

BEGPRODNO : M-INT-00008897
BEGBATES : 265A-NY-280350-302-47851
DATE = 09/11/2001
FBIDESCR : JANE ALLEN, VICE PRESIDENT, AA FLIGHT ACADEMY SYSTEMS
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/12/2001

JANE ALLEN, Vice President Flight Services, American Airlines AA, AA Flight Academy, Systems Operations Center, 4601 Hwy 360, Fort Worth, Texas 76155, after being apprized of the identity of the interviewing agent, provided the following information:

On 09/11/2001, MS. ALLEN conducted a flight service system conference call. During the call MICHAEL WOODWARD, AA Flight Services Manager, Boston, told her that he received a telephone call from AA flight 11. The caller was flight attendant AMY SWEENEY. According to WOODWARD, SWEENEY's call came from either a cell telephone or an air phone on the aircraft.

The call from SWEENEY was initially received by EVY NUNEZ, manager on duty at AA Boston. NUNEZ became very distraught early in the conversation; WOODWARD took over the call from NUNEZ.

SWEENEY told WOODWARD that the flight had been hijacked and the number one flight attendant had been stabbed. The number one flight attendant was in the first class section of the aircraft. The number five flight attendant had also been stabbed in the business class section of the aircraft. According to SWEENEY, the number five attendant's injury was not life threatening. SWEENEY also relayed that one hijacker cut the throat of a passenger in business class. That passenger was believed to have died as a result of his wound.

SWEENEY believed there were three hijackers in the business class section of the aircraft. All three hijackers were of Middle Eastern decent. At least one of the hijackers spoke English very well. The hijackers occupied seats number 9B, 9E, 9G, and 10C.

SWEENEY described the atmosphere in the aircraft as calm while the hijacking was carried out. At one point, the hijackers gained access to the cockpit of the aircraft. SWEENEY further relayed to WOODWARD that after the hijackers entered the cockpit, the plane changed direction and began to descend rapidly. During

Investigation on 09/11/2001 at FORT WORTH, TEXAS
265D-NY-280350

File # 265D-HQ-1348101, 265D-WF-222811
by 9/11 Law Enforcement Privacy

Date dictated 09/12/2001

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September 8, 2003 3:21 pm

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265D-HQ-1348101,265-WF-222811,265D-NY-280350

Continuation of FD-302 of ALLEN, JANE , On 09/11/2001 , Page 2

the descent phase, SWEENEY attempted to contact the cockpit; she did not get a response.

WOODWARD asked SWEENEY if she could tell where they were. SWEENEY responded "I see water; I see buildings. Oh my God; Oh my God." No further communication was received from SWEENEY; the telephone call ended.

MICHAEL WOODWARD can be contacted at telephone number [REDACTED] KELLY COX, American Airlines Base Manager, Logan Airport, may have additional details regarding communication between SWEENEY and WOODWARD. She can be contacted at telephone number 617 968-5438.

JANE ALLEN is further described as follows:

Sex: Female
Race: [REDACTED]
Telephone number: [REDACTED]

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[PDF page 2]

BEGPRODNO
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FULLTEXT

: M-INT-00009278
: 265A-NY-280350-302~448
= 09/14/2001
: THEODORE KEPLER
: FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/14/2001

THEODORE KEPLER, Date of Birth [REDACTED]

[REDACTED] who is employed as a Pilot, First Officer, Northwest Airlin, Memphis, Tennessee, [REDACTED], was interviewed regarding his knowledge of suspected hijacker, WALEED ALSHERI, who was aboard American Airlines Flight 11 which hit the north tower of the World Trade Center. KEPLER provided the following information:

Earlier this morning while watching Cable News Network CNN, KEPLER heard the names of the suspected eighteen hijackers involved in Tuesday's attack on the World Trade Center and Pentagon. He recalled that he had a classmate at Embry Riddle Aeronautical University named WALEED ALSHERI who was from Saudi Arabia.

KEPLER stated that in January 1994, he enrolled as a freshman at Embry Riddle Aeronautical University, 600 South Clyde Morris Boulevard, Daytona Beach, Florida, 904/226-6000. In 1995, during KEPLER's sophomore year, he met WALEED ALSHERI, as they were both assigned to the same Airline Regulations course. During the semester, a casual relationship developed between KEPLER and ALSHERI.

