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MEMR 04016756

**MEMORANDUM FOR THE RECORD**

Event: Interviews at Otis Air National Guard Base (Otis ANGB)

Type of event: Interview with Lieutenant Colonel Timothy Duffy

Date: January 7, 2004

Special Access Issues: None

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Team Number: 8

Location: 102<sup>nd</sup> Fighter Wing, Otis Air National Guard Base, Massachusetts Air National Guard

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**Background:**

Currently with the 102<sup>nd</sup> Fighter Wing Duffy serves as an instructor pilot and a standards evaluation chief. On 9/11 he was the director of operations (DO) and thus was in charge of all training.

**Training and Exercises:**

Duffy explained to Commission staff that pilots begin training by performing basic fighter maneuvering, then basic air combat maneuvering, and then go to air combat training. They perform this training annually or biannually based off of what was learned in fighter weapons school. They demonstrate efficiency in "check rides" (simulator exercises).

Duffy noted that pre-9/11 they exercised drug runner scenarios, bombing platforms, and intercepts of air-launch cruise missiles from peace time posture. In the drug interdiction exercises they practiced shadowing; which emphasized the role of the fighter wing as the "eyes and ears of the command and control structure".

His understanding of the hijack role was to respond to the potential hijack by determining the true nature of the aircraft distress, and thereafter either covertly tailing the aircraft or making the escort presence known, depending on the circumstance.

Duffy explained to Commission staff the prior to 9/11 many of the air scrambles were in response to "pop up unknowns" (aircraft that did not follow flight plans).

**Lufthansa hijack:**

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Duffy was part of the flight that responded to the Lufthansa hijacking in 1992. Lt. Col. Ramsey was the lead. Duffy noted that he saw that Canadian F-18s took the flight from the transatlantic crossing, then fighters from Maine took the hand off, then Ramsey and he received it. Huntress had all the fighters on frequency. Duffy and Ramsey escorted the flight to Kennedy.

Duffy noted that he definitively never heard of a hijack scenario in which terrorists would use a plane as a weapon.

**9/11:**

Duffy was director of operations (DO) on 9/11. He answered directly to the Squadron Commander, and was in charge of all the pilots. [redacted] 9/11 Agency Internal Matters [redacted] as operations officer in charge of all the training was at the operations desk. Major Nash was serving temporary alert status for another pilot that was being briefed for a training exercise. Lt. Col. Tracey was the Supervisor of Flying (SoF).

Duffy was in the area near the breakroom when Sgt. Rose informed him of a phone call. Rose was informed of the hijacking, told Duffy, Duffy ordered the call patched into the control room, and Duffy and Nash put on their flight suits. Duffy informed Tracey that he would be the lead pilot and Nash would be the second. Tracey told Duffy it was an American Airlines 767 from Boston to LAX. Duffy and Nash headed to the Alert Barn.

Duffy was informed that NEADS had ordered the F-15s to Battle Stations. Wing Nu, the crew chief assigned to the alert barn at that time, kept Duffy apprised of the situation. They received the scramble order and it was authenticated. They received a heading, altitude, and expected frequency. Duffy had a difficulty with his ANS system, but because of the clear day he decided he could take off with a Best Available True Alignment (BATH) that was given from the "slow flasher". Duffy noted that the procedure is to receive a heading and altitude from both the command post and the Tower. He received a flight heading of 280 and were told to proceed to flight level 290. He performed the climb, and left the fighter in "burner" for "the whole way".

**Afterburner:**

He believes when they were at 28k they had reached Mach. He noted to Commission staff that Nash called and said "Duff, you're super". Duffy noted that they used afterburner during the take off to give the fighters extra thrust for quick altitude climbing. He noted that the climb was subsonic since the pitch of the fighter was pointed up. As they leveled off and they started accelerating that is when Nash communicated, and they reached supersonic speed. He approximated that the fighters reached [redacted]

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**During flight:**

Duffy called for a "Bogey Dope" (information on a contact). He was looking at his VSD to try and find a radar contact over the Kennedy sector with the hijacked aircraft. Duffy explained that the fighters were supersonic until he called for the second "Bogey Dope". He received word that a second aircraft had hit the WTC, but still thought they were responding to a hijacked American Airliner. It was at that point that his mindset shifted. He explained his mind switched to a combat mode, and he focused on his mission. He called Huntress and said "Say Mission". He noted to Huntress that he could hold in Whiskey 105 since he was aware of the training mission, and that was the point at which he remembered a 90 degree turn into the airspace. He was aware that there was a tanker assigned in Whiskey 105 from Nash. As soon as he heard of the second impact, he throttled back to have the fighter at maximum endurance mode.

