

9/11 Commission files

Team 7/ Box 12

Flight 93 Calls – Sandy Bradshaw

Scanned by Mike Williams of 911myths.com on 27th March 2009

MEMORANDUM FOR THE RECORD

Event: Philip Bradshaw, family member

Type: Briefing

Date: June 15, 2004

Access Issues: None

Team: 7

Prepared by: John Raidt

Participants (non-Commission):

Participants (Commission): John Raidt

Location: By phone from GSA office

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Responder/Family
Privacy

Background

Mr. Bradshaw is the husband of flight 93 flight attendant Sandy Bradshaw. Mr. Bradshaw received a phone call from his wife aboard flight 93. The Commission contacted Mr. Bradshaw at his home [REDACTED]

Mr. Bradshaw said that the public accounts of what Sandy Bradshaw said to him have been accurate, and that his FBI interview has all the pertinent information. The purpose of this call was to get Sandy Bradshaw's exact quote after she informed her husband that she was boiling water to throw on the hijackers. He said that she asked him how else they might fight back.

Before hanging up Sandy Bradshaw said the following:

"Everyone's running up to First Class. I've got to go. Bye."

Mr. Bradshaw said that he would contact us if he thought of anything further that we might want to know about the conversation, but that his FBI interview and public sources have covered it thoroughly and accurately.

SANDY BRADSHAW

BEGPRODNO : M-INT-00039220
BEGBATES : 265A-NY-280350-302-9361
DATE = 09/11/2001
FBIDESC : INFORMATION PROVIDED BY THERESA LOWING
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

Date of transcription 09/11/2001

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On 09/11/2001, THERESA LOWING, born [REDACTED]

[REDACTED] was interviewed at her place of employment, United Airlines, Newark International Airport, Terminal A. After being advised of the identity of the interviewing agents and the purpose of the interview, she provided the following information:

PHIL BRADSHAW, a pilot for US Airlines, home telephone number [REDACTED] called LOWING at the United Airlines Call Center, Newark, NJ, to report information he had just received from his wife, SANDY. SANDY BRADSHAW, a flight attendant on United Airlines Flight 93, telephoned BRADSHAW, from the airplane, to report that the airplane was being hijacked. She explained that there were three hijackers armed with knives. Two of the hijackers were attempting to gain entry into the cockpit, and one was in the galley.

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LOWING further advised that she some time later received a call from CHAD HOFFMAN, AFA Union representative, requesting she advise him of the names of the flight attendants on United Airlines Flight 93. LOWING explained that she was not authorized to give out that information. HOFFMAN explained that he already knew that two flight attendants on board flight 93 had been stabbed.

Investigation on 09/11/2001

at Newark, New Jersey

File # 265D-NY-280350

Date dictated 09/11/2001

9/11 Law Enforcement Privacy

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[PDF page 1]

BEGPRODNO : M-INT-00062850
BEGBATES : 265A-NY-280350-302~46903
DATE = 10/04/2001
FBIDESC : TOM REEVES 9/25/ , 10/10/01
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : 10/04/2001

TOM REEVES DOB: [REDACTED]
President, REEVES CO. INC., 51 Newcomb Street, PO Box 719,
Attleboro, MA, 508 222-2877, stated his company received a fax
dated 05/14/2002 from American Airlines American requisitioning
name badges to be shipped to their office in Puerto Vallarta,
Mexico.

REEVES believes the correct date on the fax should have
been 2001, but has no explanation for the error. This fax is
unusual because it did not contain an American purchase order
number nor was there a purchase order number ever sent to them
thereafter. REEVES stated he could not recall this ever
happening for any other order. The order was never processed
because without a purchase order, the REEVES CO., would not be
reimbursed by American.

SANDY BRADSHAW [REDACTED]
receptionist, attempted to contact the sender of the fax by
faxing a notification advising that their order can not be
processed without a purchase order number. BRADSHAW never
received a reply.

REEVES stated that the format of the fax was designed
by his company for American and contains American's vendor
number, "AK 548" identifying the REEVES CO. as a certified vendor
of American. A purchase order number should have been listed in
the space label "NATCOS ORDER #", (NATOS is American's purchase
order system).

