

Elias Davidsson

# THE BETRAYAL OF AMERICA

Revisiting the 9/11 Evidence



**Elias Davidsson**

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## **Revisiting the 9/11 Evidence**

- **Comprehensive**
- **Thorough**
- **Verifiable**
- **Modular**
- **Devastating**

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## Before reading the book

Reading this book may entail a risk. It may anger you. It may make you sad. It may shake some of your beliefs. It will undoubtedly raise questions. Whatever feelings it may cause in you, don't blame the author. Feel free to communicate to him your impressions, point out deficiencies, mistakes of fact, flawed reasoning; ask questions; recommend improvements. You'll reach him through his webpage [aldeilis.net/english/contact/](http://aldeilis.net/english/contact/)

Should you appreciate this book, please recommend it to your friends and colleagues. You can also make a donation through [paypal.me/eliasdavidsson](https://paypal.me/eliasdavidsson) to support the author's ongoing research.

The author wishes you an informative, and exciting lecture.

## About the author

Elias Davidsson was born in Palestine in 1941. His parents were German Jewish refugees/immigrants. He settled in Iceland in 1962 and retired with his wife to Germany in 2008.

His professional life was divided into two distinct periods. In the first period (1961-1983), he worked as a computer expert, partly with IBM. In the second period (1983-1999), he acted as music teacher, organist, choir master, arranger and composer. His works for musical education are used in numerous countries and are available commercially.

In parallel to his professional life, Davidsson devoted substantial time to the struggle for peace and justice. He co-founded the Association Iceland-Palestine. The devastating effects of the economic sanctions imposed on the people of Iraq in the 1990s affected Davidsson profoundly. He spent several years researching these measures and published several papers in law journals denouncing this unprecedented crime against humanity. It took more than a year for Davidsson to discover that the official account on 9/11 was flawed. This discovery compelled him to investigate this event for more than 10 years. His first book on 9/11, "Hijacking America's Mind on 9/11" was published in the U.S. in 2013. Davidsson also investigated other terrorist attacks, including the London Transport bombings of 2005, the Mumbai attacks of 2008 and other similar operations and developed a method to differentiate between authentic and synthetic terrorism.

The author's political webpage is [aldeilis.net](http://aldeilis.net) / [juscogens.org](http://juscogens.org) and his musical webpage is [tonar-og-steinar.com](http://tonar-og-steinar.com).

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## Introduction

For almost two decades the United States and its allies have succeeded in suppressing popular efforts to expose the deceptive account of the events of 11 September 2001 (hereafter 9/11). Attempts to challenge the official account have met with stiff resistance from governments, academia and the media. Researchers who question the official account are vilified, mobbed and fired from their jobs. Yet despite massive and systematic efforts to denigrate such investigative efforts, public awareness is seeping through that the U.S. government and its allies are covering up the facts. The ranks of those who question the official narrative on 9/11 are growing every year and may eventually cause a political crisis corresponding in vehemence to the tenacity with which the truth is being suppressed today.

The events of 9/11 were a crime against humanity as the term is defined under international criminal law.<sup>1</sup> The crime of 9/11 has been invoked by governments to justify a bombing campaign against one of the poorest nations on earth, Afghanistan, and the erosion of liberties in numerous countries under the pretext of combating terrorism. Yet none of the plotters and participants in the crime of 9/11 have been prosecuted by the United States government. The U.S. government claims that 19 Muslims, inspired or directed by Osama bin Laden, committed that crime and died in the attacks. But there is no evidence that these men even boarded the planes that they allegedly hijacked. There exists no evidence, either, that they possessed the skills, means and motive to execute this crime. As of this writing, the identity of the real perpetrators of 9/11 has not been determined, either legally or factually.

Apart from those whose livelihood depends on covering-up the truth (who will not concern us here), many honest people may wonder why 9/11 is relevant to the problems humanity faces today.

It may not be obvious to everyone that major assaults on democracy, the rule of law, human rights and international peace are directly related to the maintenance of the official 9/11 legend. A partial list of such assaults justified by the 9/11 narrative suffices to demonstrate the relevance of revisiting the 9/11 evidence:

- The war against Afghanistan was originally justified by 9/11, and the occupation of Afghanistan continues to this day.
- Current efforts by the United Nations to extend the counterterrorism ideology to all U.N. bodies and agencies undermines international law and the integrity of the organization as a whole.
- The establishment of totalitarian mass surveillance by governments is predicated on the supposed need of intelligence services to detect dormant terrorist cells, a claim relying in turn on the official 9/11 narrative, which claimed, for example, that a terrorist cell existed in Hamburg, which has since been proven to be false.

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<sup>1</sup> “For the purpose of [the Rome Statute of the International Criminal Court], crime against humanity means any of the following acts when committed as part of a [...] systematic attack directed against any civilian population, with knowledge of the attack: (a) Murder (...) (i) Enforced disappearance of persons; (...).”

- Democratic rights, such as the right to information, are being curtailed because of the alleged need of state institutions to keep secrets from potential terrorists.
- An industry of fear-mongering has emerged thanks to a counterterrorism ideology based on the 9/11 narrative. Millions of people now earn their living by peddling the fear of terrorism.
- The failure to identify and arrest the mass murderers of 9/11, the largest so-called terrorist attack in modern times, presents an ongoing security threat for the American people and for the world.

In writing this book, I was guided by two ethical values: truth and justice. This does not shield me from factual mistakes, the use of unreliable sources or logical fallacies. Readers, acting as a jury, will ultimately judge whether the book reflects these ethical values. They are kindly invited to point out any mistakes of fact or logic.

I wish to give credit to four bloggers, who remain largely unknown but whose contributions to 9/11 truth have been original, relevant and significant: Aidan Monaghan, *killtown*, *shoestring* and *Woody Box* (the last three being pseudonyms). I am deeply indebted to their ground-breaking research. My sincere thanks go also to Dr. Ansgar Schneider of Bonn, Germany, for having meticulously reviewed the original manuscript and recommended numerous improvements as well as to Dr. Michael Morrissey, who critically reviewed the final manuscript both regarding contents and language. I also thank the numerous journalists, who wittingly or unwittingly revealed facts that help to better understand the complex 9/11 operation. I wish finally to acknowledge the excellent work of the international review panel investigation, summarized in the recent book *9/11 Unmasked*. It represents the consensus of 23 eminent scholars regarding many of the aspects of 9/11 that are also discussed in this book.

In this book I argue that the official narrative of 9/11, resting on a hijacking scenario, is pure fiction, or more accurately the most successful deception in known history in terms of the number of deceived persons. The success of this propaganda operation is not due to the factually compelling nature of the official narrative, but on massively conditioning the public on and after 9/11 by official sources and the media despite the factual implausibility of that narrative. An open mind, however, can easily see through the deception, as I hope to show.

Some readers may wonder why I do not discuss here the alleged role of Osama bin Laden or of al Qaeda in the attacks, if only to refute this claim. As I demonstrate in chapters 3 to 6, there is no evidence that Islamic terrorists had anything to do with the attacks of 9/11. Accordingly, examining Osama bin Laden's or al Qaeda's role in the attacks would serve no purpose. The book does not, either, deal with diversionary stories promoted to blame other states for 9/11 or impute the success of the murderous operation to intelligence failures.

Readers may wish to know who precisely perpetrated the crime of 9/11. I leave this specific question to other authors. One author, Kevin Ryan, has already made a substantial contribution in this direction with his recent book *Another Nineteen: Investigating Legitimate 9/11 Suspects*.

This is by all means not the first critical book regarding 9/11. David Ray Griffin, for example, has published over 10 excellent books on 9/11. In preparing this book I reviewed his most comprehensive works on 9/11, *The New Pearl Harbor* (2004), *The New Pearl Harbor Revisited* (2008), *9/11 Ten Years Later* (2011), and the more recent *9/11 Unmasked*, by Prof. Griffin and Elizabeth Woodward in conjunction with an international review panel investigation of 23 scholars and experts. I did not want to simply repeat what is already known, and although some of what I have written provides independent corroboration of what is considered to be generally known and agreed upon, I have included many hitherto unpublished facts that lead to insights that are important for understanding the events of 9/11.

With this book I intended to pulverize once and for all the myth that 19 fanatic Muslims carried out the mass-murder of 9/11. I devote five chapters to this effort. Readers will have to judge whether they still can find arguments to defend this myth.

This book is organized in a modular manner – explained below – which is designed to serve as a reference book on 9/11 for journalists, politicians, lawyers, researchers and libraries. Unlike most books and articles on this subject, which merely include links to internet sources that are often no longer available, I have taken pains to provide easy and permanent access to most source documents by posting them on my personal website. This allows readers to easily verify the accuracy and relevancy of the facts that I present.

The modular structure of the book means that the chapters can be read in any sequence. Each chapter provides *independent* evidence supporting the charge of a government cover-up and/or complicity in the crime of 9/11. This modular architecture provides not only structural clarity but increased support for the overall conclusion which is thus based on an accumulation of independent arguments. The two appendices include material that has never been published in English: detailed statistics on terrorism fatalities in Europe between 2001 and 2016, and ten criteria that can help distinguish between authentic terrorism and covert state operations (false-flag terrorism).

### **Some methodological observations**

The overwhelming majority of sources for this study consist of (1) official documents, i.e., statements issued by the U.S government, its agencies, officials, members of Congress, courts and private entities acting at the behest of government authorities; (2) reports from mainstream media; and (3) significant books. Some credible monographs and blogs are also cited.

Anyone attempting to investigate suspected government malfeasance is essentially engaging in *intelligence analysis*, namely sifting large amounts of data, including deceptive data, in order to discover what is relevant. James R. Schlesinger, who has been the U.S. Secretary of Defense, Director of Central Intelligence, and chairman of the Atomic Energy Commission, explained to a Congressional Committee in 2004 the difficulties facing intelligence analysis:

Intelligence is inherently a difficult business. Intelligence targets naturally seek to conceal what they are doing, and have a strong tendency to mislead

you. A central problem in intelligence is to discern the true signals<sup>2</sup> amidst the noise. The relevant signals may be very weak...Countless events are being recorded each day, and countless events are failing to be recorded, or are deliberately hidden. Moreover, false signals are deliberately planted.<sup>3</sup>

As will be noted throughout this book, even a cursory examination of the 9/11 case reveals a bewildering number of anomalies, contradictions and unanswered questions that in the language of intelligence analysis may amount to “noise.” I have aimed, to the best of my ability, to draw a distinction between noise and significant information.

In mathematics, we solve equations with one or several unknowns by various mathematical operations. The solution may be a single number or a set of numbers. When attempting to solve a criminal mystery, we also use formal operations to discover the unknowns. These operations include deduction, induction, tests of logical coherence, tests of reliability and plausibility, sensitivity tests, Occam's razor, etc. Where major pieces of evidence are either inaccessible or have been destroyed, the solution to a criminal mystery may not yield a precise answer, but can provide an approximation, adequate for practical purposes. As will be shown herein, the mass murder of 9/11 may never be solved to a degree of precision sufficient for the criminal conviction of any individual. However, it can be solved to an adequate degree of precision for questioning the legitimacy of the institutions which have prevented the establishment of the truth about 9/11.

### **A practical note for readers**

The Memoranda For the Record (MFR's) and FBI 302 forms referred to in this book are found, for the most part, in the 9/11 Commission Records stored at the National Archives (NARA) [see <[www.archives.gov/research/9-11](http://www.archives.gov/research/9-11)>]. Where a document lacks a MFR or 302 serial number, its location (Team and Box number) will be provided in order to expedite the reader's access to the document.

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<sup>2</sup> By the term “signals” the speaker is evidently not referring to a limited technical meaning, as in “electronic signals” but to the informational value of any data item, regardless of the form in which it is obtained.

<sup>3</sup> James R. Schlesinger, in “Hearings before the Committee on Armed Services”, United States Senate, 16 and 17 August 2004, p. 6, <http://www.aldeilis.net/fake/2474.pdf>

## 1. The Road to 9/11

Established by the October Revolution of 1917, the Soviet Union formally ceased to exist on 26 December 1991. On the previous day, 25 December 1991, Soviet President Mikhail Gorbachev resigned, declaring his office extinct. The dissolution of the Soviet Union was preceded by Gorbachev's unsuccessful attempts to revive the Soviet economy, beginning in May 1985. His liberalization measures led to the emergence from 1986 onwards of nationalist movements and ethnic disputes within the diverse republics of the Soviet Union. On 7 December 1988 Mikhail Gorbachev gave a speech to the United Nations in which he pledged to cut the Soviet forces in Eastern Europe. The Berlin Wall fell in November 1989.

It is not publicly known when exactly the ruling circles of the United States and of the Western Alliance realized that the dissolution of the Soviet bloc was impending. From the time the Soviet Union withdrew its demoralized military forces from Afghanistan (1986), the telltale signs of a deep economic and structural crisis within the Soviet Union were, however, obvious. Mikhail Gorbachev's speech to the United Nations in December 1988, cited above, left no doubt in Western minds that the Soviet Union was dying.

The impending demise of the Soviet Union and the Warsaw Pact represented for the U.S. elite and to all those who based their global policies on the paradigm of the Cold War a massive challenge but opened at the same time exciting opportunities for the U.S. to assert its global hegemony.

### (a) The Loss of the Soviet Threat

John Lewis Gaddis, one of America's leading historians, noted in 1991 what the loss of the Soviet threat meant for American global involvement:

For the first time in over half a century, no single great power, or coalition of powers, poses a 'clear and present danger' to the national security of the United States...The passing of the Cold War world by no means implies an end to American involvement in whatever world is to follow; it only means that the nature and the extent of that involvement are not yet clear.<sup>4</sup>

The search for a replacement enemy led Ted Galen Carpenter to name his book published in 1991 *A Search for Enemies*. He explained:

Consistent with international relations theory and history, Cold War era solidarity has begun to dissolve now that there is no longer a credible common threat to promote cohesion among the 'free world' allies.<sup>5</sup>

<sup>4</sup> John Lewis Gaddis, "Toward the post-Cold War world", *Foreign Affairs* 70:2 (1991 Spring), <http://www.aldeilis.net/terror/623.pdf>

<sup>5</sup> Ted Galen Carpenter, "A Search For Enemies: America's Alliances after the Cold War", CATO Institute, Washington (1991), pp. 2-3

While the above authors pointed out the political challenge arising from the end of the Cold War, other observers voiced their apprehension regarding the effects of that loss on the future of the U.S. military.

U.S. Representative Les Aspin described this problem in the following terms:

The way we design weapon systems are with the Soviet threat in mind, or use against the Soviet Union in mind. It drives everything. It drives not only the budgets, it drives the force structure, it drives the kinds of forces you have, it drives the kinds of equipment, it drives the whole business. Take away the Soviet threat and how do you design it? How do you decide what you need?

How do you decide how to focus on that?<sup>6</sup>

Even before the formal dissolution of the Soviet Union, Gregory F. Treverton, later Director at the RAND Center for Global Risk and Security and formerly vice chairman of the National Intelligence Council, expressed his awareness that a new foreign policy paradigm was necessary: “America must now address the awkward question of how to organize its defense if deprived of the Soviet threat that has driven it for forty years.”<sup>7</sup>

Ted Galen Carpenter, who was by no means a leftist (he represented a view promoted by the libertarian CATO Institute), suggested that a

policy of strategic independence [such as leaving NATO] would enable the United States to reduce its military budget from \$291 billion in fiscal year 1992 to approximately \$125 billion a year (measured in 1992 dollars) over a five-year period. The beneficial economic impact of a ‘peace dividend’ of that magnitude, would be enormous.<sup>8</sup>

In an article by Elaine Sciolino published by *the New York Times* on February 4, 1992 (“C.I.A. Casting About for New Missions”), she cited Senator Daniel Patrick Moynihan who asked, a bit naively, “Without the Soviet threat, why not just abolish the C.I.A. and let the State Department take over?” His question must have sent shivers down the back of the C.I.A. bureaucracy.

The idea of shrinking the military and abolishing the C.I.A. might have appealed to ordinary citizens, but for the members of the U.S. elite such proposals must have rung alarm bells.

Paul Wolfowitz, at the time Undersecretary of Defense for Policy, warned that slashing military expenditures would require to send home people “who had planned to make a career

<sup>6</sup> Address by Rep. Les Aspin, Meeting of the Atlantic Council of the United States, *Federal News Service*, 6 January 1992, <http://www.aldeilis.net/fake/2461.pdf>

<sup>7</sup> Gregory F. Treverton, “The defense debate”, *Foreign Affairs*, 69:1 (1989/90) 183, <http://www.aldeilis.net/terror/624.pdf> (emphasis added)

<sup>8</sup> Ted Galen Carpenter, Op.cit, p. 9

of the military, [thereby throwing] away that strategic asset that's represented by the quality of our officer corps and the quality of our enlisted people”<sup>9</sup>

Representative Les Aspin referred to the likely consequence of slashed military expenditures on U.S. industry: “How do you build down the United States military and not destroy the industrial base at the heart of the United States' military capability?”<sup>10</sup>

Senator Sam Nunn was more explicit:

A study by the Defense Budget Project last August predicted the private sector defense industry employment would decline by over 800,000 jobs from 1990 to '96 as a result of the defense spending reductions in the Budget Summit Agreement, which was entered into last year. The largest single year of decline, almost 300,000 jobs, will be eliminated in fiscal year '93, beginning October the 1st.<sup>11</sup>

None of these authors openly expressed the real reasons for the maintenance of a powerful military machinery.

### **(b) Opportunities and challenges**

The major positive effect for the U.S. arising from the demise of the Soviet Union was not military but political. During the Cold War, the Soviet Union provided dozens of Third World nations political, military and technical support that allowed these nations to assert their independence towards the West. The emergence of a resilient Non-Aligned Movement illustrates this situation. The demise of the Soviet Union reduced substantially the capacity of poorer nations to resist Western pressure and blackmail.

It was to be expected that the U.S., as the sole remaining superpower, would capitalize on this situation to entrench its global hegemony and impose its will on recalcitrant governments. U.S. leaders refrained for good reasons from gloating about the huge opportunities that the demise of the Soviet bloc opened for the United States. Occasionally the term “opportunity” appeared in speeches or articles, but was toned down by emphasizing the countervailing challenges and threats.

Sometimes, however, the emphasis was on the opportunities.

President George Bush Sr. recognized already in May 1989 the opportunities opened by what he called the “end of an idea: the final chapter of the Communist experiment.” Addressing graduates of the United States Coast Guard Academy in New London, he said:

<sup>9</sup> Paul Wolfowitz, Undersecretary of Defense for Policy, at the American Bar Association, *Federal News Service*, 21 November 1991

<sup>10</sup> Address by Rep. Les Aspin, Op.cit, <http://www.aldeilis.net/fake/2461.pdf>

<sup>11</sup> Sen. Sam Nunn, Hearing of the Senate Armed Services Committee, 31 January 1992, <http://www.aldeilis.net/fake/2462.pdf>

So today, I want to speak about our security strategy for the 1990's, one that advances American ideals and upholds American aims. Amid the many challenges we'll face, there will be risks. But let me assure you, we'll find more than our share of **opportunities**. We and our allies are strong - stronger, really, than at any point in postwar period...There's an **opportunity** before us to shape a new world...The economic foundation of this new era is the proven success of the free market...This time is a time of tremendous **opportunity**, and destiny is in our own hands. We must combat misguided notions of economic nationalism that will tell us to close off our economies to foreign competition just when the global marketplace has become a fact of life.<sup>12</sup> [Emphasis added.]

When President Bush Sr. highlighted the opportunities opened by the demise of the Soviet bloc, he unwittingly revealed that the purpose of America's security strategy – the theme of his talk – was not, as one would expect, to ensure the defense of the homeland, but to "shape a new world", by which he meant a global order run by multinational corporations and global investors.

A year later, President Bush Sr. transmitted to Congress his report on the "national security strategy," which reflected the "dramatic changes in the international environment" and observed that the United States had reached a "moment of historic opportunity."<sup>13</sup> Among the highlights of his report, as summarized in a White House Fact Sheet, were:

- A commitment to adapting U.S. military power to a strategy that looks beyond containment and provides capabilities appropriate to new opportunities and challenges.
- A movement to a smaller but more global military... This includes improved capabilities for the unique requirements posed by potential Third World battlefields.
- Promoting national specialization in defense activities. For the United States this would include nuclear and space forces, advanced technologies, strategic mobility, a worldwide presence, power projection, and a secure mobilization base.<sup>14</sup>

Dick Cheney publicly acknowledged at the time the unique position in which the U.S. found itself, a position that no other State could challenge "for years to come":

We have, in fact, won great depth for our strategic position. The threats to our security have become more distant, not only physically but in time as well. A challenger to our security would have to overcome our formidable alliances and their qualitative advantages that we displayed so impressively in Desert Storm...It is improbable that a global conventional challenge to US and

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<sup>12</sup> Excerpts From President's Address, *New York Times*, 25 May 1989, <http://www.aldeilis.net/fake/2463.pdf>

<sup>13</sup> White House Fact Sheet on the National Security Strategy Report, 26 Weekly Comp. Pres. Doc. 444, 20 March 1990, <http://www.aldeilis.net/fake/2464.pdf>

<sup>14</sup> Ibid.

Western security will emerge from the Eurasian heartland for years to come.<sup>15</sup>

Indeed, at the time this statement was made, no State or group of States could have conceivably challenged the supremacy of the United States. Assuming an unrelenting ascendancy of China's economic and military power, the U.S. faced nevertheless a window of opportunity of 20 years or more to entrench and consolidate its global hegemony. For U.S. leaders there was no time to lose if they' were to serve the interests of their wealthy sponsors.

Indeed, observers such as Andrew J. Bacevich warned early on against wasting opportunities to capitalize on "our Cold War triumph." He characterized the behavior of the Bush Sr. administration on the world stage as "a spiraling series of improvisations. Neither the reasoned calculation of interests nor long-range goals have provided the chief stimulus to action ...We would be ill-advised to waste the opportunity for strategic reassessment imparted by our Cold War triumph. Such opportunities are fleeting and we waste them at our peril."<sup>16</sup>

Lawrence Korb, vice president of the Council on Foreign Relations and former Assistant Secretary of Defense in the Reagan administration 1981-1985, also recognized the limited window of opportunity:

[W]hat we have to do right now is maintain stability in the international environment. The military is one of those devices that we have to do that. We have no peer competitor right now. [...] Could we have some in 10 to 15 years? Sure, we could, but we don't have anybody right now.<sup>17</sup>

This was in an interview from October 2000. But was the U.S. really wasting opportunities? In 1990, the United States had already availed itself of its newly gained supremacy to secure the adoption by the U.N. Security Council of a series of resolutions that imposed on the Iraqi people the most draconian economic sanctions in modern history, and authorized any willing State to use "all means" to force Iraq to withdraw from Kuwait. It was clearly understood by the U.N. membership that the innocuous expression "all means" was not a figure of speech. It was promptly translated by the United States and its allies into a devastating bombing campaign against Iraq's civilian infrastructure that brought the country back to the pre-industrial age.<sup>18</sup> When the representative of Yemen announced that he would oppose the resolution, the United States immediately retaliated by withholding desperately needed

<sup>15</sup> Dick Cheney, Hearing of the Senate Armed Services Committee, 31 January 1992, <http://www.aldeilis.net/fake/2465.pdf>

<sup>16</sup> Andrew J. Bacevich, "Strategic studies: in from the cold", *SAIS Review* 13:2 (1993, Summer/Fall), p. 11, <http://www.aldeilis.net/terror/633.pdf>

<sup>17</sup> "Interview with Lawrence Korb", *Frontline, PBS*, (Transcript posted October 24, 2000), <http://www.aldeilis.net/terror/639.pdf>

<sup>18</sup> Ramsey Clark, *The Fire This Time: U.S. War Crimes in the Gulf* (Thunder's Mouth Press, 1994), p. 59-74

financial aid to that country.<sup>19</sup> The United States thus was already demonstrating that it would not permit any challenge to its supremacy.

After 9/11, it became easier to speak of opportunities. Donald Rumsfeld told *the New York Times* on October 12, 2001, that now “Maybe [...] the world will sufficiently register the danger that exists on the globe and have this event cause the kind of sense of urgency and offer the kind of opportunities that World War II offered, to refashion much of the world.”<sup>20</sup> Colin Powell, equally, saw in 9/11 a great opportunity for the United States. Addressing the House International Relations Committee (U.S. Congress) on October 24, 2001, he said: “And it allows me to segue, if I may Mr. Smith, to say that sometimes out of great tragedy, great opportunities arise. [...] I think new opportunities have come onto the stage for us to take advantage of as a result of the tragedy of September 11.”<sup>21</sup>

### **(c) Restating the rationale for U.S. global military supremacy**

Political Columnist Charles Krauthammer explained to the presumably eminent readers of *Foreign Affairs* in 1991 that “[e]conomic power is a necessary condition for a great power status. But it certainly is not sufficient, as has been made clear by the recent behavior of Germany and Japan, which have generally hidden under the table since the first shots rang out in Kuwait.” He then insisted that U.S. global military deployment

is in many ways an essential pillar of the American economy. The United States is, like Britain before it, a commercial, maritime, trading nation that needs an open, stable world environment in which to thrive. In a world of Saddams, if the United States were to shed its unique superpower role, its economy would be gravely wounded. Insecure sea lanes, impoverished trading partners, exorbitant oil prices, explosive regional instability are only the more obvious risks of an American abdication. Foreign entanglements are indeed a burden. But they are also a necessity.<sup>22</sup>

Krauthammer’s view was endorsed by Thomas Friedman, a member the Council for Foreign Relations (CFR) and former adviser to Secretary of State Madeleine Albright. Friedman expressed his view in an unusually frank manner in *the New York Times*:

For globalism to work, America cannot be afraid to act like the almighty superpower that it is...The hidden hand of the market will never work without the hidden fist--McDonald's cannot flourish without McDonald-Douglas, the designer of the F-15. And the hidden fist that keeps the world safe for Silicon

<sup>19</sup> Phyllis Bennis, *Calling the Shots: How Washington Dominates Today's UN* (Olive Branch Press, 1996) p. 33

<sup>20</sup> Donald Rumsfeld, “Transcript of Interview with Tom Shanker”, *New York Times*, 12 October 2001, <http://www.aldeilis.net/terror/1192.pdf>

<sup>21</sup> “Secretary Colin Powell Appears Before House International Relations Committee”, *CNN*, 24 October 2001

<sup>22</sup> Charles Krauthammer, “The Unipolar Moment”, *Foreign Affairs* 70:1 (1991) p. 23, <http://www.aldeilis.net/terror/621.pdf>

Valley technologies is called the United States Army, Air Force, Navy and Marine Corps.<sup>23</sup>

General Alfred M. Gray, who served as the 29th commandant of the U.S. Marine Corps between 1987 and 1991, gave further justifications for asserting U.S. global hegemony:

The Underdeveloped World's growing dissatisfaction over the gap between rich and poor nations will create a fertile breeding ground for insurgencies. These insurgencies have the potential to jeopardize [...] our access to vital economic and military resources. This situation will become more critical as our nation and allies, as well as potential adversaries, become more and more dependent on these strategic resources. If we are to have stability in these regions, maintain access to their resources, protect our citizens abroad, defend our vital installations and deter conflict, we must maintain within our active force structure a credible military power projection capability with flexibility to respond to conflicts across the spectrum of violence throughout the globe.<sup>24</sup>

Such views were crystallized in an official, but classified, document leaked to *the New York Times*, which published excerpts thereof in 1992.<sup>25</sup> The document was drafted by Dick Cheney, then Defense Secretary, and Paul Wolfowitz, his Under Secretary for Policy. The policy statements in this document were developed "in conjunction with the National Security Council and in consultation with the President." The document is known in Pentagon parlance as the "Defense Planning Guidance" and is also known as "The Wolfowitz Doctrine." America's *first objective* in the post-cold-war era, as defined by the authors of this document, was "to prevent the re-emergence of a new rival, either on the territory of the former Soviet Union or elsewhere, that poses a threat on the order of that posed formerly by the Soviet Union." They mentioned, however, three additional aspects to this objective: (1) Establishing and protecting a new international order; (2) Discouraging advanced industrial nations from challenging U.S. leadership; and (3) Maintaining mechanisms for deterring potential competitors from "even aspiring to a larger regional or global role."

Another objective mentioned in the document was for the U.S. to "retain the pre-eminent responsibility for addressing selectively those wrongs which threaten not only our interests, but those of our allies or friends, or which could seriously unsettle international relations." Such interests include the "access to vital raw materials, primarily Persian Gulf oil; proliferation of weapons of mass destruction and ballistic missiles, threats to U.S. citizens from terrorism or regional or local conflict, and threats to U.S. society from narcotics trafficking."

<sup>23</sup> Thomas Friedman, *New York Times*, March 28, 1999, cited by Mike Whitney, The Nobility of Slaughter, *Counterpunch*, May 13, 2005 (partly cited in the *New Statesman*, 25 December 2000).

<sup>24</sup> A. M. Gray, "Defense policy for the 1990s" *Marine Corps Gazette* 74, no. 5 (1990): 19, cited in Ismael Hossein-Zadeh, "Manufacturing External Threats to Ensure War Profits", *State of Nature* 4 (Summer 2006), <http://www.aldeilis.net/terror/620.pdf>

<sup>25</sup> Patrick E. Tyler, "U.S. Strategy Plan Calls for Insuring No Rivals Develop. A One-Superpower World", *New York Times*, March 8, 1992, <http://www.aldeilis.net/terror/650.pdf>

While the document stated unmistakably the goal of the United States to remain the sole and leading superpower, it did not reveal the priorities assigned to the various interests. Placing side by side of the need to ensure “access to vital raw materials” with the need to combat “threat to U.S. citizens from terrorism” manifested less the confused mind of the authors than their intent to confuse.

#### **(d) The benefits of an external threat**

Webster G. Tarpley explains how a perceived external threat provides cohesion to societies, particularly those ruled by an oligarchy:

It is from [Carl] Schmitt that Samuel Huntington got his idea that an enemy image is absolutely necessary for the cohesion of any society. In reality, however, it is primarily an oligarchical society which requires an enemy image, because that society is based on an irrational principle of domination which cannot stand the scrutiny it would receive in peacetime. George Orwell understood this aspect well when he suggested in 1984 that the endless war among Oceania, Eurasia, and Eastasia was really a war waged by each of these states against its own population, for the purpose of perpetuating a hierarchical society.<sup>26</sup>

The notorious Nazi Hermann Goering believed that any population can be induced to support war if presented with the perception of a credible external threat. During the war crimes trial at Nuremberg (1946) psychologist Gustave Gilbert visited Goering in his cell. Gilbert wrote in his diary, later published in book form:

We got around to the subject of war again and I said that, contrary to his attitude, I did not think that the common people are very thankful for leaders who bring them war and destruction.

Goering answered:

Why would some poor slob on a farm want to risk his life in a war when the best that he can get out of it is to come back to his farm in one piece? Naturally, the common people don't want war, neither in Russia nor in England nor in America, nor for that matter in Germany. That is understood. But, after all, it is the leaders of the country who determine the policy and it is always a simple matter to drag the people along, whether it is a democracy or a fascist dictatorship or a Parliament or a Communist dictatorship...That is easy. All you have to tell them is that they are being attacked and denounce the peacemakers for lack of patriotism and exposing the country to danger. It works the same in any country.<sup>27</sup>

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<sup>26</sup> Webster G. Tarpley, *9/11 Synthetic Terrorism Made in USA* (Progressive Press, 2006), p. 368

<sup>27</sup> Cited in Sheldon Rampton & John Stauber, *Weapons of mass deception* (Robinson, 2003), p. 136-7

American diplomat and historian George Kennan expressed essentially the same idea in 1997, saying:

Were the Soviet Union to sink tomorrow under the waters of the ocean, the American military-industrial establishment would have to go on, substantially unchanged, until some other adversary could be invented. Anything else would be an unacceptable shock to the American economy.<sup>28</sup>

British political commentator Andrew Marr expressed in 1993 what few dared to say in public, namely that “fear holds the key to the future of NATO.” This was actually the title of his article in the *Independent* (London). He wrote:

Military alliances are as keen as anyone to cloak themselves in happy-clappy idealism. But they are not kept together by that: they are cemented and underpinned by fear. Nato, whose foreign ministers met yesterday before its summit in January, is searching for a role in the language of democracy and fraternity. But what it really needs to thrive are more fear-soaked nightmares among its people.<sup>29</sup>

### **(e) Public complacency as a threat**

Addressing troops by radio sometime in early 1990 before watching a training exercise, President Bush Sr. said: “The events of Eastern Europe and in the Soviet Union have changed our strategic defense posture. It is important not to let these encouraging changes, political or military, lull us into a *sense of complacency*. Nor can we let down our guard against a worldwide threat.”<sup>30</sup>

Robert Kagan and William Kristol wrote in *The National Interest* in the spring of 2000 a paper they entitled “The Present Danger.”<sup>31</sup> The danger they refer to is not the Soviet Union or an external enemy, but moral disarmament: “Many of our strategists tell us that we will not face another major threat for twenty years or more, and that we may as a consequence enjoy a ‘strategic pause.’ According to opinion polls, the American public is today less interested in foreign policy than at any time since before World War II.” That lack of interest clearly poses a significant problem for those committed to U.S. militarism, who, like the authors, warn that the “present danger is one of declining strength, flagging will and confusion about our role in the world.” The authors state: “Throughout the 1990s, the United States has tended toward a course of gradual moral and strategic disarmament lambast” and criticized U.S. leaders for having spent the years since 1991 “frittering away the opportunity

<sup>28</sup> Foreword to Norman Cousins, *The Pathology of Power* (Norton, 1987), from *At a Century's Ending: Reflections 1982-1995* (Norton, 1997), Part II: Cold War in Full Bloom, p. 118

<sup>29</sup> Andrew Marr, “Fear holds the key to the future of NATO”, *The Independent*, 3 December 1993, <http://www.aldeilis.net/fake/2460.pdf>

<sup>30</sup> Christopher Connell, “Bush Visits Strategic Defense Initiative Laboratory”, *Associated Press*, 7 February 1990 (emphasis added), <http://www.aldeilis.net/fake/2467.pdf>

<sup>31</sup> Robert Kagan and William Kristol, “The Present Danger”, *The National Interest*, Spring 2000, <http://www.aldeilis.net/fake/645.pdf>

to strengthen and extend an international order uniquely favorable to the United States.” The authors deserve the credit for spelling out what kind of opportunity the U.S. leaders allegedly frittered away.

### **(f) The need for public legitimization**

“In a democracy,” wrote Andrew J. Bacevich in 1993, “no war could be won and no strategy could prevail without the support of enlightened and determined citizens.”<sup>32</sup> Phil Williams, Paul Hammond and Michael Brenner – also in 1993 – elaborated on the need for public legitimization of foreign policy: “Another difficulty with the effort to maintain U.S. leadership in NATO is that of domestic legitimacy... Preserving an alliance without an enemy and a strategy without a threat will not be easy....Without an external threat that acts as rallying point, unifying focus and target, the rampant pluralism and sectionalism of the U.S. political system may be impossible to overcome.”<sup>33</sup> Robert W. Tucker, writing even earlier (1990) in *Foreign Affairs*, pointed out that to maintain the Western alliance, “a new adversary must be assumed.”<sup>34</sup> The challenge for the political class on both sides of the Atlantic, wrote Lawrence Eagleburger in 1991, was “convincing our publics that continued material sacrifices to keep the alliance viable militarily are necessary, ”a task that “will prove as difficult as possible.”<sup>35</sup>

### **(g) Searching for new enemies**

As the Soviet Bloc disintegrated, Western strategists desperately began looking for a new enemy perception that would provide the Western alliance with a long-term focus for foreign policy. In his book *A Search for Enemies*, Ted Carpenter wrote:

Since the Soviet Union’s East European empire began to unravel in the summer of 1989, Bush administration officials and numerous members of the foreign policy community have conducted a frantic search for alternative justifications for the [Atlantic] alliance. The range of suggestions NATO’s supporters have made is testimony to both their creativity and their desperation.<sup>36</sup>

At the time his book was published, the ruling elite in the U.S. had not yet openly identified a threat that could credibly replace that of the Soviet Bloc:

<sup>32</sup> Andrew J. Bacevich, “Strategic studies: in from the cold”, *SAIS Review* 13:2 (1993, Summer/Fall), <http://www.aldeilis.net/terror/633.pdf>, p. 12

<sup>33</sup> Phil Williams, Paul Hammond and Michael Brenner, “Atlantis lost, Paradise regained? The US and Western Europe after the Cold War”, *International Affairs* (vol. 69 no. 1, Jan. 1993), <http://www.aldeilis.net/fake/631.pdf>

<sup>34</sup> Robert W. Tucker, “1989 and all that”, *Foreign Affairs*, 69:4 (1990 Fall), p. 93, <http://www.aldeilis.net/fake/622.pdf>

<sup>35</sup> Lawrence Eagleburger, at Eurogroup/Atlantic Council Washington Seminar on New Security Challenges and the Future Role of the Alliance, 25 June 1991

<sup>36</sup> Ted Galen Carpenter, Op. cit. p. 11 (emphasis added)

The best they have been able to come up with on short notice is the need to keep the bulk of Washington's security commitments intact to guard against instability, unpredictability, and uncertainty. Such vague "threats" obviously lack the visceral impact or credibility of a large expansionist enemy such as the Soviet Union.<sup>37</sup>

One of the institutions directly affected by the demise of the Soviet Union and the Warsaw Pact was NATO. Anti-military groups considered that NATO, "a dinosaur left over from the cold war," had lost its legitimacy and should be dissolved.<sup>38</sup>

Within NATO, the search for a new role began shortly after the demise of the Soviet Bloc. The communiqué of the North Atlantic Council of 6-7 June 1991 stressed that NATO members prepare to address "other unpredictable developments that are beyond the focus of traditional Alliance concerns, but that can have direct implications on our security... We will thus increasingly need to address broader issues and new global challenges."<sup>39</sup>

Both NATO statements at that time and the aforementioned Defense Planning Guidance appear to indicate a frantic search for justifications in order to maintain or even extend the role of the military in support of the Western Alliance. Yet the threats listed in these documents appear surprisingly vague. Some even appear puzzlingly implausible.

Peter Jenkins, writing in *The Independent* in November 1991, expressed a view prevailing at the time:

Suppose in the circumstances of today an American president were to propose contributing a 150,000-strong standing army to a military alliance for the purpose of defending Western Europe. Defend it against what, Congress would want to know? ...in the long run it is difficult to see how its cohesion [of NATO] can survive in the absence of any coherent external threat. Islamic fundamentalism is an alarming and destabilising force in the world, but can we imagine seriously the Muslim hordes once more at the gates of Vienna or Warsaw? Russia, more plausibly, could degenerate into a morbidly nationalistic state heavily armed with nuclear weapons, but it is hard to imagine such a Russia embarking on a course of western expansionism. Proliferation of nuclear weapons around the Mediterranean, or even further afield, in time may give new relevance to the doctrine of minimal nuclear deterrence towards which Nato is implicitly moving. Yet these contingencies do not mix into a cement of threat in any way comparable to the Soviet menace as construed during the Cold War.<sup>40</sup>

<sup>37</sup> Ted Galen Carpenter, Op. cit. p. 163

<sup>38</sup> Alejandro Kirk, "Nato: Anxiously looking for reasons for its survival", IPS -Inter Press Service, 7 November 1991, <http://www.aldeilis.net/fake/2476.pdf>

<sup>39</sup> Final Communiqué, North Atlantic Council, Copenhagen, 6.-7. June 1991 (at <http://www.nato.int/docu/comm/49-95/c910607a.htm>, last visited on 10 November 2018)

<sup>40</sup> Peter Jenkins, "Collective security blanket that needs little mending", *The Independent*, 7 November 1991

One who was not amused by the frantic search for new enemies was Theo Sommer, then editor of the German weekly *Die Zeit*: "...we should not go shopping for new threats.... Of the many lurid scenarios bandied about at present none is truly plausible. ...Restraint is the order of the day, not interventionism; disarmament is called for, not building up towards imagined new threats.... Moral imperialism would quickly come to be perceived as equally hateful as the classical garden variety of imperialism. The Third World (or rather the several Third Worlds) needs development aid from the North, not military aid, meddling or pious posturing."<sup>41</sup>

### **(h) Attributes of an optimal "enemy"**

#### **A focussed threat**

Numerous authors mentioned the need for a *focussed* or *definable* threat to sustain a foreign policy, as opposed to a multiplicity of global threats.

John Lewis Gaddis emphasized in mid-1989 the need for a *focussed* adversary that "has the effect of shaking people up within the bureaucracy in a major way":<sup>42</sup>

Kreisler: You're saying that having a clearly focused adversary was important for contributing to a democracy's ability to have a clear-cut strategy.

Gaddis: Sure. One of the things Kennan always said about Stalin was that Stalin always required an outside enemy to provide a justification for his own rule, to provide coherence, legitimacy. But I would not limit it just to Stalin under the Soviet Union. It seems to me that you could make the same argument about the United States, and about the NATO alliance in particular. ...But as that sense of clear and present danger begins to erode, then arguments about priorities, objectives, policies begin to surface, as we see very clearly right now in the NATO alliance. So, to an extent, coherence in an alliance structure, and consensus in foreign policy, does depend on a sense of a threat out there....

Kreisler: Do you think an immediate crisis would get our juices stirring, so to speak? An economic depression, an environmental catastrophe, is that what you have in mind? Or do you have in mind an ongoing, continuous threat?

Gaddis: If you can use 1941 or 1947 as analogies, it would have to be something a little more specific than just a Great Depression, it would have to be something like the fall of France in 1940, or something like the perceived crisis over Greece and Turkey in 1947. Something that, even though its influence may have been exaggerated, it has the effect of shaking people up within the bureaucracy in a major way. I don't see anything like that out there

<sup>41</sup> Theo Sommer, "A world beyond order and control", *The Guardian*, 13 April 1991

<sup>42</sup> Interview by Harry Kreisler with Professor John Lewis Gaddis at the Institute of International Studies in Berkeley, "Origins of the Cold War", May 8, 1989, <http://www.aldeilis.net/fake/2073.pdf>

this time because, again, we're dealing with a very different kind of situation. We were dealing with enemies then, perceived enemies. If the Gorbachev strategy of depriving us of an enemy continues, then that element is not going to be present, and it may be more difficult to formulate something.

Senator John Warner of Virginia, the ranking Republican on the Senate Armed Services Committee and a strong supporter of the military, told Army Secretary Michael Stone at a hearing on February 27, 1990, that he'd better find a more *explicit* mission than "stability." "What do you put on a recruiting poster now - 'Join the Army and become a stability force?'" Warner asked.<sup>43</sup> He too, worried that "stability" was not a sufficiently *focussed* motivation.

### ***A lasting threat***

The ideal new threat had to last many decades for more than ideological reasons. Senator Sam Nunn explained:

The forces and equipment we used during Operation Desert Storm ... were in large part based on defense decisions made 10-20 years ago. The decisions we make this year will affect our military capability 10 years from now and 20 years from now.<sup>44</sup>

Dick Cheney, at the time Secretary of Defense, referred equally to the long-term need of a focussed threat, because "decisions we're making now will shape the forces available twenty years from now." He emphasized that "America cannot base its future security on just a shaky record of prediction or a prudent recognition of uncertainty."<sup>45</sup> He thus made it clear that the durability of a threat perception is a requirement for military planning.

### ***A credible threat***

Credibility does not necessarily mean that the enemy must represent a true threat. It means that the public must *perceive* the threat as credible. Such perception can be generated and nurtured, as documented by Jack G. Shaheen.

Since the beginning of the 20<sup>th</sup> century, Hollywood films have portrayed Arabs and Muslims as devious and threatening creatures. Author Shaheen who undertook the Sisyphean task to examine Hollywood's treatment of Arabs (he watched more than 1,100 films), could hardly find examples before 9/11 in which Arabs or Muslims were represented as ordinary human beings, let alone as people deserving respect and admiration.

<sup>43</sup> Robert Burns, "Military Leaders Say America Faces Era of Violent Peace", *Associated Press*, 4 March 1990, <http://www.aldeilis.net/fake/2468.pdf>

<sup>44</sup> Sen. Sam Nunn, Hearing of the Senate Armed Services Committee, 31 January 1992, <http://www.aldeilis.net/fake/2462.pdf>

<sup>45</sup> Dick Cheney, Hearing of the Senate Armed Services Committee, 31 January 1992, <http://www.aldeilis.net/fake/2465.pdf>

In the introduction to his revealing work *Reel Bad Arabs*, Shaheen wrote:

Seen through Hollywood's distorted lenses, Arabs look different and threatening. Projected along racial and religious lines, the stereotypes are deeply ingrained in American cinema. From 1896 until today, filmmakers have collectively indicted all Arabs as Public Enemy Nr. 1 – brutal, heartless, uncivilized religious fanatics and money-mad cultural 'others' bent on terrorizing civilized Westerners, especially Christians and Jews.<sup>46</sup>

Shaheen discovered parallels between the depiction of Arabs by Hollywood and that of Jews in Nazi films: both project images of hook-nosed, scheming and lecherous persons lurking in the shadows to prey upon innocent Christians.<sup>47</sup>

Regarding the depiction of Muslims, who are widely regarded in the West as "Arabs," Shaheen writes:

Islam, particularly, comes in for unjust treatment. Today's imagemakers regularly link the Islamic faith with male supremacy, holy war, and acts of terror, depicting Arab Muslims as hostile alien intruders, and as lecherous, oily sheikhs intent on using nuclear weapons. When mosques are displayed onscreen, the camera inevitably cuts to Arabs praying, and then gunning down civilians. Such scenarios are common fare.<sup>48</sup>

Shaheen discusses more than 900 feature films displaying Arab characters, the majority as villains. From these 900 reviews, I have selected one in which Arabs are depicted as terrorists. This is Shaheen's review of the film *Terror Squad* (1988):

In the US, Libyan terrorists hold high school students hostage. Warns a student, '[Arab] terrorists are attacking Indiana.' Says a school teacher, 'Terrorists in Indiana? I never heard of such a ridiculous thing in my life.'

Scene: Outside an Arab university, screaming Arab youths flaunt signs: 'Death to the American dogs,' 'Death to the Great Satan,' and 'Death to America'. The students ignite the American flag. Then, they shout, 'die, die,' as they burn Uncle Sam in effigy.

Kokomo, Indiana: The camera reveals three Arab terrorists – 'Mohammed is the chosen one for the [suicide] mission.' Declares a TV announcer: 'Terrorist attack at the Black River nuclear power plant.' The Libyans kill two plant guards. Next, the inept terrorists mistakenly blow up their own van instead of the nuclear plant.

The Arabs rush off, killing several policemen. They run over a handicapped man, and then machine-gun scores of innocent bystanders, including a student. Using grenades and rockets, they blow up pursuing police cars.

46 Jack G. Shaheen, *Reel Bad Arabs: How Hollywood Vilifies a People* (Olive Branch Press, 2009), p. 7-8

47 Ibid, p. 11

48 Ibid, p. 15

After Mohammed is fatally shot, Yassir and Gemal invade the high school, holding a teacher and six students hostage. ‘We’re here to avenge your government’s bombing of our country. We’re not here to hurt students,’ says Yassir. ‘We are peace-loving people.’ But then the real Arabs kill ‘in cold blood’ a student and Gus, the black janitor. Says an anxious student, ‘[They] are going to pick a name and kill one of us like they did on that ship, Achille Lauro.’ The students address the Arabs as ‘camel-jockeys’, ‘asshole’, ‘son-of-a-bitch’ and ‘bastard’. The slurs stand.

‘I have to go to the bathroom,’ says an attractive blonde student. Responds Yassir, ‘Gemal will go with you.’ Smiling, Gemal beckons the girl to follow him. She remains seated.

Kokomo’s police surround the school. Intending to escape, the Arabs jump onto a high school bus, taking the girl, Jennifer with them. To the rescue, a student with a hand made bow and arrow. The arrow drops Yassir.

Jennifer heads for the bus door. Abruptly, Gemal appears. He grabs her leg. But Johnny arrives, punching Gemal. Then, Gemal socks Johnny. Jennifer acts! She grabs Gemal’s gun and shoots him dead. As soon as she and Johnny exit the bus, it explodes.

Finis: Sums up Kokomo’s Police Chief: ‘Those god-damn [Arab] terrorists nearly destroyed my town, and [they] killed a lot of innocent people.’(p. 510-511)

Note that while the protagonists do not use the terms “Arab” or “Muslim,” viewers are not duped: the villains all bear Arab/Muslim names.

Western audiences, fed on Hollywood fare, have no difficulty conceiving of Arabs and Muslims as potential terrorists. No other group of people could better fulfill that role.

### ***The ideal threat***

Sometime during the decade 1990-2000, a decision was made within the highest echelons of U.S. leadership to replace the Soviet threat, the “Red Menace,” with the threat of Islamic terrorism. This choice fulfilled the criteria mentioned above for an ideal threat. This new “threat” provided focus for foreign policy, was durable and gave U.S. strategists a worldwide pool of credible villains.

There were further advantages in this choice: a substantial portion of world oil resources are located in Muslim countries.

James R. Schlesinger made it clear, addressing the House of Representatives on 15 January 1991, that the control of the access to oil resources is essential for U.S. foreign policy:

Mr. Chairman, you and Senator Warner have posed the question, “What are America’s interests in the Gulf?” I shall mention three and leave it to the

committee to decide whether they are in ascending or descending order of importance.

First is oil; there is no way of evading this simple reality. Oil provides the energy source that drives the economies of the industrial and underdeveloped worlds. Were the principal exports of the region palm-dates or pearls or even industrial products, our response to Iraq's transgression would have been far slower and far less massive than has been the case.

Nonetheless, this should not be misunderstood. Our concern is not primarily economic. ...Instead, our concern is strategic; we cannot allow so large a portion of the world's energy resources to fall under the domination of a single, hostile party.<sup>49</sup>

Muslim countries have been accused in the past by the United States and its allies of sponsoring international terrorism. Such accusations are regularly leveled in order to justify threats and military attacks against these countries. Another advantage for choosing the specter of Islamic terrorism as a replacement for the Red Menace, was that large Muslim communities live in Western countries, so that combating the threat of Islamic terrorism provides justification for mass surveillance, i.e. for the transformation of democracies into national-security states.

Zbignew Brzezinski argued in the 1990s that for "America, the chief geopolitical prize is Eurasia... About 75 percent of the world's people live in Eurasia... Eurasia accounts for about 60 percent of the world's GNP and about three fourths of the world's known energy resources." The accusation of terrorism can "provide a cover for military presence in the central Eurasian region and elsewhere."<sup>50</sup> Indeed, accusing Osama bin Laden for 9/11 allowed the United States not only to occupy Afghanistan but to set up a military base in Kyrgyzstan, which has a ca. 500-mile border with China and to engage in military operations against Pakistan.

### ***The build-up of Osama bin Laden as a formidable enemy***

The promotion of the Islamic terrorist threat in the late 1990s began massively in 1998 with the building of the icon of villain Osama bin Laden, who had relocated from Sudan to Afghanistan in 1996. Since 1998 he was presented by Western media as a serious international threat, whose opinions were worth analyzing and commenting upon, as if he were a leader of a super-power. Eminent journalists were sent to interview him at his retreat in Afghanistan. From 1998 onwards, he was hyped as the world's most dangerous terrorist leader. Describing him as a threat to Western interests bore no relation to reality, since he had no army, planes, missiles, tanks, submarines, banks, or mass media. He relied on Western technology for his communications with the outside world and on Western media to promote his views. Apart from his verbal statements, he had nothing with which to threaten

<sup>49</sup> James Schlesinger on U.S. policy in the Gulf, House of Representatives, 15 January 1991, <http://www.aldeilis.net/fake/2477.pdf>

<sup>50</sup> Mujahid Kamran, The dangerous 'great game', *The Nation* (AsiaNet), 9 November 2010, <http://www.aldeilis.net/fake/2470.pdf>

any state, let alone the national security of the United States. By the time 9/11 occurred, the public mind had already been prepared to accept him as the most probable suspect.

