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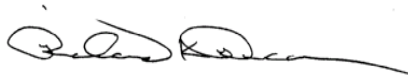
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Historical Activities
New Hampshire National Guard
Responds to September 11, 2001

By Order of the
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History. This pamphlet continues the documentation of

the organizational history of the New Hampshire National Guard by presenting recent history.

Summary. This narrative documents the overall response of both the New Hampshire Army and Air National Guard to the events of September 11, 2001.

Applicability. This pamphlet applies to the New Hampshire National Guard and other interested parties within the general public.

Proponent. The proponent of this Publication is the Command Section, Joint Forces Headquarters, Concord, New Hampshire.

Suggested Improvements. Readers are invited to send comments, corrections, additional contributions or suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to NHAG-CS-H.

NEW HAMPSHIRE NATIONAL GUARD

RESPONDS TO SEPTEMBER 11, 2001

By SSG Thomas E. Graham II, NHARNG Historian

INTRODUCTION

September 11, 2001 was a time of great confusion, anxiety and grief for our nation. For the New Hampshire National Guard, responding to this terrorist threat was breaking new ground. Looking back, we realized how well we did some things, as both soldiers and airmen called on their ingenuity to tackle some truly unique problems. After action reports revealed things we could have done better or differently. Overall, we were molded into a better organization for having gone through it.

My purpose in this writing is to capture, for a general audience, the events, feelings, and stories surrounding that tragic day. Behind any finished work are months of interviews, research and many drafts. My thanks to everyone who assisted or participated in some way with this important project. Thanks especially to the Public Affairs Office and officer candidate Matt Dupuis for helping me publish this document, to Sergeant First Class Stephen Bradley who lent his expertise to the cover and to several of the photographs. Thanks also to Captain Jeff Denton for his frequent assistance with details regarding the Air Guard, and finally, to my wife Krista, who endured numerous requests for help and suggestions, and who proofread the many drafts sketched out over this two and a half year project.

In an epilogue to the epilogue, the Global War on Terrorism took most of the New Hampshire Army National Guard's units to Iraq and sadly, took a few lives while they were there. Most of the units returned early in 2005, while the 1159th Air Ambulance unit had just left, as New Hampshire soldiers continue to answer the call.

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REMEMBERING A DISASTER

Tuesday, September 11, 2001, began much as the day before had. Throughout the East Coast, families were up and about getting ready for the day. Adults were going through the same morning routine they had gone through the day before and would repeat again the next day. Students of all ages were still feeling that first-week-of-school anxiety as they adjusted to new classes, schedules, teachers, studies, reports, friends.

Some of the morning headlines reported on the death of the former, and popular, Bow, NH town manager,¹ as well as of Mid East violence both in Israel² and Turkey.³ In sports it was the all too typical late summer news that the Red Sox were in second place behind the New York Yankees, losing 14 of their last 15 games – the last several to the Yanks themselves.⁴ Locally, the housing market continued to flourish, driven by low interest rates but nationally, the slipping economy was attributed to President Bush. Education, however, was the President's focus this week with several planned school visits on the agenda. Today, he would find himself in a second grade classroom in Sarasota, Florida.⁵

The good news of the morning was the weather. Not only was it already a beautiful morning, but the lingering summer was expected to extend through the end of the week. By early in the work day, most East Coast schools and workplaces were filled as Tuesday got underway.

Statistically, the hijacking of a commercial aircraft is an extremely rare event. Nevertheless, pilots had been trained, in such cases, to yield to the hijackers, flying them to their demanded locations while letting the professionals on the ground deal with their intentions. The plane might be rerouted to some alternate airport, where most of the passengers and perhaps the crew would be safely released. According to Mark Villaume, a commercial airline pilot, this was the way hijackings generally worked. In fact, it was the only scenario there was. (It was referred to as “the

common strategy” by the FAA and was highly successful prior to 9/11. Pilots have a new [post 9/11] strategy now, Villaume said, “but I’m not allowed to tell you about it.”⁶

Mohammed Atta was both intelligent and well educated. The son of a lawyer, he had attended the Technical University in Hamburg, Germany and earned his Master's Degree with highest honors in 1999. He had business connections around the world: Saudi Arabia, Egypt (Atta's native country), Germany, and even the United States.⁷

Atta had a job to do. He took the lead among his friends as they carefully prepared for the attack over the course of several years. Business transactions, flight training, and methods of self defense were all part of this preparation. On Tuesday, September 11, he and Abdulaziz Alomari caught a short flight from Portland, Maine, to Logan International Airport in Boston⁷. There they blended in with the rest of the crowd boarding Flight 11 for Los Angeles that morning.⁸

Atta also had rage. Its initial source was the westernization of his native Egypt, but it soon spread to include the United States and its world wide influence. Further, the, “demonization of the United States,” was propagated by the Muslim Brotherhood, a college based political organization of which Atta was a member.⁷ (Among Muslim fundamentalists, there was an, “implacable hatred toward America [which fueled the] ferocity of Islamic extremism.”⁹)

Shortly into their coast to coast flight, Mohammed Atta and his compatriots used utility knives to threaten the crew and demand control of Flight 11. However, as Mark Villaume explained, NO professional pilot would EVER leave their seat – giving up the command of the aircraft – regardless of the demand. There was evidence, he said, that the pilots were physically removed from their seats, and possibly killed in the process⁶ as the flight trained terrorists then took over.

Mohammed Atta's hijacked 767 with 92 people on board⁸ left its flight path and began descending. Soon, the low flying airliner was traversing New York City just above the tops of the skyscrapers. Suddenly, it banked steeply as it turned toward the north tower of the World Trade Center, where the whole aircraft disappeared into the side of the building at the 80th story. It left a plane-shaped silhouette which was immediately obliterated by a massive fireball and billowing cloud of black smoke, as thousands of gallons of jet fuel ignited.

Police, rescue and fire personnel were alerted through the 911 emergency network and arrived on the scene in minutes. News crews also descended on the center of New York City and began reporting, with sincere anguish, this tragic event. Traffic was re-routed, and thousands of people began evacuating the building. Rescue crews went up the stairwells, against the crowds coming down. The obvious concern was for those above the crash site. There was no way to evacuate them, yet the firemen would help as many as they could, calling out at each floor and lending assistance if needed.¹⁰

It was 8:45 AM on Tuesday, September 11, 2001, when the 767 sliced through the side of the building. Outside the World Trade Center, reporters for various news organizations were reporting updates using the smoking north tower as a backdrop. Unbelievably, another low flying passenger jet appeared, banked in a steep turn and crashed into the second tower with a duplicate explosion, resulting black cloud of smoke as the 60th floor of the south tower began its out-of-control burn. This time, it was caught on camera for all to see. Throughout the country, at home, at work, or where ever they were, Americans began turning on their television sets and watching the unfolding horror.

Emergency crews began entering the second tower to help evacuate, but 47 minutes later, the entire 1300 foot south tower collapsed downward, crushing and entombing thousands, creating a pile of rubble and a plume of smoke and dust that reached high into the sky. As the world continued



Every news camera in New York City was focused on the burning tower when the second plane hit. The shock of this second crash was felt around the world.

(Photo courtesy of the Canadian Broadcasting Corporation Newsworld.)

to watch in shocked disbelief, the North tower soon followed in a duplicate collapse.

That morning, President George W. Bush was well into his education itinerary, visiting a second grade class in Sarasota, Florida. While there, he began receiving news of the deliberate and devastating attacks. In his speech to the school, he made the first mention of an, “apparent terrorist attack.”⁸ His agenda for the day, along with the rest of America's, was suddenly and significantly altered. After receiving the additional tragic news that a third jetliner had deliberately crashed into the north side of the Pentagon, collapsing one side of the building, the president put the military on high alert. Aboard Air Force One, he was flown to an undisclosed location for his safety.

As the hours passed, the news told of a fourth airliner that had gone on radio silence, and was off its flight path. The country held its breath as the plane meandered over southern Pennsylvania where it finally crashed near the town of Shanksville. Using cell phones, the passengers had learned of the tragedy in New York City. Realizing their fate, and finding courage in each other and in fellow passenger Todd Beamer's “Lets Roll!” they attacked the hijackers in an attempt to wrest control of the plane away from them when it crashed. Later, Beamer's “Lets Roll!” came to symbolize this country's resolve in what was soon to be called America's war on terrorism.^{11 12}

The evening of September 11 finally came. After watching the president's speech on television, many Americans continued to wait for any updated news before finally going to bed, stunned and confused. For many, however, sleep was impossible and would be replaced by a long night of bitter tears over a missing spouse, parent, son or daughter.¹³

The newspapers on Wednesday, September 12, carried photographs of all the images shown on TV the previous day. For many, Wednesday was simply the continuation of a long, dark nightmare. As the week



After departing Offutt Air Force Base in Nebraska, President George W. Bush confers with Vice President Dick Cheney from Air Force One on September 11, 2001.

White House photo by Eric Draper
(Photo used by permission of the Office of Council to the President.)

crept on, however, details slowly emerged. Aid stations had been set up. Rescue dogs searched for survivors while rescue workers collapsed from exhaustion. But, sometime during that week, amid the continuously replayed scenes of jetliners crashing into the Twin Trade Towers over and over, and of the black smoke pouring skyward and the towers' unexpected collapse, another scene began to be aired. It was the patriotic and now famous image of three New York City firemen raising the Stars and Stripes on a bent and twisted flag pole that jutted out of the rubble at ground zero.¹⁴



New Hampshire National Guard was represented at ground zero by two Air National Guard firefighters. Dale Sylvia and Doug Houston worked with the clean-up and rescue teams on site.

(Photo courtesy of the 157th Air Refueling Wing Public Affairs Office)

A GALLERY of MEMORIES

The concern for loved ones in New York City was shared by many New Hampshire residents. One Laconia college student's dorm was only a few blocks from the wreckage. Another pre-med student from Penacook was "okay" because of a late class. Ordinarily, she would have been walking past the towers at the exact time that they fell.¹⁵ Also away at college, Jaime Colby, daughter of CW5 Larry Colby, a New Hampshire National Guardsman, related the sentiment felt by many at the time: "Your world has just been turned upside down; what are you going to do? Call home!"

Lieutenant Colonel Tom Elwood, an officer and military lawyer in the NH Army National Guard, works at a mutual funds company in New York City about a mile from where the Trade Towers once stood. After the first plane hit, he and the other office staff were drawn to the television coverage, yet, from their front row seats, Elwood spoke of the unreality of seeing the billowing black smoke filling and darkening the sky. On the streets, thousands of people stumbled north in an uncoordinated mass exodus. Among them was a one of Elwood's co-workers who worked across the street from the twin towers in World Trade Two. The young woman and fellow attorney finally showed up at his office "chalk white" from the pervasive choking dust. Returning to his apartment that evening, Elwood remembered the city feeling strangely cold and eerie.

Another New Hampshire military lawyer, Captain Shane Stewart, had received his undergraduate degree in civil engineering. He knew how these buildings were constructed. The design and placement of the massive steel beams insured a high degree of structural integrity and the fireproofing foam that coated the steel would preserve it against any structural fire. Stewart didn't think the buildings would go anywhere. Yet, while his law office and clients remained attentive to the live coverage on the small office television, he shared his shock and grief

with them when, moments later, they all watched as the first tower collapsed downward with floor after floor giving out from the massive weight. With tears in some eyes, the law clients left quietly. It was “horrific,” he said.