KEPLER learned that ALSHERI was from Saudi Arabia and that [REDACTED] KEPLER advised that the Saudi Arabian students were paid by their government and that they were guaranteed pilots positions upon graduation. KEPLER added that the Saudi Arabian students needed only 300-400 flying hours to qualify as pilots as opposed to the United States standard of 3000-4000 hours.

Between 1995 and the Spring of 1998, KEPLER estimated that he and ALSHERI had taken three or four courses together. In the Spring of 1998, ALSHERI graduated and returned to Saudi Arabia. Following ALSHERI's graduation, [REDACTED]

Investigation on 09/14/01

at [REDACTED]

File # 265D-NY-280350-302; 265D-NY-280350-JN

Date dictated

09/14/01

by SA [REDACTED], Memphis Police Dept.

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Continuation of FD-302 of THEODORE KEPLER , On 09/14/01 , Page 2

KEPLER advised that most of his interaction with ALSHERI was attending movies with other students. He stated that on approximately four occasions he attended religious or holiday celebrations at ALSHERI's apartment. KEPLER stated that ALSHERI lived in a one bedroom apartment by himself and drove a brand new Ford Thunderbird [REDACTED]

KEPLER stated that ALSHERI frequently rented the university's Piper twin-engine airplane to increase his flying hours. KEPLER added that on approximately ten occasions, he accompanied ALSHERI on trips to Key West, Marathon, Miami and Tampa.

KEPLER advised that since ALSHERI's graduation, he has had no contact with him. KEPLER stated that there were two Saudi Arabian brothers [REDACTED] and [REDACTED] who also graduated with ALSHERI and lived in the same apartment complex. KEPLER stated that these two brothers had a very close relationship with ALSHERI.

KEPLER advised that in order to graduate from Embry Riddle a student would have to qualify on the procedures, systems and operations of a Beech 1900, a 19 passenger commuter aircraft and a Boeing 737 which has the same cockpit as a 747, 757, and 767. KEPLER added that an FAA examination is also required.

KEPLER stated that he is willing to cooperate with law enforcement and could positively identify ALSHERI if he were provided a photograph.

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BEGPRODNO
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: M-INT-00001427
: 265A-NY-280350-302~2426
= 09/15/2001
:
: FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/15/2001

On September 15, 2001, [redacted]

[redacted] was interviewed after being advised of the identity of the interviewing Agent and the purpose of the interview. [redacted] and provided the following information:

[redacted]

[redacted] Duncan Hastye was the chief pilot at Sky Cab during this time and also owned Cockpit Resource Management CRM and was the chief instructor.

[redacted]

On September 15, 2001, [redacted] was contacted on his cellular telephone by David Chan. Chan told [redacted] he was a reporter for the New York Times and was doing a story on the "hijacker" who crashed the American Airline plane into the Pentagon on September 11, 2001. Chan gave the name of the hijacker as Hani Hanjour and indicated that [redacted] was the subject's flight instructor in 1996 while

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Investigation on 09/15/2001

at Seattle, Washington

File # 265D-NY-280350-SE
by SA [redacted]

Date dictated 09/15/2001

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Continuation of FD-302 of [REDACTED], On 09/15/2001, Page 2

working at Cockpit Resource Management. [REDACTED] told the report he could not recall the subject's name and would have to get back to him at a later time. [REDACTED] was also contacted by a report from the Wall Street Journal, but did not make any comments. [REDACTED] contacted [REDACTED] and spoke to officials who contacted the Federal Bureau of Investigation Seattle Division.

[REDACTED] advised writer he did not recognize the subject's name but remembers a student he taught in 1996 at the Cockpit Resource Management CRM flight school in Scottsdale, Arizona. After talking with the reporter, [REDACTED] contacted the owner of CRM and spoke with Duncan Hastye about the subject. Hastye confirmed the information for [REDACTED] between August 1996 to December 1996 Hani Hanjour was a student at CRM and [REDACTED] was one of his instructors.

[REDACTED] he was asked by Hastye to be a flight instructor for CRM. [REDACTED] agreed and was a flight instructor for CRM from August 1996 to December 1996. This is the time period when he instructed Hani Hanjour. In August 1996 Hastye told [REDACTED] about a student that was having difficulty in flight lessons and needed another instructor to work with the student Hanjour. [REDACTED] agreed and based upon his conversation with Hastye, he knew the subject would be a "problem" student, because he already had at least one other flight instructor. [REDACTED] believes he was asked to help Hanjour because [REDACTED] was an experienced flight instructor and had more patience than some of the other instructors.