In hearings of the Senate Judiciary Committee of 3 September 1998, Senator Fred Thompson asked FBI Director Louis Freh to comment on the statement that “bin Laden, for example, has declared war upon us.” He then asked: “Is this overblown?” Freh answered, somewhat evasively:

I think we can predict with some certainty that we will see a reaction by bin Laden and his organization with respect to the Kenyan law enforcement as well as the national security action that the United States has taken. This is an organization of great resources, as I mentioned, active in many countries. It is a unique organization in the sense that you have a multinational following, you have individuals literally all over the world who are followers of bin Laden.

He then added:

I think there should be no illusions about the fact that when bin Laden going back to August 22nd of 1996, repeated in May of 1997 in a CNN interview, in February 23rd of this year and as recently as May of this year declares war on Americans and issues a fatwah to kill American civilians anywhere they may be found, is about as serious and imminent a threat as I can imagine...[H]is plan and his experience and his capability against Americans has been ongoing and intensifying since early 1996.

FBI Director Louis Freh claimed in these hearings that Osama bin Laden had made statements “with respect to chemical and biological weapons,” a new feature with respect to terrorism “that gives us immense concern, and an immediate need to continue to prepare for attacks in this area, both in terms of prevention, but also in terms of our ability to react to them swiftly, and to have the capability as a government, not just as a law enforcement agency, to prepare for that.” By this statement Freh suggested that Osama bin Laden was *seeking to obtain* chemical and biological weapons, offering no evidence, and calling on his government to prepare a war “in terms of prevention.”

Another person who helped to build up the specter of bin Laden was Senator Jon Kyl. He said in the same hearing:

[T]he chemical weapons facility in Khartoum [Sudan], which was struck [by US bombs], which bin Laden's organization apparently owned or had significant ties to, probably drew its technical expertise from Iraq in its development of lethal chemical agents.

In addition to the unsubstantiated allegation regarding the nature of the Khartoum facility and its connection with Osama bin Laden, Senator Kyl attempted to link both of these with Saddam's Iraq.

On 26 September 1998, the *Washington Post* cited unidentified government prosecutors who claimed that Osama bin Laden's "organization" forged an anti-American alliance with the governments of Iran and Sudan in the early 1990s and sent emissaries around the world in an effort to procure nuclear weapons.<sup>51</sup> No evidence was presented for these claims.

On 23 December 1999, the hypothesis of an attack on the U.S. mainland was explicitly mentioned in *U.S. Newswire* while discussing Yossef Bodansky's new book *Bin Laden: The Man Who Declared War on America*. Bodansky, presented as a "terrorism expert," is described as viewing bin Laden as "the most dangerous Islamic terrorist leader in the world." Bodansky: "Osama bin Laden is a ruthless, brilliant terrorist with scores of devoted followers and access to millions of dollars to fund their strikes. ...He has created a sophisticated, worldwide terrorist network to support operations that can strike anywhere, anytime. Bin Laden has said that all Americans everywhere are targets and there is no doubt that if he is not stopped, he will kill again."<sup>52</sup> Strong words, little evidence. The claim that bin Laden had put out a call to kill Americans, including civilians, "everywhere" relies on an edict ("fatwa") that he and three other signatories allegedly issued in 1998. That document, known by the title "Declaration of the World Islamic Front for Jihad against the Jews and the Crusaders," has never been authenticated. It was sent from an unknown location to the fax of an Arabic newspaper in London.<sup>53</sup> Bin Laden never confirmed his signature on that document. In an interview with the Pakistani newspaper *Ummat* on 28 September 2001 he emphatically expressed his opposition to attacks on civilians: "Islam strictly forbids causing harm to innocent women, children, and other people. Such a practice is forbidden ever [sic] in the course of a battle."<sup>54</sup>

As 9/11 approached, alleged threats by bin Laden became increasingly shrill, as if to prepare the American public for the deadly attack. The press agency *UPI*, for example, disseminated the following surreal message to its subscribers on 6 April 2001 (byline Richard Sale):

The threat of attack by terrorists linked to Islamic extremist Osama bin Laden Friday caused the United States to close three of its embassies in South America, according to U.S. intelligence officials. The embassies closed were in the capitals of Uruguay, Paraguay and Ecuador. A U.S. intelligence official said, "It's best to take the worst case scenario."

Another U.S. government official said; "There was a certain level of huffing and puffing" being intercepted between cells of known and suspected bin

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<sup>51</sup> Michael Grunwald, "U.S. Says Bin Laden Sought Nuclear Arms; Complaint Cites Alliance With Sudan, Iran", *The Washington Post*, 26 September 1998, <http://www.aldeilis.net/fake/2471.pdf>

<sup>52</sup> "Terrorism Expert Reveals Why Osama bin Laden has Declared War On America", *U.S. Newswire*, 23 December 1999, <http://www.aldeilis.net/fake/2472.pdf>

<sup>53</sup> Bernard Lewis, "Licence to kill: Usama bin Ladin's Declaration of Jihad", *Foreign Affairs*, November/December 1998

<sup>54</sup> "Compilation of Usama bin Ladin Statements, 1994 - January 2004, The Foreign Broadcast Information Service (FBIS) of the CIA, January 2004, pp. 178-182, <http://www.aldeilis.net/terror/763.pdf>

Laden operatives, and U.S. security specialists had the “feeling we should take certain precautions.”

According to a source, the tip on bin Laden came from Argentine intelligence. “Of all the groups in the area, Argentina is most dedicated to fighting terrorism,” he said.

The tri-border area between Argentina, Paraguay and Brazil has been described as a bin Laden terrorist “nerve center,” according to one expert U.S. government official who spoke on condition of anonymity. “It’s a tremendous network, and there were indications it was being activated for something specific,” he said.

Bin Laden operatives had arrived “over a period of time” apparently for the purpose of carrying out special missions. Local Shiite Muslims put up the operatives in their homes, helped them move around, furnished them with maps and diagrams of various target areas, he said.

What was the purpose of fantasizing about Osama bin Laden’s alleged operations in South America, if not to build up a threat to the American continent?

After the attacks of 7 August 1998 on the U.S. embassies in Nairobi (Kenya) and Dar-es-Salaam (Tanzania), in which twelve Americans died, Bin Laden was mentioned more than 3,000 times in the media and thereafter on the average about 600 times a month until 9/11. In the nine months preceding 9/11 he was mentioned on the average 780 times a month. By the time the attacks of 9/11 occurred, his name and his image were probably better known in the world than those of most political leaders. His fame was entirely due to Western media.

The Associated Press disseminated the following news report to the world media just one month before 9/11, on 2 August 2001:

One of America's most wanted men, bin Laden has been living under Taliban protection since 1996. He has been charged with masterminding the 1998 bombings of two U.S. Embassies in eastern Africa. The United Nations, with backing from the United States and Russia, has sanctioned the ruling Taliban to press Washington's demand that bin Laden be turned over for trial either in the U.S. or a third country. The world body has also demanded that the Taliban shut down terrorist training camps. They deny the existence of the camps.<sup>55</sup>

### **(i) The need for a traumatic event**

In order to unite the population behind a pro-active foreign policy, which the United States sought to pursue, it was not sufficient for U.S. leaders to promote a threat that does not bite: a

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<sup>55</sup> Kathy Gannon, “Drugs, terrorism, bin Laden dominate meeting between US and Taliban”, *Associated Press*, 2 August 2001, <http://www.aldeilis.net/fake/2478.pdf>

real, traumatic and catalyzing event was necessary. This necessity was recognized early on by leading U.S. strategists, such as Zbigniew Brzezinski.

Zbigniew Brzezinski, foreign policy advisor to several U.S. presidents, recognized in the 1990s the difficulty for a democratic regime to mobilize its population behind imperial policies except after a sudden and shocking event. In his often-quoted book *The Grand Chessboard* he wrote:

Democracy is inimical to imperial mobilization...The pursuit of power is not a goal that commands popular passion, except in conditions of a sudden threat or challenge to the public's sense of domestic well-being.<sup>56</sup>

The attitude of the American public toward the external projection of American power has been much more ambivalent. The public supported America's engagement in World War II largely because of the shock effect of the Japanese attack on Pearl Harbor."<sup>57</sup>

The authors of a report titled "Rebuilding America's Defenses: Strategy, Forces and Resources For a New Century," published in September 2000 by the "Project For a New American Century (PNAC)," also referred to Pearl Harbor as a "catastrophic and catalyzing event,"<sup>58</sup> necessary to accelerate the process of transforming U.S. forces to exploit the "revolution in military affairs."<sup>59</sup>

Philip D. Zelikow, who later became the Executive Director of the 9/11 Commission, and his colleagues Ash Carter and John M. Deutsch, designated in a 1998 paper catastrophic terrorism as the "new danger" facing America. They also spelled out the implications and the consequences, as if they had it all planned already:

Such an act of catastrophic terrorism would be a watershed event in American history. It could involve loss of life and property unprecedented in peacetime and undermine America's fundamental sense of security, as did the Soviet atomic bomb test in 1949. Like Pearl Harbor, this event would divide our past and future into a before and after. The United States might respond with draconian measures, scaling back civil liberties, allowing wider surveillance of citizens, detention of suspects, and use of deadly force. More violence could follow, either further terrorist attacks or U.S. counterattacks. Belatedly, Americans would judge their leaders negligent for not addressing terrorism more urgently.<sup>60</sup>

<sup>56</sup> Zbignew K. Brzezinski, *The Grand Chessboard: American Primacy and Its Geostrategic Imperatives* (Basic Books, 1998), pp. 35-6

<sup>57</sup> Ibid, pp. 24-5

<sup>58</sup> Ibid. pp. 51

<sup>59</sup> Rebuilding America's Defenses: Strategy, Forces and Resources for a New Century, A Report of The Project for the New American Century, September 2000, p. iv, <http://www.aldeilis.net/fake/1789.pdf>

<sup>60</sup> Ash Carter, John M. Deutsch and Philip D. Zelikow, "Catastrophic Terrorism: Tackling the New Danger", *Foreign Affairs*, November/December 1998, Volume 77, Number 6, <http://www.aldeilis.net/fake/2469.pdf>

Not only did catastrophic terrorism occur on 11 September 2001, but it was followed by precisely those measures the above authors had described in 1998: 9/11 was immediately described by U.S. leaders as a watershed event in American history, allowed wider surveillance of citizens, the erosion of civil liberties and the use of deadly force. The event also caused the American people to rally around the flag and support war, as they did after Pearl Harbor. Did Osama bin Laden heed the desires of U.S. strategists by presenting the United States with a new Pearl Harbor on a silver platter?

## 2. Establishing the 9/11 myth

A unique, unambiguous, official account of the events that took place in the United States on 11 September 2001 emerged within days. It can be summarized in the following terms from numerous reports issued by the three branches of the U.S. government and by the media:

On the morning of 11 September 2001 four civilian airlines with dozens of passengers and crew, designated as flights AA11, UA175, AA77 and UA93, were hijacked by teams of four or five Muslim fanatics. Each team included one trained pilot. The hijackers took control of the airliners and flew a Boeing 767 assigned to flight AA11 into the North Tower of the World Trade Center (WTC) in New York, another Boeing 767 assigned to flight UA175 into the South Tower and a Boeing 757 assigned to flight AA77 into the Pentagon. The fourth airliner, a Boeing 757 assigned to flight UA93, presumed to have been destined to crash on the White House, did not reach its target. It crashed in an empty field in Pennsylvania after the passengers rose up and tried to seize control of the aircraft.

As a result of the impact of the aircraft on the Twin Towers and the ensuing fires, both towers collapsed soon afterwards onto their own footprint, causing massive deaths. Almost 3,000 people died in the attacks. Osama bin Laden and his al-Qa'eda network were shortly thereafter blamed for conceiving, planning, financing and coordinating the attacks.

Every major historical event is sooner or later described in a simplified and easily understandable manner. What distinguishes the official narrative of 9/11 from most historical accounts, however, is the swiftness with which it took its definitive form. This narrative was not elaborated on the basis of factual evidence but by political fiat, as was later repeated regarding alleged Iraqi weapons of mass-destruction.

### (a) Osama bin Laden was named after 13 minutes

The name of Osama bin Laden, as a suspect, surfaced on *CBS News* within 13 minutes of the reported crash of an aircraft into the South Tower of the World Trade Center (WTC) in New York City.<sup>61</sup> Between the 11<sup>th</sup> and the 13<sup>th</sup> September (inclusive) Osama was mentioned over 3,000 times in the mass media, as the main suspect for the attacks. Pictures of bin Laden and footage showing him handling weapons were repeatedly shown on all TV networks in order to link him to the events. His name remained from that time grafted onto the semi-official account of 9/11, notwithstanding the lack of any concrete evidence linking him to the mass-murder. Yet, even in early commentaries, the future official policy was already indicated: “The threat is larger than a single person; the threat is global.”

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<sup>61</sup> CBS Sept. 11, 2001 9:12 am - 9:54 am, *CBS News*, Minute 16:00.  
<https://archive.org/details/cbs200109110912-0954> (last visited 29 November 2018)

### **(b) Bush determined instantaneously that “America is under attack”**

Approximately 20 minutes after being informed that an aircraft had crashed into the South Tower of the WTC, President George W. Bush announced to the nation that an “apparent terrorist attack on our country” had taken place.<sup>62</sup> Such wording was not self-evident, for at the time neither President Bush nor his aides possessed any evidence that the country had been attacked from the outside. The TV networks did not, however, miss the cue: the main TV networks in the United States and numerous print media headlined their news reports almost immediately “America Under Attack,” suggesting that a war had been declared against the United States of America. This message was followed by the adoption of numerous federal, regional and local measures that are normally only taken in times of war. Such a definitive message from the most authoritative sources repeated continuously over several days ensured that any lingering doubt about this (unsubstantiated) claim would be treated as unpatriotic or even treasonous.

On 9/11 and thereafter, numerous commentators, as well as members of the U.S. Congress, referred to the attacks as a new Pearl Harbor. Such references meant that the events of 9/11 amounted to a declaration of war against America and had a similar impact on the American psyche as did the attack on Pearl Harbor in 1941.

### **(c) The disintegration of the WTC explained within six hours**

The Twin Towers of the World Trade Center in New York were steel-reinforced skyscrapers. They were specifically constructed to withstand the impact of heavy aircraft. Never in history had such buildings collapsed as a result of an aircraft impact or of fire. Yet both buildings disintegrated completely within 90 minutes after incurring explosions.

The official explanation for the extraordinary disintegration of the Twin Towers was established within just six hours. When asked in a press conference on 11 September 2001 at 2:30 p.m. EST whether the disintegration of the skyscrapers had been caused by the planes “or by something else,” New York Mayor Rudy Giuliani said:

We believe, we believe that it was caused by the after-effects of the, of the planes hitting the...buildings. We don't know, we don't know if there were additional explosions<sup>63</sup>

Selected experts invited by national television networks to comment seemed surprisingly confident in explaining - within hours - why the Twin Towers disintegrated, although they had no precedent to rely upon. Jim DeStefano of the National Council of Structural Engineers, for example, explained to *CNN* at approximately 4:20 P.M. (EST) – relying exclusively on what he had seen on television - that

<sup>62</sup> CNN, 11 September 2001, at 9:30 AM, September 11 Television Archive, <[http://archive.org/details/sept\\_11\\_tv\\_archive](http://archive.org/details/sept_11_tv_archive)>

<sup>63</sup> CNN, 11 September 2001, at 2:37 PM, September 11 Television Archive, <[http://archive.org/details/sept\\_11\\_tv\\_archive](http://archive.org/details/sept_11_tv_archive)>

the impact [of the aircraft] was sufficient to cause damage to the columns and the ... systems supporting the building. That couples with the fire raging and the high temperatures softening the structural steel that precipitated a destabilization of the columns and clearly the columns buckled at the lower floors causing the building to collapse.<sup>64</sup>

#### **(d) Main "facts" established by Congressional vote within 24 hours**

On 12 September 2001, shortly after 10:00 a.m., the following Draft Resolution, containing multiple factual allegations, was presented by Senator Tom Daschle to the U.S. Congress:

H.J. Res. 61

Whereas on 11 September 2001, terrorists hijacked and destroyed four civilian aircraft, crashing two of them into the towers of the World Trade Center in New York City, and a third into the Pentagon outside Washington, D.C.;

Whereas thousands of innocent Americans were killed and injured as a result of these attacks, including the passengers and crew of the four aircraft, workers in the World Trade Center and in the Pentagon, rescue workers, and bystanders;

Whereas these attacks destroyed both towers of the World Trade Center, as well as adjacent buildings, and seriously damaged the Pentagon; and

Whereas these attacks were by far the deadliest terrorist attacks ever launched against the United States, and, by targeting symbols of American strength and success, clearly were intended to intimidate our Nation and weaken its resolve: Now, therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That Congress--

(1) condemns in the strongest possible terms the terrorists who planned and carried out the 11 September 2001, attacks against the United States, as well as their sponsors;

(2) extends its deepest condolences to the victims of these heinous and cowardly attacks, as well as to their families, friends, and loved ones;

(3) is certain that the people of the United States will stand united as our Nation begins the process of recovering and rebuilding in the aftermath of these tragic acts;

(4) commends the heroic actions of the rescue workers, volunteers, and State and local officials who responded to these tragic events with courage, determination, and skill;

(5) declares that these premeditated attacks struck not only at the people of America, but also at the symbols and structures of our economic and military strength, and that the United States is entitled to respond under international law;

(6) thanks those foreign leaders and individuals who have expressed solidarity with the United States in the aftermath of the attacks, and asks them to continue to stand with the United States in the war against international terrorism;

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<sup>64</sup> CNN, 11 September 2001, at 4:20 PM, September 11 Television Archive, <[http://archive.org/details/sept\\_11\\_tv\\_archive](http://archive.org/details/sept_11_tv_archive)>

- (7) commits to support increased resources in the war to eradicate terrorism;
- (8) supports the determination of the President, in close consultation with Congress, to bring to justice and punish the perpetrators of these attacks as well as their sponsors; and
- (9) declares that 12 September 2001, shall be a National Day of Unity and Mourning, and that when Congress adjourns today, it stands adjourned out of respect to the victims of the terrorist attacks.

In the debate that ensued, Senator Trent Lott revealed that the Draft Resolution had already been prepared on the very day of the attacks:

I just want to say also [...] how much I appreciate the work yesterday that was totally nonpartisan, totally cooperative from the leadership on the Democratic side of the aisle and with the House of Representatives. That was the right thing to do. It was done. Senator Daschle was there. He made decisions that were appropriate after consultation - and some of them were tough - that even sometimes had to be modified later because events kept changing. I express my appreciation to him for that.<sup>65</sup>

Senator Lott did not indicate the nature of the “tough” decisions made the previous day.

That the Congress condemned the mass murder of 9/11, expressed its empathy to the victims and their families and commended the valiant efforts of rescue teams and first responders was normal and to be expected. Numerous governments and international bodies did so in the following days without suggesting how, by whom and why the mass murder was executed. What distinguished the congressional resolution from numerous similar resolutions was the specificity of the factual allegations it included, in particular the premise that the United States had been the subject of an attack from outside its borders (“attacks against the United States”, “the United States is entitled to respond under international law,”, “war against international terrorism”), for which no evidence existed then or at any time later.

Despite ample time for debates on 12 September 2001, members of Congress displayed a surprising lack of curiosity about the actual events of the previous day: No member of Congress demanded concrete evidence in support of the factual determinations he or she was asked to vote for. Instead, one after the other rose to pledge his or her allegiance to the flag, invoked the grace of God and expressed unreserved loyalty to the President, a scene reminiscent of a religious ritual.

### **(e) FBI releases the names of the alleged hijackers**

On 14 September 2001, the FBI released the names of 19 individuals whom it “identified” as hijackers aboard the four airliners that allegedly crashed on 11 September 2001 into the North and South Towers of the WTC in New York, the Pentagon, and in Stony Creek

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<sup>65</sup> Congressional debates, 12 September 2001, page S9283, <http://www.aldeilis.net/fake/1060.pdf>

Township, Pennsylvania.<sup>66</sup> While the 19 “hijackers” were listed as “identified,” for many of them no birth date was indicated, giving rise to the question what was meant by “identified.”

### **(f) Paul Wolfowitz's evasive answer**

On 26 September 2001, Deputy Secretary of Defense Paul Wolfowitz was asked at a press conference held at the NATO headquarters in Brussels: “Sir, two weeks into the crisis, is the United States incapable of telling its allies precisely what the findings are in regard to *evidence* related to Osama bin Laden or other terrorists that you might think were behind the attack?” Wolfowitz’s answer: “I think the *evidence* is there for the whole world to see. I think many of the people in this room watched it live on television, watched the two towers of the World Trade Center coming down. If you want evidence I’ll be happy to -- oh, I can’t, I guess. The FBI controls it.”<sup>67</sup>

### **(g) FBI releases photographs of the alleged hijackers**

On 27 September 2001, the FBI released photographs alleged to be those of the 19 individuals mentioned in the September 14 press release. These individuals were no longer designated as “identified” but merely as “*believed to be* the hijackers of the four airliners that crashed on 11 September 2001.”<sup>68</sup> Emphasizing the tentative nature of the identification, the press release added the following caveat:

It should be noted that attempts to confirm the true identities of these individuals are still under way.<sup>69</sup>

Apparently these “attempts to confirm the true identities” of the alleged hijackers are still “under way” today, because this press release has not been superseded. As will be shown in this book, there is actually no evidence that individuals bearing these names had anything to do with the mass murder of 9/11.

### **(h) The U.S. government: “We have no obligation to prove our case”**

In a fax sent by the U.S. Department of State on 1 October 2001 to all U.S. embassies worldwide, and later released to the public, embassy officials were asked “to [orally] brief senior host government officials” about al-Qaeda, Osama bin Laden and the events of 9/11

<sup>66</sup> U.S. Department of Justice, FBI Press Release, FBI National Press Office, 14 September 2001, <http://www.aldeilis.net/fake/065.pdf>

<sup>67</sup> Press Conference of Paul Wolfowitz, NATO headquarters, 26 September 2001 (emphasis added), <http://www.aldeilis.net/fake/578.pdf>

<sup>68</sup> “The FBI releases 19 photographs of individuals believed to be the hijackers of the four airliners that crashed on 11 September 2001”, FBI National Press Office, 27 September 2001, <http://www.aldeilis.net/fake/002.pdf>

<sup>69</sup> Ibid.

but “NOT leave the document (with the foreign officials).”<sup>70</sup> The ambassadors were also told that “the United States is not obliged in any way to make any kind of showing as a prerequisite or precondition to the exercise of its right of self-defense under Article 51 of the UN Charter, whether now or in the future.”<sup>71</sup> In ordinary English that meant that the U.S. authorities declared themselves under no obligation to prove to the world that they were attacked from outside their borders and reserved for themselves the right to attack any country on the base of secret evidence.

### **(i) Donald Rumsfeld's evasive answer**

On 2 October 2001, before he embarked upon a tour of the Middle East, Secretary of Defense Donald Rumsfeld was asked in a press briefing: “Will you be sharing with the leaders [you plan to visit] any evidence of Osama bin Laden's connection with the [9/11] attacks?” He answered:

I think that I will not be sharing the evidence. I would be happy to, but I think that has been done amply. The evidence of the attack is on television every day. The linkages between the terrorist networks involved are on television every day. And it strikes me that anyone who is slightly interested has a very clear idea of what took place the fact that a terrorist organization that's being harbored by more than one country, and has relationships with other terrorist organizations, was directly involved. I don't know if we need any more evidence, or do I think that anyone is asking for any more evidence, except the Taliban.<sup>72</sup>

### **(j) The attacks of 9/11 as the birth of a new era**

U.S. opinion and political leaders designated 9/11 immediately as a defining historical event. Members of Congress stated on 12 September 2001 that the U.S. has entered into a *new era* or a *new chapter* in its history. The similarity of their pronouncements is striking (the numbers refer to the page in the Congressional Record):<sup>73</sup>

- “As an American, make no mistake about it, we did wake up in a new world in America. It is a *new era*.” (Mr. Schumer, S9286)
- “We stand at the violent birth of a *new era* in international relations and national security.” (Mr. Hutchinson, S9307))
- “We have entered into a *new era* of our history.” (Mr. Hastert, H5509)

<sup>70</sup> “Declassified fax from the US Department of State to US embassies around the world”, 1 October 2001, Nr. 170698, Subject: “September 11: Working together to fight the plague of global terrorism and the case against al-Qa'ida”, <http://www.aldeilis.net/fake/279.pdf>

<sup>71</sup> Ibid.

<sup>72</sup> “Secretary Rumsfeld En Route to Saudi Arabia”, Press Briefing, 2 October 2001, <http://www.aldeilis.net/fake/574.pdf>

<sup>73</sup> Daily Digest, 12 September 2001, Congressional Record, at <https://www.congress.gov/congressional-record/2001/09/12>

- “With this attack, the United States has entered a *new era*.” (Mr. Boyd, H5330)
- “We find ourselves at the dawn of a *new era* of warfare in the 21st century, one made more sinister by the stealth, cunning, and terror.” (Mr. Kind, H5561)
- “Yesterday's act of war will go down in history as an act that forever changed America.” (Mr. DeGette, H5518)
- “A *new chapter* in our history was opened yesterday. Its opening pages will forever be emblazoned in our memory.” (Mr. Turner, H5526)
- “11 September 2001, was the clarion call to arms in a new war against terrorism. It will be unlike any war America has ever fought. The enemy is nameless, faceless, and operates without borders.” (Mr. Goodlatte, H5530)
- “This is a solemn moment in our Nation's history.” (Mr. Graves, H5534)
- “Life in America as we know it will change.” (Mr. Shays, H5501)
- “We live in a new world, and we will never go back.” (Mr. Gephardt, H5503)
- “Yesterday … represents the opening salvo in this new millennium in America's global struggle against international terrorism. It is a struggle like no other our Nation has ever faced.” (Mr. Lantos, H5505)
- “[W]e have declared this to be a new day, a *new chapter* in history.” (Mr. Rockefeller, S9326)
- “America will be forever changed.” (Mr. Hagel, S9326)
- “Yesterday the world changed for every American.” (Mr. Baucus, S9327)

### **(k) Counter-Terrorism as the organizing principle for foreign policy**

In the wake of the war of aggression against Afghanistan, Congressman Lee H. Hamilton said that fighting terrorism had become “the organizing principle for U.S. foreign policy.” Stopping short of calling 9/11 an *opportunity*, he added: “If we act with foresight and resolve we can transform this moment, as we transformed Pearl Harbor, from one of our greatest tragedies to one of our finest hours.”<sup>74</sup>

### **(I) No links between Afghanistan and 9/11**

On 28 September 2001, Attorney General John Ashcroft was asked whether the U.S. government was able “to trace any of the 19 hijackers back to Afghanistan.” His response: “I don't think I'm capable of answering that question.”<sup>75</sup>

Unnoticed by most observers, when President Bush addressed the nation on 7 October 2001 to announce the initiation of the bombing campaign against Afghanistan, he did not link that country to the events of 9/11. He did not even mention 9/11 in his speech. The reason he offered for the war was the alleged refusal of the Taliban government to “close terrorist

<sup>74</sup> Lee H. Hamilton, “Talking points on combating terrorism”, 2 October 2001, <http://www.aldeilis.net/terror/615.pdf>

<sup>75</sup> “Transcript from Press Briefing”, Attorney General Ashcroft and FBI Director Mueller, 28 September 2001, <http://www.aldeilis.net/fake/576.pdf>

training camps; hand over leaders of the al Qaeda network; and return all foreign nationals, including American citizens, unjustly detained in your country.”<sup>76</sup>

On the same day - 7 October 2001 - the U.S. Representative to the United Nations, John Negroponte, delivered a letter to the President of the UN Security Council<sup>77</sup> in which he listed the reasons for what he called “military operations” against Afghanistan. In that letter he wrote that “my government has obtained clear and compelling information that the al-Qaeda organization, which is supported by the Taliban regime in Afghanistan, had a central role in the attacks.” The letter did not include any evidence in support of the claim that al-Qaeda (if such organization existed in the first place) played a role in the 9/11 attacks.

Donald Rumsfeld admitted in a press conference, also held on 7 October 2001, that the Taliban who ruled Afghanistan, “do not have armies, navies and air forces” and could thus not threaten the security of the United States.<sup>78</sup> The bombing campaign against Afghanistan constituted a crime of aggression under customary international law and under normal circumstances should have triggered punitive action by the Security Council of the United Nations against the aggressors.<sup>79</sup> NATO members and other governments were undoubtedly aware that the U.S. had failed to prove a link between Afghanistan and 9/11 and that it was acting unlawfully, but they kept silent.<sup>80</sup>

On June 5, 2006, Ed Haas, a U.S. journalist, contacted the FBI after having noticed that the Most Wanted poster for Osama bin Laden on the FBI website did not mention any suspected links to 9/11.<sup>81</sup> Haas asked for an explanation. Rex Tomb, Chief of Investigative Publicity for the FBI responded, “The reason why 9/11 is not mentioned on Osama bin Laden's Most Wanted page is because the FBI has no hard evidence connecting bin Laden to 9/11.”<sup>82</sup> This admission by the FBI, five years after bombing Afghanistan and killing thousands of people, should have prompted worldwide outrage. Yet the mainstream media concealed this admission from the public.

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<sup>76</sup> George W. Bush, “Address to the Nation” (on the Use of Force in Afghanistan), 7 October 2001, <http://www.aldeilis.net/fake/1059.pdf>

<sup>77</sup> Letter from U.S. Representative to the President of the UN Security Council, 7 October 2001, <http://www.aldeilis.net/fake/569.pdf>

<sup>78</sup> Transcript of Defense Secretary Donald Rumsfeld's news conference with Gen. Richard Myers, chairman of the Joint Chiefs of Staff, *The Washington Post*, 7 October 2001, <http://www.aldeilis.net/fake/1036.pdf>

<sup>79</sup> Wikipedia: War\_of\_aggression

<sup>80</sup> Hans-Christian Andersen's tale “The Emperor's New Clothes” applies perfectly to this conduct by the world's governments.

<sup>81</sup> FBI: Usama bin Laden (FBI Ten Most Wanted Fugitives), Poster on FBI website revised November 2001, <http://www.aldeilis.net/fake/910.pdf>

<sup>82</sup> Ed Haas, “FBI says, it has 'no hard evidence connecting Bin Laden to 9/11'”, Information Clearing House, 18 June 2006, <http://www.aldeilis.net/fake/853.pdf>

### 3. No evidence of 19 Muslim hijackers

The official account of 9/11 is based on a hijacking narrative according to which 19 individuals, whose names and photographs have been posted on the website of the FBI,<sup>83</sup> *boarded* aircraft assigned to American Airlines flights 11 (AA11) and 77 (AA77), and United Airlines flights 175 (UA175) and 93 (UA93) on the morning of 11 September 2001. These individuals are said to have then hijacked those aircraft in flight and crashed the aircraft in suicide attacks on symbolic landmarks in the United States.

According to the official account, an aircraft assigned to flight AA11 was flown into the North Tower of the WTC in New York; shortly thereafter an aircraft assigned to flight UA175 was flown into the South Tower of the WTC. At 9:37 a.m. an aircraft assigned to flight AA77 impacted the Pentagon in Washington, D.C. The fourth aircraft, assigned to flight UA93, crashed in an empty field near Shanksville, Pennsylvania, after the passengers had risen up against the alleged hijackers and attempted to retake control of the aircraft. It was later surmised that the pilot of the aircraft had intended to crash into the White House.

Within hours of the operation, the FBI began to interview airline and airport employees who could provide information about what they had experienced that morning before and during the boarding of these flights. It must therefore be assumed that all *relevant* evidence about the boarding of the four aircraft has been obtained by the FBI.

This chapter deals with one, and only one, question, namely: Did the individuals designated by the U.S. government as the hijackers of 9/11 *board* the designated flights?

It must be stated that even if these individuals had boarded these four flights, it does not necessarily prove that they did what they are accused of having done. In order to accuse them of mass murder, other evidence would be needed to prove that they actually hijacked the airliners and caused them to crash at the designated sites.

Shortly after the FBI released the names and photographs of the alleged hijackers, questions about their identities began to emerge. The family of Hamza al-Ghamdi, one of the alleged hijackers, said the photo released by the FBI “has no resemblance to him at all”.<sup>84</sup> CNN broadcast a picture of another alleged hijacker, identified as Saeed al-Ghamdi. That man, a pilot, was from Tunisia and was apparently still alive.<sup>85</sup> The photograph of a Saudi pilot by the name of Waleed al-Shehri was released by the FBI as one of the alleged hijackers: he protested his innocence from Casablanca, Morocco.<sup>86</sup> Two people with the name of Abdulaziz Alomari presented themselves, surprised to see their names on the FBI list of suspected hijackers. One of them, a Saudi engineer, said he lost his passport while studying in Denver, Colorado, in 1995. Of the FBI list, he said: “The name is my name and the birth date is the same as mine. But I am not the one who bombed the World Trade Center in New

<sup>83</sup> “The FBI releases 19 photographs...”, Op.cit., <http://www.aldeilis.net/fake/002.pdf>

<sup>84</sup> Caryle Murphy and David B. Ottaway, “Some Light Shed on Saudi Suspects”, *The Washington Post*, 25 September 2001, <http://www.aldeilis.net/fake/1061.pdf>

<sup>85</sup> “Hijack 'suspects' alive and well”, *BBC*, 23 September 2001, <http://www.aldeilis.net/fake/231.pdf>

<sup>86</sup> Ibid.

York.”<sup>87</sup> Another Abdulaziz Alomari was found working as a pilot with Saudi Airlines.<sup>88</sup> Salem al-Hazmi, also listed by the FBI as an alleged hijacker, was indignant at being named as a suspect for a mass murder. He said he worked in petrochemical plant in Yanbu (Saudi Arabia).<sup>89</sup> Abdul Rahman al-Haznawi, brother of another suspect, said “There is no similarity between the photo published [on Thursday] and my brother.” He said he did not believe his brother was involved in the crime: “He never had any such intention.”<sup>90</sup> Gaafar al-Lagany, the Saudi government’s chief spokesman in the United States, said that the hijackers probably stole the identities of legitimate Saudi pilots.<sup>91</sup> These findings have been corroborated independently by Jay Kolar.<sup>92</sup>

The FBI disregarded these stories and maintained the names and photographs it originally posted on its website as those “believed to be the hijackers” of 9/11,<sup>93</sup> including those of living individuals. The 9/11 Commission (see Chapter 13) did not address these conflicting identifications.

One basic goal of a criminal investigation is to identify the perpetrators. In order to prove that particular individuals could have hijacked an aircraft, it must be first demonstrated that they boarded that particular aircraft. In order to demonstrate this fact, at least some of the following four classes of evidence should have been produced by the U.S. authorities in September 2001 or shortly thereafter:

1. Authenticated passenger lists (also called flight manifests),<sup>94</sup> listing the names of all the passengers and crew members, including those suspected of hijacking
2. Authenticated security videos from the airports, which depict the passengers (and the alleged hijackers)
3. Sworn testimonies of personnel who attended the boarding of the aircraft
4. Formal identification of the bodily remains from the crash sites, accompanied by chain-of-custody reports

The scope of this chapter is limited to examining whether the U.S. government has produced the above four classes of minimal evidence and if so, whether that evidence is admissible, relevant and compelling. If such evidence does not exist or is deemed to lack credibility, it is

<sup>87</sup> Nick Hopkins, “False Identities Mislead FBI”, *The Guardian*, 21 September 2001, <http://www.aldeilis.net/fake/538.pdf>

<sup>88</sup> Ibid.

<sup>89</sup> Ibid.

<sup>90</sup> Jamal Khashoggi and Badr Al-Nayyef, “Hanjour family denies Hani’s involvement in crime”, *Arab News*, 1 October 2001, <http://www.aldeilis.net/fake/100.pdf>

<sup>91</sup> Kevin Cullen and Anthony Shahid, “Hijackers may have taken Saudi identities”, *Boston Globe*, 15 September 2001 <http://www.aldeilis.net/fake/950.pdf>

<sup>92</sup> Jay Kolar, “What We Now Know About the Alleged 9-11 Hijackers”, in Paul Zarembka (ed.) *The Hidden History of 9-11-2001* (Research in Political Economy, Volume 23, 2006) Emerald Group Publishing Limited, pp. 3 - 45

<sup>93</sup> “The FBI releases 19 photographs...”, Op.cit., <http://www.aldeilis.net/fake/002.pdf>

<sup>94</sup> An official document that lacks the date of issuance and is not authenticated by its issuer by a signature or an official stamp, has no evidentiary value

likely that these individuals did not board the aircraft and that, consequently, no “Islamic hijackings” had taken place.

### **(a) No authenticated passenger lists**

The primary source used by airlines to identify the victims of aircraft crashes is the passenger list (sometimes designated as the *flight manifest*). A passenger list is a legal document proving – also for insurance purposes - that particular individuals boarded an aircraft. To ensure the reliability of passenger lists airlines check the identities of passengers who board the aircraft. In order to serve as legal documents, passenger lists must be duly authenticated by those responsible for their accuracy.

With regard to the four 9/11 flights, American and United Airlines have consistently refused to demonstrate that they possess authenticated passenger lists of these flights. Surprisingly, neither the corporate media nor the 9/11 Commission demanded the release of these authenticated documents.

Between September 11 and 14 September 2001, the mainstream media published the names of the alleged hijackers and passengers. Some of these names were deleted and replaced by other names. These irregularities are examined below.

#### ***Adding and deleting passengers' names after the crashes***

On 13 September 2001, Attorney General John Ashcroft announced that “Between three and six individuals on each of the hijacked airplanes were involved” in the hijackings.<sup>95</sup> Later at a press briefing, he specified that there were exactly 18 “hijackers” – five on each of flights AA11 and UA175 and four on the others.<sup>96</sup> On the same day FBI Director Robert Mueller said that a “preliminary investigation indicated 18 hijackers were on the four planes -- five on each of the two planes that crashed into the World Trade Center, and four each on the planes that crashed into the Pentagon and in Pennsylvania.”<sup>97</sup> A day later the number grew to 19.<sup>98</sup>

On 14 September 2001, the name of *Mosear Caned* (phon.) was released by *CNN* as one of the suspected hijackers on “a list of names ... that is supposed to be officially released by [the Justice Department] sometime later today”.<sup>99</sup> His name disappeared a few hours later from the list of suspects and replaced with that of *Hani Hanjour* when *CNN* posted a new list of suspects released by the FBI.<sup>100</sup> It was never revealed where Caned's name came from in the

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<sup>95</sup> “FBI: Early probe results show 18 hijackers took part”, *CNN*, 13 September 2001, <http://www.aldeilis.net/fake/045.pdf>

<sup>96</sup> Department of Justice, Briefing by Attorney General John Ashcroft and FBI Director Robert Mueller, 13 September 2001, Transcript, <http://www.aldeilis.net/fake/464.pdf>

<sup>97</sup> Ibid.

<sup>98</sup> “FBI Releases List of 19 Hijackers”, Op.cit., <http://www.aldeilis.net/fake/002.pdf>

<sup>99</sup> Kelli Arena (transcript), *CNN*, 14 September 2001, <http://www.aldeilis.net/fake/066.pdf>

<sup>100</sup> “FBI list of suspected hijackers”, *CNN*, 14 September 2001, 2:00 PM, <http://www.aldeilis.net/fake/067.pdf>

first place, who this person was supposed to be, or why the name was later replaced by “Hani Hanjour.”<sup>101</sup> No other passenger (or “hijacker”) bore a name resembling Mosear Caned.

*The Washington Post* reported, however, that the original passenger lists did not include the name of *Hani Hanjour*, later named as the pilot of flight AA77. In its final edition of 16 September 2001 the *Post* explained that Hanjour’s name “was not on the American Airlines manifest for [flight 77] because he may not have had a ticket.”<sup>102</sup> For this information, the *Washington Post* relied almost exclusively on the FBI. This report fits with the declaration by Attorney General Ashcroft of 13 September 2001 that only four “hijackers” had been on flight AA77.<sup>103</sup> The counsel for American Airlines, in a letter to the 9/11 Commission of March 15, 2004, appears to confirm the absence of Hanjour from that flight, writing, “We have not been able to determine if Hani Hanjour checked in at the main ticket counter.”<sup>104</sup> Yet Hanjour’s name appears later on unauthenticated passenger lists of flight AA77.

According to *CNN* of 14 September 2001, “[f]ederal sources initially identified [Adnan] *Bukhari* and *Ameer Bukhari* as possible hijackers who boarded *one of the planes* that originated in Boston,” (emphasis added). Yet a few hours later, *CNN* issued the following correction: “Based on information from multiple law enforcement sources, *CNN* reported that Adnan Bukhari and Ameer Bukhari of Vero Beach Florida, were suspected to be *two of the pilots* who crashed *planes* into the World Trade Center. *CNN* later learned that Adnan Bukhari is still in Florida, where he was questioned by the FBI... Ameer Bukhari died in a small plane crash” on 11 September 2000. These names disappeared from unauthenticated passenger lists published later and replaced by new names. *CNN* attributed this information to “federal sources.”

On 12 September 2001, various newspapers published *partial* passenger lists of the crashed flights. These reports included the names of *Jude Larson*, 31, and his wife, *Natalie*, 24, referred to as passengers aboard flight AA11.<sup>105</sup> As example thereof, here is an excerpt from a news report published by the *Honolulu Star Bulletin* on 12 September 2001:

Also among the confirmed dead was Jude Larson, the 31-year old son of Maui artist Curtis Larson, who was aboard American’s hijacked Flight 11. Jude Larson and his wife Natalie were en route to the University of California at Los Angeles, where he was attending college...Larson’s wife Natalie,

<sup>101</sup> Xymphora, “Mosear Caned”, 14 June 2005, <http://www.aldeilis.net/fake/1062.pdf>

<sup>102</sup> “Four Planes, Four Coordinated Teams”, *The Washington Post*, 16 September 2001, <http://www.aldeilis.net/fake/080.pdf>. Indeed, the only name missing from a report compiled by G. Bartulevicz (American Airlines) on 11 September 2001 about American Airlines bookings of the alleged hijackers, is that of Hani Hanjour, <http://www.aldeilis.net/fake/150.pdf>

<sup>103</sup> Department of Justice, Briefing by Attorney General John Ashcroft and FBI Director Robert Mueller, 13 September 2001, Op.cit., <http://www.aldeilis.net/fake/464.pdf>

<sup>104</sup> Condon & Forsyth LLP, Letter to Mr. John Raidt, 9/11 Commission, 15 March 2004, on behalf of American Airlines, in response to 3 February 2004 requests, p. 11, <http://www.aldeilis.net/fake/318.pdf>

<sup>105</sup> “Partial list of terror victims”, CBS, 12 September 2001, <http://www.aldeilis.net/fake/814.pdf>; Rod Antone and Helen Altonn, “At least 2 from isles killed in attacks”, *Honolulu Star Bulletin*, 12 September 2001, <http://www.aldeilis.net/fake/046.pdf>; “American Airlines Partial Passenger List”, *The Washington Post*, 13 September 2001, <http://www.aldeilis.net/fake/815.pdf>

whose family lives in Boston, was a rising fashion model and had been to Italy four times in the last 18 months to work for Gucci.<sup>106</sup>

A person who claimed to be a friend of Jude's father, Steve Jocelyn of Lahaina on Hawaii, told the *Honolulu Advertiser* that Jude "was an amazing guy, a cool kid. He was a fun-loving, happy-go-lucky guy with a good heart."<sup>107</sup> He said that Jude had visited Maui often, was working as a horticulturist in Washington State but decided to enter medical school a few years ago. A week later, the same newspaper reported that it had been "unable to confirm the identity of ... Steve Jocelyn" and was unable to locate him.<sup>108</sup>

On 18 September 2001, the *Honolulu Star Bulletin* reported that the newspaper had received an email from Jude, giving notice that he and his wife were alive.<sup>109</sup> According to the paper, "a person claiming to be with the airlines" had called Jude's father and told him that his son and daughter-in-law had been passengers on flight AA11.<sup>110</sup> The *Honolulu Advertiser* of 20 September 2001, which published a detailed report on this apparent hoax, wrote that Jude's father Curtis Larson, a "sculptor and jewelry maker" now claimed he had been duped. Yet it was Curtis Larson who initially told reporters that "his son was in medical school at UCLA, that his daughter-in-law was pregnant and that the couple had visited her family in Boston." According to Jude, the report continued, his real name is not Larson but Olsen. He also said he is 30, not 31, years old, that he does not study in Los Angeles but works as a landscaper in Olympia, Washington State, and that his wife is not pregnant.<sup>111</sup> The names of Jude and Natalie Larson then disappeared from unauthenticated passenger lists. Assuming that a prestigious news agency, such as Associated Press, would have checked with American Airlines and the FBI whether the Larsons were in fact passengers on flight AA11 before releasing its story, it would follow that the Larsons were listed on the original passenger list of flight AA11 but later removed from the official list of dead passengers, or their names changed.

The story then took a bizarre turn. The names and photographs of Jude and Natalie Larson, no longer officially listed as flight AA11 victims, were still listed on the National Obituary Archive list ten years later among those who died on 9/11. Jude Larson's obituary includes his photograph:

Jude Larson, 31, of Los Angeles, CA, died Sept. 11, 2001, a victim of the coordinated terrorist attacks against the United States in New York,

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<sup>106</sup> Rod Antone and Helen Altonn, Op.cit., <http://www.aldeilis.net/fake/046.pdf>

<sup>107</sup> Christine Snyder, "Five from Hawai'i may be victims", *Honolulu Advertiser*, 12 September 2001, <http://www.aldeilis.net/fake/822.pdf>

<sup>108</sup> Timothy Hurley, "Maui man says misinformation led to false report of son's death", *Honolulu Advertiser*, 20 September 2001, <http://www.aldeilis.net/fake/824.pdf>

<sup>109</sup> Gary T. Kubota, "Maui man discovers son still alive", *Honolulu Star Bulletin*, 18 September 2001, <http://www.aldeilis.net/fake/1063.pdf>

<sup>110</sup> According to Anand Vaishnav ("Pair believed dead very much alive"), *Boston Globe*, 19 September 2001, the father was told that Jude and Natalie had been on flight United Airlines 175, <http://www.aldeilis.net/fake/821.pdf>

<sup>111</sup> Timothy Hurley, Op.cit., <http://www.aldeilis.net/fake/824.pdf>

Washington, D.C., and elsewhere. Jude was a student at the University of California at Los Angeles. He and his wife, Natalie, were returning from visiting her family near Boston. Natalie Larson, four months pregnant, a fashion model who had modeled in Italy.<sup>112</sup>



Natalie Larson's obituary, which does not include a photograph, reads:

Natalie Larson of Los Angeles, CA, died Sept. 11, 2001, a victim of the coordinated terrorist attacks against the United States in New York, Washington, D.C., and elsewhere. Natalie and her husband, Jude, were returning from visiting her family near Boston. Natalie was four months pregnant and was a fashion model who had modeled in Italy.<sup>113</sup>

According to the webpage of the National Obituary Archive, the list “is based on authoritative sources, the Associated Press and funeral home records.”<sup>114</sup> In order to include an obituary, the managers of the Archive say they request submitters to ask their “funeral director to submit the obituary.”<sup>115</sup> Submitters are required to supply documentation of the death which is reviewed by the Archive’s staff. It is not known who supplied the above information to the National Obituary Archive, or when it was submitted.<sup>116</sup>

Another website dedicated to the victims of 9/11 includes the following photograph, said to be Natalie Larson, Jude’s wife. The photograph is credited to the Associated Press and to the

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<sup>112</sup> “Jude Larson”, National Obituary Archive, <http://www.aldeilis.net/fake/580.pdf> (emphasis added)

<sup>113</sup> “Natalie Larson”, National Obituary Archive, <http://www.aldeilis.net/fake/581.pdf> (emphasis added)

<sup>114</sup> “List of 9/11 victims”, National Obituary Archive, as of 26 June 2012, <http://www.aldeilis.net/fake/1064.pdf>

<sup>115</sup> “Adding an Obituary”, National Obituary Archive, <http://www.aldeilis.net/fake/1065.pdf>

<sup>116</sup> I sent a request for clarification to the editor of the National Obituary Archive on 2 February 2012. There was no response

*Boston Herald*.<sup>117</sup> Yet the file containing the photograph is entitled lasden\_natalie.jpg. Natalie Lasden was another passenger on flight AA11.



Various attempts were subsequently made to provide an innocuous explanation for this bizarre story.<sup>118</sup> David Hoff, news editor of the *Maui News* in Hawaii, said the paper had been trying “to make every local connection” it could: “When it appeared we had a local resident who lost his son and daughter-in-law, it was something that we went with.”<sup>119</sup> Kelly Tunney, director of corporate communications for Associated Press, said, “We picked [the story] up from the papers [sic] and didn't follow our own stringent guidelines in this case.”<sup>120</sup> Lynn Shue, who presented herself as a friend of artist Curtis Larson said, “He has been on medication and has a penchant for exaggerating... I can't believe he brought it all on himself.”<sup>121</sup> Natalie Olsen, contacted in Olympia, confirmed the couple was alive but declined to comment further.<sup>122</sup> Jude Olsen acknowledged that Curtis Larson was his father, but denied studying medicine and said he saw Maui for the first time in the summer of 2001, “when he surprised his father during his first visit to Hawaii.”<sup>123</sup>

I have tried to locate Curtis Larson, described as a well-known local artist in his community, but without success.

### ***Curious discrepancies in names***

According to the *Boston Globe*, one of the passengers on flight AA11, suspected of having been a hijacker and sitting next to “Mohamed Atta” was *Abdulrahman Alomari*. In the list of “hijackers” released by the FBI on 14 September 2001, Alomari’s first name was spelled *Abdulaziz*. Federal investigators “said they could not explain the discrepancy between the

<sup>117</sup> “Photographs of AA11 victims”, myfriendsphotos.tripod.com, <http://www.aldeilis.net/fake/1066.pdf>

<sup>118</sup> Anand Vaishnav, “Pair believed...”, Op.cit., <http://www.aldeilis.net/fake/821.pdf>

<sup>119</sup> Ibid.

<sup>120</sup> Ibid.

<sup>121</sup> Ibid.

<sup>122</sup> Ibid.

<sup>123</sup> Timothy Hurley, Op.cit., <http://www.aldeilis.net/fake/824.pdf>

American Airlines passenger list and their list.”<sup>124</sup> The name *Abdulrahman* Alomari was also mentioned by the *Washington Post* on 14 September 2001, as one of the “five hijackers who took over American Airlines flight 11 … according to a source familiar with FBI’s list of the hijackers.”<sup>125</sup>

As early as 12 September 2001, *NBC* displayed a photograph of “Mohamed Atta” and mentioned his name, but no other suspects.<sup>126</sup> In the late afternoon of 13 September 2001, various American TV networks displayed photographs of “Mohamed Atta” and “Marwan al-Shehhi,” designated as suspects in the mass-murder of 9/11 (As the true identity of these two persons is not known, their names are surrounded here by quotation marks). Surprisingly, *ABC News*, on 13 September 2001 at 7:02 p.m. EST) captioned “Atta’s” photograph with the name “*Amanullah Atta Mohammed*.”<sup>127</sup> It was not explained where the network got “Amanullah.” Was there another person impersonating Mohamed Atta, using Amanullah as first name?

