HONORING THE PROTECTORS OF THE CAPITOL: THE PASSENGERS OF FLIGHT 93

(109–30)

HEARING

BEFORE THE

SUBCOMMITTEE ON
ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS AND
EMERGENCY MANAGEMENT

OF THE

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TRANSPORTATION AND
INFRASTRUCTURE
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HONORING THE PASSENGERS AND CREW OF FLIGHT 93

House of Representatives, Committee on Transportation and Infrastructure, Subcommittee on Economic Development, Public Buildings and Emergency Management, Washington, D.C.

The committee met, pursuant to call, at 10:00 a.m. in room 2167, Rayburn House Office Building, Hon. Bill Shuster [chairman of the subcommittee] presiding.

Mr. SHUSTER. The Subcommittee will come to order.

I'd like to welcome the Subcommittee to this important hearing to consider the establishment of a permanent memorial in the U.S. Capitol to honor the heroes of United Airlines Flight 93. I'd also like to like to extend a special welcome to our invited witnesses, the family members of the heroes of Flight 93 who are in attendance, and a couple of my constituents from Somerset County, where Shanksville is located. Welcome to all of you today.

On the morning of September 11th, 2001, terrorists viciously attacked the United States of America and unleashed a global war on terror. The first counterattack in this war began that morning in the skies over Ohio by the civilian passengers and crew of Flight 93. The profound courage and sacrifice they demonstrated under such horrifying circumstances truly makes them among the first heroes in the war on terror.

Much of what we know about Flight 93 was compiled by the 9/11 Commission and made public in its final report in July 2004. In a section entitled "The Battle For United 93," the 9/11 Commission presented for the first time a more complete picture of the hijacking, the resolve to resist by the passengers and crew and their struggle to retake the plane.

On the morning of September 11th, United Airlines Flight 93 departed from Newark, New Jersey, bound for San Francisco, California. At approximately 9:28 a.m., somewhere over eastern Ohio and just 46 minutes into the flight, four terrorists hijacked Flight 93 and took control of the aircraft. The terrorists then reprogrammed the autopilot system of the aircraft to turn 180 degrees and head east toward Washington, D.C.

What is now known about the events following the hijacking of the aircraft and the plane crashing into a field in Shanksville, Pennsylvania, is based on telephone conversations with passengers and recordings from the cockpit of the aircraft. It was from these telephone conversations that the passengers and crew of Flight 93 learned of the attacks that had already occurred, including the two planes that had struck the World Trade Center Towers in New York City.

Based on this knowledge and the belief that the terrorists were involved in the same plot, the passengers and crew took a vote and decided to retake the plan. At 9:57 a.m., the passengers acted and attacked the terrorists that had hijacked the plane. After approximately six minutes of intense struggle, the terrorist pilot maneuvered the aircraft in such a way as to crash it into an empty field in Shanksville, Pennsylvania, killing all aboard. According to the 9/11 Commission report, the hijacker's objective was to "crash his airliner into symbols of the American republic, the Capitol or the White House. He was defeated by the alerted, unarmed passengers of United 93."

At this point, I would ask unanimous consent to insert "The Battle for United 93" from the 9/11 Commission report into the hearing record. Without objection, so ordered.

[The referenced document follows:]

At 9:37:46, American Airlines Flight 77 crashed into the Pentagon, traveling at approximately 530 miles per hour.[61] All on board, as well as many civilian and military personnel in the building, were killed.

The Battle for United 93

At 8:42, United Airlines Flight 93 took off from Newark (New Jersey) Liberty International Airport bound for San Francisco. The aircraft was piloted by Captain Jason Dahl and First Officer Leroy Homer, and there were five flight attendants. Thirty-seven passengers, including the hijackers, boarded the plane. Scheduled to depart the gate at 8:00, the Boeing 757's takeoff was delayed because of the airport's typically heavy morning traffic.[62]

The hijackers had planned to take flights scheduled to depart at 7:45 (American 11), 8:00 (United 175 and United 93), and 8:10 (American 77). Three of the flights had actually taken off within 10 to 15 minutes of their planned departure times. United 93 would ordinarily have taken off about 15 minutes after pulling away from the gate. When it left the ground at 8:42, the flight was running more than 25 minutes late.[63]

As United 93 left Newark, the flight's crew members were unaware of the hijacking of American 11. Around 9:00, the FAA, American, and United were facing the staggering realization of apparent multiple hijackings. At 9:03, they would see another aircraft strike the World Trade Center. Crisis managers at the FAA and the airlines did not yet act to warn other aircraft.[64] At the same time, Boston Center realized that a message transmitted just before 8:25 by the hijacker pilot of American 11 included the phrase, "We have some planes."[65]

No one at the FAA or the airlines that day had ever dealt with multiple hijackings. Such a plot had not been carried out anywhere in the world in more than 30 years, and never in the United States. As news of the hijackings filtered through the FAA and the airlines, it does not seem to have occurred to their leadership that they needed to alert other aircraft in the air that they too might be at risk.[66]

United 175 was hijacked between 8:42 and 8:46, and awareness of that hijacking began to spread after 8:51. American 77 was hijacked between 8:51 and 8:54. By 9:00, FAA and airline officials began to comprehend that attackers were going after multiple aircraft. American Airlines' nationwide ground stop between 9:05 and 9:10 was followed by a United Airlines ground stop. FAA controllers at Boston Center, which had tracked the first two hijackings, requested at 9:07 that Herndon Command Center "get messages to airborne aircraft to increase security for the cockpit." There is no evidence that Herndon took such action. Boston Center immediately began speculating about other aircraft that might be in danger, leading them to worry about a transcontinental flight—Delta 1989—that in fact was not hijacked. At 9:19, the FAA's New England regional office called Herndon and asked that Cleveland Center advise Delta 1989 to use extra cockpit security.[67]

Several FAA air traffic control officials told us it was the air carriers' responsibility to notify their planes of security problems. One senior FAA air traffic control manager said that it was simply not the FAA's place to order the airlines what to tell their pilots.[68] We believe such statements do not reflect an adequate appreciation of the FAA's responsibility for the safety and security of civil aviation.

The airlines bore responsibility, too. They were facing an escalating number of conflicting and, for the most part, erroneous reports about other flights, as well as a continuing lack of vital information from the FAA about the hijacked flights. We found no evidence, however, that American Airlines sent any cockpit warnings to its aircraft on 9/11. United's first decisive action to notify its airborne aircraft to take defensive action did not come until 9:19, when a United flight dispatcher, Ed Ballinger, took the initiative to begin transmitting warnings to his 16 transcontinental flights: "Beware any cockpit intrusion—Two a/c [aircraft] hit World Trade Center." One of the flights that received the warning was United 93. Because Ballinger was still responsible for his other flights as well as Flight 175, his warning message was not transmitted to Flight 93 until 9:23.[69]

By all accounts, the first 46 minutes of Flight 93's cross-country trip proceeded routinely. Radio communications from the plane were normal. Heading, speed, and altitude ran according to plan. At 9:24, Ballinger's warning to United 93 was received in the cockpit. Within two minutes, at 9:26, the pilot, Jason Dahl, responded with a note of puzzlement: "Ed, confirm latest mssg plz—Jason."[70]

The hijackers attacked at 9:28. While traveling 35,000 feet above eastern Ohio, United 93 suddenly dropped 700 feet. Eleven seconds into the descent, the FAA's air traffic control center in Cleveland received the first of two radio transmissions from the aircraft. During the first broadcast, the captain or first officer could be heard declaring "Mayday" amid the sounds of a physical struggle in the cockpit. The second radio transmission, 35 seconds later, indicated that the fight was continuing. The captain or first officer could be heard shouting: "Hey get out of here—get out of here—get out of here."[71]

On the morning of 9/11, there were only 37 passengers on United 93—33 in addition to the 4 hijackers. This was below the norm for Tuesday mornings during the summer of 2001. But there is no evidence that the hijackers manipulated passenger levels or purchased additional seats to facilitate their operation.[72]

The terrorists who hijacked three other commercial flights on 9/11 operated in five-man teams. They initiated their cockpit takeover within 30 minutes of takeoff. On Flight 93, however, the takeover took place 46 minutes after takeoff and there were only four hijackers. The operative likely intended to round out the team for this flight, Mohamed al Kahtani, had been refused entry by a suspicious immigration inspector at Florida's Orlando International Airport in August.[73]

Because several passengers on United 93 described three hijackers on the plane, not four, some have wondered whether one of the hijackers had been able to use the cockpit jump seat from the outset of the flight. FAA rules allow use of this seat by documented and approved individuals, usually air carrier or FAA personnel. We have found no evidence indicating that one of the hijackers, or anyone else, sat there on this flight. All the hijackers had assigned seats in first class, and they seem to have used them. We believe it is more likely that Jarrah, the crucial pilot-trained member of their team, remained seated and inconspicuous until after the cockpit was seized; and once inside, he would not have been visible to the passengers.[74]

At 9:32, a hijacker, probably Jarrah, made or attempted to make the following announcement to the passengers of Flight 93: "Ladies and Gentlemen: Here the captain, please sit down keep remaining sitting. We have a bomb on board. So, sit." The flight data recorder (also recovered) indicates that Jarrah then instructed the plane's autopilot to turn the aircraft around and head east.[75]

The cockpit voice recorder data indicate that a woman, most likely a flight attendant, was being held captive in the cockpit. She struggled with one of the hijackers who killed or otherwise silenced her.[76]

Shortly thereafter, the passengers and flight crew began a series of calls from GTE airphones and cellular phones. These calls between family, friends, and colleagues took place until the end of the flight and provided those on the ground with firsthand accounts. They enabled the passengers to gain critical information, including the news that two aircraft had slammed into the World Trade Center.[77]

At 9:39, the FAA's Cleveland Air Route Traffic Control Center overheard a second announcement indicating that there was a bomb on board, that the plane was returning to the airport, and that they should remain seated.[78] While it apparently was not heard by the passengers, this announcement, like those on Flight 11 and Flight 77, was intended to deceive them. Jarrah, like Atta earlier, may have inadvertently broadcast the message because he did not know how to operate the radio and the intercom. To our knowledge none of them had ever flown an actual airliner before.

