

UNITED STATES DISTRICT COURT

DISTRICT OF MASSACHUSETTS

UNITED STATES OF AMERICA,) CRIMINAL NO. 02-10013-WGY
)
 vs.)
)
 RICHARD COLVIN REID,)
 a/k/a ABDUL-RAHEEM,)
 a/k/a ABDUL RAHEEM, ABU IBRAHIM)
 Defendant.)

GOVERNMENT'S SENTENCING MEMORANDUM

The government respectfully submits this memorandum and attached exhibits in support of its recommendation that this Court sentence defendant Richard Colvin Reid ("Reid") to life imprisonment (as well as the statutorily required 30 years on and after sentence for his conviction on Count Eight) for his commission of the crimes charged in the indictment to which he pled guilty on October 4, 2002.

The government has reviewed the Presentence Report (the "PSR") prepared by the United States Probation Office ("Probation") and is in agreement with Probation's determination that the applicable guideline sentencing range in this case is 360 months to life, with a required 30 years on and after for using and carrying a destructive device during and in relation to a crime of violence, in violation of 18 U.S.C. §924(c)(1). Reid has not contested either the factual accuracy of the PSR or Probation's calculation of the applicable guideline sentencing range.

In support of its recommendation that his Court sentence Reid to the high-end of the applicable guideline sentencing range, the government repeats most of the offense conduct statement provided to Probation and included in the PSR. However, attachments supporting the offense conduct are not included in the PSR, but are attached hereto for the convenience of the Court, and in support of the government's sentencing recommendation. Additionally, this memorandum provides the Court with additional information and materials not earlier provided to Probation, but which the government believes should be considered by the Court prior to imposition of sentence. Finally, this memorandum addresses briefly some of the arguments which the government will present at sentencing in support of its recommendation of life imprisonment.

OFFENSE CONDUCT

1. **al Qaeda and Osama Bin Laden**

On April 24, 1996, the Antiterrorism and Effective Death Penalty Act (P.L. 104-132) (the "Act") was enacted into law. Section 302 of the Act directs the Secretary of State, in conjunction with the United States Attorney General and the Secretary of the Treasury, to designate any organization that meets certain proscribed criteria as a foreign terrorist organization ("FTO"). To qualify for this designation, an organization must be a foreign organization and engage in terrorist activities that threaten the security of United States nationals or the national security of the United States. On October 8, 1997, the Secretary of State designated 30

international groups as FTO's, including al Qaeda, which remains on the list to-date. The F.B.I.'s web site listing of the State Department's FTO list describes the primary goals of al Qaeda to include:

Opposes "non-Islamic" regimes, strongly anti-Western, seeks to "reestablish the Muslim State" throughout the Persian Gulf; responsible for U.S. Embassy bombings in East Africa (1998), bombing of the U.S.S. Cole (2000), and attacks on the World Trade Center and Pentagon (2001)

More specifically, al Qaeda, which means the Base, was founded in the late 1980's by Osama Bin Laden ("Bin Laden") and others who had participated in the war waged by Afghanistan nationals and Islamic sympathizers against the occupying Russian forces in Afghanistan during the 1980's. Originally headquartered in Afghanistan and Pakistan, al Qaeda, with Bin Laden as its leader since its inception, relocated from 1991 until approximately 1996 in the Sudan, before returning at that time to Afghanistan, where it and its leaders remained at least until American bombing in the wake of September 11th.¹

It is publicly known, based on Bin Laden's and top al Qaeda lieutenants' public pronouncements, that he and al Qaeda violently oppose the United States for several reasons. First, the United States is regarded by al Qaeda as an "infidel" because it is not governed in a manner consistent with al Qaeda's extremist interpretation of Islam. Second, the United States is viewed as providing essential support for other

¹ See generally Bergen, Peter L., Holy War, Inc. - Inside the Secret World of Osama Bin Laden (First Touchstone Edition 2002).

