



Shanksville, Pennsylvania, September 11, 2001

## Long Island Early Fliers Education Foundation

September, October 2021 Newsletter

Editor: Fred Coste      Volume 6, Issue 5

### Editor's Note:

It has often been said that time heals all wounds. Perhaps that was why General Dwight Eisenhower ordered a thorough photographic documentation of that which was witnessed at Ohrdruf, a subcamp of Buchenwald Concentration Camp, in April, 1945. Eisenhower's message to General George Marshall, Head of the Joint Chiefs of Staff read:

*The things I saw beggar description. ... The visual evidence and the verbal testimony of starvation, cruelty and bestiality were so overpowering as to leave me a bit sick ... . I made the visit deliberately, in order to be in a position to give first-hand evidence of these things if ever, in the future, there develops a tendency to charge these allegations merely to "propaganda."*

The memories of looking back at September 11, 2001 differ with how old a person was at the time. While *first-hand* memories may vary with age, it's sometimes hard to realize that they are non-existent for those who are age 23 and younger. They have no recollection of that balmy, early fall Tuesday; the bright sunshine that shown through the trees that had just started changing color; their leaves marking the beginning of fall.

That beautiful fall day actually marked the realization of what terrorism really meant. Up to that point, it had been easy to disregard things like bombing the parking garage in the World Trade Center, or the testimony of General Oliver North regarding the person he most feared: Osama bin Laden; even the bombing of Pan Am 103. That day changed everything. It marked

the closure of the airspace above the entire United States for just over two weeks, for the first time, ever. The eerie quiet soon gave way to the sound of bagpipes during the many funerals of the first responders and innocent victims from all of the communities throughout our region, who lost their lives.

Many ordinary people rose up to do selfless, extraordinary things on 9/11/2001. It was a day that spawned many stories of heroes. While it was a day of sadness and sorrow, there was also the triumph of the human spirit and resounding patriotism.

Three airplanes had already been lost by the time United Flight 93 was taken over by terrorists; an advantage that fortified the resolve of a group of heroic passengers. Never before, had passengers fought back against the overwhelming odds of an armed hijacking. Like the three other planes, Flight 93 was overtaken by al-Qaeda operatives intent on crashing it into a center of American power. It is believed the target was meant to be either the White House or the Capitol.

Instead of hitting its target, United 93 went down in a field in Pennsylvania. Although all on board the plane were killed, their heroism saved many who might have been killed, had the terrorists been allowed to complete their mission. It was thanks to the handful of passengers who learned of the earlier crashes and decided to use whatever they had, at whatever the cost.

On the morning of September 11, four terrorists boarded United Airlines Flight 93 at Newark International Airport: Ziad Jarrah, a trained pilot; and three others, who were trained in unarmed combat and

would help storm the cockpit and control the crowd. All four sat in first class.

There was one less hijacker on Flight 93 than the five-man crews that commandeered the other three planes, leading the 9/11 Commission Report to speculate that the United Airlines hijacking operated with an incomplete team. That commission speculated that an intended fifth hijacker—Mohammed al-Qahtani—had been refused entry to the country in early August at Orlando International by a suspicious immigration official, who thought that al-Qahtani wanted to overstay his visa and live in the United States.

In remembering the group of heroes aboard Flight 93, here is the timeline of that which is often overlooked about what they did, as well as the unsuspecting quiet town of Shanksville, Pennsylvania twenty years ago, as presented at the trial of Mohammed al-Qahtani.



Captain Jason Dahl UA Flight 93

<https://www.nps.gov/flni/learn/historyculture/captain-jason-m-dahl.htm>

**7:00 am: United Airlines crew prepares for flight.** United Airlines Captain Jason Dahl enters a secure area of Terminal A at Newark International Airport and begins preparations to pilot Flight 93 from Newark to San Francisco. He meets LeRoy Homer, Jr., the first officer for the flight, in the operations center. The five flight attendants assigned to Flight 93 also gather at the center for a briefing and to divide responsibilities.



First Officer LeRoy W. Homer, Jr.  
<https://leroywhomerjr.org/about/>

**7:00 am: Ida's Store opens in Shanksville, Pennsylvania.** In this small western Pennsylvania town of 245 residents, Rick King walks a block from his home to his business and opens Ida's Store for the day. He begins brewing coffee for his regular early morning customers.