At least two callers from the flight reported that the hijackers knew that passengers were making calls but did not seem to care. It is quite possible Jarrah knew of the success of the assault on the World Trade Center. He could have learned of this from messages being sent by United Airlines to the cockpits of its transcontinental flights, including Flight 93, warning of cockpit intrusion and telling of the New York attacks. But even without them, he would certainly have understood that the attacks on the World Trade Center would already have unfolded, given Flight 93's tardy departure from Newark. If Jarrah did know that the passengers were making calls, it might not have occurred to him that they were certain to learn what had happened in New York, thereby defeating his attempts at deception.[79]

At least ten passengers and two crew members shared vital information with family, friends, colleagues, or others on the ground. All understood the plane had been hijacked. They said the hijackers wielded knives and claimed to have a bomb. The hijackers were wearing red bandanas, and they forced the passengers to the back of the aircraft.[80]

Callers reported that a passenger had been stabbed and that two people were lying on the floor of the cabin, injured or dead—possibly the captain and first officer. One caller reported that a flight attendant had been killed.[81]

One of the callers from United 93 also reported that he thought the hijackers might possess a gun. But none of the other callers reported the presence of a firearm. One recipient of a call from the aircraft recounted specifically asking her caller whether the hijackers had guns. The passenger replied that he did not see one. No evidence of firearms or of their identifiable remains was found at the aircraft's crash site, and the cockpit voice recorder gives no indication of a gun being fired or mentioned at any time. We believe that if the hijackers had possessed a gun, they would have used it in the flight's last minutes as the passengers fought back.[82]

Passengers on three flights reported the hijackers' claim of having a bomb. The FBI told us they found no trace of explosives at the crash sites. One of the passengers who mentioned a bomb expressed his belief that it was not real. Lacking any evidence that the hijackers attempted to smuggle such illegal items past the security screening checkpoints, we believe the bombs were probably fake.[83]

During at least five of the passengers' phone calls, information was shared about the attacks that had occurred earlier that morning at the World Trade Center. Five calls described the intent of passengers and surviving crew members to revolt against the hijackers. According to one call, they voted on whether to rush the terrorists in an attempt to retake the plane. They decided, and acted.[84]

At 9:57, the passenger assault began. Several passengers had terminated phone calls with loved ones in order to join the revolt. One of the callers ended her message as follows: "Everyone's running up to first class. I've got to go. Bye."[85]

The cockpit voice recorder captured the sounds of the passenger assault muffled by the intervening cockpit door. Some family members who listened to the recording report that they can hear the voice of a loved one among the din. We cannot identify whose voices can be heard. But the assault was sustained.[86]

In response, Jarrah immediately began to roll the airplane to the left and right, attempting to knock the passengers off balance. At 9:58:57, Jarrah told another hijacker in the cockpit to block the door. Jarrah continued to roll the airplane sharply left and right, but the assault continued. At 9:59:52, Jarrah changed tactics and pitched the nose of the airplane up and down to disrupt

the assault. The recorder captured the sounds of loud thumps, crashes, shouts, and breaking glasses and plates. At 10:00:03, Jarrah stabilized the airplane.[87]

Five seconds later, Jarrah asked, "Is that it? Shall we finish it off?" A hijacker responded, "No. Not yet. When they all come, we finish it off." The sounds of fighting continued outside the cockpit. Again, Jarrah pitched the nose of the aircraft up and down. At 10:00:26, a passenger in the background said, "In the cockpit. If we don't we'll die!" Sixteen seconds later, a passenger yelled, "Roll it!" Jarrah stopped the violent maneuvers at about 10:01:00 and said, "Allah is the greatest! Allah is the greatest!" He then asked another hijacker in the cockpit, "Is that it? I mean, shall we put it down?" to which the other replied, "Yes, put it in it, and pull it down."[88]

The passengers continued their assault and at 10:02:23, a hijacker said, "Pull it down! Pull it down!" The hijackers remained at the controls but must have judged that the passengers were only seconds from overcoming them. The airplane headed down; the control wheel was turned hard to the right. The airplane rolled onto its back, and one of the hijackers began shouting "Allah is the greatest. Allah is the greatest." With the sounds of the passenger counterattack continuing, the aircraft plowed into an empty field in Shanksville, Pennsylvania, at 580 miles per hour, about 20 minutes' flying time from Washington, D.C.[89]

Jarrah's objective was to crash his airliner into symbols of the American Republic, the Capitol or the White House. He was defeated by the alerted, unarmed passengers of United 93.

1.2 IMPROVISING A HOMELAND DEFENSE

The FAA and NORAD

On 9/11, the defense of U.S. airspace depended on close interaction between two federal agencies: the FAA and the North American Aerospace Defense Command (NORAD). The most recent hijacking that involved U.S. air traffic controllers, FAA management, and military coordination had occurred in 1993.[90] In order to understand how the two agencies interacted eight years later, we will review their missions, command and control structures, and working relationship on the morning of 9/11.

FAA Mission and Structure. As of September 11, 2001, the FAA was mandated by law to regulate the safety and security of civil aviation. From an air traffic controller's perspective, that meant maintaining a safe distance between airborne aircraft.[91]

Many controllers work at the FAA's 22 Air Route Traffic *Control Centers*. They are grouped under regional offices and coordinate closely with the national Air Traffic Control System *Command Center*, located in Herndon,

Mr. SHUSTER. I believe there is no doubt that the passengers and crew of Flight 93 were true heroes and deserve a memorial in their honor. America, and I believe, the Congress in particular, owe them a tremendous debt of gratitude for their courage and for their sacrifice. I believe we should extend that same gratitude to the family members of the passengers and crew. I am very pleased that we have family members testifying and in the audience today.

As we all know, the Congress authorized a national memorial in honor of Flight 93's passengers and crew at the Shanksville, Pennsylvania crash site. Shanksville is a small, rural community in the southern portion of my Congressional district. Shortly after the crash, residents and visitors to the area created small and spontaneous memorials. Soon, family members and thousands of inspired travelers, pilgrims, if you will, descended on the hallowed ground of the crash site to pay their respects.

These interactions between locals and guests, the shared grieving, consolation, pride, inspiration generated by the heroes of Flight 93 have created a unique and special relationship between the people of Somerset County and the families and heroes of Flight 93. I am pleased that we will be receiving testimony from a number of witnesses who are involved with the memorial at Shanksville, and I look forward to hearing their views on creating an additional memorial in the Capitol.

As I had mentioned earlier, there is no doubt the heroes of Flight 93 deserve a memorial in their honor. Yet there is a legitimate question of whether we should create one in the Capitol. Personally I believe the 9/11 Commission report was clear when it said the target was most likely the Capitol or the White House. Perhaps we will never know for sure. But I do not believe that should prevent us from placing a symbol of our respect and a reminder of their courage for all to see in the Capitol.

I believe a memorial can be designed that accurately portrays the facts as we know them, honors their sacrifice and reflects the uncertainty of the intended target. It is for these reasons that I introduced a resolution to establish the Capitol memorial. The actions taken by the heroes of Flight 93 hits particularly close to home, considering that your family members likely saved the lives of many of my colleagues and co-workers who were here that day. I believe I can say on behalf of all members of Congress and the Capitol Hill community, thank you. Thank you for the sacrifices your families have endured to keep this Nation and its people safe. We are profoundly grateful.

With that, I would like to recognize our Ranking Member, Ms. Norton from the District of Columbia, for any opening statement she may have.

Ms. NORTON. Thank you very much, Chairman Shuster. I very much appreciate that you have called this hearing this morning.

I want to especially welcome the witnesses we have invited, and especially the relatives and the volunteers at the Shanksville site. I do want to say the special kinship those of us, especially those of us who live in the Nation's Capital, in the District of Columbia, feel and will always feel with Shanksville.

I do want to also apologize. I have left a hearing, a Homeland Security hearing, where a rail security bill that I am a major spon-

sor of is being considered. So I am not going to be able to hear the testimony personally, but I will have staff here and I will look closely at the testimony and read the testimony personally.

As I am sure you know, we are profoundly grateful to you for your dedication and devotion, Mr. Chairman, to ensuring the contributions and to the witnesses for keeping alive the contributions of their loved ones, their neighbors and the appropriateness that we find a way to acknowledge their contribution. Through the testimony this morning, I hope we can identify creative and legislative options, non-controversial if we think hard, I think we can do that, to honor those who died and sacrificed at Shanksville and in Pennsylvania, and their contributions and the contributions that you continue to make.

I look forward to reading the testimony and to hearing your suggestions for a suitable memorial.

Thank you again, Mr. Chairman, for your thoughtfulness in calling this hearing.

Mr. SHUSTER. Thank you, Ms. Norton.

At this point, I would like to note that Senator Kent Conrad from North Dakota, the sponsor of Senate Resolution 26, might be joining us this morning. I understand he has an ongoing markup this morning and he will have a fairly short window of opportunity to testify. But he desperately wanted to testify this morning, which I appreciate. Given his tight schedule, when he arrives, I would like to wait for a logical break in the hearing, then ask consent to allow the Senator to testify at that point. After his testimony and a brief period for questions, we will pick up the hearing where we left off.

So I ask unanimous consent that all of our witnesses' full statements be included in the record. And without objection, so ordered.

I am pleased to introduce the first witness of our panel, Mr. D. Hamilton Peterson, whose father, Donald A. Peterson and stepmother, Jean H. Peterson, were both passengers aboard Flight 93. Mr. Peterson is also the current President of Families of Flight 93. Our second witness is from Baltimore County, police officer Ken Nacke, whose brother, Louis Joseph Nacke, II, was aboard Flight 93. Officer Nacke is also a board member of the Families of Flight 93.

We also have with us Dr. Brent Glass. He is the Director of the Smithsonian's National Museum of American History. Dr. Glass also serves as a member of the Flight 93 National Memorial Commission. And our fourth and fifth witnesses are Mr. Clay Mankamyer, a Flight 93 volunteer ambassador, and his wife, Mary Alice Mankamyer, also a Flight 93 volunteer ambassador from Somerset County. Welcome to my two constituents.

And for those of you that don't know the ambassador program, it formed spontaneously as visitors came to the town of Shanksville and to the site, there was nobody there to show them around. But folks like the Mankamyers just started this with a bunch of other folks and have really done a great job, not only for the site, but to help the families and all those involved.

So again, welcome to all of you. Since your written testimony has been made part of the record, the Subcommittee requests that all witnesses limit their summary to five minutes. There will be time

for questions after all the witnesses have offered their prepared remarks. So Mr. Peterson, if you would proceed first.

STATEMENTS OF HAMILTON PETERSON, PRESIDENT, FAMILIES OF FLIGHT 93; KEN NACKE, FAMILY MEMBER OF A PASSENGER ON FLIGHT 93; BRENT GLASS, MEMBER, FLIGHT 93 MEMORIAL ADVISORY COMMISSION AND DIRECTOR, SMITHSONIAN MUSEUM OF AMERICAN HISTORY; CLAY MANKAMYER AND MARY ALICE MANKAMYER, RESIDENTS OF SHANKSVILLE, PENNSYLVANIA, AMBASSADORS AT THE SHANKSVILLE MEMORIAL SITE

Mr. PETERSON. Thank you very much, Chairman Shuster.

Good morning. Thank you for your invitation to appear today to discuss the importance of a permanent memorial in the United States Capitol and yours and Mr. Murtha's very important sponsorship of this resolution. I would also like to thank Ranking Member Norton and the other members of the Committee for inviting us to testify today. It is a privilege and an honor to speak before you regarding your proposed United States Capitol memorial to Flight 93.

My name is Hamilton Peterson, and again, as you said, my father, Donald A. Peterson and my stepmother, Jean Hoadley Peterson, both perished aborad United Flight 93. I am president of Families of Flight 93, a 501(c)(3) non-profit, incorporated under Pennsylvania law, comprised of family members who lost relatives on Flight 93.

In addition, as you mentioned, Mr. Chairman, we have a member of our family board also present today, seated in the first row, Ms. Allison Vadhan. She lost her mother, Ms. Kristin Gould White, on Flight 93.

Our group, in conjunction with a Federal advisory commission, the National Park Service and the National Park Foundation, is working to build a memorial in Shanksville, Pennsylvania, honoring the passengers and crew of Flight 93. On behalf of the Families of Flight 93, I am grateful for this opportunity to present our views concerning the permanent memorial in the U.S. Capitol.

Also present and testifying with me today in support of this honorable resolution is my fellow board member to my immediate left, and also a Flight 93 federal advisory commissioner, Ken Nacke, who lost his brother Joey aboard Flight 93. Unable to attend today is board member Patrick White of Naples, Florida. Mr. White is our board government affairs liaison and he has worked closely with Congress with respect to our Shanksville site memorial.