"infidel" governments and institutions, particularly the governments of Saudi Arabia and Egypt, the nation of Israel, and the United Nations, which are all regarded as enemies of al Qaeda. Third, al Qaeda opposed the involvement of the United States in the Gulf War in 1991, and in Operation Restore Hope in Somalia in 1992-93. Fourth, al Qaeda opposes the continued presence of American military forces in Saudi Arabia and elsewhere in the Persian Gulf. For these reasons, as well as others, Bin Laden in August 1996 declared a jihad, or holy war, against the United States armed forces in Saudi Arabia. See Holy War, Inc., at 19-20 (interview of Bin Laden by author) and 96-97. In February 1998, Bin Laden, along with other extremists issued a further "fatwa," expanding the jihad against the United States to include its civilian populace, wherever they could be found. (A translated copy of the February 1998 declaration of jihad is attached hereto as Exhibit A; see also Holy War, Inc., at 98-99) Specifically, Bin Laden's declaration of jihad, that has never been rescinded, stated in part:

The killing and combating the Americans and their civilians and military allies is a duty of every Muslim when ever he can do this, and in any country he will be. This, until al Aqsa Mosque [in Jerusalem] and the Holy Mosque [in Saudi Arabia] will be freed from their domination, and until all their armies leave Islamic lands, beaten and defeated and unable to threat any Muslim.

Since at least the early 1990's al Qaeda has sponsored, managed and/or financially supported training camps in Afghanistan which were used to instruct members and associates

in the use of firearms, explosives and terrorist tactics. See Holy War, Inc., at 92-93. A terrorism training manual was found by English police in the search of an al Qaeda member's house in Manchester, England in 1998. The manual was introduced as an exhibit in the 1999 embassy bombing trial in the Southern District of New York (and was produced to Reid in this case), and a portion of the text is available publicly on the Department of Justice Web Site at www.usdoj.gov/ag/trainingmanual. (A copy of the table of contents of the manual is attached hereto as Exhibit B.)

Since the early 1990's Bin Laden and al Qaeda have publicly taken credit for and/or been determined to be associated with and at least partially responsible for the following major terrorism events: 1993 firefight in Somalia with United States armed forces that included the downing of two American helicopters by rocket-propelled grenades and the death of nearly 20 American soldiers;² 1993 truck bombing of the World Trade Center that killed six;³ 1998 embassy bombings in East Africa that killed more than 200;⁴ 2000 bombing of U.S.S. Cole in Yemen that killed 17 American sailors;⁵ and 2001 highjackings and attacks on World Trade Center and the Pentagon that killed approximately 3000.⁶

² Holy War, Inc., at 22.

³ Holy War, Inc., at 36; see also United States v. Salameh, 152 F.3d 88, 107-108 (2d Cir. 1998).

⁴ Holy War, Inc., at 35-26.

⁵ Holy War, Inc., at 26.

⁶ Holy War, Inc., at 25.

During the Rule 11 hearing conducted on October 4, 2002, Reid admitted that he was a member of al Qaeda, was pledged to Bin Laden, was an enemy of this country, and had used the explosive device in his shoe as an act of war. (Copies of the pertinent pages of the Rule 11 transcript are attached hereto as Exhibit C.)

2. **Terrorism Scouting Mission**

In early July 2001, Reid flew from Karachi, Pakistan, to Amsterdam, the Netherlands. On July 6, 2001, he turned in his existing British passport and obtained a new one at the British Consulate in Amsterdam. On July 12th he flew on El Al Airlines from Amsterdam to Tel Aviv, Israel. He traveled within Israel, and then took a bus to Cairo, Egypt on July 22nd. He stayed in Cairo until July 29th, when he flew to Istanbul, Turkey. He traveled within Turkey, and then flew to Karachi, Pakistan on August 7th. During his trip, Reid focused on El Al security at the airports and aboard his flight. He later claimed that the idea of placing explosives in his shoes came from his observations of El Al security, and the fact that security personnel did not check the insides of his shoes. He also scouted possible bombing missions within Israel and Egypt, including the train station in Tel Aviv. At the end of his trip, he reported to an associate in Afghanistan that the reception area of the Tel Aviv train station would be a particularly good bombing target, especially on a Saturday night, because it could be entered without being searched and contained at least 100 people at the arrival time of any given

