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**MEMORANDUM FOR THE RECORD**

Event: Major David McNulty, Chief of Intelligence, 121<sup>st</sup> Fighter Squadron, Air National Guard, Andrews Air Force Base

Type: Interview

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Team: 8

Prepared by: Lisa Sullivan

Location: Andrews Air Force Base Air National Guard Wing

Participants (non-Commission): Heather LoBue, JAG

Participants (Commission): Lisa Sullivan, Miles Kara, and Kevin Shaeffer

**Background**

~~[FOUO]~~ Major McNulty is an ROTC graduate from Boston University. He went on active duty in 1994 and has been a career intelligence officer ever since. His assignments include Shaw Air Force Base, 1994-1996; fighter weapons school; Kunson Air Force Base, Korea, July 1997-July 1998; Davis-Montham Air Force Base, July 1997-April 2001. At that point, he left active duty and assumed an AGR with the 113<sup>th</sup>'s Wing with is active guard reserve (full-time). He is the full-time intelligence officer for the 121<sup>st</sup> fighter squadron. His duties currently are about the same as they were on 9-11. The chief at the time was Lt Col Suzanne Karow, but she was not in the building that day. On 9-11, he was the senior intelligence officer of the 113<sup>th</sup> Wing; Major Borukin was the senior intelligence officer for the 89<sup>th</sup> Air Lift Wing.

**89<sup>th</sup> Air Lift Wing**

~~[FOUO]~~ The outfit is a full-time mission to support distinguished visitors to the Base, whereas the 113<sup>th</sup> Wing is a tenant. The 89<sup>th</sup> Air Lift Wing provides him high-level information [redacted] 9/11 Agency Internal Matters [redacted] which is received at the 89<sup>th</sup> Air Lift Wing's facility and shared with McNulty); they also do some training exchanges.

**Intelligence officer for the 121<sup>st</sup> Fighter Squadron**

~~[FOUO]~~ McNulty's intelligence facility is a secret-collateral facility. He and Major Borukin worked closely in terms of current intelligence. McNulty had a [redacted] clearance; although he did not have much need for it before 9-11.

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[FOUO] When he took the job of intelligence officer for the 113<sup>th</sup> Wing in the spring of 2001, the position had been vacant for about six months. Prior to that, Major Billy Hutchinson had filled the role as an additional duty.

[FOUO] Once he took over, he does not recall any specific information related to domestic threats the summer before 9-11; the picture of the threat was oriented on the Middle East. He was accustomed to that outlook from his previous assignments as an intelligence officer at Davis-Montham. He had six tours "in the desert" [SW Asia] prior to joining the 113<sup>th</sup> Wing. As an intelligence officer he was primarily concerned with where his men were going to deploy and what was the terrorist threat there; the Arabian Peninsula was the source of a lot of that chatter.

[FOUO] Avenues of Information available to him: Air Combat Command through Langley AFB and 9<sup>th</sup> Air Force Command down at Shaw. Both of these channels were focused on overseas information. He also had a personal contact at the NSA and Agent Bouchamp from the Secret Service (that was the extent of McNulty's contact with law enforcement)

[REDACTED] 9/11 Law Enforcement Sensitive [REDACTED]

[REDACTED] Otherwise, McNulty did not have regular or continuous contact with any other federal agencies on 9-11.

On 9-11:

[FOUO] At 8:00 AM McNulty was in a scheduling meeting in the conference room at the 113<sup>th</sup> Wing. Also with him were pilots Sasseville, Caine, and Valentine. The meeting was interrupted to tell them about the first plane hitting the World Trade Center. Their first assumption was that it was an accident. They continued the meeting until commotion in the hallway interrupted them and they learned of the second plane that went into Tower 1 of the World Trade Center. He went to the operations area; McNulty sat at the operations desk (the SOF—Supervisor of Flying—desk) for about five minutes and then walked down to the vault. He thought SIPRINET (Secret collateral network) would have information on the event. He called the national agencies feeling as though "he was waking up the national agencies" as he contacted them. The ones he thought to call [REDACTED] 9/11 Classified Information [REDACTED] they were doing what he was doing and they had nothing to report. He tried to call someone in the Watch at the FBI. "It was a fruitless effort."

[FOUO] McNulty returned to the Operations Desk. At this point, Major Caine was on the phone with Major Bouchamp. The initial conversation was about how they were going to get the Bully fighters home (a three-ship training mission to the Dare Range in North Carolina) because FAA was shutting down the air space. He overheard the conversation in which Major Hutchinson (Bully flight lead) was already heading back to Base and was told to "go ID that thing coming up the river." It was at about that time the White House Joint Operations Center (JOC) [REDACTED] called the Wing. Bouchamp may have facilitated the connection between the WH JOC and the Wing's operations desk. McNulty was not positive who called who first. McNulty thinks the

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9/11 Law Enforcement Privacy

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call probably took place around 9:15 AM. Several phone calls took place; he thought Major Caine, the SOF, talked to the WH JOC just after 10 AM. Meanwhile, [REDACTED] [REDACTED] was calling local law enforcement agencies. McNulty was himself running between Caine and [REDACTED] and his vault trading information as it became known.

[FOUO] After the North tower collapsed, McNulty left the facility to drive across Base to where the 89<sup>th</sup> Air Lift Wing had its SCIF. There was no information on the events posted on the [REDACTED] channels available to him there, either [REDACTED]

9/11 Classified Information

[REDACTED] It is not particularly responsive.]