On 22 September 2001, T.A. Badger of *Associated Press* reported that one of the alleged hijackers whom he named *Ziad Jarrahi* (with a final “i”) had been seen in San Antonio, California in mid-June 2001.<sup>128</sup> Who was the *Jarrahi* who was repeatedly<sup>129</sup> mentioned by the American media? Was he another person, distinct from *Ziad Jarrah* (without final “i”) who is alleged to have piloted flight UA93? Perhaps, if we believe the testimony of Charles Lisa, the landlord of an apartment he rented to a certain *Jarrahi* and who told *The Miami Herald* that this *Jarrahi* and his friend *al-Haznawi* had “German passports.”<sup>130</sup> *Ziad Jarrah*, who had studied in Germany, was, however, a Lebanese citizen and is not known to have obtained a German passport. Was *Jarrahi* perhaps the name of someone whose role was to impersonate *Ziad Jarrah*? According to Elizabeth Neuffer, whose detailed report on *Ziad Jarrah* and his family was published in the *Boston Globe* on 25 September 2001, “FBI agents, reviewing flight manifests, found a *Ziad Jarrahi* – the ‘i’ in the last name a possible misspelling – on United Airlines Flight 93.”<sup>131</sup> Yet the unauthenticated passenger lists circulating on the internet spelled his name without final “i”. Elizabeth Neuffer, incidentally, died on May 9, 2003 in Iraq in what was reported as a car accident.

<sup>124</sup> Kevin Cullen and Anthony Shahid, Op.cit., <http://www.aldeilis.net/fake/950.pdf>

<sup>125</sup> Dan Eggen and Peter Slevin, “Armed men held at NYC airports”, *The Washington Post*, 14 September 2001, <http://www.aldeilis.net/fake/955.pdf>

<sup>126</sup> September 11 Television Archive, <[http://archive.org/details/sept\\_11\\_tv\\_archive](http://archive.org/details/sept_11_tv_archive)>

<sup>127</sup> Ibid.

<sup>128</sup> T.A. Badger, “San Antonio rental agent says he recognized hijacker”, *Associated Press*, 22 September 2001, <http://www.aldeilis.net/fake/1076.pdf>

<sup>129</sup> Andres Viglucci and Manny Garcia, “Hijack plotters used S. Florida as a cradle for conspiracy”, *The Miami Herald*, 15 September 2001, <http://www.aldeilis.net/fake/777.pdf>; Nicolaas van Rijn, “Hijackers set down roots, blended in, then attacked”, *The Toronto Star*, 15 September 2001, <http://www.aldeilis.net/fake/081.pdf>

<sup>130</sup> Andres Viglucci and Manny Garcia, Ibid.

<sup>131</sup> Elizabeth Neuffer, “Hijack suspect live a life, or a lie”, *Boston Globe*, 25 September 2001, <http://www.aldeilis.net/fake/902.pdf>

The aforementioned fluctuations in the number and names of the alleged hijackers could not have occurred if the names had been based on unique and authentic passenger lists.

### ***The unauthenticated passenger lists***

In 2006 a seven-page set of faxes, purporting to represent the original passenger lists, was published in a book by Terry McDermott.<sup>132</sup> These released images, of which one page is shown below, were of bad quality and can hardly constitute, for the following reasons, faithful copies of the original passenger lists (or flight manifests): (1) The published lists appear to have been pasted together from various computer print-outs;<sup>133</sup> (2) The lists are not authenticated by any airline or law-enforcement official and are not signed by anyone; (3) It is not clear when and by whom the lists were printed out; (4) Ziad Jarrah's name is spelled correctly on the list of flight UA93, whereas the FBI referred to him initially as *Jarrahi*;<sup>134</sup> (5) The name of Hani Hanjour appears on the AA77 list, whereas the *Washington Post* reported that his name did not appear on the original American Airlines list for the flight (see above); (6) The list does not include names originally claimed as suspected hijackers; (7) Neither the FBI nor the airlines have been willing to confirm that these lists represent true copies of the original passenger lists (or flight manifests)

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<sup>132</sup> Passenger Lists : Victims Lists, Passenger Manifests, and the Alleged Hijackers , 9-11 Research (undated). <http://www.aldeilis.net/fake/1075.pdf>

<sup>133</sup> See example of a non-authenticated passenger list on <http://www.aldeilis.net/fake/872.pdf>

<sup>134</sup> Elizabeth Neuffer, Op.cit., <http://www.aldeilis.net/fake/902.pdf>

*Illustration of a released, non-authenticated, passenger list from flight UA93*

OF: WHURRUA  
 XIDRUKUA 110040 108045 0839  
 UA 93 11SEP EUR SEL SELECTED PAX 1 F O Y  
 1. ADAN C SFO YL\*\* 17D A SET BM  
 2. ALGHAMDI S SFO FF\*\* 03D A SET BM  
 3. ALHRAZNAVAI S SFO FF\*\* 03D A SET BM  
 4. ALHRAZNAVAI S SFO YL\*\* 17D A SET BM  
 5. BEAMER T SFO YL\*\* A2 03D A SET BM  
 6. BEAVEN T SFO YL\*\* 17F A SET BM  
 7. BRITTON E SFO YY\*\* B2 12C A SET BM  
 8. BRITTON M SFO YY\*\* B2 12B A SET BM  
 9. CASHMAN W SFO YL\*\* C2 15C A SET BM  
 10. COLEMAN S SFO YY\*\* E2 15C A SET BM  
 11. CORRIGAN G SFO YL\*\* 20D A SET BM  
 12. BODLEY D SFO YL\*\* 20D A SET BM  
 13. BURNEIT T SFO FNF\*\* 04D A SET BM  
 14. DELUCA J SFO CFXF\*\* F2 02B A SET BM  
 15. DRISCOLL P SFO YL\*\* C2 15C A SET BM  
 16. FOLGER J SFO YL\*\* E2 19B A SET BM  
 17. GARNER C SFO YL\*\* 19C A SET BM  
 18. GARCIA A SFO YL\*\* 20C A SET BM  
 19. FELT E SFO FNF\*\* A 02D A SET BM  
 20. GOULD E K SFO YY\*\* 21D A SET BM  
 21. GREENE D SFO YY\*\* 16D A SET BM  
 22. GROLUND L SFO CFXF\*\* F2 02A A SET BM  
 23. HARRIS R SFO YL\*\* 14D A SET BM  
 24. OLICK J SFO YL\*\* 14D A SET BM  
 25. GRANDCOLA S SFO YL\*\* 11D A SET BM  
 26. JARRAH Z SFO FF\*\* 01B A SET BM  
 27. KUDE T SFO YL\*\* 18A A SET BM  
 28. MARCIN M SFO YY\*\* 17C A SET BM  
 29. MARTINEZ W SFO YY\*\* 18C A SET BM  
 30. PETERSON S SFO YY\*\* 14C A SET BM  
 31. MILLER N SFO YY\*\* 10A A SET BM  
 32. NACKE L SFO YY\*\* 12F A SET BM  
 33. PETERSON D SFO YY\*\* 14A A SET BM  
 34. STOLENBECK M SFO FNF\*\* 05B A SET BM  
 35. STEPHENSON C SFO YY\*\* 17A A SET BM  
 36. TALIGNANAY S SFO YY\*\* 16A A SET BM  
 37. WAINIO H SFO YY\*\* 11F A SET BM  
 END NAMES  
 109111651 108045 0839

## ***FBI and airlines' refusal to release authentic lists***

I attempted in 2004 to obtain from American Airlines copies of authenticated passenger lists for the two American Airlines flights of 9/11. Karen Temmerman, Customer Relations, American Airlines, responded to me on 9 September 2004:

At the time of the incidents we released the actual passenger manifests to the appropriate government agencies who in turn released certain information to the media. These lists were published in many major periodicals and are now considered public record. At this time we are not in a position to release further information or to republish what the government agencies provided to the media.<sup>135</sup>

The airline did not explain why it was not in a position to confirm what had already been for a long time in the public domain.

135 Email communication to the author from Karen Temmermann, American Airlines, 9 September 2004

On November 29, 2005, I tried again to obtain the passenger list of flight AA77 from American Airlines.<sup>136</sup> Sean Bentel of American Airlines first sent me a typed list that consisted of nothing more than the first and last names of 53 passengers from that flight. The list did not include Arab names. Asking again for “something more authentic,” Sean Bentel responded that ”the names I sent you are accurate... There may have been a formatting problem.” In turn I responded that the problem was not the formatting of the data. Here is what I wrote:

What I am asking is a replica of the original passenger list (either a scan of the original, or at least a document faithfully reflecting the contents of that list)...[namely] the list of the paying passengers who boarded AA77. Can I take it that the list you sent me faithfully reflects the names of the paying passengers who boarded AA77?

Within hours Sean Bentel answered in the most laconic manner: “Mr. Davidsson, Names of terrorists were redacted. Sean Bentel.” Asked in return “[w]hy can’t you sent me a facsimile copy of the passenger lists, including the names of the terrorists,” Sean Bentel answered, “This is the information we have for public release.” This was the end of this exchange.

I also turned to United Airlines. On October 21, 2004, I asked per email why the original flight manifests have not yet been publicized and whether United Airlines had provided some media with a copy of the original flight manifests. The airline answered that “[a]ll matters pertaining to the September 11<sup>th</sup> terrorist attacks are under the investigation of the U.S. Federal Authorities. Please contact the FBI.” That was it.

Numerous individuals have attempted without success to obtain authentic passenger lists from the airlines, among them Thomas R. Olmsted, M.D. He wrote, for example: “I attempted on three occasions to obtain a final passenger list from American Airlines. They refuse to give a list and in fact won’t even verify that they gave the first list to CNN. Since the [unauthenticated] list is in the public domain, I find it curious that they would not take ownership nor provide a current, ‘correct list.’”<sup>137</sup>

I did not give up. In February 2012, I requested on the base of the Freedom Of Information Act (FOIA) from the FBI the release of Document 302, serial 7134, which contains “flight manifests for hijacked flights” and “information related to manifests.”<sup>138</sup> The request was denied.

As the names of all victims and alleged hijackers were publicized within days after 9/11, I could not fathom any plausible reason for the airlines and the FBI to refuse confirming the accuracy and authenticity of information that already exists in the public domain. Authenticated passenger lists were neither provided to the Congressional Joint Inquiry of

<sup>136</sup> Exchange of letters between the author and American Airlines regarding 9/11, November 2005, <http://www.aldeilis.net/fake/926.pdf>

<sup>137</sup> Thomas R. Olmsted, “Autopsy: No Arabs On Flight 77”, June 9, 2003, Physics 911, <http://www.aldeilis.net/fake/1073.pdf>

<sup>138</sup> “How did the FBI identify the hijackers”, report (undated). 9/11 Commission documents, Team 5, Box 62, <http://www.aldeilis.net/fake/2770.pdf>

2002 nor to the 9/11 Commission. It must therefore be presumed that no genuine passenger lists for the four 9/11 flights exist or that whatever the airlines and the FBI do possess does not correspond with the official allegations.

To sum up: No document has been produced by the airlines or the U.S. government proving that anyone, let alone the alleged terrorists, had boarded any of the four flights that were allegedly hijacked on 9/11.<sup>139</sup>

### **(b) No one saw the hijackers at the security checkpoints**

According to the 9/11 Commission, ten of the 19 suspected hijackers were selected on 9/11 at the airports by the automated Computer Assisted Passenger Prescreening System (CAPPS) for “additional security scrutiny.”<sup>140</sup> Yet none of those who handled the selected passengers, or any of the numerous airline or airport security employees interviewed by the FBI or the Federal Aviation Administration (FAA) on or after 9/11 is known to have been aware of these suspects. As for flights AA11 and UA175, which reportedly left from Logan Airport, Boston, the 9/11 Commission found that “[n]one of the [security] checkpoint supervisors recalled the hijackers or reported anything suspicious regarding their screening.”<sup>141</sup> Carter Bibbey, a manager for Globe Aviation Services Corp., who was supervising screeners at the American Airlines terminal in Boston, told the *Boston Globe* on 10 October 2001 that his five screeners didn’t detect any weapons - either legal or illegal on the morning of 9/11.<sup>142</sup>

As for flight AA77, which reportedly left from Dulles Airport, Washington, D.C., the 9/11 Commission wrote that “[w]hen the local civil aviation security office of the FAA later investigated these security screening operations, the screeners recalled nothing out of the ordinary. They could not recall that any of the passengers they screened were CAPPS selectees.”<sup>143</sup> As for flight UA93, which reportedly left from New Jersey International Airport, the 9/11 Commission indicated that the “FAA interviewed the screeners later; none recalled anything unusual or suspicious.”<sup>144</sup> According to an undated FBI report, the “FBI collected 14 knives or portions of knives at the Flight 93 crash site.”<sup>145</sup> Yet no screener mentioned coming across a single knife that morning.<sup>146</sup>

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<sup>139</sup> Passengers can and do sometimes board onto airplanes under assumed names.

<sup>140</sup> Final Report of the 9/11 Commission, Note 2 to Chapter I, p. 451

<sup>141</sup> Ibid. Chapter I, p. 2. In support of this statement, the Commission refers to interviews with six named individuals

<sup>142</sup> Shelley Murphy, “Logan’s baggage screeners defended workers unfairly blamed, company supervisor says”, *Boston Globe*, 10 October 2001

<sup>143</sup> Final Report of the 9/11 Commission. Chapter I, p. 3. In support of this statement, the Commission refers to an interview made on April 12, 2004 with Tim Jackson, a person whose role is not indicated

<sup>144</sup> Ibid. Chapter I. p. 4. In support of this statement, the Commission refers to an unreleased FAA report, “United Airlines Flight 93, 11 September 2001, Executive Report,” of 30 January 2002

<sup>145</sup> Ibid. Note 82, p. 457

<sup>146</sup> Staff Statement No. 3 to the 9/11 Commission made at the 7th Public Hearing, 26-27 January 2004, p. 9-10, <http://www.aldeilis.net/fake/226.pdf>

A seasoned Israeli security expert, Rafi Ron, President of New Age Security Solutions, with thirty years experience in security, intelligence and counterterrorism for the government of Israel and formerly Director of Security at Tel-Aviv Ben-Gurion International airport, addressed the Senate Committee on Homeland Security and Governmental Affairs on 21 September 2005:

I would like to point out that the Achilles heel of the suicide terrorist is his behavior. A person intending to commit an extreme act of violence, in most cases for the first time in his/her life, as well as to terminate his own life is most likely not to behave like the ordinary people around him going about their daily routines. A signal example is Richard Reid (the “shoe bomber”), who was clearly detected by both security and non-security personnel as a suspicious person before and during boarding AA flight from Paris (Dec. 2001).<sup>147</sup>

That no security employee noted anything suspicious in the *behavior* of the 19 persons who allegedly were intending to commit an extreme act of violence and to terminate their own life within the next hour is significant in the light of the above testimony.

### **(c) No one saw the hijackers at the boarding gates**

Normally airline employees tear off the stubs of passengers' boarding cards and observe the boarding of aircraft at the departure gates. Under the circumstances of 9/11, one could have expected to read interviews with some of these airline employees, because they were the last to see the passengers alive. Yet no such interview is known to have taken place. The 9/11 Commission does not mention the existence of any deposition or testimony by airline personnel who observed the boarding of the aircraft. As a response to my request to interview American Airlines gate agents of flight AA77, the airline responded that their identities cannot be revealed for privacy reasons.<sup>148</sup> Among the FBI documents released in 2009, I found interviews with Liset Frometa (conducted on 11 September 2001)<sup>149</sup> and Maria Jackson (conducted on 22 September 2001),<sup>150</sup> who testified to have worked at gate 32 for flight AA11, and one FBI 302-form recording an interview with an unidentified female employee of American Airlines who testified on 11 September 2001 that she “worked the gate for AA flight 11,” but did not mention the gate number.<sup>151</sup> Neither of these ladies recalled any of the alleged hijackers. Maria Jackson was shown a “photo spread of subjects” but did not recognize anyone.

<sup>147</sup> Statement by Rafi Ron to the Senate Committee on Homeland Security and Governmental Affairs, 21 September 2005, <http://www.aldeilis.net/fake/2479.pdf>

<sup>148</sup> Exchange of emails between myself and American Airlines, Op.cit., <http://www.aldeilis.net/fake/926.pdf>. See letter from American Airlines to me dated 1 December 2005

<sup>149</sup> FBI Document 302-522 of 11 September 2001. Interview with Lisa Frometa, Logan Airport, <http://www.aldeilis.net/fake/2693.pdf>

<sup>150</sup> FBI Document 302-18941 of 22 September 2001. Interview with Maria Jackson, Logan Airport, <http://www.aldeilis.net/fake/2691.pdf>

<sup>151</sup> FBI Document 302-1805 of 11 September 2001. Interview with unidentified employee of American Airlines, Logan Airport, <http://www.aldeilis.net/fake/2694.pdf>

#### **(d) No authenticated CCTV of the hijackers**

Apparently none of the three airports from which the four 9/11 aircraft reportedly departed (Boston Logan, Newark International and Dulles Airport, Washington, D.C.) possessed surveillance cameras at the boarding gates. There exists thus neither eyewitness testimony nor a visual documentation of the boarding process.

The *Boston Herald* reported a few weeks after 9/11:

In perhaps the most stunning example of Massport's lax security safeguards, Logan International Airport is missing a basic tool found not only in virtually every other airport, but in most 7-Elevens.... While Massport does employ cameras in parking garages, ramp areas and on Logan's roadways to monitor traffic, there are none to be found in the terminals, gate areas or concourses. "You have names (of hijackers), but the FBI has said it hasn't been able to match the faces of those who were on the flights," said Charles Slepian, a New York security consultant.<sup>152</sup>

Logan officials acknowledged this "deficiency." This is significant because two of the 9/11 flights originated from Logan airport.<sup>153</sup>

According to the 9/11 Commission's staff, Newark International Airport, from which flight UA93 reportedly departed, did not have such equipment either.<sup>154</sup> According to the 9/11 Commission's Final Report, "there is no documentary evidence to indicate when the hijackers passed through the [security] checkpoint[s], what alarms may have been triggered or what security procedures were administered."<sup>155</sup>

Yet many people are convinced that they have seen on TV surveillance videos of the suspected hijackers passing through security checks. Indeed, some footage was shown around the world on television, but not the boarding process of any of the four aircraft. What was shown was footage from the Portland (Maine) Jetport and from Dulles Airport in Washington, D.C.

The footage from Portland Jetport purports to show "Atta" and "Alomari" passing the security checkpoint before they board a connecting flight to Boston on the morning of 11 September 2001. The authenticity of the footage has been disputed for two reasons: (1) Michael Tuohey, who carried out the check-in of the men at the Portland Jetport, said on CNN that they were "very business looking. They had on ties and jackets." After being shown the security video, he found it curious that "they both have like open collar. They have

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<sup>152</sup> Doug Hanchett and Robin Washington, "Logan lacks video cameras", *The Boston Herald*, 29 September 2001

<sup>153</sup> 9/11 Commission, Staff Statement No. 3, p. 18, <http://www.aldeilis.net/fake/226.pdf>

<sup>154</sup> Ibid. p. 35

<sup>155</sup> 9/11 Commission's Final Report, p. 4

like dress shirts with open collar...but that's them.”<sup>156</sup> (2) The security video displays two different recording times, as shown below.<sup>157</sup>

Kenneth R. Anderson, the pilot of Colgan Air flight 5930, which transported the two men from Portland to Boston on the morning of 9/11, said he remembered two Arabic or Mid-Eastern males who were passengers on that flight. He described one of the individuals as wearing glasses.<sup>158</sup> Yet neither “Alomari” nor “Atta” are known to have worn glasses. Anderson also said that one of them was 5’9” and the other 5’11” tall. According to an FAA certified copy of Atta’s airman file, Atta’s height was 5’7”.<sup>159</sup> No information is available on Alomari’s height.

But even if the video recording from Portland is authentic,<sup>160</sup> in the sense of depicting two persons resembling the true “Atta” and “Alomari”, it does not tell us what they did after arriving in Boston.



„Mohamed Atta and Abdulaziz Alomari” at Portland Jetport on 11 September 2001

The other footage shown on TV and found on internet sites,<sup>161</sup> purports to depict the alleged hijackers of flight AA77 as they pass through the security checkpoint at Dulles Airport in Washington, D.C. This recording was not released voluntarily by the US government, but was forced out in 2004 by the Motley Rice law firm representing some survivors' families.<sup>162</sup>

<sup>156</sup> Paula Zahn Show, CNN, 2 March 2006, <http://www.aldeilis.net/fake/2480.pdf>

<sup>157</sup> Rachel Gordon et al, “Security high but inconsistent at US airports”, *San Francisco Gate Com*, 20 September 2001, <http://www.aldeilis.net/fake/1067.pdf>

<sup>158</sup> FBI Document 302-23367. 11 September 2001. Interview with Kenneth R. Anderson, <http://www.aldeilis.net/fake/2692.pdf>

<sup>159</sup> Airman Records for Alleged 911 Hijacker Mohamed Atta, Federal Aviation Administration, <http://www.aldeilis.net/fake/1068.pdf>

<sup>160</sup> Mohamed Atta's father emphatically denies that the video depicts his son. Betsy Hiel, “Hijacking suspect's father says son 'hates bin Laden', isn't terrorist”, *Tribune-Review*, 25 September 2001, <http://www.aldeilis.net/fake/545.pdf>

<sup>161</sup> See “9/11 hijackers at Dulles Airport”, <http://www.aldeilis.net/fake/1069.pdf>

<sup>162</sup> Nick Grimm, “Commission report finalized as 9/11 airport video released”, *ABC.net.au*, 22 July 2004, <http://www.aldeilis.net/fake/087.pdf>

According to the 9/11 Commission, the video “recorded all passengers, including the hijackers, as they were screened.”<sup>163</sup> Yet none of the publicly available versions of this recording shows any of the over 50 passengers from flight AA77, some of whom were well known nationally.

Jay Kolar, who published a critical analysis of this footage,<sup>164</sup> made an important point: He pointed out that the recording lacks a camera identification number and a time stamp (date:time clock). Joe Vialls, who also analyzed this video recording in 2004, elaborated: “Just this single terminal at Dulles Airport has well over 100 such cameras, everyone of them with an individual camera identification number and date-time clock of its own.”<sup>165</sup> He explained: “On-film data [such as camera number and date-time stamp] is essential of course, because it would be extremely difficult to track a target around the airport without these basic tools, and absolutely impossible to sort out the precise time and date of an event that occurred more than two years before, which is exactly what the 9-11 Commission now claims to have done.” According to Vialls, the video recording could not have been made on the morning of 9/11 because the light suggests that it was made around noon. He urges viewers to “play back a full size copy [of the video recording]...and freeze-frame at the appropriate points,” pointing out the “footprint size shadow underneath the cab, and the brilliant sunshine streaming in through the open doors. On a full-screen picture you can even see the minuscule short [near vertical] shadows of the people standing outside the doors.”

A further element suggests that the Dulles video was made before 9/11. Dulles airport security manager Ed Nelson told authors Susan and Joseph Trento that shortly after arriving at Dulles airport on the morning of 9/11, FBI agents confiscated a security tape from a checkpoint through which they said the alleged hijackers had passed on the way to their boarding. He then described the scene and expressed his surprise that the FBI agents could so fast pick out “the hijackers” from hundreds of other passengers on the footage:

They pulled the tape right away.... They brought me to look at it. They went right to the first hijacker on the tape and identified him. They knew who the hijackers were out of hundreds of people going through the checkpoints. They would go “roll and stop it” and showed me each of the hijackers.... It boggles my mind that they had already had the hijackers identified.... Both metal detectors were open at that time, and lots of traffic was moving through. So picking people out is hard.... I wanted to know how they had that kind of information. So fast. It didn't make sense to me.”<sup>166</sup>

<sup>163</sup> 9/11 Commission’s Final Report, p. 3

<sup>164</sup> Jay Kolar, “What we now know about the alleged 9-11 hijackers”, in Zarembka (ed.), *The Hidden History of 9-11-2001, Research in Political Economy*, Vol. 23, 3-45 (Elsevier Ltd., 2006), p. 7-10

<sup>165</sup> Joe Vialls, “Clueless 9-11 Commission Cheats American Public”, 23 July 2004, <http://www.aldeilis.net/fake/1070.pdf>

<sup>166</sup> Susan B. Trento and Joseph J. Trento, *Unsafe at any Altitude: Failed Terrorism Investigations, Scapegoating 9/11, and the Shocking Truth about Aviation Security Today* (Steerforth Press, October 2006), p. 37

Aside from the dubious source of the Dulles footage and the likelihood that it was made before 9/11, it does not show who *boarded* an aircraft but provides only blurred images of individuals whose identities cannot be verified.

### **(e) No positive identification of the hijackers' bodily remains**

According to the official account, the 19 alleged hijackers died in the crashes at the WTC, the Pentagon and near Shanksville, Pennsylvania.

The *Pittsburgh Tribune* of 13 September 2001 – two days after the events – reported that the

remains from the main crash site [of flight UA93] have been taken to a makeshift morgue at the Pennsylvania National Guard Armory near the Somerset County Airport. State police escorted a tractor-trailer truck into the back of the armory late yesterday evening, according to a resident who lives nearby. The lights were turned off briefly as the truck was directed to the rear of the armory. A short time later, the lights were turned on as the police cars and the truck left, said the man who declined to be identified.<sup>167</sup>

Unidentified officials spoken to by *The Times* (U.K.) in October 2001 said they *expected* that the bodies of the 9/11 suspects would be identified “by a process of elimination.”<sup>168</sup> They did not explain why they entertained such an expectation rather than an individual identification of the bodies.

Chris Kelly, spokesman of the Armed Forces Institute of Pathology (AFIP), where the identification of victims' remains from flights AA77 and UA93 took place, said that the authorities were reluctant to consider releasing the hijackers' bodies: “We are not quite sure what will happen to them, we doubt very much we are going to be making an effort to reach family members over there.”<sup>169</sup> He did not explain why no efforts would be made to locate the families of the alleged hijackers, or why AFIP could not use comparison DNA samples from known locations in the United States where the alleged hijackers had lived. According to Llonald Mixell, Vero Beach, Florida, landlord of Alomari, one of the alleged hijackers, the FBI “searched the Omari home [and] agents left a list of materials seized, including hair samples and air conditioning filters.”<sup>170</sup> There were more such samples available from the alleged hijackers' hotel rooms and cars. Yet, according to Dr. Jerry Spencer, a former chief medical examiner for AFIP, cited by *CBS News*, “the terrorists are usually not in our possession in the United States like this”<sup>171</sup> - whatever that means. According to Jeff Killeen,

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<sup>167</sup> Robin Acton and Richard Gazarik, “Human remains recovered in Somerset”, *Tribune-Review*, 13 September 2001, <http://www.aldeilis.net/fake/386.pdf>

<sup>168</sup> Damian Whitworth, “Hijackers' bodies set Bush grisly ethical question”, *The Times* (U.K.), 6 October 2001, <http://www.aldeilis.net/fake/092.pdf>

<sup>169</sup> Ibid.

<sup>170</sup> Amy Goldstein and Peter Finn, “Hijack Suspects' Profile: Polite and Purposeful”, *The Washington Post*, 14 September 2001, <http://www.aldeilis.net/fake/068.pdf>

<sup>171</sup> Brian Dakss, “Remains of 9 Sept. 11 hijackers held”, *CBS News*, 17 August 2002, <http://www.aldeilis.net/fake/526.pdf>

spokesman for the FBI field office in Pittsburgh, “there haven’t been any friends or family members trying to claim the remains of [the hijackers].”<sup>172</sup> Yet the family of alleged hijacker Ziad Jarrah in Lebanon was reported as early as 16 September 2001 as being “ready to cooperate with the authorities.”<sup>173</sup> The U.S. authorities did not respond to this offer of cooperation.

In mid-August 2002, a news report on the victims’ remains noted that the DNA of the alleged hijackers had not yet been checked, because “little attention has been paid to the terrorists’ remains.”<sup>174</sup> While the AFIP announced it had positively identified the human remains of all “innocent” passengers and crew members from the flights, they had not yet identified the remains of any of the alleged hijackers. Kelly said later: “The remains that didn’t match any of the samples were ruled [by default] to be the terrorist,”<sup>175</sup> confirming the prescient statement published earlier by *The Times*. Tom Gibb, of the *Pittsburgh Post-Gazette*, wrote, perhaps with tongue in cheek, that the “air pirates have been identified as Ziad Jarrah, Ahmed Al Haznawi, Saeed Al Ghamdi and Ahmed Al Nami - but not so positively identified that officials will list the names in official records.” Coroner Wallace Miller said that the “death certificates [for the suspected hijackers] will list each as ‘John Doe’.”<sup>176</sup> Under a ruling issued on 11 October 2001 by a Somerset County judge, everyone who died aboard flight UA93 “except the terrorists” will get death certificates. At the “insistence of the FBI, the terrorists won’t be getting them because investigators *aren’t sure of their identities*.”<sup>177</sup>

According to the AFIP, bodily remains from virtually all passengers of flight AA77 (except the “hijackers” which allegedly crashed at the Pentagon, could be identified. Yet representatives of the Department of Justice and the FBI told the staff of the 9/11 Commission that the contents of the cockpit voice recorder (CVR) for that flight “were destroyed by the intense heat it had been subjected to.”<sup>178</sup> Such devices are, however, constructed to resist far greater impact and temperatures than human DNA.

AFIP, incidentally, was at the time a joint entity of the three military departments, subject to the authority, direction, and control of the Secretary of Defense.

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<sup>172</sup> Jonathan Wald, “Remains of 2 Sept. 11 hijackers identified”, *CNN*, 27 February 2003, <http://www.aldeilis.net/fake/1071.pdf>

<sup>173</sup> Robert Fisk, “Stunned into disbelief as their ‘normal’ son is blamed”, *The Independent*, 16 September 2001, <http://www.aldeilis.net/fake/1072.pdf>

<sup>174</sup> “What to do with hijackers’ remains?”, *Associated Press*, 16 August 2002, <http://www.aldeilis.net/fake/052.pdf>

<sup>175</sup> Brian Dakss, Op.cit., <http://www.aldeilis.net/fake/526.pdf>; Tom Gibb, “FBI ends site work, says no bomb used”, *Post-Gazette*, 25 September 2001, <http://www.aldeilis.net/fake/238.pdf>

<sup>176</sup> Tom Gibb, “Flight 93 remains yield no evidence”, *Post-Gazette*, 20 December 2001, <http://www.aldeilis.net/fake/073.pdf> (emphasis added)

<sup>177</sup> Tom Gibb, “Judge OKs certificates of death in Flight 93”, *Post-Gazette*, 12 October 2001, <http://www.aldeilis.net/fake/762.pdf>

<sup>178</sup> MFR 04020027. May 13, 2004. Briefing by Department of Justice and FBI to staff members of the 9/11 Commission, <http://www.aldeilis.net/fake/852.pdf>

Among documents transmitted to the 9/11 Commission and released in 2009, one document contains the claim by the FBI that DNA profiles of Ziad Jarrah obtained from search warrants conducted on Ziad Jarrah's girlfriend (Aysel Sengün) residence in Germany and provided by the German Federal Police (BKA) to the FBI "matched the sample of one of the sets of unknown human remains" recovered at the alleged crash site of flight UA93.<sup>179</sup> The aforementioned FBI document is not signed, dated or otherwise authenticated. The U.S. authorities have not, in any case, relied on this document to claim that Ziad Jarrah's remains had been positively identified.

As will be shown in a later chapter, no bodies or blood, nor aircraft debris were sighted by eyewitnesses at the reported crash site of flight UA93.

As for the remains of the suspects who allegedly hijacked flights AA11 and UA175, a spokeswoman for the New York Medical Examiner's Office, where the identification of the victims from the WTC took place, said she had received from the FBI in February 2003 profiles of all ten hijackers who allegedly died at the WTC, so "their remains could be separated from those of victims." She added, however: "No names were attached to these profiles. We matched them, and we have matched two of those profiles to remains that we have."<sup>180</sup> In 2005, the number of matched samples from New York increased to three.<sup>181</sup>

In an essay entitled "Who They Were," Robert Shaler of the forensic unit in New York City, set down his inside account of the identification effort: "No names, just a K code, which is how the FBI designates 'knowns,' or specimens it knows the origins of," he wrote, adding, "we had no direct knowledge of how the FBI obtained the terrorists' DNA."<sup>182</sup> His statement was echoed in 2009 by his deputy, Howard Baum, in a *Newsweek* interview: "We had no idea where the profiles came from or how they were developed."<sup>183</sup>

It was not revealed from where and how the FBI secured the "profiles" of the ten individuals, designated as "hijackers" of the two flights that allegedly crashed on the World Trade Center, why it took so long to submit them for identification and why they could not be identified by name. The FBI had, according to its own records, collected numerous hair samples from cars, hotel rooms and apartments used by the suspects, from which DNA profiles could have been extracted to permit at least the positive identification of some of these individuals. The lack of identification could not, therefore, be imputed to the lack of comparison samples.

The lack of positive identification of the alleged hijackers' bodily remains, compounded by the glaring absence of chain-of-custody reports regarding these remains, means that the US

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179 "How did the FBI identify the hijackers", 9/11 Commission documents, Team 5, Box 62, <http://www.aldeilis.net/fake/2770.pdf>

180 "Remains of 9/11 hijackers identified", BBC, 28 February 2003, <http://www.aldeilis.net/fake/053.pdf>

181 Paul D. Colford, "9/11 parts split by good and evil", *NY Daily News*, 12 October 2005, <http://www.aldeilis.net/fake/1078.pdf>

182 Ibid.

183 Eve Conant, "Nineteen hijackers died on 9/11", *Newsweek*, 12 January 2009, <http://www.aldeilis.net/fake/716.pdf>

authorities have failed to produce concrete evidence that the alleged hijackers died on 11 September 2001, let alone at the reported crash sites.

### **(e) Was Ziad Jarrah framed and murdered?**

On 10 September 2001 a farewell letter purported to have been written by Ziad Jarrah (the alleged suicide-pilot of flight UA93) to his fiancée, Aysel Sengün in Germany, was sent to the wrong address. It was thereupon returned to the United States and fell eventually in the hands of the FBI.<sup>184</sup> The letter was presented to the press as a farewell letter and thus as proof of Ziad's intention to die. Ziad's uncle, Jamal Jarrah, suspected that the letter had been fabricated.<sup>185</sup> He considered it suspicious that the address was mistaken, as Ziad had known his girlfriend for five years and would not have made such an error. There is no known evidence that Ms. Sengün authenticated it. Why would Ziad write a farewell letter if he did not intend to die on 9/11?



*Ziad Jarrah and Aysel Sengün holidaying in Paris in the fall of 2000. [Source: McDermott]*

Ziad's fiancée, Ms. Sengün, was in hospital on 11 September 2001 after her tonsils were removed. Two days later, after being released from hospital, she was interviewed by unidentified "German authorities" at Police Headquarters, Bochum, Germany. Prior to her interview, she had called the police and advised that she was no longer able to reach Ziad. She said she was seriously concerned about her Lebanese friend. Having learned about the attacks in the United States she was afraid that something might have happened to him. She did not know, however, that the U.S. authorities had already planned to designate Ziad as one of the suicide-pilots of 9/11. His name only appeared in the media one or two days later.

After telling the police about Ziad and his interest in learning to fly, as well as about his flight studies in Florida, she told them about Ziad's last telephone call.

<sup>184</sup> "Jarrahs letzter Brief", Der Spiegel, 19 November 2001, <http://www.aldeilis.net/fake/133.pdf>

<sup>185</sup> Hussein Dakroub, "Uncle of suspected Sept. 11 hijacker doubts farewell letter to girlfriend", *Associated Press*, 18 November 2001, <http://www.aldeilis.net/fake/2545.pdf>

Here are excerpts from Ms. Sengün's police deposition which she made under penalty of perjury on 13 September 2001 (as reported in an FBI translation):

"We rarely had written contact. Writing was simply not his thing. ... Looking back, we spoke on the phone almost daily.... spoke to him on the phone last on Tuesday, 9/11/2001, I believe it was between 3 p.m. and 4 p.m. I believe it was rather 3 p.m. He called me. I took the call in my room at the Catholic Hospital in Hattingen Blankenstein. He called me frequently during the week. I believe it was on Thursday, on Saturday, on Sunday and on Tuesday. However, I don't remember precisely. The telephone connection last Tuesday was good. There were no background noises. During the phone call [redacted] a lady from the nursing staff came to my room and asked what I wanted to eat the following day. I tried to put her off for five minutes. She absolutely did not want to wait and I was not able to concentrate on the call with my friend. Our telephone conversation was practically disrupted by the nurse when I then kept it brief and told my friend good-bye."<sup>186</sup>

Note that Ms. Sengün was firm about the time of Ziad's call. Her deposition was made merely two days after the call. She possessed no motive to lie about the time of the call. She could not have known how important the time of the call had been for the United States of America and the Western alliance. For 3 p.m. in Germany was 9:00 a.m. in the Eastern part of the United States, when flight UA93 was already cruising at high altitude from where calls with cellphones could not be made. Therefore Ziad must have made his call from the ground after the take-off of flight UA93, which proves that he was not on that flight. Ms. Sengün certainly did not realize that her deposition would become so important!

At the end of her deposition, Ms. Sengün was asked by her interviewers to call the flight school in Florida where Ziad had studied, because the flight school had tried to contact her. In her second call attempt, a female voice introduced herself and promised to connect her to the appropriate person. After a short while, a non-identified male voice answered. After "some questioning," he told Ms. Sengün that Ziad Jarrah was "wanted by the police" in connection with the 9/11 attack. He asked her about Ziad's whereabouts. Ms. Sengün said she was unable to provide any information. At that point he told her that her friend Ziad was "no longer alive."

This exchange is extremely disturbing for it suggests that the male speaker lied to her by stating that Ziad was "wanted by the police," knowing that he was already dead. As a rule people do not lie, except for important reasons. So why did the speaker lie to Ms. Sengün?

At this point, we are forced to conjecture. Let us assume the following scenario: If parallel to his flight training, Ziad was working for a U.S. intelligence agency, which might have paid for his flight schooling or made him irresistible offers for his future, his task might have been to travel around the United States. Unknown to him, the purpose of such travel may have been to build the future hijackers' legend – as has been described above with regard to "Atta" – including their alleged efforts to case airports and aircraft in preparation for their hijacking

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<sup>186</sup> Translation of interview, conducted by German authorities of Ziad Jarrah's fiancée. September 18, 2001. Source: Berlin Legat (FBI). Reference TP 1309, <http://www.aldeilis.net/fake/1009.pdf>

operation. This was indeed the explanation given after 9/11 for the alleged hijackers' continuous travel around the United States.<sup>187</sup> As an explanation for Ziad's trips, his handlers may have given him some trivial assignments that he would find satisfying.

Let us further assume that Ziad smelled a rat and decided to skip flight UA93 that he had booked. For the sake of argument, let us further assume that it was he who wrote his farewell letter under orders, but deliberately addressed it mistakenly in order that his fiancée not receive it. His absence at the airport obviously would be noted by his handlers. They would be terrified, lest Ziad, after learning about the attacks, reveal to the world what he suspected. His handlers would immediately send a commando to search and "neutralize" him. Although this is pure conjecture, there exists no evidence that Ziad Jarrah boarded flight UA93, that he possessed the skills to pilot a Boeing 757 and intended to die on 9/11. It is moreover a fact that he vanished on 11 September 2001. As no one has seen him after 9/11, he was most probably assassinated on that very day.

Let us now return to the conversation with Ms. Sengün. She was first told that Ziad was "wanted by the police." The purpose of that statement may have been to test her reaction, or more exactly to find out what Ziad had told her in his last call. Had he told her that he feared for his life, telling her that he's dead would have made her extremely suspicious about the circumstances of his death. As Ziad did not tell her of his suspicions, possibly because he never told her about his intelligence activities, it was then safe to tell Ms. Sengün that Ziad was already dead. It is not known whether Ms. Sengün got suspicious because of the sequence of questions or whether she believed the official legend about his demise.

As to her statement about the time of Ziad's call, German investigators, possibly after being contacted by panicked FBI officials, stipulated that Ms. Sengün had been mistaken. The German unidentified officials wrote in an internal memorandum that the call must have been made 2-4 hours earlier.<sup>188</sup> Did Ms. Sengün agree? Unfortunately, it is not possible to ask her, because German authorities swiftly transferred her to the witness protection scheme that makes her inaccessible, if she is still alive.

### **Conclusions to chapter 3**

The FBI confiscated immediately after the attacks of 9/11 all available documentation regarding the boarding of the aircraft that were allegedly hijacked. Dozens of witnesses from the airlines and the respective airports were interviewed by the FBI on the very day of the attacks and thereafter. All existing evidence regarding the boarding of the four 9/11 flights must therefore be in the hands of the U.S. authorities.

A government innocent of mass murder would be expected not only to seek the truth about the crime, but to show particular zeal in doing so, including the presentation of the most incriminating evidence it possesses. It would do so both to satisfy a legitimate expectation of its own population (and in the case of 9/11 of the world community) and to dispel any

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<sup>187</sup> Staff Statement No. 16 ("Outline of the 9/11 Plot"), p. 11, <http://www.aldeilis.net/fake/2771.pdf>

<sup>188</sup> Photocopies of an internal investigative report in German (p. 53-54) in the author's possession.

existing suspicions of a cover-up or of complicity in the crime. The U.S. government, to this day, has failed to do so.

On the basis of the evidence provided in this chapter, the following conclusions impose themselves:

- Due to the lack of concrete and verifiable evidence that the 19 alleged hijackers boarded the four aircraft, it is unconscionable and slanderous to accuse these individuals of participation in the mass murder of 9/11.
- By consistently refusing to confirm through authenticated documents that the 19 alleged hijackers boarded the four aircraft, the US government manifests its bad faith and justifies the suspicion that it is covering up crucial facts regarding the mass murder.
- By ignoring the numerous and glaring contradictions regarding the identities of the alleged hijackers, the 9/11 Commission manifested its intent to support unsubstantiated government allegations against the accused individuals.
- By refusing to produce copies of original, authentic passenger lists and to allow interviews with personnel responsible for the boarding the four aircraft of 9/11<sup>189</sup>, the airlines manifest their complicity in covering up the mass murder.

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<sup>189</sup> Media interviews were allowed with various airline and airport personnel, but not with those who boarded the passengers.

## 4. Were the 9/11 “hijackers” real Muslims?

According to the official account, the crime of 9/11, allegedly perpetrated by Muslims, reflected their hateful and extremist ideology. They were said to have intended to kill as many “unbelievers” as possible and to sacrifice their lives for Allah. As compensation they would enter paradise and enjoy the delights of 72 virgins. The Final Report of the 9/11 Commission includes the words Islam and its variants (Islamist, Islamism) hundreds of times.

The 9/11 Commission could not identify, however, any specific motive the alleged hijackers could have had for perpetrating the mass murder. The alleged hijackers were not celebrated by their friends, families or countries as martyrs, as is common for Palestinian suicide bombers, for example. On the contrary, the attacks of 9/11 were not only condemned by the entire Muslim world but the majority of the population in Muslim countries did not even believe that al-Qaeda carried out the attacks. In Pakistan, for example, only 2 percent believed that al-Qaeda carried out the attacks while 27 percent attributed the attacks to the U.S. government. Within the United States, numerous opinion polls carried between 2004 and 2010 by Zogby International, *Newsweek*, *New York Times*, CBS, Script Howard and Angus Reid, established that a substantial proportion of Americans (between 28% and 42%) suspect their government to cover-up the truth regarding the events 9/11.

An interesting comment was made by former vice-chairman of the 9/11 Commission, Lee Hamilton, in an interview with the *Canadian Broadcasting Corporation* in 2006. He said:

I could never figure out why these 19 fellas did what they did. We looked into their backgrounds. In one or two cases, they were apparently happy, well-adjusted, not particularly religious - in one case quite well-to-do, had a girlfriend. We just couldn't figure out why he did it. I still don't know.<sup>190</sup>

His reflection revealed his unease regarding the official account, a feeling he already expressed in public while co-chairing the 9/11 Commission. Admitting such unease remains, however, exceptional among public officials. The unwritten rule was and remains: One does not go there. Hamilton nevertheless assumed that these “19 fellas” perpetrated the attacks.

In this section we will see “Atta” and “al-Shehhi” drinking alcohol, engaging in extramarital sex and gambling. Such conduct hardly fits the profile of radically religious Muslims hoping to gain entrance into paradise. Mohamed Atta’s former professor, Dittmar Machule, told Liz Jackson of *ABC Australia* in October 2001: “I would put my hand in the fire that this Mohamed el-Amir I know will never taste or touch alcohol.”<sup>191</sup> Mohamed’s friends and teachers in Hamburg did not know him as “Mohamed Atta,” but as “(Mohamed) el-Amir” and described him as a polite and introverted person.

<sup>190</sup> Interview of Lee Hamilton by Evan Solomon, *Canadian Broadcasting Corporation*, 21 August 2006, <http://www.aldeilis.net/fake/521.pdf>

<sup>191</sup> Interview with Prof. Dittmar Machule on Atta, *ABC.NET.AU*, 18 October 2001, <http://www.aldeilis.net/fake/184.pdf>

Because of their reported non-islamic conduct, observers seriously wonder whether the persons who travelled around the United States under the names “Atta” and “al-Shehhi” were actually impersonators hired to build up the terrorists’ legend.

### **(a) Getting drunk at Shuckum’s**

Shuckum’s is a restaurant and oyster bar in Hollywood, Florida. According to numerous news reports, “Atta” and “al-Shehhi” spent hours at that bar a few days before 9/11, heavily drinking alcohol.

#### ***When did this episode took place?***

On September 5 or 6 September 2001 (FBI 302-reports)<sup>192</sup> ; on 6 September 2001 (*NBC News*, 12 September 2001)<sup>193</sup> ; on September 7 (*Associated Press*<sup>194</sup> and *New York Times*<sup>195</sup> , 12 September 2001; *Sun-Sentinel*, 13 September 2001; *Daily Mail* (UK), 16 September 2001); or on September 8 (*Boston Globe*, 23 September 2001; *Time Magazine*<sup>196</sup> , 24 September 2001; *St. Petersburg Times*<sup>197</sup> , 1 September 2002).

#### ***What took place at Shuckum's?***

Tony Amos, Shuckums' manager, declared to Ken Thomas of the *Associated Press* on 12 September 2001 that “two men” had each consumed several drinks and had given the bartender a hard time. Amos said: “The guy Mohamed was drunk, his voice was slurred and he had a thick accent.”<sup>198</sup> Bartender Patricia Idrissi said to a journalist of the *St. Petersburg Times* that the men were “wasted” (drunk) when they entered the bar. She said she directed them to a nearby Chinese restaurant. They later returned and “each ordered five drinks,” she said.<sup>199</sup> According to the *New York Times* of 12 September 2001, the ”man (...) drank Stolichnaya vodka for three hours.”<sup>200</sup> Bartender Patricia Idrissi said that the men argued about their bill. Then one of the men pulled a wad of \$100 and \$50 bills, paid the tab and left her a \$3 tip. The bar employees said FBI agents had told them that at least one of the men was from Pakistan and that the passenger manifests of one of the hijacked airliners showed

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<sup>192</sup> FBI Document 265D-NY-280350-1042, of 11 September 2001; FBI Document 265D-NY-280350-1058, of 11 September 2001; FBI Document 265D-NY-280350-1059, of 11 September 2001. These documents cannot be found anymore.

<sup>193</sup> NBC, 12 September 2001, 6:42:15. Cached on September 11 Television Archive at <http://www.archive.org/details/nbc200109121841-1922> (last visited 2 January 2011)

<sup>194</sup> Ken Thomas, “Feds investigating possible terrorist-attack links in Florida”, *Associated Press*, 12 September 2001, <http://www.aldeilis.net/fake/130.pdf>

<sup>195</sup> Dana Canedy and David E. Sanger, “Hijacking Trail Leads F.B.I. to Florida Flight School”, *New York Times*, 13 September 2001, [www.aldeilis.net/fake/041.pdf](http://www.aldeilis.net/fake/041.pdf)

<sup>196</sup> Johanna McGeary and David van Biema, “The New Breed of Terrorist”, *Time Magazine*, 24 September 2001, <http://www.aldeilis.net/fake/1798.pdf>

<sup>197</sup> Thomas C. Tobin, “Florida: terror's launching pad”, *St. Petersburg Times*, 1 September 2002, <http://www.aldeilis.net/fake/235.pdf>

<sup>198</sup> Ken Thomas, Op. cit. <http://www.aldeilis.net/fake/130.pdf>

<sup>199</sup> Barry Klein, Wes Allison et al, “FBI seizes records of students at flight schools”, *St. Petersburg Times*, 13 September 2001, <http://www.aldeilis.net/fake/525.pdf>

<sup>200</sup> Dana Canedy, *New York Times*, Op.cit, <http://www.aldeilis.net/fake/041.pdf>

they were registered as passengers on one of the hijacked planes that took off from Boston.<sup>201</sup> Patricia Idrissi told journalists “Mohamed said he worked for American Airlines and he could pay his bill.”<sup>202</sup>

In another account of this episode, Mohamed “played video games,” and the other two “had about five drinks each.”<sup>203</sup>

On 13 September 2001, U.S. media had already designated the heavy drinker as “Atta”.<sup>204</sup>

The reports agree on two points: (a) that the patrons drank heavily; and (b) that they made a fuss before paying their bill. But were the drinkers Mohamed Atta and Marwan al-Shehhi?

### ***When did the FBI visit Shuckum's?***

According to the *St. Petersburg Times* of 13 September 2001, FBI agents arrived at Shuckum's “soon after the attack,” but not later than in the late afternoon of September 11.<sup>205</sup> This information was corroborated by *the New York Times*<sup>206</sup> and by the FBI itself (see below). It was never explained how the FBI knew by the afternoon of 9/11 that “Atta” and “al-Shehhi” had frequented bars, let alone a particular bar among the approximately 48,000 bars that operate in the United States or the roughly 4,000 bars that exist in Florida. Was the FBI lucky, or did they know already that these men frequented a particular bar in Florida?

### ***How was this episode linked to the crime of 9/11?***

According to *NBC News* of 12 September 2001, “FBI agents showed Atta’s passport photo to the bar staff.”<sup>207</sup> According to *the New York Times* of 12 September 2001, ”federal agents arrived at the seafood restaurant and bar and flashed pictures of him and another man who they said were suspected of being involved in the terror attacks that morning”<sup>208</sup> Tony Amos told media: “[The FBI people] just said these guys were on the manifest [passenger list - E.D.] on a flight out of Boston, and I knew what it meant. They said the guys were dead.”<sup>209</sup>

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<sup>201</sup> Daniel de Vise, Curtis Morgan and Manny Garcia, “On Terror's Trail: Five Florida Men Were Among The Suspects They Were Listed Aboard Planes in N.Y. Crashes”, *The Miami Herald*, 13 September 2001, Final Edition, <http://www.aldeilis.net/fake/1799.pdf>

<sup>202</sup> Ken Thomas, Op.cit, <http://www.aldeilis.net/fake/130.pdf>

<sup>203</sup> Amy Goldstein and Peter Finn, “Hijack suspects profile: polite and purposeful”, *The Washington Post*, 14 September 2001, <http://www.aldeilis.net/fake/068.pdf>

<sup>204</sup> Barry Klein et al, FBI seizes records of students at flight schools. *St. Petersburg Times* (Florida), 13 September 2001, <http://www.aldeilis.net/fake/025.pdf>

<sup>205</sup> Barry Klein, Op.cit. <http://www.aldeilis.net/fake/525.pdf>

<sup>206</sup> Dana Canedy, *New York Times*, Op.cit, <http://www.aldeilis.net/fake/041.pdf>

<sup>207</sup> NBC, 12 September 2001. The document has been removed from the internet.

<sup>208</sup> Dana Canedy, *New York Times*, Op.cit, <http://www.aldeilis.net/fake/041.pdf>

<sup>209</sup> Ibid.

