. KETTELL, after having been apprised of the official identity of the interviewing agents and that the nature of the interview concerned FAA recordings and flight data for a 9/11/2001, United Airlines UA Flight FLT. #93, en route from Newark, NJ to San Francisco, CA, KETTELL provided the following information:

9/11 Working-level Employee

KETTELL advised that [REDACTED] Air Traffic Control Facility was compiling the flight recordings for United Airline Flight 93. The interviewing agents reviewed along with [REDACTED] the flight recordings and radar data for UA FLT. 93.

The flight data recordings, maintained in Greenwich Mean Time GMT, indicate that there were the following voice transmissions:

| | TIME | AUDIO |
|----|------------------------------|---|
| 1. | 9:28:19 a.m. GMT 13.28.19 | Brief noise in cockpit of hollering, inaudible |
| 2. | 9:28:53 a.m. GMT 13.28.53 | Screaming sounds in cockpit |
| 3. | 9:32:02 a.m. GMT 13.32.02 | Male voice; the word "bomb" is heard |
| 4. | 9:39:15 a.m. GMT 13:39:15 | Male with Middle Eastern accent heard saying, "The captain would like you to remain seated. We have a bomb on board. We are going back to the airport until our demands are met. Remain quiet." |

Investigation on 9/11/2001 at Oberlin, Ohio

File # 265D-NY-280350-CV
by [REDACTED] 9/11 Law Enforcement Privacy

Date dictated 9/11/2001

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265D-NY-280350

Continuation of FD-302 of RICHARD J. KETTELL

, On 9/11/2001 , Page 2

In addition to the voice recordings information from the
flight data indicated the following:

| TIME | ACTION/COMMENT |
|--------------------------|--|
| 9:36:05 GMT 13:36:05 | UA FLT. 93 begins to turn from its assigned <u>flight</u> path to San Francisco. The airline begins to turnaround. |
| 9:39:00 GMT 13:39:00 | UA FLT. 93 completes turnaround and is flying eastbound. |
| 9:40:56 GMT 13:40:56 | UA FLT. 93, the aircraft's transponder is turned off. |
| 10:02:15 GMT 14:02:15 | UA FLT. 93, alters easterly <u>flight</u> path, turns due south/easterly. |
| 10:02:50 GMT 14:02:50 | UA FLT. 93, transponder is reactivated for approximately 20 seconds. The aircraft reports an altitude of 8,200 feet. |
| 10:03:59 GMT 14:03:59 | UA FLT. 93, <u>flight</u> goes into a "coast" pattern on control screen. Radar contact is lost. A subsequent report was received by the control facility from a military C-130 aircraft screen identifier GOFER06 of seeing smoke in the area where the plane was last tracked. |

[PDF page 2]

JEREMY GLICK

BEGPRODNO : M-INT-00015509
BEGBATES : 265A-NY-280350-302-95682
DATE : 09/11/2001
FBIDESC : ROBERT COMBS; LEAD 98
INPUTBAT : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/11/2001

On September 11, 2001, at approximately 8:45 AM, Special Agent SA [REDACTED] received a telephone call from ROBERT COMBS, employed by GTE AIRFONE, 2809 Butterfield Road, Oak Brook, Illinois. COMBS thereafter provided the following information:

COMBS advised he was relaying information from GTE AIRFONE employee LISA JEFFERSON, who was currently talking to a passenger on UNITED AIRLINES UA Flight 93, which had left Newark, New Jersey at 8:00 AM and was traveling to San Francisco, California. This passenger identified himself as TODD BEAMER, from Cranberry, New Jersey and he told JEFFERSON his flight had been hijacked by three Arab individuals. Two of the individuals were described by BEAMER as having knives, and the third had a bomb strapped to him. BEAMER was apparently sitting next to a flight attendant, who was relaying information to BEAMER. COMBS further advised that BEAMER stated the hijacker seemed to be aware of the fact that he was on the telephone, but that they did not seem to care.

COMBS advised his office was trying to patch BEAMER's phone call to SA [REDACTED] but GTE AIRFONE employees could not accomplish this task immediately. COMBS further advised his office did not have the capability to record BEAMER's conversation with JEFFERSON. COMBS then advised JEFFERSON was no longer talking to BEAMER, and that it appeared to her that BEAMER may have placed the phone on a seat or in the magazine pocket. JEFFERSON was reporting to COMBS that she could not hear any discernible conversations in the background.

At 9:03 AM, COMBS advised he believed the telephone call had been disconnected. It was at this time that COMBS advised the call had been received at GTE AIRFONE's Oak Brook, Illinois office via a cell relay near Pittsburgh, Pennsylvania.

At 9:11 AM, COMBS advise the call had not disconnected, and that the phone might be in the seat pocket.