Major Walter Debany of HQ STARC (the headquarters unit of the New Hampshire Army National Guard) was attending to the numerous details involved in leading a tour for a delegation of visiting officials from El Salvador. They were in the U.S. as part of an exchange program through the New Hampshire National Guard. The group consisted of legislators from both political parties and members of the Salvadoran military, including their Chief of Staff. They began by meeting with NH legislators at the Military Reservation in Concord. Major Debany then met with the NH Legislators to explain some of the details of the State Partnership Program between NH and El Salvador while the delegation received a tour of the facilities. Hearing news of the attack on the World Trade Center, he ended his meeting and caught up with the Salvadorans in the Emergency Operations Center watching the news on CNN along with a recently arrived Major General John E. Blair, Adjutant General of the New Hampshire National Guard. The tour attempted to continue with a visit to the State House in Concord, but it was soon apparent as to where everyone really wanted to be. Major Debany returned the delegation to their hotel room where they too could keep up with the news of the tragic events of that day.

A short time later, Major Debany documented his day as it had unfolded. In his recording of the event, he writes,

I cannot convey to any reader, the absolute shock, disbelief and bewilderment of everyone who watched and listened to the events. It was as if everyone was living through a Tom Clancy novel or some doomsday movie. The images seen on television ran through my mind over and over again. Buildings on fire, buildings collapsing, people in New York

City running to escape a large dust cloud generated by the collapse of the towers, the Pentagon was on fire, and still more reports said that a plane had crashed in Pennsylvania and that there were more planes missing. It was utterly incredible!

Sergeant Major Doug Rasp was at a national Quartermaster Conference at Fort Lee, Virginia. Part way through the morning of September 11, the class of 300 was informed of the attacks. Immediately, the members of forward units such as the 82nd and 101st Airborne cell phoned their units to report in and left the conference directly. Later in the day, Rasp watched both the Registration and Graves, and the Mortuary Services convoy off post for New York City. Two days later, in a rented car (commercial airlines remained grounded), Rasp made the long drive home. He deliberately avoided routes that would pass too close to the three crash sites. But he could not avoid the evidence of the tragic events. His entire trip home was filled with roadside and front yard symbols of the patriotic burst that filled most Americans that day; flags, banners and yellow ribbons were everywhere.

Upon learning of the initial plane crashes, Sergeant First Class Gordon Butcher joined others in a recruiting office to watch a small television there. He relates how one of the soldiers in the room became disoriented and started speaking rapidly, asking, "Is this war?" and expressing the urgent need to go home to pack her bags to go to New York to help. Butcher helped her calm down and regain composure, but he remembered how "fear, shock, apprehension, and sadness was gripping everyone."

Staff Sergeant Doreen Sears also remembers the thought flashing through her mind as to the location of her ruck sack. She was working at the VA Hospital in Manchester when she first heard the news, though the initial reports were so vague that she didn't think she had heard it correctly.



Wherever people were, they became glued to television reports. These Manchester Airport patrons learn the tragic reason for their cancelled flights.

(Photo courtesy of the Concord Monitor.)

Eventually, she headed to the television in the pharmacy waiting room, which was full, she said, of retired military personnel. Sears took note of the various expressions in the room which ranged from blank stares to disbelief. Something struck her, however, about the older men in the room – the veterans of WW II. She remembered their expressions being somehow different, as if, “they were . . . wishing they were young and healthy again and ready to defend their country just like they did before.”

The New Hampshire National Guard Adjutant General, Major General John Blair, was on a conference call with Governor Jeanne Shaheen, who was at a national governor’s conference in Washington D.C. At one point in the discussion, Department of Transportation Commissioner Carol Murray interrupted to ask whether the governor had heard that a plane had struck the World Trade Center. This was the first anyone had heard of the news, and in General Blair’s mind, it was reminiscent of when the B-25 crashed into the Empire State Building back in 1945. They returned to their discussion on state issues.

The conference call was quickly ended, however, when a second interruption disclosed that the crash had not been a small plane, but an airliner. Blair made his way to the military reservation's Emergency Operations Center where CNN was broadcasting up to the minute news. As he and others began watching the reports, they saw another huge jetliner suddenly appear on the television screen and blow its way through the second trade tower in a massive explosion of flame and rolling black smoke. This image brought an immediate thought to the mind to the decorated Vietnam veteran, former medical evacuation helicopter pilot, and current Adjutant General of the state: “It’s a second one . . . it’s an attack.”

THE INITIAL RESPONSE

As General Blair watched the images on the news, he knew his schedule for the day, like everyone else's, had just been radically rewritten. By mid-morning on September 11, amid emergency meetings, phone calls, and checking in with the latest news, Blair ordered all the New Hampshire armories to be secured. Master Sergeant Robert Gosselin kept the copy of that email from Lieutenant Colonel Thomas Hayden, director of the Emergency Operations Center, which was sent at 9:56 A.M. It stated that, "THREATCON ALPHA IS TO BE IMPLEMENTED IMMEDIATELY. More To Follow Shortly." Early that afternoon, Blair signed Permanent Order 254-001 activating all NH units for the purpose of supporting the Force Conditions of FPCON DELTA (Force Protection Condition D is the highest alert condition of the armed forces.) This activation order tasked the units with providing 24-hour security at their respective armories.

Throughout the afternoon, NH guardsmen responded. The Milford Armory found itself inundated with phone calls. Unit soldiers, asking if they were going to be activated, began coming in to help and volunteer for the 24-hour operations. In addition to securing buildings, another aspect of the elevated threat condition was to control vehicle access to the buildings. However, this latter aspect posed a problem for the Milford Armory, due to its large lot size and the fact that no concrete barriers were available. A unique solution was arranged by Specialist Kevin Uhlman when he made a call to a local wood chipping business. Soon, a long line of logs bordered the edge of the lot along the road. Using old telephone poles, the driveway was turned into a maze to prevent rapid vehicle access to the building. The full-time soldiers, Staff Sergeants William Pellerin and Glen Hurlburt, also established a rooftop defense. Sand bags at the corners of the rooftop marked fighting positions while an armed soldier monitored the perimeter from that higher vantage point, alerting those inside by radio of any vehicles entering the driveway. John



Sandbags create the rooftop fighting positions at the Milford Armory while logs line the edge of the road in the background.

(New Hampshire Army National Guard photo)

Bowen, a local businessman and retired lieutenant colonel, even kept the Milford soldiers supplied with pizza day and night.

At the Portsmouth armory, Staff Sergeant Kenneth Brown was working alone that day. Hearing of the events from a phone call, he realized this was an attack and immediately locked down the armory on his own. From the NCO Club's television, he too began taking in the images of the unfolding tragedy. Soon, official instructions came in, and throughout the rest of the day a handful of unit soldiers worked on the details of securing the armory; they emplaced concrete barriers, set up a 24-hour operations schedule, and called in soldiers to man the established day and night shifts. Other measures of the elevated threat conditions carried out by all the units included monitoring the mail, restricting access into the building, and keeping a log book.

Master Sergeant Gosselin remembers that all the full timers at the Berlin armory were tired, having just completed an around-the-clock three day exercise at the Training Site in Center Strafford. In Berlin, the unit's reaction was similar to Milford's, and they found they could man their 24 hour security teams without much trouble, after receiving numerous calls from soldiers wanting to help in some way. One of Gosselin's immediate responsibilities was to ensure the Berlin Armory was secure as well as the seven other armories in their battalion – Lancaster, Littleton, Plymouth, Woodsville, Rochester, Franklin and Lebanon. Gosselin also established a strict soldier accountability system within the battalion. Every road mission required two soldiers. The pair would sign out when they left; they would call in upon arriving at their destination, and sign back in when they returned. Pick up and delivery of ammunition warranted strict accountability, and Gosselin shared what numerous other soldiers also reported, that eerie feeling of being armed and of distributing ammunition within their communities, brought home the seriousness of what they were doing. In addition to putting in place numerous other threatcon measures, the soldiers of the Berlin armory

were tasked with getting specific equipment--generators, water trailers and radios--ready and available for immediate use.

After securing their trucks and equipment within the inner perimeter fence, the Manchester armory set up concrete barriers on the Canal Street entrance and used a Humvee to restrict traffic entering from West Pemigewasset Street. The armory was locked and a 100% ID check was required both to enter the parking lot and again to enter the building itself.

After Troop Command was tasked with executing the “Lock Down” in Concord, Master Sergeant Richard LaFramboise, a former deputy sheriff for Merrimack County, found that he was the only individual on the reservation who had been trained in antiterrorism protocol. Using Army Regulation AR-525-13, the antiterrorism manual, he helped Troop Command establish the required tasks and procedures. Each section and unit on the reservation was assigned a specific duty. Beginning on September 11 and continuing during the weeks that followed, the full-time soldiers were given the responsibility of carrying out the details called for in the antiterrorism regulation. Sergeant First Class Sharon Pearson vividly remembers receiving her initial call from the Emergency Operations Center: “I don’t have time to explain, but you need to close the front gate and not let anyone in without their military ID.” She had to turn away several soldiers who were without their military identification card.

Further measures of AR-525-13 included having all the vehicles and dumpsters moved away from buildings, closing off the secondary entrances to the reservation, and setting up a system of barriers to facilitate vehicle entry control. As Concord had no concrete barriers, temporary plastic ones were set up along the front of the armory with the Concord Fire Department bringing in the thousands of gallons of water needed to fill them all. (A few months later, the water barriers were swapped out for the concrete variety.) Also during that first week,



Armed soldiers establish a 100% security check at the military reservation in Concord, NH. Initiated on September 11, 2001, the ID check continues to the present.

(New Hampshire Army National Guard photo)

full-timers made up the 24-hour armed security detail. Initially, a team of six plus a Sergeant of the Guard patrolled the buildings and grounds of the reservation. It was a very busy time for Concord soldiers during those first few days. MSG LaFramboise stayed on duty almost around-the-clock. The protocol he helped develop with Troop Command was fine tuned over the first few days, but by the end of the week, it was working well, and he finally got home where he “crashed” on his living room couch.

Also based in Concord is the 1159th Medical Company Air Ambulance, whose total mission is helicopter medical evacuations. In state, they are often called upon for assisting in the search and rescue of lost or stranded hikers in New Hampshire’s White Mountains, where they have saved many lives over the years. They are good at what they do, and they all recognize the high stakes of “real life” missions. Upon hearing of the terrorist attacks in New York and Washington D.C., their training kicked in and they immediately began the several hour job of reconfiguring the Blackhawk helicopters to hold their full complement of six stretchers each. Local fire departments dropped off additional supplies – bandages, burn blankets, IV bottles, etc. – and unit members from pilots to medics took time off their jobs to come in and assist. By noon, the first two choppers were fully supplied with their flight crew strapped in awaiting the certain call for medevac assistance. By evening, the remaining helicopters were also manned and ready for take off on yet another real life mission.

Pease Air Force Base, once a busy Strategic Air Command (SAC) full-time Air Force base during the Cold War, is home to the New Hampshire Air National Guard’s 157th Air Refueling Wing. The downsizing of the military at the end of the Cold War brought about its closure as an active Air Base in 1991, at which time it was renamed Pease Air National Guard Base. The 157th soon found itself sharing most of the air base with civilian businesses. However, the Air National Guard portion of the

former full-time Air Base continues to be a busy site for as many as 345 full-time staff, and with planes in the air almost daily.