### ***How did the FBI deal with the un-Islamic conduct of Atta?***

Among the documents sent to the 9/11 Commission by the FBI and released in 2009, I found three strange FD-302 reports relating the Shuckum's episode. All three reports are significantly at variance with what the media had reported. The FBI documents contain accounts of interviews of Shuckum's employees conducted *on the very day of the attacks* by unidentified FBI special agents. According to these documents, Shuckum's employees were shown photographs of "Atta" and "al-Shehhi." These documents, examined below, are for unknown reasons not identified by unique document numbers and the names of the agents are redacted.

In one of these reports,<sup>210</sup> an unidentified female interviewee, after being shown the photographs of "Atta" and "al-Shehhi," reportedly said she did not recognize "al-Shehhi." However, she stated that "Atta" was in Shuckum's on Wednesday, 5 September 2001. This particular FBI report does not mention either of these men drinking alcohol or making a fuss about the bill.

In another FBI report,<sup>211</sup> an unidentified female interviewee at Shuckum's reportedly said she did not recognize "Atta" [but] recognized "al-Shehhi" and stated that "al-Shehhi" was in the restaurant with another man on Thursday, 6 September 2001 ... between 2:00 p.m. and 3:00 p.m. She also reportedly stated that "al-Shehhi" "sat at the end of the bar, did not speak English well and was very rude. "Al-Shehhi" complained about his bill, paid in cash and left. The interviewee heard "al-Shehhi" state they were going to a Chinese restaurant. In this report, too, no drinking is mentioned.

According to the third FBI report,<sup>212</sup> an unidentified male employee said that he recognized "al-Shehhi" as a patron of Shuckum's *"on or about Thursday, 6 September 2001."* The interviewee stated that "al-Shehhi" was accompanied by another male of Middle Eastern descent. He described "al-Shehhi" as being confrontational and ... arguing with the bartender. The interviewee did not recognize the photograph of Atta. Here again, no drinking is mentioned.

Apart from the discrepancies among these three FBI reports and the omission of the fact that the men were seeing drinking alcohol, it is extraordinary that the FBI within hours of the attacks could locate a specific bar in Florida that "Atta" and "al-Shehhi" had been patronizing earlier and flash photographs of these men.

### ***How did the mass media deal with this un-Islamic conduct?***

The initial story of the Shuckum's binge dented the official legend of fanatic Muslims. But on 16 September *The Washington Post* reported from Shuckum's that "Atta played video Trivial

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<sup>210</sup> FBI Document 280350-1042 of 11 September 2001, Hollywood, Florida. Document cannot be found anymore.

<sup>211</sup> FBI Document 280350-1058 of 11 September 2001, Hollywood, Florida. Document cannot be found anymore.

<sup>212</sup> FBI Document 280350-1059 of 11 September 2001, Hollywood, Florida. Document cannot be found anymore.

Pursuit and blackjack with great determination,” while “al-Shehhi and the other man had about five drinks each.”<sup>213</sup> Six days later, alcohol disappeared completely from the story. According to the September 22 issue of *The Washington Post*, the manager on duty that night said that he didn’t recall seeing “Atta” drink alcohol.<sup>214</sup> On 27 September another “newspaper of record,” the *Los Angeles Times*, reported Shuckum’s owner saying that “Atta sat quietly by himself and drank *cranberry juice* and played a video game, while al-Shehhi and the other customer tossed back mixed drinks and argued.”<sup>215</sup> The final nail in the coffin of “Atta”’s binge was hammered in on November 12, 2001, when *ABC Australia* broadcast a short interview with Tony Amos, who now said:

[T]he third gentleman, Atta, was sitting at the other end of the bar and he was playing video games... Atta, he was just drinking cranberry juice. He'd get up once in a while, come over to – who I found was this, was his cousin or claimed to be related in some way, and he would just maybe say something in his ear and then go back to the other end of the bar and just continue playing the video game. And he did that for four hours.<sup>216</sup>

Tony Amos may have been induced to retract his original testimony. Author Daniel Hopsicker discovered weeks after 9/11 that Tony Amos and Patricia Idrissi, the sources of the above reports, had stopped working at Shuckum’s and had vanished.<sup>217</sup> Almost ten years later, the *Miami Herald* discovered Tony Amos as the owner of El Sloppy Taco in Brunswick, Maryland. He confirmed to the *Miami Herald* that, at the time, FBI agents had indeed shown him photos of “Atta” and “al-Shehhi” and told him that “they were on the [flight] manifests.”<sup>218</sup>

### **(b) The Longboat Key episode**

A local paper in Florida, *The Longboat Observer*, reported on 21 November 2001 that Darlene Sievers, a bartender at the Holiday Inn Hotel & Suites, had seen “Atta” four days before 9/11 drinking rum and Coke at the bar.<sup>219</sup> She said she remembered his face because of the sizable tip he left her. “Atta” gave her a \$20 bill for a \$4 drink and let her keep the change. She said she reported her encounter with “Atta” to the FBI after she saw his picture in the media on 27 September 2001. A waiter at the same restaurant, Frank Boyal, also

<sup>213</sup> Joel Achenbach, “You Never Imagine’ A Hijacker Next Door”, *The Washington Post*, 16 September 2001, <http://www.aldeilis.net/fake/373.pdf>

<sup>214</sup> Peter Finn, “A Fanatic’s Quiet Path to Terror”, *The Washington Post*, 22 September 2001, <http://www.aldeilis.net/fake/1803.pdf>

<sup>215</sup> Carol J. Williams, John-Thor Dahlburg and H.G. Reza, “Mainly, They Just Waited”, *Los Angeles Times*, 27 September 2001, <http://www.aldeilis.net/fake/104.pdf>

<sup>216</sup> Liz Jackson and Quentin McDermott, “Transcript: A Mission to Die For”, *ABC Australia*, 12 November 2001, <http://www.aldeilis.net/fake/2453.pdf>

<sup>217</sup> Daniel Hopsicker, *Welcome to Terrorland: Mohamed Atta and the 9-11 Cover-Up in Florida*, The MadCow Press, 2004, p. 83

<sup>218</sup> Elinor J. Brecher, “Mastermind may be gone, but troubled memories linger”, *Miami Herald*, 5 May 2011, <http://www.aldeilis.net/fake/2452.pdf>

<sup>219</sup> Shay Sullivan, “Two Hijackers on Longboat?” *The Longboat Observer*, 21 November 2001, <http://www.aldeilis.net/fake/177.pdf>

remembered “Atta” and his companion. Mark Bean, another employee, remembered Atta's companion, “al-Shehhi”, after he saw the pictures of the alleged hijackers on television. Asked whether Beam and Seavers were interviewed by the FBI, Special Agent Sara Oates said she “cannot confirm or deny that.” Darlene Sievers confirmed these stories to Daniel Hopsicker. The episode of “Atta” and “al-Shehhi” at Longboat Key was described in great detail by the *St. Petersburg Times* of 4 July 2004.<sup>220</sup> Sievers said to the journalist: “[the FBI] called me twice and did spend some time out at the Holiday Inn – I felt they were taking it seriously,” although she says she never heard anything more. Sievers remained “convinced” that one of the men was “Atta”: “I can remember people's drinks and I'll never forget those piercing black eyes,” she said.

### **(c) Drinking in the Philippines**

The very pious “Atta” and “al-Shehhi” apparently indulged in alcohol and sex before coming to the United States. According to the *New York Times* of 5 October 2001, “Atta” and “al-Shehhi” visited the Philippines on various occasions between 1998 and 2000.<sup>221</sup> They reportedly stayed at a popular resort hotel, drank whiskey with Philippine bargirls, dined at a restaurant that specialized in Middle Eastern cuisine and visited at least one of the local flight schools.

Gina Marcelo, a former waitress at the Woodland Park Resort Hotel, said “al-Shehhi” had thrown a party with six or seven Arab friends at the hotel:

They drank Johnnie Walker Black Label whiskey and mineral water. They barbecued shrimp and onions. They came in big vehicles, and they had a lot of money. They all had girlfriends...[but] they never tipped. If they did, I would not remember them so well.<sup>222</sup>

Victoria Brocoy, a chambermaid at the same hotel, recalled “Atta”:

He was not friendly. If he asks for a towel, you do not enter his room. He takes it at the door...Many times I saw him let a girl go at the gate in the morning. It was always a different girl.<sup>223</sup>

Another person who recognized “Atta” from photos was Ferdinand Abad, who was working in the Philippines as a security guard in mid-1999. He remembered “Atta” asking at what time he should wait outside the hotel for a van to take him to the Angeles City Flying Club. Yet another person who remembered “Atta” was Trudis Dago, manager of the Jerusalem Restaurant in Angeles City. “Atta would never smile and would never talk to anyone except his friend. I knew this face when I saw it in the paper,” she said.<sup>224</sup>

<sup>220</sup> Susan Taylor Martin, “Of fact, fiction: Bush on 9/11”, *St. Petersburg Times*, 4 July 2004, <http://www.aldeilis.net/fake/178.pdf>

<sup>221</sup> Don Kirk, “Filipinos Recall Hijack Suspects Leading a High Life”, *New York Times*, 5 October 2001, <http://www.aldeilis.net/fake/176.pdf>

<sup>222</sup> Ibid.

<sup>223</sup> Ibid.

<sup>224</sup> Ibid.

### **(d) Other drinking testimonies**

Fred Figg, a 55-year-old former pilot who has never spoken publicly about the “terrorists” remembers “Atta” drinking at the 44th Aero Squadron bar, a former restaurant next to the airport of Venice, Florida. “Atta” didn’t strike him as anything more than “an arrogant son of a gun.” Cathy Meinhart, a server at the Outlook, a bar in the industrial area of Venice, Florida, said that “Atta” was gruff and aloof, frequently expressing disapproval of the presence of women servers behind the bar.”<sup>225</sup>

At Nardone’s Gentlemen’s Club in Elizabeth, a mile or two south of Newark Airport, Pat Nardone identified one of the alleged hijackers of Flight 93 as a Middle Eastern man who dropped in the afternoon of Sept. 10 to sip a beer and pay for a private dancer.<sup>226</sup>

According to Special Agent Jacqueline Maguire, testifying before the 9/11 Commission in June 2004, “a lot of the muscle hijackers [the alleged hijackers except the pilots - E.D.] ... tended to have involvement in drugs, alcohol, kind of got away from their families. On the other hand, the pilots did have education and a higher standard of living.”<sup>227</sup> Yet the only public evidence of alcohol consumption was that of two of the alleged pilots, “Atta” and “Al-Shehhi.”

### **(e) Enjoying America’s worldly delights**

It appears that the “hijackers” did not expect to reach paradise to enjoy the 72 virgins, as the legend promises, but preferred the certainty of worldly delights.

Several of the alleged 9/11 hijackers made trips to Las Vegas, the City of Sin, and were seen in the local strip clubs.

“Al-Shehhi” was reportedly seen by stripper Samantha in Las Vegas. Samantha remembers him settling into a crushed red velvet chair, staring blankly up at her while she undulated her hips inches from his face. He didn’t look evil, she said. Not even interesting. Certainly not like a man who would, just three months later, hijack a jet and smash it into the World Trade Center. To the 29-year-old stripper “al-Shehhi” simply looked “cheap.” “He spent about \$20 for a quick dance and didn’t tip more,” she said.<sup>228</sup>

Alleged hijackers Khalid al-Mihdhar and Nawaf al-Hazmi reportedly hung out at Cheetah’s, a nude bar in San Diego near an Islamic Center.<sup>229</sup>

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<sup>225</sup> Patrick Whittle, Ginny LaRoe and Heather Allen, “The city that wants to forget”, *Sarasota Herald-Tribune*, 10 September 2006, <http://www.aldeilis.net/fake/423d.pdf>

<sup>226</sup> Laura Mansnerus, “Fear and Loathing”, *New York Times*, 28 October 2001, <http://www.aldeilis.net/fake/2429.pdf>

<sup>227</sup> 12. Public Hearing of the 9/11 Commission, 16 June 2004, <http://www.aldeilis.net/fake/2445.pdf>

<sup>228</sup> Kevin Fagan, “Agents of terror leave their mark on Sin City”, *San Francisco Chronicle*, 4 October 2001, <http://www.aldeilis.net/fake/504.pdf>

<sup>229</sup> Evan Thomas et al, “Cracking the Terror Cod”, *Newsweek*, 15 October 2001, <http://www.aldeilis.net/fake/2451.pdf>

While staying at the Ramada hotel in Jacksonville, Florida, for a week starting 25 February 2001, Ziad Jarrah reportedly frequented Wacko's strip club. A worker there said later that the FBI came to the club after 9/11 to ask questions and show pictures "of the 9/11 terrorists," and a dancer recognized Jarrah from a photo line-up.<sup>230</sup> *First Coast News* commented, "Questions still remain as to what Jarrah was doing in Jacksonville."<sup>231</sup>

"Atta" and "al-Shehhi" were also seen (on an unknown date) at Sunrise 251, a bar in Palm Beach, Florida, where they spent \$1,000 in 45 minutes on Krug and Perrier-Jouet champagne. "Atta" complained about the bill. "It's outrageous," he said. "Why are you arguing?" said "al-Shehhi," "We have plenty of money and we are not going to need it." "Atta" was entertained by a tall busty brunette in her late twenties while "al-Shehhi" went with a shortish blonde. Both women were known locally as regular companions of high-rollers.<sup>232</sup>

On 7 September 2001, "hijackers" al-Omari and Satam al-Suqami were reported employing "the services of two prostitutes from the Sweet Temptations escort service in Boston."<sup>233</sup> Subsequent interviews of the "escorts" determined that they "serviced two Arab gentlemen" on 7 September 2001 at the Park Inn. One prostitute, when shown an automated teller machine (ATM) surveillance photograph of al-Suqami, stated that he was "very familiar." The second prostitute identified al-Omari as a possible customer, after viewing a visa photograph.<sup>234</sup>

A driver working at an escort service told the *Boston Herald* that he drove a call girl to the Park Inn in Chestnut Hill on 9 September 2001 around 10:30 p.m. to "service" one of the alleged hijackers. It was her second trip to his room that day, said the driver. In the days before 9/11, the driver brought the same woman to the Days Hotel on Soldiers Field Road in Brighton where some of the alleged hijackers reportedly stayed. The woman, who worked for Broadway International and Day and Night Encounters escort services, told the driver she partied with one of the alleged hijackers at the hotel.<sup>235</sup>

On 10 September 2001, four other alleged hijackers in Boston ("al-Shehhi", Fayed Ahmed Banihammad, Mohand al-Shehri, and Satam al-Suqami) reportedly called around to find prostitutes to sleep with, but in the end gave up. Said one unnamed official, "It was going to be really expensive and they couldn't come to a consensus on price, so that was the end of

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<sup>230</sup> Jackelyn Barnard, "9/11 Hijacker Stayed at Jacksonville Hotel", *First Coast News*, 24 August 2004, <http://www.aldeilis.net/fake/089.pdf>

<sup>231</sup> Ibid.

<sup>232</sup> Eric Bailey, "It was a little strange. Most people want to do take-offs and landings", *Mail on Sunday*, 16 September 2001, <http://www.aldeilis.net/fake/2455.pdf>

<sup>233</sup> Boston Investigative Summary, undated, <http://www.aldeilis.net/fake/2481.pdf>

<sup>234</sup> Ibid.

<sup>235</sup> Dave Wedge, "Terrorists partied with hooker at Hub-area hotel", *Boston Herald*, 10 October 2001, <http://www.aldeilis.net/fake/090.pdf>

it... Either they thought it was too extravagant or they did not have enough money left. It was over \$400.”<sup>236</sup>

According to a report in *The Daily Telegraph* published in 2012, the FBI was contacted separately by two women shortly after 9/11, one a barmaid and one a customer at a bar in Sarasota, Florida. They said they had befriended a group of Arab men and accepted invitations to after-hours parties at 4224 Escondito Circle. The barmaid said she attended at least five parties and identified “Atta,” “al-Shehhi” and Jarrah as members of the group and admitted to having had sexual intercourse with Jarrah. The female customer admitted accepting cash after intercourse with a number of the men, including “Atta,” “al-Shehhi” and Jarrah. There were other women at the parties, which a counter-terrorist agent described as: “A lot of drinking. Significant casual sex.”<sup>237</sup>

### **(f) Gambling**

On June 7, 2002 a Las Vegas blackjack dealer by the name of Gerd Sternberg reported that Ziad Jarrah and “Atta” had been playing at his table in Caesar's palace in Las Vegas. According to Sternberg, both of the them were cash players and he did not know if they were hotel guests.<sup>238</sup> Good Muslims know that their religion prohibits gambling.<sup>239</sup>

SunCruz Casinos turned over photographs and other documents to FBI investigators after employees said they recognized some of the men suspected in the terrorist attacks as customers. Michael Hlavsa, chairman of SunCruz Casinos, said that two or three men linked to the 9/11 hijackings may have been customers on his gambling ship that sailed from Madeira Beach on Florida's gulf coast. One name on the passenger list from a September 5 cruise was the same as one of the suspected terrorists, Hlavsa said.<sup>240</sup> The FBI did not confirm the men's identities, and the cruise line declined to identify the men being investigated. Hlavsa said that in the days after the attack, cruise employees said they recognized some of the hijacking suspects as former customers.<sup>241</sup>

### **(g) Did “Atta” live with a stripper?**

The story of “Atta” living with Amanda Keller, a former stripper, has been extensively reported by Daniel Hopsicker in his book *Welcome to Terrorland*. He says he spent two years researching Atta's activities in Florida. For his research he has been vilified by U.S.

<sup>236</sup> Damian Whitworth, “Hijackers hired prostitute days before attacks”, *Calgary Herald*, 11 October 2001, <http://www.aldeilis.net/fake/2456.pdf>

<sup>237</sup> Anthony Summers & Robbyn Swan, “A Saudi family, a Florida villa and the al-Qaeda death squad”, *The Daily Telegraph (London)*, 18 February 2012, <http://www.aldeilis.net/fake/2428.pdf>

<sup>238</sup> FBI Document 265A-NY-280350-302, Serial 39814, interview of Gerd Sternberg, cited in Jarrah's Comprehensive Profile issued by the Tampa office of the INS on 20 March 2002, p. 53, <http://www.aldeilis.net/fake/2090.pdf>

<sup>239</sup> Adil Salahi, “Prohibitions of all types of gambling”, *Arab News*, 22 May 2004, <http://www.aldeilis.net/fake/2444.pdf>

<sup>240</sup> “US releases pics of 19 suspects”, *Irish News*, 28 September 2001

<sup>241</sup> Hijackers linked to local cruise, *St. Petersburg Times*, 27 September 2001

media. Hopsicker's journalistic methods are not above criticism. A substantial part of his account cannot be independently verified. But what I could verify appears accurate and relevant.

Local newspapers in Florida reported that a certain Mohamed, believed by locals to be the "Atta" promoted by U.S. media, had indeed lived for some time in the apartment of Amanda Keller in Venice, Florida. The information came from her directly and was corroborated by Charles Grapentine, the manager of Sandpiper Apartments, where Amanda lived. Charles remembered seeing "Atta" at the complex for about three weeks in April, 2001.<sup>242</sup> In a telephone interview with the *Sarasota Herald-Tribune* of 22 September 2001, Amanda Keller said authorities told her not to talk about "Atta": "I'm afraid I'll get in trouble," she said.<sup>243</sup> Keller's mother, Susan Payne of Lady Lake, also remembered "Atta" but said she did not like him: "He just seemed strange."<sup>244</sup> One day after publishing these revelations, the *Sarasota Herald-Tribune* retracted its story. Ms. Keller now said that the man she had hosted was not "Atta," but another Mohamed. Authorities would not release that man's full name and Keller would not divulge it, citing instructions from the Florida Department of Law Enforcement.<sup>245</sup>

Hopsicker attempted to follow up the above claims and counter-claims and searched for Amanda Keller. After finally finding her somewhere in the United States, he obtained her agreement for an interview, which he taped and posted on the internet. In his aforementioned book, he included many details revealed to him by Amanda Keller.<sup>246</sup> Amanda said she knew "Atta" as Mohamed Arajaki.<sup>247</sup> Not contenting himself with Ms. Keller's claims, Hopsicker provides in his book testimonies from independent sources, including former neighbors of Amanda Keller, confirming that they had indeed seen "Atta" at her place. One of these sources was Stephanie Frederickson, a resident at the Sandpiper Apartments, who remembered Keller and her guest "Atta":

Amanda moved in next door first, saying she had come from Orange Park. Then one day in the middle of March [2001] she brought home Atta....Amanda said to me, 'I'd like you to meet my friend Mohamed Atta. He's from France.' I looked at her to see if she was joking, but I guess she wasn't.

A few years later, in 2006, the *Sarasota Herald-Tribune* again published a report,<sup>248</sup> intended to demolish the legend according to which "Atta" had lived with Amanda Keller.

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<sup>242</sup> Earle Kimel, Michael Werner and Andy Crain, Fourth terrorist suspect may have ties to Venice, *Sarasota Herald-Tribune*, 22 September 2001, <http://www.aldeilis.net/fake/423a.pdf>

<sup>243</sup> Ibid.

<sup>244</sup> Ibid.

<sup>245</sup> Chris Grier, Fifth pilot trainee vanishes; "Mohammed slept on her couch, a Venice woman says", *Sarasota Herald-Tribune*, 23 September 2001. <http://www.aldeilis.net/fake/2427.pdf>

<sup>246</sup> Daniel Hopsicker, *Welcome to Terrorland: Mohamed Atta and the 9-11 Cover-Up in Florida* (The MadCow Press, 2004)

<sup>247</sup> Ibid. p. 56

<sup>248</sup> Lizsa Lehman, "Crossing paths with terrorists", *Sarasota Herald-Tribune* (Florida), 10.9.2006, <http://www.aldeilis.net/fake/2443.pdf>

The report was mainly a repeat of the article published on 23 September 2001. In the new article, Amanda Keller, now described as a “former Venice stripper,” claims she lied to Daniel Hopsicker and that the person she had lived with was another flight student, not “Atta.”

Sometimes people lie to journalists to get paid or gain publicity. This could not have been the case with Amanda Keller’s, who was interviewed by Mr. Hopsicker, for he did not have the wherewithal to give her money or provide her with publicity. Ms. Keller had thus no particular incentive to lie to him on camera.

One blogger, who followed this story, commented that a striking aspect of the Amanda Keller story is the complete lack of media attention, regardless of what parts of the story appeared to be fact, rumor, or fantasy. That no tabloids have shown the slightest interest in Amanda Keller’s story, despite its entertainment and titillation value, suggests that it was more profitable to conceal it from the wider public than to publish it.

Unless it can be demonstrated that Amanda’s retraction was voluntary and that she had a motive to lie to Mr. Hopsicker, it is not easy to dismiss her account. This does not mean, however, that Ms. Keller’s guest was Mohamed El-Amir (Atta) from Hamburg.

We cannot resolve this mystery. We can, however, conclude, that

- there must have been sufficient reason for local journalists and for Amanda’s neighbors to believe that her guest was indeed “Atta,” whoever he really was. There must have been at least some striking physical resemblance between Amanda’s friend and the person depicted in U.S. media as “Atta.”
- the FBI did not want Amanda Keller and her neighbors to talk about the case. Had Amanda Keller’s initial story been a sheer fantasy unrelated to 9/11, there wouldn’t have been any reason to gag her and her neighbors.

#### **(h) Did the “hijackers” intend to die on 11 September 2001?**

The media told us that the 9/11 “hijackers” planned and desired to die as martyrs on 11 September 2001. The FBI was somehow able to track and document in great detail their movements and transactions in the United States for more than 18 months, suggesting that the agency had had them under observation. The FBI released detailed timelines about these activities, comprising hundreds of pages. This documentation tells a completely different story. Their various transactions before 11 September 2001 do not suggest in any way that they were prepared to die. Some examples will illustrate that they had no clue what would happen on 9/11.

On 25 August 2001, “Atta” reportedly established on the American Airlines website a “frequent flyer” account.<sup>249</sup> On the eve of their supposedly climactic day, 10 September 2001 at 9:22 p.m. “Atta” and Alomari reportedly purchased a 6-volt battery adapter at a Wal-Mart

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<sup>249</sup> FBI timeline, Part C, Entry 2887, <http://www.aldeilis.net/fake/114c.pdf>

in Scarborough, Maine.<sup>250</sup> What were they supposed to do with a battery adapter on the way to their maker?

On 10 August 2001, a month before 9/11, “al-Shehhi” bought new tires for his 1989 Pontiac Grand Prix.<sup>251</sup> On 3 September 2001, he and “Atta” purchased with a credit card a pair of stereo headphones and a Sony Walkman AM/FM Cassette recorder at Circuit City in Delray Beach, Florida.<sup>252</sup> “Al-Shehhi” was identified on the same day at Piercing Pagoda (Pompano Square Mall) with an unknown Arabic male “purchasing two 18-inch necklaces and [a] man's ring” for \$81.62. His companion, who also purchased a silver necklace and a men's ring, was probably Waleed al-Shehri.<sup>253</sup> Were these necklaces intended for the 72 virgins?

Ziad's uncle, Jamal Jarrah, said in a telephone interview with the *Boston Globe* from the village of al-Marj, Lebanon, that two days before 9/11, his nephew called and told the family that he intends to come home (to Lebanon) for a cousin's wedding in mid-September. "He [Ziad] said he had even bought a new suit for the occasion."<sup>254</sup> The FBI timeline confirms that Jarrah made telephone calls to Lebanon on 8 September 2001.<sup>255</sup> The FBI even found out that Ziad purchased a pair of trousers on 10 September from Joe Fischman Sportswear and Clothing (no location given), paying with cash.<sup>256</sup>

On 1 September 2001, Waleed al-Shehri purchased for \$116 a “silk shirt and khaki pants” at Burdines, Pompano Beach. He paid by credit card.<sup>257</sup>

On 4 September 2001, Satam al-Suqami and Waleed al-Shehri purchased an Emerson Walkman, Philips headphones, batteries, pens, razors, a notebook, a pencil pouch and a travel accessory kit for \$73.64.<sup>258</sup>

On 5 September 2001, Khalid al-Mihdhar “changed his address on the First Union account to 14625 Baltimore Avenue, Laurel, Maryland (mailboxes, etc.). He also requested a change in address to 14800 Fourth Street, Laurel, Maryland.”<sup>259</sup>

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250 FBI timeline, Part C, Entry 3278, <http://www.aldeilis.net/fake/114c.pdf>

251 FBI timeline, Part C, Entry 2661, <http://www.aldeilis.net/fake/114c.pdf>

252 Hijacker Financial Transaction Spreadsheet by Hijacker, T4 B14 FBI Docs Folder, NARA, <http://www.aldeilis.net/fake/2424.pdf>

253 FBI timeline, Part C, Entry 3033, <http://www.aldeilis.net/fake/114c.pdf>

254 Elizabeth Neuffer, “Hijack suspect lived a life, or a lie”, *The Boston Globe*, 25 September 2001. <http://www.aldeilis.net/fake/902.pdf>

255 FBI timeline, Part C, Entry 3209, <http://www.aldeilis.net/fake/114c.pdf>

256 FBI timeline, Part C, Entry 3347, <http://www.aldeilis.net/fake/114c.pdf>

257 FBI Timeline, Part C, Entry 3013, <http://www.aldeilis.net/fake/114c.pdf>

258 FBI timeline, Part C, Entry 3053, <http://www.aldeilis.net/fake/114c.pdf>

259. FBI timeline, Part C, Entry 3072, <http://www.aldeilis.net/fake/114c.pdf>

On 8 September 2001, Majed Moqed bought himself a handbag at the Burlington Coat Factory, Greenbelt, Maryland.<sup>260</sup>

According to Janet Padilla, Regional Reservations Manager of United Airlines in Chicago, interviewed by the FBI on 11 September 2001, “al-Shehhi” checked one bag on Flight UA175 *through to Las Vegas*.<sup>261</sup> According to an FBI timeline, however, “al-Shehhi” booked his flight to Los Angeles with a continuation flight *to San Diego*, not to Las Vegas.<sup>262</sup>

On 30 August 2001, Ziad Jarrah purchased an airline ticket for \$1,621.50 using a Sun Trust debit card. His ticket was a one-way first class ticket for 11 September 2001 at 8:00 a.m. departing Newark International Airport on flight UA93 with an intended destination of San Francisco, California, with a connecting flight UA2301 to Las Vegas. Jarrah also sought and obtained a Virginia driver's license on 29 August 2001,<sup>263</sup> but sold his car soon thereafter.<sup>264</sup>

According to a communication from FBI Counterterrorism to all FBI Field Offices and Legats [FBI stations abroad] dated 15 September 2001 and approved by Thomas Pickard, who was at the time the acting director of the FBI, Abdul Raham Saed al-Ghamdi, one of the [alleged] deceased subjects from flight UA93, had a reservation on flight UA7491 scheduled to depart Dulles 13 September 2001 at 7:46 pm to Norfolk.”<sup>265</sup>

According to the FBI timeline, Hamza al-Ghamdi was scheduled to depart Casablanca (Morocco) for Riyadh (Saudi Arabia) on Royal Air Maroc Flight #264 on 20 September 2001, 12.30 pm, i.e. after he returned safely from paradise!<sup>266</sup>

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<sup>260</sup> FBI timeline, Part C, Entry 3188, <http://www.aldeilis.net/fake/114c.pdf>

<sup>261</sup> FBI Document 302-51589 of 11 September 2001. Interview with Janet Padilla, <http://www.aldeilis.net/fake/2703.pdf>

<sup>262</sup> FBI timeline, Part C, Entry 3046, <http://www.aldeilis.net/fake/114c.pdf>

<sup>263</sup> FBI timeline, Part C, Entry 2975, <http://www.aldeilis.net/fake/114c.pdf>

<sup>264</sup> FBI timeline, Part C, Entry 3119, <http://www.aldeilis.net/fake/114c.pdf>

<sup>265</sup> Communication from FBI Counterterrorism to all FBI Field Offices, 15 September 2001, p. 24, <http://www.aldeilis.net/fake/452.pdf>

<sup>266</sup> FBI timeline, Part C, Entry 3437, <http://www.aldeilis.net/fake/114c.pdf>

## 5. Did the “hijackers” possess the required flying skills?

On 13 September 2001, at a press conference, Attorney General John Ashcroft was asked about the skills needed to operate the aircraft that were allegedly hijacked. His answer:

It is our belief and the evidence indicates that ... [the hijackers’] capacity to operate the aircraft was substantial.<sup>267</sup>

Tony Ferrante, the head of the Federal Aviation Administration's investigations division, spent several days after 9/11 piecing together the movements of the four aircraft designated as the hijacked planes. According to Pamela Freni, Ferrante's “hair stood on end when he realized the precision with which all four airplanes had moved toward their targets.” Ferrante said: “It was almost as though it was choreographed,” and explained, “It's not as easy as it looks to do what [the alleged hijackers] did at 500 miles an hour.”<sup>268</sup> This was actually an understatement.

Darryl Jenkins, director of the Aviation Institute at George Washington University, said that those who carried out the attack were as sophisticated as those who planned it. “These guys knew what they were doing down to very small details,” he said. “Every one of them was trained in flying big planes.” John Nance, an airline pilot, author and aviation analyst, said the direct hits on the two towers and on the Pentagon suggested to him that the pilots were experienced fliers. The smooth banking of the second plane to strike the towers supports this point of view, Mr. Nance said. He added that precisely controlling a large jet near the ground, necessary for the Pentagon attack, also required advanced skill. “There's no way an amateur could have, with any degree of reliability, done what was done yesterday,” Mr. Nance said.<sup>269</sup>

John Roden, the president of Aviation Advisory Service, an Oakland, California, consulting firm, said the piloting necessary to navigate the planes to their targets “was very skillful. This is practically fighter pilot technique.”<sup>270</sup>

Robin Lloyd, a Boeing 737 captain with a British airline, told *The Telegraph* that the pilots at the controls of the hijacked aircraft “had to be 100 percent switched on people, 100 percent experienced pilots, probably military trained.” He said someone like Osama bin Laden “wouldn't have access to pilots of the caliber needed to pull it off.”<sup>271</sup>

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<sup>267</sup> Department of Justice, Briefing by Attorney General John Ashcroft and FBI Director Robert Mueller, 13 September 2001, Transcript. <http://www.aldeilis.net/fake/464.pdf>

<sup>268</sup> Pamela Freni, Ground Stop: An Inside Look at the Federal Aviation Administration on 11 September 2001. Lincoln, NE: iUniverse, Inc., 2003, p. 76; “Memorandum for the Record: Interview With Tony Ferrante.” 9/11 Commission, April 19, 2004, <http://www.aldeilis.net/fake/2706.pdf>

<sup>269</sup> James Glanz, “After the attacks: The method; Terrorists were well trained”, *New York Times*, 13 September 2001, <http://www.aldeilis.net/fake/038.pdf>

<sup>270</sup> Henry K. Lee, “Experts assess how skilled hijackers were”, *San Francisco Chronicle*, 13 September 2001, <http://www.aldeilis.net/fake/2458.pdf>

<sup>271</sup> Nicole Martin and Andrew Hibbard, “Hijackers may have murdered the pilots”, *The Telegraph* (UK), 12 September 2001, <http://www.aldeilis.net/fake/2430.pdf>

Two days after 9/11 Jared Israel of the Emperors-Clothes news website spoke with Rudy Dekkers, director of Huffman Aviation, the flight school at which “Atta” and “al-Shehhi” spent months training on small aircraft. Dekkers said in that interview that he had spoken to “many captains from the airlines and they say there is no way [the hijacker pilots] could have done that. They changed altitude. They changed speed. They changed direction. They had to know about the equipment to do what they had to do and there is no way that could have been done.”<sup>272</sup> In the present section, further evidence will corroborate Dekkers' initial evaluation.

The aforementioned persons assumed the participation of “Atta” and his friends in the attacks, so they had to conclude that they must have been “100 percent experienced pilots, probably military trained.”

Let us now consider what hurdles the alleged suicide-pilots had to surmount in order to carry out such an operation.

### **(a) The difficulty in flying “blind”**

While some of the alleged hijackers possessed pilot licenses to fly small one-engine planes, they were not known to have flown heavy aircraft before 11 September 2001 or to have trained on simulators of such aircraft (Boeing 757s and 767s). According to Siva Sagadevan, a qualified pilot of heavy aircraft, “if the aim is to navigate to a specific geographic location hundreds of miles away while flying at over 500 mph, 30,000 feet above the ground, the challenges become virtually impossible for an untrained pilot.”<sup>273</sup>

He explained why:

When flying 'blind', i.e., with no ground reference cues, it takes a highly skilled pilot to interpret, and then apply, this data intelligently. If one cannot translate this information quickly, precisely and accurately (and it takes an instrument-rated pilot to do so), one would have zero situational awareness, i.e., the pilot wouldn't have a clue where s/he was in relation to the earth. Flight under such conditions is referred to as IFR, or Instrument Flight Rules.

Sagadevan then applied this reasoning to the day of 9/11:

Imagine that [tiny] Hanjour [the alleged pilot of flight AA77] overpowers the flight deck crew, removes them from the cockpit and takes his position in the captain's seat. The weather reports say it was fairly clear, so let's say Hanjour experienced a perfect CAVU (Ceiling And Visibility Unlimited). If Hanjour looked straight ahead through the windshield, or to his left at the ground, at best he would see, 35,000 feet – 7 miles – below him, a murky brownish-grey-green landscape, virtually devoid of any significant surface detail...After a few seconds, Hanjour would figure out there's little point in looking

<sup>272</sup> “Interview with Huffman Aviation Casts Doubt on Official Story”, emperors-clothes.com, 13 September 2001, <http://www.aldeilis.net/fake/2431.pdf>

<sup>273</sup> Joel Harel, “The Impossibility of Flying Heavy Aircraft Without Training”, Physics 911 Public Site, <http://www.aldeilis.net/fake/108.pdf>

outside... Seeing nothing outside, Hanjour would be forced to divert his attention to his instrument panel, where he'd be faced with a bewildering array of instruments (...) He would then have to very quickly interpret his heading, ground track, altitude, and airspeed information on the displays before he could even figure out where in the world he was, much less where the Pentagon was located in relation to his position. After all, before he can crash into a target, he has to first find the target...For the sake of discussion ... say that Hanjour ... somehow managed to figure out their exact position on the American landscape in relation to their intended target as they traversed the earth at a speed five times faster than they had ever flown by themselves before. Once he had determined exactly where he was, he would need to figure out where the Pentagon was located in relation to his rapidly-changing position. He would then need to plot a course to his target..In order to perform this bit of electronic navigation, he would have to be very familiar with IFR procedures.

There is no evidence that the alleged suicide-pilots were capable of flying Boeing 757 and 767 aircraft at all, let alone *on instruments* (IFR).

According to senior pilots from American Airlines and United Airlines interviewed by 9/11 Commission staff members between November 17 and 21, 2003, “[e]ntering changes to the auto pilot is something that [the] terrorist pilots probably would not have been trained or able to do. Even the United senior pilot, who instructs other pilots on how to do that, said that he always has to pause before he makes such corrections to make sure to remember how to enter the change.”<sup>274</sup>

Captain Russ Wittenberg, whose background included flying for Pan Am and United Airlines for 35 years on practically all Boeing machines, said in an interview in 2007:

I don't believe it's possible for ... a so-called terrorist to train on a [Cessna] 172, then jump in a cockpit of a 757-767 class cockpit, and vertical navigate the aircraft, lateral navigate the aircraft, and fly the airplane at speeds exceeding it's design limit speed by well over 100 knots, make high-speed high-banked turns, exceeding -- pulling probably 5, 6, 7 G's. And the aircraft would literally fall out of the sky. I couldn't do it and I'm absolutely positive they couldn't do it.<sup>275</sup>

## **(b) The difficulties of hitting the World Trade Center at over 530 mph**

According to a study by the Federal Aviation Administration (FAA), one aircraft hit the North Tower of the World Trade Center in New York at 494 mph, and another aircraft hit the South Tower at 586 mph. An analysis by Eduardo Kausel, a professor at MIT, determined the

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<sup>274</sup> Memorandum for the Record (MFR 04017215) of 17-21 November 2003,  
<http://www.aldeilis.net/fake/536.pdf>

<sup>275</sup> Statement by Capt. Russ Wittenberg, U.S. Air Force, August 2007, Pilots and Aviation Professionals Question the 9/11 Commission Report (website visited 3 November 2018),  
<http://www.aldeilis.net/fake/2442.pdf>

first plane had flown slightly slower, namely at 429 mph, and the second at 537 mph.<sup>276</sup> According to Boeing spokeswoman Liz Verdier, the second plane was flying so fast that it was in danger of breaking up in the air as it approached the south tower.<sup>277</sup>

John Lear, a retired commercial airline pilot with over 19,000 total hours flown in over 100 different types of planes, doubted that even a professional pilot could fly into the South Tower of the World Trade Center at 542 miles an hour, the speed with which the plane officially impacted the building.<sup>278</sup> He said in an interview with Rob Balsamo, himself a pilot:

No Arab hijacker, ever in a million years, ever flew into the World Trade Center. And if you got 30 minutes I'll tell you exactly why he couldn't do it the first time. Now, I'd have trouble doing it the first time...Maybe if I had a couple tries to line up a few buildings, I could have done it. But certainly not the first time and certainly not at 500 or 600 miles an hour.<sup>279</sup>

Rob Balsamo then added:

Yeah, as a matter of fact, one of our members [Pilots for 9/11 Truth<sup>280</sup>], he was a 737 Check Airman. He was in the sim at the time on September 11 and right after it happened they tried to duplicate it in the simulator and they said they couldn't do it. They were trying to hit the Towers and they couldn't do it.<sup>281</sup>

Commander Ralph Kolstad, a retired commercial airline captain with 27 years experience on most commercial aircraft, said:

I was also a Navy fighter pilot and Air Combat Instructor, U.S. Navy Fighter Weapons School and have experience flying low altitude, high speed aircraft. I could not have done what these beginners [apparently] did. Something stinks to high heaven!<sup>282</sup>

In an interview with Kevin Barrett, Kolstad explained why it was virtually impossible to fly the 767s into the WTC at 500 knots (575 mph).<sup>283</sup> Hitting a target, he explains, especially a

<sup>276</sup> Brian Dakss, "Speed likely factor in WTC collapse", *CBS News*, 25 February 2002, <http://www.aldeilis.net/fake/1092.pdf>

<sup>277</sup> Ibid.

<sup>278</sup> According to NIST (Final Report) p. 9, the first aircraft hit the North Tower at the speed of 466 mph.  $\pm 34$  mph, while the second aircraft hit the South Tower at 542  $\pm 24$  mph. (NIST, NCSTAR p. 24)

<sup>279</sup> <http://www.patriotsquestion911.com/pilots.html>

<sup>280</sup> Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe who have gathered together for one purpose. "We are committed to seeking the truth surrounding the events of the 11th of September 2001." The organization's website is: <http://pilotsfor911truth.org/>

<sup>281</sup> Ibid.

<sup>282</sup> Statement of Commander Ralph Kolstad, U.S. Navy (ret), 20 August 2007 (Patriots Question 911), <http://www.aldeilis.net/fake/2450.pdf>

<sup>283</sup> [http://noliesradio.org/archives/FB20090929\\_RalphKolstad\\_web.mp3](http://noliesradio.org/archives/FB20090929_RalphKolstad_web.mp3)

narrow one like the WTC, is very difficult and only achievable when you come in at landing speed (about 140 knots for 757s).

Another pilot, Ross “Rusty” Aimer, CEO, Aviation Experts, LLC, with 30,000 flight hours on various commercial planes behind him, including 757s, said in an interview with Rob Balsamo: “To me, it’s impossible, you know, any pilot that has been in a commercial jet would probably laugh if you said 510 knots.” He was talking about the hit on the World Trade Center.

Aimer mentioned three problems that would have made it virtually impossible for the alleged suicide-pilots to achieve their objective: First, Boeing 757s are not built to fly at such high speed at sea level, because their structural integrity might suffer. Second, when flying at such a speed at low altitude, the pilot is prone to lose control of the aircraft for aerodynamic reasons; and third, the wingspan of the Boeing 767-200 is 3/4 of the width of the Twin Towers. Just try to steer a 6-foot wide car at 150 mph between two poles standing 8 feet apart, without crashing! For these reasons, he – and other pilots – have dismissed the claim that inexperienced pilots, and even experienced ones, could hit the Twin Towers at the officially indicated speed.

### **(c) The difficulty of hitting the west side of the Pentagon at 530 mph**

According to the official account, Hani Hanjour steered a Boeing 757 (Flight AA77) into Wedge 1 of the West side of the Pentagon, more precisely between the first and second floor. According to official reports, the aircraft entered the building horizontally at 530 mph and pierced through a number of walls. This means that the pilot would have had to level the aircraft and fly horizontally for a substantial distance about 10 feet above the ground at this speed before impacting the building.<sup>284</sup>

Maintaining a fixed-wing passenger aircraft steady in the air so near the ground at such speed is considered by professional pilots as very difficult, if not impossible, due to the so-called Ground Effect. But not only for that reason.

Let us first examine how mainstream media described the maneuvers executed by the Boeing 757 that approached the Pentagon:

- A “top aviation source” interviewed by *The Washington Post* called the maneuver “a nice, coordinated turn,” which, according to one law enforcement official, was the work of “a great talent ... virtually a textbook turn and landing.”<sup>285</sup>
- Other “aviation sources” told *The Washington Post* that the aircraft that hit the Pentagon “was flown with extraordinary skill.”<sup>286</sup>

<sup>284</sup> Staff Report of the 9/11 Commission, 26 August 2004, p. 34, <http://www.aldeilis.net/fake/867.pdf>

<sup>285</sup> Amy Goldstein, “Hijackers Led by Core Group.” *The Washington Post*, 30 September 2001, <http://www.aldeilis.net/fake/607.pdf>; Steve Fainaru and Alia Ibrahim, “Mysterious Trip to Flight 77 Cockpit”, *The Washington Post*, 10 September 2002, <http://www.aldeilis.net/fake/095.pdf>

<sup>286</sup> Marc Fisher and Don Phillips, “On Flight 77: Our Plane is Being Hijacked,” *The Washington Post*, 12 September 2001, <http://www.aldeilis.net/fake/112.pdf>

- Dave Esser, the head of the aeronautical engineering department at Embry-Riddle Aeronautical University in Daytona Beach, Florida, told *CNN* that “the highest level of navigational ability would have been needed” with Flight 77 in order to hit the Pentagon.<sup>287</sup>
- J. David Canoles, Manager of Air-Traffic Evaluation and Investigation Staff at the Federal Aviation Administration, told the FBI that the tight 360 degree (sic) turn [of flight AA77 was] indicative of piloting skills and extraordinary navigation skills”.<sup>288</sup>
- Flight controller Danielle O’Brien related to *ABC News* what she observed on her radar screen on 9/11: “The speed, the maneuverability, the way that [Flight 77] turned, we all thought in the radar room, all of us experienced air traffic controllers, that that was a military plane.”<sup>289</sup>

Several professional pilots with combat experience, including Ted Muga, Russ Wittenberg, Ralph Omholt and Ralph Kolstad, said they could not imagine that an amateur pilot could fly that “tight spiral coming down out of 7,000 feet” and then “crash into the Pentagon’s first floor wall without touching the lawn.” Kolstad: “I have 6,000 hours of flight time in Boeing 757’s and 767’s and I could not have flown it the way the flight path was described.”<sup>290</sup>

Was Hani Hanjour, the alleged pilot of flight AA77, then, an ace pilot?

An unnamed Japanese flight instructor who taught Hanjour for about four months, told the FBI in September 2001, that Hanjour

was not well educated nor was he very intelligent, [He] was not a motivated student. And whilst he did not seem rich, he did not seem concerned at the cost of his training. As a pilot, Hani Hanjour was very poor.<sup>291</sup>

*New York Times* devoted an entire article to Hani Hanjour in 2002.<sup>292</sup> Here is what the “newspaper of record” wrote about him: Hanjour ”was reported to the [Federal Aviation Administration - FAA] in February 2001 after instructors at his flight school in Phoenix had found his piloting skills so shoddy and his grasp of English so inadequate that they questioned whether his pilot’s license was genuine.”<sup>293</sup>

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287 Mike Fish, “Experts Say Hijackers Needed Special Skills.” *CNN*, 14 September 2001, <http://www.aldeilis.net/fake/2432.pdf>

288 FBI Document 265A-NY-280350-2755 of 12 September 2001. Interview with J. David Canoles, <http://www.aldeilis.net/fake/2707.pdf>

289 Air Traffic Controllers Recall Sept. 11, *ABC News*, 24 October 2001, <http://www.aldeilis.net/fake/2433.pdf>

290 David R. Griffin, *The New Pearl Harbor Revisited* (Olive Branch Press, 2008), p. 79

291 9/11 Commission Staff. Team 7 Box 18 Pilot Training Info Fdr- Statement of Redacted re Hani Hanjour 539, <http://www.aldeilis.net/2774.pdf>

292 Jim Yardley, “A Trainee Noted for Incompetence”, *New York Times*, 4 May 2002. <http://www.aldeilis.net/fake/2434.pdf>

293 Ibid.

According to *CBS News*, the staff of the Phoenix flight school was so appalled at Hanjour's lack of skills that they contacted the FAA not less than five times and asked them to investigate how he got a pilot's license.<sup>294</sup> Peggy Chevrette, the manager of the flight school, said: "I couldn't believe he had a commercial license of any kind with the skills that he had." The FAA finally sent inspector John Anthony to verify whether Hanjour's 1999 license was legitimate. The inspector suggested that the school provide Hanjour with an interpreter during his flight lessons!

An unidentified flight instructor of Hanjour at JET TECH, Phoenix, Arizona, interviewed by FBI agents on 17 September 2001, recalled that he coached Hanjour in a Boeing 737-200 simulator sessions in February and March 2001.<sup>295</sup> He described Hanjour as "totally clueless" and added that Hanjour seemed to have no practical flight experience whatsoever. The instructor said Hanjour "did not even know how to do his check list response and was nowhere near being ready to do an actual check out flight."<sup>296</sup>

At Freeway Airport in Bowie, Maryland, 20 miles west of Washington, D.C., flight instructor Sheri Baxter instantly recognized the name of alleged hijacker Hani Hanjour when the FBI released a list of the 19 suspects. Hanjour, the only suspect on flight AA77 the FBI had listed as a pilot, had come to the Freeway Airport in August 2001 seeking to rent a small plane. However, when Baxter and fellow instructor Ben Conner took Hanjour on three test runs, they found he had trouble controlling and landing the single-engine Cessna 172.<sup>297</sup>

After 9/11, the FBI set about investigating how Hanjour got his license. It questioned and polygraphed the instructor who signed off on Hanjour's flying skills. *The Washington Post* noted that, since Hanjour's pilot skills were so bad, the issue of how he was able to get a license "remains a lingering question that FAA officials refuse to discuss."<sup>298</sup> Hanjour apparently had protectors in high places.

There was, however, one person who gave Hani Hanjour good marks. It was an Israeli instructor at Congressional Air Charters of Gaithersburg, Maryland.<sup>299</sup> In a Memorandum For the Record drafted by the 9/11 Commission staff in the presence of FBI Special Agent Jacqueline Maguire and released in 2009,<sup>300</sup> first details are furnished about this instructor, whose identity was revealed as Eddie Guigui Shalev. Because he was an alien, he was "sponsored for employment" by the named company, which subsequently went out of business. He became unemployed and was trying to obtain permanent alien resident status.

<sup>294</sup> David Hancock, "FAA Was Alerted To Sept. 11 Hijacker", *CBS News*, 10 May 2002, <http://www.aldeilis.net/fake/2435.pdf>

<sup>295</sup> FBI document 265A-NY-280350-302-5138, 17 September 2001. Interview with a flight instructor.

<sup>296</sup> Ibid.

<sup>297</sup> Thomas Frank, "Tracing Trail of Hijackers", *Newsday*, 23 September 2001, <http://www.aldeilis.net/fake/1807.pdf>. According to the FAA, Hani Hanjour had only approximately 250 total flight hours behind him (MFR 04021445)

<sup>298</sup> Amy Goldstein, Lena H. Sun and George Lardner, Jr., "Hanjour a Study in Paradox", *The Washington Post*, 15 October 2001, <http://www.aldeilis.net/fake/2436.pdf>

<sup>299</sup> Final Report of the 9/11 Commission, Footnote 170 for Chapter 7

<sup>300</sup> 9/11 Commission records, MFR 04018410, 9 April 2004, <http://www.aldeilis.net/fake/344.pdf>

Prior to coming into the United States, Shalev served in the Israeli Defense Forces as a paratrooper. At Congressional Air Charters, he was asked in August 2001 to evaluate Hanjour's flying ability to determine if Hanjour should be allowed to rent an aircraft from his company. Shalev said that Hanjour did not use instrument navigation but "a landmark or terrain recognition system for navigation." Shalev suggested to Quinn John Tamm, a staff member of the 9/11 Commission, that Hanjour "may have received training from a military pilot because of his use of terrain recognition for navigation." He stated that, based on his observations, Hanjour was a "good" pilot. Shalev said he had been interviewed on 13 September 2001 by the FBI.<sup>301</sup> Contrary to the hundreds of released 302-reports that summarize interviews conducted by FBI agents in connection with the 9/11 attacks, the 302-report on Shalev's interview was not released. The staff of the 9/11 Commission did not interview Hanjour's numerous instructors who considered him a sub-standard pilot, only the one Israeli instructor who gave Hanjour good marks. The staff then recommended Shalev to be included as a witness in a panel of instructors and hinted that it would be desirable for him to obtain a permanent resident status, as his visa expired in July 2004.