[FOUO] The initial threat picture McNulty got was from [REDACTED] and it was "cloudy at best" because it included information such as a bomb at the State Department. This call was at 10:30 – 10:45 AM. He pinned that time to when CAPS 01 (Sasseville) first launched which was approximately 10:45 AM. They stopped for a second to figure out what was going on. They erased the white board on which they were noting information and turned off the TV because, according to him, "at that point they [news media and Secret Service] were reporting crap," such as the State Department had been blown up, etc.

[FOUO] They never memorialized what was written on the white board based on Agent [REDACTED] input. Basically, it was "how many aircraft do we have hijacked?" and they started to keep a list of planes that were suspect. He recalls there were 8 airlines unaccounted for. [REDACTED] gave them the flight numbers: AAL 11, UAL 175, UAL 93, "a Delta 1989 was a point of consternation," and a couple of flights from overseas. Next, they wanted to verify from two sources (if possible) the status of the flights. At this point there sounded like there was another wave of airplanes coming at us; the Guard had sent a fighter up (Bully 1 – Major Hutchinson) to check out what was coming down the river, and it wasn't until later that they realized the plane in question might be UAL 93 which had crashed in Pennsylvania. [Note: according to FAA tapes and transcripts the "plane" was actually an Army National Guard helicopter based out of Davison Field, Fort Belvoir, Virginia, which had become isolated in Maryland as events unfolded and which wanted to return to its home field.]

#### Situational Awareness and Unit Status

[FOUO] What situational awareness did Major Hutchinson have when he went back up to ID the plane coming down the river? McNulty told the Commission that to his knowledge, Hutchinson had got some information from the tanker he refueled from in North Carolina to the effect that something had happened in New York. He was fairly low on fuel when he landed. Lt Col Phil Thompson had relieved Major Caine as SOF and directed Hutchinson to immediately take off, despite low fuel. Hutchinson received no specific ROE except to identify the aircraft coming up the river.

[FOUO] That week, the unit had come back from a Red Flag exercise at Nellis in Nevada, an intensive training event. Monday was a down day; Tuesday was a light

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flying day which was why they launched a three-ship (Bully flight) that morning rather than an eight ship that they normally would have flown. There were few pilots and planes available that morning. Planes were configured for travel [redacted]

[redacted] This configuration shortened the time needed to bring the planes back up; [redacted]

[redacted] Seven pilots were available, three of them were flying in North Carolina.

- Bully flight: Hutchinson, Campbell, Hagis.
- Sasseville, Caine, Rasmussen, Drifter Valentine, Heather Penny were the other pilots in the building.

(FOUO) Concerning Hutchinson's immediate takeoff; he was told to ID something coming down the river. As far as McNulty recalled, Hutchinson was not given specific ROE. It is McNulty's understanding the information about the plane coming down the river came from the White House Joint Operations Center. McNulty, meanwhile, was trying to figure out what plane it was that Hutchinson was looking for. UAL 93 and AAL 77 were still unaccounted for at this point and they had a good idea which of the planes went into the World Trade Centers (AAL 11 and UAL 175). He specified that he used a

[redacted] 9/11 Classified Information [redacted] for his status on the four hijacked aircraft at that point in time.

#### ROE

[redacted]  
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#### General Wherley and Sasseville/Penny conversations:

[redacted]  
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[FOUO] There was zero information about Langley fighters already in CAP over Washington D.C. He didn't know what NEADS [Northeast Air Defense Sector] was; Huntress [NEADS call sign] was something they were familiar with in training; "we were stupid when it came to Air Defense of the US that day," he stated.

[FOUO] Sasseville and Penny went up [redacted] 9/11 Agency Internal Matters

The maintenance crews did a great job getting the planes loaded and ready to go.

Caine and Rasmussen (Wild 01 and 02) were waiting for their weapons to be loaded. Wild 01 and 02 got off the ground at 11:09 AM. At that time, McNulty was working on

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the white board which was agonizingly slow. Around 11:30-ish it seemed like another wave of hijacks were coming from overseas because a whole other series of planes squawking emergency. Later it was determined the emergency squawk was because they were all diverted to Canada.

### Threats to AF1

[FOUO] Senior Airman Garcia and himself were talking all day to the JOC - an open secure line. McNulty never heard of any threat to AF1 on the open line to the JOC, nor did he hear threat information directed at AF1 from any other source until much later in the afternoon when Sasseville and Penny picked up AF1 to escort it home.

### Mission Reports (MISREPS)

[FOUO] Air Traffic Control had lost contact with a few aircraft on the east coast; he debriefed Major Hutchinson; he fired off a mission report to 9<sup>th</sup> Air Force, Air Combat Command, and about everybody except NEADS (the entity he was unaware had air defense responsibility).

9/11 Classified Information

### DEFCON 3

9/11 Classified Information

### Hutchinson's first flight recapitulated

[FOUO] McNulty said that Hutchinson was sent up the Potomac, did a spin by Georgetown, saw the smoke out of the Pentagon, and reported there were a ton of helicopters in the area. He knew it wasn't a small airplane that hit the Pentagon. At some point later in the day someone said welcome to the world of the North East Air Defense.

### 10:05 AM ATIS message

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~~(FOUO)~~ Andrews Tower started broadcasting over the ATIS (Air Traffic Information System) at about 10:05 AM warning planes that if they entered Class B airspace they would be shot down. McNulty said it was pretty horrifying to hear that. He did not hear the message until Bully 01 was back on the deck. He spun the tape to get a take off time – that message was heard prior to Bully two (Hutchinson's wingman) landing from North Carolina. After Hutchinson landed we started saving tapes but then we ran out of tapes so we had to start reusing them.

~~(FOUO)~~ McNulty acknowledged that the Wild cockpit tape the Commission was provided was probably from a flight later in the day with the same call sign because they were reusing tapes. Therefore, Caine's Wild cockpit tape likely does not exist.

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