

Cleveland ARTCC Communications recordings re:UAL93,
September 11, 2001

(as of September 19, 2001)

Franklin radar (FKL-R) 1301-1331 UTC, with transcript.

Lorain radar (LOR-R) 1314-1333 With transcript.

1333-1344

1344-1400

Three tapes were required to cover the appropriate period of time due to pulling the first one prior to the completion of the event, all three are on one transcript.

Allegheny radar (AGC-R) 1338-1401 No transcript at this time.

Imperial radar (IRL-R) 1344-1418 With transcript but without times, thus far.

Imperial radar associate

(IRL-D)

1355-1416

No transcript.

Indian Head radar

(IHD-R)

1358-1410

With transcript.

1409-1421

Two tapes were required to cover the appropriate period of time, one transcript both.

Westmoreland radar

(WMD-R)

1348-1409

With transcript but without times, thus far.

Military Operations Specialist

(MOS)

1401-1403

With transcript.

Only the Franklin and Lorain sectors had communication with UAL93, the other positions and sectors had communications about the aircraft with other aircraft or positions.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Partial Transcript
Aircraft Accident; N591UA; Somerset, PA
September 11, 2001

Date: September 17, 2001

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Franklin Radar position for the time period from September 11 2001, 1301 UTC to September 11 2001, 1331 UTC.

Agencies Making Transmissions

United Airlines 93
Cleveland ARTCC Lorain Radar Position
Cleveland ARTCC Franklin Radar Position

Abbreviations

UAL93
LOR-R
FKL-R

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving UAL93:

Jeffrey M. Rich
Operations Support Spec.
Cleveland ARTCC

1318
1319
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1321
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1323

1323:05 UAL93

morning cleveland its united ninety three with you
at three five oh ah there's some light chop here at
thirty five any ride reports

1323:14 FKL-R ah no just ah little light chop nothing worse than
that united ninety three

1323:56 FKL-R united ninety three cleveland one three three three
seven

1324:00 UAL93 one three three three seven good day united ninety
three

1325
1326
1327
1328
1329
1330

1330:03 FKL-R lorain

1330:06 LOR-R yeah

1330:08 FKL-R you got united ninety three

1330:09 LOR-R united ninety three

1330:10 LOR-R yeah

1330:12 FKL-R south of chardon there descended

1330:13 LOR-R whats that

1330:15 FKL-R i just saying looks like he descended

1330:16 LOR-R i don't think so

1330:17 FKL-R united ninety three cleveland

1330:30 FKL-R united ninety three cleveland

1330:24 FKL-R united ninety three cleveland

1330:46 FKL-R united ninety three if you hear the center ident

1331 FKL-R lorain franklin

1332 LOR go ahead franklin

1333 FKL-R do you have united ninety three south of chardon

1334 we hear some funny noises we're trying to get him
do you have him

1335 FKL-R no

1336 LOR thank you

FKL-R united ninety three cleveland

FKL-R united ninety three if you hear the center ident

End of Transcript



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Partial Transcript;
Aircraft Accident; N591UA (UAL93); Somerset, PA
September 11, 2001

Date: September 18, 2001

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Lorain Radar position for the time period from September 11, 2001, 1319 UTC to September 11, 2001, 1400 UTC.

Agencies Making Transmissions

United Airlines 93
Cleveland ARTCC, Lorain Radar Position
Cleveland ARTCC, Franklin Radar Position
United Airlines 1523
American Airlines 1060
Executive Jet 956

Abbreviations

UAL93
LOR-R
FKL-R
UAL23
AL60
EJA56

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA (UAL93):

A handwritten signature in cursive script, appearing to read "Garrett O'Connor".

Garrett O'Connor
Operations Support Spec.
Cleveland ARTCC

1319
1320
1321
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1323
1324
1324:20 UAL93 good morning cleveland united ninety three with you at three five oh
intermittent light chop

1325:06 UAL93 United ninty three checking in three five oh

1325:09 LOR-R united ninety three three five zero roger

1327:25 LOR-R united ninety three that traffic for you is one oclock twelve miles east bound
three seven zero

1327:31 UAL93 negative contact we're looking united ninety three

1328:17 UAL93 hey get out of here (unintelligible)

1328:36 LOR-R Somebody call cleveland

1328:50 UAL93 (unintelligible) get out of here (unintelligible) get out of here

1329:03 LOR-R go ahead

1329:06 FKL-R you got united ninety three

1329:08 LOR-R united ninety three

1329:09 FKL-R south of chardon there

1329:10 LOR-R Yeah

1329:11 FKL-R he's descended

1329:13 FKL-R i'm just saying looks like he's descended there

1329:15 LOR-R i don't think so united ninety three verify at three five zero

1329:20 LOR-R united ninety three verify you're at flight level three five zero

1329:35 LOR-R united ninety three verify you're at flight level three five zero

1329:41 LOR-R united ninety three cleveland

1329:45 LOR-R united fifteen twenty three cleveland

1329:47 UAL23 yes sir

1329:48 LOR-R united fifteen twenty three turn twenty degrees right

1329:50 UAL23 twenty right united fifteen twenty three

1329:57 LOR-R united ninety three cleveland

1330:03 LOR-R united ninety three if you hear cleveland center ident please

1330:48 LOR-R united fifteen twenty three did you hear your company uh did you uh hear uh some some interference in the frequency a couple of minutes ago screaming

1330:54 UAL23 yes i did seven ninety seven and uh i we couldn't tell what is was either