REEVES added that the last name badge title of "Airport
Coordinator" is unusual in that neither he or any of his
employees could recall ever making a badge with this title on it
for American or any other airline.

During the interview, REEVES advised that American had
requested his company to provide them with a list of all American
affiliates requesting badges during the last year. REEVES
provided printouts of all American's orders. These printouts are
dated from 03/01 to 08/01 and 09/00 to 02/01 and comprise about
3000 orders. REEVES stated he still has hard copies of American
orders going back to the beginning of 2000. He added that he

9/25,10/1/01 Attleboro, MA

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10/03/2001

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Tom Reeves

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would keep these orders longer than normal in case they are
needed for further investigation.

REEVES explained the columns that appear on the

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printouts as follows: Route # identifies the airport placing the order. The Route # comes to the REEVES CO. only after there is a purchase order; BUYER NAME identified the individual placing the order and is given to the REEVES CO. only after there is a purchase order; AA PART# is the number given by American to identify a type of badge. These numbers come from the affiliate placing the order and appear with the initial request; QUANTITY shows the number of badges in the order; PHONE # is the number from the affiliate placing the order; SUPPLIER PART # identifies REEVES' part number and the color.

REEVES stated he had his employees attempt to identify previous orders from the same American affiliate by Route # and Phone #. They were unsuccessful. This made REEVES believe that this is the only order his company has ever received from this particular American affiliate.

REEVES provided a diskette containing the data for the two printouts, the original fax, copies of the fax, blank order forms for silver and gold badges, and information on the Puerto Vallarta, GUSTAVO DIAZ airport from web pages.

[PDF page 2]

BEGPRODNO : M-INT-00142112
BEGBATES : 265A-NY-280350-IN-14570
DATE = 09/20/2001
FBIDESC : ON 9/20/01, CHIEF MICHAEL HALSTEAD, SURF CITY POLICE
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : 265A-NY-280350-IN
MEH:dap

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The following investigation was conducted by Special Agent SA Michael Homa at Surf City, North Carolina NC:

On 9/20/01, Chief MICHAEL HALSTEAD, Surf City Police Department, Surf City, NC, advised that he had received information from several local residents that an individual named HAIM KADOCHÉ was acting in a suspicious manner following the bombing of the World Trade Center and Pentagon on 9/11/01. These residents indicated that KADOCHÉ was "Middle Eastern looking", and had closed his business and left the area shortly after the attacks. Also, KADOCHÉ had stated that he had a "friend" on one of the flights. KADOCHÉ operates a store on Highway 50 in Surf City named WAVES SURF AND SPORT, telephone 910329-0241.

KADOCHÉ is a white male, date of birth [REDACTED]

[REDACTED] According to HALSTEAD, KADOCHÉ's wife is named EDIE M. KADOCHÉ, nee FOSTER, SSAN [REDACTED]

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Relevant record checks regarding HAIM KADOCHÉ and EDIE KADOCHÉ were negative.

Subsequent to 9/20/01, EDIE KADOCHÉ contacted the Wilmington, NC Office of the Federal Bureau of Investigation FBI. EDIE stated that she and her husband HAIM are Jewish, had closed their store for the Jewish holiday of Rosh Hashanah, and had known a flight attendant named SANDY BRADSHAW, who had been killed in the crash of United Airlines Flight 93 on 9/11/01. This information regarding the KADOCHÉ's was passed on to Chief MICHAEL HALSTEAD, Surf City Police Department, Surf City, NC, who stated that he had also received the same information.

No interview of HAIM KADOCHÉ or EDIE KADOCHÉ was conducted.

Rapid Start Lead CE 1628

[PDF page 1]

BEGPRODNO : M-INT-00015501
BEGBATES : 265A-NY-280350-302-95686
DATE = 09/11/2001
FBIDESC : INTERVIEW OF PHILIP G. BRADSHAW; LEAD 15
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

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Responder/Family
Privacy

Date of transcription 09/11/2001

PHILIP G. BRADSHAW, DOB [REDACTED]

[REDACTED] was interviewed via the telephone at [REDACTED]. After being advised of the identity of the interviewing agent and the nature of the interview, BRADSHAW provided the following information:

