

# Planning for the Flight 93 National Memorial

*Exhibition of Stage I Submittals, Flight 93 National Memorial Design Competition (Chuck Wagner, 2005)*

## Friends,


You hold this newsletter in your hand because you have an interest in the future of the Flight 93 National Memorial. You and tens of thousands of citizens from around the world have registered this interest by offering comments, attending public meetings, entering the design competition, or by visiting the place where history happened. The pilgrimage made by so many to this remote place was at first novel and astounding to many of us who live here. As the months, and now years have passed, and the flow of visitors has not abated, we have come to understand what draws many to this place. When speaking with visitors at the Flight 93 Temporary Memorial we hear expressions of gratitude, of respect, and of honor. We observe parents and teachers wanting children to understand this event. We read and record the eloquent words left here by so many visitors, words expressing wonder at such bravery and selflessness, sympathy for families and friends left behind, and a determination never to forget this event or the people who lost their lives to save others.

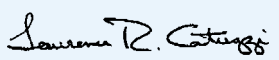
Eighteen months ago, the Flight 93 Advisory Commission was appointed by the Secretary of the Interior and given a three-part mission to complete by September 2005: recommend a boundary, a memorial design, and a management plan for this new unit of the National Park System. The Commission is one of four committed Partners working to fulfill this mission. Those partners, the Families of Flight 93, the Flight 93 Memorial Task Force, the Advisory Commission, and the National Park Service have formed a community of diverse interests and abilities, linked by a common commitment to honor those who gave their lives to thwart an attack on our nation's capital.

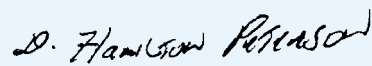
This four-way partnership can claim many accomplishments—the result of countless hours of collaboration:

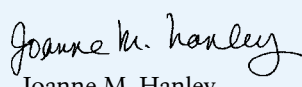
- The public has been engaged in numerous open meetings, interactive websites, and neighborhood gatherings to discuss future directions and to become involved in the planning process.
- A mission statement describing the reasons why this place is significant and worthy of preservation has been written.
- The key resources and features of this 2,200 acre site have been inventoried and mapped; numerous environmental, cultural, economic and engineering studies have been completed.
- The subject of land use planning has been explored with local municipal officials and area residents.
- An oral history and documentation project has been launched.
- A fund-raising feasibility study was completed and a fundraising plan written.
- A boundary for the Flight 93 National Memorial was drawn, submitted to the Secretary of the Interior, and approved in January 2005.
- Progress has been made toward acquiring land within the boundary.
- The General Management Plan is underway and on schedule for completion.
- Stage I of an open, international design competition has concluded and resulted in selection of five design concepts that are being refined in Stage II and will result in a final recommendation for a permanent memorial by the end of this summer.

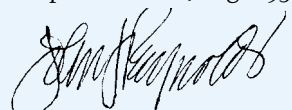
It is clear that this partnership is working. As you read the articles in this newsletter, you'll learn more about each of these accomplishments and how they, together, will forge a compelling and inspiring memorial, a place where future generations can learn about the selfless actions of 40 people which transformed a common field into a field of honor forever.

  
Hon. Kim R. Gibson  
Co-Chairman, Flight 93 Memorial Task Force

  
Lawrence R. Catuzzi  
Co-Chairman, Flight 93 Memorial Task Force

  
D. Hamilton Peterson  
President, Families of Flight 93

  
Joanne M. Hanley  
Superintendent, Flight 93 National Memorial

  
John J. Reynolds  
Chairman, Flight 93 Advisory Commission



*Contrails over the Memorial (Jason Cohn, 2004)*



## Look inside. . .

Preparing a Management Plan .....	2
Preserving a Place in History .....	2
Planning and Design Process Timeline.....	2
Design Competition Moves into Second Stage.....	3
Oral History Project Is Looking for Your Story.....	4
Directions to the Temporary Memorial.....	4
Ways You Can Get Involved.....	4

# Preparing a Management Plan

THE FLIGHT 93 NATIONAL MEMORIAL'S ENABLING legislation tasked the Commission with advising the Secretary of the Interior on the development of a management plan for the memorial. The Partners agreed to use the General Management Plan (GMP)/Environmental Impact Statement (EIS) as the vehicle for providing this advice. The National Park Service is the lead federal agency responsible for preparing the GMP/EIS.