**7:03-7:39 am: Hijackers check in for flight at Newark Airport.** Saeed al Ghamdi, Ahmed al Nami, Ahmad al Haznawi and Ziad Jarrah check in at the ticket counter for United Airlines Flight 93. Jarrah, 26, of Lebanon, has been in the United States off

and on since June, 2000. He earned his private pilot certificate from the Federal Aviation Administration (FAA) at the Florida Flight Training Center in November, 2000. The other three hijackers, citizens of Saudi Arabia, range in age between 20 and 25 years old. They entered the United States during May and June, 2001. The four men pass through the security checkpoint without incident. Only one of the four, Ahmad al Haznawi, is selected for enhanced screening. As a precaution, his bag is held off the plane until he boards.

**7:20 am: Boarding call for Flight 93.** Flight 93 begins boarding at Gate 17. The plane is a Boeing 757-200, capable of seating 182 persons, but is only 20% filled for the early morning trip to San Francisco. The plane has a single, center aisle. It is loaded with 48,700 pounds of fuel for the non-stop, cross-country trip. The flight is scheduled to depart the gate at 8:00 a.m. (the same time as United Airlines Flight 175) and is expected to land in San Francisco at 11:14 a.m., Pacific Time. The passengers who board Flight 93 range in age from 20 to 79. They are college students, retirees, businessmen and women. Ten passengers (including the 4 hijackers) are seated in first class. The remaining 27 passengers have seats in the coach section.

**7:39-7:48 am: Terrorist-Hijackers board Flight 93.** The four hijackers take seats in first class. Jarrah is in seat 1B, closest to the cockpit. The others sit in 3C, 3D, and 6B. At least one of the hijackers carries a document entitled "The Last Night", an instruction sheet for the hijackers which begins, "Embrace the will to die and renew allegiance. Familiarize yourself with the plan well from every aspect, and anticipate

the reaction and resistance from the enemy.”

**Until 8:00 am: Passengers relay changes in travel plans.** At least ten of the passengers and crew on Flight 93 had planned to take later or earlier flights or found themselves on Flight 93 due to schedule changes. One of these, passenger Lauren Grandcolas, phones her husband in San Rafael, California and leaves a message saying that she will arrive home an hour earlier than expected. She had been scheduled for United Airlines Flight 91, but her car service arrived at the airport early, allowing her to take Flight 93 instead. “Hey, I just want to let you know I’m on the eight o’clock instead of the 9:20,” Lauren told her husband.



*Passenger Lauren Grandcolas*

**8:00 am: The Shanksville, Pennsylvania Post Office opens for the day.** Judi Baeckel, acting postmaster, opens the Shanksville Post Office for the day and begins to sort the mail for the 165 box-holders.



*Judi Baeckel, Acting Postmaster,  
Shanksville, PA*

**8:01 am: Flight 93 leaves the terminal.**

**8:42 a.m.: The flight departs late.** UA 93 left its gate at Newark International at 8:01 am, only one minute later than scheduled. But heavy traffic on the runway delayed takeoff for approximately 42 minutes. As a result, one of the flights (Flight 11) was hijacked nearly half an hour before UA 93 had even left the runway, and both of the World Trade Center towers would be hit before the hijackers on Flight 93 had taken over their plane.

**9:19 am: United Airlines dispatcher transmits warning message.** United Airlines Flight Dispatcher, Ed Ballinger, aware that two hijacked airliners have crashed into the World Trade Center, takes the initiative to begin transmitting text warnings to the sixteen flights he is handling: “BEWARE ANY COCKPIT INTRUSION. TWO AIRCRAFT IN NY, HIT TRADE CENTER BLDG.” The message is relayed to the sixteen aircraft over the next several minutes.



***United Airlines Flight Dispatcher,  
Ed Ballinger***

**9:21 am: Flight 93 captain checks in with United Airlines dispatcher.** Captain Dahl, not yet in receipt of the warning, sends a routine text message to United Airlines dispatcher, Ed Ballinger: “GOOD MORNIN’ . . . NICE CLIMB OUTTA EWR [NEWARK AIRPORT] AFTER A NICE TOUR OF THE APT [APARTMENT] COURTS Y [AND] GRND CNTRL . . . AT 350 OCCL LT [OCCASIONAL LIGHT] CHOP. WIND 290/50 AIN’T HELPING. J.”



***Melodie Homer***

**9:22 am: United Airlines transmits message from first officer’s wife.** United Airlines sends a text message to First Officer Leroy Homer at the request of his

wife, who is concerned about him after learning about the attacks on the World Trade Center.