[REDACTED] remembers Hanjour was from Saudi Arabia, early 20's, 5'3", 110 pounds, small build, crooked front teeth, well dressed, but not always neat in appearance because his clothes would be wrinkled. Hanjour did not socialize with anyone at the school and was a quiet person. [REDACTED] met with Hanjour three times a week for both ground and air lessons. After assessing Hanjour's skills, [REDACTED] advised him he needed to stop flying and attend English classes for one year to learn to communicate better in English. [REDACTED] spent an excessive amount of time trying to teach both air and ground lessons to Hanjour, who was not learning as fast as the other students. [REDACTED] described the instruction as "spoon feeding" the student. In most instances Hanjour was not trying very hard and was not doing the necessary outside reading and preparation for each flight lesson. Hanjour would be upset with [REDACTED] if a lesson was cancelled. A main goal of Hanjour was to do his solo flight and continued to press [REDACTED] to complete this. [REDACTED] advised that he delayed this as long as he could

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Continuation of FD-302 of [REDACTED], On 09/15/2001, Page 3

because of Hanjour's poor English, but eventually Hanjour completed his first solo flight.

When [REDACTED] started teaching Hanjour he had approximately five or six hours of flying time completed. When [REDACTED] left in December 1996 Hanjour had approximately 50 to 60 hours of flight time, but based upon the subjects skill and difficulty with English he was only approximately one half complete with obtaining his private rating.

Hanjour told [REDACTED] he was trying to obtain his commercial pilots license so he could fly in Saudi Arabia as a commercial pilot.

Hanjour did not talk about his family or friends. [REDACTED] knew that Hanjour was Muslim. [REDACTED] noticed a large silver ring Hanjour wore on his ring finger of his left hand. [REDACTED] looked at it and observed it to be the Koran. The ring would open and there were several small pages inside with Arabic writing on them. [REDACTED] asked about the writing and Hanjour said it was Arabic. Hanjour never made any statements about his religious beliefs or anti-American statements.

[REDACTED] and Hanjour was still there. When [REDACTED] contacted Duncan Hastye on September 15, 2001 Hastye advised Hanjour had left the school and came back and left again. Between the time he left and came back Hanjour had received some ratings to fly. Hanjour tried to come back to the school again and Hastye would not let him in. Hastye indicated that Hanjour wanted some jet plane training.

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BEGPRODNO
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: M-INT-00074990
: 265A-NY-280350-302-26275
= 09/25/2001
: FLIGHT HISTORY OF AA FLIGHT 59, JFK TO SFO AT 8AM
: FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/25/2001

On 09/17/2001, a lead was received from FBI Chicago requesting flight history of American Airlines AA flight #59, John F. Kennedy to San Francisco at 8:00am. Chicago requested a review of the flight history to determine if suspected hijacker MARWAN ALSHEHHI appeared. According to FBI Chicago, an AA pilot, [redacted] had photo identified ALSHEHHI as being a passenger on the flight and touring the cockpit.

A flight history was obtained from AA and reviewed, determining that ALSHEHHI did not appear on the flight history by name. This information was forwarded to SA [redacted]

TFO [redacted] spoke to SA [redacted] FBI Chicago, who conducted the interview of [redacted] advised that FBI Miami Division had interviewed the 1st officer, [redacted] who also identified ALSHEHHI by photo, as being on the flight. Additionally, [redacted] indicated ALSHEHHI was a 1st class passenger and traveling with a second party.

Additional leads were set to AA to obtain the Passenger Name Record PNR information for each passenger on the flight in question. Upon receipt, additional review was conducted determining that ALSHEHHI may have been a passenger on the flight under another name, possibly a non-Arabic name. Specifically, information and notations on the PNR for passenger [redacted] and [redacted] revealed possible associations to some of the suspected hijackers. Choicepoint also provided personal information on [redacted]

Following is a breakdown of the information from the PNR files compared to personal information of the suspected hijackers:

Notations were made on the PNR that indicate "Antwon or Ahmad at Peninsula Hotels, attention [redacted] as a possible point of contact for [redacted]. An additional note was a phone number 212-753-8600 for room 600 at the Lombardi Hotel in New York.