Dismissing the overwhelming number of negative testimonies about Hanjour's flight skills, the staff of the 9/11 Commission wrote in a declassified report of 26 August 2004: "[Hanjour] was perhaps the most experienced and highly trained pilot among the 9/11 hijackers." The only credible word in the preceding sentence is "perhaps." The report concluded by referring to unnamed "experts consulted by the Commission staff" who believe that the "training and experience [of the four alleged pilots of the hijacked planes] adequately prepared them to complete the mission."<sup>302</sup> It is not surprising that the experts did not wish to be named.

In a detailed essay by Mark Gaffney entitled "How the FBI and 9/11 Commission Suppressed Key Evidence about Hani Hanjour, alleged hijack pilot of AAL 77,"<sup>303</sup> the author provides evidence that the suppression of evidence about Hanjour's sub-standard flight skills was intentional and constituted merely one element in a larger cover-up operation.

Jeremy R. Hammond also published a detailed analysis of Hani Hanjour's flight skills (or lack of same) and convincingly demonstrated a "clear pattern of willful deception on the part of the 9/11 Commission" with regard to this point.<sup>304</sup>

In the light of the above, it appears superfluous to examine official accounts regarding the flight skills of the other alleged suicide pilots, whose presence in the aircraft has not been proven and whose flight skills were, according to the 9/11 Commission, possibly worse than those of Hanjour.

<sup>301</sup> Ibid. David R. Griffin, when writing his book The New Pearl Harbor Revisited, was not yet aware of these documents (p. 80).

<sup>302</sup> Staff Statement No. 4, "The Four Flights", 9/11 Commission, 26 August 2004, <http://www.aldeilis.net/fake/246.pdf>

<sup>303</sup> Mark Gaffney, "How the FBI and 9/11 Commission Suppressed Key Evidence about Hani Hanjour",, Information Clearing House, 7 July 2009, <http://www.aldeilis.net/fake/2437.pdf>

<sup>304</sup> Jeremy R. Hammond, "Hani Hanjour: Al Qaeda's Top Gun", 18 April 2010, <http://www.aldeilis.net/fake/811.pdf>

## 6. Did the “hijackers” try to remain “below the radar”?

In his remarks to the Commonwealth Club of California on 19 April 2002, FBI Director Robert S. Mueller insisted that “the hijackers did all they could to stay below our radar.” In his Statement for the Record to the Joint Intelligence Committee Inquiry made on 26 September 2002, Mueller reiterated this claim: “[W]hile here [in the U.S.], the hijackers effectively operated without suspicion, triggering nothing that alerted law enforcement and doing nothing that exposed them to domestic coverage.”<sup>305</sup> Later in his Statement he added: “There were no slip ups. Discipline never broke down. They gave no hint to those around them what they were about.” In his Congressional Testimony of October 17, 2002, he reiterated this view.<sup>306</sup>

Robert S. Mueller was not truthful.

### (a) *Creating a bad impression*

While they tried to learn flying in Florida, “Atta” and “al-Shehhi” rented a room with two twin beds and a bath at a modest home in the town of Venice. The two young men barely acknowledged their landlords, Drucilla Voss and her husband, Charles, a bookkeeper at the Huffman Aviation school. The pair were sloppy, the couple said, leaving unmade beds and a lot of water on the bathroom floor. “We’re not a bed-and-breakfast,” Mr. Voss said. “My wife didn’t appreciate it, and I didn’t appreciate it.” After one week, Mr. Voss told his renters to find another place to live.<sup>307</sup> Drucilla Voss, said: “They were very arrogant and made smart remarks. They are the only ones we have ever had to ask to leave.” After a week she kicked them out.<sup>308</sup>

Having attended Huffman Aviation flight school in Venice, Florida since early July 2000, “Atta” and “al-Shehhi” moved to Jones Aviation in Sarasota, about 20 miles north of Venice, in September or October, to continue their training. According to the instructor at Jones Aviation, “the two were aggressive, rude, and sometimes even fought with him to take over the controls during their training flights.”<sup>309</sup> “Atta” and “al-Shehhi” each completed about 20 hours of flying time in single-engine planes, but early in October failed their Stage I exam for instruments rating. Gary Jones, the vice president of the school, later stated, “We told them we wouldn’t teach them anymore. We told them, one, they couldn’t speak English and, two, they had bad attitudes. They wouldn’t listen to what the instructors had to instruct.”<sup>310</sup> So they were kicked out and returned to Venice.

<sup>305</sup> Statement for the Record by FBI Director Robert S. Mueller III, Joint Intelligence Committee Inquiry (JICI), 26 September 2002, <http://www.aldeilis.net/fake/119.pdf>

<sup>306</sup> Testimony of Robert S. Mueller, III, Direct, FBI, before the Senate and House Select Committees on Intelligence, 17 October 2002, <http://www.aldeilis.net/fake/1793.pdf>

<sup>307</sup> “Careful sequence of mundane dealings sows a day of bloody terror for hijackers”, *The Wall Street Journal*, 16 October 2001, <http://www.aldeilis.net/fake/091.pdf>

<sup>308</sup> Mark McGivern, “The surly drunken pilot who became a kamikaze terrorist murderer”, *Daily Record*, 15 September 2001, <http://www.aldeilis.net/fake/2457.pdf>

<sup>309</sup> Final Report of the 9/11 Commission, pp. 224

<sup>310</sup> Stephen J. Jedes and Jeff Zeleny, “Hijacker eluded security net,” *Chicago Tribune*, 16 September 2001, <http://www.aldeilis.net/fake/434.pdf>

The conduct of the alleged terrorists was so awful that even *The Washington Post* could not refrain from mentioning it:

Sophisticated as they were [sic], the leaders [of the terrorists] were clumsy enough in their English and manners that they repeatedly provoked notice and annoyance, if not outright suspicion, while they were in the United States.<sup>311</sup>

Behaving rudely was certainly not one of the recommendations in the al-Qaeda Terrorist Manual.

### **(b) Losing official U.S. documents, getting duplicates**

Several of the alleged hijackers contacted government offices in the United States, even going there in person, to obtain duplicates for their driver's licenses and for their pilot licenses, that they sometimes claimed to have lost.

- “Atta” applied on 29 December 2000 for replacement of his Airman Certificate, which he received on 21 December.<sup>312</sup> He reapplied for “replacement of lost or destroyed Airman Certificate and Knowledge Test Report” on 4 June 2001.<sup>313</sup> FAA issued on 19 June 2001 a duplicate replacement of the commercial pilot license to “Atta.”<sup>314</sup>
- “Al-Shehhi” got his Florida driver’s license on 12 April 2001. He asked for a duplicate license two months later.<sup>315</sup> On 3 June 2001, he applied for a replacement of his Commercial Pilot’s Licence, saying it was lost. He received a duplicate license on 19 June 2001.<sup>316</sup>
- Waleed al-Shehri got his Florida driver’s license on 4 May 2001 and a duplicate the next day.<sup>317</sup>
- Hamza al-Ghamdi got his Florida driver’s license on 27 June 2001 and two duplicates in August.<sup>318</sup>

311 Amy Goldstein, “Hijackers led core group”, *The Washington Post*, 30 September 2001, <http://www.aldeilis.net/fake/607.pdf>

312 Hijackers Timeline from the FBI, 14 November 2003, Entry 1568, <http://www.aldeilis.net/fake/114b.pdf>; and FBI, JICI 19.4.2002, PENTTBOMB 265-NY-280350, American Airlines Flight <http://www.aldeilis.net/fake/11.pdf>, p. 03008, <http://www.aldeilis.net/fake/2711.pdf>

313 NARA, 9/11 Commission documents. Team 5 Box 45. Airman Records Folder - Atta, <http://www.aldeilis.net/fake/1068.pdf>

314 Hijackers Timeline, Op.cit, Entry 2095, <http://www.aldeilis.net/fake/114b.pdf>

315 Mitch Lipka, “Multiple identities of hijack suspects confound FBI”, *Sun-Sentinel*, 28 September 2001, <http://www.aldeilis.net/fake/341.pdf>

316 Hijackers Timeline, Op.cit, Entry 1543, <http://www.aldeilis.net/fake/114b.pdf>

317 Mitch Lipka, Op. cit. <http://www.aldeilis.net/fake/341.pdf>

318 Mitch Lipka, Op. cit. <http://www.aldeilis.net/fake/341.pdf>

- Ziad Jarrah was issued a duplicate Florida license on 10 July 2001.<sup>319</sup>
- Hamza Saleh al-Ghamdi obtained a duplicate Florida driver's license on 27 August 2001.<sup>320</sup>
- Ahmed al-Haznawi twice obtained duplicates for his driver's license from the Lauderdale Lakes branch of the motor vehicle department, once on 24 July 2001 and the next time on 7 September 2001, just four days before 9/11.<sup>321</sup>

The reason these alleged terrorists collected duplicate driver's licenses remains a mystery.

### **(c) *Encounters with police***

Genuine terrorists who conspire to commit mass murder normally try to avoid the police. This rule did not apply to the alleged 9/11 hijackers.

#### ***Hani Hanjour***

Hani Hanjour, the alleged super-pilot, was fined by the police on 1 August 2001 for driving 55 mph in a 30 mph zone in Arlington, Virginia. Two weeks before 9/11, Hanjour dutifully mailed to the authorities a money order to pay the \$70 fine and \$30 in court costs.<sup>322</sup> A decent terrorist.

#### ***Ziad Jarrah***

Ziad Jarrah was pulled over by Maryland state troopers around midnight on 9 September 2001 for speeding. Superintendent of State Police David B. Mitchell described Jarrah as "extremely calm and cooperative" when speaking to Joseph Catalano, the trooper who stopped him for speeding.

#### ***Nawaf al-Hazmi***

Al-Hazmi was stopped by an Oklahoma police officer for speeding while traveling east on interstate highway 40, near Clinton, Oklahoma.<sup>323</sup> Al-Hazmi's license information was run through a computer to determine whether there are any warrants for his arrest. As there were none, he was issued a ticket and sent on his way.

Al-Hazmi later complained to the police about being mugged outside of his apartment in Alexandria, Virginia, by an "unknown black male." He said he had seen his alleged assailant outside of his apartment almost every day for the previous two weeks. A police officer took a

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319 Hijackers Timeline, Op.cit, Entry 2325, <http://www.aldeilis.net/fake/114b.pdf>

320 Hijackers Timeline, Op.cit, Entry 2915, <http://www.aldeilis.net/fake/114c.pdf>

321 Alisa Ulferts, "Requests for Florida license raised no flags", *St. Petersburg Times*, 14 December 2001, <http://www.aldeilis.net/fake/444.pdf>

322 Manuel Roig-Franzia and Patricia Davis, "Police Stopped Two Hijackers In Days Leading Up To Attacks", *The Washington Post*, 9 January 2002, <http://www.aldeilis.net/fake/2439.pdf>

323 Hijackers Timeline from the FBI, 14 November 2003, Entry 1782, <http://www.aldeilis.net/fake/114b.pdf>; Nolan Clay and Randy Ellis, "Terrorist ticketed last year on I-40", News OK, 20 January 2002, <http://www.aldeilis.net/fake/2425.pdf>

statement from al-Hazmi in his apartment, but al-Hazmi decided to drop the case. He signed a release indicating he does not want the incident investigated.<sup>324</sup>

***Mohamed Atta***

On 21 February 2001, a car registered to “Atta” was queried by police in DeKalb County, Georgia.<sup>325</sup>

On 26 April 2001, police reportedly stopped “Atta” at a random inspection near Fort Lauderdale, Florida, and discovered that he was driving without a driver's license. He was given a citation.

On 1 May 2001, “Atta” received a parking ticket in Hollywood, Florida.<sup>326</sup> The next day he obtained a Florida driver license.<sup>327</sup>

“Atta” did not show up for his court hearing on 28 May 2001, and a warrant was issued for his arrest on 4<sup>th</sup> of June. No attempt was made to arrest him. The official explanation for this negligence: “The local backlog of unpaid traffic fines goes back to 1977, and is not on computer networks.”<sup>328</sup> This did not prevent him from continuing to drive and rent cars in Florida. He was obviously unconcerned about being stopped by police or arrested.

On 23 August 2001, the state of Florida suspended Atta's driver's license, which he had obtained in May, for failure to appear in court regarding the traffic citation.<sup>329</sup>

On 10 September 2001 – one day before 9/11 – “Atta” was again stopped, now at a toll booth at Exit 13 of the Massachusetts Turnpike. He apparently “boiled in anger when the operator demanded that he pay the [\$3.10] toll. When “Atta” refused and sped away, the operator wrote down the license plate number of his rented white Mitsubishi.”<sup>330</sup>

The point here is not the apparent negligence of the police, but “Atta”’s lack of concern. He apparently had no reason to be concerned.

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<sup>324</sup> FBI 0408770, Documents relating to Police Report No. 01121001850 filed by Nawaf al-Hamzi (sic) with the Fairfax County Police Department, Fairfax, Virginia, on 1 May 2001, Team 7, Box B21 Interavia Folder, p. 83, <http://www.aldeilis.net/fake/2708.pdf>

<sup>325</sup> FBI timeline, Part B, Entry 1710, <http://www.aldeilis.net/fake/114b.pdf>

<sup>326</sup> FBI Miami Timeline pertaining to South Florida, FBI Miami, 265A-NY-280350-MM, NARA Team 7, Box 2, p. 5, <http://www.aldeilis.net/fake/237.pdf>

<sup>327</sup> Ibid. <http://www.aldeilis.net/fake/237.pdf>

<sup>328</sup> “The Road to Ground Zero, Part Five: A Trail of Missed Opportunities”, *The Sunday Times*, 3 February 2002, <http://www.aldeilis.net/fake/346.pdf>

<sup>329</sup> Hijackers Timeline from the FBI, 14 November 2003, Entry 2860, <http://www.aldeilis.net/fake/114c.pdf>

<sup>330</sup> Jospeh Mallia and Steve Wick, “Details on Hijacking Suspects Few, But Hardly 'Ordinary”, Newsday.com, 30 September 2001, [www.aldeilis.net/fake/2426.pdf](http://www.aldeilis.net/fake/2426.pdf)

**(d) "Atta" left a plane stranded on the runway of Miami Airport**

On 26 December 2000, "Atta" and "al-Shehhi" stalled a small plane on a busy Miami International Airport runway. "Atta" claimed he could not restart the plane. The pair simply walked away, leaving the plane on the runway.<sup>331</sup> By such conduct, the two men did not only endanger plane traffic, but attracted attention to themselves and risked an official inquiry. According to Dan Pursell, chief flight instructor at Huffman Aviation, a FAA official placed an angry call, threatening to investigate the maintenance record of the plane as well as the two pilots. A spokesman for the FAA, contacted by *the New York Times*, refused to comment on whether any official investigation had ever been started against the two men. Mr. Pursell said the two men never explained why they chose to fly to Miami and they did not even apologize for the costs incurred by the school: "They were more concerned about being reimbursed for their rental car" with which they returned from Miami to Venice.<sup>332</sup> This incident was only reported after 9/11.

**(e) "Atta" shows particular interest in a chemical plant**

Junk car dealer Danny Whitener, 48, said he is positive he spoke to "Atta" at a tiny airstrip in Copperhill, Tennessee, the Associated Press reported on 18 October 2001.<sup>333</sup>

When Whitener told "Atta" that the round steel tanks of a nearby copper processing plant, which once stored sulfuric acid, were empty, his guest refused to believe him.

He was just persistent about the chemical company. I told him the tanks were empty. He came back and said "Don't tell me that. What about all the . . . (rail) tanker cars (surrounding the tanks)?" This guy was just arrogant.

For Fred Rustmann, a 25-year CIA veteran, who runs CTC International, a corporate intelligence business in West Palm Beach, "Atta" was clearly in Tennessee to case the place: "All of them were out here looking at targets. Somebody gave them a list. They were visiting these sites. They were looking at delivery systems." Was "Atta" really casing empty steel tanks in Tennessee for a future terrorist attack, or was he marking his presence all over the place for the future 9/11 terrorist legend?

**(f) "Atta" visits an FAA installation<sup>334</sup>**

In August 2001, "Atta" allegedly drove to the Kendall-Tamiami Executive Airport to visit the Federal Aviation Administration's flight service station, reported the *Palm Beach Post*.

<sup>331</sup> Jim Yardley, "Atta in Close Call in Incident at Miami Airport", *New York Times*, 17 October 2001, <http://www.aldeilis.net/fake/2441.pdf>

<sup>332</sup> Ibid. <http://www.aldeilis.net/fake/2441.pdf>

<sup>333</sup> Joel Engelhardt, "From terrorist to spy, Atta's mission was extensive", *The Palm Beach Post*, 29 October 2001, <http://www.aldeilis.net/fake/366.pdf>

<sup>334</sup> Ibid. <http://www.aldeilis.net/fake/366.pdf>

It's not unusual for pilots to call the station for weather and flight information but a personal visit is unusual, said Gerald Davies, owner of Chandelle Aviation in Lantana. "Atta" may have been examining the station's radar installations, Davies said. Another potential target to be cased? Or was this just one of "Atta's" numerous courtesy calls aimed at leaving as widely as possible his terrorist "signature"?

### **(g) "Atta" shows interest in crop-dusters**

According to media reports, "Atta" made repeated visits to a crop-dusting airfield in Belle Glade, Florida.

James Lester, 50, who operates crop-dusters from Belle Glade airport, 83 miles northwest of Miami, told the *Miami Herald* that "33-year-old 'Atta' visited the small airstrip with several groups of men as recently as [August]. The FBI showed me [Atta's] photo," said Lester, who remembered at least two encounters with "Atta" – once in March when he drove up in a green van with two other people, and again in August when he flew into the airport in a single-engine Cessna ... "The reason why I recognized him was because he was always walking behind me, being real persistent in asking those questions." An *Associated Press* report of 25 September 2001 cites Lester saying: "I recognized [Atta] because he stayed on my feet all the time. I just about had to push him away from me."<sup>335</sup>

According to *ABC News* of Sept. 24, 2001, more than a dozen men including "Atta" repeatedly visited the Belle Glade airfield, said chief pilot Willie Lee, who identified "Atta" to the FBI. "Atta" was "very persistent about wanting to know how much the airplane will haul, how fast it will go, what kind of range it has," Lee said. "The guy kept trying to get in the airplane and there was nobody there but the ground crew. Everybody had gone." He said that he just had to drive him away from the airplane because he kept trying to get on the wing, wanted to get inside the cockpit and so forth.

But it gets still more bizarre.

### **(h) "Atta" told a government official that he admires Osama bin Laden**

A most remarkable performance by "Atta" was his encounter with Johnelle Bryant, Farm Loan Manager at the Department of Agriculture in Florida (USDA). This visit was reported in a timeline issued by FBI Miami, transmitted to the 9/11 Commission and released in 2009 to the U.S. National Archives (NARA).<sup>336</sup> "Atta" visited Ms. Bryant in April or May 2000, i.e. before he officially entered the United States for the first time.<sup>337</sup> His declared purpose was to obtain a loan, so he could buy a six-passenger, twin-engine airplane that he wanted to convert into a crop-dusting plane. Bryant told him that he did not qualify for the loan because

<sup>335</sup> "Crop dusters grounded until Tuesday", *USA Today*, 24 September 2001, <http://www.aldeilis.net/fake/2438.pdf>

<sup>336</sup> Time Line Pertaining to South Florida, FBI Miami, 265A-NY-280350-MM, NARA Team 7, Box 20, <http://www.aldeilis.net/fake/237.pdf>

<sup>337</sup> Did al-Qaeda teach "Atta" bilocation, the ability to be in two locations simultaneously?

he was not a U.S. citizen. Although he got angry, he did not leave. As we will discover, "Atta's" desire to apply for a loan was merely a pretext for his visit.

Ms. Bryant related in detail to Brian Ross of *ABC News* what "Atta" had told her. Their interview was broadcast on *ABC News* in June 2002.<sup>338</sup> Her visitor told her he was an engineer, came originally from Egypt but moved to Afghanistan for political reasons. He told her he had studied in Germany and had come to the United States to go a flight school.

How did she know the man was Mohamed Atta? Well, he told her:

Brian Ross: And when he came, did he, what name did he give you?  
 Johnelle Bryant: Mohamed Atta. And I was taking notes. We typically take notes of a, it's considered an initial applicant interview. And while taking notes, I, I wrote his name down. And I spelled it A-T-T-A-H, and he told me, "No, A-T-T-A, as in 'Atta boy!'"

She then told Brian Ross:

We have a very large, very old safe [in the office]. ... After explaining what kind of security they had in his, in his country, he asked me what would prevent him...from going behind my desk and cutting my throat, and making off with the millions of dollars of cash in that safe. And, I told him that, well I kind of laughed. I mean I didn't laugh at him. But I chuckled a little bit about it.... I told him for one thing, there's, there's no cash in that safe... And I told him number two, my, my training would prevent him from coming behind the desk and cutting my throat.

He then saw a picture of Washington, D.C., hanging on the wall and asked about the various sights in the U.S. capital, such as the Pentagon and the White House. He even offered to buy the picture. In Bryant 's words:

He actually tried to purchase the picture from me and he, he pulled out a wad of cash about that thick around and started throwing money on my desk. He wanted that picture really bad.

He then told her he wanted to visit the World Trade Center in New York and asked her about the security there. He also mentioned to her, out of the blue, his admiration for Osama bin Laden and that al-Qaeda needed American members. In Bryant's words:

He started talking about um, an organization that uh, back in his country ... He got really emotional when he talked about it, like really excited about it ... He said that they ... could use memberships from Americans ... I didn't have a clue what he was talking about prior to September 11 ... I know now that he talking about al-Qaeda, but the way pronounced it, it sounded like he was talking about a woman's name. He kept saying uh, it sound like, Akeda, Akeda, "Surely you've heard. Surely you know, Akeda." And I went, "Oh

<sup>338</sup> Transcript of Johnelle Bryant Interview with Brian Ross, *ABC News*, 6. June 2002, <http://www.aldeilis.net/fake/290.pdf-1> and <http://www.aldeilis.net/fake/290.pdf-2>

yeah, yeah, yeah right.” [LAUGHS] I mean, I didn’t know what he was talking about. … He, he mentioned al-Qaeda. He mentioned Osama bin Laden. … I didn’t have a clue what he was talking about and … He mentioned that um, this man would someday be known as the world’s greatest leader. I didn’t know who he was talking about.

The interview by *ABC News* with Ms. Bryant was not the first time this episode was mentioned in the media. On 25 September 2001, *The Washington Post* wrote about a “man who the FBI believes flew an American Airlines plane into the World Trade Center Sept. 11 [and] apparently walked into a U.S. Department of Agriculture office in Florida last year” to ask about a loan to buy a crop-duster plane. At a reporter’s request, Kevin Kelley, the state executive director for the USDA’s Florida Farm Service Agency, contacted Ms. Bryant to ask what had happened. Kelley said Bryant refused to comment: “She said she was told by authorities not to speak about it.” FBI officials also declined to comment and denied me a FOIA request of their interview with Johnelle Bryant.

According to Brian Ross,<sup>339</sup>

[she] went to the FBI once she recognized Atta’s pictures after September 11th, and hours after she passed a polygraph test, they grounded all crop dusters and began to investigate general aviation. She decided to talk to us to despite an order from the Department of Agriculture that she could lose her job if she did. She feels it’s important for people to know that terrorists could show up, they don’t have a ‘T’ on their forehead.<sup>340</sup>

Several USDA employees in Florida identified “Atta” to the FBI, and recalled that he wore Tommy Hilfiger clothes and a lot of cologne, according to the FBI version of events provided to Robert Epling, president of the Community Bank of Florida.<sup>341</sup> Do Islamists wear perfume?

Was the “Mohamed Atta” who visited Johnelle Bryant in Florida in April or May 2000 the same person who entered the United States for the first time in June 2000? And if not, who was the man who resembled the original Atta and knew personal details about the original specimen? What was the purpose of Johnelle Bryant’s guest in talking about his interest in a flight school, the World Trade Center, the Pentagon, Osama bin Laden and Al Qaeda? This extraordinary interview was mentioned by the *BBC* at the time but never again.<sup>342</sup> After the *ABC* interview, Ms. Bryant vanished.

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<sup>339</sup> Ibid.

<sup>340</sup> Ibid.

<sup>341</sup> Rick Weiss and Justin Blum, “Suspect may have wanted to buy plane”, *The Washington Post*, 25 September 2001, <http://www.aldeilis.net/fake/952.pdf>. Note that pious Muslims do not use perfume or bear jewels.

<sup>342</sup> Twin tower hijacker ‘sought US loan’, *BBC*, 7 June 2002, <http://www.aldeilis.net/fake/291.pdf>

## 7. "Sophisticated, calculated and coordinated terrorists"?

After the fourth aircraft was reported as crashed on 9/11, experts were invited to comment in the mass media about the event. They consistently described the operation as unusually sophisticated, with some commentators suggesting that the operation could not have been executed without state sponsorship.

Journalist John Miller, who together with Peter Jenkins led the coverage of the 9/11 events on *ABC News*, referred shortly after 11:00 a.m. to the sophistication of the operation that represented for him a "confounding mystery":

There are very few organisations on the planet that can put together such coordinated attacks that we have seen today...[W]hoever is behind this put together an incredibly sophisticated programme. Just the idea that you'd have multiple operators, in multiple cities with the ability to get on to a plane with either the weaponry or false weaponry or explosives, to be able to follow-up a hijacking, again probably with a locked cockpit (Peter Jenkins interjecting: "three of them may be"), again a hijacking and another hijacking, and another, and may be one that is still ... and this is the part that has confounded me - you touched on this - How to you make a pilot of a plane full of passengers into a suicide pilot...and if you do not, how do you, as the terrorist, have the level of sophistication to take over the control of a sophisticated airliner jet plane to be able to fly accurately into targets like hitting dead-center into the Pentagon, which is a low, a low, building (Jennings interjecting: "Knocking off telephone poles"), dead hits into the Trade Center...There's a lot of mystery to this. Confounding mystery.

Numerous observers felt similarly on the day of the attacks, i.e. before the official account of the events was imposed and replaced common sense.

Anthony Cordesman said on *ABC News* at 11:30 a.m. (11 September 2001):

This is so complicated an operation that one reason that we weren't ready is that no one believed there was an organization with the intention or the capability to execute something like this. People talk about Bin Laden but it's an umbrella group, it is the element under it that would have had to do, but not Bin Laden himself.

Sandy Berger, former National Security Advisor under Bill Clinton, described the operation on *ABC News* at 1:50 p.m. as "massive, and coordinated attacks [and as a] sophisticated operation."

Eric Holder, former Deputy Attorney General , said on *ABC News* at 6:15 p.m.:

Even for Bin Laden this sounds like something that is pretty extraordinary; he is probably the most closely monitored terrorist in the world; we have all kinds of intelligence capabilities...but something along these lines, something that coordinated, is fairly extraordinary.

Gene Poteat, president of the Association of Former Intelligence Officers, perceived the attacks of 9/11 as “an enormously long-planned and obviously carefully planned operation.”<sup>343</sup>

Attorney General John Ashcroft commented on 18 September 2001 upon the sophistication of the attacks, saying:

The magnitude and nature of these attacks -- the coordination, the sophistication of these attacks -- indicate to me that they are not sort of random acts by people who are just angry. These are long, prolonged, planned activities.<sup>344</sup>

Horst Ehmke, who coordinated the German secret services directly under German prime minister Willi Brandt in the 70s, said the attacks of 9/11 looked like a “Hollywood production.” He added: “Terrorists could not have carried out such an operation with four hijacked planes without the support of a secret service.”<sup>345</sup>

In the Final Report of the 9/11 Commission, the authors mention that even the President “was struck by the apparent sophistication of the operation and some of the piloting, especially Hanjour's high-speed dive into the Pentagon.”<sup>346</sup>

German author Gerhard Wisnewski remarked that

[t]he plot was not allowed to fail under any circumstances. One should keep this conclusion constantly in mind as one examines the real or alleged events leading up to 9/11.”<sup>347</sup>

Wisnewski reminds us that the fate of the entire operation – if one assumes the truth of the official narrative – depended on just four men, the pilots of the hijacked aircraft.<sup>348</sup> It follows that the planners of this operation could only select the best of the best to lead this operation: Cool-headed and hardened professionals, preferably military pilots who had already faced death before and who would not lose their cool in steering their planes to their targets while sitting in a pool of blood. The plotters had to find four ace pilots who were willing to commit mass murder and sacrifice their own careers and lives. No mistake was allowed in the preparation and execution of the operation because there would not be a second chance for a surprise attack on the superpower.<sup>349</sup>

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<sup>343</sup> “Terrorists must have had own pilots in scheme that defied planning, experts say”, *Associated Press*, 11 September 2001, <http://www.aldeilis.net/fake/157.pdf>

<sup>344</sup> “Ashcroft says more attacks may be planned”, *CNN*, 18 September 2001, <http://www.aldeilis.net/fake/990.pdf>

<sup>345</sup> Ibid.

<sup>346</sup> Final Report of the 9/11 Commission, p. 334

<sup>347</sup> Gerhard Wisnewski, *Operation 9/11, 10 Jahre danach* (Knaur Taschenbuch, 2011) p. 27-28

<sup>348</sup> Ibid. p. 39

<sup>349</sup> Ibid. p. 27

The belief in the sophistication of the alleged hijackers prompted author Terry McDermott to call his book “Perfect Soldiers: The 9/11 Hijackers.”<sup>350</sup> Perfect soldiers?

### **(a) The mysterious Portland detour**

According to the official account, “Atta” and his companion “Alomari” rented a car in Boston and drove on 10 September 2001 to Portland, Maine, where they stayed overnight and flew back to Boston on the morning of September 11 before allegedly boarding the flight they intended to hijack (Flight AA11). By this detour, they risked botching their grandiose operation, should their connecting flight from Portland to Boston be delayed. This risk did not escape the sharp eyes of the *Wall Street Journal*. The paper noted that “investigators say they don't know why two of the Boston hijackers drove to Portland a day before the attack, risking a missed connection.”<sup>351</sup> This was a good question begging for an answer that never came.

Had “Atta” and “Alomari” missed flight AA11 in Boston, that flight could not have been designated as having impacted the North Tower of the World Trade Center. In that case the North Tower would not have attracted the attention TV cameras and no network would have shown in real-time a plane impacting the South Tower. The huge psychological impact caused by the TV pictures of a plane impacting the South Tower, would have been lost. For the planners of the operation, whoever they were, it would have been a disaster. So why did “Atta” and “Alomari” make the detour via Portland?

In Staff Report No. 4 of the 9/11 Commission we read:

No physical, documentary, or analytical evidence found either by the Commission or by law enforcement agencies provides a clear reason why “Atta” and Omari (sic) drove to Portland from Boston on the morning of September 10 only to return to Logan International Airport on Flight 5930 on the morning of September 11 (p. 3).

At the 12<sup>th</sup> Public Hearing of the 9/11 Commission on 16 June 2004, Commission staff member Dieter Snell confirmed that the Portland detour almost prevented “Atta” and “Alomari” from making Flight 11 out of Boston.<sup>352</sup> Snell did not explain the reason for this detour either.

By going to Portland, “Atta” and “Alomari also increased the risk of being searched twice for knives or other weapons – assuming the truth of the official account – because they had to pass security checks both in Portland and later at Logan Airport, Boston.<sup>353</sup>

<sup>350</sup> Terry McDermott, *Perfect Soldiers: The 9/11 Hijackers* (Politico's, 2005)

<sup>351</sup> “A Careful Sequence of Mundane Dealings Sows a Day of Bloody Terror for Hijackers”, *Wall Street Journal*, 16 October 2001, <http://www.aldeilis.net/fake/443.pdf>

<sup>352</sup> 12. Public Hearing of the 9/11 Commission, 16 June 2004, <http://www.aldeilis.net/fake/2445.pdf>

<sup>353</sup> Staff Report of the 9/11 Commission of 26 August 2004, p. 4, <http://www.aldeilis.net/fake/999.pdf>

From the perspective of “Atta” the terrorist, the detour via Portland was certainly not a sign of a “flawlessly planned and coordinated” operation. It was rather the sign of sheer recklessness and stupidity. So it appears.

Was the detour really reckless? Let us consider the consequences of this detour. The detour’s main consequence was that “Atta’s” and “Alomari’s” bags were not loaded on flight AA11 but remained in Boston and were soon opened by the police.

According to FBI Special Agent James M. Fitzgerald, the connecting flight from Portland had “arrived too late for the luggage to be loaded onto Flight 11”<sup>354</sup> According to the 9/11 Commission, however, the flight arrived on time at approximately 6:45 a.m., which was a full hour before the scheduled departure of flight AA11.<sup>355</sup>

In an Application and Affidavit of Special Agent James L. Lechner made on 12 September 2001, he detailed what was found in “Atta”’s bags: “Numerous documents, including a letter of recommendation and education-related documentation bearing the names ‘Mohamed Mohamed Elamir Awad Elsayed’ and ‘Mohamed Mohamed Elamir Awad Elsayed Atta’; a hand-held electronic flight computer; a simulator procedures manual for Boeing 757 and 767 aircraft; two videotapes relating to ‘air tours’ of the Boeing 757 and 747 aircraft; a slide-rule flight calculator; and a copy of the Koran.” Also included in the luggage was a “handwritten document in Arabic titled ‘In the name of God all mighty, Death Certificate’” written on April 11, 1996.

According to a Memorandum compiled by the staff of the 9/11 Commission, the following items were found in Atta’s suitcase (based also on FBI document 302-1306).

- A four page letter in Arabic
- Electronic flight computer with case
- Islamic Finder Prayer Schedule
- Simulator Check-ride procedures
- Flight planner sheets attached to cardboard
- Videotape of flight procedures for a Boeing 747-400
- Videotape of flight procedures for a Boeing 757-200
- Plastic device for determining the affect of an aircraft’s weight on range
- Folding knife
- Brand name “First Defense” Cayenne (red pepper) spray

The second suitcase, belonging to “Alomari,” reportedly contained:

- Three English grammar books
- Arabic to English dictionary
- Perfume bottle

<sup>354</sup> United States of America v Zacarias Moussaoui, U.S. District Court, Alexandria Division. Cross-examination of FBI Special Agent James M. Fitzgerald. 7 March 2006, 10:00 A.M. Transcript p. 38, <http://www.aldeilis.net/fake/1986.pdf>

<sup>355</sup> 9/11 Commission’s Staff Report of 26 August 2004, p. 3, <http://www.aldeilis.net/fake/999.pdf>

- Brand name Brylcream anti-dandruff hair dressing
- Saudi passport for al-Omari
- Hudson United Bank checkbook for al-Omari
- Three photographs
- Handkerchief
- Twenty dollar bill, US Currency

Yet, Dieter Snell, Senior Counsel of the 9/11 Commission, said that “Atta” and “Alomari’s” luggage had also contained “correspondence from the university Atta attended in Egypt and Omari’s [sic] international driver’s license and passport.”

In a FBI list of “recovered identification documents (by laboratory number)” released later that does not carry a date or a report number, additional items were listed as recovered from these bags.<sup>356</sup>

According to later testimonies by former FBI agents, Atta’s luggage also contained the identities of all 19 “hijackers”, information on their plans, backgrounds, motives and al Qaeda connections.<sup>357</sup> According to FBI Special Agent Fitzgerald, Alomari’s passport was also found in one the bags and not in his pocket.<sup>358</sup>

Author McDermott, commenting upon the paraphernalia allegedly found in “Atta’s” bags, said what many thought: “Atta’s bag contained nearly every important document in his life... If you wanted to leave a roadmap for investigators to follow, the suitcase was a pretty good place to start.”<sup>359</sup> The *Guardian* wrote, in a similar vein, “The finds are certainly very fortunate, though some might think them a little too fortunate.”<sup>360</sup>

For years men wondered why “Atta” would fill his bags with incriminating evidence rather than burn his papers in a safe place before perpetrating his grand operation. The answer came only in 2009.

An FBI document released in 2009 informs us that “Atta”’s luggage carried a “covert marking that indicated that the suitcases belonged to a passenger, [who] was a security issue.”<sup>361</sup> Quinn John Tamm, Jr., a 9/11 Commission’s staffer, acknowledged this observation made by baggage expeditor Philip A. DePasquale (“The two suitcases had a covert tag from US Airways to warn that Atta and his luggage were a security issue”) but did not attempt to

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<sup>356</sup> Recovered Identification Documents (By Laboratory Number), included in 911 DLsand IDs Senate Charts WTH0601604 (Team 5 Box 8), p. 20-25, <http://www.aldeilis.net/fake/770.pdf>

<sup>357</sup> Michael Dorman, “Unraveling 9-11 Was in the Bags”, *Newsday*, 19 April 2006, <http://www.aldeilis.net/fake/1849.pdf>

<sup>358</sup> United States of America v Zacarias Moussaoui, Cross-examination of FBI Special Agent James M. Fitzgerald, Op.cit., <http://www.aldeilis.net/fake/1986.pdf>

<sup>359</sup> Terry McDermott, *Perfect Soldiers* (Harpers & Collins, 2005), p. 306

<sup>360</sup> Brian Whitaker, “Chilling document hints at Armageddon”, *The Guardian*, 1 October 2001, <http://www.aldeilis.net/fake/077.pdf>

<sup>361</sup> FBI 302-46163, quoted in MFR04016228 of 10 February 2004, <http://www.aldeilis.net/fake/365.pdf>

discover when, for what reason and by whom “Atta” was regarded a “security issue” whose bags should be held in Boston.<sup>362</sup> Was that mysterious person also responsible for filling the bags with “early information about the nature of the Islamic threat, the probable links to al-Qaeda, and the techniques used in the hijacking of the aircraft?”<sup>363</sup>

So the Portland detour was not reckless after all. It was actually a smart idea, a sophisticated one, even if it was not “Atta’s” idea.

### **(b) Muddling airline ticket orders**

Apparently, al-Qaeda’s Terrorist Manual has no chapter how to correctly order airline tickets.

On 16 August 2001, Khalid al-Mihdhar made three attempts to purchase United Airlines airplane tickets using a VISA credit card. The payment attempts were rejected because he exceeded the limit on the card.<sup>364</sup> On 25 August he and his friend Majed Moqed booked tickets for American Airlines flight 77 using the AA.com website. Unfortunately, the tickets were not mailed to them, because the shipping address did not match the credit card address.<sup>365</sup> So they had to collect these tickets in person from the American Airlines counter at Baltimore Washington International Airport on 5 September 2001. Was this done so they could show their faces with the hope of being remembered after 9/11?

On 13 September 2001, Michelle Erb, Service Director at United Airlines, advised the FBI that on August 27, an individual identifying himself as “Sajarah” had booked a reservation for Ahmed Abdullah Alnami and Saeed al-Ghamdi through United Airlines’ Honolulu reservation office. The credit card was declined and attempts to contact al-Ghamdi failed.<sup>366</sup> Alnami then called United Airlines’ Bloomington office on September 5 to check on the status of the two tickets he had ordered earlier, at which time he was advised that they were declined. Approximately 38 minutes later, al-Ghamdi contacted United’s Burbank office and provided a new Visa credit card number. On that occasion it was approved. E-tickets were issued for both of them.<sup>367</sup> Later, however, this story changed. In a revised version it was Saeed al-Ghamdi who used his debit card to purchase tickets for himself and Ahmed Alnami, not from the Honolulu reservation office, but from the UA.com website.<sup>368</sup>

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<sup>362</sup> Ibid.

<sup>363</sup> Ibid.

<sup>364</sup> FBI Timeline, Part C, Entry 2752, <http://www.aldeilis.net/fake/114c.pdf>

<sup>365</sup> FBI timeline, Part C, Entry 2886, <http://www.aldeilis.net/fake/114c.pdf>

<sup>366</sup> FBI Document 265A-NY-280350-302-51539 of 13 September 2001. Interview with Michelle Erb, <http://www.aldeilis.net/fake/2709.pdf>

<sup>367</sup> Saeed Alghamdi, Investigative Services Division, FBI HQ, Team 5, Box 18, <http://www.aldeilis.net/fake/1710.pdf>

<sup>368</sup> Stipulation in Moussaoui’s trial, Government Exhibit ST00001 (Part A), p. 72, <http://www.aldeilis.net/fake/1166.pdf>

Ziad Jarrah had no problem in ordering his plane ticket, but he had his ticket sent by Federal Express to an apartment he had already vacated two days earlier.<sup>369</sup>

### **(c) Losing flight tickets**

On 8 September 2001, al-Omari went to the American Airlines ticket counter at Boston's Logan Airport. He claimed that he has lost his ticket, originally mailed to him in Florida. He was asked to fill a form for a lost paper-ticket and was re-issued a new ticket. Al-Omari filled also a claim that American Airlines had not mailed the ticket to him, in order to avoid the \$100.00 charge for replacing the lost ticket. Al-Omari was told that he would have to return the following day for the replacement ticket.<sup>370</sup>

Alomari was not the only “hijacker” to lose his ticket. On 23 July 2001, Ziad Jarrah went to the STA Travel agency in Miami, Florida, to claim that he had lost his ticket and requested that it be reissued. STA Los Angeles then contacted STA Germany via e-mail to get permission to reissue the ticket.<sup>371</sup>

### **(d) A terrorist who needed translation services at the airport**

An unidentified female employee of American Airlines at Logan Airport, Boston, was interviewed on 20 September 2001 by the FBI and shown a photo spread of subjects.<sup>372</sup> The female employee identified on a photo spread Abdul (sic) Alomari as the individual she checked in on flight AA11 on September 9 (sic), 2001. The employee stated that the man

did not understand the security questions in English so she tried to bring the question up on the computer in Arabic. She was unable to do that so she asked for help from Lois Internicola, a co-worker. Neither of them could get the computer to work and they could not find the book that contained a translation of the security questions. Finally, the unidentified employee called a translation service on the telephone located at her ticket station, number 17. She handed the telephone to the individual and he answered the questions. She then processed him onto AA flight 11 and issued his boarding pass.

<sup>369</sup> Tim Golden, Michael Moss and Jim Yardley, “Unpolished Secret Agents Were Able to Hide in Plain Sight”, *New York Times*, 23 September 2001, <http://www.aldeilis.net/fake/2448.pdf>

<sup>370</sup> Boston Investigative Summary, FBI Timeline of 9/11 hijacker activities and movements, undated , Team 7, Box 20, p. 3, <http://www.aldeilis.net/fake/2481.pdf>

<sup>371</sup> Ziad Jarrah Profile issued by the Tampa Office of the IRS on 20 March 2002, p. 60, <http://www.aldeilis.net/fake/2090.pdf>

<sup>372</sup> FBI document 302-19191 of 20 September 2001. Interview of AA ticket counter employee, <http://www.aldeilis.net/fake/2454.pdf>

According to an unidentified ticket agent interviewed by the FBI, Majed Moqed, another alleged hijacker, also did not appear to understand the security questions when she asked them.<sup>373</sup>

According to a third unidentified ticket agent at Logan Airport, Satam al-Suqami, a further alleged hijacker, had also difficulty understanding English and he was at her counter for seven to ten minutes while she contacted a translator.<sup>374</sup>

Leaving aside the fact that the identities of the above ticket agents were redacted, while most names of airline employees interviewed by the FBI are mentioned, we are presented here with morons who allegedly intended to destroy America, but made fools of themselves at the airport and thereby risked losing the historic battle between good and evil.

### **(e) A terrorist who wanted to buy a ticket but had already one**

Gail Jawahir, a customer service representative at the United Airlines ticket counter at Boston's Logan Airport, was interviewed three times by the FBI. In the first interview, conducted on 11 September 2001, she said that shortly before 7:00 a.m. two well-dressed Arab males approached her ticket counter. One of them indicated that he wished to purchase a ticket. She observed that he already had a United Airlines envelope with a UA itinerary in his hand. She informed him that he did not need to buy a ticket, for he already had one.<sup>375</sup> Interviewed again by the FBI on 28 September 2001, she said she had checked Hamza and Ahmed Alghamdi (two of the alleged hijackers) into Flight 175.<sup>376</sup> But when shown a photo lineup of twelve individuals believed to have been involved in the 9/11 events, she pointed to the photos of Mohand al-Shehri and Saeed Alghamdi (another two of the alleged hijackers) as the ones she had checked in.<sup>377</sup>

### **(f) Taking time to meander in U.S. skies**

From the perspective of the alleged al-Qaeda planners it was extremely risky to let the operatives hijack the American aircraft far away from their ultimate targets, for this would have exposed the “suicide-pilots” far longer to the risk of interception by the U.S. air force.

What is surprising is not only the length of time the hijackers allegedly meandered in American skies, but the staggering of the attacks. To prevent interception by the U.S. air force, efficient terrorists would have attempted to crash their planes as quickly as possible after take-off and preferably simultaneously. Yet the only flight that was allegedly hijacked

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<sup>373</sup> FBI document 302-754 of 13 September 2001. Interview with unnamed AA ticketing agent, <http://www.aldeilis.net/fake/2696.pdf>

<sup>374</sup> FBI document 302-14505 of 13 September 2001. Interview with unnamed AA ticketing agent, <http://www.aldeilis.net/fake/2697.pdf>

<sup>375</sup> FBI document 302-19081 of 11 September 2001. Interview with Gail Jawahir, Logan Airport, <http://www.aldeilis.net/fake/2698.pdf>

<sup>376</sup> FBI document 302-29693 of 28 September 2001. Interview with Gail Jawahir, Logan Airport, <http://www.aldeilis.net/fake/2699.pdf>

<sup>377</sup> Ibid.

within a relatively short time after take-off was flight AA11. On the other flights, the alleged hijackers waited half an hour or more before starting their hijacking. Immediately after 9:03 a.m., as the second tower (the South Tower) of the WTC was hit, it would have been evident to the US military – assuming the official account is true - that a coordinated attack had taken place. Any dawdling by the alleged hijackers after that time endangered their plans by providing the US air force with time to intercept their planes. Flight AA77 meandered for a good half hour and flight UA93 for an entire hour after the alleged impact on the South Tower. According to this official timeline, one must conclude that the alleged hijackers' plot had been very badly planned or that the "hijackers" were incompetent. Osama bin Laden, allegedly the instigator of the attacks, and Khaled Sheikh Mohammed (KSM), the alleged mastermind of 9/11, never explained why al-Qaeda sent such inept terrorists to the United States, whose only apparent luck was that the U.S. military was still more inept than they were.

The *Miami Herald* voiced the following questions three days after 9/11: "Forty-five minutes. That's how long American Airlines Flight 77 meandered through the air headed for the White House, its flight plan abandoned, its radar beacon silent... Who was watching in those 45 minutes?"<sup>378</sup> Said one controller in Miami: "What the hell went on here? Was anyone doing anything about it? Just as a national defense thing, how are they able to fly around and no one go [sic] after them?"<sup>379</sup> Subsequently, no one dared to ask these questions.

NBC wondered about another apparent negligence by the alleged terrorists: They had failed to factor in a substantial departure delay, a quite frequent occurrence in airports.<sup>380</sup> According to the official account, flight UA93 left Newark 42 minutes late. As a result of this delay, so goes the story, passengers of flight UA93 were able to learn about the crashes on the World Trade Center and took the decision to counter-attack the hijackers. If the official account is taken at face value, it would then follow that the alleged hijackers' plot was badly planned, yet surprisingly successful.

### **(g) Traveling to Europe and risking being refused reentry**

According to a Staff Report of the 9/11 Commission, "Atta" had overstayed his entry permit as of 4 December 2000. He nevertheless departed from the United States and returned on 10 January 2001 to Miami airport. He was sent to secondary inspection because he acknowledged being in flight training but did not have required trainee visa. He was nevertheless admitted by the immigration services (INS), based on a pending application for change to trainee status. He was lucky.

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<sup>378</sup> Joseph Tanfani and Alfonso Chardy, "Tracking of jet reviewed", *The Miami Herald*, 14 September 2001, <http://www.aldeilis.net/fake/2449.pdf>

<sup>379</sup> Ibid.

<sup>380</sup> "A story of heroism that inspired Americans in their darkest hours", *MSNBC*, 3 September 2002, <http://www.aldeilis.net/fake/728.pdf>

In January, after flying from Miami to Madrid, “Atta” was again allowed to re-enter the United States despite overstaying his previous visa.<sup>381</sup> He was again lucky.

“Atta”, according to government documents, again flew out of the United States on 7 July 2001, this time to Switzerland and Spain and returned on 19 July 2001 to Fort Lauderdale, Florida through Atlanta, Georgia and was again admitted without problems.<sup>382</sup> He was lucky for the third time.

The crucial point here is not the apparent negligence of the immigration services – as we are told – but “Atta’s” lack of concern about not being authorized to reenter the United States, which would have botched his entire historic enterprise. He apparently had a good reason to feel unconcerned.

“Alshehhi” also traveled overseas and returned to the United States at least 3 times. He too overstayed his entry permit and was allowed to reenter the U.S. repeatedly. He too, was lucky -- or he, too, had a good reason not to feel concerned.

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<sup>381</sup> Jim Yardley, “Mohamed Atta in Close Call In Incident at Miami Airport”, *New York Times*, 17 October 2001, <http://www.aldeilis.net/fake/2441.pdf>

<sup>382</sup> Stipulation in Moussaoui’s trial, Government Exhibit ST00001 (Part A), p. 59-60, <http://www.aldeilis.net/fake/1166.pdf>

## 8. No identification of wreckage

A central pillar of the official account on 9/11 is the alleged use of aircraft as weapons of mass destruction.<sup>383</sup> According to the official account, all deaths on 9/11, including the deaths of over 2,700 persons at the World Trade Center, are traced back to the crashing of these aircraft. The aircraft were thus designated as the main murder weapons.

The federally registered aircraft allegedly used for the mass-murder were:

Aircraft with registration (tail) number N334AA is said to have flown as flight AA11 into the North Tower of the WTC in New York.<sup>384</sup> Aircraft with registration number N612UA is said to have flown as flight UA175 into the South Tower of the WTC.<sup>385</sup> Aircraft with registration number N644AA is said to have flown as flight AA77 into the Pentagon in Washington, D.C.<sup>386</sup> Aircraft with registration number N591UA is said to have crashed as flight UA93 in Somerset County, Pennsylvania.<sup>387</sup>

The present chapter is limited to a single question: How was the wreckage at the sites identified and linked to specific aircraft?

### (a) The plotters intended to deceive air traffic controllers

Regardless whether an aircraft crashes as a result of an accident or of a deliberate act, investigators are expected to *positively* identify the wreckage of the crashed aircraft.<sup>388</sup> By *positive identification* I mean a procedure whereby debris found at the crash site are formally linked to a specific aircraft. Why is such positive identification essential?

After reaching cruising altitude, a commercial aircraft ordinarily vanishes from sight. Its flight can only be tracked on radar. But when an aircraft crashes, the wreckage cannot be automatically attributed to a particular aircraft on the sole basis of what air traffic controllers could have observed on radar. The reason will be explained below.

<sup>383</sup> US District Judge Leonie Brinkema instructed the jury in the Moussaoui trial that the term “weapons of mass destruction” include airplanes used as missiles. Source: Michael J. Sniffen, “Jury weighs wording of Moussaoui charges”, *Boston Globe*, 31 March 2006, <http://www.aldeilis.net/fake/1079.pdf>

<sup>384</sup> NTSB Aviation Accident Final Report, Aircraft N334AA, Document DCA01MA060, 7 March 2006, <http://www.aldeilis.net/fake/2539.pdf>

<sup>385</sup> NTSB Aviation Accident Final Report, Aircraft N612UA, Document DCA01MA063, 7 March 2006, <http://www.aldeilis.net/fake/2540.pdf>

<sup>386</sup> NTSB Aviation Accident Final Report, Aircraft N644AA, Document DCA01MA064, 7 March 2006, <http://www.aldeilis.net/fake/2541.pdf>

<sup>387</sup> NTSB Aviation Accident Final Report, Aircraft N591UA, Document DCA01MA065, 7 March 2006. <http://www.aldeilis.net/fake/2542.pdf>

<sup>388</sup> By positive identification we mean a determination by a human observer that item A belongs to item B.

