

9/11 Commission files

Team 7/ Box 12

Leroy Homer

**Scanned by Mike Williams of 911myths.com on
24th Feb 2009**

LERoy Homer

BEGPRODNO : M-INT-00152817
BEGBATES : 265A-NY-280350-30011
DATE : 01/22/2002
FBIDESC : TARA M CAMPBELL
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : 1/22/2002

TARA M. CAMPBELL born [REDACTED]

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[REDACTED] was interviewed at United Airlines UAL Flight Operations in building 22A at John F. Kennedy International Airport JFKIA. After being advised of the identities of the interviewing agent and detective and the nature of the interview she provided the following information:

CAMPBELL has been employed by United Airlines as a Flight Operations Service Representative FOSR since June of 1999.

CAMPBELL recalled sending a ACARS message on 9/11/2001 to First Officer Leroy Homer on UAL 93.

CAMPBELL advised that the message she sent on 9/11/2001 was sent to the printer on UAL 93 and she further stated that is the only way she can send a message. She advised that she does not have the capability of sending a message to a display screen on the aircraft.

CAMPBELL advised that she received a phone call from Melody Homer on 9/11/2001 several minutes after the first plane hit the World Trade Center WTC. Melody Homer wanted to know if her husband Leroy was alright. CAMPBELL told Melody Homer that she would send Leroy Homer an ACARS message to make sure he was alright.

Campbell advised that she sent the ACARS message and received no response from the cockpit. CAMPBELL advised that she attempted to send the message two more times and on the third attempt the word "SECURE" started flashing on her computer screen. CAMPBELL advised that this was right after the second plane hit the WTC.

CAMPBELL advised that she did not use any security or safety codes in the ACARS message she sent to UAL 93. CAMPBELL said that she did not send any other ACARS messages to UAL 93 on 9/11/2001.

1/22/2002 Jamaica, New York

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[PDF page 1]

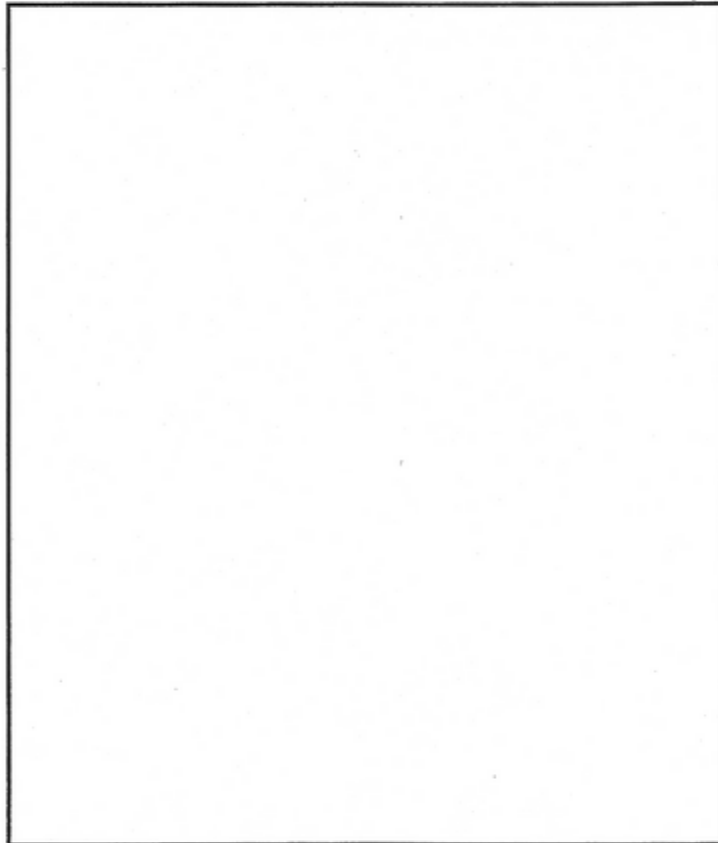
BEGPRODNO : M-INT-00131961
BEGBATES : 265A-NY-280350-302~103772
DATE : 02/16/2002
FBIDESC : 2/14-INFORMATION PROVIDED BY [REDACTED]
INPUTBAT : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 02/16/2002

GRAND JURY MATERIAL - DISSEMINATE PURSUANT TO RULE 6e



9/11 Closed by
Statute
9/11 Law
Enforcement
Privacy

Investigation on 02/14/2002 at Chicago, IL

File # 265A-NY-280350-NK Date dictated

by [REDACTED] 9/11 Law Enforcement Privacy

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[PDF page 1]

FD-302a (Rev. 10-6-95)

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, On 02/14/2002 , Page 2

9/11 Closed by Statute

[PDF page 2]

BEGPRODNO : M-INT-00161135
BEGBATES : 265A-NY-280350-302-115367
DATE = 10/19/2001
FBIDESC : FD-302
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

9/11
Personal
Privacy

Date of transcription 10/19/2001

Anthony F. Mazza, Jr., date of birth [redacted]

after

being informed of the interviewing agents identity and the nature of the interview, provided the following information.

Anthony F. Mazza Jr. Mazza, has worked as a fueller for Ogden Aviation Services at Newark International Airport since 1973. Mazza fueled United Airlines flight 93 on September 11, 2001 prior to its departure and crash in western Pennsylvania. Mazza stated that everything seemed normal on the day of the flight including the amount of fuel that was pumped into flight 93's tanks.

Mazza stated that prior to the passengers boarding flight 93, he had completed fueling the plane and proceeded to the cockpit to inform the co-pilot of the completed task. This has been the standard operating procedure for United flights out of Newark for many years. Mazza entered the cockpit where he handed the fueling sheet to a young Caucasian male, well groomed, brown hair and a white shirt, who was sitting in the co-pilots seat. The male responded to Mazza by saying thank you and taking the paper from him. Mazza then departed flight 93 prior to the passengers boarding. Mazza stated that this was approximately 30 minutes prior to the scheduled departure time.

Mazza was interviewed by FAA employee John Patania shortly after the crash in western Pennsylvania. Mazza stated that he reported that there was nothing unusual on the day of the flight and that the plane had been fueled without incident.

On Friday, October 12, 2001 Mazza saw a memorial for the crew of flight 93 and saw pictures of the co-pilot of flight 93. The picture was of the actual co-pilot of flight 93, who was Leroy Homer. Mazza stated that he was certain that the co-pilot he spoke with was not Mr. Homer.

Investigation on 10/19/2001 at Newark, New Jersey

File # 265A-NY-280350-NK Date dictated 09/21/2001
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