On September 11, 2001, the Air National Guard was hosting a “Day of Caring” in support of the Seacoast United Way. Beginning with a kick-off breakfast in one of the hangars, over 1000 civilians from local companies had come to volunteer for a day of community service: raking leaves in the park, cleaning up vacant lots, helping paint. The 157th Security Forces Squadron had pulled in most of its part-time staff for the day to assist with coordinating the parking of some 650 cars. A public address system was being used for speeches following the breakfast. It was at some point during this time that the waiting Security Forces Squadron received news of the crashes from information relayed to them from the hanger. The PA system was utilized to inform the remaining crowd of civilians of what had just happened, and that they would need to vacate the base. The ensuing exodus went quickly and smoothly. Everyone seemed to understand the urgency.

The Wing Commander, Colonel Richard Martell, was at the Day of Caring breakfast chatting with some of the 1500 community members who had attended, when he was pulled aside and told of the attack on the World Trade Center. He immediately placed the Air Base on Force Protection Condition Delta and convened the Battle Staff – a group of senior leaders, most of whom were already at their community service sites, including the Wing Vice Commander Colonel Carol Protzmann. Upon returning to Pease, they each joined the rest of the Battle Staff in its secure room where they began monitoring the news, military intelligence, and communications with higher headquarters. Along with establishing the protocol for securing the Air Base, Martell also contacted both the Portsmouth Naval Shipyard and the Seabrook Nuclear Power Plant, with whom he devised a plan for mutual aid if needed.

Outside, following the given protocol, the men and women of the 157th Air National Guard joined in the same strenuous exercise as scores of soldiers across the state to secure their facility. With the help of the

security staff already on site, the grounds were secured within three hours. Vehicle access through the gate was rerouted using two-and-a-half ton trucks and snow plows until Jersey barriers could be set up later that day and into the next. Both the Headquarters building and the Medical Dispensary were evacuated because they were outside the perimeter fence. The office staff were told to pack up enough equipment to operate for 30 days; computers, phones, file cabinets, and records were moved to their new location in the dining facility where they were fully operational by the end of the next day. Senior Airman Lisa Joyce expressed the pride she felt, “watching the remarkable professionalism” of her fellow airmen as everyone came together to accomplish a very tough job. When Colonel Martell’s shift ended at 3:00 A.M. the next day, he too was impressed with the “outstanding defensive measures [that had been] put in place.”

Sadly, however, the terrorist attacks had also brought tragedy close to the members of the 157th. By late morning, they had all learned the name of the pilot of the first plane to crash into the World Trade Center. John Ogonowski, was piloting American Airlines Flight 11 on the morning of September 11. His brother, Jim Ogonowski, was also a pilot and a Lieutenant Colonel in the 157th Air Refueling Wing of the New Hampshire Air National Guard.

In addition to the huge task of locking down all the state armories and securing Pease Air National Guard Base, there was more high level activity going on in Concord behind the scenes. Beginning on September 11 and continuing daily for several weeks, the senior leadership met to formulate and develop a response to the terrorist attacks. Chaired by Assistant Adjutant General John Weeden, the group was a mix of Army and Air Guard personnel, as well as some law enforcement representatives and emergency preparedness officers from other military services. Lieutenant Colonel Thomas Haydon, the operations officer of the Emergency Operations Center, hosted the first few meetings. He remembers the confluence of emotions, frustrations, concerns, opinions,

ambitions and personalities present at the initial meetings. There was also a huge wave of energy that swept the crowded room as the dynamics of the group process began to work.

The initial problem, Haydon explained, was the difference between information and intelligence. Information, he said, was disseminated in the form of the gut-wrenching images seen everywhere in the media. Intelligence, on the other hand, was solid verified evidence of something that had or would happen. Initially, the group had focused and acted on the information (the images), resulting in a rash of ideas and reactions to unlikely scenarios. As the meetings went on, however, leadership and professionalism prevailed. Despite very little intelligence pertaining to New Hampshire, the group ultimately gained a larger focus and developed a variety of realistic contingency plans that the state would be able to carry out if required. Some of these included protecting the Seabrook Nuclear Power Plant, providing security support to civil authorities, meeting any transportation needs with tractor trailers or Blackhawk helicopters (including Medevac missions), and staffing work crews at “ground zero” in New York City. To support these possibilities, individual units were tasked with conducting an inventory and assessment of available equipment.

Despite their initial difficulties, Haydon advocated the wisdom of pulling together such a large group from the start, rather than conducting small closed door meetings. “Everyone simply wanted to do something,” he said. Also, as the daily meetings went on and the scope of responsibilities was better understood, the group was able to downsize. Two weeks later, the once diverse joint staff operated with much more of a singular voice. Thinking back to lessons learned, Haydon cited the importance and challenge of maintaining a good balance between information and intelligence. Gaining the proper perspective, he said, will steer the energy and focus of any group in the right direction.

Ultimately, none of the potential missions ever materialized, as little or no intelligence pertained directly to New Hampshire, nor were we needed elsewhere. The steadfast flight crews of the 1159th remained ready for take off as September 11 transitioned into September 12. For several days, they were ready to fly at a moments notice. As the end of the week drew near and they knew they would not be needed, flight crews began returning to civilian jobs and extra supplies were returned to fire departments. The sad truth was that under the rubble at ground zero, there were no survivors.¹⁶

The rest of New Hampshire's units also remained vigilant, providing their armories with around the clock security. After about two weeks, it became clear that 24-hour security was no longer necessary, and the decision was made to discontinue it for most of the outlying armories. Unit soldiers coordinated with local police to provide frequent drive-by checks on their buildings during off hours. It was still necessary for there to be two armed guards on hand any time an armory was occupied. Additionally, despite the continued heightened security, General Blair made several armories available to various civilian organizations, including the Red Cross, which conducted numerous blood drives throughout the state.

SOLDIER STRESS AND SURREALISM

Between the long hours spent trying to keep up the pace of 24-hour security operations after the initial shot of adrenaline had worn off, New Hampshire soldiers began feeling the stress. Sergeant First Class Gordon Butcher in Concord related being pressed into service on the night of September 11. He writes:

While on “patrol” the first night, MSG Laframboise and I decided that two parked busses ought to be checked. I boarded the first and found nothing out of the ordinary. Feeling pretty confident, I boarded the second bus only to discover an old briefcase behind the driver’s seat. Just great! I very gingerly picked it up while the Master Sergeant observed. He asked me . . . “You gonna open that up?” I said, “Yeah, just to be sure.” I wasn’t feeling very good about it though. I slowly opened it and it was full of Technical Manuals. I breathed a quick sigh of relief and logged it in. We continued checking things throughout the night hoping we wouldn’t find anything and praying that we wouldn’t ‘miss’ anything.

After finally bunking down at 4:00 AM, Butcher was up again at 6:00 to fill one of the gate guard positions. Weary, and armed with an M-16, he helped check driver IDs and vehicles for people reporting to work. He soon spotted a car stopped about 100 yards away in front of the USPFO building. As the occupants got out and hurriedly unloaded some bags, Butcher felt a growing anxiety about what he was seeing and began weighing his options when it became clear it was just a fellow soldier. Butcher went on to say how proud he was to see some of the ordinary soldiers “really shine” on September 11.

A full-timer in the Counter Drug section, Staff Sergeant Janet Dow had volunteered to be the Sergeant of the Guard for the evening security

detail. She was responsible for a team of other soldiers and accountable for their weapons and ammunition. After completing a full day at work, she reported in to begin patrolling the buildings and perimeter of the state military reservation. In three weeks, Dow only went home one or two nights. The rest of the time, she got four hours of sleep a night on a cot by her desk. Eventually, lack of sleep took its toll and her commander, Lieutenant Colonel Richard Greenwood, requested she step down from her security responsibilities to more fully support the busy Counter Drug Office, not to mention getting caught up on sleep.

On the morning of September 11, while the Troop Command was setting up procedures for closing down the reservation, Officer Candidate Andy Dow checked vehicles and dumpsters. News of the second plane crashing into the World Trade Towers had aroused his vigilance. Later that day, he was approached by Command Sergeant Major Michael Rice with a request to help guard a group of dignitaries visiting from El Salvador. Their agenda for the day had been scrapped like everyone else's and they had returned to their hotel room where they, too, could follow the breaking news of the day.

Concord itself has experienced real threats in the past. Just a few years back, a lit homemade bomb was found in the Concord Library, and another on the steps of a nearby state building.¹⁷ Given the tragic events of the day, General Blair felt responsible for the safety of the visiting Salvadoran dignitaries. During the day they continued their scheduled visits around the state, escorted by National Guard personnel. General Blair requested armed guards for them at night until they could return to El Salvador. Armed with 9 millimeter pistols, Officer Candidate Dow and Private First Class Bryan Donisi spent the next several nights in the hotel lobby guarding the delegation until they left at the end of the week when commercial air travel resumed. Initially, the high ranking military officials within the group wore their Salvadoran military uniforms to their various meetings and tours throughout the state. However, OC Dow could envision an international incident occurring if something were to

happen to these “high profile” targets. He persuaded the contingent that they would be less conspicuous if their military personnel did not wear their uniforms during the day. Originally, OC Dow and PFC Donisi were to be part of a multi-soldier team, providing security on a rotating basis. However, the multi-soldier group never materialized, and OC Dow and PFC Donisi were the only two providing all the off-hours security for the Salvadoran delegation until they left. They both earned the Army Commendation Medal for their dedication to this important mission.

In Concord, a civilian security service manned the gates at the State Military Reservation prior to September 11, providing security for the many buildings on site. After September 11, an armed National Guard team was added to the civilian staff. Due to the high profile nature of the National Guard in the weeks following September 11, the general public soon became exceedingly curious about the armed guards and the 24 hour presence, supposing perhaps that the New Hampshire National Guard was aware of more than the news was telling them, especially since the President had called for military retaliation.

Many soldiers on duty at their armories reported vehicles driving past slowly or even stopping and then speeding off when a soldier appeared and began to approach. Having been briefed about suspicious vehicles made these events particularly disconcerting for the soldiers. On the evening of September 12, a car entered the parking lot of the Manchester Armory. Although there was a checkpoint on the side street entrance, the driver drove right past it without stopping, oblivious to the guards, and began driving the car around the lot. When the armed soldiers cautiously approached it, the car stopped and the driver explained he was a local mechanic and often used the armory parking lot after hours to test repairs on customers’ cars. After he was reminded of the current situation in the U.S., the driver was curtly asked not to come back. The next day, the garage was officially notified that the armory lot was off limits.

Curiosity from the public was overt during the day and descriptions of cars and license plates were regularly called in to the military Joint Operations Center, as well as to the local police. At night, however, the various suspicious vehicles were more unsettling. Car descriptions and plate numbers were harder to get, and the usual mischief was more suspect in the middle of the night than it was during the day. Some of these late night vehicles, however, had been a regular occurrence, but before the 24-hour armed security detail on duty, no one had been there to observe them. On more than one occasion, a “parking” situation had to be broken up and the disappointed young people sent on their way.

In retrospect, as surreal as it seemed to the armed soldiers of the New Hampshire National Guard, it was valuable preparation for their eventual assignments overseas. At the time of this publication – the third anniversary of September 11 – more than half of the New Hampshire Army National Guard, along with a contingent of the Air Guard, are in Iraq, Afghanistan and other locations on various security details, carrying and occasionally using their loaded weapons.