Aircraft carry a device called transponder, which constantly emits the aircraft's identity, its coordinates and its altitude.<sup>389</sup> These data are captured on the radar of air traffic controllers who are thus able to track the flight of each aircraft, guide the pilots to follow specific routes and altitudes and thus prevent collisions. Turning off the transponder causes the aircraft's identity and altitude to disappear from the so-called secondary radar, which is what air traffic controllers ordinarily use. Changing the transponder code causes the aircraft to assume a new identity, thereby confusing the controllers. The ability of pilots to change or hide the "identity" of an aircraft in flight must be taken into account by crash investigators, particularly when malfeasance or an enemy attack is suspected.

On 11 September 2001, the perpetrators, whoever they were, intended to deceive and confuse air traffic controllers. The transponder of flight AA11 was turned off at 8.21 a.m.<sup>390</sup> Between 8:45 and 8:48 a.m. the transponder of flight UA175 was turned off and then changed to code 3020 and very shortly thereafter to code 3321.<sup>391</sup> At 8:56 the transponder signal of flight AA77 was turned off when the aircraft was nearing the Kentucky border.<sup>392</sup> Sometime between 9:41 and 9:44 the transponder of flight UA93 was turned off.<sup>393</sup>

Shutting off transponders does not, however, make the aircraft completely invisible to air traffic controllers. They can change the configuration of their scopes to primary radar returns.<sup>394</sup> These are signals echoed from the aircraft's outer skin, as long as the aircraft is not hidden by mountains or flying too low. Primary returns provide the coordinates of an aircraft (its geographical location) but do not provide its identity and altitude.

Miles Kara, former staff member of the 9/11 Commission, set up his own webpage in which he discusses, *inter alia*, the problem of the transponders. His analysis constitutes an attempt to explain the failure of U.S. air force defenses on 9/11 by bad communications among various agencies, the chaotic situation on 9/11 and the "remarkable tactical achievement" of the Islamic hijackers, who apparently knew how "to exploit the transponders differently on each of the hijacked aircraft."<sup>395</sup>

### **(b) To what aircraft did the wreckage belong?**

Glen A. Stanish, a commercial airline pilot for various airlines and member of the American Line Pilots Association (ALPA), wrote on 3 October 2006 to ALPA a long letter in which he urged the Association to help "in the establishment and documentation of a more accurate

<sup>389</sup> Final Report of the 9/11 Commission, p. 16

<sup>390</sup> Ibid. p. 18 (Col. Robert Marr, head of NEADS claims the transponder was turned off some time after 8:30). However, according to the Final Report of the 9/11 Commission, the alleged hijackers had already taken over the control of the cockpit by 8:14 a.m. "or shortly thereafter" (p.2)

<sup>391</sup> Summary of Air Traffic Hijack Events, 11 September 2001, FAA, <http://www.aldeilis.net/fake/1028.pdf>

<sup>392</sup> Ibid.

<sup>393</sup> Ibid.

<sup>394</sup> Final Report of the 9/11 Commission, p. 16

<sup>395</sup> Miles Kara, "The Ghosts of 9-11, the transponder story", 9-11 Revisited, 17 August 2009, <http://www.aldeilis.net/fake/918.pdf>

account and correct historical record of September 11th.” In his letter he mentioned how easy it is to identify parts of an aircraft from a crash site:

I have been a proud member of the Air Line Pilots Association for almost 16 years ... [American Airlines Flight 77] was reported to be a Boeing 757, registration number N644AA, carrying 64 people, including the flight crew and five hijackers. This aircraft, with a 125-foot wingspan, was reported to have crashed into the Pentagon, leaving an entry hole no more than 16 feet wide.

Following a cool-down of the resulting fire, this crash site would have been very easy to collect enough time-change equipment within 15 minutes to positively identify the aircraft registry. There was apparently some aerospace type of equipment found at the site but no attempt was made to produce serial numbers or to identify the specific parts found. Some of the equipment removed from the building was actually hidden from public view..With all the evidence readily available at the Pentagon crash site, any unbiased rational investigator could only conclude that a Boeing 757 DID NOT fly into the Pentagon as alleged.<sup>396</sup>

Flight numbers have no physical existence. They merely refer to a particular route scheduled to be flown at a particular time by a particular airline. The official killing tools on 9/11 were not flight numbers, but concrete physical aircraft designated by their tail or registration numbers [sometimes also named call numbers or in the United States N-Numbers]. These numbers are usually displayed on the aircraft's fuselage or tail. In the United States, the Federal Aviation Administration (FAA) maintains a register of all licensed aircraft.<sup>397</sup>

In addition to the official registration number of an aircraft, manufacturers are also legally required to fix fireproof identification plates on aircraft and aircraft engines that contain their unique manufacturers' serial numbers.<sup>398</sup> It is also possible to derive the identity of an aircraft by the unique serial numbers of recoverable “time-change” parts, as explained below by Colonel George Nelson, a FAA-certified commercial pilot and former aircraft accident investigator:

Following a certain number of flying hours or, in the case of landing gears, a certain number of takeoff-and-landing cycles, [certain] critical parts are required to be changed, overhauled or inspected by specialist mechanics. When these parts are installed, their serial numbers are married to the aircraft registration numbers in the aircraft records and the plans and scheduling section will notify maintenance specialists when the parts must be replaced. If the parts are not replaced within specified time or cycle limits, the airplane will normally be grounded until the maintenance action is completed. Most of these time-change parts, whether hydraulic flight surface actuators, pumps,

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<sup>396</sup> Glen Stanish, Letter to the Air Line Pilots Association, 3 October 2006, <http://www.aldeilis.net/fake/1080.pdf>

<sup>397</sup> Aircraft Registry of the Federal Aviation Administration (FAA)

<sup>398</sup> Federal Regulations, Title 14, Subpart B, (Identification of Aircraft and Related Products) Part 45, <http://www.aldeilis.net/fake/1081.pdf>

landing gears, engines or engine components, are virtually indestructible. It would be impossible for an ordinary fire resulting from an airplane crash to destroy or obliterate all of those critical time-change parts or their serial numbers.<sup>399</sup>

As we proceed, we will discover that investigators as well the 9/11 Commission have throughout, and for unexplained reasons, used the flight numbers rather than tail numbers to designate the tools of the crime. In order to prove that passengers who boarded onto aircraft designated by their flight numbers died at the three crash sites (New York, the Pentagon and Shanksville, Pennsylvania), investigators would have to (a) determine the registration numbers of the aircraft which the passengers boarded; and (b) positively identify the wreckage at the crash sites as belonging to the aircraft with those registration numbers.

This is not as straightforward as one may suspect. To understand the complexity of this task, we must remember that physical aircraft are continuously assigned to different flight numbers, even several times during a single day. Most ground personnel and even flight crew members do not need to know the registration (or tail) number of the aircraft they service. They usually designate their aircraft by the departing or arriving flight number. Someone within each airline, obviously, determines which physical aircraft is to be assigned to a particular flight number, verifies that this assignment was accomplished and maintains records documenting the continuously changing locations of the airline's physical fleet.

George Nelson, mentioned above, said that during his work as an aircraft accident investigator, he “never witnessed nor even heard of an aircraft loss, where the wreckage was accessible, that prevented investigators from finding enough hard evidence to positively identify the make, model, and specific registration number of the aircraft.”<sup>400</sup>

### **(c) Was the wreckage identified?**

Citizen investigator Aidan Monaghan requested in 2007 from the FBI under the Freedom of Information Act (FOIA) “documentation pertaining to any formally and positively identified debris” from the aircraft used on 9/11.<sup>401</sup> In its first response of 26 November 2007, the FBI denied the request arguing that “these records in their entireties ... are protected from disclosure” because their release “could reasonably be expected to interfere with enforcement proceedings.” This was actually a lie. For after Monaghan challenged the FBI in 2008 in court, Assistant U.S. Attorney Patrick A. Rose admitted that the FBI did not possess such documentation at all. Here is how he explained this omission:

Federal Defendant [the FBI] has determined that there are no responsive records [to the FOIA request]... The identities of the airplanes hijacked in the September 11 attacks was [sic] never in question, and, therefore, there were

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<sup>399</sup> Col. George Nelson, USAF (ret.), “Aircraft Parts and the Precautionary Principle”, Physics 911 (no date of article), <http://www.aldeilis.net/fake/145.pdf>

<sup>400</sup> Ibid.

<sup>401</sup> Aidan Monaghan, “FBI Refuses To Confirm Identity of 9/11 Planes”, *RINF News*, 2 December 2007, <http://www.aldeilis.net/fake/1082.pdf>

no records generated “revealing the process by which wreckage recovered by defendant, from aircraft used during the terrorist attacks of 11 September 2001, was positively identified by defendant ... as belonging to said aircraft ...” (Amend Compl. Inj. Relief #15 at 1.)”<sup>402</sup>

We note first the convoluted language used to acknowledge that the FBI did not undertake a formal identification of the wreckage. That the identities of the “hijacked” airplanes was never in question, was furthermore a gross lie, as will be demonstrated in Chapter 16 (b)..

Far from having been “never in question,” the evidence presented in chapter 15 demonstrates that air traffic controllers, the FAA and even the military were so confused about the identities and the locations of the aircraft that as many as 29 aircraft were at one time suspected of having been hijacked.

The failure to forensically (formally) link the debris from the crash sites to concrete aircraft can only be plausibly explained by the intent of the FBI to conceal the origin of this debris.

#### **(d) Conclusions to Chapter 8**

The main findings of this chapter are:

1. The FBI, responsible for the investigation of 9/11, did not carry out an investigation to determine whether the four aircraft that were allegedly hijacked on 9/11 had actually crashed.
2. The FBI did not carry out a formal identification of the aircraft debris found at the three locations where the aircraft allegedly crashed on 11 September 2001.

In legal parlance, we can say that the US authorities failed to formally identify the tools of the crime that resulted in the deaths of approximately 3,000 people on 11 September 2001.

These conclusions are shared by George Nelson, who describes his own experience with the identification of crashed aircraft:

In 1989 I graduated from the Aircraft Mishap Investigation Course at the Institute of Safety and Systems Management at the University of Southern California. In addition to my direct participation as an aircraft accident investigator, I reviewed countless aircraft accident investigation reports for thoroughness and comprehensive conclusions for the Inspector General, HQ Pacific Air Forces during the height of the Vietnam conflict.

In all my years of direct and indirect participation, I never witnessed nor even heard of an aircraft loss, where the wreckage was accessible, that prevented investigators from finding enough hard evidence to positively identify the

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<sup>402</sup> Aidan Monaghan, “F.B.I. Counsel: No Attempt Made By F.B.I. To Formally Identify 9/11 Plane Wreckage Publicly Known Information Suggests Otherwise”, Visibility911.com, 28 March 2008, <http://www.aldeilis.net/fake/1083.pdf>

make, model, and specific registration number of the aircraft -- and in most cases the precise cause of the accident (...)

The government alleges that four wide-body airliners crashed on the morning of September 11 2001, resulting in the deaths of more than 3,000 human beings, yet not one piece of hard aircraft evidence has been produced in an attempt to positively identify any of the four aircraft.<sup>403</sup>

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<sup>403</sup> Col. George Nelson, Op.cit., <http://www.aldeilis.net/fake/145.pdf>

## 9. Implausible crash sites

A further central tenet of the official 9/11 narrative is that hijacked aircraft were flown into the Twin Towers of the WTC in New York and into the Pentagon, and the fourth aircraft crashed in Somerset County, Pa. At issue here is not whether *some* aircraft crashed at these locations, but whether aircraft assigned to flights AA11, UA175, AA77 and UA93 crashed at those locations. In the preceding chapter it was shown that the FBI, the agency responsible for investigating the crime of 9/11, did not attempt to link the wreckage found at the reported crash sites to specific aircraft. This chapter will demonstrate the paucity or complete absence of physical evidence that would be expected after crashes of commercial airliners.

### (a) The strange crash site at Ground Zero

The only official document containing photographs of debris attributed to the aircraft that allegedly crashed into the Twin Towers of the WTC is FEMA's WTC Building Performance Study (BPAT).<sup>404</sup> One photograph depicts an alleged “piece of Flight 11 landing gear” and one depicts an alleged “piece of Flight 175 fuselage.” That is all. No known attempts were made by the FBI to forensically identify these parts. Note that the debris is not attributed to a physical aircraft but to flight numbers, which, as explained above, do not identify physical airplanes or their parts.



“Piece of Flight 11 gear”



“Piece of Flight 175 fuselage”

The so-called photographic evidence, that is, these two photographs, do not permit the determination of the origin of the photographed objects, the type of aircraft to which they belonged, the aircraft's identity, or the circumstances that brought these objects to the location where they were photographed. It is inconceivable that these parts are all that remained from two Boeing 767-200 aircraft (flights AA11 and UA175), whose combined empty weight is 350,000 pounds.

<sup>404</sup> World Trade Center Building Performance Study, Chapter 2, FEMA, <http://www.aldeilis.net/fake/2483.pdf>

The dearth of photographed aircraft debris suggests that these two photographs do not depict debris from the Boeing 767-200 aircraft that allegedly crashed there.

According to the Final Report of the 9/11 Commission, the four “black boxes” of the aircraft assigned to flights AA11 and UA175 (two in each aircraft) were not found. The loss of the “black boxes” may at first appear plausible due to the complete disintegration of the Twin Towers. Yet Ted Lopatkiewicz, spokesman for the National Transportation Safety Board, said, “It’s extremely rare that we don’t get the recorders back. I can’t recall another domestic case in which we did not recover the recorders.”<sup>405</sup>

The claim by the FBI that the “black boxes” were not found stretches credulity because numerous hard computer disks were reportedly found in the WTC rubble with information that could later be recovered.<sup>406</sup> In addition, the rubble was later sifted in order to look for far smaller objects, including human nails and teeth.

What motive could the authorities have for claiming that these devices were not found, other than their reluctance to reveal that flights AA11 and UA175 did not crash in New York?

Incredibly, as of the spring of 2002, no passenger remains from flights AA11 and UA175 had been found at Ground Zero.<sup>407</sup>

### **(b) The strange crash site at the Pentagon**

According to the official account, a Boeing 757 crashed into the Pentagon. Such an aircraft weighs well over 100,000 pounds. Dave McCowan, quoted by David Ray Griffin, notes that the debris found within the Pentagon represents at most one percent of that weight, thus raising the question what happened to 99% of the plane.<sup>408</sup> Lee Evey, the Pentagon Renovation Manager, said on 15 September 2001, however, that “[t]here are other parts of the plane that are scattered about *outside* the building. None of these parts are very large, however. You don’t see big pieces of the airplane sitting there extending up into the air. But there are many small pieces. And the few larger pieces there look like they are veins out of the aircraft engine. They’re circular.”<sup>409</sup> It has not been explained why plane parts would be scattered outside the Pentagon.

On 20 September 2001, a press conference was held by Assistant Director of the FBI’s Washington Field Office Van Harp, Chief Ed Flynn of the Arlington County Police

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<sup>405</sup> Brian Dakss, “Speed likely factor in WTC collapse”, *CBS News*, 25 February 2002, <http://www.aldeilis.net/fake/1092.pdf>

<sup>406</sup> “Computer disk drives from WTC could yield clues”, *CNN*, 20 December 2001, <http://www.aldeilis.net/fake/1093.pdf>

<sup>407</sup> Eve Conant, “Remains of the day”, *Newsweek*, 12 January 2009, <http://www.aldeilis.net/fake/716.pdf>

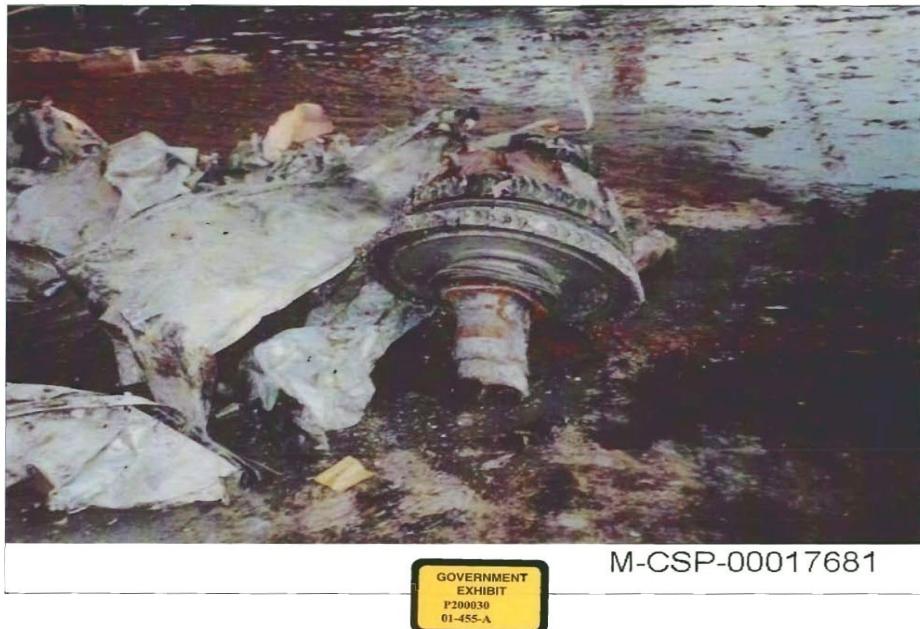
<sup>408</sup> Ibid.

<sup>409</sup> “DoD News Briefing on Pentagon Renovation”, US Department of Defense Defense Link, 15 September 2001, <http://www.aldeilis.net/fake/849.pdf>

Department and Major General James Jackson of the Military District of Washington.<sup>410</sup> Asked by journalists about the wreckage of the plane that reportedly crashed on the Pentagon, Harp answered, “Well, at the outset, I should have stated, I cannot get into the details of the investigation nor the so-called crime scene.” To a similar question Harp answered, “All I can say is there has been some evidence already recovered with no more specificity.” The reluctance of the FBI to provide even minimal information about the wreckage, even refusing to acknowledge the finding of the “black boxes,” is surprising.

### (1) Photographic evidence of debris

At the trial of Zacarias Moussaoui (see Chapter 14 (h)), the following single blurred photograph was presented as evidence that a commercial aircraft had crashed into the Pentagon. This photograph is entitled “airplane parts in the Pentagon after Flight 77 crashed into the building.”<sup>411</sup> Zacarias Moussaoui was induced by the prosecution and by his defenders to confirm the authenticity of this photograph “without any further foundation.”<sup>412</sup>



Another photograph, circulated on the internet, purports to depict a fuselage piece from an American Airlines aircraft lying on the lawn outside the Pentagon. It is attributed to photographer Mark Faram, a long-time staff-photographer of the *Military Times*. The

<sup>410</sup> FBI News Conference About the Pentagon Investigation, *The Washington Post*, 20 September 2001, <http://www.aldeilis.net/fake/1035.pdf>

<sup>411</sup> Moussaoui Prosecution Trial Exhibit No. P200030, Op.cit., <http://www.aldeilis.net/fake/1165.pdf>

<sup>412</sup> Stipulations for Part II of the Penalty Phase, United States of America v. Zacarias Moussaoui, Criminal No. 01-455-A, Government Exhibit ST00004, United States District Court for the Eastern District of Virginia, Alexandria Division (undated), p. 10, <http://www.aldeilis.net/fake/1134.pdf>

photograph, presented below, has not been authenticated by the FBI as belonging to a specific aircraft and was not presented as evidence at the Moussaoui trial.



The evidence from the Pentagon crash site suggests, nevertheless, that some airborne object may have crashed at the Pentagon but does not permit us to determine the type of object, its identity and the exact circumstances that led that object into the building.

Captain Daniel Davis, former U.S. Army Air Defense Officer and NORAD Tac Director, as well as the founder and former CEO of Turbine Technology Services Corp., made the following statement:

As a former General Electric Turbine engineering specialist and manager and then CEO of a turbine engineering company, I can guarantee that none of the high-tech, high temperature alloy engines on any of the four planes that crashed on 9/11 would be completely destroyed, burned, shattered or melted in any crash or fire. Wrecked, yes, but not destroyed. Where are all those engines, particularly at the Pentagon? If jet powered aircraft crashed on 9/11, those engines, plus wings and tail assembly, would be there.<sup>413</sup>

Here is a photograph of a Boeing 757 engine. Each such aircraft carries two such huge engines.

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<sup>413</sup> Daniel Davis, Statement to Patriots for 9/11 Truth, 23 March 2007, <http://www.aldeilis.net/fake/850.pdf>



Barry and son, Brian in front of a B-757 engine on the occasion of his retirement flight, June 21, 1998  
 (Karlene Petitt)<sup>414</sup>

It stretches credulity that both of these engines were “vaporized” in the crash and that the contents of the cockpit voice recorder (CVR) were destroyed “by the intense heat it had been subjected to,”<sup>415</sup> while the bodily remains of virtually all those who died there could be identified, and, most incredibly of all, two pieces of a Virginia Driver’s License were reportedly recovered from the site bearing the following readable information about one of the alleged hijackers<sup>416</sup>:

*Name: Majed M GH Moqed  
 Address: 5913 Leesburg Pike, Apartment #08  
 Falls Church, Virginia 22041-2210  
 Customer Number: A69-60-0405  
 Height: 5'7"*

Was this driver’s license made out of steel more fire-resistant than the two X-pound Boeing engines?

## **(2) Video footage of an aircraft impact**

<sup>414</sup> Blog of Karlene Petitt, “Flight to Success”, <http://www.aldeilis.net/fake/851.pdf>

<sup>415</sup> MFR 04020027. May 13, 2004. Briefing by Dave Novak, Assistant US Attorney, FBI Special Agent and Ray Guidetti, NJ State Police to the staff of the 9/11 Commission, <http://www.aldeilis.net/fake/852.pdf>

<sup>416</sup> FBI 302-51296. 16 September 2001. Report of Driver’s License finding in abandoned car

The Pentagon is surrounded by dozens of security cameras, but the Department of Defense has not been able (or willing) to produce credible footage that would document the approaching airborne object. The single video sequence released by the Pentagon after much prodding does not show anything resembling an aircraft. Below are the two first frames of this sequence. The experts who created these stills claimed that due to a software bug, the computer stamped the date and time when the stills were extracted from the footage rather than the actual time of impact.



FBI Special Agent Jacqueline Maguire declared in a court statement made under penalty of perjury that she was tasked by her supervisor “to determine whether the FBI possessed any videotapes that may have captured the impact of Flight 77 into the Pentagon on September 11, 2001.” She stated that the above sequence “shows Flight 77 hitting the Pentagon” and that this footage “would be used as evidence in the case of U.S. v. Zacarias Moussaoui.” Asked whether this was the only footage “concerning Flight 77 in the possession of the FBI,” she responded that “although the FBI possessed other videotapes that depicted the Pentagon on September 11, 2001, those videotapes depicted only post-impact scenes, and therefore, did not show the impact of Flight 77 into the Pentagon.”<sup>417</sup>

Note that Maguire did not refer only to footage made by the Pentagon closed-circuit security cameras but generally to “videotapes,” a designation that may include footage made by reporters. Indeed, she said that the other videotapes depicted only “post-impact scenes”, which evidently did not originate from security cameras.

On 9 November 2006, Brian Austin and Steve Pennington were interviewed by Diane Putney in the Office of the Secretary of Defense in Arlington, Virginia. These two men were responsible for the operation of the security cameras of the Pentagon.<sup>418</sup>

<sup>417</sup> Declaration of Jacqueline Maguire, Scott Bingham v. U.S. Department of Justice and FBI, U.S. District Court, District of Columbia, Civil Action No. 1:05-00475 (PLF), 1 September 2005, p. 3-4, <http://www.aldeilis.net/fake/2543.pdf>

<sup>418</sup> Oral History Interview with Brian Austin and Steve Pennington, Office of the Secretary of Defense, 9.11.2006, <http://www.aldeilis.net/fake/2423.pdf>

Brian Austin said he was employed by Radeon Corporation. His employer at the time of the attacks was Radian Inc., which in 2006 became DRS Radian. None of these companies could be located. Austin's job, he said, was to keep the cameras, the AMAG security system, and the Loronix video recording system in working order. When the Pentagon event on 9/11 occurred, Austin said he was located at the PFPA (The Pentagon police department) at Federal Office Building 2, across the street from the Pentagon. He said he and colleagues were doing there maintenance work, but "can't elaborate exactly."

Steve Pennington said to the interviewer that he is one of the two partners that own Chesapeake Marketing Associates. That company is actually called Chesapeake & Midlantic Marketing, in short MIDCHES. The company is located at Abingdon, Maryland. He said he was acting "more or less" as a consultant to Radeon [sic] and the Pentagon Force Protection people, "mainly for security cameras and some of the infrastructure for some of their systems...We design the connectivity of the systems."

Pennington said that two security cameras captured the approaching aircraft. The footage from one of these cameras, posted on YouTube, is captioned "Pentagon 9/11 Plane Crash Video 1."<sup>419</sup> It does not allow a determination of the nature of the object that appears to approach the Pentagon.

Pennington told the interviewer that he was the person who created the famous stills of an "approaching aircraft" shown in these pages, which display a wrong date and time. He said:

[T]he system records date and time, and we actually searched the event by date and time when we were looking at the event and capturing information. Unfortunately the software had a bug in it and when a still image was saved it captured the time on the computer at the time you were capturing the image or saving the image from the video to becoming a still picture...That has long since been corrected, but that is the reason that the time and date are wrong.<sup>420</sup>

Assuming that the aforementioned software bug could not be corrected at the time, that stills from a video could not have been taken by different means and that the FBI did not mind disseminating stills with a wrong date and time, what explains the lack of a date and time on the video clip that was released? Was there a second bug? And if so, how could Pennington search the event "by date and time"?

Asked about the unusually slow rate of the recording, Pennington said that "at that time they were being recorded at one image per second, [because] the system was a new system and wasn't even government property. It was installed at the facility but it had not yet been tested and turned over. That's why the images were being captured at a lower than normal rate."

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<sup>419</sup> See: [https://www.youtube.com/watch?v=AzFqXbfv\\_yg](https://www.youtube.com/watch?v=AzFqXbfv_yg) <https://www.youtube.com/watch?v=DZpXvCqjemI> (last visited 6 December 2018) 17 January 2019, cached at <http://www.aldeilis.net/videos/AA77crash.mov>

<sup>420</sup> Oral History, *supra*, <http://www.aldeilis.net/fake/2423.pdf>

Pennington furthermore revealed that due to renovation, many or most security cameras on that side of the Pentagon were inoperative:

Other cameras would normally look at that area, but because that area was being renovated, a lot of the connectivity of these cameras and the infrastructure that allowed those cameras to be connected back to the building had been removed or destroyed, so they weren't capturing images and offering fields of view ... Every camera on that side of the building was disconnected during the construction project and it was purely happenstance that the system happened to be running, because it wasn't supposed to be running for another month.<sup>421</sup>

According to the above account, those responsible for security at the Pentagon authorized the disconnection of video surveillance of that side of the building for an entire month. Since this episode at the Pentagon, dysfunction of surveillance cameras has become a regular pattern when terrorists are at work. This happened during the London attacks of 7 July 2005, during the Mumbai attacks of 26 November 2008 and in other terrorist attacks. This mysterious phenomenon begs for a scientific explanation.

In sum, there is no reliable visual evidence that an aircraft, a missile, or anything at all crashed into the Pentagon. If it was an aircraft, it is not clear what aircraft it was. And to crown all these questions, it is not even clear when the event occurred.

### **(3) Indeterminate time of incident**

*New York Times* reported in a 12 September 2001 article that an aircraft “slammed into [the Pentagon] at about 9:30,”<sup>422</sup> but in a second article later that day the impact was said to have occurred “at 9:40 a.m.”<sup>423</sup> Three days later, Matthew Wald of *New York Times* gave the time of the impact as 9:45 a.m.<sup>424</sup>

The *Washington Post* first reported that a plane crashed into the Pentagon at 9:20 a.m.<sup>425</sup> The next day the *Washington Post* wrote that the crash occurred at 9:37 a.m.<sup>426</sup>

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<sup>421</sup> Ibid.

<sup>422</sup> Don Van Natta and Lizette Alvarez, “A Highjacked Boeing 757 Slams Into the Pentagon, Halting the Government”, *New York Times*, 12 September 2001, <http://www.aldeilis.net/fake/558.pdf>

<sup>423</sup> Serge Schemann, “Hijacked jets destroy twin towers and hit Pentagon”, *New York Times*, 12 September 2001, <http://www.aldeilis.net/fake/1095.pdf>

<sup>424</sup> Matthew L. Wald, “Pentagon Tracked Deadly Jet But Found No Way to Stop It”, *New York Times*, 15 September 2001, <http://www.aldeilis.net/fake/1096.pdf>

<sup>425</sup> Barbara Vobejda, “‘Extensive Casualties’ in Wake of Pentagon Attack”, *The Washington Post*, 11 September 2001, 4:59 PM, <http://www.aldeilis.net/fake/1097.pdf>

<sup>426</sup> “Timeline in Terrorist Attacks of Sept. 11, 2001”, *The Washington Post*, 12 September 2001, <http://www.aldeilis.net/fake/1098.pdf>

According to an early *CNN* report, a plane had struck the Pentagon at “about 9:20 a.m.”<sup>427</sup> But then again, in the *CNN* Chronology of terror the strike is said to have occurred at 9:43 a.m.<sup>428</sup>

Here is an *excerpt* from a bewildering list of the crash times of flight AA77, compiled by Steven Welch<sup>429</sup>:

- **9:20 AM** *The Washington Post*, 11 September 2001 (see above)
- **9:20 AM** *CNN* interview, 11 September 2001 (see above)
- **About 9:30 AM** *New York Times*, 12 September 2001 (see above)
- **9:37 AM** *The Washington Post*, 12 September 2001 (see above)
- **9:40 AM** *New York Times*, 12 September 2001 (see above)
- **9:40 AM** *San Antonio Express-News*, 12 September 2001<sup>430</sup>
- **9:43 AM** *CNN* timeline, 12 September 2001 (see above)
- **9:43 AM** *Daily Telegraph*, 16 September 2001<sup>431</sup>
- **9:45 AM** *New York Times*, 15 September 2001 (see above) and *Boston Globe*, November 23, 2001<sup>432</sup>
- **About 9:45 AM** *The Baltimore Sun*, 12 September 2001<sup>433</sup>

Won-Young Kim of the Doherty Earth Observatory of Columbia University and Gerald R. Baum of the Environmental Geology and Mineral Resources Program, wrote that

since the time of plane impact at the Pentagon had often been reported with large scatter, the United States Army contacted us to inquire whether we could obtain an accurate time of the Pentagon attack on 11 September 2001 based upon our seismic network. We analyzed seismic records from five stations in the northeastern United States, ranging from 63 to 350 km from the Pentagon. Despite detailed analysis of the data, we could not find a clear

<sup>427</sup> “Eyewitness Discusses Pentagon Plane Crash”, *CNN Breaking News*, 11 September 2001, 13:46 ET, <http://www.aldeilis.net/fake/1099.pdf>

<sup>428</sup> “Chronology of terror”, *CNN*, 12 September 2001, <http://www.aldeilis.net/fake/1100.pdf>

<sup>429</sup> Steven Welch, “When Did the Pentagon Get Attacked Exactly?”, *StevenWarRan*, 7 February 2007, <http://www.aldeilis.net/fake/1101.pdf>

<sup>430</sup> Gary Martin, “Lawmakers, tourists race to flee crash”, *San Antonio Express-News*, 12 September 2001, <http://www.aldeilis.net/fake/1102.pdf>

<sup>431</sup> Olga Craig, “At 8:46am, the world changed in a moment”, *Daily Telegraph* (UK), 16 September 2001, <http://www.aldeilis.net/fake/1103.pdf>

<sup>432</sup> Glen Johnson, “Probe reconstructs horror, calculated attacks on planes”, *Boston Globe*, 23 November 2001, <http://www.aldeilis.net/fake/450.pdf>

<sup>433</sup> Tom Bowman, “Fire, chaos after attack on Pentagon”, *The Baltimore Sun*, 12 September 2001, <http://www.aldeilis.net/fake/1104.pdf>

seismic signal. Even the closest station (= 62.8 km) at Soldier's Delight, Baltimore County, Maryland (SDMD) did not record the impact.<sup>434</sup>

#### **(4) Further mysteries**

What actually occurred at the Pentagon on the morning of 9/11 remains a mystery for several more reasons than those already mentioned:

- Several sources testified to having observed a U.S. Air Force plane flying over Washington, D.C. shortly before the incident occurred at the Pentagon. According to John King, reporting on CNN in 2007, the plane was probably an Air Force E-4B, the US military's most advanced command and control platform. Officially known as the National Emergency Airborne Command Post, the E-4B's more common name is the "Doomsday" plane. In support of its claim, CNN showed footage of that plane.<sup>435</sup> Author Mark H. Gaffney found the appearance of this plane over Washington, D.C. so extraordinary that he devoted a full study to this issue.<sup>436</sup>
- Several clocks at the Pentagon stopped working at 9:32, suggesting that some explosion occurred at that time.<sup>437</sup>
- Several witnesses mentioned, some of them firmly, having heard or felt explosions at the Pentagon.<sup>438</sup>

#### **(c) The strange crash site at Somerset County, Pa.**

##### *No visible aircraft wreckage*

Many of those who rushed to the reported crash site of flight UA93 at Somerset County near Shanksville, were surprised to see no plane wreckage, nothing but a hole in the ground. Here are a series of observations from local people and journalists who arrived at the scene shortly after what they were told was a plane crash:

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<sup>434</sup> Won-Young Kim and Gerald R. Baum, "Seismic Observations during 11 September 2001, Terrorist Attack", Maryland Geological Survey (MGS), Undated, <http://www.aldeilis.net/fake/1056.pdf>

<sup>435</sup> David R. Griffin, *The New Pearl Harbor Revisited*, p. 97-99

<sup>436</sup> Mark H. Gaffney, *The 9/11 Mystery Plane* (Independent Publishers Group, 2008)

<sup>437</sup> "Nation united in grief", BBC, 16 September 2001 (see picture), <http://www.aldeilis.net/fake/2712.pdf>; Pentagon helipad clock, September 11 Bearing Witness to History, Smithsonian National Museum of American History, 2002, <http://www.aldeilis.net/fake/2713.pdf>; the Federal Aviation Administration (FAA) initially reported that an aircraft had crashed into the west side of the Pentagon at 9:32 (Executive Summary - Chronology of a Multiple Hijacking Crisis – September 11, 2001); this time was also referred to by Attorney General Alberto Gonzalez in a lecture he held at the Naval Postgraduate School in Monterey, Calif. on 27 August 2002 and by Denmark's former Foreign Minister Per Stig Moller; but see also counter-arguments: John D. Wyndham, "The Pentagon Attack: The Event Time Revisited, 19 March 2013, <http://www.aldeilis.net/fake/2714.pdf>

<sup>438</sup> David R. Griffin, op. cit., p. 101-102



(Source: website of the US Department of State)

- *Mark Stahl* of Somerset, a salesman, arrived at the site 15 minutes after an explosion. He told the *Tribune-Review* that he didn't realize a passenger jet had crashed until a firefighter told him. "It's unbelievable" he said.<sup>439</sup> To CNN he said, "the plane is pretty much disintegrated. There's nothing left but scorched trees."<sup>440</sup>
- *Homer Barron*, a worker at Stoystown Auto Wreckers, told the *Pittsburgh Post-Gazette* that he and his coworker, Jeff Phillips, drove to the "crash scene" and found there a smoky hole in the ground: "It didn't look like a plane crash because there was nothing that looked like a plane," he said. His colleague, however, said, "There was one part of a seat burning up there. That was something you could recognize."<sup>441</sup>
- *Scott Spangler*, a photographer with a local newspaper, was quoted in the book *Running Toward Danger: Stories Behind the Breaking News of 9/11*: "I didn't think I was in the right place. I was looking for a wing or a tail. There was nothing, just this pit.... I was looking for anything that said tail, wing, plane, metal. There was nothing."<sup>442</sup>
- *Frank Monaco* of the Pennsylvania State Police commented, "If you would go down there, it would look like a trash heap. There's nothing but tiny pieces of debris. It's just littered with small pieces."<sup>443</sup>

<sup>439</sup> "Homes, neighbors rattled by crash", *Tribune-Review*, 12 September 2001, <http://www.aldeilis.net/fake/915.pdf>

<sup>440</sup> "Hijacked passenger called 911 on cell phone", CNN, 11 September 2001, 11:35 PM, <http://www.aldeilis.net/fake/752.pdf>

<sup>441</sup> Bob Batz, Tom Gibb, et al, "The crash in Somerset: 'It dropped out of the clouds'", *Post-Gazette*, 12 September 2001, <http://www.aldeilis.net/fake/613.pdf>

<sup>442</sup> Cathy Trost, Alicia Shephard and "Newseum", *Running Toward Danger: Stories Behind the Breaking News of 9/11* (Rowman & Littlefield Publishers, 2002), p. 149

<sup>443</sup> Bob Batz, et al, Op.cit, <http://www.aldeilis.net/fake/613.pdf>

- *Jon Meyer*, a reporter with *WJAC-TV*, said, “I was able to get right up to the edge of the crater.... All I saw was a crater filled with small, charred plane parts. Nothing that would even tell you that it was the plane.... There were no suitcases, no recognizable plane parts, no body parts. The crater was about 30 to 35 feet deep.”<sup>444</sup>
- *Ron Delano*, a local who rushed to the scene after hearing about the crash, said, “If they hadn't told us a plane had wrecked, you wouldn't have known. It looked like it hit and disintegrated.”<sup>445</sup>
- *Gabrielle DeRose*, a news anchor with *KDKA-TV*, viewed the crash site from a hill overlooking it and said, “It was very disturbing to think all the remains just disintegrated.... There were no large pieces of airplane, no human remains, no baggage.”<sup>446</sup>
- *Rick King*, a local assistant volunteer fire chief, who saw the crater at the crash site, said, “Never in my wildest dreams did I think half the plane was down there.” King sent his men into the woods to search for the plane's fuselage, but they kept coming back, telling him, “Rick. There's nothing.”<sup>447</sup>
- *Wells Morrison*, a local FBI agent, told author Glenn Kashurba that after arriving at the crash site his first thought was, “Where is the plane?” because “what I saw was this honeycomb looking stuff, which I believe is insulation or something like that. I was not seeing anything that was distinguishable either as human remains or aircraft debris.”<sup>448</sup>
- *Faye Hahn*, an emergency medical technician (EMT), who arrived at the crash site, stated: “Several trees were burned badly and there were papers everywhere. We searched...I was told that there were 224 passengers, but later found out that there were actually forty. I was stunned. There was nothing there.”<sup>449</sup>
- *Joe Little*, a *10News* reporter was working less than four miles from the crash site on the morning of 9/11 for an *ABC/FOX* affiliate. He said he and a photographer arrived on the crash scene within 30 minutes and were able to walk right up to the crater. He said there was nothing there other than a crater, some smoke and a few charred trees.<sup>450</sup> In a report he filed he wrote: “I still can't see a fire let alone a plane”<sup>451</sup>
- *Nina Lensbouer*, the wife of a local former volunteer firefighter, told the *Pittsburgh Post-Gazette*, that after seeing a mushroom flame rising, her first instinct was to run toward it, to try to help. “But I got there and there was nothing, nothing there but charcoal. Instantly, it was charcoal.”<sup>452</sup>
- *Thomas Spallone*, a state police spokesman, said “everything just disintegrated. There are just shreds of metal. The longest piece I saw was 2 feet long.”<sup>453</sup>
- *Nick Tweardy* of Stonycreek Township, who came to help with the rescue effort said “You couldn't see nothing. We couldn't tell what we were looking at. There's just a huge crater in the woods.”<sup>454</sup>

444 Cathy Trost et al, Op. cit. p. 148

445 Ibid.

446 Suzanne Huffman and Judith L. Sylvester, *Women Journalists at Ground Zero: Covering Crisis* (Rowman & Littlefield, 2002), p. 160-161

447 Jere Longman, *Among the heroes: The true story of United 93* (Simon & Schuster, 2002) p. 216

448 Glenn Kashurba, *Courage After the Crash* (SAJ Publishing, 2002), p. 110

449 David McCall, *From Tragedy to Triumph* (Noah's Ark Pub. Co, 2002). p. 31-32

450 Joe Little, “Reporter Witnesses Aftermath of Flight 93 Crash”, *10News.com*, 10 September 2011, <http://www.aldeilis.net/fake/1121.pdf>

451 P.J. Bednarski, “For Pa. Crews, Biggest Story of Their Lives”, *TVNewsCheck*, August 10, 2011, <http://www.aldeilis.net/fake/1122.pdf>

452 Bob Batz, Tom Gibb, et al, The crash in Somerset: ‘It dropped out of the clouds’, *Post-Gazette*, September 12, 2001

453 “Scene of utter destruction”, *Tribune-Review* (Pittsburgh), 12 September 2001, <http://www.aldeilis.net/fake/757.pdf>

454 Ibid.

- *Brad Reiman*, a young man from Berlin in Somerset County, said “the tail was a short distance from the rest of the wreckage. It looked like the plane hit once and flopped down into the woods.” The largest piece of wreckage he could identify looked like a section of the plane’s tail, he said.<sup>455</sup> No one else, apparently, saw this tail section.

On 13 September 2001, the *Pittsburgh Post-Gazette* reported that a self-piloting helicopter developed by Carnegie Mellon University’s Robotics Institute was sent to Somerset County to photograph the scene. According to the *Post-Gazette*, the 14-foot-long helicopter “can quickly produce a highly detailed, three-dimensional map of the impact crater and the surrounding spread of debris.”<sup>456</sup> Chuck Torpe, director of the Robotics Institute was cited by the newspaper saying that the “aerial map can include objects as small as one or two inches in diameter.” Pennsylvania Attorney General Mike Fisher said: “The aerial map may help identify key evidence faster than it might be found by physically canvassing the area.” Where is that aerial map?

### ***The legend of the buried aircraft***

The absence of visible debris led some reporters to conjecture that the plane did not disintegrate, but that the 155-foot-long fuselage had completely vanished into the spongy ground and was buried deep in the crater, hidden from view. Thus Tom Gibb of the *Post-Gazette* speculated on 15 October 2001 that the “fuselage disintegrated in a crater that collapsed on itself.”<sup>457</sup> This story reappeared in force a year after 9/11 and remained the official explanation for the lack of debris. Robb Frederick of *Tribune-Review* purported to know how it all happened. He wrote on 11 September 2002: “The plane pitched, then rolled, belly up. It hit nose-first, like a lawn dart...digging more than 30 feet into the earth, which was spongy from the old mine work.”<sup>458</sup> The Australian paper *The Age* wrote that the “rest of the 757 continued its downward passage, the sandy loam closing behind it like the door of a tomb.”<sup>459</sup> Wes Allison of the *St. Petersburg Times* wrote on 10 September 2003 that “the site had been mined for coal, then refilled with dirt. It was still soft when flight 93 crashed, and firefighters said the Boeing 757 tunneled right in. They had to dig 15 feet to find it.”<sup>460</sup> Mary Jo Dangel of the *St. Anthony Messenger Online* explained in 2006 why the wreckage was not visible: “The ground had swallowed up much of the wreckage.”<sup>461</sup> State police Major Frank

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<sup>455</sup> Ibid.

<sup>456</sup> Byron Spice, “Self-piloting copter from CMU aids in mapping Somerset crash site”, *Post-Gazette*, 13 September 2001, <http://www.aldeilis.net/fake/506.pdf>

<sup>457</sup> Tom Gibb, “Newsmaker: Coroner’s quiet unflappability helps him take charge of Somerset tragedy” *Post-Gazette*, 15 October 2001, <http://www.aldeilis.net/fake/1105.pdf>

<sup>458</sup> Robb Frederick, “The day that changed America”, *Tribune-Review*, 11 September 2002, <http://www.aldeilis.net/fake/914.pdf>

<sup>459</sup> “On Hallowed Ground”, *The Age* (Australia), 9 September 2002, <http://www.aldeilis.net/fake/093.pdf>

<sup>460</sup> Wes Allison, “Small town shoulders a nation’s grief”, *St. Petersburg Times*, 10 September 2003, <http://www.aldeilis.net/fake/1106.pdf>

<sup>461</sup> Mary Jo Dangel, “Sacred Ground in Pennsylvania”, *American Catholic*, September 2006, <http://www.aldeilis.net/fake/721.pdf>

Monaco from New Kensington told the *Post-Gazette* in 2006 that the plane had “burrowed into the soft, reclaimed earth of the former strip mine and crumpled like an accordion.”<sup>462</sup>

According to WTAE-TV, Pittsburgh, of 14 September 2001, citing FBI spokeswoman Linda Vizi, the cockpit voice recorder (CVR) from the aircraft assigned to flight UA93 was found “about 25 feet within the crater” at 8:25 p.m. on that day.<sup>463</sup> No independent observer was present, however, during the excavation.

Blogger *Killtown* compiled an archive of reports that included the claim that most of the aircraft assigned to flight UA93 had been buried in the ground.<sup>464</sup> This compilation includes only a few eyewitness testimonies in support of that claim and are either couched in passive language or attributed to unnamed sources. *Killtown* then made the following very perceptive observation:

[T]here is absolutely no logical reason for the news not to have reported right away that most of the 155 ft-long, 60ton [sic] Boeing 757 was found. Contents of the plane that would have been found down in the ground along with the black boxes and engine that were reported would be: 44 passengers, their luggage, hundreds of passenger seats, 3 huge landing gears, 10 huge tires and rime, and possibly sections of the tail (since both black boxes located in the tail section supposedly burrowed far underground and there is no evidence of the tail section above ground), among tons and tons of other plane debris.

No such reports exist, so we may wonder, like logger “Dave,” at the seemingly miraculous nature of the flight UA93 crash:

As we all know, 11 September 2001 was “the day that everything changed.” Enormous office buildings, for example, suddenly and inexplicably acquired the ability to drop into their own footprints with no assistance from demolitions experts. Five-story masonry buildings [the Pentagon] suddenly acquired the extraordinary ability to swallow enormous airliners without leaving behind an appropriate entry hole or any trace of aircraft wreckage. And now we find, perhaps most amazingly of all, that the ground itself somehow also acquired the ability to swallow commercial aircraft. On that fateful day, and only on that day, a 100+ ton [sic] airplane measuring 155 feet long, 125 feet wide and 45 feet tall disappeared into a crater measuring, at most, “about 30 to 40 feet long, 15 to 20 feet wide and 18 feet deep.” Any skilled magician, I suppose, could make an airplane disappear into a building. But making an entire airplane disappear

<sup>462</sup> Michael Cowden, “Memories of Flight 93 crash still fresh at 5-year anniversary”, *Post-Gazette*, 3 September 2006 (reprinted in 2012), <http://www.aldeilis.net/fake/766.pdf>

<sup>463</sup> Matthew P. Smith, “Flight 93 voice recorder found in Somerset County crash site”, *Post-Gazette*, 15 September 2001, <http://www.aldeilis.net/fake/996.pdf>

<sup>464</sup> Killtown, “Archive of reports that most of Flight 93 had buried”, 21 July 2009, <http://www.aldeilis.net/fake/1107.pdf>

without a trace in an empty field? I have to admit that that is pretty impressive.<sup>465</sup>

### ***The legend of aircraft parts hanging on trees***

Two eyewitnesses - Eric Peterson<sup>466</sup> and Charles Sturtz<sup>467</sup> - told reporters on 12 September 2001 that they saw "pieces of clothing hanging from trees." An *Associated Press* release of 29 September 2001 reported that the "bad weather this week might have shaken additional airplane parts out of the trees in a wooded area near the crash site."<sup>468</sup> A few weeks later the *Pittsburgh Post-Gazette* added that "high winds have dislodged additional airplane parts - seat cushions, wiring, carpet fragments and pieces of metal - from trees near the crash site." The paper quoted local coroner Wallace Miller to the effect that "it's all aircraft parts, no human remains. We've collected them in 10 recycling bin-sized containers and eventually we'll turn them all over to United."<sup>469</sup>

A 2009 *Newsweek* article cited Wallace Miller to the effect that during the recovery efforts at the crash site he discovered a human tooth with silver filling embedded in a tree, which eventually "was matched to one of the passengers."<sup>470</sup> Lee Purbaugh told the *Daily American* that the "pine trees right next to the [crash] site were on fire from the explosion and the fire was also spreading through the woods."<sup>471</sup> Mark Stahl, who went to the site, told *CNN* that there was nothing there "but scorched trees."<sup>472</sup> Their testimonies were not corroborated by the FBI. There is no photographic evidence corroborating these stories. It is, moreover, difficult to reconcile the story of a plane vanishing into the ground with personal items hanging on trees and the absence of bodies and blood at the crash site.

### ***No bodies, no blood***

Wallace Miller, the coroner of Somerset County, was among the first to arrive at the site. He gave numerous interviews in which he expressed his surprise at seeing no bodies and no

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465 "11 September 2001 Revisited", The Center for Informed America, Newsletter 86, 4 November 2006, <http://www.aldeilis.net/fake/1108.pdf>

466 Jonathan D. Silver, "Outside tiny Shanksville, a fourth deadly stroke", *Post-Gazette*, 12 September 2001, <http://www.aldeilis.net/fake/275.pdf>

467 Bob Batz, Tom Gibb, Monica L. Haynes, Ernie Hoffman, Ginny Kopas, Cindi Lash and James O'Toole, "The crash in Somerset: 'It dropped out of the clouds'", *Post-Gazette*, 12 September 2001, <http://www.aldeilis.net/fake/613.pdf>

468 "Searchers to return to Flight 93 crash site", *Post-Gazette*, 29 September 2001, <http://www.aldeilis.net/fake/707.pdf>

469 Don Hopey, "Another 14 victims of Flight 93 identified", *Post-Gazette*, 27 October 2001, <http://www.aldeilis.net/fake/761.pdf>

470 Eve Conant, "Remains of the day", *Newsweek*, 2 January 2009, <http://www.aldeilis.net/fake/716.pdf>

471 Sandra Lepley, "Sept. 11 Terror Touches Somerset County", *Daily American*, 12 September 2001 (updated in 2008), <http://www.aldeilis.net/fake/1123.pdf>

472 "Hijacked passenger called 911 on cell phone", *CNN*, 11 September 2001, 11:35 PM, <http://www.aldeilis.net/fake/752.pdf>

blood at the site. In one of the earliest interviews with the *Pittsburgh Post-Gazette*, he said, “It was as if the plane had stopped and let the passengers off before it crashed.”<sup>473</sup> He repeated this comment in an interview with *CNN* on 11 March 2002.<sup>474</sup> He said he was stunned at how small the smoking crater looked, saying, “like someone took a scrap truck, dug a 10-foot ditch and dumped all this trash into it.” Once he was able to absorb the scene, Miller said, “I stopped being coroner after about 20 minutes, because there were no bodies there.”<sup>475</sup> A year after the event, he told the *Pittsburgh Tribune-Review*, “I have not, to this day, seen a single drop of blood [at the crash site]. Not a drop.” To David McCall he said, “I got to the actual crash site and could not believe what I saw... Usually you see much debris, wreckage, and much noise and commotion. This crash was different. There was no wreckage, no bodies, and no noise... It appeared as though there were no passengers or crew on this plane.”<sup>476</sup>

Somehow, approximately 600 pounds of bodily remains were allegedly collected from the crash site, where 44 people allegedly died. Bodily remains were collected from the site under the supervision of the FBI. Of these remains, 200 pounds could be linked to specific individuals.<sup>477</sup> This represents approximately 3.1 percent of the body weight of the 44 passengers.<sup>478</sup> Yet not a drop of blood was sighted by eyewitnesses at the site. German criminal pathologist Prof. Wolfgang Eisenmenger says that he “cannot imagine such a consequence” from a plane crash.<sup>479</sup> In theory such total fragmentation might be conceivable had the plane crashed against solid rock, but in the case of flight UA93, the aircraft is said to have sank into soft ground.