train. The report was found in late 2001 on a computer in Afghanistan. (A copy of the Rule 11 transcript page where the defendant admitted that he made the trip and the report is attached hereto as Exhibit D.) (A copy of the English translation of Reid's report is attached hereto as Exhibit E.) Therein, Reid is referred to as Abdul Ra'uff.)

3. **December 5th through December 21st (2001)**

On December 5, 2001, Reid flew from Karachi, Pakistan, to Brussels, Belgium. On December 7th, he again exchanged his existing British passport at the British Consulate in Brussels, and received a new British passport. On December 17th, Reid, then in Paris, France, reserved through a Paris travel agency a seat on American Airlines Flight 63, scheduled to fly from Paris to Miami, Florida on Friday, December 21st. He returned to the travel agency the following day and paid for the airline ticket.

On December 21, 2001, Reid attempted to board Flight 63 at Charles de Gaulle Airport. The flight was scheduled to leave Paris for Miami at 10:45 a.m. (Paris time). Reid was delayed getting through security because of extra searches and questioning prompted by the suspicions of security personnel. As a result, Flight 63 left Paris without Reid on December 21st.

4. **December 22, 2001 and American Airlines Flight 63**

Reid stayed in a Paris hotel that night and was re-booked on Flight 63 for the following day, December 22nd. The following morning, he again attempted to board Flight 63, this time successfully. The flight departed Paris about one hour

behind schedule, at approximately 11:45 a.m. (Paris time). The flight was nearly full, with 184 passengers and 14 crew members.

Reid was seated in Seat 29J on Flight 63, a window seat aft of the wing of the aircraft. The adjacent aisle seat, Seat 29H, was occupied by a man from Italy. Reid had been assigned Seat 29H, and the Italian man had been assigned Seat 29J. However, Reid arrived at his seat first and sat in the window seat. The Italian man decided not to ask Reid to move, and sat in the aisle seat. Between two and one-half to three hours outside of Paris, while Flight 63 was over the North Atlantic, out of radio range to any land-based air traffic controllers, and en route to Miami, Florida, Reid left his seat and walked past the Italian man to the aft restroom. Upon Reid's return to his seat, the Italian man in Seat 29H left his seat to use the restroom. At that time, Reid removed his ankle-high hiking shoes. Each shoe contained a sophisticated explosive device of substantially identical design. The sole of the shoes consisted of waffle-patterned cushioning cells, many of which had been packed with a quantity of plastic high-explosive. Detonating cord, containing a small quantity of high-explosive and designed to propagate the explosion-induced shock wave throughout the plastic explosives to ensure complete detonation, was laced through the shoes' cushioning cells filled with the plastic explosive. An improvised detonator was filled with a quantity of a non-commercial explosive. A safety fuse containing black powder ran from the detonator and was accessible through the inner sole of the shoes.

Reid took his right shoe and pulled the free end of the safety fuse through the inner sole and out of the shoe. He then attempted to ignite the safety fuse through the use of matches he had brought onto the aircraft. He lit approximately six matches in an effort to ignite the safety fuse, melting the end of the safety fuse in the process. (A photograph of the end of the safety fuse, showing the melting, is attached hereto as Exhibit F.) However, he was not able to ignite the black powder in the safety fuse before he was restrained by passengers and crew members.