At approximately 9:15 AM, COMBS advised he was putting JEFFERSON on the phone, and that a patch of BEAMER's phone call to

Investigation on
09/11/2001

at
Chicago, Illinois

telephonically

File #
265D-NY-280350
by [REDACTED]

Date dictated
09/11/2001

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9/11 Law Enforcement Privacy

265D-NY-280350

Continuation of FD-302 of COMBS, ROBERT

, On 09/11/2001 , Page 2

SA [REDACTED] was ready. Instead of patching BEAMER's call, a party line call ensued, in which Captain JOHN NOONAN of the NEW YORK STATE POLICE, advised he was currently on the phone with whom he believed was the mother-in-law of UA Flight 93 passenger JEREMY GLICK. Captain NOONAN advised the mother-in-law was relaying information her husband was currently obtaining from GLICK. GLICK, according to Captain NOONAN, described one of three hijackers as having a red box which was described as a bomb, and the others had knives. Captain NOONAN also stated he was told by GLICK's mother-in-law that the passengers had decided to rush the hijackers.

JEFFERSON asked BEAMER the location and number of passengers; BEAMER replied there were 10 passengers in the front of the plane, 27 passengers in the back, and 5 flight attendants. BEAMER had also stated he believed the plane had changed course. BEAMER also advised one or all of the hijackers had entered the cockpit, locked the door, and pulled the curtain. Captain NOONAN advised some screams were heard from GLICK's phone, and then things became quite. BEAMER was no longer heard from, but JEFFERSON report no noise other what appeared to be background noise.

No further contact with GLICK nor BEAMER was reported, and at 9:36 AM, both Captain NOONAN and JEFFERSON both stated they lost the phone calls.

The following individuals can be contacted at the below listed numbers:

ROBERT COMBS, GTE AIRFONE - [REDACTED]
and [REDACTED]
LISA JEFFERSON, GTE AIRFONE - [REDACTED]
Captain JOHN NOONAN, NEW YORK STATE POLICE - [REDACTED]
PHYLLIS JOHNSON, GTE AIRFONE - [REDACTED] (Was on
during party line call)
MARSHALL STARKMAN, VERIZON WIRELESS - [REDACTED] (Was
on during party line call, and had some involvement in
relaying GLICK's conversation)

[PDF page 2]

9/11 Personal Privacy

BEGPRODNO : M-INT-00000130
BEGBATES : 265A-NY-280350-302-11722
DATE = 09/12/2001
FBIDESC : LYZBETH GLICK
INPUTBAT : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

9/11 First
Responder/Family
Privacy

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/12/2001

[redacted] Lyzbeth Glick, white female, born [redacted] was interviewed at the summer residence of her parents, JoAnne and Richard Makely, [redacted] telephone [redacted]. Present during the interview were New York State Police Investigator [redacted] and Lyzbeth's parent's JoAnne and Richard Makely. After being advised of the identity of the interviewing agents and the nature of the interview, Lyzbeth Glick provided the following information:

On 09/11/2001, at approximately 9:30 a.m., a telephone call was received by Lyzbeth's mother, JoAnne Makely at Makely's Jewett, NY residence, telephone [redacted] from Lyzbeth's husband, Jeremy Logan Glick, male, born 09/03/1970, from a telephone on-board United Airlines Flight #93. Jeremy was supposed to have traveled on 09/10/2001; however, a fire at the Newark airport delayed his flight by a day. Jeremy left his residence in Hewitt, NJ, on 09/11/2001 for Newark International Airport to board Flight #93 en route, non-stop, to San Francisco, CA. Jeremy was presumably carrying only a small, wheeled, carry-on suitcase and a laptop computer on the flight. Jeremy was employed as a sales manager by Vividence, Inc., of San Mateo, CA, 415 305-6170, was en route to San Francisco for a meeting and was scheduled to return on 09/12/2001.

During the call, Jeremy initially spoke to his mother-in-law, JoAnne Makely and immediately asked to speak to his wife, Lyzbeth. After giving the telephone to Lyzbeth, JoAnne Makely contacted "911" via her cellular telephone [redacted]. Jeremy first told Lyzbeth that he loved her and then said that Flight #93 had been hijacked by three "Iranian-looking" males, with dark skin and bandanas ethnic type as opposed to hippie type on their heads. One of the males stated that he was in possession of a bomb in a red box and one was armed with a knife. Jeremy advised that the plane was approximately one hour out of Newark and that they were over land, although it felt as if they were circling instead of flying straight towards California. Jeremy advised Lyzbeth that the hijackers had herded the passengers into the rear of the plane and told them that if they did not crash into the World Trade

9/11 Law Enforcement Privacy

Investigation on
09/12/2001

at
Jewett, NY

File #
265D-NY-280350

Date dictated
09/12/2001

by [redacted]

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265D-NY-280350

Continuation of FD-302 of Lyzbeth Glick, On 09/12/2001, Page 2

Center, that they were going to blow-up the plane. One of the hijackers then told the passengers to call their loved ones. The three hijackers then entered the cockpit of the plane. Jeremy advised that he was unsure if the hijackers were going to crash or blow-up the plane.

The entire call lasted approximately fifteen to twenty minutes. Lyzbeth could not hear any unusual sounds in the background of the call and the connection was extremely clear, "as if he was calling from the next room." Jeremy was extremely calm, but sounded very concerned and confused. Jeremy advised that the Captain had not made any announcements and that the people were scared because they did not know what was happening.