It is with extreme enthusiasm and heartfelt appreciation that Mr. White, Mr. Nacke and I report back to you, Chairman Shuster, that without objection, our family board endorses your kind and generous resolution to memorialize Flight 93 at the United States Capitol. The 9/11 Commission aptly titled the section of its report describing Flight 93 as the Battle for United 93. These simple words alone provide enormous insight into what happened on that plane on the morning of September 11th, as heroic passengers and crews, aided by information provided to them by friends and family, began their struggle to prevent their flight from becoming another missile of death and destruction.

The four hijackers had armed themselves with knives and claimed to have a bomb. The passengers and crew were armed only with their ability to believe the unbelievable news they heard in phone calls with those on the ground and with their determination to engage their hijackers in a battle of historic proportions. Of course, the exact details of the battle for United 93 may never be fully known. What we do know is that those aboard the plane mounted a heroic effort to fight back and thwart the hijackers. Information pieced together from phone conversations, the cockpit voice recorder and radio transmissions from Flight 93 reveal that the passengers and crew had devised a plan to revolt against the hijackers and began that revolt shortly before 10:00 a.m.

Based on information passengers and crews provided to friends and family, it is believed that at least two people had been stabbed and lay either dead or injured on the cabin floor. Many who have listened to the cockpit voice recorder from United 93, including myself, also surmise that a female flight attendant who may have been held hostage in the cockpit fought back against the hijackers and was subsequently murdered.

As the plane raced towards Washington, the passengers and crew raced towards the cockpit and began their courageous battle. The cockpit voice recorder contains heart-wrenching sounds of their efforts to break through the cockpit door. Voices of passengers and crew, while muffled and difficult to identify, could be discerned as could the sounds of breaking glasses and plates.

In my mind, as I listened to the cockpit voice recorder, I could see those brave individuals using the food service cart as a battering ram, trying with all of their might to break through the cockpit door. At least one passenger was a pilot, another had training as an air traffic controller. Had the cockpit been retaken, it is entirely possible that these passengers and crew could have brought Flight 93 to safety.

The hijackers were, of course, aware of the revolt taking place in the cabin. The valiant efforts of the passengers and crew to enter the cockpit were answered almost immediately by the hijacker piloting the plane. Ziad Jarrah started to roll United 93 violently to the left and right, obviously attempting to frustrate the mounting counter-attack by the passengers and crew by throwing them off balance in the airplane.

Another aircraft in the skies above Pennsylvania that morning reported seeing Flight 93 "waving his wings." Several people on the ground who witnessed Flight 93 in its last minutes in the sky later commented on seeing the plane dip its wings sharply to the left and then to the right. In spite of these attempts to thwart them, the passengers and crew continued their fight. They never gave up.

The cockpit voice recorder continued as well, recording the sounds of the persistent assault on the cockpit right up until the end when the plane crashed into an empty field at 580 miles per hour. At the time that it crashed, Flight 93 was only 20 minutes flying time from where we sit today. Had the plane reached its destination, which we surmise was the Capitol Building, it would have crashed here at approximately 10:30 when the Capitol would have been teeming with people.

Information gleaned from interviews of conspirators to the 9/11 attacks as well as the recent Zacarias Moussaoui guilty plea in Federal Court in the Eastern District of Virginia indeed indicates that the hijackers most likely intended to fly Flight 93 into our Capitol Building. The hijackers were no doubt aware of the success of their confederates earlier that morning and were intent on carrying out their mission here as well. The 9/11 plan, apparently years in the making, was being successfully played out.

The passengers and crew of Flight 93, however, had a different plan. Against all odds, they banded together to foil four armed terrorists. Of course, there was a qualified success: the passengers and crew saved countless lives here in Washington but lost their own. Al Qaeda had been handed its first defeat by a small group of unarmed individuals, all regular people that morning they boarded the plane, all remarkable heroes by that afternoon.

It is against this backdrop that we sit here today. You have asked us, Chairman, whether a memorial in the United States Capitol Building is appropriate. After all, memorials in our Capitol must be special. To have them at every turn for everything and anything would no doubt dilute their intended effect: to give people pause to remember a person or event that made a significant difference in the history of our Country. With all we know about what happened on board Flight 93, there can be no doubt that a permanent memorial in the United States Capitol is both appropriate and indeed necessary, as is the memorial being planned for the crash site in Shanksville, Pennsylvania.

How many people working here or visiting this Capitol would not be here today had the passengers and crew of that plane chosen to remain passive? The tolls of death and destruction at the World Trade Center and the Pentagon are grim reminders of what could have been, in this very spot, almost to the minute at 10:30 as we testify here today.

In summary, my two sons were five and a half and one and a half on September 11th, 2001. The older was well aware of what had happened that day and how it affected our Nation. Many young Americans, of course, were not directly impacted by the events, and know little of the bravery exhibited that day by countless people: firefighters, office workers, citizens, airplane passengers and police. This memorial to Flight 93 would be a permanent reminder of the power of a handful of good people. In this age when evildoers get most of the news coverage, how important it is to have a tribute to those who faced evil with courage and conviction and refused to give up.

In closing, I am often asked why it is so important that we honor and memorialize the actions of those aboard Flight 93. My constant refrain is, ask yourself what message would have been sent to the world had the terrorists prevailed in destroying one of the greatest icons of democracy and of the free world: the U.S. Capitol and all that it represents. Instead of a complete victory of evil over good on that dark day, a beautiful ray of hope emerged, a message of hope and survival and ultimate triumph. Not three months later, in December of 2001, that positive message inspired passengers and crew aboard a trans-Atlantic flight to thwart Richard Reid in his attempt to detonate a shoe bomb powerful enough to have pene-

trated the fuselage of a trans-Atlantic flight flying from Paris to Miami. Indeed, every day across the world as passengers and crew board flights, there is an implicit understanding that people are ready to take action and prevent terrorists from stealing our freedom and our lives.

Flight 93's eternal gift is the knowledge that good can and must prevail. On my own behalf and behalf of the Families of Flight 93, I thank you, Ms. Shuster, as well as Mr. Murtha, members of this Committee, as well as Senators Santorum and Conrad, for your efforts to memorialize the sacrifice and bravery of our families.

Mr. SHUSTER. Thank you, Mr. Peterson. I also want to say how we appreciate that endorsement by the Families of Flight 93 also. Thank you.

I also want the record to reflect that Allison White Vadhan is present today. We thank you very much for coming, the daughter of Kristin White Gould, who was on Flight 93. Thank you very much for coming. I want to make sure the record reflects that you are here.

With that, Mr. Nacke, you may proceed.

Mr. NACKE. Thank you, Mr. Chairman.

My testimony will be a little bit shorter than my cohort next to me. Good morning, and thank you for inviting me.

Please allow me to introduce myself. My name is Ken Nacke. I am currently a police officer with the Baltimore County Police Department for almost the past 18 years in the great State of Maryland. My brother, Louis Joseph Nacke, II, sometimes I will slip and call him Joey, because that's how he is fondly known through our family, was one of the heroes aboard Flight 93.

I use the word hero because most people always say the word victim, and I truly believe our loved ones were not victims, but they were heroes, and they rose above. They took their own destiny in their hands and acted upon it, instead of just waiting for things to be played out.

On September 11th, 2001, the extraordinary acts of the 40 individuals united the Nation and showed what true patriotism is all about. They thwarted a planned attack on our Nation's Capitol, thereby saving the lives of countless others and truly winning the first battle in the war against terrorism. The actions of the passengers and crew have not gone unnoticed by the citizens of this great Nation.

I truly feel that placing a memorial honoring the heroes of Flight 93 inside the Capitol Building would ensure that our loved ones are cherished, honored and remembered for generations to come. And it is truly what I would want to convey today to your Committee and to our Nation, that these loved ones should be remembered, honored and cherished. Three words always come to mind when I talk to Dr. Brent Glass and to Hamilton or anybody else, it is unity, hope and trust. Our loved ones united, they had hoped to prevail and they trusted each other. And that's the backbone of our Country.

My whole family and I support this endeavor, what you're trying to do, placing some type of memorial in the Capitol. I truly believe that our Country is a better place because of the actions of the pas-

sengers and crew of Flight 93. I for one know that I am a better person because of their actions.

There are bizarre ironies in life. Twenty years ago I was a policeman here in Washington, D.C., and so was Hamilton Peterson, next to me. One of my first footposts was right outside of the Capitol Building, walking up and down Pennsylvania Avenue, just blocks up the road. I can remember times going up and down and seeing this building and marveled at what it stood for. It is so strange that our family members would sacrifice their lives decades later to protect our great Nation, in an area where I once walked.

In closing, I consider it a great honor that you ladies and gentlemen are placing a memorial and honoring my brother Joey and the heroes of Flight 93. If and when you guys choose to place a fitting memorial, with whatever you want the design to be, because I truly believe it is not what the families or I would want to see, it is what our Nation would want honoring those loved ones. That's the important thing here, is that it is the Nation that is honoring the 40 true heroes of Flight 93.

When that date does come, I would like to be invited to see that, when it is placed on the hallowed walls of the Capitol Building. I do really thank you for the time and the honor of speaking in front of you.

Mr. SHUSTER. Thank you very much. It is an honor to have you here with us today.

Next, Dr. Glass, you may proceed.

Mr. GLASS. Thank you, Mr. Chairman. Thank you for the invitation to speak at this hearing. It is a privilege for me to join my fellow panelists at this hearing and also to speak to you and recognize other members of the Committee, two members I have worked with closely when I was in Pennsylvania, Mr. Gerlock and Mr. Dent. It is nice to be in your company again.

I am Brent Glass, Director of the Smithsonian's National Museum of American History. I am also a member of the Flight 93 National Memorial Commission. However, I need to mention, I am not representing the Smithsonian today, nor am I representing or speaking for the Memorial Commission. I am speaking as a professional historian who has worked for over 30 years in the field of public history. This work has involved planning, developing and preserving public monuments, memorials and historical markers.

Within days after the tragic events of September 11th, 2001, people from around the world visited the locations near the crash site of Flight 93 and left personal tributes to the passengers and crew. A number of those tributes are here on display at this hearing.

At the time of September 11th, 2001, I served as Executive Director of the Pennsylvania Historical and Museum Commission. The Somerset Historical Center, located a few miles from the crash site, is one of the museums administered by the commission.

At the request of the Somerset County commissioners, I agreed to collaborate with the county historical society to maintain the extensive collections that were being left at these locations and at the temporary memorial constructed by the county near the crash site. These tribes consisted of flags, hats, buttons, poems, signs, many other expressions of grief, pride and patriotism. The story of Flight 93 very quickly captured the public's imagination, and the tem-

porary memorial became a destination for thousands of people from around the Country and around the world.

The makeshift, informal quality of this memorial, in my opinion, made it even more beautiful and meaningful, because it reflected a grassroots effort to remember and honor the 40 passengers and crew who died on that fateful day. The work of the Flight 93 ambassadors, and you will hear from them shortly, who guide visitors and provide information at the temporary memorial, added to the experience of visiting the site.

