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 typewritten, nor once signed, will constitute your original statement.

This statement concerns the incident involving WAL93 at LOR SECTOR at 14:10Z on 9/11/01. My name is JOHN WERTH (WH). I am employed as an ACP by the FAA at the CLT ARTCC. I was working the LOR RADAR position from 12:55Z to 16:18Z (9-11-01)

I was working the Lorain radar position at when the incident with WAL93 occurred. I issued traffic to WAL93 and received a normal response from the crew. I heard two transmissions which sounded like a stalls. It 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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Signature and Date

John W. Worth 9/13/01
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. 40,000 feet he stopped his beacon squawk and I then started a primary track to follow the target. I received no more transmissions from UAL93, and continued vectoring several other aircraft well clear of his position. I then transferred control 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. vortex
9/13/01