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Raymond A
SRA Halford

Langley
2d Trip

12/1/31

2d Apr 2001
5½ – 6 mos
2 weeks for Journeyman

Screen Order
Who heard Universe
HOW HEARD
Any Recording?
Then what happens

IC131 ATC Apprentice
6-2
0545 – Day Shift

Ever been to
Norfolk Tower
TRACON
HOW DOES
ATS work

Halford
Griffith Watch Sup
Several other Training

After Take off
monitor here
long

Senior
Controller

Plugged
into
position
LC

1 LC Halford Tower
2 FD/CD Airman Lugaro
3 GC
CT

Runway
4.4 mm

funnel
incoming
outgoing

7982A-1
A2 SR
1200-1245Z

Recorded that day
30 day rotation

Paper work Sup Log

Slere Morning

Alert Line — Ring Line

HUNTRESS
Lay Tower — Roberto Lagaro
Norf App
Lang CP
Oceana App

no Arch Tables

1400

? : Position Logs

Line Drops
write in grease pencil

/ FDS ater
FD IO Computer

Lagaro
rated controller behind him

input flight plan
LFI

Norfolk Langley Inst
any time Runway heading to 4K

Kinds of Flight Plans

DC is Norfolk Controller

SGT Griffith here today

Capt Scherer

Sup Logo & Pos Logo purged at 6 mos

Connie
LT Vanderhausen Misawa AFB
Japan

6 mos 15 days

Incidents

Kevin
MSGT Griffith

17 years ATC

7-8

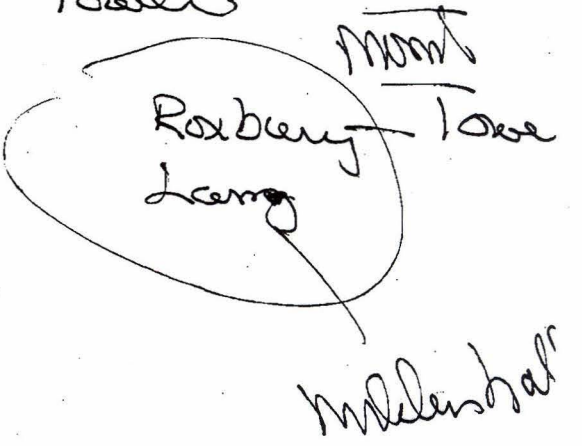
Griffith LC Super
Halfered LC
Monitor Lugaro GC/FDC
~~FAA~~ CT Closed

Norfolk Tower
TRACON

Lugares a Monitor

LoA Between Base & Tower

Hooper NO



Tower
Little Different Knex

Have to put distance Same Discussion

GS JFK La Guardia

MAJOR
~~Capt~~ Dean Eckmann

Missile Loads 202B ATO
Authentication Procedures Russian
Alert Pacho 002B

17 end 6 yrs Sep 94 operational
Dec 94 / Jan 95
Sep 2000 hired NW

98 - Sep 01
week long 8-10

010 Max Subsonic Unusual
military power

MACH 1 at SL 720 mm
10 miles a minute
.9 = 9 miles a minute

379.1

138.0 Q25 Eckmann → ATC
Q26 Derrig → HUNT
Q27 Borgotte → HUNT 228.9

getting ATC clearance from Tower
090 for 60 ATC Clearance Limit

Langley TACAN Mag Heading

FAA Rules
Mil Rules

every airport has a runway heading

working w/ ATC we need to turn North went 45 miles

Boggy Days squawk 7777
~~Turn~~

Talking w/ ? Departures

S.S.

entered bldg & want to talk to you — "want you to protect the house"

ROE can shoot down any cruise missile
Peace → any time
mother ship Peace time no
Joans w/ authority
War free game
9/11 not sure → auth rested w/ NORAD
at S.S. conv → led him to believe
in transition

legal right & obligation to defend
If sees a Bear it is going down

C.M. would be low X section small
can elude g.b. radar
wanted down track to be
looking comms
fuel

Andrews didn't know Langley
NEADS doesn't know Andrews
"Secrets" w/ them

(3)

Never got legal

any w/in 30 miles of DC would
Broadcast on Guard
This is USAF

"Shut down"

Guard Tapes ?

all land
immediately

AF Pub 3-1

WF
thru
Huntress
after Andrews

why b.s. why not more intel
why not 7777
initial C&C overwhelmed
no airplane recognition
GC Radar
C model has GPS