Standing at the temporary memorial, within site of a former coal mine, farm lands, game lands, a visitor can feel an emotional and spiritual power that is similar to a visit to Gettysburg or Antietam. The Flight 93 Memorial Commission is in the final stages of selecting a design for the permanent memorial and the location will be near the crash site. The commission, under the direction of the National Park Service, has worked hard to identify boundaries for the memorial and to select jurors for the design competition who represent the variety of stakeholders in addition to design professionals.

As a member of the commission, I have been most impressed by the dedication and passion of everyone involved in this process to ensure that we develop a memorial that pays tribute to the sacrifice of 40 people who were passengers and crew, and that places the story of Flight 93 within the larger context of the events of September 11th. The commission has posted the designs of five finalists on its web site, www.Flight93memorialproject.org. I encourage everyone to take a look at the five finalists. They are most interesting.

I provide this background to the Committee because it is important that the focus of the effort to memorialize the passengers and crew of Flight 93 remain on the development of the memorial in Somerset County. I am supportive of a memorial in Washington to recognize the sacrifice of passengers and crew, provided it does not draw attention or support away from the permanent memorial. I do not expect that this will happen, but I did want to express my concern.

As a historian, I am more concerned that a memorial in Washington reflects the facts about Flight 93. There is much that we do not know and may never know about those terrifying moments prior to the crash. If a memorial is developed, we should avoid trying to fill in the gaps. For example, we do not know the motivations of the people who resisted the hijackers. We do not know the intended target of the hijackers.

The 9/11 Commission Report is the best source I know of to offer guidance about the sequence of events on that day. That report makes it clear that an active resistance took place during that flight that directly contributed to the crash in a remote field in Pennsylvania. That story alone is inspirational and compelling. We do not need to improve upon it by adding details that are not supported by physical, written or oral evidence. The memorial can be inspirational and respectful of the sacrifices and loss and still be true to the historical record.

By acknowledging that we do not know all the details of Flight 93, we will allow visitors to reflect on what might have happened

and how they might have reacted if they were in those awful circumstances. Good history always involves imagination. I am confident that we can honor the passengers and crew, even if we have to imagine what took place in their final moments.

Thank you.

Mr. SHUSTER. Thank you, Dr. Glass, and I couldn't agree with you more. We will make certain that Oliver Stone is not going to participate in this historical event. If you have seen his movies, he tends to fill in the blanks, as you say, which I think is very inappropriate.

Thank you, Dr. Glass, and thank you for your service on the Flight 93 memorial and your good work at the Smithsonian.

Next up, Mr. Mankamyer, you can proceed.

Mr. MANKAMYER. Thank you, Mr. Chairman.

The events of September 11th, 2001, and subsequent related events, hold special significance for me as a volunteer ambassador at the temporary memorial and a resident of the nearby town of Shanksville. I also serve on the Flight 93 task force design solicitation committee.

I have witnessed my fellow ambassadors standing in a wind chill well below zero as well as in the burning sun with a heat index around 100, just to welcome total strangers to the site and to tell the story of the historic, heroic deeds that ended there. Bear in mind, not all the volunteers are as young as my wife and I.

I still often have to wipe away tears and choke back my emotions as I watch men, women and children do the same, as they relive the tragic yet so very inspiring end to Flight 93. The story is special to me because 40 ordinary people, the vast majority of whom were total strangers, agreed, at least without known and open dissent, to take action which they knew would likely cost them their lives. Not only was this the site of the first battle fought on the war on terror, but the first victory. This victory came at a great price. It was a victory, nonetheless.

It is the place where the battle cry for the war against terror was coined. Todd Beamer joined the insurrection on board with the command, "Let's roll." This battle cry will go down in history, much like "no taxation without representation" or "remember the Alamo." "Let's roll" was used by our President to inspire a Nation still in shock but needing to prepare for war.

This inspiring slogan was placed on the cockpit of bombers in Afghanistan and appeared on jet fighters over Iraq. Now it is time to honor the heroes of Flight 93 in our Nation's Capitol with a permanent memorial, and with a memorial in that field of honor near Shanksville, Pennsylvania.

This story must be told down through the generations to continue to inspire our Nation to remain vigilant in guarding our God-given liberties, as do the battlefields of the war of liberation and the Alamo. It must serve as a reminder of the cost of complacency or underestimating the threat to our way of life posed by the enemies of free speech, freedom of religion and the right to be secure in our own properties. The story must remain unedited by the forces of political correctness, heralding the deep religious conviction and strong moral character that motivated the passengers and crew of Flight 93.

They have done their part, and we ambassadors are doing ours. The partners, including the families of the heroes, the Park Service, the task force, committee members and the commission are doing their part in working to erect a fitting memorial at the crash site.

It is now time for Congress to do its part. Please pass this resolution, erect a commemorative plaque in the Capitol. Help us finish the work that needs to be done on that sacred ground in Pennsylvania on behalf of a grateful Nation which is in desperate need of heroes and inspiration to carry on in the fight begun on September 11th, 2001.

Mr. SHUSTER. Thank you, Mr. Mankamyer.

Mrs. Mankamyer, please proceed.

Mrs. MANKAMYER. I'm a volunteer ambassador for Flight 93, and live in the small town of Shanksville with only 245 residents.

Soon after the crash of Flight 93, the people in town thought they needed to honor the heroes who died so near to our town. At the end of Main Street, a small memorial started to take shape, with board, a sign, a cross, flag and a fence. People came from everywhere and many tributes were left there. A wreath with a note attached said "Thanks for saving us," signed by Capitol Hill employees, was left at the site.

On October 2001, a temporary memorial was opened to the public. Visitors to the site were often confused as to where the plane crashed. A meeting was held on January 26th, 2002, and those attending agreed about the need to be at the site to greet the visitors and give accurate information. We now have 40 volunteer ambassadors to staff the site every day.

Our purpose is to honor those who died on Flight 93, to answer questions, to give a hug, cry with them and provide a listening ear. Well over 130,000 people have come each year. At this time we are greeting more then 5,000 visitors every week from all over the world. Somerset County commissioners erected a bronze plaque bearing the names of the passengers and crew along with flag poles that fly the United States and Pennsylvania State flags. A large wooden cross draped in the white cloth was erected near the command post to offer comfort and hope to the arriving families of the heroes of Flight 93.

Two men climbed a 200 foot boom of a drag line and huge a huge American flag. A Guatemalan man sent a large granite plaque weighing more than 450 pounds. People come to pray, meditate and reflect at the site. I met a woman who was trapped in the Pentagon rubble who said how difficult it was for her to go back to work. I held her for a long time as we cried together. I especially remember a Native American Indian sitting, in his costume, in 22 inches of snow and it was 18 below zero, to meditate and show his respect.

Many visitors feel compelled to leave something at the memorial fence as a tribute. Among the tributes are a flight attendant's uniform, military ribbons, medals, miliary boots, Bibles, children's toys and a newspaper article about a Bible that survived the crash. A note read: "My son works on Capitol Hill, the Hart Building, and I feel he was saved because of the heroes of Flight 93."

One of the main things written and said at the site is "God Bless America" and "God bless you" to the heroes and families of Flight

93. Things which cannot remain outdoors are collected by the curator, cleaned, cataloged and stored. To date we have more than 20,000 items. In the front of the room here there is a display at the table with some of these items. I hope you will take time to look at them.

We are in the process of an oral history project to preserve this historical account. There were over 1,063 entries to the permanent memorial design competition. The top five designs are being displayed in Somerset. A jury will announce the winning design on September 7th in Washington, D.C.

We are grateful for your efforts to see that the permanent memorial is built at the site in Stonycreek Township where we saw the resolve, strength and courage of those 40, one of whom was pregnant, brave people to overcome their fears and in so doing, their story was heard around the world. These men and women who, only about 15 minutes away from Washington, D.C., came together to stop the destructive actions of the terrorists and in so doing turned the crash into a place of victory.

I am reminded of a Bible verse in John 15:13 that says, "Greater love hath no man than this, than a man lay down his life for his friends." They laid down their lives for you and me, not even friends, but strangers. A peaceful field is the final resting place for the heroes of Flight 93. This memorial is needed so we as a Nation and world have a place to grieve and show respect for what has happened in our Country; a place of healing and inspiration for all who come.

The Flight 93 national memorial statement says it well: "May all who visit this place remember the collective acts of courage and sacrifice of the passengers and crew, revered as hallowed ground as the final resting place for these heroes, and reflect the power of the individuals who chose to make a difference."

Therefore, it is certainly fitting that a placque to honor the passengers and crew of Flight 93 should be placed in this, our Nation's Capitol, so all who come to visit can likewise read it and reflect for this and all generations to come to never forget the events that took place on September 11th, 2001. The Flight 93 memorial mission states so wonderfully, "A common field one day, a field of honor forever."

In closing, I would like to thank you for the opportunity of testifying here today. It was truly an honor. Please know that there are many people who are thankful for all that you do here for us and that we are praying for you.

Thank you.

Mr. SHUSTER. Thank you, Mrs. Mankamyer. And thank you and your husband for your role there at the site. I know there are hot summers, but many people don't know how bitterly cold Somerset County can be in the winter. I have been there when it has been cold and when it has been hot. We appreciate what you and all the ambassadors do at the Flight 93 site.

At this time, I would like to welcome Senator Conrad and invite him to come up to the desk. I would also ask unanimous consent that he be able to address the Subcommittee. Without objection, so ordered.

Senator Conrad is the original sponsor of the Senate Concurrent Resolution 26, which would establish a memorial to the heroes of Flight 93 in the U.S. Capitol. Through Senator Conrad's leadership in the Senate, along with Senators Santorum and Specter, S. Con. Res. 26 was unanimously approved by the Senate on July 18th. We are very pleased that you are able to join us here this morning and look forward to your testimony, Senator. Please proceed.

STATEMENT OF THE HONORABLE KENT CONRAD, A SENATOR FROM THE STATE OF NORTH DAKOTA

Senator CONRAD. Mr. Chairman, thank you very much for this opportunity, and to the members of the Committee, as well. I also first want to apologize to the other witnesses here. The Senate is about to have a series of roll call votes, and of course, as usual in the Senate, without notice. So I apologize.

I thank you, Mr. Chairman, very much, for holding this hearing. I thank you very much for your co-sponsorship of this important resolution. We are here today to talk about a resolution to honor the passengers of Flight 93 for their heroic actions on 9/11. Again I want to thank you, Mr. Chairman, and Congressman Murtha for sponsoring this legislation in the House. As you have indicated, it has passed the Senate on a unanimous consent provision. It passed last year in the Senate as well. The House did not have a chance to act before the adjournment of the 108th Congress. I am hopeful that this hearing will provide impetus to the House passage of this resolution as well.

As the story of 9/11 continues to unfold, it becomes even more clear how critically important the actions of the passengers and crew of Flight 93 were. The 9/11 Commission reports that the passengers of Flight 93 learned through a series of phone calls to loved ones that hijackers on three other flights had turned airplanes into flying bombs that morning. As we all know, those planes were crashed into the World Trade Center and the Pentagon.

Armed only with that knowledge and their own courage and resolve, those brave passengers attacked the hijackers. They attempted to regain control of the aircraft which tragically crashed in rural Pennsylvania.

However, as a result of their actions, the terrorists on Flight 93 were prevented from executing another devastating and deadly attack. The 9/11 Commission concluded, "The Nation owes them a debt, a deep debt." Mr. Chairman, it is time for us in Congress to acknowledge that debt. The 9/11 Commission also concluded that their actions saved the lives of countless others and likely saved either the United States Capitol or the White House.