**9:24 am: Routine transmission from Flight 93 cockpit.** Flight 93 establishes routine radio contact with Cleveland Air Route Traffic Control Center: “Good morning Cleveland, United ninety-three is with you at three five oh [35,000 feet] intermittent light chop.” The air traffic controller, John Werth, busy issuing new routes based on the events occurring on the East Coast, does not reply to Flight 93’s initial transmission.

**9:24 a.m.: Airline dispatcher warns United 93 about cockpit intrusion.** With multiple hijackings unfolding across the country, United Airlines dispatcher Ed Ballinger sent a text message warning to pilot Jason Dahl: “Beware any cockpit intrusion—two aircraft had hit World Trade Center.”

Dahl, seemingly confused, wrote back, “Ed, confirm latest message please—Jason.”

**9:25 am: Nationwide Ground Stop.** Ben Sliney, the National Operations Manager of the FAA Command Center in Herndon, Virginia, orders a nationwide ground stop which prevents all aircraft from taking off in the United States.

**9:25 am: Routine conversation between Flight 93 and Cleveland Center.** Flight 93 again checks in with Cleveland: “United ninety-three checking three-five-oh (35,000 feet)”. This time the controller replies, “United ninety-three, Cleveland, roger.”



*John Werth, Air Traffic Controller*

**9:26 am: Flight 93 pilot asks United for confirmation of warning message.** Flight 93 pilot, Jason Dahl, responds to the Ballinger warning he received at 9:24: “ED CON9:28 am: Cleveland Center hears struggle as Flight 93 is hijacked. Hijackers wearing red bandanas around their foreheads, break into the cockpit of Flight 93 as it flies over eastern Ohio. Flight 93 suddenly drops 685 feet in altitude. Cleveland Center hears the first of two radio transmissions from an unidentified aircraft. During the first broadcast, the captain or first officer declares “Mayday” amid the sounds of a physical struggle in the cockpit. The second radio transmission, 35 seconds later, indicates that the fight is continuing. The captain or first officer is heard shouting, “Hey get out of here—get out of here—get out of here.” Noticing that Flight 93 has made an unauthorized altitude change, the controller, John Werth, suspects that the transmission originated with that flight. He asks, “Somebody call Cleveland?”

**9:29 am: Cleveland Center tries to reach Flight 93.** Controller John Werth continues calling Flight 93, “United ninety-three, verify three-five-zero (thirty-five thousand feet).” There is no reply. Werth makes numerous attempts to contact Flight 93 without receiving any acknowledgement. Controllers at Cleveland Center move other aircraft away from Flight 93 due to

the lack of acknowledgement. Several other aircraft on the frequency confirm hearing unusual sounds of an unknown origin.

**9:28 a.m. United 93 is hijacked.** While flying 35,000 feet above eastern Ohio, United 93 suddenly lost 7,000 feet as the terrorists rushed the cockpit. In the cockpit, the captain or first officer could be heard shouting “Mayday!” and “Get out of here!” into a radio transmission.

**Sometime before 9:30 a.m.** Hijackers kill a passenger in first class. Tom Burnett, a first-class passenger on the flight, called his wife from the back of the plane at 9:30 to report the hijacking. On the call, Burnett told his wife, Deena, that a passenger had been knifed in front of the other passengers. On a subsequent call a few minutes later, he told her the passenger had died.



*Tom Burnett, Flight 93 passenger*

**9:30 am: Shanksville residents feel safe.** In Shanksville, as around the country, people tune into television coverage from New York City, and watch as the World Trade Center’s Twin Towers burn. Customers at

Ida's Store and the post office agree that, at a time like this, they're glad to be living in the safety of rural Shanksville.

**9:32 am: Hijacker's announcement heard by Cleveland Center and other pilots.** An-out-of-breath hijacker, probably Jarrah, makes this announcement which was heard and recorded by Air Traffic Control: "Ladies and Gentlemen: Here the captain, please sit down keep remaining sitting. We have a bomb on board. So, sit." Jarrah then programmed the plane's autopilot to turn the aircraft around and head east.

**9:33 am: Controller and Dispatcher attempt contact with Flight 93.** Cleveland Center, responding to the radio transmission from the hijacked plane, asks, "We just, ah, we didn't get it clear . . . Is that United Ninety Three calling?" A new text warning message from United Airlines is sent to Flight 93 and other aircraft: "High security alert. Secure cockpit."