During Reid's attempt to detonate the explosive device in his right shoe, Hermis Moutardier, a flight attendant on board Flight 63, and others noticed the smell of sulphur in the coach section of the aircraft. Upon investigation, she found Reid with a lit match in his hand. She requested that he put the match out, which Reid did by putting it in his mouth. Ms. Moutardier then left the area of Reid's seat to report her observations to other flight crew members, but returned shortly thereafter to find Reid again with a lit match, this time trying to light what she thought was a fuse in the tongue area of his shoe which he had between his legs. A struggle between Reid and Ms. Moutardier for possession of the shoe then occurred, with Reid pushing Ms. Moutardier back away from his seat. Ms. Moutardier then left the area of Seat 29J to report the incident to other members of the flight crew. At Ms. Moutardier's urging, a second flight attendant, Cristina Jones, went to the area of Seat 29J and entered into a struggle with Reid, who was

hunched over trying to light the fuse in the shoe. During the struggle, Reid bit her hand. Passengers from nearby seats then assisted Ms. Jones and other flight attendants in subduing Reid and restraining him in his seat by means of belts, seat-belt extenders and flexicuffs. Both of Reid's shoes were eventually secured by members of the flight crew at the rear of the airplane and the aircraft was diverted to Logan International Airport in Boston, where Reid was placed under arrest by the F.B.I.

5. **The Explosive Devices**

Later testing and analysis by F.B.I. bomb technicians and explosives experts determined that the devices in Reid's shoes were functioning explosive devices capable of exploding if the safety fuse had been properly ignited. As stated in the Affidavit of Gregory A. Carl, if Reid had successfully ignited the time fuse on either device, that device would have detonated. (A copy of the affidavit is attached hereto as Exhibit G.) Further, if either device had been placed near or against the interior wall of the aircraft at Seat 29J on Flight 63, it is Special Agent Carl's opinion that the resulting explosion would have breached the outside skin of the aircraft.

6. **E-mail Martyrdom/Terrorism Motivation**

On December 20, 2001, the day before his intended flight on Flight 63, Reid prepared three e-mails and left them in the drafts folder of a Yahoo! e-mail account he maintained. One e-mail was a letter from him to his mother, a copy of which is attached hereto as Exhibit H. The letter included the following

about Reid's intended conduct on board Flight 63, and the reasons for that conduct:

I have given this letter to a brother to send via the email, I hope it will reach you, I am not sending it myself as I will not be able to do so. . . . what I am doing is part of the ongoing war between Islam and disbelief . . . I know you will find many Muslims quick to condemn the war between us and the US and . . . I've sent you a copy of my will . . . (The reason for me sending you it is so that you can see that I didn't do this act out of ignorance nor did I do just because I want to die, but rather because I see it as a duty upon me to help remove the oppressive American forces from the Muslim lands and that this is the only way for us to do so as we do not have other means to fight them). I hope that what I have done will not deter you from looking into Islam, or even cause you to hate the religion as the message of Islam is the truth, this is why we are ready to die defending the true Islam rather than to just sit back and allow the American government to dictate to us what we should believe and how we should behave, it is clear that this is a war between truth and falsehood . . . this is a war between Islam and democracy . . . I ask HIM that HE guide me to the truth and cause you to understand why I've done what I've done. Forgive me for all the problems I have caused you both in life and in death and don't be angry for what I've done. . . .

The document referenced in the letter to Reid's mother as his "will" was also prepared that same day and left in the drafts folder of the e-mail account. The will contains a justification for the jihad against America, and disputes and rejects arguments that some make against the jihad or claim it is not appropriate. (A copy of the will is attached hereto as Exhibit I.) In part, the will also contains a justification for the killing of innocent civilians as part of the jihad, and characterizes the World Trade Center as "a legitimate target

being the main financial center for the US from which it supports itself and isra'el."