As I watched the Nation respond to the events of 9/11, I fully expected that there would be a memorial to the extraordinary heroism of the passengers and crew of Flight 93. And in fact, actions have been taken. But Mr. Chairman and members of this Committee, as you all know well, we have not recognized their heroism in this Capitol complex. I believe we need to do that. If there were ever true American heroes, these passengers and crew of Flight 93 fit that description.

As I have read the reports of what occurred on that plane, those that gathered to take on the terrorists had to know they were risk-

ing everything. I think it is forever embedded on the American consciousness the two words, "Let's roll." I got back in my own mind to those moments. I remember being told by security forces to evacuate the Capitol because there was a plane eight minutes out, that's what we were told. They thought the Capitol complex might be a target.

I remember hundreds of people streaming out of the Capitol that morning, not knowing what was occurring in our Country, seeing the smoke billowing from the Pentagon, watching the television reports of planes flying into the World Trade Center. And then this fourth plane, fate unknown. Moments later, finding out that it had crashed in Pennsylvania, not knowing the cause. And to have learned afterwards of the courage, of the bravery of the people who rallied to America's cause that morning. They deserve our deepest gratitude. And it must be recognized in the Capitol.

Mr. Chairman, I hope very much the House will take prompt action on this matter. I thank you very much for your co-sponsorship. This is a bit of unfinished business for America from 9/11, and we ought to conclude it promptly and correctly. And we ought to recognize our profound respect for the passengers and crew of Flight 93, and send our deepest condolences to the families of those affected. I thank the Chairman.

Mr. SHUSTER. Thank you, Senator, and you are absolutely right, this is unfinished business. I have asked the Speaker to hold at the desk your resolution so that we can take it straight to the Floor when we come back from August recess. I am very hopeful and confident that that will happen and we will be able to get this passed and move forward.

So thank you for your leadership in the Senate. We certainly appreciate that. Thank you for being here today.

Senator CONRAD. Thank you, Mr. Chairman, and members of the Committee as well. Thank you very much.

Mr. SHUSTER. Thank you.

With that, we are going to open it up for some questions, to anybody on the panel. I will go ahead and start—Mr. Dent, do you have a question you want to ask? I will start with you if you like.

Mr. DENT. I just want to applaud you and Senators Conrad and Santorum for your leadership on this issue, along with Representative Murtha. As a Pennsylvanian, I certainly support this measures, and as one who represents eastern Pennsylvania, I had constituents who perished on 9/11, and a family member on the 91st floor of the first tower who remarkably escaped after the first plane hit the 93rd floor where he worked.

The only thing I really wanted to add to this is that I think, Dr. Glass, your comments are right on point. I also want to note for the record that those of you from Somerset County should know that, and Dr. Glass, you might want to clarify this point, that not only did we experience the horrible plane crash on September 11th, but I believe the coal miners, that incident occurred not very far from the site in Somerset County. I believe back in the 18th century, a young Army officer named George Washington was in that general vicinity as well, and he was captured at Fort Necessity. There is a lot of historical significance to what has occurred out there near Shanksville.

Again, I just support this effort and I do want to express my condolences to those of you who are here today and all the other families who lost so much on that day. Thank you, and I applaud your measure.

Mr. SHUSTER. Thank you. I also wanted to point out, which I regularly do, that just about eight miles south of Shanksville is a little town called Berlin, Pennsylvania. Most people don't remember, but that was the epicenter for the Whiskey Rebellion that occurred in the first year of George Washington's second term. There was a rebellion here, farmers rose up, they didn't want to pay the tax on their whiskey. George Washington got on his horse and rode up into Pennsylvania to put down the rebellion.

I often remind people of Berlin because the war on terror started at Shanksville, the first counter-attack, and it is ongoing. We in America today want things to be over so quick and to be so neat. But when you look back in our history, five years into the founding of our Nation, we had to put up with a rebellion ourselves. I think it is providence that it is only about eight miles from Shanksville, Berlin. So we should all be remembered of our history and that it is never easy when you are building a nation and building democracy.

I have a couple of questions, first for Mr. Peterson. Given your experience with the memorial in Shanksville, do you believe that a memorial here at the Capitol can detract in any way from the memorial in Shanksville?

Mr. PETERSON. Absolutely not, Chairman Shuster. If anything, I believe both of these very necessary memorials reaffirm the commitment by the citizens and the passengers and crew on that flight. I think both need to exist, at a minimum, and I think they will send a message appropriately. Senator Conrad also said it well, with respect to that debt, that duty, that obligation.

Mr. SHUSTER. Mr. Nacke, in your experience, are there any lessons that you may have taken away, as you have been watching what's happened in Shanksville, that we might be able to apply to a memorial that we set up here in the Capitol?

Mr. NACKE. I think the first thing that comes to mind is inclusion. Like I said in my testimony, it is the Nation, it is not truly what Hamilton wants or what I want, it is what the Nation wants. It is your job pretty much to represent the Nation's wishes. So I think you have your finger on the pulse, so to speak, and you are headed in the right direction.

There are things I would like to see, and there are probably things Hamilton would like to see, but like I said, it is not truly what we would like to see, it is truly what our Nation wants to see. And what a fitting place to be, in the hallowed halls of the Capitol Building.

Mr. SHUSTER. And to the Mankamyers, anything, your thoughts? Do you believe we can do a memorial here in the Capitol and not detract or take away anything from Shanksville?

Mr. MANKAMYER. I think there will be quite a number of visitors to the Capitol who may never make it to Shanksville. They need the benefit of that inspiration as well. If anything, that might inspire them to want to make a trip up to Shanksville and see our

memorial there as well. I think it will be a plus, not a minus at all.

The only concern that I offer is, you can only put so much on a placque, of course, but as the debate goes on, once it is considered what should go on that plaque, that political correctness not be one of the considerations, that truth and a fitting memorial be the consideration for what appears here as well as in Shanksville.

Mr. SHUSTER. And Dr. Glass, my question to you is, what do you see, I know we had mentioned, and I couldn't agree with you more, we have to make sure we stay to the facts and not fill in the gaps anywhere. Do you see any protect against?

Mr. GLASS. I think that Senator Conrad said that information about 9/11 and Flight 93 in particular are still unfolding. I think that was an important phrase, because the historical record was never complete. Certainly recent history is, the evidence about recent history continues to unfold and continues to become more accessible.

So in designing a memorial or writing a placque, just basing that design and that text on what we know and not trying to improvise or improve on what is already, as I said, a very inspirational and compelling story. So the pitfalls are, the devil is in the details, I guess, as you go. From my experience in writing historical markers, for example, all over Pennsylvania, there is just so much you can put on a marker. The text becomes very challenging. The location becomes challenging, the design becomes challenging. So I think there are, it is doable and it has been done everywhere.

But there are some technical challenges. I know putting a plaque in the Capitol is not an easy proposition. There are many worthy causes and competing claims, I am sure. So that is something that would be up to the process that is here in the Capitol.

Mr. SHUSTER. Would you have any specific recommendations as we move forward on the design and construction of a memorial?

Mr. GLASS. I thought that Ken made a good point, that the process that has been used in Shanksville has been very inclusive. It has been a very deliberate process that has really reached out to a number of different perspectives, even the composition of the two juries, one that went through over 1,000 designs that had been submitted to narrow the list down to five, and now a second jury that is reviewing the five finalists. Even the composition of those two juries are very representative of a number of different points of view.

And so I think here in the Capitol, obviously, there are more constraints in terms of how many points of view you can bring to bear. But I would encourage the process to be deliberative and inclusive and transparent.

Mr. SHUSTER. Everybody keeps talking about a plaque. I have mentioned it, too. It seems logical. But it could be something else, as long as it is tastefully done. My thought has always been, I was here on September 11th in the Capitol, but this is one of the events that is going to go down in our history, like Lexington and Concord or the Alamo or one of these significant events. We can do a lot of different things.

I am not certain about this, but in the Capitol there are frescoes of some of those events, maybe Lexington and Concord or the Bos-

ton Tea Party. So I don't know when the last time was that a fresco was painted in the Capitol, that may be something we can take into consideration. As you said, and as Mr. Nacke said, it is important to be inclusive, and that we do something that reflects what the Nation wants.

Mr. GLASS. I certainly would be happy to assist, if you would like me to.

Mr. SHUSTER. I am certain we will be calling on you, that your experience would be greatly utilized.

Again, I want to thank all of you for being here. I appreciate your making the trip down here and for your input. As I told Senator Conrad, we actually had the Speaker hold the Senate Resolution at the desk which means we can take it straight to the Floor when we pick up. They put a few things into it that we liked. I hope that we can have it scheduled the first week when we get back from the August recess and take it up and vote on it and start to move forward on it. I think that would be appropriate.

I also wanted to mention, thanks to Jack Murtha, who actually represented Shanksville on 9/11, but then we have this thing we call redistricting. Shanksville became part of the Ninth Congressional District, which is my district. But Jack Murtha has been very instrumental and very supportive on this and I want to make sure that we mention that.

Again, I want to thank everybody for being here today. Your testimony has been very valuable. As we move forward, we will make sure that we faithfully reflect the events of what happened on 9/11 with Flight 93.

I need to ask unanimous consent that the record of today's hearing remain open for 30 days so that additional comments offered by members, individuals or groups might be included in the record of today's hearing. Without objection, so ordered.

And if no other members—I see there are no other members of the Subcommittee—we again want to thank you all for being here today and look forward to talking to you as we move forward. With that, the Subcommittee stands adjourned.

[Mr. Alan Hantman's prepared statement follows:]

STATEMENT OF ALAN M. HANTMAN, FAIA
ARCHITET OF THE CAPITOL

For the Committee on Transportation and Infrastructure
Honoring the Protectors of the Capitol: The Passengers and Crew of Flight 93

July 26, 2005

Mr. Chairman, I am pleased to be able to provide this formal testimony for the record regarding the history of memorials in the U.S. Capitol Building and on Capitol grounds.

In its 212-year history, there have been just 21 memorials placed in the Capitol Building. The Office of the Architect is instructed, through legislation or other directives, to place such memorials in the Capitol. In most instances, the legislation or the sponsor of the legislation determines the type of memorial and the materials out of which it is created.

The most recent example is the memorial plaque placed in 1998 to honor the memory of U.S. Capitol Police Officers John Gibson and Jacob Chestnut. Congress passed H. Con. Res. 310 on July 27, 1998, instructing my office to place a plaque "at an appropriate site in the United States Capitol, with the approval of the Speaker of the House of Representatives and the President Pro Tempore of the Senate." Other memorials, such as the markers in Statuary Hall which indicate the location of the desks of House Members who went on to become President and the Robert Taft Memorial – the carillon located north of the Capitol between New Jersey Avenue and First Street, N.W., also were installed following the passage of legislation.

Other memorials, such as the plaque commemorating the first meeting place of the House of Representatives or the mural honoring the crew of the space shuttle Challenger, were placed following the directives of the Speaker of the House or Senate Leadership.

The Office of the Architect stands ready to provide Congress with the assistance necessary to install any future memorials if we are instructed, legislated, or otherwise directed to place such memorials in the U.S. Capitol Building.

[Whereupon, at 11:11 a.m., the subcommittee was adjourned.]