**9:34 am: Flight 93 changes course.** FAA Headquarters notified of hijacking Flight 93 begins climbing and turning to the southeast without air traffic authorization while Cleveland Center moves several aircraft out of its way. The Herndon Command Center advises FAA Headquarters that Flight 93 is hijacked.

**9:35 a.m.: Jarrah redirects the jet's autopilot toward Washington, D.C.** At approximately the same time, recordings from the cockpit capture the sound of a flight attendant pleading for her life: "I don't want to die. I don't want to die. I don't want to die," then falling silent. Based on this overheard transmission, Cleveland Center reports to the Herndon Command Center (FAA) that Flight 93 may have a bomb on board.

**9:35–9:55 a.m.: Passengers and crew call their loved ones.** For approximately 20 minutes, passengers and crew relayed information about their hijacking...and received word of the grim news on the ground. Planes had, by this point, struck both of the World Trade Center towers and the Pentagon. The passengers knew they were staring down a similar fate. Flight attendant Sandy Bradshaw dials the United Airlines Maintenance Facility in San Francisco from the Airfone in Row 33 (the next to the last row in the plane) to report the hijacking. The manager who takes over the call describes the flight attendant as



***Flight attendant Sandy Bradshaw***

"shockingly calm." Bradshaw says that the hijackers are in the first class cabin and cockpit and have announced that they have a bomb. She says they have pulled a knife and have killed a flight attendant. This begins a series of 37 phone calls made from the plane, most of them made on Airfones in the last nine rows



***Jeremy & Lyz Glick***

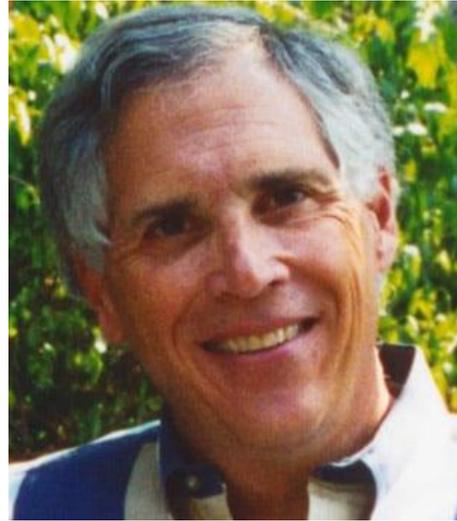
Passenger Jeremy Glick told his wife Lyz that passengers were voting on whether or not to storm the cockpit in an attempt to take back the plane. "I have my butter knife from breakfast," he reportedly joked.

Burnett told his wife that the passengers were going to wait until they were above a rural area before attempting their action. Flight attendant Sandra Bradshaw boiled water, to throw on the hijackers.



***Flight attendant Cee Cee Lyles***

Those on the flight who couldn't get through to their loved ones left heart-wrenching voicemails instead. Flight attendant Cee Cee Lyles called her husband, told him she loved him, and asked that he take care of her children.



***Joe DeLuca***

Joe DeLuca calls his father from the Airfone in Row 26 and tells him that his flight has been hijacked and to express his love.



***Todd Beamer***

Passenger Todd Beamer, using the Airfone in Row 32, reaches a GTE operator. His connection lasts for the remainder of the flight. He notes the following: the flight has been hijacked, the captain and first officer are lying on the floor of the first class cabin and are injured or possibly dead. He reports that one of the terrorists has a red belt with a bomb strapped to his waist, two of the hijackers, who had knives, entered the cockpit and closed the door behind them. He indicates that the plane is going up and down and has turned or changed direction. Beamer tells the operator that he and some other passengers are planning something. He puts the phone down and says: "Are you guys ready?" to the others while on the call with the telephone operator. "Let's roll."

**9:55 am: Code for Reagan National Airport entered in flight computer.** The pilot-hijacker, presumably Jarrah, enters the navigational code for Reagan National Airport into the aircraft's flight computer in order to guide the aircraft to Washington, D.C.

**9:57 a.m.: The passenger revolt begins.** The cockpit voice recorder captured the sound of passengers attempting to break through the door: yelling, thumping and crashing of dishes and glass. In response, Jarrah tried to cut off the oxygen and began pitching the plane left and right, to knock the passengers off balance.

**9:58 a.m.: Jarrah instructed another hijacker to block the door.**

**9:58:55 am: Cockpit Voice Recorder captures English-speaking voices:** The cockpit voice recorder captures the voice

of a native English-speaking male: "In the cockpit! In the cockpit!"