BRADSHAW's wife, SANDRA BRADSHAW, was a flight attendant on UNITED AIRLINES, flight 93, traveling from Newark to San Francisco, working first class passengers. SANDRA called BRADSHAW a little before 10:00 a.m. while on the flight and asked BRADSHAW if he had seen what happened today. BRADSHAW told SANDRA that two planes had crashed into the World Trade Center in New York City. SANDRA then told BRADSHAW that her plane had been hijacked. She continued to state that the plane had been hijacked by three men with dark skin, and SANDRA stated "They almost looked Islamic." One of the hijackers was seated in first class and SANDRA actually looked at him, this hijacker was "a little short guy." The other hijackers were seated in the back of the plane. SANDRA only saw the hijackers carrying knives as weapons. All three of the hijackers put red headbands on their heads as they were hijacking the plane. Additionally, SANDRA did not know the location of the plane but she thought that the plane might be around the Mississippi River because they had just passed over a river.

SANDRA stated the hijackers went up to the front of the plane and all passengers and flight attendants were in the rear of the plane. SANDRA told BRADSHAW that she counted about 27 people in the back of the plane with her. The pilots were not in the back of the plane.

SANDRA did not say anything about what the hijackers said nor the language spoken during the hijacking. Further, SANDRA did not say if the hijackers went into the cockpit of the plane or not.

SANDRA was permitted to use the phone and speak freely, therefore, BRADSHAW opined that the hijackers were not closely watching the passengers. Additionally, SANDRA told BRADSHAW that the passengers were getting hot water out of the galley and were going to rush the hijackers.

Investigation on 09/11/01 at Chicago, Illinois telephonically

File # 265A-NY-280350; 265A-WF-222811; HQ-265D-HQ-1348101
Date dictated 09/11/01

by 9/11 Law Enforcement Privacy

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Continuation of FD-302 of PHILIP G. BRADSHAW , On 09/11/01 , Page 2

At the end of the telephone call, SANDRA told BRADSHAW that everyone was running up to first class and she hung up the telephone.

[PDF page 2]

BEGPRODNO : M-INT-00015571
BEGBATES : 265A-NY-280350-CE~6
DATE : 09/12/2001
FBIDESCR : PHILIP G BRADSHAW INTERVIEW
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

Date of transcription 09/12/2001

Lead Control Number CE40

PHILIP G. BRADSHAW, described as a white male, date of birth [REDACTED] 27410, home telephone number [REDACTED] was interviewed by SSRA [REDACTED] and SA [REDACTED] at his residence. After being advised of the identities of the interviewing agents, and the nature of the interview, BRADSHAW provided the following information concerning his telephone conversation with his now deceased wife while aboard United Flight 93.

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BRADSHAW advised that on September 11, 2001, his wife, SANDRA BRADSHAW, was aboard United Flight 93 as a stewardess. Between the time of 9:30 a.m. to 10:00 a.m., BRADSHAW received a telephone call from her at their residence in Greensboro, North Carolina. SANDRA BRADSHAW asked her husband if he was aware of what was going on. BRADSHAW responded he was watching television and was aware. SANDRA BRADSHAW then advised her airplane had also been hijacked.

SANDRA BRADSHAW informed her husband that three hijackers were on the airplane. All were sitting at the front of the plane and possessed knives. SANDRA was able to observe one of the hijackers who was sitting at the back of first class. She observed this individual from behind and described him as being a little guy with light dark skin, who looked Islamic. SANDRA also informed her husband the hijackers had placed red bands on their heads and were at the front of the airplane. BRADSHAW stated he took his wife's description of red bands to mean red bandannas.

SANDRA and 27 passengers were at the back of the airplane while she was calling her husband. During her call, SANDRA assumed the airplane crew was still in the cockpit and in control, however, the three hijackers were also at the front of the plane. SANDRA's view was obstructed by the first class curtain, which prevented her from clearly seeing all the hijackers. SANDRA informed her husband

Investigation on 09/12/01 at Greensboro, NC

File # 265D-NY-280350-CE

Date dictated 09/12/01

by [REDACTED] 9/11 Law Enforcement Privacy

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Continuation of FD-302 of Philip G. Bradshaw , On 09/12/01 , Page 2

the passengers at the back of the plane were discussing how to over power the three hijackers. The suggestion was made to take scalding water from the lavatories, pitch it on the hijackers and jump them. SANDRA then informed her husband that everyone was running to first class and she had to go. At this point SANDRA hung up and BRADSHAW never heard from his wife again.