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Investigation on 09/25/2001 at Dallas, Texas

File # 265A-NY-280350-302
by TFO Charles E. Boykin

Date dictated 09/25/2001

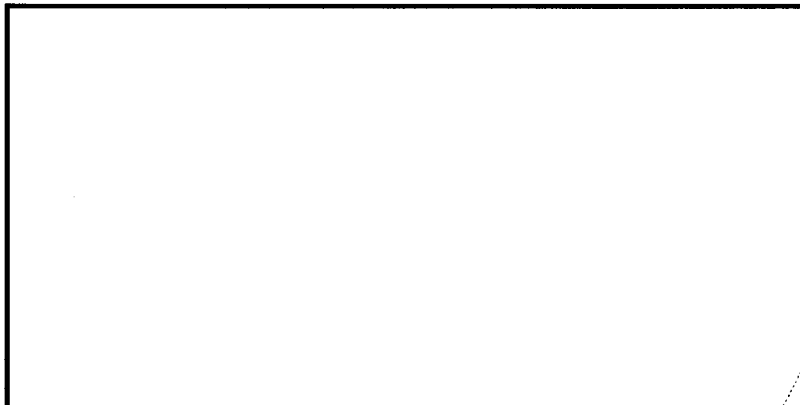
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265A-NY-280350-DL

Continuation of FD-302 of PNR/Choicepoint records , On 09/25/2001 , Page 2



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When comparing the aforementioned information to information on addresses and phone numbers of the nineteen suspected hijackers, the following assessments were made:

MARWAN ALSHEHHI had an associate named [REDACTED] in addition, there is also a known terrorist named [REDACTED]

A phone number was also found for HANI MANJOUR from Hackensack, N.J. MANJOUR also had an address in Fort Lee, N.J.

Some of the suspected hijackers have been determined to have attended flight school in Vero Beach, FL.

ABDUL AZIZ ALOMARI and SAEED ALGHAMDI both have addresses in Vero Beach, FL. AHMED ALGHAMDI and MOHAND ALSHEHRI both have phone numbers in Vero Beach, FL.

SALEM ALHAZMI and NAWAF ALHAZMI both have addresses in Fort Lee, N.J.

Based on the photo identifications made by the pilot and 1st officer, and several indirect links between [REDACTED] and several of the suspected hijackers, Dallas is now seeking to determine if MARWAN ALSHEHHI was actually flying on flight #59 under the name of [REDACTED] in the company of [REDACTED]

Additional records have been requested from Travelocity, Sabre, and American Express seeking to conduct further analysis.

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265A-NY-280350-DL

Continuation of FD-302 of PNR/Choicepoint records

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[PDF page 4]

BEGPRODNO
BEGBATES
DATE
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FULLTEXT

: M-INT-00003877
: 265A-NY-280350-302~30852
= 09/27/2001
: SHEILA JIMENEZ [REDACTED]
: FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/29/2001

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SHEILA JIMENEZ [REDACTED]

was

contacted at her home. After being advised of the identity of the interviewing agent and the fact that she was being interviewed regarding the possible presence of suspected terrorist hijacker MARWAN AL SHEHHI aboard American Airlines AA flight number 59 on June 10, 2001, Ms. JIMENEZ provided the following information:

Ms. JIMENEZ is employed as a flight attendant with American Airlines AA and has been so employed for approximately fifteen months. It was explained to Ms. JIMENEZ that it is now believed that MARWAN AL SHEHHI, one of the persons believed responsible for the terrorist attacks that occurred in New York City and Washington D.C. on September 11, 2001, may have been aboard AA flight number 59 that traveled from John F. Kennedy JFK airport in New York City to San Francisco, California.

Ms. JIMENEZ referred to a calender that she maintains in which she records her work-related travels. Ms. JIMENEZ determined through a review of this calender that she had worked as a flight attendant aboard an AA flight June 9, 2001. Ms. JIMENEZ was staying in San Jose, California on June 10, 2001.

Ms. JIMENEZ reviewed a number of photographs that are believed to depict the suspected hijackers. Ms. JIMENEZ felt that the photographs depicting MARWAN AL SHEHHI and WAIL M. AL SHERRI seemed familiar to her, but was unable to recall in what place or setting she had seen these individuals.

Ms. JIMENEZ was asked if it is common for passengers to request a tour of the cockpit. According to Ms. JIMENEZ, it is not unusual for a person to view the cockpit of an aircraft and to receive a brief tour of same. This is a "public relations" maneuver, as was the previous policy of extending "jump seat" privileges to any licensed pilot. Since September 11, 2001, however, this policy concerning "jump seat" privileges has been curtailed to the point that only AA pilots can sit in these seats next to the cockpit.