Further, what might have been considered normal everyday situations to the New Hampshire National Guard troops before September 11 became significant events after that day. Each occurrence required an entry into the Emergency Operations Center’s log book and each served to add to the challenge already faced by New Hampshire Guardsmen. A few of the listings include:

Wednesday, 12 September

- * A white van identified by the FBI was spotted in Hampton, NH
Colonel Martell expressed concern for the security at the
Seabrook Nuclear Power Plant
- * An auto accident downed a power line cutting electricity to the
NHNG Training Site in Center Strafford
- * Intelligence received from an unconfirmed Russian source stated
that the attacks will continue

Thursday, 13 September

- * A State Police call about a bomb threat somewhere on Pembroke Road in Concord
- * Two unconfirmed reports that a bomb was found at the Providian Bank [Chenell Drive, off Pembroke Road]
- * NH Office of Emergency Management sent a report of low flying aircraft over the Vermont Yankee Nuclear Power Plant

Friday, 14 September

- * An incoming call to the Nashua armory--after saying "hello" twice, the caller yelled, "BOOM!" and hung up

Saturday, 15 September

- * Intelligence reports of an increased threat of hijacking a tanker prompts the arming of the flight crews at Pease

18 September

- * A New Hampshire Army National Guard soldier on a motorcycle is turned away from entering the gate after he stated he had a weapon

28 September

- * Report of person parked along the fence of the Concord Military Reservation taking pictures of the Blackhawk helicopters

7 October

- * A maroon Ford van seen parked along fence at the military reservation in Concord. It drove off at a high rate of speed when approached by security guards
- * Bombing of Kabul, Afghanistan has just begun (putting America into a higher alert status)

157th AIR REFUELING WING GOES ON DUTY

He was getting married on Saturday, and thoughts of the numerous details associated with such an event crowded out most other things on Captain Jeff Denton's mind. Captain Denton knew the end of the week would come quickly, so Tuesday, September 11, he arrived at work early – 4:00 in the morning – to make time that afternoon to attend to some of those all important details. Arriving at Pease Air National Guard Base, he began his day with a status inventory, learning that two tankers were on missions and that two F-16s had landed the previous evening whose pilots had spent the night. Another refueler, a KC-10 from another state, was going through its preflight checks in preparation for an overseas refueling mission. At the 7:30 morning briefings, the current status of the Air Base was summarized and upcoming missions were briefly discussed. The Day of Caring breakfast was briefly mentioned as being underway. Nothing was out of the ordinary and Captain Denton's day was already half over.

At some point in the morning, word began to circulate through the offices that one of the World Trade Towers was on fire. Captain Denton and others wandered to a TV where they could catch up on this breaking news. All were stunned into silence as they saw the second plane hit the other tower. Their morning briefing suddenly became ancient news, and they immediately knew they had to get some planes ready. By mid-morning on September 11, all commercial air traffic had been grounded and armed fighter jets were patrolling the air space over major U.S. cities. In-flight refueling was the primary mission of the 157th and they knew they would soon be on the job. Sure enough, higher headquarters soon wanted to know how many aircraft they had and how quickly they could get them mission ready. Captain Denton reported two immediately available plus the KC-10 if it could be redirected from its overseas mission (it couldn't). The conversation ended with Headquarters stating, "We'll call!"

As news of the September 11 attacks was breaking, Colonel Martell and the Battle Staff began making decisions that would put them in a “good position” for receiving that call. The scheduling office began calling in flight crew and support personnel, while those already on the base began working on the planes.

Readying a KC-135 for a mission involves a long series of steps and takes some time. Scott Air Force Base in Illinois is the Headquarters for the Air Mobility Command (AMC), where real world missions originate. From the AMC, a call goes to the Tank Aircraft Control Center (TACC), the higher headquarters for all air refueling tanker units. It is from the TACC that the 157th receives its orders. Upon receiving that call, the scheduling office begins lining up the three man crew – the aircraft commander or pilot, the co-pilot, and the refueling boom operator. They also mobilize the ground crew, who begin a series of pre-flight checks including loading the plane with the specified quantity of fuel and other preparatory tasks. In the operations center, the crews come together to receive flight orders and the details of the mission: how to fly, emergency actions if needed, information pertaining to speed, altitude, the time and location for the refueling, who the customer is, etc. Next, the crew is given the tail number of the waiting plane, where the pilots conduct their own preflight checklist, including a separate engine start-up checklist. They also check the various systems, turning on and checking each of the radios and loading them with the right encryption information. From the initial call, an hour or more often goes by before they are finally ready to get underway.

The military downsizing at the end of the Cold War brought about the closure of the Pease Air Force Base; however, some of the old Cold War training had been passed on to the 157th Air Refueling Wing. On September 11, 2001, the operations section pulled the nuclear war mission scenario off the shelf and ran their whole process according to that plan. It was something they had practiced and which ultimately worked very well. With all hands assisting, the six available KC-135s



A 157th Air Refueling pilot readies his aircraft for take off.

(Photo courtesy of the Manchester Union Leader.)

were standing ready to launch by early afternoon. In Air Force terminology, they were in “cocked configuration” parked on a secure ramp with the crew nearby prepared to take to the air in minutes. In fact, on September 11, the crews were actually strapped in with the pilots awaiting the word to take off. On the low end of one of the plane’s navigation radios, the frequency intersected with the FM dial. So while passing the long hours, the pilots listened to the CNN broadcast and were able to follow the news as events unfolded.

The KC-10 with the overseas mission had taken off earlier that morning, and the two F-16s blasted out of Pease as soon as they heard the news, returning to their home base in Richmond, Virginia. Captain Denton was outside working on the flight line, keeping track of the status of each of the planes as it was brought up to mission capability, while also keeping track of pilots and crew as they arrived. He knew a number of their refueling pilots were also civilian airline pilots, and worried that some of them might have become part of the nightmare occurring in the air that day. He remembered everyone was in a sort of “war mode,” including him. His thoughts of a short workday and wedding plans had long been forgotten. The airmen had, however, met the challenge posed to them by Colonel Martell that morning, to get themselves into a “good position.”

Captain Shawn Burrus was at home on the morning of September 11, enjoying a day off from his civilian job as a pilot for United Airlines. Early on, he had seen the news and called the unit, who summoned him. As soon as a plane was ready, he took his place behind the controls, joining with his fellow pilots in their long afternoon vigil of sitting in their planes waiting for the signal to go. Sometime later, the cockpit alert was downgraded when it was learned that higher headquarters would not be launching the entire fleet. The pilots and crew, who had been strapped in for hours, were able to stretch their legs and perhaps get a coffee in a nearby building. Suddenly, however, a call for a mission came in to the operations center at about the same time that Burrus was coming in with his crew. Bypassing the usual pre-flight information briefing as to

customer, time, location, etc., he and his crew were ordered back to their plane and were soon racing down the runway en route to an unknown destination.

It was dusk as they departed Pease, hauling almost 90 tons of fuel for the fighter jets that were patrolling the skies over the major cities of the Northeast. Calling Manchester, New Hampshire as they headed out, they were switched to a military controller who gave them their destination details: Providence, Rhode Island, at 25,000 feet, refueling F-15^s. Upon arriving, however, they realized there was no organized pattern for refueling. They quickly devised a circular holding pattern as they waited for the jets to come up for fuel. It was the first of many instances that ingenuity was called upon by members of the 157th during the confusion and constant change that characterized the initial days after September 11.

Remaining on duty until midnight, Burrus and his crew refueled the Boston-based fighters approximately every hour and a half. It was a crystal clear night and he remembered seeing on the dark Western horizon, the glow of the distant lights from New York City where the round-the-clock rescue work going on at ground zero – a grim reminder of *why* they were up there, circling for hours at 25,000 feet. Beginning with this initial flight, the 157th entered continuous operations. Over the next several months, there was at least one tanker in the air all the time, 24 hours a day, 7 days a week.

The second refueling flight took off early on the 12th, followed by four night missions. Initially, the operations center had to deal with conflicting requests for refueling missions involving other proponents and sister refueling units. By the second day, the 157th brought this overlap to an end by establishing itself as the controlling authority for the northeast refueling units. For more than three months, they took all incoming refueling requests, and in turn, assigned these missions on a rotating basis to the four refueling bases in the broader northeast region:



A fully armed F-16 from the Vermont Air National Guard patrols the airspace over New York City on September 11. The 157th refueled fighters from our sister states of Vermont and Massachusetts among its other customers.

(Photo courtesy of the Vermont Air National Guard Public Affairs Office.)

the 157th at Pease, the Air Bases at Bangor, Maine, and Niagara Falls, and McGuire Air Force Base in New Jersey.

Despite the ongoing challenges, the initial confusion quickly subsided after the mission hotline was established at Pease, and as the Air Guard members recognized the benefit of all their training. Many of the full-time force were new to their positions, yet each rose to the occasion. Many expressed a great deal of pride at fulfilling their real life mission to help “guard America’s skies” while refueling fighter jets over major Northeast cities. A number of the pilots with the 157th were also civilian airline pilots who were suddenly out of work when the commercial airline system was shut down. Fortunately, this made them available to step right into their military roles as refueling pilots to continue to provide a valuable service to the general public.

From that first refueling flight, the Air National Guard Base continued on a 24-7 schedule even after commercial flights were re-established and the airspace, still filled with the fighter aircraft, began to get a little crowded. The passenger list also began to grow after the first few days. Initially, the planes began bringing their ground crew chief along, which would allow them to land and be refueled anywhere. They also soon had civilians from the news media – CNN, Fox, and others – joining them on their flights. Even the Adjutant General of New Hampshire was able to accompany the 157th on one of its refueling missions. Flying over New York City during those first few days after September 11, General Blair remembered the spectrum of emotions it evoked and the eerie feeling it caused. Yet, there was hardly a prouder moment for him, not just in seeing the Air Guard in action, but also, as a father, to be on a mission piloted by his own son, Major Michael Blair.

THE SURREALISM OF THE AIR GUARD

Whoever made up the phrase “as free as a bird” never flew an airplane, let alone a giant KC-135. Getting one from standstill to cruising altitude is a complex procedure dictated by checklists and directed by radio clearances as the pilots follow a complex invisible highway upward.

From engine start up to taxiing, the pilot is guided by one certain frequency on his radio. At the end of the runway, he switches to the tower frequency for clearance to take off. Then, between lift-off and 1000 feet, he switches to a departure frequency. This signal originates from Boston and picks the plane up on radar to grant the clearance needed to proceed. From there on up, approximately each 10,000 foot layer is governed by a separate frequency for which permission must be gained before entering the next sector. Finally, the airspace over large airports is highly controlled due to the numerous take offs and landings every minute. Aircraft needing to fly past must stay well out of the way, often flying many miles around major terminals. On almost every radio frequency there is constant radio chatter as planes from as far away as 300 miles are seeking clearance to stair step up or down in altitude. Pilot Lieutenant Colonel Peter Sullivan explains that their on board radar is usually lit up like a Christmas tree.

This constant buzz within a cockpit, from the running dialogue of radio chatter to the radar screen revealing nearby aircraft as a literal swarm of “blips,” is second nature to pilots. But silence can introduce a powerful dynamic to a situation when it’s not supposed to be there. In fact, the total absence of radio and radar traffic was eerily foreign to the pilots and crews. Feeling strangely alone up there in all the silence, they found themselves calling ground control just to ask, “Are you guys still there?” Adding to this surrealism was their clearance upon take off to shoot a direct route. There was no re-routing around the major airports or metropolitan areas on their way to their mission site. To a pilot, this just never *ever* happens.