BRADSHAW believes SANDRA was calling him from a GTE telephone which was mounted on the back of an airplane seat. The connection was not good, and thus BRADSHAW could not hear any background conversations or noise. Mostly, BRADSHAW heard air noise. BRADSHAW estimated the call from SANDRA lasted five to ten minutes in length, and included discussions between them about their family. During the conversation, SANDRA also mentioned the plane had turned back and they were currently located over a big river.

Following his conversation with his wife, BRADSHAW immediately called United Airlines in Newark, New Jersey, and informed them of his conversation with his wife. Later, BRADSHAW also spoke to FBI Chicago Special Agent [REDACTED] phonetic.

BRADSHAW expressed a willingness to meet with the FBI again if the need arose.

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[PDF page 2]

BEGPRODNO : M-INT-00061321
BEGBATES : 265A-NY-280350-302-45263
DATE = 09/21/2001
FBIDESC : INFORMATION SERVICES, UNITED AIRLINES (AUL), CORPORATE HEAD-
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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Date of transcription 09/21/2001

Information Services, UNITED AIRLINES UAL, Corporate
Headquarters, 1200 E. Algonquin Road, Elk Grove Village, Illinois,
provided the following records which are attached hereto:

Crew manifest information for UAL flight #92 on September
11, 2001, for the following UAL employees:

WANDA GREEN, employee #: 62150
LORRAINE BAY, employee # 18526
CECE LYLES, employee # 270584
SANDRA BRADSHAW, employee #126144
DEBORAH WELSH, employee #182983

Investigation on 09/18/2001 at Elk Grove Village, Illinois

File # 265A-NY-280350-302 Date dictated 09/18/2001
by 9/11 Law Enforcement Privacy

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[PDF page 1]

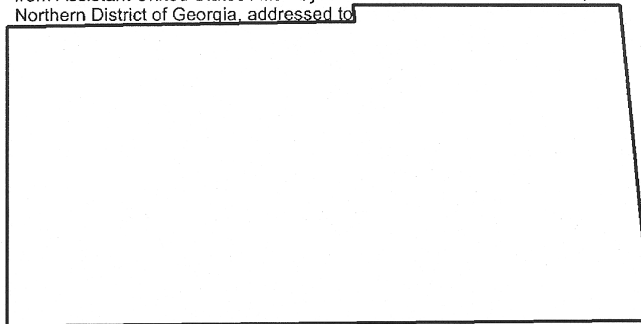
BEGPRODNO : M-INT-00144035
BEGBATES : 265A-NY-280350-302-54866
DATE = 10/15/2001
FBIDESC : SUBPOENA OBTAINED FROM AUSA KATHERINE MONAHAN3
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/15/2001

On 9/12/01, a Federal Grand Jury subpoena was obtained
from Assistant United States Attorney AUSA KATHERINE MONAHAN,
Northern District of Georgia, addressed to



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Investigation on 9/12/01 at
Atlanta, Georgia

File # 265A-NY-280350, 265A-NY-280350-AT
Lead Control #AT-269
by 9/11 Law Enforcement Privacy Date dictated 10/15/01

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[PDF page 1]

BEGPRODNO : M-INT-00112406
BEGBATES : 265A-NY-280350-302-96090
DATE = 11/19/2001
FBIDESC : (336) 282-6908, (336) 282-7603
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

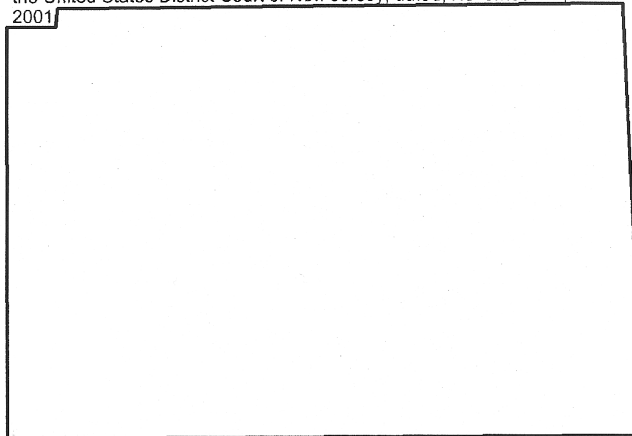
- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/19/2001