### ***The invisible recovery of the wreckage***

Despite the apparent absence of wreckage from an aircraft, as reported by witnesses, FBI agent Bill Crowley announced on 24 September 2001 - merely 13 days after 9/11 - that “95 percent of the plane was recovered ... and the pieces of United Airlines Flight 93 that had been recovered were turned over Sunday to the airline...”<sup>480</sup> He said that the biggest piece recovered was a 6-by-7-foot piece of the fuselage skin, including four windows. The heaviest piece, he said, was part of an engine fan, weighing about 1,000 pounds. None of the eyewitnesses had mentioned having observed these objects at the crash site. With the exception of the two black boxes, all wreckage was reportedly passed on to United Airlines. Asked what United Airlines would do with the wreckage, an airline spokeswoman said, “I

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<sup>473</sup> Tom Gibb, “Newsmaker...”, 15 October 2001, Op.cit. <http://www.aldeilis.net/fake/1105.pdf>

<sup>474</sup> “Six Months After 9/11, It’s a Changed World”, *CNN*, 11 March 2002, <http://www.aldeilis.net/fake/1109.pdf>

<sup>475</sup> Peter Perl, “Hallowed Ground”, *The Washington Post*, 12 May 2002, <http://www.aldeilis.net/fake/500.pdf>

<sup>476</sup> David McCall, From Tragedy to Triumph, Op.cit. p. 86-87

<sup>477</sup> “On Hallowed Ground”, *The Age* (Australia), 9 September 2002, <http://www.aldeilis.net/fake/093.pdf>

<sup>478</sup> Peter Perl, “Hallowed Ground”, Op.cit. <http://www.aldeilis.net/fake/500.pdf>

<sup>479</sup> Gerhard Wisnewski, *Operation 9/11, 10 Jahre danach* (Knaur Taschenbuch, 2011), p. 231

<sup>480</sup> “FBI finished with Pennsylvania crash site probe”, *CNN*, 24 September 2001, <http://www.aldeilis.net/fake/753.pdf>

don't think a decision has been made... but we're not commenting."<sup>481</sup> According to Jeff Plantz, senior investigator of flight safety at United Airlines, eight of the dumpsters that "contain the wreckage of United Flight 93 ... are currently [May 31, 2002] in an hangar in Somerset, Pennsylvania ... The wreckage is the property of United Airlines' insurance company."<sup>482</sup> Although the FBI ended its reported recovery work, the site remained surrounded by a chain-link fence. Wallace Miller warned: "If anybody is caught penetrating that perimeter and disregarding [the no-trespassing] signs, they will be prosecuted to the fullest extent of the law."<sup>483</sup> No journalist was allowed to document the recovery of the debris. There exists, therefore, no publicly available evidence that debris of a commercial aircraft had been recovered from the ground at Shanksville.

Michael Renz of the German public television station ZDF tried to film the wreckage of the aircraft that allegedly crashed at Somerset County for a documentary. After asking for permission from United Airlines, he and his team were told that an insurance company had custody of the wreckage.<sup>484</sup> The insurance company said it could not provide any information: The responsible individual was in a meeting, then on a three-day business trip, then on intercontinental trip that would take weeks. During this time he could not be reached by email or cell-phone, or "so we were told by the secretary of one of the largest airline-insurance companies in the United States."<sup>485</sup> After weeks and countless phone calls, a brief answer came: "We do not have the wreckage. The FBI in Washington is in charge." The FBI press officer refused an interview but said he would certainly give permission to film the wreckage, though not immediately. But alas! The FBI no longer had the wreckage. It has been returned to United Airlines. Back to square one! The producer returned to Germany without any evidence of the wreckage.<sup>486</sup> The film producer described similar difficulties when he tried to obtain permission to film inside a Boeing flight simulator or when he approached New York officials to ask them about the fireproofing in the WTC. "But when we talk with officials off-the-record, many say a gag-order has been handed from the top."<sup>487</sup>

In 2006, after the trial of Zacarias Moussaoui, the U.S. Government released a set of photographs purporting to depict items found at the Pennsylvania crash site.<sup>488</sup> These mostly low-quality photographs do not permit us to determine whether they relate to a Boeing 757, or whether they were found at the alleged crash site. In addition, no chain-of-custody reports accompanied these photographs.

<sup>481</sup> Tom Gibb, "FBI ends site work, says no bomb used", *Post-Gazette*, 25 September 2001, <http://www.aldeilis.net/fake/509.pdf>

<sup>482</sup> FBI document 302-116001 of 31 May 2002. Communication from Jeff Plantz, <http://www.aldeilis.net/fake/2715.pdf>

<sup>483</sup> Ibid.

<sup>484</sup> Kerstin Decker, "Da ist was im Busch", *Tagesspiegel*, 11 September 2007, <http://www.aldeilis.net/fake/534a.pdf>

<sup>485</sup> Ibid.

<sup>486</sup> Ibid.

<sup>487</sup> Barbara Möller, "War es eine Verschwörung?"[Was it a conspiracy?], *Hamburger Abendblatt*, 11 September 2007, <http://www.aldeilis.net/fake/534.pdf>

<sup>488</sup> Prosecution Trial Exhibits P200057-P200069 from the website of United States v. Zacarias Moussaoui, Criminal No. 01-455-A, <http://www.aldeilis.net/fake/2717.pdf>

### ***Extreme secrecy surrounding the alleged crash site***

According to the *Tribune-Review*, the authorities “cordoned off the area within a 4-mile radius of the crash site” within hours after the incident.<sup>489</sup> Later the FBI and state police confirmed that they had cordoned off a second area about six to eight miles away from the crater, where further debris were found.<sup>490</sup>

On 13 September 2001, State Police Lieutenant Colonel Robert Hickes said that 280 state troopers were protecting the site. Using horses and helicopters, state police created a double ring of security around the area, spanning several miles.<sup>491</sup>

John M. Eller, police chief in Brookhaven, Pennsylvania, reported that approximately 600 troopers were utilized at the site in Shanksville, including 16 mounted troopers. In order to prevent unauthorized people from *seeing* the site, “inside and outside perimeters were established” and “checkpoints were established along ... roadways” leading to the site. Initially, “the news media were staged in an area around the outer perimeter... The Major instructed that the news media be transported to the crash site in two busses. They were permitted to photograph the site for one half-hour and then returned to the staging area.”<sup>492</sup>

Paul Falavolito was working as a paramedic in Pittsburgh and followed the events of 9/11 as part of an on-site medical support team for rescue workers and family members who traveled to the Shanksville site. Among his impressions:

Upon arrival at the site, we are greeted by a barrier of state police cars on a rural road in this town... At the checkpoint, we show our IDs and are allowed through. For the next two miles, I cannot believe my eyes. Down this country road, police cars and troopers are everywhere. Horseback troopers are patrolling the area... Checkpoints are everywhere... This is a scary feeling: I feel like I am in another country.<sup>493</sup>

The FBI strictly prevented journalists and members of the public from photographing the site. As an example, a township supervisor from Blair County by the name of Terence Claar was physically subdued by state troopers for trying to sneak into the site. As a result he was

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<sup>489</sup> “Scene of utter destruction”, *Tribune-Review* (Pittsburgh), 12 September 2001, <http://www.aldeilis.net/fake/757.pdf>

<sup>490</sup> “America under Attack”, *CNN Breaking News*, 13 September 2001, <http://www.aldeilis.net/fake/758.pdf>

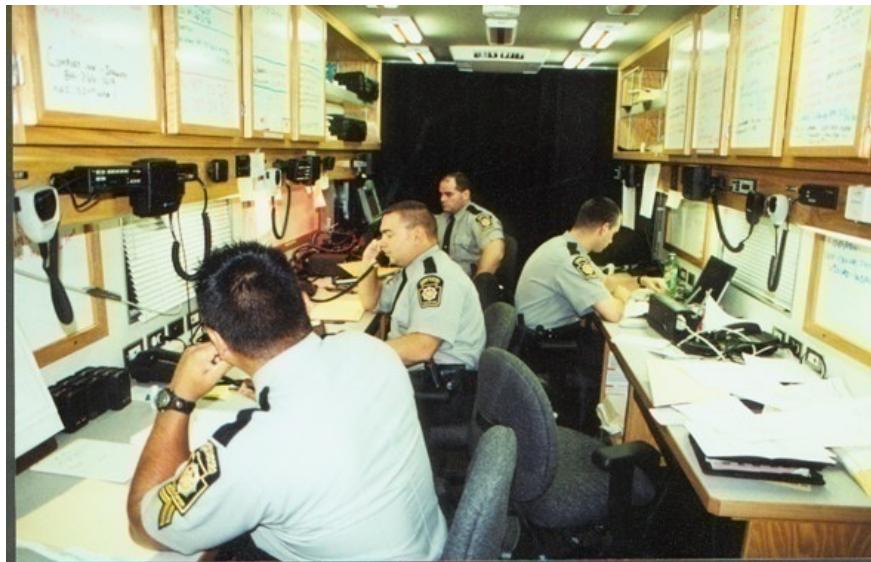
<sup>491</sup> Robin Acton and Richard Gazarik, “Human remains recovered in Somerset”, *Tribune-Review*, 13 September 2001, <http://www.aldeilis.net/fake/386.pdf>

<sup>492</sup> John M. Eller, “United Flight 93 Revisited: Command and Control in Shanksville”, 9-1-1 Magazine, 11 September 2011 (originally published in the Sept./Oct. issue), <http://www.aldeilis.net/fake/1110.pdf>

<sup>493</sup> Paul Falavolito, “United Flight 93 Crash Site, Shanksville”, *EMS World*, 8 September 2011, <http://www.aldeilis.net/fake/1112.pdf>

hospitalized. He was the seventh person charged with trying to enter what was designated as a crime scene.<sup>494</sup>

Few photos exist of the operations around the site. Among those is the following photograph showing a Penn State Police Mobile Command Post “during operation at the crash site of Flight 93 in Shanksville.”



### ***Were personal items planted at the crash site?***

As mentioned previously, eyewitnesses who came immediately to the site did not see anything there that reminded them of the wreckage of an aircraft. Yet the FBI claimed later to have found there an amazing collection of recognizable personal items that belonged to passengers, crew members and alleged hijackers, some of them in good condition.

According to the FBI, the following items were recovered from the alleged crash site of flight UA 93 at Somerset County:

- Kingdom of Saudi Arabia ID card of alleged hijacker Ahmed Alnami (item Q1)
- Saudi Arabian Youth Hostels Association ID Card for same (item Q2)
- Three small color photographs, two strips of negatives and an enlarged photocopy of Kingdom of Saudi Arabia ID Card (items Q3)
- Handwritten letter with possible Arabic writing (item Q45)
- A “five page Arabic document [with] details regarding the strategy and preparation required to conduct a hijacking.”<sup>495</sup>
- Personal effects belonging to passengers Christian Adams, Lorraine Bay, Todd Beamer, Alan Beaven, Mark Bingham, Deora Bodley, Sandra Bradshaw, Marion Britton, Thomas Burnett, Bill Cashman, Georgine Corrigan, Patricia Cushing, Donald Greene, Linda

<sup>494</sup> Tom Gibb, “Blair supervisor seized at crash site”, *Post-Gazette*, 26 September 2001, <http://www.aldeilis.net/fake/1111.pdf>

<sup>495</sup> FBI 265A-NY-280350-HQ-4809. The document is referred to in three FBI documents found among 9/11 Commission documents (stored at NARA), but has not been released. A four-page version was published by The Guardian of 30 September 2001, <http://www.aldeilis.net/fake/2718.pdf>

Grondlund, Richard Guadagno, Jason Dahl, Patrick Driscoll, Edward Felt, Jane Folger, Colleen Fraser, Andrew Garcia, Jeremy Glick, Louis Nacke, Nicole Miller, John Talignani and Leroy Homer.<sup>496</sup>

Another FBI document, released among the 9/11 Commission's papers in 2009, lists in addition the following knives or knife parts found at the site<sup>497</sup>:

- Q17 Black knife handle (your item #2)
- Q18 Silver colored blade and piece of black handle (your item #3)
- Q44 Possible handmade knife (your item #20)
- Q362 Pocket knife (Item 7, 1B26, Barcode E01991643)
- Q363 Multi-purpose utility tool with knife blade exposed (Item 29, 1B286, Barcode E01991317)
- Q377 Pocket knife (1B675, Barcode E01991305)
- Q380 Open partial Leatherman tool (1B680, Barcode E01991344)
- Q382 Green plastic handle for utility knife (1B682, Barcode E01991345)
- Q522 Section of utility knife (1B726, Barcode E01991293)
- Q524 Part of Leatherman multipurpose tool (1B732, Barcode E01991307)
- Q640 Knife blade (1B1280)
- Q641 Knife blade (1B1043)
- Q642 Knife blade (1B1043)
- Q1343 Possible knife blade (1B1340, Barcode E01991596)

The above FBI documents do not mention CeeCee Lyles' driving license,<sup>498</sup> the passport of alleged hijacker Al Ghamdi,<sup>499</sup> alleged hijacker Alnami's Florida Driver's License<sup>500</sup> and a visa page from alleged hijacker Ziad Jarrah's passport,<sup>501</sup> all of which were also allegedly found at the site.

The *Pittsburgh Post-Gazette* of 30 December 2001 reported that the following personal items were found at the Shanksville site: Jewelry, photos, credit cards, purses and their contents, shoes, a wallet and currency.<sup>502</sup> Craig Hendrix, a funeral coordinator and personal effects administrator with Douglass Air Disaster Funeral Coordinators, said to the paper: "We have some property for most passengers."<sup>503</sup> He said that United Airlines underwriter hired

<sup>496</sup> FBI 302-83949. 12 October 2001. List of UA93 passengers for whom property was found, <http://www.aldeilis.net/fake/2716.pdf>

<sup>497</sup> "Knives found at the UA Flight 93 crash site", 9/11 Commission documents, NARA, Team 7 Box 18, <http://www.aldeilis.net/fake/565.pdf>

<sup>498</sup> A photograph of CeeCee Lyles' driver's license was allegedly found at the crash site in Somerset County, Pennsylvania and presented as Prosecution Exhibit No. P200069 at the Moussaoui trial, <http://www.aldeilis.net/fake/1167.pdf>

<sup>499</sup> Moussaoui Prosecution Trial Exhibit No. PA00108, <http://www.aldeilis.net/fake/1168.pdf>

<sup>500</sup> Moussaoui Prosecution Trial Exhibit No. PA00110, <http://www.aldeilis.net/fake/1169.pdf>

<sup>501</sup> Moussaoui Prosecution Trial Exhibit No. PA00105.08, <http://www.aldeilis.net/fake/1170.pdf>

<sup>502</sup> Steve Levin, "Flight 93 victims' effects to go back to families", *Post-Gazette*, December 30, 2001, <http://www.aldeilis.net/fake/566.pdf>

<sup>503</sup> Ibid.

Douglass on September 12 to handle not only funeral arrangements for the victims but also the return of personal effects.

Jerry and Beatrice Guadagno of Ewing, New Jersey, the parents of Richard Guadagno, a passenger aboard flight UA93, received Richard's credentials and his badge from the U.S. Fish and Wildlife Service that were reportedly found at the Shanksville site. Richard's sister Lori said of the credentials, which were returned in their wallet: "It was practically intact. It just looked like it wasn't damaged or hadn't gone through much of anything at all, which is so bizarre and ironic."<sup>504</sup> Apart from some expressions of surprise by families who received intact personal effects - such as those of the Guadagnos - no one seemed to raise the question of how these items could be found in good condition while their owners did not leave a trace.

Planting aircraft parts in order to fake a crash site was actually envisaged by the U.S. military as part of Operation Northwoods (discussed in chapter 10):

It is possible to create an incident which will make it appear that Communist Cuban MIGs have destroyed a USAF aircraft over international waters in an unprovoked attack... (c) At precisely the same time that the aircraft was presumably shot down, a submarine or small surface craft would disburse F-101 parts, parachute, etc., at approximately 15 to 20 miles off the Cuban coast and depart. The pilots returning to Homestead would have a true story as far as they knew. Search ships and aircraft could be dispatched and parts of aircraft found."<sup>505</sup>

This plan, seriously considered by the U.S. military, demonstrates that planting incriminating evidence to fake an aircraft crash has been previously considered by U.S. public officials in support of what they regarded as overriding foreign policy objectives. The nature, number and condition of the items found at the alleged crash site of flight UA93 - as reported above - especially in the light of Operation Northwoods, support the view that the aforementioned personal items could have been planted to fake the crash of flight UA93.

### ***Concluding observations about the Somerset County crash site***

The alleged crash site in Somerset County and the events that occurred there on the morning of 9/11 remain a mystery that the U.S. authorities clearly do not wish to reveal. Did an aircraft crash there at all?<sup>506</sup> Was the site prepared in advance? Was a bomb detonated there to fake a crash? Were body parts actually found, and how were they identified? How can we reconcile the contradictions between the testimony of the local eyewitness and the official account? These questions need to be answered.

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<sup>504</sup> Ibid.

<sup>505</sup> Operation Northwoods. Memorandum for the Secretary of Defense, Justification for US Military Intervention in Cuba, March 13, 1962, signed by L.L. Lemnitzer, Chairman, Joint Chiefs of Staff, p. 11, <http://www.aldeilis.net/fake/765.pdf>

<sup>506</sup> Donald Rumsfeld is said to have "misspoken" when he, while addressing US combatants in Iraq in 2004, talked about the "people who [...] shot down the plane over Pennsylvania." CNN, 24 December 2004, <http://www.aldeilis.net/fake/1090.pdf>

How did the 9/11 Commission address the testimony of the eyewitnesses? It simply ignored them. This site is mentioned only a few times in the 9/11 Commission's Final Report and mainly to emphasize two points: that "no evidence of firearms or of their identifiable remains was found at the aircraft's crash site"<sup>507</sup> and that "[t]he FBI collected 14 knives or portions of knives at the Flight 93 crash site."<sup>508</sup>

None of the eyewitnesses from Shanksville, whose testimony might have undermined the official account, was invited to testify before the 9/11 Commission. The Commission did not demand from the FBI any hard evidence proving that flight UA93 crashed at Shanksville.

#### **(d) Conclusions to chapter 9**

The main findings of this chapter are:

- Photographic evidence of aircraft wreckage from the three alleged crash sites is sparse and inconclusive.
- At none of the three locations designated as aircraft crash sites did eyewitnesses observe wreckage that could plausibly come from a Boeing 757 or 767 aircraft.
- No bodies or blood were sighted at the UA93 crash site, but numerous paper documents belonging to flight UA93 passengers and crew members were reportedly found there.

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<sup>507</sup> Final Report of the 9/11 Commission, p.13

<sup>508</sup> Final Report of the 9/11 Commission, endnote 82 to Chapter 1, p. 457

## 10. “Crashed aircraft” that continue to fly

Chapter 9 provided evidence suggesting that no commercial airliner crashed at the designated crash sites. This chapter will present evidence that at least some of the 9/11 flights were doubled in order to confuse air flight control. In addition, documentary evidence will be adduced that the aircraft assigned to flights UA175 and UA93 were still flying *after* their alleged crashes.

Before tackling the account of double flights, it might be useful to recount the plot known as Operation Northwoods, which includes such trickery.

### (a) Operation Northwoods

Operation Northwoods, proposed in 1962 by the Joint Chiefs of Staff and signed by Chairman Lyman Lemnitzer, was a secret plan for the U.S. military to carry out real and simulated attacks in American cities and on U.S. aircraft that would be blamed on Cuba in order to create a *casus belli* for a war against that country.<sup>509</sup> One part of the scenario was to have “selected passengers, all boarded under carefully prepared aliases” travel on a military aircraft painted to look like a civilian airliner. It would then be claimed that the aircraft had been shot down by Cuba, justifying attacks on that country. The heart of the operation involved switching the identities of the aircraft in midair – without air traffic controllers noticing – to make it appear that a civilian aircraft had been shot down. Here is the relevant excerpt from the Northwoods document:

An aircraft at Eglin AFB would be painted and numbered as an exact duplicate for a civil registered aircraft belonging to a CIA proprietary organization in the Miami area. At a designated time the duplicate would be substituted for the actual civil aircraft and would be loaded with the selected passengers, all boarded under carefully prepared aliases. The actual registered aircraft would be converted to a drone.

Take off times of the drone aircraft and the actual aircraft will be scheduled to allow a rendezvous south of Florida. From the rendezvous point the passenger-carrying aircraft will descend to minimum altitude and go directly into an auxiliary field at Eglin AFB where arrangements will have been made to evacuate the passengers and return the aircraft to its original status. The drone aircraft meanwhile will continue to fly the filed flight plan. When over Cuba the drone will begin transmitting on the international distress frequency a “MAY DAY” message stating he is under attack by Cuban MIG aircraft. The transmission will be interrupted by destruction of the aircraft which will be triggered by radio signal. This will allow ICAO radio in the Western Hemisphere to tell the US what has happened to the aircraft instead of the US

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<sup>509</sup> “Operation Northwoods”, Wikipedia

trying to “sell” the incident.<sup>510</sup>

The “rendezvous point” mentioned in the Northwoods scenario is where the two aircraft would meet above each other (in order to merge into a single blip on the radar) and switch their transponder codes: Whereas the civilian aircraft would disappear from radar by “descend[ing] to minimum altitude”, the military plane would, cruising under the changed transponder code, appear to air traffic controllers as the civilian aircraft continuing its flight.

The execution of Operation Northwoods, described by James Bamford as perhaps “the most corrupt plan ever created by the U.S. government,” was ultimately rejected by President J.F. Kennedy. Although he removed Admiral Lemnitzer from his position as Chairman of the Joint Chiefs of Staff, shortly thereafter Lemnitzer became the Supreme Allied Commander of NATO. The Northwoods document was published online in 2001 by the National Security Archive.<sup>511</sup>

### **(b) Evidence of doubles on 9/11**

A puzzling anomaly was discovered years ago by blogger *Woody Box* (or Ewing2001) regarding the gate number at Logan Airport (Boston) from which flight AA11 is said to have departed.<sup>512</sup> According to most media reports published in the days following 9/11, flight AA11 departed from Logan Airport, Boston, gate number 26. Later reports put the departure of flight AA11 at gate 32, without explaining the reason for the change. American Airlines neither clarified from which gate flight AA11 had departed nor commented on this discrepancy.

Were there two aircraft flying under the designation AA11 on that day, one departing from gate 26 (with passengers and crew) and another from gate 32 (without passengers)? The following facts seem to support this hypothesis:

- Reporters from the German weekly *Der Spiegel* inquired at Logan Airport, Boston, about the departure of flight AA11. They found out that it had departed from gate number 26 and that boarding at that gate began at 7:35 a.m. Yet according to the 9/11 Commission, boarding for flight AA11 began at 7:15 a.m. and took place at gate 32.
- According to Elizabeth D. Williams, an American Airlines employee at Logan, a colleague, Michael Woodward, “advised her that they needed to go to Gate 32 because two flight attendants had been stabbed. Upon arrival at the gate, [they] found an empty plane.”<sup>513</sup>

<sup>510</sup> “Pentagon Proposed Pretexts for Cuba Invasion in 1962”, The National Security Archive, 30 April 2001, <http://www.aldeilis.net/fake/1113.pdf>

<sup>511</sup> Ibid.

<sup>512</sup> Woody Box (or Ewing2001), “Flight 11 - The Twin Flight”, <http://www.aldeilis.net/fake/854.pdf>

<sup>513</sup> FBI 302-28828. 13 September 2001. Interview with Elizabeth D. Williams, <http://www.aldeilis.net/fake/2700.pdf>

- Williams' account appears congruent with what Wayne Kirk, a member of the cleaning crew, told FBI agents on 12 September 2001.<sup>514</sup> He said he found it "odd" that after the cleaning of the aircraft ended, only two crew members had arrived at the plane, whereas "usually, the entire crew is sitting around and talking when the cleaning crew finishes." Were the other crew members and passengers perhaps boarding at the other gate on a "double" flight?
- According to a Logan airport employee, "who asked not to be identified," flight AA11 left "on time from Gate 32 in Terminal B."<sup>515</sup> To prevent anyone from entering the terminal and interviewing personnel, the steel security gates to Terminal B were shut down on 9/11 at 10:00 a.m.<sup>516</sup> This departure gate and time was endorsed by the 9/11 Commission, whereas flight attendant Madeline Sweeney, scheduled to be on that flight, called home and told her husband that her flight would be "delayed,"<sup>517</sup> suggesting that her flight had not left gate 32 but gate 26. Her husband, interviewed by the FBI on 20 September 2001, said she called him "from the airplane," a fact he described as "highly unusual." He told the FBI agent that Madeline's plane had left later than scheduled. Yet according to a confidential report provided to the 9/11 Commission, flight AA11 pushed back from the gate at 7:40, five minutes earlier than scheduled.<sup>518</sup>
- Richard Ross, a passenger scheduled for flight AA11, called his wife before leaving, telling her that his plane "was leaving a bit late." Michael Woodward, who on 9/11 received a call from flight attendant Madeline Sweeney on flight AA11, confirmed to the staff of the 9/11 Commission in 2004 that the flight was "late departing," although he did not remember why.
- According to Tom Kinton, Aviation Director for Massport (Logan Airport), who was interviewed in 2003 by staff members of the 9/11 Commission, flight AA11 left not from gate 32 or 26 but from gate 31.<sup>519</sup>

These conflicting reports, left unresolved by the 9/11 Commission, suggest that we have not been told the truth about what went on at Logan Airport in the morning of 9/11. The confusion is more understandable if there were two flights, both designated A11, that left Logan that morning.

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<sup>514</sup> FBI 302-11476. 12 September 2001. Interview with Kirk Wayne, <http://www.aldeilis.net/fake/2701.pdf>

<sup>515</sup> Stephen Kurkjian and Raphael Lewis, "Two flights from Logan are hijacked", *Boston Globe*, 11 September 2001, <http://www.aldeilis.net/fake/154.pdf>

<sup>516</sup> Ibid.

<sup>517</sup> Gail Sheehy, "Stewardess ID's hijackers early, transcripts show", *New York Observer*, 16 February 2004, <http://www.aldeilis.net/fake/638.pdf>

<sup>518</sup> Information provided by the American Airlines Systems Operation Control (SOC) to the 9/11 Commission regarding flight AA11. 9/11 Commission's document in Team 7 Box 20, Timelines 9-11 2 of 2 Fdr- AA SOCC Log- Redacted Version.pdf, <http://www.aldeilis.net/fake/317.pdf>

<sup>519</sup> MFR 03007050. 15 August 2003. "Site visit and briefing at Logan International Airport." <http://www.aldeilis.net/fake/118.pdf>

Some evidence suggests that flights UA175 and UA93 were also doubled. According to the RITA database of the Department of Transportation,<sup>520</sup> flight UA175 took off from Logan Airport, Boston, at 8:23 a.m. (wheels-off-time), whereas according to the 9/11 Commission, the aircraft left Logan at 8:14 a.m.<sup>521</sup> (see table below).

## Detailed Statistics Departures

Airport: Boston-Cambridge-Quincy, MA-NH - [Logan International \(BOS\)](#)  
 Airline: United Airlines (UA)  
 Month(s): September  
 Day(s): 11  
 Year(s): 2001

NOTE: A complete listing of [airline](#) and [airport](#) abbreviations is available. Times are reported in local time using a 24 hour clock. Airlines began reporting tarmac times for cancelled and diverted flights in October 2008. Tarmac times for cancelled or diverted flights operated prior to Oct. 1, 2008 are not available. Cause of delay data is available on this database beginning with flights operated in October 2008. For cause of delay data from June 2003, when cause of delay data was first reported, see [BTS Causes of Delay](#) or the [On-Time Performance database](#) For an explanation of the Cause of Delay reporting, see [Understanding the Reporting of Causes of Flight Delays and Cancellations](#). All Cause of Delay (in minutes) are referring to the Arrival Delay.

[Excel](#) | [CSV](#)

| Carrier Code | Date (MM/DD/YYYY) | Flight Number | Tail Number | Destination Airport | Scheduled Departure Time | Actual Departure Time | Wheels-off Time |
|--------------|-------------------|---------------|-------------|---------------------|--------------------------|-----------------------|-----------------|
| UA           | 09/11/2001        | 0051          | UNKNOW      | LAX                 | 12:55                    | 00:00                 | 00:00           |
| UA           | 09/11/2001        | 0159          | UNKNOW      | SFO                 | 12:55                    | 00:00                 | 00:00           |
| UA           | 09/11/2001        | 0161          | UNKNOW      | SFO                 | 09:00                    | 00:00                 | 00:00           |
| UA           | 09/11/2001        | 0163          | N526UA      | SFO                 | 07:00                    | 06:57                 | 07:20           |
| UA           | 09/11/2001        | 0167          | UNKNOW      | SFO                 | 10:45                    | 00:00                 | 00:00           |
| UA           | 09/11/2001        | 0169          | UNKNOW      | LAX                 | 17:35                    | 00:00                 | 00:00           |
| UA           | 09/11/2001        | 0171          | UNKNOW      | SFO                 | 17:40                    | 00:00                 | 00:00           |
| UA           | 09/11/2001        | 0173          | UNKNOW      | SFO                 | 19:40                    | 00:00                 | 00:00           |
| UA           | 09/11/2001        | 0175          | N612UA      | LAX                 | 08:00                    | 07:58                 | 08:23           |
| UA           | 09/11/2001        | 0177          | UNKNOW      | LAX                 | 18:55                    | 00:00                 | 00:00           |
| UA           | 09/11/2001        | 0199          | UNKNOW      | IAD                 | 10:45                    | 00:00                 | 00:00           |

*Take-off time of flight UA175 on 9/11 from Logan Airport according to official database RITA*

Is this discrepancy because there were two flights designated UA175 that morning? *Woody Box* discovered that an aircraft given a similar flight number, UA177, was scheduled to depart Boston at 6:55 a.m. on 9/11 for Los Angeles.<sup>522</sup> Marcus Arroyo (a regional manager) reported at 9:25 a.m. that several aircraft, including flights AA77, UA175 and UA177 had been hijacked. *Woody Box*'s hypothesis is that the plane tracked by United Airlines as flight 175 was tracked by the FAA as flight UA177. That United Airlines and the FAA tracked different planes, both believing it to be flight UA175, is strengthened by the following facts:

At 8:41, the pilots of UA175 reported to air traffic controllers that they heard a “suspicious transmission” from another aircraft as they departed Logan Airport (Boston). Yet this

<sup>520</sup> RITA (Research and Innovative Technology Administration), Bureau of Transportation Statistics, [Detailed Statistics, Departures](#)

<sup>521</sup> 9/11 Commission Final Report, p. 7

<sup>522</sup> Woody Box, “The mysterious United 177 from Boston”, 30 November 2009, <http://www.aldeilis.net/fake/917.pdf>

information was not passed on to personnel at the United Airlines Systems Operations Control (SOC) center. Rich Miles, the manager there, later told the 9/11 Commission that “though he normally received relevant information about United flights from FAA air traffic control, on 11 September 2001, he did not recall receiving information about any air traffic control communications with or from Flight 175, including the 8:41 a.m. report.”<sup>523</sup> None of the other senior United Airlines officials at the SOC that morning were told of that communication. These officials said “they never received any communication from the FAA or the air traffic control system advising United to contact its aircraft about the hijackings.”<sup>524</sup>

For flight UA93, evidence for a “double” also surfaced. The RITA database indicates that flight UA93 took off from Newark International Airport at 8:28 a.m., whereas according to the 9/11 Commission, it left only at 8:42 a.m.<sup>525</sup> (see table below).

## Detailed Statistics Departures

Airport: New York-New Jersey-Long Island, NY-NJ-PA - Newark Liberty International (EWR)

Airline: United Airlines (UA)

Month(s): September

Day(s): 11

Year(s): 2001

NOTE: A complete listing of [airline](#) and [airport](#) abbreviations is available. Times are reported in local time using a 24 hour clock. Airlines began reporting tarmac times for cancelled and diverted flights in October 2008. Tarmac times for cancelled or diverted flights operated prior to Oct. 1, 2008 are not available. Cause of delay data is available on this database beginning with flights operated in October 2008. For cause of delay data from June 2003, when cause of delay data was first reported, see [BTS Causes of Delay](#) or the [On-Time Performance database](#). For an explanation of the Cause of Delay reporting, see [Understanding the Reporting of Causes of Flight Delays and Cancellations](#). All Cause of Delay (in minutes) are referring to the Arrival Delay.

[Excel](#) | [CSV](#)

| Carrier Code | Date (MM/DD /YYYY) | Flight Number | Tail Number | Destination Airport | Scheduled Departure Time | Actual Departure Time | Wheels-off Time |
|--------------|--------------------|---------------|-------------|---------------------|--------------------------|-----------------------|-----------------|
| UA           | 09/11/2001         | 0031          | UNKNOW      | DEN                 | 11:30                    | 00:00                 | 00:00           |
| UA           | 09/11/2001         | 0075          | UNKNOW      | SFO                 | 14:30                    | 00:00                 | 00:00           |
| UA           | 09/11/2001         | 0077          | UNKNOW      | SFO                 | 19:20                    | 00:00                 | 00:00           |
| UA           | 09/11/2001         | 0079          | UNKNOW      | SFO                 | 17:30                    | 00:00                 | 00:00           |
| UA           | 09/11/2001         | 0081          | N520UA      | SFO                 | 07:00                    | 06:56                 | 07:13           |
| UA           | 09/11/2001         | 0083          | N402UA      | LAX                 | 07:00                    | 06:54                 | 07:20           |
| UA           | 09/11/2001         | 0085          | UNKNOW      | LAX                 | 12:20                    | 00:00                 | 00:00           |
| UA           | 09/11/2001         | 0087          | UNKNOW      | LAX                 | 18:00                    | 00:00                 | 00:00           |
| UA           | 09/11/2001         | 0089          | UNKNOW      | LAX                 | 15:20                    | 00:00                 | 00:00           |
| UA           | 09/11/2001         | 0091          | UNKNOW      | SFO                 | 09:20                    | 00:00                 | 00:00           |
| UA           | 09/11/2001         | 0093          | N591UA      | SFO                 | 08:00                    | 08:01                 | 08:28           |
| UA           | 09/11/2001         | 0419          | UNKNOW      | DEN                 | 17:05                    | 00:00                 | 00:00           |

*Take-off time of flight UA93 on 9/11 from Newark International according to official database RITA*

<sup>523</sup> 9/11 Commission Staff Statement No. 4 (“The Four Flights”), 26 August 2004, p. 20, <http://www.aldeilis.net/fake/246.pdf>

<sup>524</sup> Ibid.

<sup>525</sup> Ibid. p. 10

The entries for flights AA11 and AA77 in the RITA database manifest other anomalies, as discussed below.

## Detailed Statistics Departures

**Airport:** Boston-Cambridge-Quincy, MA-NH - Logan International (BOS)

**Airline:** American Airlines (AA)

**Month(s):** September

**Day(s):** 11

**Year(s):** 2001

NOTE: A complete listing of [airline](#) and [airport](#) abbreviations is available. Times are reported in local time using a 24 hour clock. Airlines began reporting tarmac times for cancelled and diverted flights in October 2008. Tarmac times for cancelled or diverted flights operated prior to Oct. 1, 2008 are not available. Cause of delay data is available on this database beginning with flights operated in October 2008. For cause of delay data from June 2003, when cause of delay data was first reported, see [BTS Causes of Delay](#) or the [On-Time Performance database](#). For an explanation of the Cause of Delay reporting, see [Understanding the Reporting of Causes of Flight Delays and Cancellations](#). All Cause of Delay (in minutes) are referring to the Arrival Delay.

[Excel](#) | [CSV](#)

| Carrier Code | Date (MM/DD /YYYY) | Flight Number | Tail Number | Destination Airport | Scheduled Departure Time | Actual Departure Time | Wheels-off Time |
|--------------|--------------------|---------------|-------------|---------------------|--------------------------|-----------------------|-----------------|
| AA           | 09/11/2001         | 0011          | UNKNOW      | LAX                 | 07:45                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0145          | UNKNOW      | SJC                 | 11:00                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0153          | N232AA      | ORD                 | 08:30                    | 08:29                 | 08:41           |
| AA           | 09/11/2001         | 0163          | UNKNOW      | LAX                 | 15:30                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0181          | UNKNOW      | LAX                 | 11:00                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0189          | N3BMAA      | SEA                 | 08:45                    | 08:43                 | 08:56           |

## Detailed Statistics Departures

**Airport:** Washington-Arlington-Alexandria, DC-VA-MD-WV - Dulles International (IAD)

**Airline:** American Airlines (AA)

**Month(s):** September

**Day(s):** 11

**Year(s):** 2001

NOTE: A complete listing of [airline](#) and [airport](#) abbreviations is available. Times are reported in local time using a 24 hour clock. Airlines began reporting tarmac times for cancelled and diverted flights in October 2008. Tarmac times for cancelled or diverted flights operated prior to Oct. 1, 2008 are not available. Cause of delay data is available on this database beginning with flights operated in October 2008. For cause of delay data from June 2003, when cause of delay data was first reported, see [BTS Causes of Delay](#) or the [On-Time Performance database](#). For an explanation of the Cause of Delay reporting, see [Understanding the Reporting of Causes of Flight Delays and Cancellations](#). All Cause of Delay (in minutes) are referring to the Arrival Delay.

[Excel](#) | [CSV](#)

| Carrier Code | Date (MM/DD /YYYY) | Flight Number | Tail Number | Destination Airport | Scheduled Departure Time | Actual Departure Time | Wheels-off Time |
|--------------|--------------------|---------------|-------------|---------------------|--------------------------|-----------------------|-----------------|
| AA           | 09/11/2001         | 0075          | UNKNOW      | LAX                 | 18:00                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0077          | UNKNOW      | LAX                 | 08:10                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0135          | UNKNOW      | LAX                 | 11:15                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0143          | UNKNOW      | LAX                 | 15:00                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0371          | UNKNOW      | DFW                 | 16:10                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0397          | UNKNOW      | DFW                 | 12:55                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0510          | UNKNOW      | DFW                 | 17:51                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0573          | UNKNOW      | DFW                 | 09:23                    | 00:00                 | 00:00           |
| AA           | 09/11/2001         | 0599          | N871AA      | DFW                 | 07:56                    | 07:49                 | 07:59           |
| AA           | 09/11/2001         | 0771          | N3BFAA      | SJU                 | 07:00                    | 06:57                 | 07:10           |

American Airlines provided to RITA the *scheduled departure times* of flights AA11 and AA77 but neither the aircraft tail number nor the actual or wheels-off departure time. Inexplicably, for the first two years after 9/11, no entry for these two flights appeared on the

RITA database whatsoever, but after this omission was discovered by keen researchers and publicized on the internet, entries for these flights suddenly appeared.

Responding to a question from this author regarding the puzzling entries for flights AA11 and AA77, Attorney Robert M. Kern II at the U.S. Department of Transportation explained to me on 16 June 2008 that “information regarding AA flights 11 and 77 are not in BTS’s data system because the airline did not provide information concerning those flights.” In a follow-up letter to him,<sup>526</sup> I pointed out that “records regarding flights AA11 and AA77 for 9, 10, 12, 13 and 14 September 2001 were present in the BTS database in 2002/3. The presence of these records meant that American Airlines had forwarded to the BTS in advance of these dates the schedule for those flights and should also have included the scheduled departure time for 11 September 2001.”<sup>527</sup> In that same letter, I pointed out that records for flights AA11 and AA77 suddenly appeared in the BTS (now RITA) database sometime in 2004. Others have also noted this.<sup>528</sup> I asked for the reason for this belated addition. I received no answer. On 18 November 2004, I discovered that the departure time on these records had been updated from 00:00 to the official departure time. The underlying documentation shows that BTS (RITA) made various unexplained changes to the records of flights AA11 and AA77 on 9/11.

### **(c) Flight UA93 flew past crash time**

#### **ACARS**

Edward Ballinger was the flight dispatcher in command for all 16 United Airlines’ East Coast to West Coast flights, including flights UA175 and UA93 on 11 September 2001.<sup>529</sup> A document from the 9/11 Commission released in 2009 contains the log of so-called ACARS messages sent on the morning of 9/11 by Ballinger to numerous United Airlines aircraft, warning the pilots of cockpit intrusion.<sup>530</sup>

ACARS, the acronym for Aircraft Communications Addressing and Reporting System, is a digital datalink system for transmission of short, relatively simple messages between air

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<sup>526</sup> Letter from Elias Davidsson to Robert M. Kern , Department of Transportation (RITA), 27 June 2008 and response, <http://www.aldeilis.net/fake/922.pdf>

<sup>527</sup> David West, “Interview with Gerard Holmgren”, 27 June 2005, <http://www.aldeilis.net/fake/923.pdf>; see also Peter Meyer, “Evidence that Flights AA11 and AA77 Did Not Exist on 11 September 2001”, <http://www.aldeilis.net/fake/856.pdf>

<sup>528</sup> On 30 September 2004, a person named Bruce Miller wrote on the forum democraticunderground.com: “I discovered that more than three years after [9/11], somebody has inserted AA11 and AA77 into the BTS records for 9/11/01. They were not there as of two weeks ago. I am kicking myself for not having the foresight to have run off copies of not only Sept. 11, but also 9/12, 13, 14 as well since the two AA flights were still shown as scheduled for those days.” <http://www.aldeilis.net/fake/925.pdf>

<sup>529</sup> MFR 04020009. 14 April 2004. Interview of Ed Ballinger by the staff of the 9/11 Commission, <http://www.aldeilis.net/fake/540.pdf>

<sup>530</sup> Ballinger's ACARS log. 9/11 Commission records. Team 7 Box 13 UAL ACARS-2, <http://www.aldeilis.net/fake/1173.pdf>

controllers and aircraft via *ground stations*.<sup>531</sup> A network of VHF ground radio stations ensure that aircraft can communicate with ground end systems in real time. VHF communication is line-of-sight, and provides communication with ground-based transceivers (often referred to as Remote Ground Stations or RGSSs). The typical range is dependent on altitude, with a maximal 200-mile transmission range common at high altitudes. Remote ground stations are located throughout the United States.

When an ACARS message is sent to an aircraft, it “either [activates] a bell that chimes to let the flight deck know they have an electronic message on the screen or ... automatically prints at a console in between the pilot and first officer’s seats.”<sup>532</sup>

Michael J. Winter, an official of United Airlines, was asked by the FBI on 28 January 2002 to explain ACARS. He said that ACARS

uses radio ground stations (RGS) at various locations throughout the United States for communication. The messages from the aircraft utilize the RGS in a downlink operating system. A central router determines the strongest signal received from the aircraft and routes the signal/message to UAL flight dispatch.<sup>533</sup>

Winter then commented upon the various ACARS messages sent from and to the aircraft designated as flight UA93 and indicated *which* radio ground stations were selected by the central router to communicate with the aircraft.

The ACARS log provides, among other information, the following relevant items:

- Sending time (day-of-month and exact universal time<sup>534</sup>)
- Aircraft registration number
- Three-letter code of the radio ground station (RGS)
- Flight number
- Departure and destination airports (three-letter codes)
- Text of message
- Name of sender
- Reception time in aircraft (month-and-day and universal time)

Edward Ballinger stated that “the ACARS messages have two times listed: the time sent and the time received.” He also stated that “once he sends the message it is delivered to the addressed aircraft through ARINC immediately [Aeronautical Radio, Inc. is a major provider of transport communications, *inter alia* to the aviation industry], he is not aware of any delay

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<sup>531</sup> “ACARS”. Wikipedia

<sup>532</sup> MFR 04020009, Op.cit. <http://www.aldeilis.net/fake/540.pdf>

<sup>533</sup> FBI Document 302-111892 of 28 January 2002. Interview with Michael J. Winter, <http://www.aldeilis.net/fake/2704.pdf>.

<sup>534</sup> More commonly known as “GMT” (Greenwich Mean Time). To find the US EST time, subtract four hours.

in the aircraft receiving the message after he sends it.”<sup>535</sup> The reception time allows the sender to ascertain that the message had been duly received by the devices aboard the aircraft.

The three-letter RGS code allows one to reconstitute approximately where the aircraft was located at the time the message was transmitted. It can be ascertained from the ACARS log that ACARS messages were transmitted by Edward Ballinger to aircraft N591UA (which was assigned to flight UA93) via the following radio ground stations (RGS) at the following times:

Time of

|                |  |
|----------------|--|
| ACARS message: | Transmitted to the aircraft via the radio ground station at: |
| 9:21           | PIT (Pittsburgh)   |
| 9:31           | CAK (Canton/Akron)   |
| 9:40           | CLE (Cleveland)  |
| 9:46           | TOL (Toledo)   |
| 9:50           | TOL (Toledo)   |
| 9:51           | FWA (Fort Wayne, Indiana)                                    |
| 10:10          | CMI (Willard Airport, Champaign, Illinois) <sup>536</sup>    |

In an interview, Michael Winter confirmed that ACARS messages were transmitted to flight UA93 in the above sequence via these ground stations.<sup>537</sup> David Knerr, Manager, Dispatch Automation at United Airlines, attended the interview.

The above timeline indicates that the last successful ACARS transmission to flight UA93 occurred at 10:10 via the remote ground station CMI located at Willard Airport near Champaign (Illinois), which is seven minutes after that aircraft had allegedly crashed near Shanksville, Pennsylvania, nearly 500 miles away!<sup>538</sup>

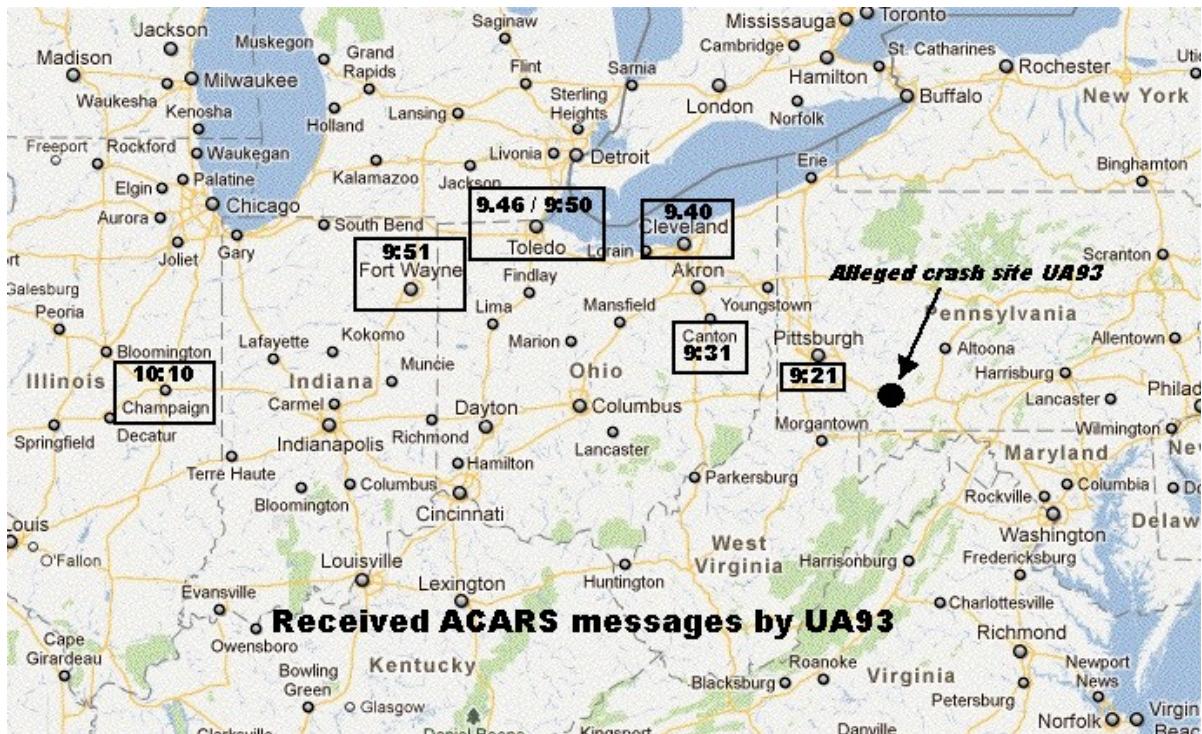
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<sup>535</sup> MFR 04020009, Op. cit. <http://www.aldeilis.net/fake/540.pdf>

<sup>536</sup> Ballinger’s ACARS log, Op.cit. <http://www.aldeilis.net/fake/1173.pdf>

<sup>537</sup> FBI 302-111892. 28 January 2002. Interview with Michael J. Winter

<sup>538</sup> I am indebted to blogger Woody Box (“United Airlines tracked a different Flight 93 than the FAA”), 23 September 2009, for this incredible discovery, <http://www.aldeilis.net/fake/1119.pdf>



### ***Testimony of Colonel Robert Marr***

Colonel Robert Marr told the 9/11 Commission Staff in 2003 that “his focus [on 9/11] was on [flight] UA93, which was circling over Chicago.”<sup>539</sup> Robert Marr did not specify when exactly the flight circled over Chicago. There appears no way to reconcile the presence of the aircraft near Chicago with that flight’s crash at Shanksville, Pennsylvania.

### ***Phone call retransmissions***

A third source independently confirms that flight UA93 was proceeding westwards towards Indiana and did not crash at Shanksville, Pennsylvania. This document lists the Radio Base Stations (RBS) which transmitted phone calls from flight UA93 to ground recipients. This document is comprised of a set of fifty pages which were forwarded by the Department of Justice to the 9/11 Commission. These pages “describe cell phone and air phone calls placed by passengers and crew aboard American Airlines Flight No. 11, American Airlines Flight No. 77, United Airlines Flight No. 175, and United Airlines Flight No. 93 on 11 September 2001.”<sup>540</sup>

<sup>539</sup> MFR 03012970. 27 October 2003. Interview with Robert Marr, <http://www.aldeilis.net/fake/562.pdf>

<sup>540</sup> 9/11 Commission documents, NARA, Team 7, Box 13 Flight 11 Calls Folder - Response from DOJ to Doc Req 14 Calls, <http://www.aldeilis.net/fake/779.pdf>. According to Robert W. Combs, formerly Director of Technical Operations for GTE Airfone, this document “is not a real call record table as generated by the Airfone billing platform,” but is a “a compilation of data formatted for Flight 93 by law enforcement to recreate the order of events on the aircraft.” (personal communication)

The list of phone calls from flight UA93 found in this document includes the codes of the Radio Base Stations (RBS) through which these calls were transmitted. The calls are listed in chronological order, beginning with a call by Thomas Burnett made at 8:30:32 (Indiana Standard Time), i.e. at 9:30:32 (EST). His call and a subsequent call by an unidentified flight attendant at 8:32:39 were transmitted through a Radio Base Station (RBS) located at Fort Wayne (Indiana). Most subsequent calls – until 9:53:43 – were transmitted through the RBS's located at Belleville (Michigan) and Columbus (Illinois). For the two last calls made by flight attendant CeeCee Lyles and passenger Edward Felt, no RBS's are provided. No explanation is given for this omission.<sup>541</sup> The software of the network operating the RBS's determines on the base of the aircraft's heading and other parameters the ground station that would establish the connection and allow the longest connect time with that particular station before handing the call to the next station.<sup>542</sup>

This information is corroborated in a document of the 9/11 Commission released by the National Archives. According to a 9/11 Commission Memorandum For the Record, “[t]wo [phone] calls [from UA93] occurred when the plane was in the Central Time Zone.”<sup>543</sup> The Central Time Zone begins nearly 400 miles from the westernmost point that flight UA93 had reached according to the official flight path. Champaign (Illinois) is located within the Central Time Zone.