The final document in the drafts folder of Reid's Yahoo! e-mail account and prepared by him on December 20th is a letter to a person identified as "brother," requesting him to send the will and the letter to Reid's mother, and providing instructions how to do that from the drafts folder of the e-mail account. (A copy of the third letter is attached hereto as Exhibit J.) In the letter, Reid writes about a dream he had about a year earlier. In the dream, Reid was waiting for a ride, but when the ride (a pick-up truck) came, it was full and Reid could not go. He was upset and had to go later in a smaller car. Reid explained the meaning of the dream as follows: "i now believe that the pickup that came first was 911 as its true that i was upset at not being sent." At his Rule 11 hearing, Reid admitted that he was the author of the above three e-mails. (A copy of the Rule 11 transcript containing the admission is attached hereto as Exhibit K.)

7. **Post-arrest Statements of Terrorism Motivation**

Reid was interviewed on the afternoon of his arrest and the following afternoon by agents from the F.B.I. and Department of State. In his first interview, Reid stated that although born to a Catholic mother and a Protestant father, he converted to Islam during his early twenties. He also explained his motivation for attempting to bomb Flight 63 by stating that the United States should not be involved in Muslim affairs such as supporting Israel. He stated that democratic countries are

ruled contrary to God's will. He further stated that "America is the problem, without America there would be no Israel." He explained that, in his view, America is responsible for supporting Israel and other illicit regimes throughout the Middle East. He also stated that "America must remove its troops from our soil and keep it's nose out of our business." When asked why he didn't consider peaceful methods to accomplish his goals, Reid replied that "people tried peaceful methods for seventy years." (A copy of the FBI 302 report for the first interview is attached hereto as Exhibit L.) Not surprisingly, given Reid's admitted membership in al Qaeda, his motivations for his attempted bombing of Flight 63 match almost exactly the views of al Qaeda toward the United States that are referenced at the beginning of the factual section of this memorandum.

Reid also said that he was ready to die because he had lived his life according to the Sharia and he was ready to be judged. He said he was ready to be a martyr and that he thought Allah would reward him in heaven. At his Rule 11 hearing, Reid admitted that he had intended to blow the plane up and kill the people on the plane, including himself. (A copy of the Rule 11 transcript page containing the admission is attached hereto as Exhibit M.)

In his second interview, Reid stated that he chose to attack an airplane because he believed an airplane attack, especially during the holiday season, would cause the American public to lose confidence in airline security and stop traveling, leading to a substantial loss of revenue which would

in turn hurt the American economy. Reid further stated that he switched his target from Israel to America after America began bombing the Taliban in Afghanistan (in October 2001), which made him very angry. (A copy of the FBI 302 report for the second interview is attached hereto as Exhibit N.)

SENTENCING ISSUE AND RECOMMENDATION OF LIFE IMPRISONMENT

1. Survivability Issue

Reid stands convicted of attempted murder and attempted homicide, among other charges, and Special Agent Carl's affidavit establishes that the explosive device Reid attempted to detonate on Flight 63 was a bomb capable of breaching the skin of the fuselage of the aircraft. Because the Court need not determine, and the government will not ask this Court to determine, whether Flight 63 would have survived detonation of Reid's explosive device, the Court can properly focus at sentencing on Reid's intent, rather than the unnecessary and complex matter of survivability -- what would have happened to Flight 63 if Reid had successfully detonated one his explosive devices. Although the objective capability of the device is some evidence of intent, on balance, this Court need not involve itself in an assessment of the complex engineering and classified information issues that a determination of survivability would entail where, as here, there is such overwhelming evidence that Reid intended to cause the destruction of Flight 63 and the death of all persons on board.

Indeed, Reid's murderous intent to cause the death of all 200 passengers and crew members of Flight 63 is easily

established by: (1) his attempt to detonate a formidable bomb in his seat alongside the interior wall of the aircraft; (2) Reid's membership in al Qaeda (with its history of horrific terrorist acts against United States interests) and his admitted participation in Bin Laden's jihad against the United States and its civilians; (3) his religious justification, contained in his "will," to kill innocent civilians; (4) his intent, reflected in his letter to his mother, to martyr himself aboard Flight 63; and (5) his answers to this Court's questioning at his Rule 11 hearing, including his affirmative answer to the Court's asking: "Did you intend to blow the plane up and kill the people on the plane, and yourself?" Based on those facts, this Court should find that Reid intended to cause the catastrophic loss of Flight 63 and kill all on board, without needing to go any further in making the specific objective finding that his explosive device would have in fact accomplished his purpose.