Reference 265A-NY-280350-NK Serial 14467

In response to a Federal Grand Jury Subpoena issued by
the United States District Court of New Jersey, dated, November 14,
2001



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Investigation on 11/19/01 at Newark, New Jersey via facsimile
File # 265A-NY-280350-302 265A-NY-280350-TEL Date dictated 11/19/01
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April 27, 2004 2:10 pm

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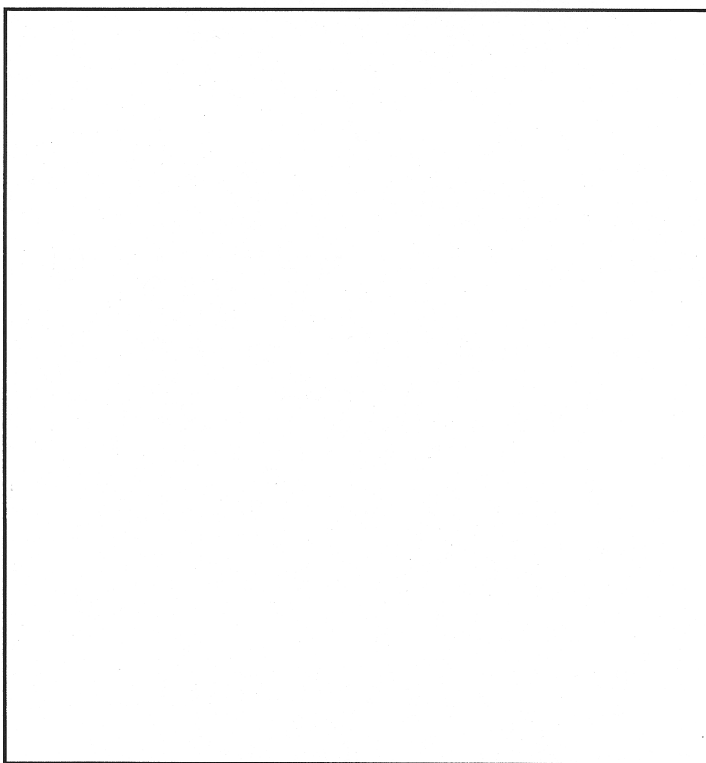
BEGPRODNO : M-INT-00131969
BEGBATES : 265A-NY-280350-302~103780
DATE = 02/17/2002
FBIDESC : 2/14-INFORMATION PROVIDED BY [REDACTED]
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 02/17/2002

GRAND JURY MATERIAL - DISSEMINATE PURSUANT TO RULE 6e



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Privacy

Investigation on 02/14/2002 at Chicago, IL

File # 265A-NY-280350 Date dictated
by 9/11 Law Enforcement Privacy

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, On 02/14/2002 , Page 2

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

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Continuation of FD-302 of

, On 02/14/2002 , Page 3

9/11 Closed by Statute

[PDF page 3]

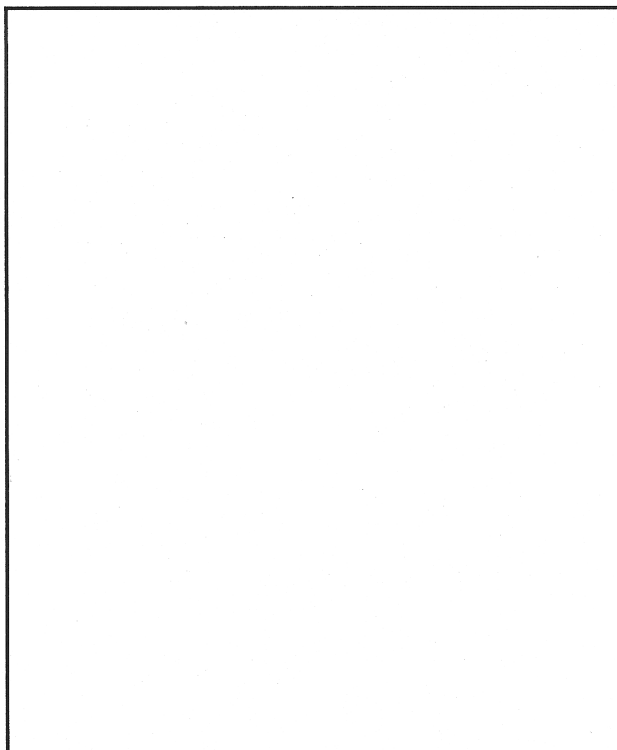
BEGPRODNO : M-INT-00153514
BEGBATES : 265A-NY-280350-302~104799
DATE = 02/16/2002
FBIDESC : INTERVIEW OF [REDACTED]
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT : FD-302 (Rev. 10-6-95)