Pilots of the 157th fly a refueling mission. The absence of commercial air traffic made their cockpit radios eerily silent.

(Photo courtesy of the Manchester Union Leader.)

For some members of the Air Guard, certain events from that time period had become fixed in their memories. One pilot, for example, had flown commercial Flight 11 just the day before. He couldn't get the concept of fate and "what might have been" out of his mind. One of the Security Forces Squadron Members noted with unease that the hijackers had driven up Interstate 95 to Maine on the 10th, passing the Pease Air National Guard Base on their way. A friend of Captain Denton's from the Maine Air Refuelers had been directly over New York City when the towers collapsed, a unique vantage point creating a memory he would never forget. As a civilian pilot, Captain Shawn Burrus' job had him scheduled to pilot a United flight from California to the East Coast when the commercial airlines began flying again. On his flight out on September 16th, he remembered being one of only 30 very nervous passengers all looking suspiciously at each other on the nearly empty airliner.

The End of a Week

After a highly demanding week, Saturday did finally arrive. Several Air National Guard personnel, as well as invited civilians, began converging on Warwick, RI that morning for a very special mission. A wedding was to take place – the one whose plans had been thwarted by the events of September 11. Lieutenant Colonel Father Robert Marciano, the Rhode Island Air National Guard Chaplain, conducted the ceremony. An honor guard from the 157th presented the arch of swords for Captain Jeff Denton and his new bride to pass under. It was a beautiful day for a wedding, and for the Air Guard attendees, it proved to be a brief but welcome respite from the frenzied pace of the previous week. It was probably a small miracle that any of them could attend at all, given that the rest of their unit was continuing the 24-7 refueling missions. In fact, September 11 continued to affect Mr. and Mrs. Denton after their wedding, as Jeff was soon to be deployed overseas, postponing their honeymoon for eight months.

THE WAR ON TERROR: OVERSEAS

Shortly after September 11, the 157th began a series of rotating deployments. Initially, an advance team set up shop at their new home away from home, known only to the public as “an undisclosed forward location.” On Sunday, October 7, 2001, the nation heard President George W. Bush declare that strikes had begun in Afghanistan against al-Qaida and the Taliban military. Shortly thereafter, approximately 30 members of the Refueling Wing joined their senior staff members already on site where they continued their well-honed routine of round-the-clock refueling missions in support of the air strikes in Afghanistan.

Numbered among the 30 was New Hampshire Air National Guard Chaplain Lieutenant Colonel Father Robert Cordery. Known for having his finger on the pulse of the unit, he noticed a degree of stress that he had never seen before. A few unit members shared concerns with him, occasionally wondering aloud, “Why are we here?” He remembers telling them, “You’re here so your children won’t have to fight this,” hoping it answered their soul searching question. He came to realize that in all previous deployments, his fellow unit members had had the total assurance of the safety of their loved ones back home. This time, there was no such innate confidence. However, as time went on, he began to notice subtle changes. What he was witnessing was the unit pulling together and functioning as one big family. They found motivation both in the President’s words and by the “wake the sleeping dog” concept. Before returning home at the end of their cycle, the 157th hosted a lobster banquet for the entire overseas Air Base. The crustaceans were a big hit, Father Cordery remembered, adding that they had “died for their country.”

During deployment, the rest of the 157th was continuing its combat refueling missions back home as the fighter jets continued patrolling the skies over major cities well into 2002. As deployed members of the 157th returned, others took their place and each group picked up where



While Deployed overseas, the 157th refueled planes from small fighters to huge transport aircraft, as shown here.

(Photo courtesy of the 157th Air Refueling Wing Public Affairs Office)

the other had left off. While the senior staff remained overseas coordinating the entire refueling mission from their forward position, and the 157th continued their rotating deployments, members of the Security Forces Squadron were mobilized for duty both at Pease and at Andrews Air Force Base in Maryland.

THE WAR ON TERROR: AT HOME

Immediately following September 11, all commercial airlines had been grounded and public confidence had faltered. However, the President asked Americans to go about their normal business, which included using commercial airlines. This request was backed up with an initiative to provide additional security at the country's airport terminals. In New Hampshire, members of Company C, 3rd of the 172nd Infantry Regiment (Mountain), were activated to help fulfill President Bush's airline initiative. But getting the soldiers in place was a far bigger project than anyone expected.

Although New Hampshire is home to numerous small town airports, only Federal Aviation Administration specified airports would receive funding for this mission. Three of New Hampshire's airports provide commercial passenger service and qualified for the security measures requested by the President. Lebanon sits in the quiet Upper Valley region on the border with Vermont. As a relatively small town, it has a correspondingly small airport, with the longer of its two runways at just over a mile. Its 19-seat turboprops make three flights a day to Boston and New York City. As a possible point of entry for terrorists, it welcomed the additional security to be provided by President Bush's initiative.¹⁸

On the grounds of the Pease Air National Guard Base sits another small airport just down the runway from the 157th Air Refueling Wing. With two 727s and some turboprops, the Pease Commercial Airport provides direct flights to Florida and connecting flights to Maine and Pennsylvania, serving 40,000 passengers a year. As another small "entry point" airport, it too, welcomed the additional security detail of soldiers.¹⁹

Serving over 3.2 million passengers a year, the growing Manchester Airport is this state's largest, hosting 11 commercial airlines and overseeing 70 departures a day. It provides non-stop and one-stop

connections to major hubs throughout the country and the world. It, too, would soon be provided with a welcome security detail from the New Hampshire Army National Guard.²⁰

The New Hampshire Army National Guard's rise to the occasion began with an incredibly short notice. The initial memorandum was received on Friday, September 28, 2001. It stated the mission in bold print, **“to provide a trained, armed military security presence at airport facilities of the United States to reinforce the civilian security function,”** and listed specific responsibilities that the “highly visible” National Guard would be involved in. Finally, it specified that the training begin as soon as possible, including required FAA training, all to be completed no later than Friday, October 5.²¹

Captain Jonathan Slater received an alert call that Friday to let him know his unit, C/3/172nd Infantry Regiment (Mountain), was being considered for the airport mission. The Mountain Infantry unit is constantly training for its unique mission and was deemed the most capable unit for the job given such short notice. On Monday, October 1, Slater was formally notified, and on Tuesday, he spent the day with his platoon leaders and other officers working out the details of the mission, including selection of soldiers and which airport to place each at, who the team leaders would be, how the shifts would work, etc. By the end of the day, he notified the designated 43 soldiers to appear on Wednesday, October 3, in drill status.

The next two days were exceedingly intense for the Mountain Company soldiers. One full day was spent at the Manchester Airport for the requisite FAA training. They were shown how a knife or other items might be smuggled in. They were also introduced to the screening equipment – the walk through, the X-ray and the explosive trace detector – and were shown how to spot things in each case. The soldiers also viewed pictures of items that had gotten caught during screenings and



Soldiers of Company C, 3rd of the 172nd (The Mountain Infantry Unit) complete piles of paperwork in preparation for their airport security mission.

(Photo Courtesy of the Manchester Union Leader)

learned how to do a thorough pat down and a careful search of a passenger's luggage. They learned to identify various threats and determine what items are and aren't allowed on board. They learned about passenger rights, including how to be sensitive to the disabled and physically impaired persons. They learned how the FAA handles security issues such as bomb threats, rage and crowd control, detaining passengers, and other procedures, many of which are not public knowledge.

Back at the armory, they continued with even more training. Weapons training included instruction on the storage and transportation of weapons, and weapons and ammunition accountability. (It was later worked out that the weapons and ammunition would be stored within the substantial law enforcement facility in the terminal of the Manchester Airport and the Air Guard was able to secure the weapons for the Pease Airport security team.) New Hampshire Police Standards and Training (the Police Academy) provided some training in the use of physical force – when it is justified and to what degree (including the use of deadly force) – and when the use of force is unlawful. Rules of Engagement training specified the status of the weapons when on duty.

The Airport Standard Operating Procedures (SOP) was a rich sourcebook containing even more instructions and training. The soldiers learned hand and arm signals for such things as halt or move, and to indicate the presence of a bomb, gun, or knife. It covered instructions for the Sergeants of the Guard and for personal dress and bearing of the soldiers; the uniform was to be the camouflage BDUs, the ID badge was to be placed on the left breast pocket, and forbidden items included such things as bracelets, knives, gum, and tobacco. The SOP further detailed the procedures to follow for specific incidents, as well as radio communications both among team members and those used when calling the operations center at the Manchester Armory to log in or report an incident. A couple of Mountain Company soldiers were civilian police

officers and brought that experience to the group, teaching classes on de-escalation and other law enforcement techniques.

Somewhere between the intensive training of October 3 and 4, the soldiers also managed to renew their weapons qualifications and receive complete physicals. They also updated their personnel files in keeping with their new federal status. After a grueling two days, Captain Slater sent his men home at 9:00 PM so they could get some rest before showing up in their respective airports at 5:00 AM on Friday, October 5, 2001, the date set for the airport security mission to go into effect around the country.

The next day, the weary soldiers of the Mountain Company were on duty helping to ensure the security of New Hampshire's three municipal airports. It was a welcome respite from the previous several days and the public's instant support was sustained throughout the mission. Sergeant Richard Nolin told a Manchester Union Leader reporter that he had heard comments ranging from "Thank you for doing a good job," to "We need you."²² Specialist Paul Brassard noticed that "the public is definitely more at ease and emotions are calmer."²³ The President's plan was getting off to a good start and Kevin Dillon of the Manchester Airport reported that flights over the Columbus Day weekend were almost sold out.²² Later, New Hampshire Governor Jeanne Shaheen reported that "many travelers have told me how much safer they feel with members of our New Hampshire National Guard at our airport checkpoints."²⁴

The Mountain Infantry unit is unique in the New Hampshire National Guard and has a complex military role. In addition to learning numerous infantry skills, its soldiers must also master a multitude of mountain warfare skills, from rock climbing, skiing and snowshoeing, to cold weather survival and more. Keeping sharp on these skills was as much a priority as their airport tasks, and their schedules were created to include some armory training time each week. Additionally, soldiers became creative in their use of time, particularly in the two smaller airports.



Specialist Carryl Davis assists some passengers at the Manchester Airport.

(Photo Courtesy of the Manchester Union Leader.)

Staff Sergeant Eric Bates reported inventing a military Jeopardy game focusing on infantry and mountaineering skills. Other soldiers were able to reconfigure a local shed so they could practice their rifle skills using BB guns. On one occasion, a six mile road march was conducted, and at the Pease Airport, the soldiers were allowed to work out in the Air Guard's gym. Finally, in a generous example of public support, the Vertical Dreams Indoor Climbing Gym in Manchester donated \$2,500 in passes to the soldiers so they could hone their climbing skills throughout the winter on a 70-foot climbing wall, complete with an overhang.²²

Putting infantrymen into an airport takes them out of their natural element, which Sergeant Robert Esty described this way: "Infantrymen being in the public eye was not something a lot of us have had experience in. Most of us have logged many rough days and nights in bug infested woods, swamps and mountains. [But] that same discipline and professionalism that enabled us to survive [there], was transferred to pressing uniforms and shining boots." This discipline and self-assured competence was called into play numerous times in dealing with disgruntled passengers. Passengers at the smaller Lebanon Airport had the bad habit of showing up minutes before a flight was to take off, and then feeling "put out" by the inconvenience of the additional security. Once, a Dartmouth student of Mid-Eastern descent caused some real concerns. He had arrived late, having just purchased a one-way ticket to New York, and was carrying minimal luggage. Bates also noticed that this passenger called himself a "Junior" whereas, most Dartmouth College students use their graduation year '02, '03, '04, etc. After airport staff checked into his situation, he was allowed to fly, although not until the next morning.