Duffy recalled communicating with Huntress at approximately 0856/57AM. He checked with Huntress to authenticate, and called for Bogey Dope the first time at that approximate time. Roughly three minutes later he received the second call.

**Flying the CAP:**

He commented that he thought he would hold in Whiskey 105 for a longer period of time, and was surprised with how quickly he was told to set up a combat air patrol (CAP) over New York City. When he reached Manhattan he was first cleared to 2000 feet, and then cleared to all altitudes in the Kennedy Airspace. Duffy set up the combat air patrol by keeping one fighter over the city at all times. They would split intercepts and refueling. Duffy recalled that he intercepted helicopters at 500 feet near Newark. Huntress brought the tanker that was in Whiskey Area to 20000 feet in Kennedy Airspace.

Duffy explained that a CAP is performed in support of a mission, but is not technically a mission itself. He set up a "point defense". In normal intercepts, the procedure is to covertly shadow, but when they are asked for type and tail they approach an aircraft. Duffy does not believe that he received mission orders, but was responding from "Snap" requests from both NEADS and N90. He noted that his mission is to be the "eyes and ears" for C2.

Duffy noted that he understood his job during the New York City CAP was to identify aircraft. He explained that at first it was airliners attempting to get out of the area, and after that it was emergency aircraft.

Duffy explained that he was escorting a contact over Kennedy when the south World Trade Center tower fell. Duffy noted that as he was headed towards the north tower he went to intercept an airplane over the Hudson. He noted he returned to check the north tower, and the smoke and fire was "unbelievable". He informed Huntress he did not believe a rescue from the top was possible. He flew to 6,000 feet above the tower, and looked to see if it was twisted or leaning. He noted that it looked perfect from a structural

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standpoint: it was not leaning and he was about to call Huntress and tell them that he thought they could save the building. But then the building started getting "smaller", and he realized the building was imploding.

He noted that "BamBam" and "Opis" (another fighter flight) relieved him around 12:30 AM.

**Rules of Engagement (ROE):**

Duffy explained that they were told to authenticate a "transition ROE". That meant that the fighters had more leeway to operate if he lost communication with NEADS. But NEADS was still firmly in control. He noted that if they had engaged a hijacked track he would still be under the orders of NEADS. He was told that if they received another hijacked track he would be ordered to fire upon it. Nash believes that call came from Tracon, and Duffy recalls it came from NEADS. Duffy noted that TRACON does not note "tracks". "Tracks" is military terminology. He believes that was filtered from Colonel Marr.

Duffy explained that as long as he is in communication with his controllers his understanding is that he receives clearance to fire from the command and control (C2) structure. The only time he would have to make the call solely is when he is not communicating, and would be at war time ROE. He noted it is quite different when he engages other fighters, since they are always cleared for self defense. He noted that the ROE does not effect engaging a commercial aircraft. The change in ROE communicated to him the seriousness of the events.

**Recommendations:**

Duffy explained that new training scenarios and generating dialogue to postulate for new threats is the best way to plan for future threats.

From a systems standpoint Duffy noted that a VHF radio in the cockpit for any flight in an air defender role is necessary. There is no other way to contact the aircraft without that. This equipment would be helpful with assisting off course general aviation aircraft.

From a pilot in the cockpit's standpoint: Duffy noted that some at the airlines are "woefully uneducated" as to what the air defense assets and military can do; the Airline Pilots Association had been asking for higher security on the doors since before 9/11; he is a high supporter of the Air Marshall program; and he would like every cockpit to have electronic tasers for the pilots.

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