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 02/16/2002

GRAND JURY MATERIAL - DISSEMINATE PURSUANT TO RULE 6e



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Investigation on 02/14/2002 at Chicago, IL

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

by [REDACTED]
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[PDF page 1]

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

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Continuation of FD-302 of

, On 02/14/2002 , Page 2

9/11 Closed by Statute

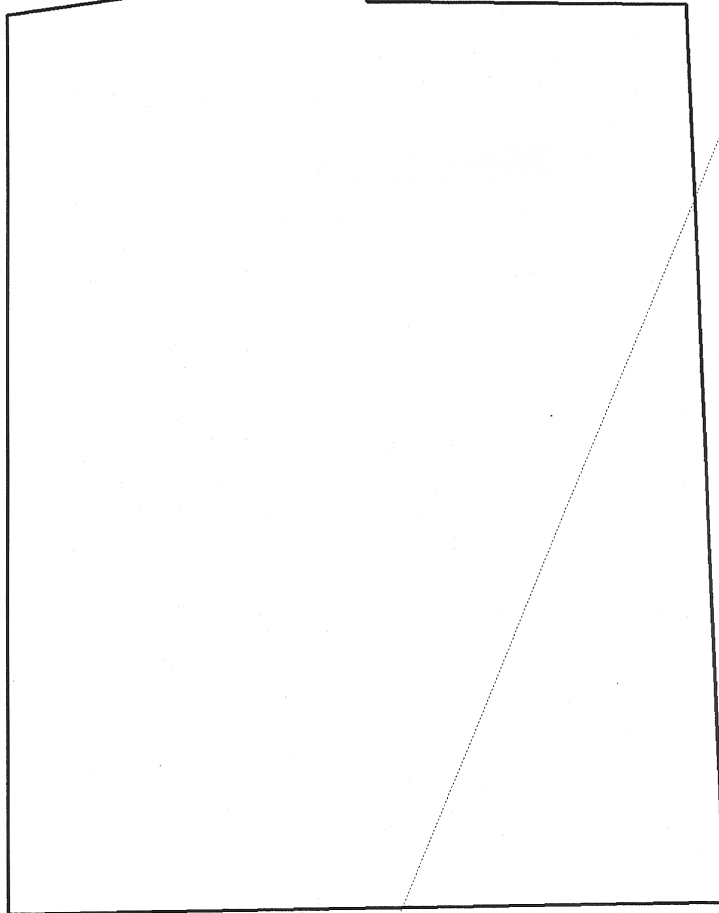
[PDF page 2]

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Continuation of FD-302 of

, On 02/14/2002 , Page 3



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Continuation of FD-302 of



, On 02/14/2002 , Page 4

The items provided by [redacted] will be maintained in
separate 1As.

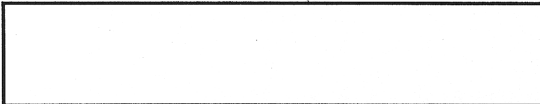
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by Statute

[PDF page 4]

BRADSHAW

BEGPRODNO
BEGBATES
DATE
FBIDESC
INPUTBATCH
FULLTEXT

: M-INT-00001979
: 265A-NY-280350-302-1880
= 09/11/2001
: NCTA_004 (1st Batch of unredacted 302's delivered in August)
9/11/01
Reference Lead Control Number SF162



After being advised of the identity of the interviewing agents and the nature of the interview, he provided the following information:

On 9/11/01 shortly after 6:00 am pacific time, [redacted] a STARFIX Technician received a call through the STARFIX phone system from a female flight attendant of United Airlines UAL Flight 93, Aircraft 5491. The unidentified female flight attendant told [redacted] that the plane had been hijacked. [redacted] told the flight attendant to remain calm and that they were aware of the situation.