1330:58 LOR-R ok

| | | |
|---------|-------|--|
| 1330:59 | LOR-R | united ninety three cleveland if you hear the center ident |
| 1331:08 | AAL60 | american ten sixty dido on the uh other transmission |
| 1331:14 | LOR-R | american ten sixty you heard that also |
| 1331:16 | AAL60 | yes sir twice |
| 1331:17 | LOR-R | Roger |
| 1331:21 | LOR-R | we heard that also thanks i just wanted to confirm it wasn't some interference |
| 1331:27 | LOR-R | exec jet nine fifty six cleveland |
| 1331:30 | EJA56 | nine fifty six go ahead |
| 1331:40 | EJA56 | cleveland nine fifty six |
| 1331:43 | LOR-R | uh who's that calling |
| 1331:45 | EJA56 | exec just nine fifty six |
| 1331:46 | LOR-R | exec jet nine fifty six go |
| 1331:48 | EJA56 | uh we're just answering your call we did here that uh yelling too |
| 1331:51 | LOR-R | ok thanks we're just trying to figure out whats going on |
| 1331:56 | UAL93 | (unintelligible) we have a bomb on board (unintelligible) |
| 1332:07 | LOR-R | uh calling cleveland center you're unreadable say again slowly |

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|---------|--------|--|
| 1332:28 | UNKN | center did you hear the transmission where the airplane just said he had a bomb on board |
| 1332:32 | LOR-R | say again uh was the united ninety three |
| 1332:33 | UNKN | (unintelligible) |
| 1332:45 | LOR-R | united six thirty six roger |
| 1332:56 | MEP-50 | center midex one fifty |
| 1332:58 | UNKN | blufton nine |
| 1333:11 | LOR-R | amtram seven ninety seven cleveland |
| 133:14 | UNKN | at cleveland (unintelligible) |
| 133:18 | | sky stop northwest fifteen eighty one at twenty seven and ship'em please |
| 1333:21 | LOR-R | exec nine eighty six ah go ahead |
| 1333:24 | EJA56 | ya that transmission he said was unreadable it sounded like someone said they had a bomb on board |
| 1333:28 | LOR-R | that's what we thought we just ah we didn't we didn't get it clear that is united ninety three calling |
| 1333:35 | MEP50 | center midex one fifty |
| 1333:41 | LOR-R | midex one fifty ah standby if you would ah unless you got an emergency |

1333:43 MEP50 standing by

LOR-R roger usair twenty six fifty seven cleveland one two five point four two

1334:37 USA26 twenty five forty two usair twenty six (unintelligible)

1335:19 LOR-R united fifteen twenty three fly heading of two eight ah five

1335:21 UAL23 two eighty five united fifteen twenty three

1335:25 LOR-R united fifteen twenty three roger

1335:36 LOR-R united fifteen twenty three if able squawk trip please

1335:48 LOR-R exec jet nine fifty six fly heading ah of ah two seven zero

1335:53 EJA56 ok two seven zero execjet nine fifty six looks like he' moving away from instead of traffic

1335:58 LOR-R say again sir

1336:00 EJA56 that traffic moving away from us

1336:03 LOR-R uh that traffic is moving westbound your ah about twenty miles behind uh him and uh south of him uh he's uh coming up on the dryer v o r and he's climbing out of thirty seven four

1336:09 EJA56 ok we gottem (unintelligible) nine fifty six

1336:12 LOR-R Roger

1336:46 LOR-R execjet nine fifty six that traffic is in a turn make make uh left turn exec jet nine fifty six to a three twenty heading we're gonna miss him by a bunch

here

| | | |
|---------|-------|--|
| 1336:56 | EJA56 | ok understand you want us in a left turn to a three twenty exec jet nine fifty six |
| 1336:59 | LOR-R | Roger |
| 1337:01 | LOR-R | five six one alfa charlie squawk code zero one two seven |
| 1337:06 | N61AC | zero one two seven one alfa charlie |
| 1337:07 | LOR-R | Roger |
| 1337:10 | LOR-R | exec jet nine fifty six left turn |
| 1337:11 | LOR-R | one six mike fox fly heading uh one six zero |
| 1337:13 | N16MF | one six zero mike fox |
| 1337:15 | LOR-R | american ten sixty turn another twenty degrees right that traffic is uh north of you uh turning your direction |
| 1337:20 | AAL60 | ok twenty degree further right american two sixty |
| 1337:22 | LOR-R | Roger |
| 1337:25 | AAL60 | (unintelligible) |
| 1337:29 | LOR-R | one six mike fox make a right three sixty and ah roll ah right turn to a two seventy heading |
| 1337:33 | N16MF | right turn two seventy mike fox |

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| 1337:35 | LOR-R | Roger |
| 1337:38 | LOR-R | five six one alfa five six one alfa charlie make a right turn to a heading ah two seventy |
| 1337:43 | N61AC | right turn two seven zero one alfa charlie |
| 1337:46 | LOR-R | alfa charlie roger |
| 1337:53 | LOR-R | delta nineteen eighty nine ah cleveland |
| 1337:56 | DAL89 | go ahead sir |
| 1337:57 | LOR-R | delta nineteen eighty nine turn right now heading of three one five |
| 1338:01 | DAL89 | three one five delta nineteen eighty nine |
| 1338:03 | LOR-R | roger |
| 1338:05 | LOR-R | one fix mike fox that tfc is climbing ah towards your ah expedite your turn to the to the right |
| 1338:09 | M16MF | mike fox unintelligible |
| 1338:10 | LOR-R | he's about eight miles north of ya |
| 1338:12 | N16MF | k |
| 1338:14 | LOR-R | five six one alfa charlie expedite your turn to the right to all west heading |
| 1338:15 | N61AC | one alfa charlie |

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|---------|-------|---|
| 1338:16 | LOR-R | roger |
| 1338:17 | LOR-R | exec jet nine fifty six just roll out east bound |
| 1338:19 | EJA56 | roll out east bound exec jet nine fifty six |
| 1338:21 | LOR-R | american ten sixty roll out ah heading zero nine zero |
| 1338:26 | AAL60 | zero nine zero ala ten sixty |
| 1338:27 | LOR-R | roger |
| 1338:28 | LOR-R | traffic is out of 41 thousand now climbing |
| 1338:39 | LOR-R | united fifteen twenty three your clear of that ah aircraft now just stay on that heading contact zob one one niner point three two |
| 1338:45 | UAL23 | nineteen twenty three united nineteen twenty three see ya |
| 1338:49 | LOR-R | America ten sixty fly heading zero nine zero |
| 1338:51 | AAL60 | Zero nine zero american ten sixty |
| 1338:53 | LOR-R | roger delta nineteen eighty nine that traffic for you is ah eleven o'clock and fifteen miles south bound forty one climbing looks like he's heading east fly heading three six zero |
| 1339:00 | LOR-R | ok thanks delta nineteen eighty nine |
| 1339:04 | LOR-R | roger eja nine fixty six fly east heading |
| 1339:06 | EJA56 | uh were in the turn to the heading of east exec jet nine fifty six |

