

United States Department of the Interior



National Park Service
Flight 93 National Memorial
P.O. Box 911
Shanksville, PA 15560



IN REPLY REFER TO:

Welcome,

This year will be a time of honoring the past, cherishing the present, and looking to the future. The completion of Phase 1 of the permanent Flight 93 National Memorial comes after years of hard work by so many groups and individuals. On behalf of the National Park Service and all the staff of Flight 93 National Memorial I would like to thank you for helping us create this important memorial and for welcoming us into your community.

The events of September 11, 2001 have changed our region in ways we are only now beginning to understand. The opening of the permanent memorial will bring new benefits and challenges. We all need to be ready for September 12 and beyond as the memorial continues to take shape and more visitors come to the area. I hope that the information enclosed will aid you in welcoming visitors and the tour will inspire you with what is yet to come.

I encourage you to explore our website (www.nps.gov/flni) and to return on a regular basis as it will be constantly changing to provide the most up to date information. Some of the current highlights include regular construction updates, information on the September 11, 2011 weekend, and in-depth materials related to the story of Flight 93.

Full color and black & white printable versions in of our 2011 rackcard can be found on our website (<http://www.nps.gov/flni/planyourvisit/brochures>)

Please contact our staff if you have questions or concerns. Our current contact information is noted below:

National Park Service
Flight 93 National Memorial
PO Box 911
Shanksville, PA 15560
Phone: (814) 893-6322
Fax: (814) 893-6329
Website: www.nps.gov/flni

Sincerely,

Keith E. Newlin
Superintendent, Flight 93 National Memorial



The Flight 93 Story

On the morning of September 11, 2001, al Qaeda terrorists hijacked four commercial airliners in a strategically planned attack against the United States. These terrorists intentionally flew two jet airliners into the World Trade Center's Twin Towers in New York City and a third aircraft into the Pentagon in Arlington, Virginia. A fourth aircraft, United Airlines Flight 93, crashed into an open field in Somerset County, Pennsylvania, killing all passengers, crew members, and terrorists on board. The four aircraft strikes killed nearly 3,000 people, the deadliest attack on American soil by a foreign entity. This is the Flight 93 Story.

It began as just an ordinary day.

Seven crew members assigned to Flight 93 began to prepare for the early morning non-stop flight from Newark, New Jersey to San Francisco, California. Thirty-three passengers were traveling for ordinary reasons. Flight 93 was a Boeing 757, with a capacity of 182 passengers. The terrorists targeted domestic flights that normally had few passengers so they would have less resistance, used the type of aircraft that they had been trained to pilot, were non-stop, coast-to-coast flights with full fuel tanks that would cause the maximum amount of destruction, and were departing at approximately the same time so they could make a coordinated, surprise attack.

The hijackers on September 11, 2001, were terrorists on a suicide mission. This was the first time hijackers used commercial airliners as weapons to destroy symbolic targets, commit mass murder, and spread terror.

On that morning, three of the four hijacked flights departed on schedule. However, Flight 93 was delayed more than 25 minutes due to typically heavy morning traffic. Just four minutes after Flight 93 departed, hijacked Flight 11 struck the North Tower of the World Trade Center. At 9:03 a.m., a second hijacked plane, Flight 175, hit the South Tower.

At 9:37 a.m. hijacked Flight 77 crashed into the Pentagon. The Federal Aviation Administration, at 9:42 a.m. ordered all aircraft to land at the nearest airport at 9:42 a.m. An estimated 4,500 aircraft landed safely without incident. This was the first time such an order had been given in United States aviation history. By that time, though, Flight 93 was not responding to any orders.

"Mayday! Get out of here!"

At about 9:28 a.m., after 46 minutes of routine flight across Pennsylvania, the terrorists on Flight 93 overtook the cockpit, turning the plane southeast on a course directed toward Washington, D.C., the nation's capital. The passengers and crew were forced to the back of the plane and told

to be quiet. Using airfones, passengers and crew began making calls to report the hijacking. They soon learned the shocking news about the other hijacked planes and quickly realized that Flight 93 was part of a larger attack on America. This realization led to a vote and a collective decision to fight back.

In just over 30 minutes, this diverse group of people on Flight 93 developed a plan and put it into action. The cockpit voice recorder captured the sounds of their struggle: shouts, screams, calls to action, and sounds of breaking glassware. To stop the uprising, the terrorist piloting the aircraft began to roll it to the left and right, and pitch the nose up and down. In its final moments, the plane turned upside down as it passed over rural Western Pennsylvania. The terrorists remained in control of the plane and chose to crash it rather than risk the passengers and crew regaining control of the aircraft.