Jeremy advised Lyzbeth that other passengers had contacted their wives and husbands and asked if it were true that people were crashing planes into the World Trade Center. Lyzbeth and her parents had been watching news coverage of the events on the television and were aware that at least one plane had crashed into the World Trade Center, but neither of the Towers had fallen at the time of Jeremy's call. Jeremy advised Lyzbeth that he and four other male passengers were contemplating "rushing" the hijackers and asked Lyzbeth if that was okay with her. Lyzbeth told Jeremy that she did not know if that was okay and asked Jeremy if any of the hijackers had guns, to which Jeremy replied they did not.

In a joking manner, as if ease Lyzbeth's concern, Jeremy advised that he and approximately four other male passengers were "going to get the butter knives." Jeremy then, seriously, told Lyzbeth that he and the other males were organizing to "rush" the hijackers. Jeremy told Lyzbeth that he loved her and asked her not to hang-up the telephone.

Lyzbeth remained on the phone for a few minutes then handed the telephone to her father, Richard Makely.

The Glick's have a three month old baby girl named Emerson Ferris Glick, born 06/18/2001.

[PDF page 2]

BEGPRODNO : M-INT-00000131
BEGBATES : 265A-NY-280350-302~11721
DATE = 09/12/2001
FBIDESCR : RICHARD MAKELY
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/12/2001

Richard Makely, white male of [REDACTED]

[REDACTED] was interviewed at his Jewett, NY, residence. Present during the interview was his wife, JoAnne Makely, white female, of the same addresses, and New York State Police NYSP Investigator [REDACTED]. Makely was apprised of the identities of the interviewers, the nature of the interview, and he provided the following information:

On 9/11/2001, sometime after 9:30a.m., while in his Jewett, NY, residence, Makely was put on the telephone with his son-in-law, Jeremy Logan Glick, who had been talking to Makely's daughter, Lyzbeth Glick. Jeremy had been talking to Lyzbeth as Jeremy was flying in an airplane that he had told her had been hijacked. Jeremy had just told Lyzbeth that he and four other airplane passengers were going to attempt to overtake the three hijackers, who were in the cockpit of the airplane. When Makely got the telephone from Lyzbeth, he only heard silence on the telephone, then three, four, or five minutes went by, and there were high pitched screaming noises coming over the telephone, that sounded like they were coming from a distance from the airplane telephone. Makely described the noises as sounding similar to the screams coming from individuals riding a roller coaster. There was then several minutes of silence on the telephone. Then Makely heard a series of high pitched screaming sounds again, followed by a noise which he described as "wind sounds." The "wind sounds" were followed by noises that sounded as though the airplane telephone was hitting a hard surface several times or banging around. Then there was silence on the telephone. During the screaming and other sounds that Makely heard, a telephone operator from Horizon broke into the telephone call and relayed the information to police officials. Makely was sure that the operator was from Horizon, not Verizon, and that there was a tape recording of the conversation. Makely and the telephone operator stayed on the telephone for approximately 1 1/2 hours, until approximately 10:45a.m., but never heard any further noises on the telephone. The telephone call was then terminated.

9/11 Law Enforcement Privacy

Investigation on 9/12/2001 at Jewett, NY

File # 265D-NY-280350

Date dictated 9/12/2001

by [REDACTED]

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BEGPRODNO : M-INT-00021713
BEGBATES : 265A-NY-280350-NK-744
DATE = 09/12/2001
FBIDESC : TERESA A. RIZZUTO; LIST OF 38 NAMES ON FLIGHT 93
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/12/2001

On 09/11/2001 United Airlines General Manager of Customer Service Teresa A. Rizzuto, provided the below listed Special Agent SA of the Federal Bureau of Investigation FBI with the following items:

1. Thirty-eight 38 airline boarding passes used by passengers to board United Airlines flight ninety-three 93 on 09/11/2001 at Gate seventeen 17 of terminal A at Newark International Airport. The following 38 names appear on the boarding passes:

Ahmed Alnami
Ahmad Alhaznawi
Ziad Jarrah
Saeed Alghamdi
William Caghaman
Mark Bingham
Edward Felt
Mark Rothenberg
Linda Gronlund
Thomas Burnett
Georgine Corrigan
Andrew Garcia
Jeremy Glick
Richard Guadagno
Honor Wainio
Patrick Driscoll
Marion itton partial last name
Waleska Martinez
Christian Adams
First Name Unknown Britton
Donald Greene
Christine nyder partial last name
Todd Beamer
TMR Kuge
Kristin Gould
Nicole Miller
John Talignani
Louis Nacke
Lauren Grandcolas

Investigation on 09/11/2001 at Newark, New Jersey

File # 265D-NY-280350 Date dictated 09/12/2001
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Continuation of FD-302 of

, On 09/11/2001 , Page 2

Joseph Deluca
Patricia Cushing
Alan Beaven
Jean Peterson
Colleen Fraser
Hilda Marcin
Jane Folger
Donald Peterson
Deora Bodley

2. Forty 40 airline ticket coupons and discarded parts of
airline tickets from various flights.

These items are being maintained as evidence at the
Newark office of the FBI.

[PDF page 2]