| | | |
|---------|-------|--|
| 1339:09 | LOR-R | Exec jet nine fifty six |
| 1339:10 | UAL93 | ah this is the captain ah would like to all to remain seated there is a bomb aboard and we go back to the airport and to have our demands (unintelligible) please remain quiet |
| 1339:19 | LOR-R | ok that united ninety three calling |
| 1339:24 | LOR-R | ok united ninety three understand you have a bomb on board go ahead |
| 1339:40 | EJA56 | and ah center exec jet nine fifty six that was the transmission |
| 1339:45 | LOR-R | ok ah who called cleveland |
| 1339:50 | LOR-R | exec jet nine fifty six did you understand that transmission |
| 1339:56 | EJA56 | affirmative he said there was a bomb on board |
| 1339:58 | LOR-R | and ah that was all you got out of it also |
| 1340:00 | EJA56 | affirmative |
| 1340:01 | LOR-R | roger |
| 1340:04 | LOR-R | united ninety three go ahead |
| 1340:12 | LOR-R | united ninety three go ahead |
| 1340:18 | LOR-R | exec jet nine fifty six ah turn right to a heading of ah one four zero |

| | | |
|---------|-------|---|
| 1340:24 | LOR-R | right turn to ah one four zero for nine fifty six is that (unintelligible) east bound |
| 1340:29 | LOR-R | ah say again |
| 1340:31 | EJA56 | is that aircraft you cant got ahold is he turned to the east now |
| 1340:34 | LOR-R | he just turn to the east also |
| 1340:35 | LOR-R | american ten sixty fly heading one six zero |
| 1340:38 | AAL60 | one sixty american ten sixty |
| 1340:39 | LOR-R | american ten sixty roger |
| 1340:43 | LOR-R | one six mike foxtrot ah fly heading of ah three five zero |
| 1340:45 | N16MF | three five zero one six mike fox |
| 1340:48 | LOR-R | five six one alfa charlie fly heading three five zero |
| 1340:50 | N61AC | three five zero one alfa charlie |
| 1340:52 | LOR-R | roger |
| 1340:57 | LOR-R | delta nineteen eight nine fly heading two eight five |
| 1341:00 | DAL89 | two eight five delta nineteen eighty nine |
| 1341:01 | LOR-R | roger |
| 1341:06 | LOR-R | united ninety three do ya hear cleveland center |

1341:36 LOR-R ok american ten sixty exec jet nine fifty six we just lost the target on that aircraft

1341:40 EJA56 ok nine fifty fix we had a visual on him just standby

1341:42 LOR-R you have a visual on him now

1341:44 EJA56 ah we did but we lost him in the turn er we just make a quick

1341:48 LOR-R well i have a thirty seven aircraft right behind you on a vector also that may be who you saw

1341:55 LOR-R do you have a visual on him now exec jet nine five six if you can make a turn back to ah two twenty heading let me know if you can see him

1342:01 EJA956 ah hes still there we got him fix nine fifty fix

1342:04 LOR-R he's still there ah northwest of ya about twenty five miles

1342:08 EJA56 affirmative for nine fifty fix

1342:13 LOR-R american ten sixty we'd like to descend if its possible

1342:17 LOR-R american ten sixty roger fly heading fly heading one eight zero

1342:20 AAL60 one eight zero sir

1342:23 LOR-R exec jet nine fifty six fly heading one eight zero

1342:24 EJA56 ok we're making a turn for nine fifty six he appears to be right toward us

1342:27 LOR-R ah say again sir

1342:30 EJA956 ah he appears to be heading for us we're in the right turn to two twenty

1342:33 LOR-R exec jet nine fifty six make it a one eight heading then

1342:34 EJA56 one eight on the heading nine fifty six

1342:36 LOR-R exec jet nine fifty six contact cleveland center one three five point one seven

1342:38 EJA56 one three five one seven nine fifty fix good luck

1342:42 LOR-R american ten sixty do you see anybody north west of you can you see back that far there

1342:46 AAL60 ah we're looking now sir

1342:49 LOR-R ok ah exec jet theres an exec jet at thirty nine right in front of ya heading south and ah he said he thinks he sees him behind him i don't know if he see you or some body else

1342:56 AAL60 ah uh he probably sees ah us we were directly behind him

1343:00 LOR-R ok that's what i though that he might have seen you ah that aircraft is a seven fifty seven that we're lookin for a united

1343:09 AAL60 yes sir is there any chance that ah we can descend

1343:12 LOR-R ah american ten sixty contact cleveland one three five point one seven thanks a lot for the help and ah he can give ya the descent clearance

1343:17 AAL60 one three five one seven good day

| | | |
|---------|-------|--|
| 1343:28 | AAL60 | american ah ten sixty with ya were at three seven oh |
| 1344:44 | N61MF | one six mike fox back with you no answer nineteen thirty two |
| 1344:51 | LOR-R | tell uh try again uh mike fox he was busy there one one niner point three two |
| 1344:55 | N61MF | ok |
| 1344:56 | LOR-R | we believe that aircraft is about one hundred miles southeast of you now southeast bound |
| 1345:30 | LOR-R | united ninety three cleveland do you still hear the center |
| 1345:35 | LOR-R | united ninety three do you still hear cleveland |
| 1346:13 | LOR-R | united ninety three united ninety three do you hear cleveland |
| 1346:34 | LOR-R | imperial |
| 1346:35 | IRL-R | imperial |
| 1346:36 | LOR-R | yeah are you turning that midex away from that primary up there |
| 1346:52 | LOR-R | i uh ravenas talking to midex i see him turning him out of uniteds way |
| 1346:55 | LOR-R | yeah put your primarys up i'm pretty sure that's him he's tracking about |
| 1346:57 | IRL-R | i got them going i'm tracking him |
| 1346:57 | LOR-R | ok ok |