At 10:03 a.m., Flight 93 plowed into an empty field at a speed of 580 miles per hour. Upon impact, the 7,000 gallons of jet fuel on board the aircraft exploded, creating a ball of fire that rose higher than the trees.

Quick and determined actions.

The flight data recorder that was recovered from the crash site revealed that the terrorists had reprogrammed the aircraft's autopilot system for a new destination – Washington, D.C. Recovered evidence and responses to interrogations revealed that the terrorists' intended target was most likely the United States Capitol, where the nation's legislators were in session. Flight 93 crashed only 20 minutes flying-time from Washington, D.C.

Because of the quick and determined actions of the passengers and crew, Flight 93 was the only one of the four hijacked aircraft that failed to reach the terrorists' intended target that day. The passengers and crew showed unity, courage, and defiance in the face of adversity.

Today the National Park Service, its volunteers, and its partners work to honor their sacrifice and to try to understand more fully the legacy of Flight 93 and the other events of 9/11.

Published 5/17/2011

Please check the following website for updates and more detailed information:
<http://www.nps.gov/flni/historyculture/index.htm>

Flight 93 Passengers and Crew

Crew

Captain Jason M. Dahl
First Officer LeRoy Homer
Lorraine G. Bay
Sandy Waugh Bradshaw
Wanda Anita Green
CeeCee Ross Lyles
Deborah Jacobs Welsh

Passengers

Christian Adams
Todd M. Beamer
Alan Anthony Beaven
Mark Bingham
Deora Frances Bodley
Marion R. Britton
Thomas E. Burnett, Jr.
William Joseph Cashman
Georgine Rose Corrigan
Patricia Cushing
Joseph DeLuca
Patrick Joseph Driscoll
Edward Porter Felt
Jane C. Folger
Colleen L. Fraser
Andrew (Sonny) Garcia
Jeremy Logan Glick
Kristin Osterholm White Gould
Lauren Catuzzi Grandcolas and Unborn Child
Donald Freeman Greene
Linda Gronlund
Richard J. Guadagno
Toshiya Kuge
Hilda Marcin
Waleska Martinez
Nicole Carol Miller
Louis J. Nacke II
Donald Arthur Peterson
Jean Hoadley Peterson
Mark David Rothenberg
Christine Ann Snyder
John Talignani
Honor Elizabeth Wainio



Flight 93 National Memorial

"The Memorial should offer intimate experience, yet be heroic in scale."

Paul Murdoch, Architect



*Timeless in simplicity and beauty,
like its landscape, both stark and serene,
the Memorial should be quiet in reverence,
yet powerful in form,
a place both solemn and uplifting.*