Since 2004, the Partners and a team of multidisciplinary specialists have been studying the site and its resources. This work serves as background for the design competition and for developing a plan for the park. The GMP will be the park's guide for responding to the challenges of visitor use and resource protection for the next 15-20 years. This plan establishes a vision and guidance for long-term management of the park's resources, future development and desired visitor experience. An EIS accompanies

the GMP, documents the resources and evaluates the potential effects of alternative designs. The GMP/EIS is being prepared concurrently with the design competition. Five final designs serve as the basis for alternatives that will be compared with the site's existing conditions (No Action). Through this analysis, potential changes to the landscape and site's resources will be determined.

Through a two-year scoping process, the Partners met with local, state, and federal agencies responsible for and knowledgeable about the resources that may exist on site and potentially be affected by future development. Public workshops were conducted to gather ideas and share information. A team of specialists collected and evaluated environmental, cultural, economic and engineering data to address issues that surfaced through the scoping process. These studies include geotechnical, hazardous materials, natural resource and cultural

landscape inventories, transportation and traffic, visitation estimates, water and sewerage study, and a visual/aesthetic assessment.

On May 12, 2005, at 7:00 p.m., a public open house will be held at Camp Allegheny in Somerset County to report on the findings of these studies. The draft GMP/EIS will be available for public review starting in mid-July through the summer. The GMP/EIS will be accessible from the project website and copies will be available upon request. The public will have the opportunity to provide comments at a public meeting in the local community, through a mail-back comment form, and through the project website. For more information on review of the draft GMP/EIS, visit the project website ([www.flight93memorialproject.org](http://www.flight93memorialproject.org)) or contact the National Park Service Flight 93 National Memorial project office in Somerset, PA at 814.443.4557.