| | | |
|---------|-------|--|
| 1347:11 | LOR-R | united ninety three united ninety three cleveland |
| 1347:52 | LOR-R | alleggheny |
| 1347:54 | AGC-R | alleggheny |
| 1347:55 | LOR-R | i believe that to be the primary that's associated with united ninety three if you want to put your primary buttons on there |
| 1347:59 | AGC-R | i've got the primary buttons on |
| 1348:00 | LOR-R | ok you want to take the handoff in case he you or calls somebody down in that area |
| 1348:03 | AGC-R | ok i'll do that |
| 1348:04 | LOR-R | he's not answering me anymore |
| 1348:06 | AGC-R | alright |
| 1348:07 | LOR-R | we don't know what altitude he's at so |
| 1348:08 | AGC-R | ok |
| 1348:09 | LOR-R | we pointed him out to imperial and everybody below |
| 1348:11 | | alright |
| 1348:12 | AGC-R | alright |
| 1348:13 | LOR-R | united ninety three united ninety three do you hear cleveland center |

ZOB-ARTCC-287
N591UA

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End of Transcript



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Partial Transcript;
Aircraft Accident; N591UA (UAL93); Somerset PA
September 11, 2001

Date: September 18, 2001

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Imperial Radar position for the time period from September 11, 2001, 1340 UTC to September 11, 2001, 1418 UTC.

Agencies Making Transmissions

Cleveland ARTCC Imperial Radar Position
Cleveland ARTCC Lorain Radar Position
Cleveland ARTCC Lorain Radar Associate Position
Cleveland ARTCC Indianhead Radar Position
Air Canada Airlines Flight 560
Northwest Airlines Flight 1271
USAF Gopher 06

Abbreviations

IRL-R
LOR-R
LOR-D
IHD-R
ACA60
NWA71
GOF06

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving UAL93:

Jeffrey M. Rich
Operations Support Specialist
Cleveland ARTCC

IRL-R go ahead lorain

LOR-R yeah yeah put your primaries up bill i'm pretty sure that's him its tracking
(unintelligible)

IRL-R i got em on and trackin him

LOR-R ok ok

IRL-R air canada five sixty now it looks like you're basically established on that
heading twelve o clock twelve to fifteen miles we have a another aircraft
southeast bound ah we're not sure of his altitude would you happen to see
any kind of visual on any aircraft in that vicinity

ACA60 ok and that's twelve o clock your're lookin

IRL-R ok at this point with your turn he's probably going to be closer to one to one
thirty maybe fifteen miles ah do you see anything out there

ACA60 ok we're just rolling out on that heading now ah we're lookin ah nothin yet

IRL-R alright if you see anything let me know

ACA60 roger any idea what direction he's proceeding

IRL-R he's proceeding southeast bound

ACA60 ok thanks we're lookin

IRL-R northwest twelve seventy one i may have to turn you out of the way of an
aircraft we don't his altitude don't know where he's going ah but right now
he's twelve o clock about sixty miles southeast bound and i have
instructions to keep you well clear of him

NWA71 northwest twelve seventy one

NWA71 northwest twelve seventy one say the distance on that aircraft

IRL-R one second sir and i'll give it to you

IRL-R right now he's exactly fifty miles right off your nose we're gonna give you a turn in about two minutes to stay well clear

NWA71 twelve seventy one

IRL-R northwest twelve seventy one fly heading of ah two six zero vectors away from that airplane

NWA71 two six zero northwest twelve seventy one

IRL-R yeah things are really gettin crazy right now

NWA71 yep

IRL-R and northwest twelve seventy one just ah well heading one eight zero i gotta make sure you stay clear of that other aircraft he's about twelve miles north of you do you show him on your tcas by chance

NWA71 twelve seventy one negative

IRL-R alright because he is well he's not part of the problem is he's got his transponder turned off

IRL-R gopher zero six fly heading of zero three zero make it a tight turn this is away from an aircraft that nobody knows what he's doing

GOF06 ok zero three zero gopher zero six where's the traffic sir

IRL-R i'll give it to you in just a second

IRL gopher zero six ah traffic's probably at oh eleven thirty to twelve thirty and thirty five miles he just was going to the east now he's turning back the southeast and to be honest now i've lost him on that radar odds are he's very low but we're not taking any chances so a tight turn to a thirty heading to get away from there

GOF06 roger that we're turning right zero three zero gopher zero six

IRL-R gopher zero six again i lost the target on him and to be safe i'm going to run you north about twenty five miles before i put you back on course and this is that track on the thirty heading is away from the direction i last had him ah proceeding

GOF06 ok ah gopher zero six copies and ah sir if you'd like we've got ah black smoke in sight at our nine o clock now and looks like about thirty miles down low probably rising up to about ah five thousand feet or so over

IRL-R you say black smoke in sight

GOF06 that's affirmative black smoke its not a cloud it's black smoke sir

IRL-R ok is that smokes on the ground you say coming off the ground

GOF06 well it looks like its suspended in the air sir ah it looks like its at the same level as the scattered clouds i guess it to be about ah three to five thousand feet in the air i can't tell if it's coming up off the plume right now but there is a ah round cloud of black smoke at our nine o clock

IRL-R ok that would be just about right from what I was shown before it'd be at your nine o clock and i'm gonna guess about ah seventeen or eighteen miles

GOF06 ok ah that ah checks with gopher zero six sir ah its hard to tell if that smoke is originating on the ground or if it just happened in midair

IRL-R gopher zero six that'd be about the right location you're cleared direct dryer

GOF06 ok direct dryer gopher zero six

IHD-R can we do that with johnstown through tower when he goes over to tower ok yeah go ahead

IRL-R yeah this is imperial gopher zero six

IHD-R uh huh

IRL-R if i can i'm going to take him down towards that report of smoke area

IHD-R i i just got it bill i have it i have the a guy right over it right now you can do what you want but i have a guy down there at five thousand feet overflew it we got the lat longs and everything