Investigation on 9-27-2001 at Miami Beach, Florida

File # 265A-NY-280350-MM Date dictated 9-29-2001
by SA [REDACTED]

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September 8, 2003 3:22 pm

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[PDF page 1]

BEGPRODNO : M-INT-00080394
BEGBATES : 265A-NY-280350-302-48676
DATE = 10/13/2001
FBIDESC : LYNN MARIE FLORENCE HOWLAND
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/13/2001

LYNN MARIE FLORENCE HOWLAND, First Officer, American Airlines AA was interviewed near her home at a Starbucks Café in [REDACTED]. She was advised of the identity of the interviewing agent and nature of the interview. For identification, she advised that she lives and [REDACTED] and has been with American Airlines for eleven years.

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HOWLAND explained to the interviewing agent that she has been out of state for several days flying in her job. To assist her recollection she prepared a type written one page chronology of the events regarding her encounter with a person she thought was the suspected hijacker of AA Flight 11 on the morning of September 11, 2001. She advised that she was extremely tired after her flight. She left her home at approximately 10:00 a.m. all times local on the morning of September 10th, flew down to San Francisco to then fly as first officer for the AA red-eye flight from San Francisco to Boston. Checking a dispatch schedule, she indicated she flew AA flight 198 from San Francisco, California to Boston, Massachusetts. She indicated the flight had a 9:50 p.m. departure, with arrival at Logan Airport, Boston at approximately 6:50 a.m. on the morning of September 11th. The equipment was a Boeing 767. She advised that the captain was DOUGLAS BALMAIN. She was sure that the arrival gate for her flight 198 was Bravo 33. Subsequently she checked with AA dispatch and was told her flight AA 198 became the hijacked AA flight 11.

After almost everyone had deplaned, she went up the jetway ahead of Captain BALMAIN. She stated as she was standing near the entrance to the jetway, in the passenger lounge, a male individual comes up to her suddenly and asks if she is going to take this plane out, referring to the flight she just brought in. She said no and he abruptly turned and went and sat down. She thought that was extremely rude. Her first impression was that he was a pilot going to fly in the jump seat. While he wasn't in uniform, he may have been wearing a pilot type shirt, open collar. She thought he may have had a rolling pilot flight kit or bag with him, which she described as black vinyl, round top, and incredibly

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Investigation on
10/12/2001

at [REDACTED]

File #
265A-NY-280350-SE
by SA [REDACTED]

Date dictated
10/12/2001

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Continuation of FD-302 of LYNN MARIE FLORENCE HOWLAND , On 10/12/2001 , Page 2

cheap. Again she could not recall anything else, only at that time wanting to get to the hotel and sleep. She said she was so tired, when she got to her hotel room she crashed in bed, in her uniform. She woke up about one p.m. and then found out about the terrorist attacks. She said for the longest time she wasn't even sure that she was dreaming it all, until she saw photographs of the hijackers in the news, she was instantly sure that the individual she saw that morning was the suspected hijacker, MOHAMED ATTA. She added that when she first saw the pictures of the hijackers in the news media, it was like an electric shock when she saw the picture of ATTA.

She described the individual she saw that morning as having dark hair, dark eyes and being approximately five feet, eight inches in height. Because she was so tired and just wanted to get to the hotel, she could not recall much, other than he may have had that cheap pilot flight bag. She could not recall anything else and stated that at that time she had no reason to notice. She did not think that Captain BALMAIN would have noticed him. As she explained in her notes, the recollection

She was shown a photo spread of six males and instantly chose number 5, which is the terrorist described as MOHAMED ATTA. She then signed and dated the photo spread under photograph number five. She said that her selection was based totally on her recollection of the morning of September 11th and not from any subsequent photographs she may have seen in the news.

The following are HOWLAND's notes, prepared prior to the interview and scanned directly into this FD-302 and corrected only for scanning errors:

"Flew Flight 198 SF-BOS
Departed September 10
Arrived September 11
On the ground approximately 0650 EST
In gate probably at 0700 EST
I left the cockpit first and waited for the captain at the top of the jetbridge in the boarding area. He was slower maybe 5-7 minutes behind me.
We went to the hotel. I went to sleep called my parents at 1300 EST and they told me what happened.
Later that day I realized it was the aircraft that I had brought in.