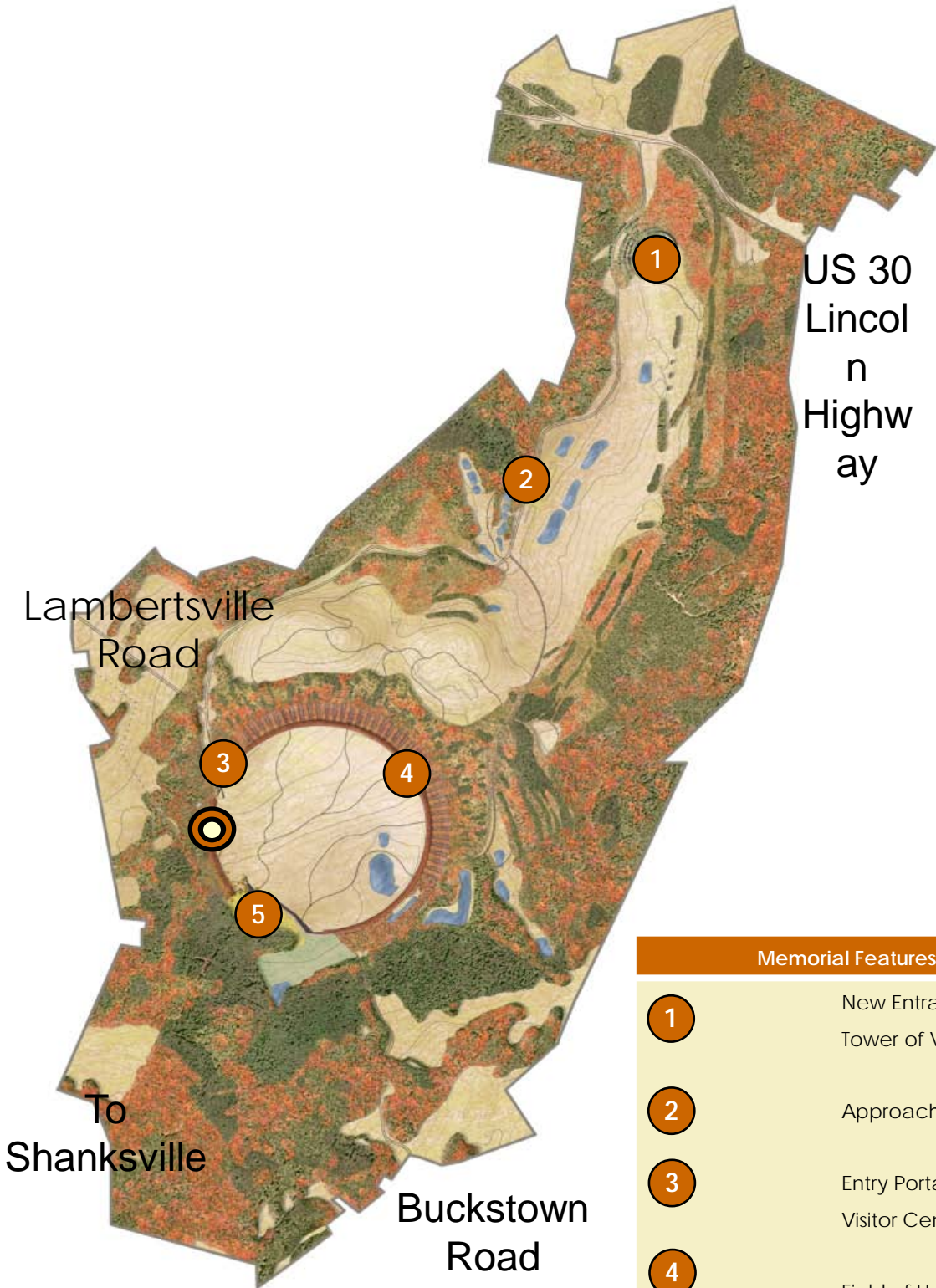
*It should instill pride, and humility.
The Memorial should offer intimate experience,
yet be heroic in scale.
Its strong framework should be open to natural change
and allow freedom of personal interpretation.*

*We want to restore life here,
to heal the land, and nourish our souls.
In this place, a scrap yard will become a gateway
and a strip mine will grow into a flowering meadow.*

*But more than restoring health,
the Memorial should be radiant,
in loving memory of the passengers and crew
who gave their lives on Flight 93.*



Site Plan



Memorial Features

-  New Entrance and Tower of Voices
-  Approach Road
-  Entry Portal and Visitor Center
-  Field of Honor, Ring Road, Allée, and 40 Memorial Groves
-  Memorial Groves
-  Memorial Plaza and Arrival Court

YOU ARE HERE.



Initial Phase of Construction

Completion by September 11, 2011



The final resting place of the passengers and crew is the heart of the Flight 93 National Memorial and will remain untouched. Visitors will be able to view the crash site from the **Memorial Plaza**. The names of the 40 passengers and crew will be inscribed on the wall of the plaza as it follows the flight path of the plane.

At the **Arrival Court**, visitors will be greeted by volunteer Ambassadors and National Park Service rangers who will be available to answer questions and provide additional information about September 11 and the actions of the passengers and crew of Flight 93.

Construction 2010-2011

- The open field will be graded to define the **Field of Honor** and create a gentle slope down to the crash site.
- The **Ring Road** (around the open field) will be built to provide access to the crash site.
- A parking area and **Arrival Court** will be constructed near the Memorial Plaza.
- The **Memorial Plaza** will be built in front of the crash site for public viewing of the area.
- The **Approach Road** to the park will extend from U.S. Route 30 and will lead visitors to the Ring Road.



Next Phase of Construction

Anticipated completion in 2014



The Entry Portal. Paul Murdoch Architects

Large memorial walls will frame the sky where Flight 93 once flew. The height of the walls will approximate the altitude of the plane (40-50 feet) as it passed overhead. Visitors will pass through the **Entry Portal** for their first view of the crash site and the open expanse of the Field of Honor. The **Visitor Center** with interpretive exhibits will be built between the walls. Visitors may then drive or walk to the Memorial Plaza and reflect upon their experience and the story of Flight 93.

Encircling the Field of Honor will be a tree-lined walkway, or **Allée**, built on a raised earth form, at the same time as the Portal Walls and the permanent Visitor Center. The Allée will be flanked by **40 Memorial Groves** of trees.



The Allée and Memorial Groves. Paul Murdoch Architects



The Western Overlook. Paul Murdoch Architects

The **Western Overlook**, at the edge of the Field of Honor, overlooks the crash site. Visitors will be able to see where the investigation efforts were centered and where the families and the nation first viewed the crash site.