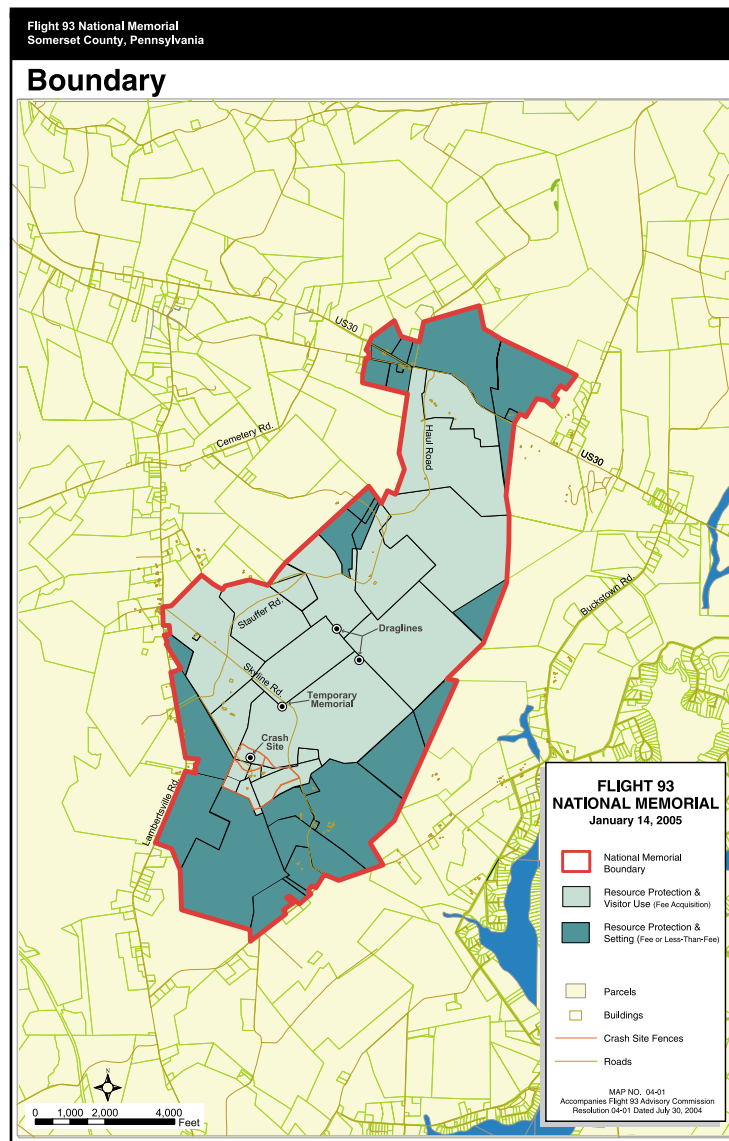
# Preserving a Place in History

PRESERVING PLACES WHERE HISTORY HAPPENED HAS BEEN THE MISSION OF THE National Park Service since its founding in 1916. With official approval of a boundary from the Secretary of the Interior on January 14, 2005, the place where Flight 93 crashed on September 11, 2001, joins the list of sites preserved and protected for future generations. The boundary approval was the culmination of nearly two years of studies and public participation. This inclusive process was led by a Resource Assessment Committee and involved local residents, the Partners of Flight 93 National Memorial, and NPS staff. Through their work and tough meetings with landowners and local elected officials, a boundary was identified that includes the lands critical to protecting the crash site and telling the Flight 93 story.

All agreed that it was vital to preserve the crash site, the debris field, and the areas where human remains were found. But the landscape is vast. What about the lands surrounding this "sacred ground"? Is it important to preserve in some manner the backdrop of fields, trees, and ridgetops around the crash site? How many visitors are likely to come to the memorial? What is the minimum amount of land necessary to adequately protect the crash site and provide for visitors? Where will development pressures be felt? How can disruptions to the local, rural lifestyle be minimized?

During the past two years, numerous studies were conducted to help answer these questions. Dozens of professionals in many fields contributed to providing the answers. A cultural landscape inventory was performed by NPS staff, transportation studies, visitation projections, natural resources surveys, and scenic and visual analyses were conducted. The site was mapped using state-of-the-art LIDAR (Light Detecting and

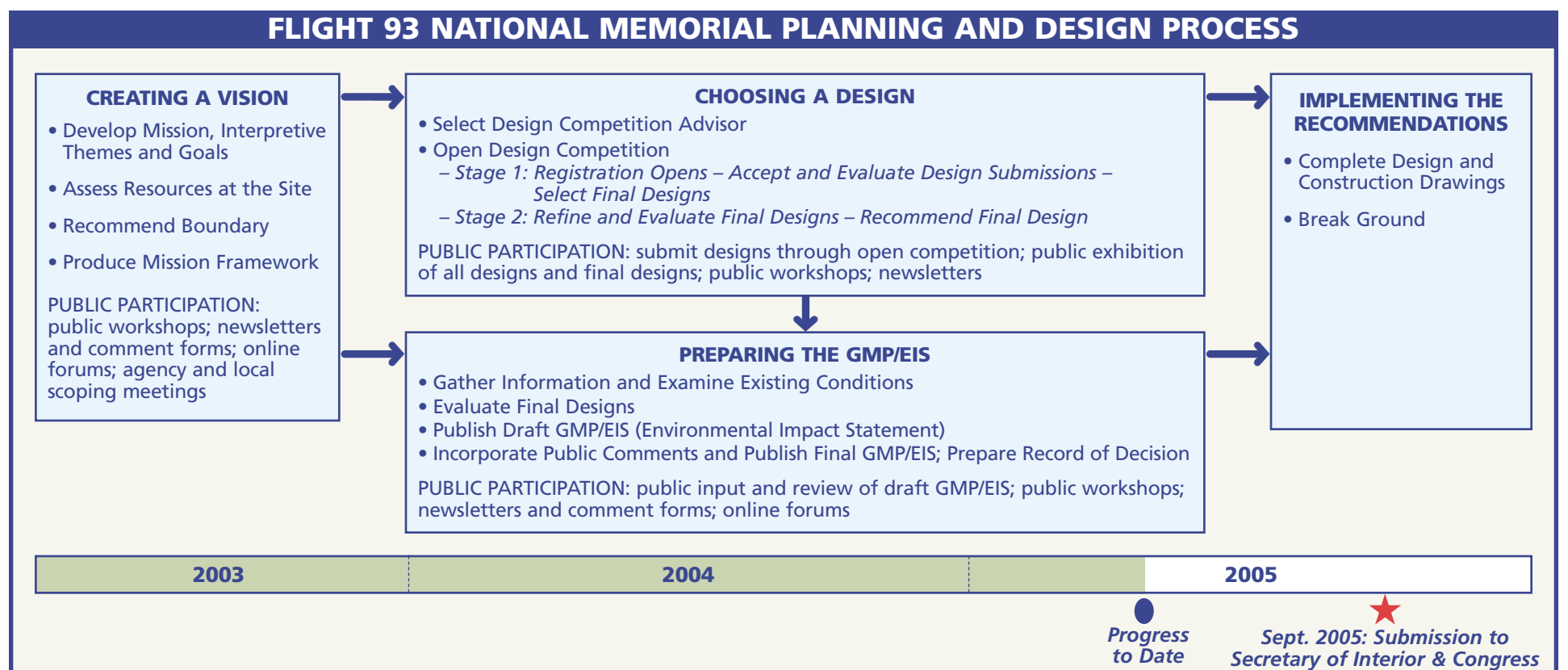
Ranging) technology, producing detailed maps, and a three-dimensional model was created. Finally, maps were produced using GIS (Geographic Information System) technology that showed the areas that visitors could see from different points in the park.