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Continuation of FD-302 of LYNN MARIE FLORENCE HOWLAND , On 10/12/2001 , Page 3

That is what I remembered until I saw the photos on TV.
I was instantly sure I had seen Mohammed Atta before but could not remember where.

Two days later I was driving my car in at night in the rain and my thoughts were drifting to the horrible loss. I suddenly had a memory of a man approaching me and asking me if I was taking the flight out. I was stunned. Did this really happen? I thought about it some more and remembered Mohammed Atta approaching me and asking me if I was taking flight 11 out. I said "No, I just brought the aircraft in." He turned his back and abruptly walked away and I was a little annoyed with his rudeness but as it was 0400 body clock time I let it go and told myself that people are rude everyday.

This would have been between 0700 and 0720 EST. I think he was wearing a white pilot type or oxford shirt, no tie and blue pilot type slacks. I am unsure about the shirt I also remember something about a beige and black checked shirt but perhaps that was what the man he sat down next to was wearing. I also remember him having a really cheap pilot bag. The vinyl one with a rounded top with black plastic squares at the corners.

I spent 2 days trying to decide if this was a true memory and decided it was. I have decided to share this because I felt it was my civic duty."

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BEGPRODNO
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DATE
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: M-INT-00133624
: 265A-NY-280350-302-108041
= 01/24/2002
: [REDACTED]
: FD-302 (Rev. 10-6-95)

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 01/31/2002

On 01/24/02 [REDACTED]

[REDACTED] was interviewed telephonically. After being advised of the identity of the interviewing agent and the nature of the interview, [REDACTED] provided the following information:

[REDACTED] stated that she was a First Officer for American Airlines but was furloughed after the drop-in travel after 09/11/01.

[REDACTED] reiterated information that she provided in a previous interview dated 09/20/01 in which she stated that on 06/07/01 she was making her first flight as the co-pilot of a 767-200. This was Flight 59 from JFK to San Francisco. The captain of the flight was [REDACTED]

[REDACTED] advised that while [REDACTED] and her were preparing the aircraft for takeoff, an unknown Arabic male entered the cockpit. Then unknown Arabic male introduced himself as MARWAN and claimed that he was a pilot. [REDACTED] vividly remembers the individual's name because she had trouble saying it due to her Oklahoma accent and which point Marwan stated that is was pronounced like moron. She also remembers Marwan because she showed the pilots his boarding pass and pilot's license. [REDACTED] stated that in her experience this is unusual as she has never had an individual show her his or her pilot's license.

Marwan sat down in the cockpit and asked questions concerning the aircraft. He queried the pilots on the aircraft's speed, flying altitude, and how far it could fly. Marwan asked the Captain if he could sit in the cockpit jump seat during the flight. The Captain advised that the jump seat was only for authorized users and that he would have to sit in his assigned seat during the flight.

Based upon her discussions with [REDACTED] believes that the individual she spoke with in the cockpit on 06/07/01 was the hijacker MARWAN ALSHEHHI. [REDACTED] advised that a review of the manifest for Flight 59 on 06/07/01 was negative for Alshehhi.

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Investigation on
01/24/02

at
Ft. Monmouth, NJ

telephonically 9/11 Law

File #
265A-NY-280350
by SA [REDACTED]

Date dictated

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Continuation of FD-302 of [REDACTED] , On 01/24/02 , Page 2

[REDACTED] stated that she is quite positive that she met Marwan Alshehhi on Flight 59.

[REDACTED] called later in the day of 01/24/02 and left a message on the interviewer's voicemail stating that she believed that Alshehhi flew on another flight she piloted from JFK to San Francisco but she was unable to recall the date or flight number.

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[PDF page 2]

BEGPRODNO : M-INT-00136557
BEGBATES : 265A-NY-280350-302~110354
DATE = 09/26/2001
FBIDESC : ROBYN MCCUNE/AMERICAN AIRLINES/MARWAN ALSHEHHI
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/27/2001

Robyn McCune, DOB [REDACTED] Flight Attendant for American Airlines, telephonically contacted SA [REDACTED] on 09/26/01 relative to the information she provided on 09/15/01. McCune told SA [REDACTED] that after seeing color pictures of hijacker Marwan Alshehhi through the media, she was 90% certain that Alshehhi was the individual who took photographs of the cockpit on one of her flights in 2001.

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Investigation on
09/26/01

at
Santa Ana, CA

telephonic

File #
265A-NY-280350-302

Date dictated

09/27/01

by SA [REDACTED]

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