CAP C&C was none
No CAP Commander
uh me
"hometown boys"
* No set CAP plan for defending DC

100 - 120 miles
12-13 miles/min
0) Target to begin w/
1) 9:14 corridor can be created
2) 7777
3) 12-13 miles/min
9:26

Improve Radars Radios

5

Capt Craig Borgstrom 12/1/03

Aug 93 a/c maint
→ Jan 97 full time crew chief March
Jan 97 – Jul 99 Flight Tng
Jul 99 – May 00 Fargo
Flew com
Back here Apr 01 as ops officer

Pre 9-11
Sat Alert 3 week long tours
scramb typically drugs
lost Dr over water
Certainly not hyaching — talked about
in training manuals for it

Procedures not changed — just ordnance
& # of crew chiefs
1-2 min
bat stn v. runway alert → little bit more time critical
could be hr, 15 sec, about

09:09 hot line — as a heads up
we get a horn
He calls Sector as SOF
just off phone w/ Intel in Fargo
one plane
passed info to pilots

Unk voice at Sector — how many
Go 2, do 3
Called Wing CO in Battle Cab at Fargo
3 up — never been done left us
w no supervision, CO here was on leave

Got horn while he was going up the ladder

Spare → 2 bags & hot gun that crew
chiefs armed

Comms w/ HUNTRESS
- initially no intel
- max subsonic
- NNW that morning
- in 20K range
- Coord to CAP over
- Controller superimposed 2 #s

MAJ D. AFIO
AFIO never used before

Took Comm w/ NEADS
a point in the CAP, for short time
all 3 on different U
flight comms on V

he recalls all a/c land immediately

as SOF

[illegible]cording

Collective Effort

Bergy → written summary to MG Arnold
+ ammo records

Data Transfer Card

cy here? look at SIPRINET

If airborne peacetime
Capability Yes
Authority NO

Major Bradley M. (Low)
[redacted] Derrig

ANG 19 years
Oct 93 flying
1st 3 years 12 weeks a yr
once ever 2 mos

4 years ago
4 times a year week at a time
~~[illegible]~~
usually Navy
Training w/ FAA zero

15 mos

Intel may have written something

9-1
climb
350 Kts

Different M - Th

ATO Daily or Weekly

Alert Packs fm 9/11

— Andrews Closed its Class B Airspace
— knew all a/c were to land

Traffic
taking off to the West

MSGT Dwayne Acoff 080

Flight Data\Clearance Delivery
monitoring Lugano

MSGT G.
Halford

Duties 1½ years NOV 99 FD Dec 92
FD Issues Clearances
Enter Flight
Land & TO Time
Coord w/ Adjacent Facilities
Update ADIS Term Info Service
for Weather

Active Scramble
Alert Line — Lugano
• Norfolk Base Ops
Heading Alt Tgt

Draw 1st TO on break No
15 min BS Standby
logstime 8-15 minutes
Scramble order - still uncertain
Typed in the clearance

Recall

no

Sharon

LFI

LFI 319 | 090 for 60 DME

Why

Take off Runway 8

to give Norfolk Tower

unrestricted capability

Give them Clearance for Take off

GC for Taxi

Read to Pilots by Halfered

"Ghost Clearance"

"That was useless"

NEADS doesn't know what we do to get them off

just recently — in last month

PQS for LC/CD

First time that something really happened

everything seemed slow that day

expects 2-4 minutes for Scramble

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AIC
E-3 Robert Lugaro

FD/CD

An Campbell
An Clark
An Cubero
An Halford
Sd Griffith

one month in that position

Flight Data Input Output
stop all traffic NY

someone hit WTC
short runway at LaG

Hot Line
CP
HDNTRESS
NORFOLK APP
LANGLEY LO are his initials
GK

write grease

CALLSIGN
FREQ
B FREQ
FL
HEADING

A DME (distance measurement equipment) that the computer will accept
FD (last data) I input out put
Trying to find a heading computer would accept

Sup said 090 at 60
it was a known accept

If needed Norfolk would change

2'500 ft Norfolk can turn in any direction

Clearance
Limit tokeet can be amended at any time Norfolk Approach

HUNTRESS

| W | E |
|---|---|
| center | Center |
| 16K | 23K |

actually disposed
Norfolk would amend
couldn't leave it up to Pilot