The answer became clear: the boundary of the Flight 93 National Memorial must—1) protect the critical resources of the crash site and debris field; 2) include areas for visitors to experience and access the site; and 3) provide an appropriate and reverent setting. The approved boundary includes the crash site and its surrounding landscape, most of which is reclaimed strip mine. The boundary extends north to U.S. 30 so visitor traffic is contained in the park and does not overwhelm local rural roads. The boundary also includes surrounding ridgelines as areas to be protected in partnership with local residents through less-than-fee acquisition methods such as conservation or scenic easements. The total boundary includes about 1,000 acres to be acquired and about 1,200 acres (less than fee) to be privately held and protected through partnerships with local residents.

Upon signing the resolution advising the Secretary of the Interior of a recommended boundary, John Reynolds, Chairman of the Flight 93 Advisory Commission, spoke movingly of the significance of this action:

*“One of the most important things one can do for the future of the United States is to create a new national park. Flight 93 is a park commemorating our heritage forever. This process in which everyone participated is in fact the creation of a real piece of land that is incredibly important to this nation, to the family members, and to future generations. There are few things that are more important than to understand what happens in the history of our country. This is giving something to the future of America.”*



# Design Competition Moves into Second Stage

THE PURPOSE OF THE INTERNATIONAL DESIGN COMPETITION IS TO DISCOVER a design for the Flight 93 National Memorial that embodies the spirit of the Mission Statement and is a fitting memorial to the 40 individuals, passengers and crew, who on one September morning changed the history of the nation.

In order to discover such a design, the Partners adopted a two-stage design competition process. Stage I was open to all, designers and the general public alike, to allow the greatest participation and gather as many ideas as possible. Stage II is limited to the five finalists selected from Stage I. The winning design will be chosen from the finalists' Stage II entries.

Stage I began in September 2004. All registrants received a competition manual that relayed the purpose, Mission Statement, and congressional mandate for the National Memorial. The manual also described the initial Design Program as well as the site, community, and environment in which the memorial will be set.

With this information, registrants were challenged to present design ideas for a "memorial expression" that portrays the issues, ideas, and passion contained in the Mission Statement. The "memorial expression" could range from an individual artwork to a larger landscape treatment.

The competition participants were given an opportunity on three separate occasions during Stage I to visit the site and take a guided tour with the Competition Advisors, Donald Stastny, FAIA FAICP and Helene Fried, and representatives of the National Park Service. Since many people were unable to attend the scheduled site visits, a photo tour was provided on the project website, and participants were given the opportunity to ask questions and request additional information online. Individual questions were answered and posted to the competition website for the benefit of all participants.



Don Stastny (center) points out landscape features during one of the site visits (NPS, 2004)

The intent of Stage I was for registrants to provide a design concept, including narrative and graphic descriptions, that responded to the Mission Statement and Design Program. This design concept was to be submitted on a single 30 x 40 inch board, which was to contain no marking or indication of their identity so the entries would be anonymous to the public and jury.