**9:58:57 am: Hijackers rock the plane from side to side.** Jarrah tells another hijacker in the cockpit to block the door. Jarrah rolls the plane sharply left and right, but the assault by the passengers and crew continues.

**9:59 am: A struggle for control of the plane at 5,000 feet.** With the plane at 5,000 feet above sea level, about 2 minutes of rapid, full left and right control wheel inputs result in multiple 30 degree rolls to the left and right. The cockpit voice recorder captures sounds of loud thumps, crashes, shouts and breaking glasses and plates. A native English-speaking male voice or voices says, "Stop him" and "Let's get them"

**9:59 a.m.: Jarrah began pitching the plane up and down, again hoping to neutralize the passenger assault.**



Bill Wright

**10:00 am: Pilot of small plane sees Flight 93, wings rocking.** Bill Wright, the pilot of a small, private plane in the air over Westmoreland County [PA], reports seeing a large airliner at approximately 8000 feet in the vicinity of the Latrobe, Pennsylvania airport. The aircraft's landing gear is down,

he says, the wings are rocking, and the aircraft appears to be in distress.

**10:00 a.m.: The hijackers discuss crashing early.** Still approximately 20 minutes away from their target, the hijackers recognized that they would soon lose control of the aircraft.

“Shall we finish it off?” Jarrah asked one of the other hijackers in the cockpit.

“Not yet,” was the reply. “When they all come, we finish it off.”

In the background, a passenger screamed to another, “In the cockpit. If we don’t, we’ll die!”

**10:01 a.m.: The hijackers decide to crash the plane.** Jarrah again asked the other hijacker if he should crash the vehicle. This time, he was told, “Yes, put it in it, and pull it down.”

**10:02 am: The struggle continues.** Passengers and crew members keep up their assault. A native English-speaking male shouts loudly, “Turn it up!” A hijacker says: “Pull it down! Pull it down!” The plane, nose down, begins a rapid descent; the control wheel is turned hard to the right. The airplane rolls onto its back. A hijacker begins shouting, “Allah is the greatest. Allah is the greatest.”

**10:03:07 am: “No!” English-speaking voice.** Jarrah pulled the control wheel hard, causing the plane to crash into the ground at a speed of 563 miles per hour. Flight 93 crashes into a field near Shanksville, Pennsylvania, about 20 minutes flying time from Washington, D.C.94 All on board are killed.

**10:03 am: Area residents call 9-1-1 to report crash.** In Shanksville, three miles

from the crash site, residents feel the impact of the crash, hear the explosion, rush outdoors, and see a cloud of black smoke rising above the trees. Rick King, Assistant Chief of the Shanksville Volunteer Fire Company, as well as the owner of Ida’s Store, hears the sound of a large plane approaching, and then crashing just over the hill from Shanksville.



*Ida’s Store, Shanksville, PA*

King runs to the store to tell his wife and employees that a plane has crashed, then runs to the fire station to answer the radio call from Somerset County 9-1-1 Center. When he learns that only three volunteer fire companies have been dispatched, King, breathing hard, informs the dispatcher that “this is a large jetliner, probably related to what’s going on,” and requests that additional companies be dispatched for assistance.

**7:00 pm: Community prayer and food donations in Shanksville.**

As in communities across the nation, Shanksville residents gather for prayer. About 70 people meet at the United Methodist Church on Main Street. Donations of food and drink for the first responders begin to arrive at the Shanksville Fire Station.

**8:45 pm: Shanksville Volunteer Fire Company returns to station.**

Sixteen volunteer firefighters and three pieces of equipment, on scene for the past 10 hours, return to the fire station in Shanksville. They remain on stand-by for the next 13 days, assisting the FBI in the recovery and investigation of the crash of Flight 93.



September 11, 2001 is part of our history and must never be forgotten. Yet here we are only 20 years later and there are some who are more than willing to, as General Eisenhower would say, “charge these allegations merely to “propaganda.”

“Those who cannot remember the past are condemned to repeat it.”  
—George Santayana, 1905

**\*\*\*\*\*LIEFC News\*\*\*\*\***

Bayport Aerodrome Society will be holding its community appreciation picnic on Sunday, September 19<sup>th</sup>, at the Aerodrome. We will have our hangar open

that day as well, for the purpose of both welcoming the public and also having a “Hangar Sale” (just like a garage sale, but with many aviation items that we have too many of!). In addition to tools and books, we will have unassembled models of all kinds, old photos, new and some slightly used modern aircraft parts and memorabilia. We will also be selling ice cream and our new line of L.I. Early Fliers “T” shirts. The shirts range in size from Small through 2XL and come in several colors!