In the weeks that followed September 11, another terrorist scare alarmed the country. The deadly anthrax bacteria were being sent in letters through the U.S. Postal Service. Senate Majority Leader Thomas Daschle was the recipient of one such letter, and a number of people

Specialist John Cerami (right) stands guard in the lobby of the Lebanon Municipal Airport.



Staff Sergeant Eric Bates (left) was in charge of the Lebanon Airport security detail. Drawing on his civilian police officer background, he had helped train unit members in law enforcement protocol. At the completion of the mission, he wrote a detailed account of their experiences there.

(Photos courtesy of the Lebanon Airport.)

contracted the disease and died from it. It was a very serious issue and Americans were cautioned to be “very, very cognizant of anything that looks bizarre.”²⁵ A southern New Hampshire Shaw’s supermarket was evacuated and closed for a day when some suspicious white powder was found there.²⁶ Late one evening at the Manchester Airport, one of the soldiers noticed a suspicious quantity of white powder spilled on the floor. At the time, when the specter of anthrax could rear up anywhere, it fit the category of being “bizarre,” and necessitated responsible action. Following protocol, Sergeant Nolin immediately had the area cordoned off and called in the authorities. Fortunately, it was at a time when very few passengers were in the terminal and later results from the lab revealed it was harmless.

Manchester, as a large airport, saw many times the number of people coming through its gates than either of the two smaller airports. The ability of a terrorist to slip through was potentially much greater. The definition of public safety now included more than just the passengers; it covered people on the ground in the event of another deliberate crash. Therefore, when one of the Mountain Company soldiers found the walk-through screening machine had been unplugged, he made the call to have the airport temporarily shut down. Passengers who had already been screened were required to move back outside the checkpoint. The forward area was checked for packages, and dogs were brought in to ensure the area was “clean” before the frustrated passengers were allowed to go back through the screening gates.

The Manchester soldiers had other experiences as well. Professional, clean-cut, uniformed soldiers are eye-catching, particularly to the ladies. The soldiers frequently found themselves being approached by and posing for pictures with women of all ages. On one occasion, however, a young lady caught the eye of one of the soldiers. Noticing this, one of the Sheriff’s Deputies who was working with the soldiers, indignantly announced that she was his daughter. For the rest of the day, the entire Sheriff’s Department good naturedly harassed the soldier about this



Sergeant Robert Esty poses with a supportive public at the Pease Airport.

(New Hampshire Army National Guard Photo)

before letting him off the hook, revealing that none of them had any idea who she really was. Another embarrassing moment occurred when the Mountain Company soldiers had to inspect the personal luggage items of some “ladies of the evening” who had packed for the occasion with all the necessary paraphernalia, leather and otherwise. Specialist Michael Kiernan remembered some of the other lighter moments, “We had many visual laughs from men in dresses to the very strange clothing people were sporting . . . and the haircuts, Wow!”

On rarer occasions, the soldiers were required to employ some of the law enforcement techniques they had learned. In one such incident, a young college student had refused to empty his pockets for the airport security officer. Being summoned, Sergeant Matthew Paquin and Specialist Michael Kiernan escorted him away from the line at the main gate to question him further about his continued refusal to comply. Growing increasingly uncomfortable with the interrogation, the student finally tried a last desperate attempt at defying the order. With a sudden move, he lunged for a nearby trash can, pulled his hands quickly from his pockets and divested himself of something. Immediately, Paquin and Kiernan physically restrained the individual. A search of both the student and the trash can yielded a small amount of marijuana and the pipe to go with it.

As time went on, the security duty evolved to incorporate vehicle checks and parking lot roving guards. This modification to the plan allowed soldiers to stretch their legs after a lot of standing, and gave them a break at regular intervals. Outside, the guards monitored the large parking lot. Vehicle checks were required for every vehicle needing access inside the gate, from caterers and electricians to fuel trucks. As the drivers had their IDs checked, their vehicles were thoroughly searched both inside and out.

While the soldiers went through their daily routines, the job of staying on top of the overall mission was more than a full-time job for Captain

Slater. Both he and First Lieutenant Raymond Valas paid a visit to one of the airports every day. Touching base with each of the soldiers, they discussed issues while quietly doing a quality check on the service their soldiers were providing. Arriving early to meet with the 5:00 AM soldiers, and stopping by later in the day to catch up with the second shift crews, Slater tried to meet with each soldier every week. Additionally, he met with airport management and visited the arms rooms to ensure the weapons sign-outs and the ammunition counts were flawless in their accuracy, and that there were no issues with any part of handling the weapons.

Throughout the eight months of the security detail, Slater remembers doing a lot of driving. He can also be credited with doing a lot of writing. The correspondence load was quite heavy. Literally reams of paperwork were being generated in addition to imaginary reams of electronic emails. The federal government frequently issued memorandums and inquiries into the number of soldiers on duty in each state, and any issues regarding funding them. The National Guard Bureau (NGB) required a daily situation report to find out the number of soldiers who had received the FAA training, the number of soldiers trained but not working in the airports, the number of Air and Army personnel working under the title 32 status, etc. Staff Sergeant Timothy Farrell was given the responsibility of the daily routine of managing and emailing this information, as too many other things required the commander's attention.

Even more than guarding the armories, the airport security detail placed soldiers in the public's view for the first time in recent history. Comments and letters of all types came in, which Slater wanted to be aware of. He remembered writing personal "Thank you" letters to all the civilian employers of the men. He also prepared briefings and memorandums for the higher headquarters and kept the Adjutant General informed as to the success of the mission. The ongoing level of attention at the Federal, State, and unit level, Slater remembers, was incredible. In November of 2001, President Bush authorized additional troops in



Soldiers clear an oil truck for entry to the Pease Airport terminal building.



Channel 9 News interviews Sergeant Robert Esty at the Manchester Airport. Captain Jonathan Slater, the Company Commander of the Mountain Infantry Unit, stands in the background.

(New Hampshire Army National Guard photo.)

anticipation of increased air travel from Thanksgiving through the Christmas and New Year's holidays. Another wave of correspondence ensued between the federal government and the states, between the Adjutant General's office and the Department of Transportation (Air), and to Slater and his unit, giving more details as to how many more soldiers were authorized for duty, training information, and to which airports they would be assigned.

Also during that time, another detail that crossed the commander's desk was a special request from the Pease Airport for additional soldiers on a 24-hour basis during the holidays to help screen and handle the annual holiday mail surge. The soldiers in commercial airports were specifically to provide security during passenger hours. The holiday mail rush was outside the scope of the federal government's plan for soldiers in airports and wouldn't be funded. More correspondence transpired, and a compromise was reached whereby the Mountain Company was able to "flex" its scheduling during this time to help accommodate this unfunded request.

Another challenge came at the end of the mission. Prior to the end of the federal funding on May 31, 2002, soldiers had to out process and use their accrued 15 days of paid leave time. More correspondence flowed from desk to desk, and the issue was worked out by staggering the leave times and adjusting the schedules of the "on duty" soldiers to complete the out processing. Planning had begun for the possibility of an extension to the mission with the 1st Battalion of the 172d Field Artillery replacing the Mountain Company. Ultimately, this didn't occur, and Sheriff's Department personnel ended up taking the soldiers' places. Beginning on May 1, 2002, the additional police were phased in while the soldiers began being phased out.²⁷ Slater remembered that it felt a lot more like passing a baton than it did dealing with a huge and complex turn-over of responsibilities.



At the end of the mission, Sheriff's Department personnel (background) took over the airport security duties as the soldiers were phased out.

(Photo courtesy of the Manchester Union Leader.)

As the mission was concluding, Slater had another small detail to add to everyone's busy airport and out processing schedule: observing the time honored tradition of a formal Dining In military banquet. Rooted deep in the past, the military banquet was thought to have been invented by the ancient Romans and adapted by the Vikings before arriving in its present form through centuries of British custom and adoption by our colonial armies. Its purpose is to promote camaraderie and bonding among both enlisted and officers while celebrating achievements and marking unit departures or returns from battle. In its current form, the event includes a formal dinner, wines and toasting, invited guests, speeches and sometimes skits, all conducted under the watchful eye of "Mr. Vice," who metes out humorous or embarrassing penalties for various violations of the banquet protocol.²⁸

In 2002, the Mountain Company's Dining In was hosted by the Center of New Hampshire Holiday Inn, which footed the bill and was paid with good publicity through media coverage. One of the first orders of business as the Dining In officially began was the preparation of the Mountain Company Grogg. Into a caldron went a variety of representative ingredients: Rum for the Army, Blue Cuscan for the Infantry, dry ice representing the cold of the mountains and additives such as Canadian Club and Frungelico to represent training missions in various parts of the world. Following the dinner, soldiers put on skits and presented mock awards for such things as an honorary membership in the WWF and gift certificates to the local dry cleaners. Team awards were distributed and the group talked about the top 10 dumb questions encountered during their mission. Quick-witted Staff Sergeant Ken Kinsella served as "Mr. Vice" throughout the evening, quoting regulations and violations thereof, and assigning the obligatory consequences.

Friday, May 10, 2002, was the last day of duty for the Mountain Company soldiers in New Hampshire's airports. After enjoying their well earned leave, the soldiers returned to their civilian jobs, though one

soldier commented that it was disheartening to see how little some employers truly supported the National Guard. The good working relationship with the airport police paid off for two of the soldiers, who took new jobs after their airport mission concluded. Specialist Glenn Warren took a job with the Transportation Security Agency, and Sergeant Russell Holmes moved to the Rockingham Sheriff's Department.

As the mission ended, the soldiers of the Mountain Company began to refocus on their military mission of mountain warfare during their Annual Training in June. In good historical tradition, Captain Slater assembled a thick notebook documenting his unit's participation in the war against terror, from which material was drawn for this publication. Missing from the notebook, though, were thousands of additional pages of digital documents and correspondence in his computer, which were part of the myriad of details that made this mission a success.

As this account has come to an end, it is really only a pause . . . the end of Volume One. As the War on Terror continues for an unspecified duration, there is probably only one way to end this treatise: "To be continued."

EPILOGUE

THE WAR ON TERROR

The attacks on September 11, 2001, set off a chain of events that continues to this day, three years later. On October 7, 2001, U.S. and British forces began air strikes at targets throughout Afghanistan. The retaliation for 9/11 had begun.²⁹

Using small numbers of special forces troops, the U.S. toppled the Taliban, which led directly to another battle to win the hearts of the people.³⁰ From that time until now, American soldiers have not left Afghanistan, and their numbers now include members of the New Hampshire Army National Guard's Mountain Infantry Company (C, 3/172d INF (MT)).

As news of Afghanistan tapered off during 2002, the topic of Iraq began surfacing again 12 years after the cease fire of the Gulf War.³¹ In February 2003, Secretary of State Colin Powell made a compelling case before the United Nations that Iraq, under Saddam Hussein, had been continuing its weapons program.³² From March until April, 2003, Operation Iraqi Freedom was waged to "disarm Iraq [and] to free its people."³³ However, after the end of formal hostilities, attacks against the U.S. and coalition forces in Iraq, and also against Iraqi Government officials and police, international aid workers and even civilians, have occurred almost daily.