The competition received over 1,000 entries for Stage I from throughout the nation and around the world. All entries that complied with the presentation criteria were placed in a public exhibit in Somerset, Pennsylvania and on the competition website. The exhibit provided family members and the public an opportunity to witness the thoughtfulness and creativity of the design concepts.

An independent jury comprised of design professionals, family members, and local and national leaders rigorously evaluated all the entries. The jury discussed the merits of the design concepts and challenged each other to find the entries that best embodied the



Stage I Jury deliberates (Chuck Wagner, 2005)



Stage II finalists and their teams gather in Somerset (Jason Cohn, 2005)

spirit of the Mission Statement and an understanding of the landscape. From their deliberations over the course of a three-day meeting, the jury selected five finalists to advance to the second stage of the competition.

The Stage II finalists were announced on February 4, 2005. The finalists are Leor Lovinger and Gilat Lovinger, Berkeley, California; Ken Lum, Toronto, Canada; Laurel McSherry, Columbus, Ohio; Paul Murdoch, Los Angeles, California; Fritz Steiner, Karen Lewis, Jason Kentner, and E. Lynn Miller, Austin, Texas. The finalists' Stage I entries can be viewed online on the project website.

The intent of Stage II of the Design Competition is for the finalists to refine their Stage I design entries to a level that fully explains the spatial, material, and symbolic attributes of their concept for the National Memorial.

The finalists will develop up to six 30 x 40 inch boards that contain narrative and graphic explanations, as well as overall site and detail models to three-dimensionally depict their designs. They will also develop supporting information such as a cost estimate for the design and the organizational make-up of their team should they be chosen as the winner.

The finalists also have been given opportunities to visit the site and request additional information during Stage II. They participated in an on-site Briefing and Master Plan Workshop in late February where they were given more explicit instructions for the second phase of the competition. They also worked with the National Park Service to create site zoning and management approaches for their design concepts that would coordinate with and help advance the Park Service's General Management Plan for the National Memorial.

The second site visit was on April 15-16, 2005 and all the teams were able to explore the site and further inform their individual design process. The finalists were also introduced to the Flight 93 Advisory Commission and Flight 93 Memorial Task Force at the quarterly meeting of the organizations. They were asked to say a few words regarding their feelings toward the National Memorial and their participation in its creation.

Stage II entries are due on June 15, 2005 and will be evaluated by the Stage II jury during the first week in August. Between the submission and evaluation dates, the entries will be exhibited for the families, Stage I jury, and the public. The Stage I jury will review each design submission to ensure that the concepts remained true to what was entered in Stage I.

The Stage II jury has 15 members and is comprised of family members, design and art professionals, and community and national leaders. Over the course of three days, the jury will have to collaboratively and rigorously examine the designs to determine which one best fulfills the spirit of the Flight 93 National Memorial Mission Statement. They have quite a tough job ahead.

The winning design will be announced in September 2005, and although only one design must ultimately be chosen, all the entries from Stages I and II have truly helped define what an incredible place the Memorial will be.

## DESIGN COMPETITION SCHEDULE

- Design Competition Registration Opens – September 2004
- Stage I Submittals Due – January 2005
- Public Exhibition and Jury of the Submittals – January 2005
- Stage I Finalists Announced – February 2005
- Stage II Begins – February 2005
- Stage II Submittals Due – June 2005
- Public Exhibition and Jury of Stage II Submittals – July-September 2005
- Final Design Recommendation Announced – September 2005

For more information, check [www.flight93memorialproject.org](http://www.flight93memorialproject.org)

The Flight 93 National Memorial Design Competition has been funded through the generous support of the Heinz Endowments and the John S. and James L. Knight Foundation.

# Oral History Project is Looking for Your Story

HOW DID THE EVENTS SURROUNDING THE CRASH OF FLIGHT 93 ON SEPTEMBER 11, 2001, affect you and your loved ones? On that fateful morning, where were you and what were you doing? Were you or anyone you know directly associated with the crash, recovery, investigation or eventual memorialization efforts? These are questions that the Flight 93 Oral History Project Coordinator and volunteers will be asking participants from all over the world.

