

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the ^{acc} ~~incident~~ ^{ACCIDENT} involving UAL93 at LOR SECTOR at SOMERSET, PA.
~~John W. Artee~~ ¹⁴⁶¹⁰³² 9/11/01 My name is JOHN WERTH (WH). I am employed as
an CPC by the FAA at the CLB ARTEE

I was working the LOR RADAR position from 12:55Z to 16:18Z (9-11-01)

I WAS WORKING THE LORAIN RADAR POSITION. I
WHEN THE INCIDENT WITH UAL93 OCCURED I ISSUED
TRAFFIC TO UAL93 AND RECEIVED A NORMAL RESPONSE
FROM THE CREW. I HEARD TWO TRANSMISSIONS WHICH
SOUNDED LIKE A STRUGGLE TOOK PLACE. SHORTLY AFTERWARDS
THE AIRCRAFT DESCENDED SEVERAL HUNDRED FEET.
THE AIRCRAFT MADE AN ABRUPT TURN AT DJB VOR TO
THE SOUTH. TWO MORE TRANSMISSIONS FOLLOWED, STATING THAT

I certify, to the best of my knowledge and recollection, the above statement is correct.

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John W. Werth 9/13/01
Signature and Date

A BOMB WAS ON BOARD, THE AIRCRAFT HAD STARTED TO CLIMB AND WAS HEADING S/E IN THE GENERAL ^{DIRECTION} OF TWO OTHER AIRCRAFT WHICH I HAD ALREADY STARTED TO VECTOR AWAY FROM UAL93. WHEN UAL93 REACHED APPROX. ^{9th} MILE HE STOPPED HIS BEACON SQUAWK. ^{9th} I THEN STARTED A PRIMARY TRACK TO FOLLOW THE TARGET. I RECEIVED NO MORE TRANSMISSIONS FROM UAL93, AND CONTINUED VECTURING SEVERAL OTHER AIRCRAFT WELL CLEAR OF HIS POSITION. I THEN TRANSFERRED CONTROL ^{9th} OF THE DATA BLOCK TO THE AREA S/E OF MINE. TO MONITOR THE AIRCRAFT'S TRACK, I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

John L. Smith

9/13/01