IRL-R is that him

IHD-R and a report

IRL-R that was the united

IHD-R he sees smoke and he didn't see flames he sees smoke and and

IRL-R visual positive i d on alright

IHD-R right

IRL-R gopher zero six i probably shouldn't ask and you probably can't answer but what are you doing in the air right now

GOF06 well sir ah nobody has asked us to ah land at this time and if ah if that's what we need to do we're prepared to do it

IRL-R no nobody's told me i to put you down i put everybody else on the ground i was just curious and then you know like i said i'm not even sure i shoulda asked that

GOF06 and ah cleveland from zero six

IRL-R yeah gho ahead sir

GOF06 yes sir understand ah we were listening to ah some ah broadcast radio and ah they had informed ah their listeners that they had a ground stop on all aircraft on the ground and i understand that has been extended to nobody's flying at all now

IRL-R let me expand out



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

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Aircraft Accident; N591UA (UAL93); Somerset, PA
September 11, 2001

Date: September 17, 2001

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Indianhead Radar position for the time period from September 11, 2001, 1358 UTC to September 11, 2001, 1421 UTC.

Agencies Making Transmissions

CFMDE
Cleveland ARTCC Indianhead Radar Position
Cleveland ARTCC Imperial Radar Associate Position
N20VF
Cleveland ARTCC Imperial Radar Position

Abbreviations

CFMDE
IHD-R
IRL-RA
N20VF
IRL-R

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA (UAL93):

Jeffrey M. Rich
Operations Support Spec.
Cleveland ARTCC

1358

1359

1359:18 CFMDE ah cleveland center mike delta echo ah we'd like lower now i guess for johnstown ah

1359:24 IHD-R

ok ah charlie foxtrot mike delta echo roger um i'll tell you what ah charlie foxtrot mike delta echo hold on one second here ok charlie foxtrot mike delta echo what i want you to do sir is make a right turn right turn heading

one eight zero please right turn heading one eight zero

1359:46 CFMDE ok ah mike delta echo we're in the right turn ah for a one eight zero heading

1359:52 IHD-R ok sir there's a very good reason for this

1359:56 CFMDE very good ah

1400:02 CFMDE we'll just maintain our altitude here mike delta echo because we're ah ah we
might lose ya if ah we go lower

1400:08 IHD-R ok maintain your ah maintain your ah altitude sir that's good

1400:19 IHD-R charlie foxtrot mike delta echo ah sir we have traffic out there that's heading
your way he's about twenty mile behind ya right we think he's at seventy
five hundred and it's it's a ah u s united jet ah seven fifty seven and we
think he's at seventy five hundred i'll keep you advised

1400:41 CFMDE ok ah mike delta echo very good

1402:13 IHD-R ok charlie foxtrot mike delta echo i want you to turn left make it a left turn a
tight turn please heading three six zero

1402:21 CFMDE mike delta echo we're in the tight turn three six zero

1402:24 IHD-R ok that traffic is behind you turning to the southeast he's ah about ten miles
behind you

1402:31 CFMDE mike delta echo

1403:09 IRL-RA i'm giving you track control on that united ninety three

1403:12 IHD-R alright thank you

1403:13 IRL-RA alright

1403:25 IHD-R ok charlie foxtrot mike delta echo sir you're cleared direct johnstown when you're able sir if you could take a look or have somebody in the back take a look and see if you see traffic he would be in your five o'clock position and ten miles we think he's at eight thousand feet

1403:44 CFMDE ah mike delta echo is looking and negative contact at this time you said you wanted us to go direct johnstown

1403:50 IHD-R direct to johnstown sir you can start that descent again

1403:54 CFMDE mike delta echo

1403:55 IHD-R sir i've lost the ah primary on this guy too i think he's ah to your south now but i'll keep you advised

1404:01 CFMDE thank you and we're still ah negative contact there ah lookin at ah five o'clock

1406:27 IRL-RA (unintelligible) it's likely that united is down we've got a report from a guy at twenty four of a column of black smoke off his left

1406:32 IHD-R thank you

1406:34 IRL-RA alright but we don't have confirmation

1406:38 N20VF hello cleveland falcon twenty victor fox descending to niner thousand out of ten point eight

1406:40 IHD-R falcon two zero victor foxtrot sir check for an e l t do you see any ah activity out there probably on your right side smoke or anything like that

1406:53 N20VF negative we're searching

1406:57 N20VF yeah we do have ah smoke puffs now at about ah oh probably two o clock

1407:03 IHD-R ok your two o clock and i need to know how many miles sir

1407:18 IHD-R ok ah three zero victor fox two zero victor foxtrot sir can you give me a ah position on the ah activity there

1407:29 N20VF yeah its ah guesstimating maybe ten miles for two zero victor foxtrot maybe a thousand feet or so below us

1407:36 IHD-R ok a thousand feet below you and its in your two o clock position you say ten miles

1407:41 N20VF affirmative appears to be just a ah dark cloud like a puff of black smoke

1407:46 IHD-R ok sir i uh i don't want to put you in any kind of situation but if you can you see anything over there sir do you see any flames or anything

1407:57 N20VF ah negative on the flames ah we don't detect any flames can't see that much of the ground from here

1408:03 IHD-R ok two zero victor foxtrot you can descend at your discretion maintain five thousand sir do you have g p s on board is there any way you can give me any kind of ah fix on this

1408:15 N20VF ah we do have g op s i don't know how we can give you an accurate fix without flying over the position over there

1408:21 IHD-R ok sir i don't want to put you in any kind of situation but ah if you can think you can fly over it you can have whatever altitude you want and give us the exact g p s on that ah that would probably help us out

1408:35 N20VF ok we'll head over in that direction and we're goin to five thousand two zero victor fox

1408:40 IHD-R ok two zero victor foxtrot let me know when you get there sir and we'll get a ah lat long from it thank you

1408:48 N20VF will do ah two zero victor fox

1410:13 IHD-R and two zero victor foxtrot ah you about over that now?