The Flight 93 National Memorial Partners are sponsoring a worldwide effort to collect the inclusive story of Flight 93 and its affect on the nation and the world. This information will be available for researchers, interpretation and educational programs at the Memorial and for long-term preservation in the National Park Service Archives.

Would you like to share your story? Even if you were not directly involved, the events that day probably touched you and your family in some way. Your story can be preserved as part of the Flight 93 National Memorial Archives in several ways. You may write your story, complete our questionnaire, or if you wish to be recorded by a volunteer and you are located within certain geographic areas, an appointment can be scheduled for an interview.

For those who prefer to write their story, you can send it handwritten, typed or as a Microsoft Word file by email or by mail on a disk to Barbara Black, Flight 93 National Memorial Curator at her email or postal address shown below. Please contact Barbara for a copy of the questionnaire or to schedule an oral history interview with a volunteer in your area.

Please contribute your personal memories of September 11 by contacting:

Barbara Black, Flight 93  
National Memorial Curator  
barbara\_black@nps.gov  
109 West Main Street, Suite 104  
Somerset, PA 15501-2035  
814-443-4557  
814-443-2180 (fax)



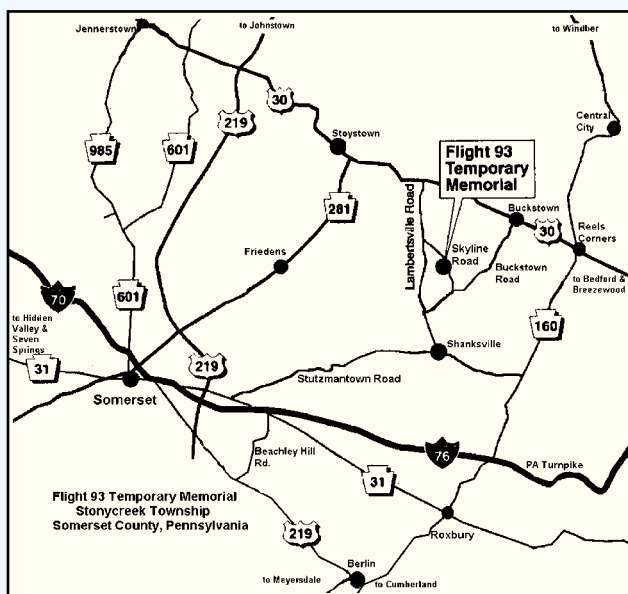
Barbara Black conducts Oral History (NPS, 2005)

## DIRECTIONS TO THE FLIGHT 93 TEMPORARY MEMORIAL



Photo Credit: NPS, 2003

Detailed directions are available at [www.flight93memorialproject.org](http://www.flight93memorialproject.org) and at the Pennsylvania Turnpike booth in Somerset.



### DRIVING DIRECTIONS:

#### From Somerset:

From Exit #110 of the PA Turnpike, follow signs for Rte. 281 North. Take Route 281 North 9.5 miles to US 30 at Stoystown. Travel 2.4 miles East on US 30 to Lambertsville Road. Travel 1.7 miles on Lambertsville Road to Skyline Road. Travel 1 mile on Skyline Road to the Temporary Memorial.

#### From Route 30 East:

Turn left on Buckstown Road, 25 miles West of Bedford. Travel 3 miles on Buckstown Road to Skyline Road. Travel 1 mile on Skyline Road to the Temporary Memorial.

#### From Route 30 West:

Turn right on Lambertsville Road, 2.4 miles East of Stoystown. Travel 1.7 miles on Lambertsville Road to Skyline Road. Travel 1 mile on Skyline Road to the Temporary Memorial.

## WAYS YOU CAN GET INVOLVED

- Participate in the public workshops or online forums that will be held throughout the project.
- Log-on to our official website at [www.flight93memorialproject.org](http://www.flight93memorialproject.org) or write us at Flight 93 NM, 109 West Main Street, Suite 104, Somerset, PA 15501-2035 to receive more information.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
FLIGHT 93 NATIONAL MEMORIAL  
109 WEST MAIN STREET, SUITE 104  
SOMERSET, PA 15501-2035

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE \$300



FIRST-CLASS MAIL  
POSTAGE & FEES PAID  
NATIONAL PARK SERVICE  
PERMIT NO. G-83