2. **Sentencing Recommendation**

The following factors and arguments are ones the government asks this Court to consider in determining where in the applicable guideline sentencing range Reid's sentence should fall. Although not an exhaustive listing, these factors and arguments amply support the government's recommendation that Reid should be sentenced to spend the rest of his life in prison.

It bears stating at the outset that in some respects no detailed argument is needed to justify a high-end sentence recommendation in this case. Reid intended and attempted to kill nearly 200 innocent persons, coming within moments of inflicting on some or all of them one of the most cruel and terrifying deaths imaginable. If he had succeeded in accomplishing his admitted intention of killing himself and all others on board the aircraft, he would have caused more than the death of those aboard Flight 63. People have friends and families, and the personal losses to the friends and families of those on that flight would have been incalculable. As this Court knows from the victim impact statements returned by passengers and crew members, the effects of Reid's unsuccessful bombing attempt has had significant and lasting adverse effects, not only on those on board, but also on their families.⁷

It is also worth imagining what would have happened if Reid had accomplished his stated goal and Flight 63 had exploded and plunged from the sky without warning into the North Atlantic. Although a bombing would be the presumed cause, the exact cause of the tragedy would probably take years to determine, and then only if the wreckage could be recovered, and then only if the recovered wreckage permitted a determination of cause. For example, a report on the cause of the downing of Pan Am 103 in

⁷ At the present time, the government is aware that the pilot, third officer, and at least two flight attendant from Flight 63 will be present in court on January 30, 2003. Three of the four provided written victim impact statements and the government understands that it is not the present intention of those persons to ask to address the Court.

December 1988 was not published until August 1990. In that case, wreckage was recovered on land, whereas any wreckage from Flight 63 would likely lie under the stormy depths of the North Atlantic, further inhibiting rescue, recovery, and investigative efforts. During that period of time, without the heightened awareness of shoe bombs caused by Reid's unsuccessful bombing attempt, al Qaeda would have been free to repeatedly use the same devices to destroy more commercial aircraft.

A successful bombing of Flight 63 would also have had more dire effects than the loss of lives and the likelihood of later similar terrorism attacks. Reid's admitted intention was to disrupt the airline industry, with the resulting adverse effect on the American economy. Reid's plan would have effectively accomplished his goals, but fortunately Reid's execution of his plan was disrupted. Although the economic damage to this country (and for that matter, the world) of a commercial airliner bombing three months after September 11th cannot be measured with any exactness, it is readily apparent that the tremendous damage suffered by the airline industry since September 11th would have been dramatically greater if Reid had been successful in his holiday attempt to bomb Flight 63. Airline passenger traffic is down significantly since 2001, thousands of airline workers have lost their jobs, and two of the five major carriers in the United States are in bankruptcy proceedings. It is almost certainly true that even Reid's unsuccessful bombing attempt, as widely publicized as it was, continued and enhanced the post-September 11th fear of future

terrorism attacks against our airline industry. Unfortunately, in many respects even an unsuccessful terrorism attack accomplishes one of the goals of terrorism: to make people feel unsafe in their daily lives. But clearly, the economic and personal damage done to the airline industry and those that depend on it for their livelihood would only be greater, and undoubtedly, far greater, if Reid's mission had been successful.