1410:18 N20VF we're coming on it i'm gettin ready to call you with the coordinates do you want me to do that

1410:23 IHD-R yes please sir

1411:01 N20VF and center two zero victor fox we're coming up on that our coordinates are four zero zero two point two seven eight five four point seven and ah it looks like ah dark smoke on the ground on the edge of a field ah bordered by a treed area or forest area at the end of a road

1411:19 IHD-R ok sir you seeing any kind of flames or anything

1410:23 N20VF ah no flames ah black smoke and its the end of a dirt road ah ah near a wooded area we're circling now

1411:36 IHD-R can we do that with johnstown through tower when he goes over to tower ok yeah go ahead

1411:41 IRL-R yeah this is imperial gopher zero six

1411:43 IHD-R uh huh

1410:44 IRL-R if i can i'm going to take him down towards that report of smoke area

1411:49 IHD-R i i just got it bill i have it i have the a guy right over it right now you can do what you want but i have a guy down there at five thousand feet overflow it

we got the lat longs and everything

1411:56 IRL-R is that him

1411:59 IHD-R and a report

1412:01 that was the united

1412:04 IHD-R he sees smoke and he didn't see flames he sees smoke and and

1412:04 IRL-R visual positive i d on alright

1412:05 IHD-R right

1412:15 IHD-R ok sir can you see any kind of wreckage or anything out there

1412:17 N20VF as we get around this side of it ha the smoke is blowing away from us we do see flames ah its on the edge of like i say a wooded area ah and a very fairly ah clean ah field but i don't see wreckage i do see flames now and ah dark smoke

1412:33 IHD-R ok two zero victor foxtrot roger ah i'm gonna keep you there for just one more second in case we need a little more information if that's ok with you sir

1412:43 N20VF yeah everything appears to be ok with us

1412:46 IHD-R ah we think it was a united jet sir that was bombed
1413
1414
1415
1416
1417
1418

End of Transcript



Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Partial Transcript;
Aircraft Accident; N591UA(UAL93); Somerset, PA
September 11, 2001

Date: September 18, 2001

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Westmoreland position for the time period from September 11, 2001, 1348 UTC to September 11, 2001, 1409 UTC.

Agencies Making Transmissions

Cleveland ARTCC, Westmoreland Radar Position
Johnstown Tower
N56458
Pittsburgh Approach Control
N717TM
N3591P
CPE3721

Abbreviations

WMD-R
JST
N458
PIT-A
N7TM
N91P
CPE21

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA(UAL93)

Garrett O'Connor
Operations Support Spec
Cleveland ARTCC

WMD-R pittsburgh ninety seven line

JST westmoreland westmoreland johnstown seventy three line

N485 cleveland center debonaire five six four eight eirra

WMD-R go ahead sir

N5645 five six four eight sierra we goin' go ahead and ah just go over here to ah morgantown an land and see whats goin on and what we can do what our options are so let me go an cancel my ifr

WMD-R five six four eight ah eight sierra roger squawk one two zero zero radar service is terminated i advise you ah contact ah clarksburg approach

N485 four eight sierra thank you

WMD-R good day sir

PIT-A pittsburgh just went a t c hopkins pit hopkins pit were leaving' na (end of transmission)

WMD-R pittsburgh ninety seven morgantown westmoreland reference chautauqua forty three thirty four

N485 cleveland ah four eight sierra come back

WMD-R four eight sierra go ahead

N485 (unintelligible) contact clarksburg on one twenty one one five

WMD-R that's affirmative one two one point one five sir maintain vfr

N485 thank you sir

WMD-R chautauqua forty three thirty four cleveland

N7TM tango mike has westmoreland in sight we can go over to the tower

WMD-R seven one seven tango mike roger squawk one two zero zero radar service terminated change to advisory frequency approved good day

N7TM ok we appreciate your help you have a good one

N91P and ah cleveland nine one pop ah any anticipated problems with vfr flights goin' into allentown area

WMD-R ah yea there are no flights to be goin into new your center at allentown

N91P vfr or ifr

WMD-R and also advise who who was that called cleveland center say again five sierra

N91P ah that nine one pop

WMD-R nine one pop ok roger ah yea is advised that all aircraft land at this time

N91P ah nine one pop that ok we'll be goin' back to washington county0

WMD-R three five nine one pop standby

WMD-R and three five nine one pop pittsburgh approach is now under air traffic control zero they are not going be be able to accept any flights

N91P ah ok we can go back ah vfr without air traffic control assistance

WMD-R november three five nine one pop roger maintain vfr

N91P nine one pop

WMD-R november five six eight six five cleveland

N865 five six eight six five

WMD-R could you monitor for an e l t please

N865 certainly can

WMD-R november three five nine one pop could you ah monitor for an e l t lease

N91P nine one pop sure

WMD-R november five six eight six five advise you go direct indiana county now

N91P ah roger sir and negative on the e l t

WMD-R i'm sorry say again about the e l t sir

N91P negative on the e l t check ah we're ah go direct indiana

WMD-R thank you

N91P ah nine one pop sure not receiving any e l t's either

WMD-R november three five niner one pop thank you

WMD-R chautauqua forty three thirty four cleveland

WMD-R cap flight thirty seven twenty one ah say your destination

WMD-R cap flight thirty seven twenty one cleveland

N91P and ah cleveland nine one pop should we start our descent into washington county

WMD-R chautauqua forty three thirty four cleveland

WMD-R november three five niner one pop cleveland direct palmer airport

UNKN unintelligible

N91P (unintelligible) er you back to washington county

WMD-R november three five nine one pop negative i need you to go direct to palmer airport to land

N91P direct nine one pop

WMD-R november five six eight six five cleared diriect palmer airport your gonna land there

N865 direct to palmer we'll be landing at palmer

WMD-R cap flight thirty seven twenty cleveland

CPE21 cap flight thirty seven twenty one cleveland ah cap flight thirty seven twenty one is at 4,800

WMD-R cap flight thirty seven twenty one cleveland center roger advise you are going to land at johnstown airport

CPE21 ah negative we're heading for latrobe unless we need to divert

WMD-R ah i need to divert ya to ah to johnstown sir johnstowns off your right side about ah two o'clock and four miles