By the end of 2003, Reserve and National Guard troops began replacing the regular army and the country was in a rebuilding phase. The New Hampshire Army National Guard experienced the biggest call-up of troops since WW II. While the Air Guard has had several contingents on both stateside and overseas deployments since 9/11, those missions were of shorter duration than the Army Guard, which currently has over half of its 1700 soldiers deployed overseas on 18-month tours.

Status of N.H. National Guard deployed units as of August 2004 ³⁴

1. Detachment 2, 169th Military Police Company, based in Concord.

Six soldiers were deployed to Guantanamo Bay in August 2003 to perform guard and security operations at detention facilities. They returned to NH on July 1, 2004.

2. C Company, 3rd of the 172nd Infantry Regiment (Mountain), based in Manchester. Known as the Mountain Company.

a. Nine soldiers in Afghanistan since September 2003 training and patrolling with members of the Afghan National Army. They returned to NH on September 2, 2004.

b. 180 soldiers in Iraq conducting security and patrol operations.

3. 744th Transportation Company, based in Hillsboro, with armories in Claremont and Somersworth. 150 soldiers in Iraq conducting transportation missions.

4. Headquarters, 197th Field Artillery, based in Manchester. 110 soldiers in Iraq. The unit is a command and control element for three battalions conducting security missions.

5. 2nd Battalion, 197th Field Artillery, based in Berlin, with armories in Lancaster, Littleton, Plymouth, Woodsville, Lebanon and Franklin. 180 soldiers in Iraq conducting security missions.

6. 1st Battalion, 172nd Field Artillery, based in Manchester, with armories in Rochester, Portsmouth, Milford and Nashua.

a. 180 soldiers in Iraq conducting security missions.

b. 30 soldiers of Charlie Battery from the Portsmouth Armory augmenting security operations at Pease Air National Guard Base in Newington.

7. 210th Engineer Detachment, based in Peterborough. 50 soldiers in Afghanistan providing engineering and construction support for Operation Enduring Freedom.

8. Logistics Readiness Squadron, 157th Air Refueling Wing, based at Pease Air National Guard Base in Newington. Five airmen (drivers) in Iraq supporting U.S. Army missions. Maj. Michael Mawson arrived in Afghanistan in July 2004. Four soldiers returned to the U.S. in August 2004 after a six-month tour.

9. 260th Air Traffic Control/Communications Flight, based at Pease. Three air traffic controllers and one member of State Headquarters in Iraq. Lt. Col. Scott Normandeau returned from Afghanistan in July 2004 after helping to establish the country's communication system.

10. Combat Service Support Team, 3rd Brigade. 17 NH Army National Guard soldiers representing different units and specialties deployed to Afghanistan in August 2004 to provide mentorship to Afghan National Army in a variety of fields to include transportation, ordnance, signal, logistics, medical, maintenance, supply, personnel and motor pool operations.

Note: 3643rd Maintenance Company, based in Concord has provided more than half its guardsmen to augment deploying units.

C Company, 3rd of the 172nd Infantry Regiment (Mountain) has represented New Hampshire by its participation in all three facets of the War on Terrorism:

- * Operation Noble Eagle, where they served as airport security forces
- * Operation Enduring Freedom, where some of them are currently serving in Afghanistan
- * Operation Iraqi Freedom, where the majority of the unit currently serves in Iraq



Soldiers of the 744th Transportation Company, New Hampshire Army National Guard, take a break for the photographer in Iraq.

(New Hampshire Army National Guard photo)

THE WORLD TRADE CENTER

On July 4, 2004, a 20-ton block of granite was lowered onto the corner of the lot where the World Trade Center Twin Towers once stood. Laid in place on our country's birthday and representing liberty and democracy, "Freedom Tower" will soar to 1,776 feet, claiming the distinction of being the world's tallest building and enhancing the New York City skyline.³⁵

Remaining intact on the site are the two huge "footprints" of the original Trade Towers, where a remembrance and a memorial garden and museum are planned. Additionally, the design and placement of several buildings on the site allow for a tribute of an uninterrupted "wedge of light" to appear on September 11 from 8:46 A.M., when the first plane struck, until 10:48 A.M., when the second tower collapsed.³⁶

Freedom Tower is as much a work of art as it is architecture. It will rise with a graceful twist to a height of 72 stories, continuing upward with a type of lattice structure to 1500 feet, and is to be topped off with a spire. The latticework will provide support to broadcast antennas and to a type of wind generator which, angled to the prevailing winds, could supply 20 percent of the new building's energy needs. Safety features of the new tower will include concrete encased elevator shafts, and wider pressurized stairways.³⁷



Computer generation shows the new World Trade Center on location in New York City before its scheduled completion date of 2006. The new Freedom Tower with its unusual twist and majestic spire will be the tallest building in the world.

Arial View - Architect: Skidmore, Owings & Merrill LLP

Rendering: dbox

(Photo courtesy of Skidmore, Owings & Merrill.)

THE PENTAGON

On September 11, 2001, a commercial jetliner exploded through the walls of the Pentagon, continuing the death and destruction of that day. Today, somewhere near that point of impact stands a new interfaith chapel inside the rebuilt walls of our national military headquarters building.

Within that quiet place is a large memorial stained glass window. Rich in symbolism, it features an eagle and an American flag representing our country, while an olive branch signifies our desire always for peace. The date of September 11, 2001 memorializes the tragedy and courage demonstrated on that day. The picture is encircled by 184 small red squares of glass representing the 184 lives lost at that site.³⁸

On March 5, 2002, the New Hampshire Army National Guard State Chaplain Lieutenant Colonel William Page and senior Chaplain Assistant Master Sergeant Mark Forster were attending a national chaplain's conference at the Pentagon. As part of the conference, each of the approximately 400 clergy was given a numbered piece of glass to insert into place in the window.³⁹ Forster's piece, number 307, can be seen in the lower right corner of the window. He and the others who participated also possess a piece of colored glass that was once part of the piece they emplaced.



Dedicated on September 11, 2002, the Memory Window adorns the front of the Pentagon's Memorial Chapel. It was the first of five memorial stained glass windows and was assembled by hand. The victims of the September 11 tragedy are represented by the 184 crimson squares that make up the double circle around the picture.

(Photo courtesy of the Pentagon Chaplain's Office.)

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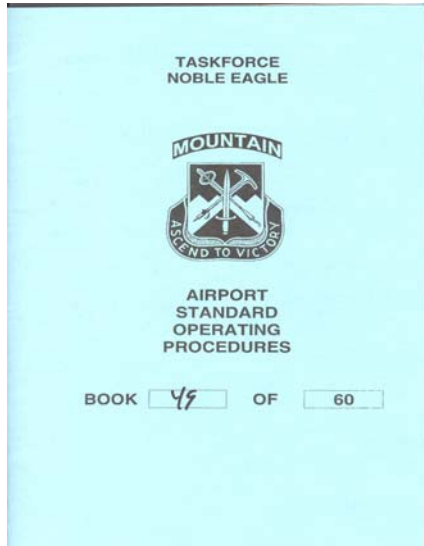
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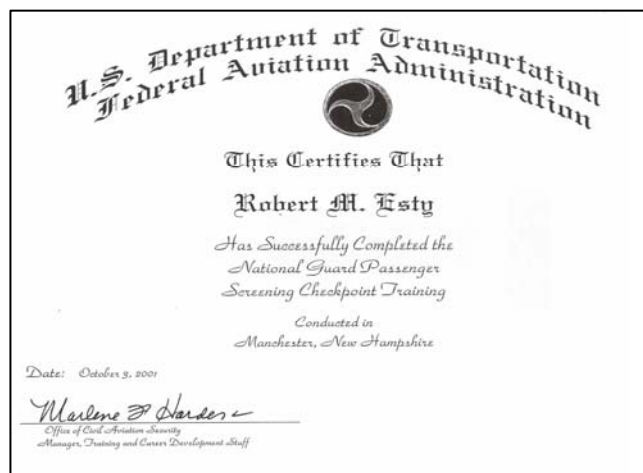
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APPENDIX B

Representative memoirs from the airport security mission notebook compiled by Captain Jonathan Slater:



The Airport SOP was written specifically for the New Hampshire airports.



For their extensive training, the airport security soldiers each received FAA certificates.

Sample of daily report to NAG

NEW HAMPSHIRE AIRPORT SECURITY SITREP																
REPORT AS OF:	STATE	ARNG DATA (If Pers/Status)						ANG DATA (If Pers/Status)						TOTAL IN TNG	TOTAL TRND	TOT Pers
		T12	SAD	TOT	IN TNG	TRND	SO	SAD	TOT	IN TNG	TRND	SO				
181200R Feb	NH	43	0	43	0	0	0	0	0	0	0	0	0	0	0	43
AE		04	04	04	04	04	04	04	04	04	04	04	04	04	04	04
Report Prepared by:	SSG Farnel	ARNG at AP	ANG at AP	Total at AP	CAC off AP	Total on LV	Total	FAA Required Airport	FAA Req Manned	Non 107 Airport	Non 107 Manned	Seasonal Airport	Seasonal Manned	Total Manned		
	AS	39	0	39	0	0	43	3	3	0	0	0	0	3		
		09	09	09	09	09	09	09	09	09	09	09	09	09	09	

Instructions Enter your data in the light yellow shaded cells only. All other cells are locked and will not accept data entries.

Cell A4: Enter the "As Of" Date Time Group of your report in Day, Time, one letter 24 Hour Time Zone Designator and Month. For Example, 101200R Dec, corresponds to 1200 hrs, 10 December E

Cell D4: Enter the total number of ARNG personnel on Title 32 orders for the Airport Security mission.

Cell E4: Enter the total number of ARNG personnel on State Active Duty orders who are assigned to the Airport Security mission as part of your state's total Airport Security Authorized manning level.

Cell G4: Enter the total number of ARNG personnel currently in FAA Training.

Cell H4: Enter the total number of ARNG personnel who have completed FAA Training and are available for duty, though not necessarily on orders.

Cell H6: Enter the total number of Title 32 Airport Security personnel on leave.

Cell I4: Enter the total number of ANG personnel on Title 32 orders for the Airport Security mission.

Cell J4: Enter the total number of ANG personnel on State Active Duty orders who are assigned to the Airport Security mission as part of your state's total Airport Security Authorized manning level.

Cell L4: Enter the total number of ANG personnel currently in FAA Training.

Cell M4: Enter the total number of ANG personnel who have completed FAA Training and are available for duty, though not necessarily on orders.

Cell AB: Enter the Rank and Name of the person preparing the report.

Cell D9: Enter the total number of ARNG personnel assigned to duty at your state's airports (Do not include Command & Control Personnel assigned Off Airport).

Cell E9: Enter the total number of ANG personnel assigned to duty at your state's airports (Do not include Command & Control personnel assigned Off Airport).

Cell G9: Enter the total number of ARNG and/or ANG personnel assigned to the Airport Security mission in Command, Control and Administrative duties in an "Off Airport" location.

Cells F38 - F39: Enter the FAA Airport name to conform to the local community name if desired.

Cells G38 - G39: Enter the total number of ARNG and ANG personnel assigned to duty at each named FAA required airport.

Cells J38 - J39: Enter the FAA Airport name to conform to the local community name if desired.