[redacted] provided a hand written statement to the interviewing agents, the statement reads as follows:

"While answering calls from the STARFIX station, I was contacted by a female flight attendant. She spoke to me in a hurried and scared voice. I was informed that she was on Flight 93, Aircraft 5491. She said that the plane was being hi-jacked. The hi-jackers were in the cabin and Flight deck. I informed her that we had run into similar problems and were aware of her situation. I told her to remain on the line and I was going to transfer her call directly to my shift manager. His phone line showed busy on the monitor screen, so I then spoke directly with the 757 controller across the divider. We called across the room and were able to contact a manager who then came to the STARFIX table. He took over the call to Flight 93. All specific information regarding where the hi-jackers were on the aircraft and how the aircraft was flying, were then taken. This information was then taken directly to the crisis center. All information was passed on to the people monitoring the events."

Richard Belme was the manager who had taken over the phone call from the female flight attendant of UAL Flight 93.

9/11/01 San Francisco, California

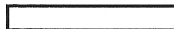
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Information was received that everyone was removed from first class seating and that the hijackers had knives and were in the cockpit. [redacted] had no further identifiable information of weapons used.

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BRADSHAW

BEGPRODNO : M-INT-00001982
BEGBATES : 265A-NY-280350-302-1888
DATE = 09/11/2001
FBIDESC : RICHARD BELME
INPUTBATCH : NCTA_004 (1st Batch of unredacted 302's delivered in August)
FULLTEXT :

9/11/01

Reference Lead Control Number SF162

Richard Belme, born [REDACTED]
[REDACTED] zip code [REDACTED] telephone number [REDACTED] was interviewed at his place of employment, United Airlines UAL, San Francisco International Airport, telephone number 650/634-5400. After being advised of the identity of the interviewing agents and the nature of the interview, he provided the following information:

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On 9/11/01 at approximately 6:40 am, Belme, an UAL System Aircraft Maintenance Controller, took control of a phone call by an unidentified female flight attendant of UAL flight 93 initially received by [REDACTED]. Belme was on the phone with the attendant for only a couple of minutes. The female flight attendant said that two male hijackers who had knives were onboard, one of which was in the first class section of the plane and the other was possibly in the cockpit. The first class section was secured, no passengers were able to leave or gain entrance to the first class seating area.

Belme provided a hand written statement to the interviewing agents, the statement reads as follows:

"I was called over to the STARFIX Desk at approximately 0640 PST. STARFIX informed me a flight attendant was on the line from Flight 93 and it was being hi-jacked. I took over the call and the flight attendant reported two men with knives are onboard. One man in the flight station and one man at first class. One man attacked a flight attendant but no passengers or crew were hurt. I asked the condition of the aircraft, she said a few small dives but OK. Then I lost contact."

At approximately 7:23 am, Belme received information from Robert Combs of Airphone, Oakbrook, Illinois, telephone number 800/323-7641, that a passenger from UAL Flight 93 had called Airphone. At 7:30 am, Combs informed Belme that the passenger relayed information that there were three males who have bombs, knives, and at present no injuries. At this time UAL Flight 93 was flying over Pennsylvania and the hijackers had taken over the aircraft. Belme had no further identifiable information to provide on weapons or explosives used.

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that the aircraft was in that service area.

Approximately five minutes later, JEFFERSON received a call from MARSHALL LNU of Verizon Quality Control for residential service. MARSHALL indicated that a passenger, JEREMY LNU, aboard UAL 93 was currently phoning his in-laws via an airphone. The in-laws contacted Verizon while remaining in contact with JEREMY. For some reason, Verizon contacted GTE Airphone during this call with JEREMY's in-laws. JEFFERSON could not hear JEREMY via this chain of calls. JEFFERSON received information second hand about the conversation between JEREMY and his in-laws via the Verizon employee. JEFFERSON estimates that this call came at 9:30 a.m. Central time. Conversation with Verizon continued until approximately 9:43 a.m. at which time the connection with the airphone ended.

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