

FEDERAL AIR MARSHAL MISSION REPORT

Fax complete report to FAM Operations at 609-485-8187

Qualifier: This report must be completed and submitted pursuant to the requirements outlined in Section III, "Reporting Requirements." There is no reporting requirement for "zero discrepancy" missions.

Note: "Incidents" involving Federal Air Marshals shall be reported separately on FAM Form 1650-20, "Federal Air Marshal Incident Report."

Section I: Identification

Name of Reporting Official: Mumma/ McCullers Contact #: [REDACTED]

Date/Time of Report: August 31, 2002 (1700 Hrs)

Section II: Mission Particulars

Date of Mission: August 31, 2002 Air Carrier: Delta Airlines Flight #: 475

Departure Airport: Atlanta Time: 1110 Arrival Airport: Philadelphia Time: 1308

Section III: Reporting Requirements: Answering "Yes" to any of the below questions requires the submission of this report.

- | | Yes | No | |
|---|-------------------------------------|-------------------------------------|-------------------------------------|
| 1. Were there any discrepancies with regard to Pre-Departure Procedures?
(e.g. Check-In Procedures, Screening and/or Escort Procedures, Assigned Seating, Boarding, Briefings, Searches, etc.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 2. Was the identity of the FAM team in any way compromised? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 3. Were there any discrepancies with regard to Arrival Procedures? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| | Yes | No | N/A |
| 4. Were there any discrepancies with regard to Equipment Retrieval/Turn-in? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Were there any other procedural discrepancies not covered above? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

Section IV: Description

On August 31, 2002 at approximately 1155 hours, Federal Air Marshal (FAM) Samuel C. Mumma and I (FAM, Shawn B. McCullers) observed the passenger later identified as STEVEN BOB FEUER, [REDACTED] Social Security number [REDACTED] enter the first-class cabin. As FEUER, entered the first-class he approached Ms. Marshal the passenger in seat 2B and he reached into her seat compartment and retrieved a troll pencil and looked at it strangely and mumble incoherently. He then turned and continued forward to the forward lavatory and attempted unsuccessfully several times to open the door.

☒ Yes ☐ No Additional Sheets Attached?

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(Continued)

Description (continued):

According to Kimberly Ligon, the lead flight attendant, he requested to have some of her chips and then proceeded to the rear of the aircraft. Once FEUER, proceeded to the rear of the aircraft he was no longer visible to my partner and I because we were in the first-class cabin with the partition curtain closed.

Shortly thereafter at approximately 1210 hours, I observed Ms. Ligon the lead flight attendant approaching my partners position in seat 4C. Ms. Ligon appeared visibly disturbed. She spoke briefly to my partner, FAM Mumma, and returned to the forward galley followed shortly by Mumma. During a brief conversation, Ms. Ligon requested FAM Mumma's assistance in dealing with FEUER. Mumma made eye contact with me and let me know that he was proceeding to the rear of the aircraft. I then proceeded to the forward galley area of the aircraft as if I had a general question, and was informed by Ms. Ligon of the circumstance. As we were speaking, Sylvia Plymill (Flight Attendant) picked up the telephone and alerted me that my partner needed my assistance. Another flight attendant, Robert Ribeiro opened the partition curtain separating the first-class and coach cabins and I observed my partner attempting to gain compliance from FEUER who was resisting aggressively. I proceeded to the rear of the aircraft and assisted my partner in arresting FEUER.

I then proceeded immediately back to the front of the aircraft. I notified Captain Stan C. Gorsh that there had been an incident onboard and the flight deck was secure and asked if everything was alright in the flight cabin. Captain Gorsh said that everything was alright, and I requested that he get in contact with Philadelphia International and have the appropriate authorities waiting on the ground. Mumma brought FEUER to the front of the aircraft, as FEUER continued to be uncooperative and belligerent. Mumma sat him in seat 1D. We then decided that due to FEUER's demeanor we needed to get the aircraft on the ground as soon as possible. We cleared the immediate area around 1C and proceeded to stand post in the flight deck. Due to FEUER's continued belligerence, it was necessary to physically restrain FEUER as he continued to try to get up from seat 1C that he was strapped into.

In the approximate twenty-five minutes that followed FEUER's arrest,

Throughout the time that we activated we announced ourselves as Police and then Federal Air Marshals and requested all passengers to remain calm as mandated by our training. We found it necessary to continue to instruct the passengers to remain seated and stay out of the aisles. There was a passenger in the coach cabin who repeatedly ignored our instructions to remain seated and out of the aisle. After approximately eight warnings both verbally and over the aircraft PA system, it seemed fairly obvious that this person may be a threat to our mission due to the fact that they remained non-compliant. We then drew our weapons and again gave verbal commands for all passengers to clear the aisles and remain seated with there seatbelts on. We then gained compliance from the entire aircraft and continued to calm the passengers and to maintain a non-aggressive compliance from the passengers. Prior to our actual landing, we employed to assistance of the flight crew to remind the passengers that once the aircraft had landed they were to remain in their seats until instructed that they could prepare to de-plane.

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(Continued)

Description (continued):

Throughout the entire situation, we noticed that the passenger later identified as BHAGWANDATT (BOB) RAJCOOMAR, [REDACTED], [REDACTED] was very intently watching and appeared to be timing our specific actions. As we moved through our arrest and control procedures, RAJCOOMAR continued to check his watch as we moved from step to step. It appeared that he noticed me watching his actions and attempted to divert his eyes away from me. When he believed that I was not noticing him he watch my partner very intently. This drew my attention because it was in stark contrast to the behavior of the rest of the passengers in the first-class cabin. When we landed, the Philadelphia Police Department, came onboard and escorted FEUER to waiting vehicles for transport. Once FEUER was removed from the aircraft, I conferred with my partner and we decided that due to RAJCOOMAR's unusual behavior, he should be detained for questioning. RAJCOOMAR was also escorted by the Philadelphia Police to a waiting vehicle for transport the their airport headquarters.

I feel it important to note several things. The first is that upon inventorying RAJCOOMAR's belongings in the interest of safety and in compliance with the operating procedures of the hosting Philadelphia Police Department; I found an unused boarding pass belonging to DOROTHY RAJCOOMAR. This boarding pass was issued to her and listed seat 1D as belonging to her as opposed to BHAGWANDATT (BOB) RAJCOOMAR. Additionally, my partner and I are confident that we conducted ourselves effectively and professionally at all times throughout this situation. This sentiment was echoed by many passengers and crew and confirmed by the applause that we received as we exited the aircraft.

FAM Mumma contacted FAM Operations from the aircraft prior to the Philadelphia Police responding to the aircraft and the jetway door being opened. After we arrived at the Philadelphia Police Airport Headquarters, both Mumma and I contacted FAM Ops. We both relayed our accounts of the incident to the Watch Officer, Debbie. I then received a call from my Team Leader Paul Fearon and apprised him of the incident. I requested that a supervisor respond to our location, and Paul reponded within the hour. Both Mumma and I relayed the pertinent information the FBI Special Agent John Kitzinger after being patched through to him by Corporal Fish of the Philadelphia Police Airport Unit. Agent Kitzinger said that he would contact the U.S. Attorney and give us a call back. When Agent Kitzinger called back he was able to speak to Paul, who informed us that charges had been declined for both FEUER and RAJCOOMAR. They were released by the Philadelphia Police Department on their own recognizance.

RAJCOOMAR had \$269 in U.S. Currency, that was counted in his presence by Philadelphia Police Sergeant Haugh and I. FEUER had \$580 US Currency, counted by Officer Potter in both FEUER's and my presence.

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