Cells K38 - K39: Enter the total number of ARNG and ANG personnel assigned to duty at each named FAA Non 107 airport.

Cells N38 - N39: Enter the FAA Airport name to conform to the local community name if desired.

Cells O38 - O39: Enter the total number of ARNG and ANG personnel assigned to duty at each named Seasonal airport.

One of the daily required manning reports

Mountain Company Grogg

River ^{Duck} ^{Cuscan?} Represents the Army Spalte

Blue Cuscan Represents the Infantry Bates

Dry Ice ^{for the Cold of the Mountain's core} ^{conquest} Pamela

Rod Hook Ate - to Remember the State we serve Gard

Camden Club to represent our ^{training} ^{missions} ^{in California} Hill

Fringalica to represent our ^{missions} ^{in Italy} Hill

Yosemite to represent our ^{missions} ^{in California} Hill

3 Nips to represent the 3 airports ^{we have} ⁱⁿ ^{California} Hill

Dirty Sack Byar

Cognac to give us good fortune in the battle of the future CO

(2 or 2 1/2 lbs Grogg in the bowl)

The recipe for Mountain Company "Grogg"

APPENDIX C

Major Walter Debany wrote a personal account of his day for the historical record.

By Major Walter H. Debany
NH National Guard,
State Area Command, Concord, NH
October 11, 2001

September 11th, 2001

On Monday, September 10th, 2001, I drove to Boston Logan Airport to meet and pick-up a delegation of political, military and business officials from the Central American Republic of El Salvador. The visit was a planned State Partnership Program event with our on-going strategic engagement program that I directed for the NH National Guard.

As coincidence had it, the Salvadoran delegation that I met, came through the American Airlines terminal that the hijackers would use the very next morning.

The Salvadoran visit began, as all the preceding trips had begun, by pointing out various features around Boston as we made our way to Interstate 93 North to Concord. I pointed out the Bunker Hill monument and explained that New Hampshire troops under General John Stark had played a key role in the Battle of Bunker Hill. I also pointed out the Old North Church where, on April 19th, 1775, two lanterns were placed to signal the Colonial Militia that the British were coming: One if by land, two if by sea.

We checked the Guests into the Concord Holiday Inn at the corner of Loudon Road and Main Street and then let them know that I would be

back to join them for breakfast in the morning.

On the morning of September 11, 2001, I had breakfast with the delegation before transporting them up to the State Military Reservation Headquarters. At 8:00am, I introduced them to Major General John E. Blair, Colonel John Weeden and a few of our other senior officers. About 30 minutes later, a delegation of New Hampshire legislators came to the State Headquarters on a planned legislative visit. The two groups were introduced and took the opportunity to speak with each other.

At 9:00am, I separated from the group with the New Hampshire legislators in order to give them a briefing on the New Hampshire-El Salvador State Partnership Program. I began the briefing by (ironically) stating to them that, "Warfare as we know it has been greatly changed, since Desert Storm. Since that war we have entered an era of unparalleled cooperation amongst nations."

As I proceeded with my presentation, Lieutenant Colonel Frank Leith, commander of the flight facility interrupted for a moment to inform the group that he had just heard that two missiles had hit the World Trade Centers in New York City. Nobody, to include myself, reacted very strongly to the news and I continued to give the briefing.

As I had finished my presentation, LTC Leith returned to further explain that it was not two missiles, but rather two planes had hit the World Trade Centers. Again, the reaction was not more than curiosity. We tended to believe that two small sightseeing planes must have accidentally hit the buildings.

Upon entering the State Headquarters, I could not find any of the Salvadoran group or anyone participating in the briefings for them. I ran into somebody in the hallway who said that they were in the Emergency Operations Center watching the news. I went to the EOC and much to my shock and amazement, I continually watched two airliners slam into

the World Trade Centers. Everyone in the room was speechless and stared into the television screen searching for answers. It was obvious that nobody could believe what his or her eyes were seeing. The entire event looked as if it were a science fiction movie. Even the news announcers were stunned and had no real analysis or information for what had happened. They could only show the planes, over and over again, hitting the towers.

Despite the electrifying events on television, I loaded the Salvadoran delegation on to a bus to participate in a tour of the State House in Concord, NH. Although, I was not fluent in Spanish, I understood very well that the Salvadoran's were absolutely stunned by the incidents. The most pressing questions were: How? and, Why?

Upon entering the State House, security was fairly lax and there still wasn't a sense of what was going on. People crowded into offices and huddled around little television sets to watch the planes hit, over and over again. Despite the events unfolding, Mr. Ken Leidner welcomed the group to the State House and began the tour by discussing the significance of the New Hampshire battle flags from the Civil War regiments that were on display there.

As the group moved to the second floor and the Senate Chambers, I ducked into an office where staff members were crowded around a television. A man looked up and said, "One of the Trade Towers just collapsed." Not believing it was possible, I said back to him, "You mean a few floors collapsed!?!". He looked back at me in shock and said, "No, the entire building has fallen." Stunned, I walked out of the office and rejoined the group.

I announced to the Salvadorans that one of the towers had indeed collapsed. They looked as stunned as I did upon hearing the news. They spoke to each other in Spanish, but it was obvious that they were saying in Spanish the same things that we were all saying in English.

As the tour continued, we entered the legislative floor and took seats in the first two rows. I couldn't help noticing the large picture of George Washington looking down upon the group. It was then that I realized and fully understood that America was under attack and that we had entered into war.

I have no idea what Ken Leidner was talking about during his tour because I made no effort to follow along. It was like a movie when you see the mouth moving, but no words coming out. I heard a small noise in the hallway, like a gasp, and left the floor to see what was happening. Somebody then told me that "an airplane just hit the White House and another one hit the Pentagon." Again, more shock and disbelief followed the statements as I tried to comprehend the situation. Foolishly, I asked, "Are you sure?" "Yes," a woman replied. "Both trade towers have collapsed and planes hit the Pentagon and the White House."

I cannot convey to any reader the absolute shock, disbelief and bewilderment of everyone who watched and listened to the events. It was as if everyone was living through a Tom Clancy novel or some doomsday movie. The images seen on television ran through my mind over and over again. Buildings on fire, buildings collapsing, people in New York City running to escape a large dust cloud generated by the collapse of the towers, the Pentagon was on fire, and still more reports said that a plane had crashed in Pennsylvania and that there were more planes missing. It was utterly incredible!

As I informed the Salvadorans, I tried to maintain a collective posture and simply stated, "It appears that the United States is under attack--Both trade towers have collapsed, the Pentagon and the White House were also hit by airliners, and another report says that a plane has crashed in Pennsylvania."

It may be hard to imagine, but we were even more stunned than before. The whole morning had been one stunning event after the next.

There was not much being said because you could clearly see that people could not make sense of the events that were unfolding. Each of us escaped into our own minds to unscramble the images.

As we entered the Governor and Executive Council Chambers, everyone gathered around the table for an open talk about New Hampshire politics. Senior members from both parties were present and a nice discussion took place. How anyone could concentrate on the subject was beyond me. I sat there replaying the television scenes of the airliners slamming into the building over and over again in my head.

I could not continue to sit there, so I decided to burn off some nervous energy by walking across the street to the Capital City Grille to check on our reservations for lunch. Walking across Main Street, I noticed that there wasn't a single car moving. People were sitting in cars listening to their radios or somewhere watching the news on television. Entering the restaurant, everyone was in the bar area watching the large screen TV. The news was showing the towers collapsing. By now, everyone and every news station with a video camera were on the scene filming. Dozens of camera angles clearly showed the magnitude of the attack.

When it was time to return to the State House, I ran into my friend, Major C. Douglas Jewell. I was shocked to see him wearing a 9-mm sidearm. I immediately demanded to know why he was there with a weapon. "General Blair's orders," he said. "Do you know what this looks like?" I asked. Then, before he could answer, I said, "It looks like the country is under Marshall Law!" He looked back at me and said, "We're under attack and since we have foreign dignitaries in our care, the General thinks we need to ensure their safety."

Despite the images of the buildings collapsing, I realized that there were a lot more things happening as the country and the Department of Defense began to react to the crisis. While the world was in shock, the

military and government were taking steps to protect from further attacks. I didn't know it then, but there was not a single airplane in the sky. Everything was grounded and planes had been given orders to land at the nearest airport.

By lunchtime, we all walked across the street to the restaurant. The reaction of the public was becoming evident. There were people already in front of the State House with a large sheet that had the words *God Bless America*. Upon entering the restaurant, it was quite noticeable that the lunch hour crowd was eating at the bar, so that they could watch the news. Only nobody was eating.

I didn't feel much like eating, so I watched the news with Major Jewell. No matter how many times I saw the events replayed, it still seemed unbelievable. People were jumping out of windows to escape the flames in the towers. How horrible it must have been to be so trapped by the intense heat of the flames that people actually chose to leap to their deaths from hundreds of feet above the pavement rather than face the flames. The very thought of seeing dozens of people impact on the ground below is still horrifying to this day.

After lunch, it was quite apparent that people were not interested in continuing with the day's events. I suggested that we take the people back to the Holiday Inn so that they could watch the news. The very idea of continuing with the tour was ridiculous. This was, by now, the most significant event of our times. Already people were calling it another Pearl Harbor. As we left the restaurant, I asked everyone to pose for a picture on the State House lawn. This, they did and as I look back upon it, the very picture shows a beautiful sunny day in autumn when America suffered a horrific surprise attack.

Major Walter H. Debany

APPENDIX D

In the aftermath of the tragedy, a number of charities were established especially for the children of victims. The federal September 11 Victim Compensation Fund of 2001 uses a formula to gage the net value of each victim had they lived until retirement. The derived sum is then sent to each next of kin. All New York children who lost a parent will have their New York State University tuition refunded, allowing them a free in state college education.

The New York City Mayor's office also listed several charitable organizations for which contributions are welcomed. More information can be found at the web sites below:

<www.tuesdayschildren.org> is a non-profit children's charity based on Long Island

<www.911childrensfund.org> is a children's fund designed to help the young children now

<www.windowsofhope.org> is a charitable organization for the purpose of helping the children of victims who were poorer, or immigrants with no citizenship status

<www.cantorusa.com> The Cantor Fitzgerald Company lost 658 of its employees on September 11. The Cantor Fitzgerald Relief Fund was established for the children of these victims.

<www.beamerfoundation.org> Established by Lisa Beamer, who lost her husband Todd when he and other passengers unsuccessfully tried to retake control of their hijacked jet. The Beamer Foundation was established for the mentoring of children ages 8-12, to help them build resilience to overcome trauma.

APPENDIX E

Websites pertaining to the tragedy of September 11, 2001

A list of websites pertaining to September 11, follows. They range from photo galleries to chronologies.

<<http://www.september11news.com/index.html>>

Excellent website with numerous images by category and links to chronologies

<<http://www.cooperativeresearch.org/index.jsp>>

Extensive minute by minute chronology going back decades

<<http://www.cnn.com/2001/US/09/11/chronology.attack/>>

Chronology of the day of September 11

<<http://www.rbls.lib.il.us/dpl/ref/hist/hid/histhid911.htm>>

“The reference desk” contains many links to the events of 9/11

<<http://www.au.af.mil/au/aul/bibs/terror/sep11.htm>>

Military web page contains many other links with a brief description of their contents

<<http://pubs.usgs.gov/of/2001/ofr-01-0429/>>

Extensive government site detailing the hazardous materials put into the environment after the collapse (very technical)