CPE21 ah we've got it in sight when were transiting their airspace ah johnstown had warned us that dah latrobe might be closed but they called'em and said they'd take us ah wondered if you might confirm that

WMD-R latrobe is open sir but i need ah land ya now ah for security reasons sir

CPE21 cap flight thirty seven twenty we'll divert to johnstown

WMD-R cap flight thirty seven twenty roger roger the field in sight please

CPE21 field is in sight dah if you want to set me up with the tower i'll switch over

WMD-R cap flight thirty seven twenty one roger squawk one two zero zero radar service terminated contact the tower

N865 an arrow eight six five we have palmer in sight

WMD-R november five six eight six five roger say altitude

N865 ah were passin' through seven one on descent

WMD-R november five six eight six five roger maintain seven thousand you do have traffic ah just behind you almost beneath you ah level at six thousand v f r also direct to palmer field

N865 roger we'll maintain seven now give us call when we can go down then

WMD-R roger

WMD-R november three five niner one pop say altitude

N91P nine one pop is passing five point five

WMD-R november three five niner one pop roger

WMD-R november three five niner one pop ah report palmer in sight for visual approach palmer field 12 o'clock and ah about one zero miles

N91P nine one pop we got it in sight

WMD-R november three five niner one pop roger squawk one two zero zero radar service terminated contact the tower be advised you do have traffic ah above you ah level at seven thousand i'm gonna turn'm out and then turn'm back in behind you that is a piper arrow he'll be landing palmer

N91P nine one pop do ya have a frequency for that ah tower

WMD-R palmer tower fifteen ah one one eight point three seven november three five niner one pop

N91P nineteen thirty seven thank you

N865 and ah eight six five we have the traffic below us

WMD-R november five six eight six five cleveland center roger and i have a question for ya if you can look off your left side almot to ah your ah make it your nine o'clock almost your eight o'clock we have a a i believe its ah boeing seven fifty seven can you see him up there sir and tell me an altitude if that's able

N865 ah i don't have him in sight sir if we see him i'll give a i'll give you a call

WMD-R (unintelligible) eight six five roger i'd appreciate it if you keep lookin off your back side ah off your left side he's ah i believe he's off your left side about ah about you know about eight o'clock now going to seven o'clock south southeast bound

N865 we've got him

WMD-R ah what altitude does it appear to be he's at

N865 ah were seven he's probably seventy five hundred eight thousand

WMD-R seventy five thousand feet sir

N865 he's probably eight thousand feet were at ah seven thousand

WMD-R ok what altitude if that that ah boeing that united at sir

N865 he's behind us and only about a thousand feet above us

WMD-R thank you sir

WMD-R nfive six eight six five fly heading three six zero

N865 three six zero eight six five

N865 ok he's descending he's getting closer to our altitude we have him in sight yet

WMD-R n five six eight six five i advise you stay away from that aircraft go north east as you can

WMD-R and ah and if you can report what he's doing sir

N865 looks like he deployed his gear

WMD-R i'm sorry say again

N865 i say it looks like he deployed the gear

WMD-R he deployed his landing gear sir

N865 looks like it either that or we're seeing engine pods

N865 i'm not sure

WMD-R ok thank you

WMD-R is he ah is he maintaining a straight course sir or is he turning

N865 he's right behind us know i believe he's maintaining a straight

PIT -A ok who was calling on the ninety seven line a couple minutes ago

WMD-R charlie fox mike delta echo cleveland

WMD-R november five six eight six five cleveland

N865 five six eight six five

WMD-R ok what he doing now sir appears he might be turning a little to the north is
does that concur

N865 that's concurred ah it looks like he's rockin his wings ah according to my observer

WMD-R roger

N865 keeps rocking back and forth

WMD-R thank you sir

WMD-R november five six eight six five cleared direct palmer field

N865 cleared direct palmer now just spiral down

WMD-R ah yes sir i want you to go down and land ah report the field in sight please

N865 in sight we'd like to just spiral down

WMD-R ok november five six eight six five roger cleared visual approach palmer airport your radar service is terminated squawk one two zero zero change to advisory frequency approved

N865 thank you sir good day

WMD-R thank you for your help

WMD-R united ninety three cleveland

UNKN ok hey ah center i think you guys have people who wanna land here am i cor (unintelligible)

WMD-R charlie foxtrot mike delta echo cleveland

N865 ah palmer tower arrow five six eight

WMD-R arrow five six eight six still with cleveland

N865 unintelligible

WMD-R are there any aircraft on my frequency

WMD-R johnstown seventy three line westmoreland

JST johnstown

WMD-R ok you have an boeing seven fifty seven about ah fifteen miles to your south west he ah is a united ah we believe he has a bomb on board and ah you should evacuate the area building we believe he's about six thousand feet we're not sure where he's going it appears right now he's going ah he's east bound gonna pass about ten miles to your south

JST ok

WMD-R though were not sure of that please evacuate the building

JST all right thanks

WMD-R and the area (unintelligible)

JST k - m

WMD-R charlie foxtrot mike delta echo cleveland

UNKN fifty seven seventy code nine thousand there

UNKN thirty three sixty one

UNKN see if you can hustle four fifty three outa nine

UNKN and ah morgantown ok blue ridge five or seven sixty six

UNKN i don't even know what type it is it was a flight ninety three

UNKN eighty seven sixty six

UNKN they said he was going to morgantown

PIT-A nesto pit on your nesto pit line

JST indianhead johnstown

WMD-R westmoreland

JST were you askin us about that flexjet flexjets on the ground

WMD-R flexjet two hundred is on the ground

JST yes

WMD-R thank you f - 0

JST k - m

WMD-R johnstown seventy three westmoreland

JST r this tower tower

WMD-R i don't know if anyone called you on blule ridge two fifty one he is inbound
(unintelligible)

JST they did call us were not talking to him yet can somebody put on us
(unintelligible)