Statement of Senator Kent Conrad
Before the House Transportation and Infrastructure Committee,
Subcommittee on Economic Development, Public Buildings, and Emergency Management on
Senate Concurrent Resolution 26 to Honor Flight 93
July 26, 2005

- Mr. Chairman and members of the Committee: Thank you for holding this hearing today on a concurrent resolution to honor the passengers and crew of Flight 93 for their actions on 9/11.

- I want to thank you and Congressman Murtha for sponsoring this resolution in the House this session.

- Last October, the Senate unanimously passed an identical resolution less than a month after I introduced it.

- However, it did not pass the House before the adjournment of the 108th Congress.

- This year, the Senate has again acted to pass my resolution.

- I am hopeful that this hearing will move the House to act quickly to pass this important resolution.

- As the story of 9/11 continues to unfold, it becomes clearer how important the actions of the passengers and crew of flight 93 were.

- The 9/11 Commission Report revealed that the passengers of flight 93 learned through a series of phone calls to loved ones that hijackers on three other flights had turned airplanes into flying bombs that morning.

- As you know, those planes were crashed into the World Trade Center and the Pentagon.

- Armed only with that knowledge and their own courage and resolve, those brave passengers attacked the hijackers.

- They tried to regain control of their aircraft, which tragically crashed in rural Pennsylvania.

- However, as a result of their actions, the terrorists on flight 93 were prevented from executing another devastating attack.

- The 9/11 Commission concluded that the Nation owes a debt to the passengers and crew of flight 93.

- It also concluded that their actions saved the lives of countless others and likely saved either the U.S. Capitol or the White House from destruction.

- I felt strongly that those of us who work here in the Capitol should express our gratitude.

- We should acknowledge how they likely saved one of the greatest symbols of our democracy.

- This resolution specifically expresses our deepest respect and gratitude to the passengers and crew of flight 93, as well as condolences to their families and friends.

- It also calls for an appropriate memorial to be placed in the Capitol by the bicameral, bipartisan leaders of Congress and relevant committees.

- I pay the deepest respect to our first responders, volunteers, and citizens who risked their lives to save others on that day.

- It is appropriate to pay homage to the passengers and crew of flight 93 for taking on those who wished to harm our country and Nation's Capital.

- I believe it is time to acknowledge their heroism and commemorate them in the very walls that might have crumbled had they not made that ultimate sacrifice.

- We are forever indebted to them and should never forget their bravery or the sacrifice of their loved ones.

- I hope the House will move in broad bipartisan fashion to quickly recognize the passengers and crew of flight 93 for bringing down terrorists, saving lives, and preserving America's greatest symbols of democracy.

TESTIMONY TO COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

RE: PROPOSED FLIGHT 93 MEMORIAL IN THE U.S. CAPITOL

SUBMITTED BY: BRENT D. GLASS

MR. CHAIRMAN:

I AM BRENT GLASS, DIRECTOR OF THE SMITHSONIAN'S NATIONAL MUSEUM OF AMERICAN HISTORY. I AM ALSO A MEMBER OF THE FLIGHT 93 NATIONAL MEMORIAL COMMISSION. HOWEVER, I NEED TO MENTION THAT I AM NOT REPRESENTING THE SMITHSONIAN TODAY NOR AM I REPRESENTING THE MEMORIAL COMMISSION. I AM SPEAKING AS A PROFESSIONAL HISTORIAN WHO HAS WORKED FOR OVER THIRTY YEARS IN THE FIELD OF PUBLIC HISTORY AND THIS WORK HAS INVOLVED PLANNING, DEVELOPING, AND PRESERVING PUBLIC MONUMENTS, MEMORIALS, AND HISTORICAL MARKERS.

WITHIN DAYS AFTER THE TRAGIC EVENTS OF SEPTEMBER 11, 2001, PEOPLE FROM AROUND THE WORLD VISITED LOCATIONS NEAR THE CRASH SITE OF FLIGHT 93 AND LEFT PERSONAL TRIBUTES TO THE PASSENGERS AND CREW. AT THE TIME, I SERVED AS EXECUTIVE DIRECTOR OF THE PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION AND THE SOMERSET HISTORICAL CENTER, LOCATED A FEW MILES FROM CRASH SITE, IS ONE OF THE MUSEUMS ADMINISTERED BY THIS COMMISSION. AT THE REQUEST OF THE SOMERSET COUNTY COMMISSIONERS, I AGREED TO COLLABORATE WITH THE COUNTY HISTORICAL SOCIETY TO MANAGE THE EXTENSIVE COLLECTIONS THAT

WERE BEING LEFT AT THESE LOCATIONS AND AT THE TEMPORARY MEMORIAL CONSTRUCTED BY THE COUNTY NEAR THE CRASH SITE. THESE TRIBUTES CONSISTED OF FLAGS, HATS, BUTTONS, POEMS, SIGNS, AND MANY OTHER EXPRESSIONS OF GRIEF, PRIDE, AND PATRIOTISM. THE STORY OF FLIGHT 93 VERY QUICKLY CAPTURED THE PUBLIC'S IMAGINATION AND THE TEMPORARY MEMORIAL BECAME A DESTINATION FOR THOUSANDS OF PEOPLE.

THE MAKESHIFT, INFORMAL QUALITY OF THE MEMORIAL, IN MY OPINION, MADE IT EVEN MORE BEAUTIFUL AND MEANINGFUL BECAUSE IT REFLECTED A GRASSROOTS EFFORT TO REMEMBER AND HONOR THE FORTY PASSENGERS AND CREW WHO DIED ON THAT FATEFUL DAY. THE WORK OF THE FLIGHT 93 AMBASSADORS, VOLUNTEERS WHO PROVIDE INFORMATION TO VISITORS, ADDED TO THE EXPERIENCE OF VISITING THE SITE. STANDING AT THE TEMPORARY MEMORIAL WITHIN SIGHT OF A FORMER COAL MINE, FARMS, AND GAME LANDS, A VISITOR CAN FEEL AN AN EMOTIONAL AND SPIRITUAL POWER THAT IS SIMILAR TO A VISIT TO GETTYSBURG OR ANTIETAM.

THE FLIGHT 93 MEMORIAL COMMISSION IS IN THE FINAL STAGES OF SELECTING A DESIGN FOR THE PERMANENT MEMORIAL AND THE LOCATION WILL BE NEAR THE CRASH SITE. THE COMMISSION, UNDER THE DIRECTION OF THE NATIONAL PARK SERVICE, HAS WORKED HARD TO IDENTIFY BOUNDARIES FOR THE MEMORIAL AND TO SELECT JURORS FOR THE DESIGN COMPETITION WHO WILL REPRESENT A VARIETY OF

STAKEHOLDERS IN ADDITION TO DESIGN PROFESSIONALS. AS A MEMBER OF THE COMMISSION, I HAVE BEEN MOST IMPRESSED BY THE DEDICATION AND PASSION OF EVERYONE INVOLVED IN THIS PROCESS TO ENSURE THAT WE DEVELOP A MEMORIAL THAT PAYS TRIBUTE TO THE SACRIFICE OF THE FORTY PEOPLE WHO WERE PASSENGERS AND CREW AND THAT PLACES THE STORY OF FLIGHT 93 WITHIN THE LARGER CONTEXT OF THE EVENTS OF SEPTEMBER 11. THE COMMISSION HAS POSTED THE DESIGNS OF FIVE FINALISTS ON ITS WEB SITE, WWW.FLIGHT93MEMORIALPROJECT.ORG.

I PROVIDE THIS BACKGROUND TO THE COMMITTEE BECAUSE IT IS IMPORTANT THAT THE FOCUS OF THE EFFORT TO MEMORIALIZE THE PASSENGERS AND CREW OF FLIGHT 93 REMAIN ON THE DEVELOPMENT OF THE MEMORIAL IN SOMERSET COUNTY. I AM SUPPORTIVE OF A MEMORIAL IN WASHINGTON TO RECOGNIZE THE SACRIFICE OF THE PASSENGERS AND CREW PROVIDED THAT IT DOES NOT DRAW ATTENTION OR SUPPORT AWAY FROM THE PERMANENT MEMORIAL. I DO NOT EXPECT THAT THIS WILL HAPPEN BUT I WANT TO EXPRESS MY CONCERN.

AS A HISTORIAN, I AM MORE CONCERNED THAT A MEMORIAL IN WASHINGTON REFLECTS THE FACTS ABOUT FLIGHT 93. THERE IS MUCH THAT WE DO NOT KNOW AND MAY NEVER KNOW ABOUT THOSE TERRIFYING MOMENTS PRIOR TO THE CRASH. IF A MEMORIAL IS DEVELOPED, WE SHOULD AVOID TRYING TO FILL IN THE GAPS. FOR EXAMPLE, WE DO NOT KNOW THE MOTIVATIONS OF THE PEOPLE WHO

RESISTED THE HIJACKERS. WE DO NOT KNOW THE INTENDED TARGET OF THE HIJACKERS. THE 9/11 COMMISSION REPORT IS THE BEST SOURCE I KNOW OF TO OFFER GUIDANCE ABOUT THE SEQUENCE OF EVENTS ON THAT DAY. THAT REPORT MAKES IT CLEAR THAT AN ACTIVE RESISTANCE TOOK PLACE DURING THAT FLIGHT THAT DIRECTLY CONTRIBUTED TO THE CRASH IN A REMOTE FIELD IN PENNSYLVANIA. THAT STORY ALONE IS INSPIRATIONAL AND COMPELLING. WE DO NOT NEED TO IMPROVE UPON IT BY ADDING DETAILS THAT ARE NOT SUPPORTED BY PHYSICAL, WRITTEN, OR ORAL EVIDENCE. THE MEMORIAL CAN BE INSPIRATIONAL AND RESPECTFUL OF THE SACRIFICES AND THE LOSS AND STILL BE TRUE TO THE HISTORICAL RECORD. BY ACKNOWLEDGING THAT WE DO NOT NOW KNOW ALL THE DETAILS OF FLIGHT 93, WE WILL ALLOW VISITORS TO REFLECT ON WHAT MIGHT HAVE HAPPENED AND HOW THEY MIGHT HAVE REACTED IF THEY WERE IN THOSE AWFUL CIRCUMSTANCES. GOOD HISTORY ALWAYS INVOLVES IMAGINATION AND I AM CONFIDENT THAT WE CAN HONOR THE PASSENGERS AND CREW EVEN IF WE HAVE TO IMAGINE WHAT TOOK PLACE IN THEIR FINAL MOMENTS.

THANK YOU.

Statement of Congressman Mark Kennedy for the Economic Development, Public Buildings and Emergency Management Subcommittee hearing on July 26, 2005

Mr. Chairman, I want to thank you for holding this hearing today, and I want to thank all of the witnesses for attending.

Mr. Chairman, on September 11, 2001, the United States was attacked by terrorists who hijacked four commercial aircraft and crashed them into the World Trade Center, the Pentagon, and a field in Shanksville, Pennsylvania, causing the death and injuries to thousands of innocent people.

Amidst the tragedy, there were many heroes that day from all walks of life, doing what they could to help their fellow man.

Among the bravest were the passengers of United Airlines flight 93, who bravely fought the hijackers aboard their aircraft, and likely diverted it from destroying the U.S. Capitol or the White House.

Their actions no doubt saved the lives of hundreds of people.

That is why I fully support H.Con.Res. 129 and S.Con.Res. 26, introduced by Congressmen Shuster and Murtha and Senators Santorum and Conrad, which would allow for the construction of a memorial in the U.S. Capitol Building honoring the passengers on United Airlines flight 93.