It is also worth examining the facts that support the guideline calculations in this case, particularly the facts of this case that are not necessarily taken into account in the guideline calculations. For instance, if Reid had unsuccessfully tried to detonate a bomb sent through Federal Express that was supposed to explode during a FedEx flight, endangering the lives of four or five crew members, his guideline range would be the same as it is in this case, where he intended to kill 200 people. Although such a tragedy would have had an effect on the American economy, it would not have had the monumental impact that Reid's mid-flight destruction of a commercial airliner would have had if his bomb had detonated and destroyed Flight 63. Similarly, Reid would receive the same terrorism enhancement if his target had been a military airplane carrying 200 servicemen. Although the potential loss of lives and the effects on their friends and families would have been identical to the potential losses on Flight 63, the actual terror to the civilian American flying public and consequent economic damage would not have existed. Although Reid was a self-proclaimed combatant engaged in a war against the United

States and other western democracies, the passengers and crew of Flight 63 were not serving their countries in capacities where the risk of hostile action is considered a constant possibility, even after September 11th. The passengers and crew of Flight 63 were civilians who can only be deemed innocent in all respects, including innocent of the perceived grievances that Reid holds against the United States. Thus, the terror intended to be inflicted by Reid, to which nearly all Americans could relate, was enhanced by the selection of civilian victims and the timing of his mission during the holiday season.

Despite Reid's targeting of innocent civilians, many of whom were not even nationals of the United States, and therefore were innocent even under Reid's distorted thinking, Reid acted with no guilt or regret for the loss of lives he intended and expected to cause. He exhibits no remorse for his actions and has given every indication, including the statements he made to this Court at his plea hearing, that he is a committed terrorist who will remain so until his dying days. In fact, last October, after his guilty pleas in this case, Reid wrote to a correspondent for a British newspaper who had written him seeking an interview.⁸ The six-page letter, which is attached hereto as Exhibit O, includes a litany of complaints against the

⁸ The letter was inadvertently allowed out of MCI--Cedar Junction. The prison official familiar with and responsible for effecting the SAMS regarding Reid's outgoing mail was not on duty the day Reid placed the letter in the prison mail system, and the replacement official did not understand the SAMS procedures for such mail. If the SAMS had been properly implemented the letter would not have become a public document.

United States, followed by an unapologetic defense of his actions (and those of his terrorist associates) for which he will be sentenced in this Court:

Thus the reality is this America (sic) are oppressive, repressive tyrants while we the Muslims seek the justice of the laws of Allah who created the heavens and earth and it is this for which we fight, as for those who wish to condone our means of warfare, then we did not drop a nuclear bomb on Japan nor do we fund the torture of our opponents nor did we place sanctions on a people for the crimes of a tyrant whom we placed in power thus leading to the deaths of millions of children as America has done in Iraq. As such I make no apologies for my activities nor those of my associates and I state that if people want the attacks on the West to stop then they should start looking to their ownselves because as far as we're concerned whoever supports the American government's activities in the Muslim world or helps them in that by any means is equally responsible for those acts and thus such people have no one but their ownselves to blame for the attacks on American interests and such attacks will not stop unless the Americans stop their oppression of the Muslims. (emphasis added)

By his own words, Reid refuses to apologize for attempting to kill 200 people. Perhaps even more appalling, he blames the American people for the horrendous attacks and casualties caused by the al Qaeda terrorism organization to which he claims allegiance. At his plea hearing, Reid declared himself an enemy of this country. He is, and by his actions on board Flight 63 he has proven himself to be exactly that. He will remain a committed enemy, capable of attacking American interests as long as he lives. A sentence of life imprisonment is the only sentence that will fairly punish Reid for the crimes to which he has admitted and for which he stands convicted. It is the only

sentence which can ensure that he will never again act on his distorted and fanatic views to endanger the lives of innocent Americans.

Respectfully submitted,

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January 17, 2003

CERTIFICATE OF SERVICE

This is to certify that I have this day served upon the person listed below a copy of the foregoing document by hand delivery:

Owen S. Walker, Esq.
Tamar R. Birckhead, Esq.
Federal Defender Office

This 17th day of January 2003.

TIMOTHY Q. FEELEY
ASSISTANT UNITED STATES ATTORNEY