In the near future we will be adding other items of apparel to our selection, including sweatshirts and windbreakers.

If you can’t make the picnic, you will be able to order the clothing through our website very soon.

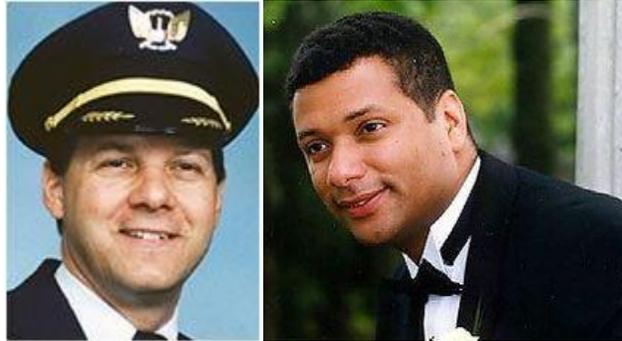
Check out our website at [www.liefef.org](http://www.liefef.org)

**We hope to see**  
**you Sunday,**  
**September 19<sup>th</sup>!**



*Time to Remember.....*

**The Crew of Flight 93:**



Captain Jason M. Dahl      First Officer LeRoy Homer

**Flight Attendants:**



Lorraine G. Bay      Sandy W. Bradshaw      Wanda A. Green      CeeCee R. Lyles      Deborah J. Welsh

**The Passengers of Flight 93:**



Christian Adams      Todd M. Beamer      Alan A. Beaven      Mark Bingham



Deora F. Bodley



Marion R. Britton



Thomas E. Burnett, Jr.



William J. Cashman



Georgine Rose Corrigan



Patricia Cushing



Joseph DeLuca



Patrick J. Driscoll



Edward Porter Felt



Jane C. Folger



Colleen L. Fraser



Andrew (Sonny) Garcia



Jeremy Logan Glick



Kristin White Gould



Lauren Grandcolas



Donald F. Greene



Linda Gronlund



Richard J. Guadagno



Toshiya Kuge



Hilda Marcin



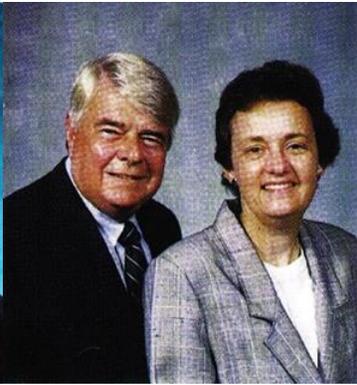
Waleska Martinez



Nicole Carol Miller



Louis J. Nacke II



Donald & Jean Peterson



Mark David Rothenberg



Christine Ann Snyder



John Talignani



Honor Elizabeth Wainio

***Remembering the men and women who lost their lives  
at Kabul Airport August 26, 2021,  
and all who never returned from this war***



**Ryan C. Knauss, Army**



**Darin T. Hoover, USMC**



**Nicole L. Gee, USMC**



**Johanny R. Pichardo, USMC**



**Daegan W. Page, USMC**



**Hunter Lopez, USMC**



**Humberto A. Sanchez, USMC**



**Kareem M. Nikoui, USMC Dylan R. Merola, USMC Rylee J. McCollum, USMC Jared M. Schmitz, USMC**



**David L. Espinoza, USMC**



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Long Island Early Fliers Education Foundation is a non-profit organization founded in 1956 and Chartered by the New York State Education Department. We are dedicated to aviation education and preserving Long Island's aviation heritage. Volunteers who want to help educate and preserve our history are always welcome. Annual Membership in our organization is \$35.00 for individuals; \$50.00 for families.

Donations of aviation memorabilia, aircraft and aircraft parts, aviation clothing, display quality models and items of historic significance are always welcome and greatly appreciated.

Cash donations, as well as artifact donations are tax deductible. You may visit our facility at Bayport Aerodrome, Vitamin Drive, Bayport New York most Wednesdays between the hours of 9:00 a.m. and 1:00 p.m. Appointments are necessary as airports are secure locations and can also be arranged at other times for your convenience. Contact us at: L.I.E.F.E.F., P.O. Box 43, Holbrook, NY, 11741 or call (631)-523-5407 (Fred Coste) or fax: 631-588-2147

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