Such a memorial would be a lasting tribute to the selfless bravery of true heroes.

Mr. Chairman, as we honor the passengers of United Airlines flight 93, I think we ought to go further and pay tribute to all of the flight crew members who perished that day.

That is why I have introduced H.Con.Res. 55, which would allow for the construction of a memorial honoring the flight crew members on all four of the aircraft hijacked on September 11th.

I ask for the support of my colleagues in passing this bill so that we properly honor all of the heroic sacrifices made by so many that day.

Mr. Chairman, I fully support my colleagues in passing H.Con.Res. 129 as an important way to honor the memory of those we lost on September 11, 2001.

Testimony before Congress
House Subcommittee on Economic Development, Public Buildings and Emergency Management
By: Clay Mankamyer, Flight 93 Volunteer Ambassador and Taskforce Committee member
26 July 05

The events of Sept 11th, 2001 and subsequent related events hold special significances for me as a volunteer ambassador at the temporary memorial and a resident of nearby town of Shanksville. I have witnessed my fellow ambassadors standing in wind chills well below zero as well as in the burning sun with the heat index over 100 degrees just to welcome total strangers to the sight and to tell the story of the heroic deeds that ended there.

I still often have to wipe away tears and chock back my emotions as I watch men, women and children do the same as they relive the tragic, yet so very inspiring end to Flight 93. The story is special to me because 40 ordinary people, the vast majority of whom were total strangers, agreed without open decent to take action they knew would likely cost them their lives.

Not only was this the sight of the first battle fought in the War on Terror but the first victory, this victory came at a great price, but it was a victory none the less. It is the place where the Battle Cry for the war against terrorists was coined. Todd Beamer joined the insurrection on board with the command "Let's roll". This Battle Cry will go down in history much like "No taxation without representation," or "Remember the Alamo". Let's Roll was used by our President to inspire a nation still in shock but needing to prepare for war. This inspiring slogan was placed on the cockpit of bombers in Afghanistan and appeared on jet fighters over Iraq. Now it is time to honor the heroes of flight 93 in our nation's capital and with a permanent memorial in that field of honor near Shanksville Pa.

This story must be told down through the generations to continue the inspire the nation to remain vigilant in guarding our God given liberties as do the battle fields of our war of liberation and the Alamo. It must serve as a reminder of the cost of complacency or underestimating the threat to our way of life posed by the enemies of free speech, freedom of worship and the right to be secure in our own property. This story must remain unedited by the forces of political correctness, heralding the deep religious conviction and strong moral character that motivated the passengers and crew of flight 93.

They have done their part. We ambassadors are doing ours. The partners, including the families of the heroes, the task force, committee members and commission are doing their part in working to erect a fitting memorial at the crash site. It is now time for Congress to do its part. Please pass this resolution, erect a commemorative plaque in the Capital. Help us finish the work that needs to be done on that sacred ground in Pennsylvania on behalf of a grateful nation which is in desperate need of heroes and inspiration to carry on in the fight begun on Sept 11th, 2001.

TESTIMONY BEFORE CONGRESS

My name is Mary Alice Mankamyer. I am a wife, mother,grandmother, secretary, resident of Shanksville, Pennsylvania and a Volunteer Ambassador to Flight 93.

I would like to take this opportunity to tell you about our small town of Shanksville, Pa, and share with you some of my thoughts and experiences as a Flight 93 Ambassador and how I feel about placing a fitting memorial plaque here at the Capital Building.

Shanksville is a small Christian Community with 3 churches and only 245 residents. Main Street from one end of town to the school is only about three quarters of a mile long. There you will see, Ida's Country Store, Erica's Salon, Grine's Garage, and Ray Glessner's Barber Shop and at the top of the hill is the Shanksville Stonycreek School with about 500 students from pre-school to 12th grade. It is a friendly town that pulls together to help each other.

Shanksville is a very patriotic community. Soon after the crash of Flight 93, only a few miles away, the people in town felt they needed to do something to honor the people tho died, so at the edge of town where Doug and Judy Baeckel live, in their yard a small memorial started to take shape. Kim Friedline brought a painted 4X6 piece of plywood for people to sign that eventually became 8 signed boards.
-Debbie and Roger Musser made a large cross
-Someone brought a flag pole and flag
-a bench was set up
-as the people from town, walked or drove by they would stop and sign the board, leaving flowers, small flags, notes, teddy bears angels, and all kinds of tributes. Soon others as they were looking for the crash sight began stopping to sign the board or leave something. People came from everywhere. A wreath with a note attached that said "Thanks for saving us" signed, " Capital Hill Employees," was left at this sight.

For our town's 4th of July 2002 parade the people from Shanksville put together a "Living American Flag of 273 people to honor our nation and the local volunteers who responded to the crash of Flight 93 .On Veterans Day Nov 2002, the townspeople decided to put 14 permanent poles and flags in individuals yards....there are 14.
The fire truck hoses are red, white, and blue with a plaque listing the names of the passengers and crew on the side of the truck,
In late Oct 2001 the temporary memorial was opened to the public. Visitors at the sight were often confused and did not know where Flight 93 actually crashed. They were taking pictures of the wrong place and coming to the wrong conclusions. After observing this and talking with others, Donna Glessner, a local resident, announced a meeting on Saturday, January 26, 2002 . There were 17 people who came together and agreed that someone needed to be at the crash to great the visitors and give accurate information.
The Ambassadors initially began volunteering on week-ends. We now have 40 volunteer Ambassadors who staff the sight every day. Official information and pictures were put together to form an Ambassador Book that we show to anyone who wants to see them.
In the summer we are there from 10am till dark and in the winter from 10am till 4pm.

Many of the Ambassadors would tell you they volunteer simply because we feel we are needed. We believe our purpose is to honor those who died on Flight 93, to give accurate information, answer questions, help take pictures, hold a hand, give a hug, cry with them, stand in silence with them, and provide a listening ear to those who want to share what they were doing when they heard about 9-11, or share their feelings of how this day has changed their lives.

People from all over the world come to visit the temporary memorial overlooking the Flight 93 crash site in Stonycreek Township, Somerset County, Pennsylvania. Well over 130,000 people have come each year. At this time we are greeting more than 5,000 visitors every week. In the month of June 2005, we met over 13,000 visitors from all 50 states and 19 different countries. Many times I have had to speak thru an interpreter. Once the permanent memorial is built, the attendance is expected to triple.

At the sight are many wonderful tributes. The Somerset County Commissioners, Jim Marker, Brad Cober and Pamela Tokar-Iches placed up a bronze plaque affixed to a granite marker bearing the names of the passengers and crew along with flagpoles which fly the United States and Pennsylvania State Flag. A large wooded cross draped in a white cloth was erected near the Command Post by a few men and women from the Somerset Christian Missionary Alliance Church with the help of Pastor James Vandervort, to offer comfort and hope to the arriving families of the hero's of Flight 93. The cross now stands at the temporary memorial. Doug Baeckel and Paul Bomboy, PBS Coal Company employees climbed the 200 foot boom of a dragline used to do the surface coal mining and put up a huge American flag. The flag could be seen for many miles and became a symbol of the Flight 93 crash site. That flag has since been replaced by a 21 foot long flagpole and a flag measuring 10 feet by 15 feet. We thank Representative Bob Bastian and Congressman Shuster's Office for supplying the flags. Herbert Erdmenger from Guatemala has sent two large black granite plaques, one weighing 450 pounds because he has "a very deep appreciation for our country and its role in upholding the principle of freedom." A 1400 pound stone by the American 9-11 Ride Foundation motorcycle riders group is on display. There are wood and concrete benches built by the 7th and 8th grade students at Spring Valley School in Farmington, Pennsylvania, and forty slate "freedom angels" created by Tammy and Eric Pearson.

We meet many interesting people from all over the world who come to pray, meditate and reflect at the sight , incredible things happen there. I have personally met a woman that was trapped in the Pentagon rubble and she told me how difficult it was for her to go back to work and I held her for a long time as we cried together. I spoke to a nurse that treated the injured at the pentagon and help identify the dead, who after being at the sight was finally able to talk about it for the first time. I saw young men who were air marshals about to graduate spending a very long time at the sight, trying to take in the seriousness of their soon jobs to be. I especially remember a Native American Indian sitting in his native costume in 22 inches of snow and was 18 below zero to meditate and show his respect. People have come from other parts of the world that are moved to tears

and tell us how fortunate we are to live in the United States of America. Veterans are especially moved at this sight.

Many visitors feel compelled to leave something at the memorial fence as a tribute, in honor of the courageous actions of the crew and passengers of Flight 93. Among these tributes are a flight attendants uniform, military ribbons and medals, a pair of military boots with a message telling their history, Bibles, patches, hats, signed rocks, t-shirts, flowers, children's toys, a wedding band, a newspaper article on the fence "Symbol of faith"- "Bible survives fiery Flight 93 crash". A few years ago a young man who came was so moved by being there, he took the sandals off his feet and left them.

Their tributes remain at the memorial where others can see and appreciate them for as long as possible. Periodically, things which cannot remain outdoors due to the weather are brought into the National Park Service office in Somerset where the Curator Barbara Black with the help of volunteers, has them cleaned, catalogued and stored, to be part of the permanent archives. To date we have more than 20,000 items in this collection.

We have bound books to write in or slips of paper for visitors to leave at the memorial and many are especially meaningful. A man from Milwaukee wrote: "Thank you for your sacrifice. Our country is better today because of your heroism yesterday." A woman from New Hampshire wrote this message: "Please add my grateful thanks for the sacrifices given by your loved ones. My son works on Capital Hill-the Hart Building-and I feel he was saved because of the heroes of Flight 93" A gentleman named Dan wrote these words: "I am an American soldier in a reserve force looking to go to Iraq in September. The heroism of the crew and passengers of Flight 93 inspires me to be the best I can be for my country. The wife of a Washington D.C. firefighter told us this: "your acts impacted our lives personally....You have inspired us to live more passionately, with deep conviction, according to what is right and good in this world." One of the main things written and said at the sight is "God Bless America" and "God bless you", to the Hero's and families of Flight 93"

There is much being done at the Temporary Memorial. We are in the process of an Oral History Project where thousands of eyewitnesses, first responders or anyone who participated in this site will be taped and documented to preserve this historical account

People were so moved by this sight that there were 1063 entries to the Permanent Memorial Design Competition. Now the top 5 designs are being displayed in Somerset. The jury will announce the winning design on September 7th here in Washington D.C.

There have been many memorials to honor the acts of courage and sacrifice of the passengers and crew of Flight 93 some of these are:
-Doug and Judy Baeckel's front yard in Shanksville,
-Roxanne Sullivan who lives by the crash site started a memorial at the end of Skyline Road,
-"the hay bale memorial",

-There is a United Flight 93 Memorial Sculpture and Garden at the Shanksville Stonycreek School.

In the back of this room there is a display table of many items, some are on loan to me from the Flight 93 permanent archives. Ambassador Chuck Wagner's photographs and a Flight 93 worn flag ,and other interesting items. I hope you will have time to look at them.