Final Phase of Construction



Tower of Voices . Paul Murdoch Architects

A 93-foot **Tower of Voices** will be built in the future. The Tower will serve as a landmark from the highway, marking the gateway to the park. Set among rings of trees, the Tower is planned to house 40 wind chimes that will serve as an enduring echo of the voices of the passengers and crew.



Future Tower of Voices as seen from the entrance to the Memorial.
Paul Murdoch Architects

Frequently Asked Questions for Travelers
Flight 93 National Memorial
www.nps.gov/flni

1. What can I see and do at Flight 93 National Memorial right now?

During the summer of 2011, visitors can view exhibits in a former coal mining company building near the crash site. The exhibits use photographs to tell the Flight 93 story, introduce the passengers and crew, describe the recovery work and investigation of the crash, and review plans for the permanent memorial that is being built here. Notebooks provide additional information for those who want to know more.

Then visitors can walk a short distance to a paved overlook area where they can view the crash site and the permanent memorial which is under construction. National Park Service Rangers and volunteers are on hand to answer questions. Visitors may choose to sit on benches and reflect on their personal memories of September 11, 2001 and the Flight 93 story. They may leave written messages on a bulletin board inside the exhibit building. They can stamp their National Park Service passport. The building and overlook are accessible. Check our website for current weather conditions.

2. What will the permanent memorial look like? How much of it will be done by this September?

The first phase of the permanent memorial will be dedicated on Saturday, September 10, 2011. This includes a new entrance on Route 30, a new entrance road, a ring road around the Field of Honor, a parking lot near the plaza, restrooms, a landscaped area with outdoor exhibits, a small shelter, and finally, the memorial plaza itself. The plaza is a walkway that permits the visitor to approach the crash site, then walk along the flight path, reading the names of the forty passengers and crew engraved on white marble panels. Benches and landscaping in the plaza area invite quiet contemplation. The Gateway Shelter provides a place for interaction with National Park Service Rangers and volunteers and an opportunity to leave written messages.

3. When will the rest of the memorial be complete?

Completion depends on many factors, including the success of private fundraising efforts. We hope that the Visitor Center and the forty memorial groves of trees will be complete by 2014.

4. How can I make a donation toward building the memorial?

You can donate on-line at www.honorflight93.org or send a donation to: Flight 93 National Memorial Campaign, 1201 Eye Street, Suite 550B, Washington, D.C. 20005

5. Can the public attend the dedication ceremony and the memorial service?

Yes. The public is invited to attend both the dedication ceremony on September 10, and the memorial service on September 11. No tickets are necessary. Shuttle buses will provide access from parking near the Route 30 entrance. Please check our website for the most current information about the ceremonies: www.nps.gov/flni.

6. What are the hours at Flight 93 National Memorial?

During the summer months, the memorial is open from 9 AM to 7 PM. Beginning October 1, the memorial will move to winter hours: 9 AM to 5 PM.

7. Is there an admission fee to visit Flight 93 National Memorial?

No. No fees are charged now and no fees will be charged when the permanent memorial opens.

8. If I want to bring a bus group to the memorial, do I need to make a reservation?

Yes. Groups should contact the National Park Service at (814) 893-6322 to schedule their visit. The reservation system helps us provide the best possible experience for visitors.

9. How much time should I plan for a visit to Flight 93 National Memorial?

Plan to spend at least 30 minutes. If the weather is good, visitors will want to spend time at the overlook as well as time viewing the exhibits and reading additional material in notebooks. Some visitors spend as much as 90 minutes at the memorial.

10. My group would like to lay a wreath and sing a few songs at the memorial. Is that okay?

Groups or individuals wishing to hold events or ceremonies at the memorial may need to secure a "Special Use Permit" from the National Park Service. Please contact the office at (814) 893-6322 or check the website for more information or to apply for a permit.

11. I would like to leave something at the memorial as a tribute. Is that okay?

Yes, it is fine to leave small tribute items. Please contact the National Park Service before bringing large tribute items.

12. May I bring my dog to Flight 93 National Memorial?

Only service animals are permitted inside the memorial area.

13. Can I buy food or drinks or souvenirs at the memorial?

No. Food, drinks and merchandise are available in Somerset and Shanksville and at locations on Route 30 such as Jennerstown, Buckstown, and Reels Corners.

14. I want to use a GPS to find Flight 93 National Memorial. What is the address?

The address for the temporary memorial (open until September 9, 2011) is:

1060 Lambertsville Road, Stoystown, PA 15563

The address for the new entrance road which will open on September 10, 2011 is:

6281 Lincoln Highway, Stoystown, PA 15563

Flight 93 National Memorial

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