JST put him on us we know about him

UNKN ok who are you

JST k – m

WMD-R johnstown seventy three westmoreland

PIT-A ninety seven line

JST tower go ahead

WMD-R blue ridge two fifty one just cancelled with us he's coming over to you

JST thank you e – p

WMD-R delta fox

PIT-A indianhead pit

N99A good morning cleveland delta five two niner niner afla

WMD-R november five two niner niner afla cleveland center pittsburgh altimiter
three zero two nine say intentions

N99A well were looking at ah indiana p – aas we were just suggested by the last

controller we're trying to find our what services

UNKN (unintelligible) on the ninety seven

WMD-R ah what do you need to know sir

N99A fuel and rent a car

WMD-R standby sir i'll see what i can find out for ya

N99A you oa bust

N99A nine nine alfa is in the descent

UNKN unintelligible

JST ah westmoreland johnstown

WMD-R westmoreland

JST reference indiana county theres a cars rentals available

WMD-R november five two nine nine alfa i was just advised there is car rental available at indiana county

N99A alright were going direct to the field

WMD-R november five two nine nine alfa roger indiana county is twelve o'clock and about two zero miles report is in sight
End of Transcript



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Cleveland ARTCC
326 East Lorain Street
Oberlin, Ohio 44074

Subject: INFORMATION: Partial Transcript;
Aircraft Accident; N591UA(UAL93); Somerset, PA
September 11, 2001

Date: September 17, 2001

From: Cleveland ARTCC

To: Aircraft Accident File ZOB-ARTCC-287

This transcription covers the Cleveland ARTCC, Military Operations Specialist position for the time period from September 11, 2001, 1401 UTC to September 11, 2001, 1440 UTC.

Agencies Making Transmissions

Cleveland ARTCC, Military Operations Specialist
Huntress

Abbreviations

MOS
HUN

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject aircraft accident involving N591UA(UAL93):

Jeffrey M. Rich
Operations Support Spec.
Cleveland ARTCC

1401

1402

1403

1404

1405

1406

1406:52 HUN huntress (unintelligible) go ahead

1406:55 MOS i believe i was the one talking about that delta nineteen eighty nine

1406:57 HUN go ahead

1406:58 MOS ok well ah disregard that um did you

1407:04 MOS what we found out was that he was not a confirmed hijack however

1407:07 MOS ok i i don't even wanna wouldn't even worry about that right now ah we've got a united ninety three out here are you aware of that

1407:10 HUN united ninety three

1407:13 MOS that has a bomb on board

1407:18 HUN a bomb on board

1407:20 HUN and this is confirmed do you have a mode c sir

1407:25 MOS no we lost his transponder um what we want to know is did you scramble airplanes for that delta eight nineteen eighty nine

1407:32 HUN yeah we did out of selfridge and toledo sir

1407:34 MOS did you did you are they in the air

1407:36 HUN yes they are

1407:37 MOS is there any way we can get them to where this united is

1407:41 HUN ok what i'm going to have you do uh can you give me a lat long on that aircraft

1407:47 MOS what was the last position of that united

1407:50 MOS westmoreland

1407:54 HUN where abouts is he located sir

1407:56 MOS which is lima bravo echo

1407:59 HUN what is lima bravo echo sir

1408:01 MOS westmoreland

1408:03 HUN westmoreland is lima bravo echo right

1408:06 MOS yeah thats westmoreland airport yeah thats in the pittsburgh area

1408:10 HUN pittsburgh area

1408:11 MOS yes

1408:13 HUN do you have a lat long

1408:15 HUN we have no point for l b e sir do you have a lat long

1408:20 MOS uh no i don't got that available right now

1408:23 HUN do you know where he was going or coming from

1408:26 MOS he was uh ok all i know

1408:36 HUN whatever you have sir go ahead

1408:38 MOS all i know is united ninety three he's got a confirmed bomb on board is what and right now his last known position was in the westmoreland area

1408:51 HUN in pittsburgh pennsylvania

1408:53 MOS which is ah pittsburgh its in the pittsburgh pennsylvania area

1408:56 HUN alright sir no other information is this confirmation via talking to the pilot

1409:03 MOS how did we uh confirm thata the uniteds got the bomb on board

1409:06 MOS i heard it on the frequency

1409:08 MOS ok we heard it on the frequency yes

1409:10 MOS it came across on the frequency

1409:11 HUN which frequency sir

1409:12 MOS thats their confirmation of the bomb

14009:13 HUN which frequency

1409:14 MOS ok i've got two people talking

1409:18 MOS hello

1409:20 HUN hi they're just checking do you have a mode three squawk or anything or last known mode three squawk

1409:25 MOS his last known mode three hold on

1409:38 MOS his last known mode three was fifteen twenty seven

1409:43 HUN copy one five two seven

1409:45 MOS yeah but wait we've got lat longs if you need them

1409:47 HUN yes we have lat longs please lat long

1409:50 MOS three nine five one north zero seven eight four six west

1410:01 HUN ok three nine five one north zero seven eight four six west

1410:04 MOS yes

1410:06 Hun do you have any conformation of any hijackers on board at all

1410:09 MOS all we know is that we heard him say he's got a bomb on board

1410:12 HUN thank you sir alright

1410:14 HUN ok (get those) aircraft scramble towards him

1410:17 Hun sir we're working that right now we have probably six aircraft so far

1410:20 MOS ok

1410:21 HUN but we are working it and we will

1410:22 MOS ok alright can you get back with me

1410:24 HUN sir which center is this which center is this

1410:26 MOS this is cleveland center

1410:28 HUN let me just check stand by one

1410:34 HUN checking with (weapons) sir stand by

1410:36 MOS thank you

1410:51 HUN sir we've got four aircraft two out of selfridge two out of toledo let me see where they're heading currently at this position stand by

1410:58 MOS ok

1411:01 HUN ok currently they were following delta one nine eight nine they're probably going to go ahead and commit towards the bomb aircraft is what i'm being passed they're working on it sir

1411:10 MOS ok

1411:12 HUN they're working on the commitment of united ninety three

1411:16 MOS ok

1411:18 HUN the bomb on board

1411:19 MOS ok

1411:20 HUN i'll call you back with anything that i have

1411:21 MOS alright thank you

1411:22 HUN Thanks
End of Transcript