We are grateful for all your efforts to see that the Permanent Memorial is built at the site in Stonycreek Township Pennsylvania, where we saw the resolve, strength and courage of these 40 (one of who was pregnant) very brave people to overcome their fears, and in their action, was heard around the world. These men and women who were only about 15 to 20 minutes away from Washington, D.C, came together to stop terrible destructive action by the terrorists and turning this sight into a place of victory. How different our nation would be if the terrorists had hit their target. I'm reminded of the Bible verse in John 15.13 that says, "Greater love hath no man than this, that a man lay down his life for his friends." They laid down their lives for you and me, not even friends but strangers. This reclaimed peaceful strip mining field is the final resting place for these Hero's of Flight 93. This Memorial is needed so we as a nation and world have a place to grieve and show respect for what has happened to our country, a place for healing to start and to inspire all who come. The Flight 93 National Memorial Mission Statement says it so well, "May all who visit this place remember the collective acts of courage and sacrifice of the passengers and crew, revere this hallowed ground as the final resting place of those heroes, and reflect on the power of individuals who choose to make a difference."

Therefore, it is certainly fitting that a plaque in honor of the passengers and crew of Flight 93 should be placed in this, our nation's capital, so all who come to visit can likewise read it and reflect for this and all generations to come to never forget the events that took place on September 11, 2001. The Flight 93 National Memorial Mission Statement so wonderfully sates it as "A common field one day, A field of honor forever."

In closing I would like to thank you for giving me the opportunity of testifying before you here today. It is truly an honor. It was very hard to tell you just a few things when there are so many that could be told, but I have done my best. Please know that there are many people who are thankful for all that you do here for us and that we are praying for you.

Thank-You.

7-26-2005

Statement of
Ken Nacke
Board Member, Families of Flight 93, Inc.

On behalf of
Families of Flight 93, Inc.

Before the
U. S. House of Representatives
Committee on Transportation & Infrastructure
Subcommittee on Economic Development, Public Buildings, and Emergency Management

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Hearing on Permanent Flight 93 Memorial in U.S. Capitol
July 26, 2005

Mr. Chairman:

Please allow me to introduce myself to you. My name is Ken Nacke, and I am currently a Police Officer with the Baltimore County Police Department, in the Great State of Maryland. My brother, Louis Joseph Nacke II, was aboard and was one of the HEROS of United Flight 93 on that fateful day of September 11, 2001. The extraordinary act of those 40 individuals united a nation, and showed what true patriotism is all about. They thwarted a planned attack on our nation's capital, thereby saving the lives of countless others, and truly winning the first battle in the war on terrorism. The actions of the passengers and crew have not gone unnoticed by the citizens of this great Nation. I feel that placing a memorial honoring the HEROES of Flight 93 inside the Capitol Building will ensure that our loved ones are cherished, honored and remembered for generations to come. My whole family and I support this endeavor. I truly believe that our country is in a better place because of the actions of the passengers and crew of Flight 93. I for one know that I'm a better person.

One of the bizarre ironies is that Hamilton Peterson, who just testified before you and I share a unique past. Almost 20 years ago both Hamilton and I, as then fellow Metropolitan Police Officers, patrolled this very area of the city. How strange that our family members would sacrifice their lives decades later to protect our Nation's Capitol.

In closing I consider it a great honor that you, Ladies and Gentlemen, are placing a memorial in honor of my brother "Joey" and the other HEROES of Flight 93. I would also like to be invited when the memorial is placed in the hallowed halls of the Capitol Building.

Thank you for your energies in this regard,

Ken Nacke

Ken Nacke

Member, Board of Families of Flight 93, Inc.

Statement of the Honorable
Eleanor Holmes Norton
July 26, 2005
Subcommittee on Public Buildings, Economic Development, and Emergency Management

Thank you, Chairman Shuster, and I will be brief with my remarks. I extend a sincere welcome to all the witnesses here this morning. As I'm sure you know, we all are profoundly grateful to you for your dedication and devotion to ensuring the contributions of your loved ones are appropriately acknowledged. Through your testimony this morning I hope we can identify creative and legislative options to honor them and their contributions.

I look forward to hearing your testimony and suggestions for an suitable memorial.

Statement of
D. Hamilton Peterson
President, Board of Families of Flight 93, Inc.

On behalf of
Families of Flight 93, Inc.

Before the
U. S. House of Representatives
Committee on Transportation & Infrastructure
Subcommittee on Economic Development, Public Buildings, and Emergency Management

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Hearing on Permanent Flight 93 Memorial in U.S. Capitol
July 26, 2005

Chairman Shuster:

Good morning, Mr. Chairman. Thank you for your invitation to appear today to discuss the importance of a permanent memorial in the U.S. Capitol and your important sponsorship of this Resolution. I'd also like to thank Ranking Member Norton (D-DC), and the other Members of the Committee for inviting us to testify today. It is a privilege and an honor to speak before you regarding your proposed memorial to Flight 93.

My name is D. Hamilton Peterson, and my father, Donald A. Peterson, and my stepmother, Jean H. Peterson, both perished aboard Flight 93. I am President of Families of Flight 93, a 501(c)(3) non-profit Board incorporated under Pennsylvania law comprised of family members who lost relatives on Flight 93. Our group, in conjunction with a Federal Advisory Commission, the National Park Service, and the National Park Foundation, is working to build a memorial in Shanksville, Pennsylvania, honoring the

passengers and crew of Flight 93. On behalf of the Families of Flight 93, I am grateful for this opportunity to present our views concerning the permanent U.S. Capitol Memorial.

Also present and testifying with me today in support of this honorable resolution is my fellow Board member and also a Flight 93 Federal Advisory Commissioner, Ken Nacke, who lost his brother aboard Flight 93. Unable to attend today is Board member Patrick White, of Naples, Florida, our Board Government Affairs liaison, who has been working closely with many of you on securing our efforts on the Shanksville crash site memorial.

It is with extreme enthusiasm and heartfelt appreciation that Mr. White, Mr. Nacke and I report back to you that without objection our Family Board endorses your Resolution to memorialize Flight 93 in the Capitol.

The 9/11 Commission aptly titled the section of its report describing Flight 93 as "The Battle for United 93." These simple words alone provide enormous insight into what happened on that plane on the morning of September 11th, as heroic passengers and crew, aided by information provided to them by friends and family, began their struggle to prevent their flight from becoming another missile of death and destruction. The four hijackers had armed themselves with knives and claimed to have a bomb; the passengers and crew were armed only with their ability to believe the unbelievable news they heard

via phone calls with those on the ground, and with their determination to engage their hijackers in a battle of historic proportions.

Of course the exact details of the battle for United 93 may never be fully known. What we do know is that those aboard the plane mounted a heroic effort to fight back and thwart the hijackers. Information pieced together from phone conversations, the cockpit voice recorder, and radio transmissions from Flight 93 reveal that the passengers and crew had devised a plan to revolt against the hijackers and began that revolt shortly before 10:00 a.m.

Based on information passengers and crew provided to friends and family, it is believed that at least two people had been stabbed and lay either dead or injured on the cabin floor. Many who have listened to the cockpit voice recorder, including myself, also surmise that a female flight attendant, who may have been held hostage in the cockpit, fought back against the hijackers and was subsequently murdered. As the plane raced towards Washington, the passengers and crew raced towards the cockpit and began their courageous battle. The cockpit voice recorder contains heart-wrenching sounds of their efforts to break through the cockpit door. Voices of passengers and crew, while muffled and difficult to identify, could be discerned, as could the sounds of breaking glasses and plates. In my mind, as I listened to the cockpit voice recorder, I could see those brave individuals using the food service cart as a battering ram, trying with all their might to break through the door. At least one passenger was a pilot, another had training as an air

traffic controller. Had the cockpit been retaken, it is entirely possible that these passengers could have brought Flight 93 to safety.

The hijackers were of course aware of the revolt taking place in the cabin. The valiant efforts of the passengers and crew to enter the cockpit were answered almost immediately by the hijacker piloting the plane. Ziad Jarrah started to roll the plane violently to the left and right, obviously attempting to frustrate the mounting counterattack by throwing the passengers and crew off balance. Another aircraft in the skies above Pennsylvania that morning reported seeing Flight 93 "waving his wings." Several people on the ground who witnessed Flight 93 in its last minutes in the sky later commented on seeing the plane dip its wings sharply to the left then right. In spite of these attempts to thwart them, the passengers and crew continued their fight – they never gave up. The cockpit voice recorder continued as well, recording the sounds of their persistent assault on the cockpit right up until the end, when the plane crashed into an empty field at 580 miles per hour. At the time that it crashed, Flight 93 was only 20 minutes flying time from where we sit today. Had the plane reached its destination, which we surmise was the Capitol building, it would have crashed here at 10:30, when the Capitol would have been teeming with people.

Information gleaned from interviews of conspirators to the 9/11 attacks, as well as from Zacarias Moussaoui's recent guilty plea, indeed indicates that the hijackers most likely intended to fly Flight 93 into our Capitol building. The hijackers were no doubt aware of the success of their confederates earlier that morning and were intent on

carrying out their mission as well. The 9/11 plan, apparently years in the making, was being successfully played out. The passengers and crew of Flight 93, however, had a different plan. Against all odds, they banded together to foil four armed terrorists. Of course theirs was a qualified success – the passengers and crew saved countless lives here in Washington, but lost their own. Al Qaeda had been handed its first defeat by a small group of unarmed individuals – all regular people the morning they boarded the plane and all remarkable heroes.

It is against this backdrop that we sit here today and ask whether a memorial in the Capitol building is appropriate. After all, memorials in our Capitol must be special – to have them at every turn for everything and anything would no doubt dilute their intended effect – to give people pause to remember a person or event that made a significant difference in the history of our country. With all we now know about what happened on Flight 93, there can be no doubt that a permanent memorial in the Capitol is both appropriate and indeed necessary, as is the memorial being planned for the crash site in Shanksville. How many people, working here, or visiting in the Capitol, would not be here today had the passengers and crew of that plane chosen to remain passive? The tolls of death and destruction at the World Trade Center and the Pentagon are grim reminders of what could have been in this very spot.

My two sons were 5 ½ and 1 ½ on September 11, 2001. The older was well aware of what happened that day and how it affected our nation. Many young Americans, of course, were not directly impacted by the events and know little of the bravery exhibited that day by countless people -- firefighters, office workers, airplane passengers, police. This memorial to Flight 93 would be a permanent reminder of the power of a handful of good people. In this age when evildoers get most of the news coverage, how important it is to have a tribute to those who faced evil with courage and conviction, and refused to give up.

In closing, I am often asked why it is so important that we honor and memorialize the actions of those aboard Flight 93. My constant refrain is: Ask yourself what message would have been sent to the world had the terrorists prevailed in destroying one of the greatest icons of democracy and of the free world – the U.S. Capitol and all it represents. Instead of a complete victory of evil over good, on that dark day a beautiful ray of hope emerged -- a message of hope and survival, and ultimate triumph.

Not three months later in December of 2001, that positive message inspired passengers and crew aboard a transatlantic flight to thwart Richard Reid in his attempt to detonate a shoe bomb powerful enough to have penetrated the fuselage of the plane flying from Paris to Miami. Indeed, every day across the world as passengers and crew board flights, there is an implicit understanding that people are ready to take action to prevent terrorists from stealing our freedom and our lives. Flight 93's eternal gift is the knowledge that good people can and must prevail.

On my own behalf, and on behalf of the Families of Flight 93, I thank you Mr. Shuster, Mr. Murtha, members of this Committee, as well as Senators Santorum and Conrad, for your efforts to memorialize the sacrifice and bravery of our family members.

Hamilton Peterson

D. Hamilton Peterson
President, Families of Flight 93

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