

25 YEARS LATER

‘OUR RESPONSIBILITY ... CONTINUES’



MICHAEL MARTZ, TIMES-DISPATCH

Virginia Gov. Abigail Spanberger speaks at a 9/11 memorial service, Friday, Sept. 11, 2026, at Arlington County Fire Station 5.

Spanberger joins other Virginia officials at 9/11 memorial at Arlington firehouse that responded to Pentagon attack

MICHAEL MARTZ
Richmond Times-Dispatch

Gov. Abigail Spanberger paid tribute on Friday to the Arlington County firefighters and police who responded first to the terrorist attack on the Pentagon on Sept. 11, 2001, which killed 184 employees and 59 passengers on a hijacked jet that crashed into the headquarters of the United States military establishment.

But first, Spanberger had to answer a tough question that her 12-year-old daughter, Catherine, had asked over breakfast: “Mommy, did anybody on the planes survive?”

“And I was struck by that question, because it means there’s so much more

for me as a parent — for all of us as community members — to make sure that the next generation understands the absolute devastation on what was the saddest day in American history,” she said in a solemn ceremony at Fire Station 5.

Unit 105, a ladder truck commanded by a firefighter who had become acting officer before anyone knew what was coming, arrived four minutes after United Airlines Flight 77 dove deep into the Pentagon’s western flank, as Arlington led a massive regional response that it had long prepared for in case terrorists attacked the nation’s capital.

No one on the airplane survived, but none of the fire, police and other local,

state and federal emergency workers who responded to the disaster died that day, unlike the more than 440 emergency responders who died as a result of the coordinated attacks on the World Trade Center’s Twin Towers in New York City.

However, Spanberger said that some of the emergency responders — including nine Arlington fire and police employees honored on Friday — did die because of cancer or other health conditions attributed to working in that toxic environment to fight the fire, rescue people inside the building and collect evidence of how it had happened.

Please see **SPANBERGER**, Page A2

COURT

Lawsuit’s takeoff aborted

Chauffeur service drops 1 of 2 suits after crash at Charlottesville airport

HAWES SPENCER
The Daily Progress

The fight over who’s to blame for a charter bus from a so-called white-glove chauffeur service smashing into a corporate jet at Charlottesville-Albemarle Airport has produced its first clear loser: the chauffeur service.

Maryland-based RMA Worldwide Chauffeured Transportation has quietly abandoned its federal lawsuit that attempted to force Florida-based Signature Aviation to bring its buses back onto the hundreds of private airport ramps it controls, ending a legal gambit that

suffered a setback in March when a federal judge ruled against the company.

On Aug. 3, the clerk of the U.S. District Court for the Western District of Virginia in Charlottesville entered an order granting RMA’s move to dismiss its case against Signature. RMA’s retreat comes after U.S. District Judge Jasmine Yoon, concluding that the company had not demonstrated that it would likely to win its lawsuit, rejected RMA’s request for emergency relief.

“RMA has not made a clear showing that it is likely to succeed on any of its claims,” Yoon wrote.

Her March 18 decision was a blow to RMA’s effort to overturn Signature’s ban, which was nationwide and which the company blamed for costing it \$56,000

Please see **LAWSUIT**, Page A2



GUY LANGLOIS

A Gulfstream G550 sits at Québec City Jean Lesage International Airport, roughly eight months before it was struck by a bus on the ramp at Charlottesville Albemarle Airport.