We thus have three official, independent sources indicating that the aircraft designated as flight UA93 and carrying passengers was last located at 10:10 (EST) in the vicinity of, or heading towards, Champaign (Illinois). On the base of this information, it is possible to trace the approximate flight path of flight UA93: It passed near Pittsburgh (Pennsylvania) at 9:21, near Akron (Ohio) at 9:31, slightly changed direction to North-West, flying south past Elyria (Ohio) as if heading to Toledo, then veered again slightly southwards as if flying to Lima (Ohio) but heading towards Fort Wayne (Indiana), which it passed around 9:51 and vanished somewhere near Champaign at 10:10.

If any aircraft crashed at Shanksville, it was certainly not flight UA93. The official legend of the crash of flight UA93 is thereby null and void.

#### **(d) Flight UA175 flew past crash time**

##### **ACARS messages**

According to the official account (the 9/11 Commission), an aircraft assigned to flight UA175 crashed on the South Tower of the WTC at 9:03 a.m. Four minutes *before* the alleged crash time, Jerry Tsen sent the following ACARS message to flight UA175 (tail number N612UA): “I heard of a reported incident aboard your acft. Plz verify all is normal...” The

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<sup>541</sup> Ibid.

<sup>542</sup> Explanation provided to me by a credible telecommunications expert

<sup>543</sup> MFR 04020027. May 13, 2004. Briefing by Dave Novak, Assistant US Attorney, FBI Special Agent and Ray Guidetti, NJ State Police to the staff of the 9/11 Commission, <http://www.aldeilis.net/fake/852.pdf>

message was routed to the aircraft via ground station MDT (Harrisburg International Airport, also known as Middleton), located approximately 170 miles from New York City.

At 9:03, when UA175 was supposed to have crashed on the South Tower, Edward Ballinger sent another ACARS message to Flight 175, inquiring: "How is the ride. Any thing dispatch can do for you." That message was also routed via MDT. Edward Ballinger stated that he received no human response to his message of 9:03.<sup>544</sup> As he explained (see above), this does not mean that the message was not received by the aircraft.

ACARS messages are routed by the RGS that prompts the strongest signal from the aircraft. Numerous ground stations nearer to New York City would have routed these messages, had the aircraft been nearing the city. There is no apparent reason that these ACARS messages were routed to the aircraft via MDT, unless that ground station was the nearest one to the aircraft.

At 9:23 a.m. Ballinger transmitted a "cockpit intrusion" ACARS message (identical to the previous one) to several flights, including flight UA175. That message was routed to the aircraft via ground station PIT (Pittsburgh International Airport). PIT is located approximately 350 miles from New York City. The signal received from the aircraft by the PIT ground station (as part of the "handshake" protocol) was thus stronger than that received by MDT (Harrisburg). It follows that the aircraft, after passing near Harrisburg, continued westwards and was located in the vicinity of Pittsburgh at 9:23. Hence, it did not crash on the South Tower of the WTC.

A detailed and easy-to-follow analysis of the ACARS messages sent to flight UA175 was posted on the website of Pilots for 9/11 Truth.<sup>545</sup>

It is surprising that at the time the FBI interviewed Edward Ballinger - in January 2002 - the FBI agent apparently failed to request from him the ACARS log. Ballinger said in that interview that 20 minutes after the crash on the South Tower of the WTC (attributed to flight UA175), he still was not aware that flight UA175 had been hijacked. It appears from that interview, from a media interview and from an interview with the staff of the 9/11 Commission<sup>546</sup> that for some reason Ballinger was kept in the dark about the aircraft for which he was responsible. He was forced to retire from United Airlines on 31 October 2001 and put on total disability by a psychiatrist of the Social Security Administration.<sup>547</sup>

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<sup>544</sup> MFR 04020009. Op. cit. <http://www.aldeilis.net/fake/540.pdf>

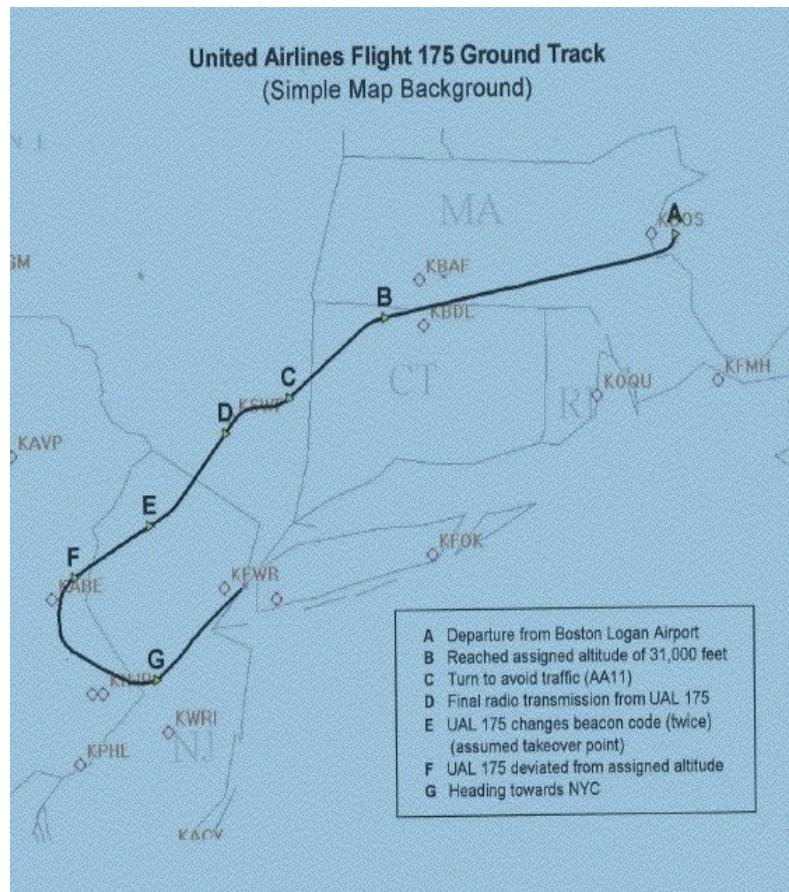
<sup>545</sup> "ACARS confirmed – 9/11 aircraft airborne long after crash", Pilots for 9/11 Truth, <http://www.aldeilis.net/fake/1116.pdf>

<sup>546</sup> MFR 04020009. Op. cit. <http://www.aldeilis.net/fake/540.pdf>

<sup>547</sup> Jon Davis, "Suburban Flight Dispatcher to recount worst day", *Daily Herald* (Illinois), 14 April 2004, <http://www.aldeilis.net/fake/1117.pdf>

## ***A Boeing 767 cannot fly at 774 mph***

According to the NTSB flight path study of flight UA175<sup>548</sup> a radical change of the flight path occurred between 8:51 and 8:56, essentially a 180° turn; and the aircraft descended from 25,000 feet at 8:58 to 1,000 feet at 9:03 (crash time), with the last 8,000 feet descended in one minute (see the following two diagrams).<sup>549</sup> According to these diagrams, the last 60 miles of the flight were flown in approximately 4'40" minutes, putting the average speed for this segment at 774 mph (1245 kmh), a supersonic speed.<sup>550</sup>



We note that none of the phone callers from flight UA175 mentioned the radical turn made between 8:51 and 8:56 a.m. or the steep, supersonic, descent of the aircraft. Passengers Peter Hanson and Brian Sweeney talked to their families from flight UA175 at that time without mentioning any detour or descent (see following diagram showing the estimated altitude of flight UA175 along the time axis). These reports do not add up.

548 "Flight Path Study, UA175", NTSB, 19 February 2002, p. 3, <http://www.aldeilis.net/fake/128.pdf>

549 Ibid. p. 4

550 Factfinder General, USAF 84 RADES Data for UA175 Indicates Mach 1 Speed? Pilots for 9/11 Truth, 21 September 2007, <http://www.aldeilis.net/fake/1118.pdf>

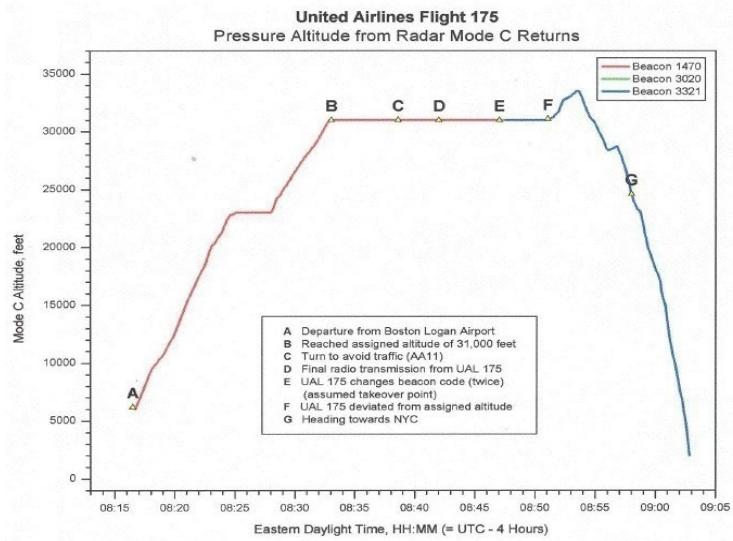


Figure 2 – Altitude Profile

## 11. Reporting bogus events from aircraft

The claim that commercial aircraft had been hijacked on 9/11 is largely based on phone calls allegedly made from the aircraft by crew members and passengers. A thorough analysis of all known phone calls is published in my book *Hijacking America's Mind on 9/11* (p. 121-244).

The present chapter summarizes some of the most significant facts discovered in the aforementioned detailed analysis.

### (a) Inexplicable omissions

#### 1. No caller mentioned having witnessed cockpit entry by “hijackers”

The 9/11 Commission noted in its Final Report: “We do not know exactly how the hijackers gained access to the cockpit.”<sup>551</sup> It should be recalled that in each of the four aircraft, passengers sat in First Class, i.e. in close proximity to the cockpit and could observe all movements to and from the cockpit.<sup>552</sup> Some of these passengers actually made phone calls but did not mention that anybody entered the cockpit, let alone by force. None of the flight attendants, either, reported in their phone calls having observed anyone enter the cockpit. They would certainly have done so if they had noticed any irregular attempts to enter the cockpit. These glaring omissions suggest that no “hijacker” entered the cockpit and certainly not by violent means.

#### 2. No descriptions of the “hijackers”

According to the *Hijacking survival guidelines* issued by U.S. Homeland Security, flight attendants are called upon to use their time wisely “by observing the characteristics and behavior of the hijackers, mentally attach nicknames to each one and notice their dress, facial features and temperaments.”<sup>553</sup> Had hijackings taken place on 9/11, one would expect flight attendants to observe and report in their calls details about the hijackers. Did they do so?

Four flight attendants who made phone calls to the ground – Betty Ong (AA11), Robert Fangman (UA175), Renee May (AA77) and CeeCee Lyles (UA93) – did not describe the “hijackers” in any way. Moreover, they displayed no apparent curiosity to find out who the “hijackers” were. Flight attendant Betty Ong (AA11) and passenger Mark Bingham (UA93) even avoided answering the direct question “Who are they?”

Passenger Thomas Burnett called his wife four times, yet he never described the “hijackers.” Joseph DeLuca and Linda Gronlund traveled together on flight UA93 in First Class. They had seats 2A and 2B. According to FBI documents, they were “sandwiched” between three

<sup>551</sup> 9/11 Commission Final Report, p. 5. Note the qualifier “exactly”, deceptively implying that the 9/11 Commission knew how the hijackers gained access to the cockpit.

<sup>552</sup> See seating plans of the four flights, <http://www.aldeilis.net/fake/292.pdf>, <http://www.aldeilis.net/fake/293.pdf>, <http://www.aldeilis.net/fake/294.pdf> and <http://www.aldeilis.net/fake/295.pdf>

<sup>553</sup> [http://www.nationalterroralert.com/hijacking\\_survival](http://www.nationalterroralert.com/hijacking_survival) (last visited on 1 December 2018)

“hijackers” who had seats 1B, 3C and 3D. Both DeLuca and Gronlund made phone calls, yet neither of them described the “hijackers.”

Four of the 21 callers reportedly described the “hijackers” as dark-skinned or Middle-Easterners: Madeline Sweeney, Brian Sweeney, Sandra Bradshaw and Jeremy Glick.

According to Michael Woodward, a ground employee of American Airlines, he talked to Madeline Sweeney, a flight attendant on flight AA11. She reportedly described the “hijackers” to him as Middle Eastern.

The mother of flight UA175 passenger Brian Sweeney, Louise, told a reporter in 2004 (!) that her son had told her in his call that the “hijackers” were Middle Eastern.<sup>554</sup> But when she was interviewed by the FBI in 2001, she said she had asked her son “Who are the hijackers?” to which he answered “I don’t know who they are” and did not mention their alleged Middle Eastern appearance.<sup>555</sup>

Flight attendant Sandra Bradshaw (UA93) made two calls, the first on 9:49:30 to Richard Belme of United Airlines and the second to her husband Philip at 9:50:04 (Source: FBI timeline). In her first call to United Airlines, she did not describe at all the “hijackers”.<sup>556</sup> Her husband, Philip G. Bradshaw, who was interviewed by the FBI on the very day of the attacks, told the FBI that Sandra had described the “hijackers” as three men with dark skin: “They almost looked Islamic”, whatever that means. While Belme told the FBI that Sandra described the killing of a flight attendant by the “hijackers”, her husband did not mention any killing in her call. According to the first FBI interview with Sandra’s husband, she stated that one “hijacker” was sitting in first class while the “others” were sitting in the “back of the plane.”<sup>557</sup> According to the second FBI interview of her husband conducted the following day, “all three” hijackers were sitting in first class.<sup>558</sup> This would mean that at the time of the call, the “hijackers” had not yet broken into the cockpit. Apart from the above contradictions, Sandra’s reported facts conflict head-on with the official account of the hijacking, as well as with other testimonies, according to which the cockpit had already been broken into at 9:28 a.m.<sup>559</sup> This suggests that Sandra was not relating real events but improvising according to a script.

<sup>554</sup> Corky Siemaszko, “Passengers battle WTC hijack”, *New York Daily News*, March 9, 2004, <http://www.aldeilis.net/fake/998.pdf>

<sup>555</sup> FBI Document 302-46330 of 11 September 2001. Interview with Louise Sweeney, <http://www.aldeilis.net/fake/2705.pdf>

<sup>556</sup> FBI Document 302 1888, Interview with Richard Belme (SAMC), 11 September 2001, <http://www.aldeilis.net/fake/2775.pdf>

<sup>557</sup> FBI Document 302 95686, Interview with Philip G. Bradshaw, 11 September 2001, <http://www.aldeilis.net/fake/2776.pdf>

<sup>558</sup> FBI Document 302 526, Interview with Philip G. Bradshaw, 12 September 2001 <http://www.aldeilis.net/fake/2777.pdf>

<sup>559</sup> Final Report of the 9/11 Commission, p. 11. According to that report, one of the “hijackers” made an announcement from the cockpit at 9:32 a.m. and “a woman, most likely a flight attendant, was being held captive in the cockpit.” (p. 12) None of the numerous callers from flight UA93 mentioned that a flight attendant had been held captive, let alone in the cockpit.

Another passenger who reported that the “hijackers” appeared Middle-Eastern was Jeremy Glick (UA93). According to Glick’s wife Lyzbeth, Jeremy described the “hijackers” as “three dark complexion Arab males” or as “three Iranian looking males.” Yet, in his 20-minute long phone call with his wife, began at precisely 9:37:41 (FBI timeline), Jeremy did not report any violent action aboard the plane, as reported by Sandra Bradshaw to Belme (see above). Glick repeatedly mentioned that the “hijackers” made announcements, but did not say in what language they spoke, and whether they had an “Iranian” or “Arab” accent.<sup>560</sup> In the second FBI interview with Lyzbeth conducted on 12 September 2001, she said her husband told her that the “hijackers” had herded the passengers into the rear of the plane and told them that if they did not crash into the World Trade Center in New York, they were going to blow-up the plane. One of the ”hijackers” then told the passengers to call their loved ones. The three “hijackers” then entered the cockpit of the plane, so her account.<sup>561</sup> According to his narrative, the “hijackers” had not yet entered the cockpit when his call started. Yet according to the Final Report of the 9/11 Commission, the “hijacking” started already at 9:28 and by 9:32 the cockpit had already been overtaken.<sup>562</sup> This suggests that Jeremy was not relating real events but improvising according to a script.

If the hijackers had been conspicuously Middle Eastern, most callers would have probably mentioned this fact or their foreign accent.

### ***3. No mention of foreign accent***

Numerous callers said that the alleged hijackers had made some kind of announcement. Yet no caller mentioned their foreign accent. Jeremy Glick (UA93) said to his wife that “the hijackers had herded the passengers into the rear of the plane and *told them* that if they did not crash into the World Trade Center, they were going to blow up the plane,” yet he also said to his wife that they “did not speak English.”

Peter Hanson, a passenger on flight 175, claimed in his call to his father to have “overheard” the alleged hijackers “talking about eight planes being hijacked.” He did not mention the language in which they spoke, suggesting that they spoke English among themselves.

The fact that none of the callers mentioned the foreign accent or language of the “hijackers” suggests that the “hijackers” were not foreigners or that they did not make the alleged announcements.

### ***4. No one observed the stabbing of Mark Rothenberg (UA93)***

Some of the callers said that one passenger and two flight attendants had been stabbed and even killed on flight UA93. Tom Burnett told his wife Deena in his first call at 9:27 that “they

<sup>560</sup> FBI Document 302 6390, Interview with Elizabeth (Lyzbeth) Glick, 11 September 2001, <http://www.aldeilis.net/fake/2778.pdf>

<sup>561</sup> FBI Document 302 11722, Interview with Elizabeth Glick, 12 September 2001, <http://www.aldeilis.net/fake/2779.pdf>

<sup>562</sup> Ibid.

already knifed a guy" (not indicating who "they" were). Burnett's seat number was 4B. As all four "hijackers" had booked seats in First Class and all male First Class passengers made phone calls, the knifed guy could only have been Mark Rothenberg (seat 5B). Yet none of the other callers from First Class (Mark Bingham, 4D; Joseph DeLuca, 2B; Edward Felt, 2D; and Linda Gronlund, 2A) mentioned a stabbing. It is thus probable that Thomas Burnett did not report a real event but was merely told by someone about this real or fictive event. The same reasoning applies to other callers who claimed that a passenger or a flight attendant had been stabbed. Jeremy Glick (UA93), who had a long phone conversation with his wife from the plane, did not mention any violent activity aboard the aircraft. CeeCee Lyles, a flight attendant on that same plane, made her first call only at 9:47 and left a message, the contents of which have been publicly released. In that message she did not mention any act of violence, let alone that the pilots were injured or dead, as some callers claimed.

#### ***5. Nobody saw the killing of Daniel Lewin (AA11)***

According to calls made by Betty Ong and Madeline Sweeney from flight AA11, a former officer in an elite unit of the Israeli army, Daniel Lewin, was fatally stabbed on that flight. According to flight attendant Ong, passengers believed that a "medical emergency" had occurred in the plane. How could passengers believe that a fatal stabbing was a medical emergency? Were the passengers blind? Or was nobody actually stabbed?

#### ***6. Nobody saw the stabbing of a flight attendant (AA11)***

Madeline Sweeney (AA11) reported to Michael Woodward in Boston that a flight attendant had been "stabbed in the neck." She must, therefore, have been near the action. But how could she observe such a violent action that no one else apparently noticed? As mentioned above, flight attendant Ong said in her phone call that passengers *believed* the crisis to be a medical emergency. How could they entertain such a belief if someone, let alone a flight attendant, had been stabbed? Whoever was aware of this crime, and particularly flight attendants, would have warned the other passengers to be on their guard. To withhold that information from the passengers would have been criminally irresponsible. If passengers weren't aware of these incidents, is it likely that Sweeney reported a real event?

#### ***7. No violence reported on flight AA77***

One flight attendant (Renee May) and one passenger (Barbara Olson) made in total three calls from flight AA77. Both of them said the aircraft had been hijacked, yet neither of them reported any threat or use of violence aboard the aircraft. Neither explained in their calls how the alleged hijackers performed their "hijacking."

#### ***8. Nobody saw how the pilots were overpowered***

Flight attendant Madeline Sweeney (AA11) said in her call that "three men were in the cockpit and in control of the plane." As no pilot would voluntarily relinquish control over passenger aircraft to a stranger, it follows that the "hijackers" must have removed the pilots by force from their seats or even killed them. This could not, however, have happened without risking disturbing the instrument settings and endangering the flight. That the alleged

removal of the pilots and co-pilots of flight AA11 (and of the other three flights) occurred without a hitch is inconceivable, especially if the door of the cockpit had been locked. One must not forget that the “hijackers” had to simultaneously overpower two people in the cockpit. No one, and least of all the 9/11 Commission, has yet proposed a plausible scenario that could explain how the “hijackers” succeeded in entering the cockpits and overpowering the pilots and co-pilots of the four airliners without anyone reporting the struggle.

### **(b) Reports which didn't make sense**

#### *9. Mace or pepper spray that affects only one person*

Betty Ong (flight AA11) repeatedly mentioned breathing difficulties due to mace or pepper spray, but at the same time claimed that the passengers were not aware of the hijacking. Her colleague Madeline ("Amy") Sweeney on the same flight did not mention in her 13-minute call any breathing difficulty due to mace or pepper spray. How can these two testimonies from the same flight be reconciled? If mace or pepper spray had been used in First Class, the alleged hijackers would also have had difficulty breathing and carrying out their murderous tasks.

#### *10. Pilot did not report the hijacking to ground control*

According to Ted Olson, the husband of flight AA77 passenger Barbara Olson, his wife told him that the “pilot had announced that the plane had been hijacked.” She asked her husband what she should tell the pilot. This was a rather surprising question. Assuming that Barbara actually asked that question, this would mean either that the pilot had made the above announcement, thereby raising the question why he did not “squawk” the hijack code 7500, as required, or that she was told by someone to make this statement, regardless of the facts. In that case, her statement would have been deliberately deceptive. Barbara’s message is one of the most significant statements made by any of the callers because however one looks it, it undermines the official legend of the hijacking.

### **(c) Puzzling conduct reported**

#### *12. Callers reported murder with a calm voice<sup>563</sup>*

Numerous recipients and listeners of the phone calls from the planes noted the calmness of the callers. Some recipients found such serenity admirable, others finding it shocking, considering the murderous events described by the callers:

##### *Betty Ong (AA11)*

Her “emergency call” lasted approximately 25 minutes, “as Ong calmly and professionally relayed information” about the murder of a passenger and the contemporaneous stabbing of her colleagues. (9/11 Commission Final Report, p. 5)

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<sup>563</sup> This section is based to a large extent on blogger Shoestring’s original analysis

*Madeline Sweeney (AA11)*

Sweeney “calmly reported on her line that … a man in first class had his throat slashed [and that] two flight attendants had been stabbed...” (9/11 Commission Final Report, p. 6). In an internal report issued by the FBI, Madeline Sweeney reportedly “described the atmosphere in the aircraft as calm while the hijacking was carried out.”<sup>564</sup>

*Robert Fangman (UA175)*

According to Marc R. Policastro of United Airlines (SAMC), Robert Fangman, a flight attendant, called him and told that “both pilots had been murdered and a flight attendant had been stabbed.” He added, though, that “he was reluctant to believe him because [he] was calm and there was no background noise.”<sup>565</sup>

*Todd Beamer (UA93)*

According to telephone operator Lisa Jefferson, passenger Todd Beamer reported to her that the pilot and co-pilot were lying on the floor of first class, injured or dead.<sup>566</sup> She said his voice “was devoid of any stress. In fact, he sounded so tranquil it made me begin to doubt the authenticity and urgency of his call.”<sup>567</sup> According to the transcript of Jefferson’s conversation with Lisa, Beamer’s wife, Jefferson told Beamer’s wife that Todd Beamer was “calm, very calm. You wouldn’t of thought it was a real call … because he was, um, he wasn’t nervous at all. He was speaking in a normal tone of voice, he never got upset, not one time.”<sup>568</sup>

*Sandra Bradshaw (UA93)*

Richard Belme, the UAL manager who took the call of flight attendant Bradshaw, said she was “shockingly calm” while she was telling him that “two hijackers … had attacked and killed” her colleague.”<sup>569</sup>

*Thomas Burnett (UA93)*

In his first call to his wife, Tom Burnett told her that “they just knifed a guy.” In the second call he told her that the “guy they knifed is dead.” Deena Burnett later described his third call: “[I]t was as if he was at Thoratec [the company he worked for], sitting at his desk, and we were having a regular conversation. It was the strangest thing because he was using the same tone of voice I had heard a thousand times. It calmed me to know he was so

<sup>564</sup> FBI, JICI 19.4.2002, PENTTBOMB 265-NY-280350, American Airlines Flight 11, p. FBI 02993, <http://www.aldeilis.net/fake/2711.pdf>

<sup>565</sup> MFR 04017221 Interview with Marc Policastro, 21 November 2003, <http://www.aldeilis.net/fake/742.pdf>

<sup>566</sup> Lisa Jefferson and Felicia Middlebrooks, *Called* (Northfield Publishing, 2006), p. 33

<sup>567</sup> Ibid.

<sup>568</sup> Transcript of phone call between Lisa Jefferson and Lisa Beamer, 15 September 2001, 9/11 Commission documents, Team 7, Box 12, Flight 93 Calls- Todd Beamer Fdr- 9-15-01 FBI 302 Transcript- UAL SAC Nick Leonard re Jefferson-Beamer Call, <http://www.aldeilis.net/fake/124.pdf>

<sup>569</sup> 9/11 Commission Staff Report, 26 August 2004, p. 40, <http://www.aldeilis.net/fake/999.pdf>

confident.”<sup>570</sup> According to journalist and author Jere Longman, in his fourth call, Tom was also “speaking in a normal voice, calm.”<sup>571</sup>

*Jeremy Glick (UA93)*

Jeremy Glick called his wife, Lyz, and told her his plane had been hijacked by three “Iranian-looking” males who told passengers that they intended to blow up the plane.<sup>572</sup> She recalled that “He was so calm, the plane sounded so calm, that if I hadn’t seen what was going on on the TV, I wouldn’t have believed it.”<sup>573</sup>

### ***13. The puzzling passivity of passengers and crew of flight AA11***

The number of passengers and crew members on flight AA11 (except for the alleged hijackers) was 87. According to flight attendants Betty Ong and Madeline Sweeney, who called from that flight, murderous violence took place in the aircraft: flight attendants were stabbed and a passenger had his throat cut. According to Betty Ong, mace or pepper spray made breathing difficult. Under such circumstances, one would have expected everyone on the plane to cooperate in order to subdue the attackers. There is no evidence of any effort by passengers or crew members to subdue the alleged hijackers of that flight, or even to engage them in small talk to find out what they wanted. Such conduct is totally incomprehensible. Compare this passivity with the following examples of violent conduct on aircraft:

- On 19 July 1960, TAA flight 408 was hijacked in flight over Brisbane, Australia, by a man with a bomb who wielded a fully loaded sawn-off .22 calibre rifle. He even fired a shot, but was successfully subdued by a passenger and the captain.<sup>574</sup>
- According to a report in the *Miami Herald* of 22 July 1983, a Cuban named Rodolfo Bueno Cruz, 42, attempted to hijack a plane on a Tampa-Miami flight. He “asked a stewardess for a drink. As she brought it, he grabbed her arm and threatened her with a hunting knife.” Two passengers grabbed him, a third slugged him and other passengers piled on averting what was about to become the ninth successful hijacking in eleven weeks. After subduing him, the passengers tied his hands behind his back with a belt and buckled him into a seat with two seat belts.<sup>575</sup>
- On 7 April 1994, a FedEx employee named Auburn Calloway attempted to kill the crew of cargo jet FedEx flight 705 and crash the aircraft. Calloway was a former Navy pilot and martial arts expert. He carried with him on the plane a guitar case containing several hammers, a knife and a speargun. Despite severe injuries, the crew was able to

<sup>570</sup> Deena Burnett, *Fighting Back* (Advantage Books, 2006) p. 66

<sup>571</sup> Jere Longman, *Among the heroes: The true story of United 93* (Simon & Schuster, 2002) p. 118

<sup>572</sup> FBI 302-11722. 12 September 2001. Interview with Elizabeth Glick

<sup>573</sup> Matthew Brown, “Hero’s family perseveres”, *The Record* (Bergen County, NJ), 5 October 2001

<sup>574</sup> “Worlds First Aircraft Hijacking”, Trans-Australia Airlines Museum; see also Wikipedia: “Trans Australia Airlines Flight 408”

<sup>575</sup> Helga Silva and Arnold Markowitz, “Passengers’ tackle foils knife-wielding skyjacker”, *The Miami Herald*, 22 July 1983, <http://www.aldeilis.net/fake/1012.pdf>

fight back and subdue the attacker. The crew survived the attack to tell the world exactly what happened.<sup>576</sup>

- On 23 July 1999, a Japanese hijacker carrying a 20-cm. long kitchen knife forced a flight attendant on flight ANA 61 to allow him enter the cockpit. He then forced the co-pilot out of the cockpit and attacked the pilot, who still managed to notify air traffic control of the attack. The attacker stabbed the pilot, who later died of his wounds, and took control of the plane but was then disarmed and held down by crew members.<sup>577</sup>
- On 17 March 2000, an agitated and incoherent passenger attacked the pilot and co-pilot of a San Francisco-bound Alaska Airlines jetliner, intending to crash the airliner. The man was subdued by crew members and several passengers.<sup>578</sup>
- On 28 March 2000 a man forced his way into the cockpit of a Boeing 737 (Flight LTU from Tenerife (Spain) to Berlin (Germany)) and attacked the pilot in command. The pilot called for help and the crew members and four passengers were able to subdue the offender before the aircraft landed safely.<sup>579</sup>
- On 29 December 2000, a man broke into the cockpit, fought the pilots, and tried to seize the controls during a flight from London to Nairobi. Fellow travelers were woken at around 4:30 a.m. by screaming. Passenger Benjamin Goldsmith told *Sky News* that the “whole plane was hysterical. I don't think there was a single person on the plane who didn't think we were going to crash.”<sup>580</sup> The man was eventually forced out of the cockpit and subdued by business class passengers and flight attendants.<sup>581</sup> [Note that flight attendant Betty Ong said in her phone call from flight AA11, that the passengers were not even aware that the aircraft had been hijacked]
- On 14 February 2007, a man armed with two pistols hijacked an Air Mauritanian flight but was subdued by two passengers.<sup>582</sup>
- On 5 January 2011, a passenger on Turkish Airlines Flight 1754, flying from Oslo to Istanbul, attempted to hijack the airliner. He said he had a bomb and would blow up the aircraft unless the plane returned to Norway. Some passengers overpowered him.<sup>583</sup>
- On 24 April 2011, a hijacker using a sharp weapon (some reports indicate the suspect was armed with a razor blade, while others say it was a nail clipper) threatened a flight attendant and demanded that the aircraft be flown to Tripoli, Libya. This occurred on

<sup>576</sup> Wikipedia: “Federal Express Flight 705”; see also Penny Rafferty Hamilton, “Life changer - the horrific story of FedEx Flight 705”, *State Aviation Journal* (undated), <http://www.aldeilis.net/fake/901.pdf>

<sup>577</sup> Nicholas D. Kristof, “Pilot of packed Japanese airliner dies after subduing hijacker”, *New York Times*, 23 July 1999, <http://www.aldeilis.net/fake/898.pdf>; see also “ANA pilot slain during hijacking”, *Japan Times*, 23 July 1999, <http://www.aldeilis.net/fake/899.pdf>.

<sup>578</sup> Chuck Squatriglia, “Passenger enters cockpit, attacks pilot of jet near S.F.”, *San Francisco Chronicle*, 17 March 2000, <http://www.aldeilis.net/fake/1013.pdf>

<sup>579</sup> “Hijacking Report”, Aviation Safety Network, 28 March 2000, <http://www.aldeilis.net/fake/1014.pdf>

<sup>580</sup> “British Airways Passenger Fights Pilots in Cockpit”, *Bloomberg*, 29 December 2000, <http://www.aldeilis.net/fake/1015.pdf>

<sup>581</sup> “British Airways pilot fights off mid-air passenger attack”, *Airline Industry Information*, 2 January 2001, <http://www.aldeilis.net/fake/1016.pdf>

<sup>582</sup> “Passengers subdue armed hijacker”, *CNN*, 15 February 2007, <http://www.aldeilis.net/fake/1017.pdf>

<sup>583</sup> Daniel Baxter, “Passengers overpower hijacker on Turkish Airlines Flight TK1754”, *Aviation Online Magazine*, 8 January 2011, <http://www.aldeilis.net/fake/895.pdf>

Alitalia Flight AZ329 from Paris to Rome. He was overpowered by crew and passengers and sedated by a doctor who was among the passengers.<sup>584</sup>

Let us recall that the 9/11 “hijackers” did not – according to the official account – possess firearms, only short knives (or box cutters). None of them was physically imposing.

The alleged success of the alleged 9/11 hijackers in taking over the aircraft without opposition was commented on with surprise by 9/11 Commission staffer Dieter Snell. On 1 December 2003, 9/11 Commission's Vice-Chairman Lee Hamilton interviewed him on the progress of Commission's Team 1a.<sup>585</sup> According to the Notes of this interview taken by Ben Rhodes, ”Dieter [found] it remarkable that [the hijackers] gained cockpit entry and *controlled passengers* even though none were physically imposing – the tallest was probably 5'8, and weight averaged 120-130 lbs.”<sup>586</sup> But Snell did not pursue this line of inquiry.

The passivity of Flight AA11 passengers and those of Flights UA175 and AA77 suggests that no violent action – and no real hijacking – took place aboard these flights, contrary to what some flight attendants said in their calls.

#### ***14. Almost no callers from flights AA11, UA175 and AA77***

Officially, the number of passengers (excluding the crew and the alleged hijackers) on flights AA11, UA175 and AA77 was 76, 51, and 53, respectively, of which many were known to take initiatives in their private and professional lives. Yet no passenger from flight AA11, only two from flight UA175 and only one from flight AA77 made phone calls to someone on the ground. This omission can be explained neither by their fear or by their belief that it was not possible to make calls. They certainly saw flight attendants on Flights AA11 and AA77 and, in the case of Flight UA175, two passengers, make successful and even long phone calls without incurring any risk. It is particularly surprising that Barbara Olson was the only passenger on AA77 to make calls, whereas – according to her – all the passengers had been herded into the back of the plane, and would have been highly motivated to make calls after seeing her, a nationally known television commentator, repeatedly call her husband to tell him that the aircraft had been hijacked. In other words, many would have emulated these few callers, if there was a real crisis on board. Presumably there was none.

<sup>584</sup> “Man attempts to hijack Alitalia Paris-Rome flight”, *BBC*, April 25, 2011, <http://www.aldeilis.net/fake/897.pdf>; and “Passenger wanted flight to go to Libya”, *USA Today*, 24 April 2011, <http://www.aldeilis.net/fake/896.pdf>

<sup>585</sup> MFR 030012997. December 1, 2003. Meeting of Team 1a: Dieter Snell with Chris Kojm and Vice-Chairman Hamilton, <http://www.aldeilis.net/fake/1018.pdf>

<sup>586</sup> Ibid. Emphasis added

## 12. What caused the disintegration of the Twin Towers?

It is not in dispute that merely seeing the sudden and complete disintegration of the huge Twin Towers was for many people, even those seeing it happen on TV, a traumatic experience. The reason for the horror was not the disintegration itself but the awareness that with it thousands of human beings would die. That psychological impact was heightened by seeing aircraft impacting the buildings. The North Tower was reportedly hit by an aircraft at 8:46 a.m. and disintegrated at 10:28 a.m., that is, after 102 minutes. The South Tower was reportedly hit by an aircraft at 9:03 a.m. and disintegrated at 9:59 a.m., after merely 56 minutes.

Those who viewed an aircraft impact the South Tower and the subsequent disintegration of both buildings could not fail to causally connect these separate events in their minds. The huge psychological trauma was caused by their *compound effect*. Was this trauma intended by the planners of the events? Apparently, if the following analysis is correct.

### **(a) Unique events in the history of high-rise, steel-reinforced buildings**

Before their demise on 9/11, the Twin Towers rose to the height of 1,368 and 1,362 feet, respectively (or 417 and 415 meters), comprising 110 floors each. Their width and depth was 208 feet each (or 63 m).

On the morning of 9/11, no firefighter expected any of the World Trade buildings to undergo a complete structural failure. For example, the battalion chief of the New York Fire Department stated in a transcribed testimony that “there was never a thought that this whole thing is coming down.”<sup>587</sup>

At the 11<sup>th</sup> Public Hearing of the 9/11 Commission, Commission staffer Sam Caspersen said:

None of the chiefs present believed a total collapse of either tower was possible. Later, after the Mayor had left, one senior chief present did articulate his concern that upper floors could begin to collapse in a few hours.<sup>588</sup>

The reason no one anticipated a total collapse was simple: No modern, steel-reinforced high-rise building had previously collapsed as a result of an uncontrolled office fire.<sup>589</sup> Indeed,

<sup>587</sup> Oral histories, WTC Task Force Overview, Battalion Chief Brian Dixon, Interview Date: 25 October 2001. File No. 9110166. Page 15 ([www.aldeilis.net/fake/2719.pdf](http://www.aldeilis.net/fake/2719.pdf)). The perception of a “secondary explosion” described by Brian Dixon was confirmed by Chief Albert Turi. Interview Date: October 23, 2001. File No. 9110142. Page 14 ([www.aldeilis.net/fake/2720.pdf](http://www.aldeilis.net/fake/2720.pdf))

<sup>588</sup> 11. Public Hearing of the 9/11 Commission, 18 May 2004, p. 28, <http://www.aldeilis.net/fake/2484.pdf>  
<sup>589</sup> On February 23-24, 1991, a fire erupted at One Meridian Plaza, in Philadelphia, burned uncontrolled for the first 11 hours and lasted 19 hours. The contents of nine floors were completely consumed in the fire. But the columns remained intact and sustained their load carrying ability throughout the fire incident, and continued to do so for several years after the fire. No structural failure occurred. Source: James Milke, Venkatesh Kodur and Christopher Marrion, Overview of Fire Protection in Buildings, Appendix

none of the institutions tasked with investigating the demise of the buildings cited any precedent.

### **(b) The birth of the official theory**

At around 11:55 a.m. on 11 September 2001, the official explanation for the disintegration of the Twin Towers was launched by Fox News' Rick Leventhal interview with Mark Walsh, who appeared to have been selected randomly on the street. Walsh described the events to viewers on camera with great fluency, a description that would become the official explanation for the demise of the Twin Towers:

I was [unintelligible] the 43d floor of the building, which is five blocks from the World Trade Center itself. I witnessed the entire thing, from beginning to end.... I was watching with my roommate, it was approximately several minutes after the first plane hit, I saw this plane come out from nowhere, and just rammed [indicating the aircraft's movement with a hand gesture] right into the side of the Twin Tower, exploding through the other side. And then I witnessed both towers collapse, one first and then the second, mostly due to structural failure because the fire was just too intense.<sup>590</sup>

Those who have watched the interview with Mark Walsh, could not fail noticing the fluency with which this man was able to describe and explain the disintegration of the Twin Towers ninety minutes after the events. His use of the technical expression "structural failure" and the formal vocabulary "witnessed" and "due" (rather than "saw" and "because of") suggests that he had been coached for the interview.

The comments of Jerome (Jerry) Hauer, at the time head of Mayor Giuliani's New York Office of Emergency Management (OEM), also anticipated early on the official collapse theory. Asked by Dan Rather on *CBS News* just hours after the disintegration of the buildings whether it is possible that a plane crash could have caused the collapse of these buildings, or whether "it [would] have required the, sort of, prior positioning of other explosives in the...buildings?" Hauer stammered:

No, I, uh, my sense is just the velocity of the plane and the fact that you have a plane filled with fuel hitting that building, uh, that burned, uh, the velocity of that plane, uh, certainly, uh, uh, had an impact on the structure itself, and then the fact that it burned and you had that intense heat, uh, probably weakened the structure as well, uh, and I think it, uh, was, uh, simply the, uh, the planes hitting the buildings and, and causing the collapse.<sup>591</sup>

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A to the World Trade Center Building Performance Study Report, FEMA, May 2005, p. A-9/A-10,  
<http://www.aldeilis.net/fake/1814.pdf>

<sup>590</sup> FOX News - Rick Leventhal interviews 9/11 WTC witness, Mark "Harley Guy" Walsh. At <https://www.youtube.com/watch?v=07hJhmiWZSY> (last visited on 11 November 2018, cached at <http://www.aldeilis.net/fake/mikewalsh.mov>)

<sup>591</sup> Interview with Jerome Hauer on the morning of 9/11, cached at <http://www.aldeilis.net/fake/jeromehauer.mov>. Also at "The 9/11 Solution", Brasscheck.tv (no date)

How could Hauer be so certain that no explosives were used to demolish the buildings, having no evidence to build on, except what he saw on television? It is not surprising that the interview was not shown again.

### **(c) The first official investigation of the WTC disintegration** <sup>592</sup>

In the wake of the disappearance of the WTC buildings, the American Institute of Steel Construction, Inc. (AISC) contacted the Federal Emergency Management Agency (FEMA) and the leading structural engineering associations and formed a special task force to investigate the structural collapses of the World Trade Center buildings.<sup>593</sup> Similarly, a group of engineers from the (ASCE) formed a Disaster Response Team within the American Society of Civil Engineers to investigate the events in order to investigate the devastation of the buildings.<sup>594</sup> On the following day, 12 September 2001, FEMA and its contractor, Greenhorne and O'Mara, Inc. established a Building Performance Assessment Team (BPAT) to conduct a formal analysis of what they termed the “progressive collapses” of the buildings,<sup>595</sup> a designation that predetermined the results of their investigation.<sup>596</sup> The BPAT's investigation obtained \$600,000 from FEMA and \$500,000 from ASCE.<sup>597</sup>

The involvement of FEMA in the investigation was not self-evident, for FEMA's traditional statutory mission established by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of November 23, 1988, did not include investigations. The mission of the agency at the time was to help “State and local governments [...] alleviate the suffering and damage which result from ... disasters,” such as floods and earthquakes. It is therefore significant that in May 2001, just four months prior to 9/11, President George W. Bush announced that FEMA would expand its responsibility to include government response to terrorist attacks.<sup>598</sup>

To accompany the extension of FEMA's prerogatives, President Bush nominated Joe M. Allbaugh, formerly director of Bush's election campaign and one of the President's inner circle of advisors, to the post of Director of FEMA.<sup>599</sup> Director Allbaugh, in turn, appointed

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<sup>592</sup> The terms “disintegration” and “demise” are preferred to “collapses”, “pulverization” or “destruction”, because each of these latter terms prejudices the quest for a definitive answer as to the cause of these buildings' disappearance.

<sup>593</sup> “AISC Task Force to Investigate World Trade Center Collapse”, *Steel News*, 12 September 2001, <http://www.aldeilis.net/terror/885.pdf>

<sup>594</sup> “Learning from 9/11 – Understanding the Collapse of the World Trade Center”, Hearing before the Committee on Science, House of Representatives, 6 March 2002, <http://www.aldeilis.net/fake/865.pdf>

<sup>595</sup> Ibid. <http://www.aldeilis.net/fake/865.pdf>

<sup>596</sup> Ibid. <http://www.aldeilis.net/fake/865.pdf>. Note that the formulation “progressive collapses” predetermined the conclusions of the investigation.

<sup>597</sup> Ibid. <http://www.aldeilis.net/fake/865.pdf>

<sup>598</sup> James Gerstenzang, “Bush puts FEMA in charge of domestic terrorism response”, *Los Angeles Times*, 9 May 2001, <http://www.aldeilis.net/fake/863.pdf>

<sup>599</sup> Lou Waters and Major Garrett, “Transition of Power: Bush Meeting with High-Tech Executives”, *CNN*, 4 January 2001, <http://www.aldeilis.net/fake/2739.pdf>

Dr. W. Gene Corley to head the BPAT team mentioned above.<sup>600</sup> Dr. Corley had previously served as the principal investigator of the bombing of the Murrah Building in Oklahoma City,<sup>601</sup> another criminal event still marred by unanswered questions and suspicions of an official cover-up.<sup>602</sup> The final report of the FEMA-BPAT investigation was released in May 2002.<sup>603</sup>

Bill Manning, editor of *Fire Engineering Magazine*, called the FEMA-BPAT investigation “a half-baked farce that may already have been commandeered by political forces whose primary interests, to put it mildly, lie far afield of full disclosure.”<sup>604</sup> In his editorial he blasted the lack of seriousness of the FEMA-BPAT investigation:

Except for the marginal benefit obtained from a three-day, visual walk-through of evidence sites conducted by ASCE investigation committee members - described by one close source as a ‘tourist trip’ - no one’s checking the evidence for anything...As things now stand and if they continue in such fashion, the investigation into the World Trade Center fire and collapse will amount to paper- and computer-generated hypotheticals.<sup>605</sup>

#### **(d) The second official investigation of the WTC’s disappearance**

It appears that the FEMA-BPAT study did not satisfy anyone. It left many questions unanswered and the official theory regarding the disappearance of the Twin Towers vulnerable to criticism. FEMA asked the National Institute of Standards and Technology (NIST) already in January 2002 to “take over the next phase of the investigation of the collapse essentially to build upon the BPAT recommendations and conduct a more thorough investigation of the events *leading* to the collapse.”<sup>606</sup> To investigate the collapse itself was thus outside NIST’s mandate. Under the heading “Purpose and Scope”, NIST’s final report similarly indicates that “[o]ne of the four objectives of the investigation” was to “develop and evaluate failure hypotheses, resulting in the probable sequence of structural events *leading to collapse* for each WTC tower.”<sup>607</sup>

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<sup>600</sup> Learning from 9/11: Understanding the Collapse of the World Trade Center, Hearing, Committee on Science, U.S. House of Representatives, 6 March 2002, <http://www.aldeilis.net/fake/2485.pdf>

<sup>601</sup> Ibid.

<sup>602</sup> Michael Isikoff, “Oklahoma City Bombing’s Unanswered Questions in New Book”, *The Daily Beast*, 18 April 2012, <http://www.aldeilis.net/fake/887.pdf>

<sup>603</sup> World Trade Center Building Performance Study Chapter 1, FEMA, May 2002 , <http://www.aldeilis.net/fake/1827.pdf>

<sup>604</sup> Bill Manning, “\$elling out the investigation”, *Fire Engineering Magazine*, 1 January 2002, <http://www.aldeilis.net/fake/866.pdf>

<sup>605</sup> Ibid.

<sup>606</sup> Glenn Corbett addressing a Hearing before the Committee on Science, House of Representatives, 26 October 2005, pp. 69-74 (emphasis added), <http://www.aldeilis.net/fake/1815.pdf>

<sup>607</sup> NIST NCSTART 1-6, September 2005, p. xxxvii (emphasis added), <http://www.aldeilis.net/fake/1817.pdf>

While the WTC investigation by NIST was funded by the government and was promoted as a scientific effort, no part of any report resulting from NIST's investigation was allowed to be admitted as evidence in a court or used in any suit or action for damages. Additionally, NIST employees involved with these investigations were not permitted to serve as expert witnesses.<sup>608</sup>

On 21 August 2002, NIST announced the initiation of its building and fire safety investigation of the World Trade Center (WTC) disaster. This investigation was then conducted under the authority of the National Construction Safety Team (NCST) Act, which was signed into law on 1 October 2002.<sup>609</sup>

The draft summary report of the NIST investigation into the disappearance of the Twin Towers was released on 23 June 2005. Dr. Hratch Semerjian, Acting Director of NIST, characterized NIST's investigation as "thorough, open, independent."<sup>610</sup> This was a triple mischaracterization, for NIST, as an agency within the U.S. Department of Commerce, whose director is appointed by the President, is not in any conceivable way "independent" from political interference. NIST's investigation was not "open" either: The agency withheld all source materials and documents used to arrive at its conclusions.<sup>611</sup> NIST's investigation was also far from thorough, as will be shown below, because (a) it ignored all testimonies that would have contradicted its collapse theory; and (b) it limited its investigation to "events leading to the collapse," leaving the "collapse" itself outside the scope of its investigation.

On February 18, 2004, that is, before the release of NIST's reports, over 62 leading scientists – Nobel laureates, leading medical experts, former federal agency directors, and university department chairs and presidents – signed a statement voicing their concern about the misuse of science by the Bush administration. Over the next four years, 15,000 U.S. scientists added their names to this statement. To ensure a politically correct "scientific finding," the administration "plac[ed] people who are professionally unqualified or who have clear conflicts of interest in official posts and on scientific advisory committees" and "censor[ed] and suppress[ed] reports by the government's own scientists."<sup>612</sup> As shown below, such unscientific methods were also used with regard to the NIST investigation of the disappearance of the World Trade Center buildings.

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<sup>608</sup> NIST: Questions and Answers about the Overall NIST WTC Investigation, 19 September 2011. (Question/Answer 14), <http://www.aldeilis.net/fake/1816.pdf>

<sup>609</sup> [http://www.nist.gov/el/disasterstudies/wtc/wtc\\_about.cfm](http://www.nist.gov/el/disasterstudies/wtc/wtc_about.cfm)

<sup>610</sup> Remarks by Dr. Hratch Semerjian, WTC Investigation Report Press Briefing, 23 June 2005. <http://www.aldeilis.net/fake/610.pdf>

<sup>611</sup> Sally Regenhard, Address to the Committee on Science of the House of Representatives, 26 October 2005, <http://www.aldeilis.net/fake/1815.pdf>

<sup>612</sup> "Scientist Statement on Restoring Scientific Integrity to Federal Policy Making", Union of Concerned Scientists (undated), <http://www.aldeilis.net/fake/2544.pdf> (thanks to Prof. David Ray Griffin for the source)

### **(e) The cover-up by FEMA-BPAT and NIST**

Whereas numerous critical observers have approached this issue by initially examining and refuting NIST's own theory for the disappearance of the World Trade towers, I have chosen an alternative approach, namely examining how NIST dealt with the following questions that an educated non-expert would be likely to ask:

***How did investigators determine that the fire in the buildings was hot and long enough to cause a total structural failure?***

The *BBC* felt confident enough to claim by 13 September 2001 that the “steel cores inside [the towers] reached temperatures of 800°C” and quoted structural engineer Chris Wise to the effect that “nothing on Earth could survive those temperatures with that amount of fuel burning.”<sup>613</sup> The building’s construction manager, Hyman Brown, also quoted by the *BBC*, even claimed that the “24,000 gallons of aviation fluid melted the steel. Nothing is designed or will be designed to withstand that fire.”<sup>614</sup> Apart from the absurd claim that burning aviation fuel and an uncontrolled office fire can melt steel, it is odd that the *BBC* would feel sufficiently confident to provide a definite explanation for the demise of the Twin Towers just two days after the event. Giving these experts the benefit of the doubt and reinterpreting their statements as meaning that the fire was hot enough to “weaken” the steel structure rather than to melt it, let us examine what evidence there is for the claim that this was the case.

It is known that “structural steel begins to soften around 425°C and loses about half of its strength at 650°C.”<sup>615</sup> The recommended temperatures for forging steel vary between 1193°C to 1288°C, depending on the type of steel.<sup>616</sup> The melting point of structural steel is approximately 1510°C.

According to Thomas W. Eagar and Christopher Musso of the FEMA-BPAT team, “even with its strength halved, the steel could still support two to three times the stresses imposed by a 650°C fire.”<sup>617</sup> But this was a general statement. In order to claim that fire fatally weakened the structural integrity of a building, it is crucial to establish the behavior of the fire and its temperature at specific locations within the structure. The FEMA-BPAT report stated in general terms:

Temperatures may have been as high as 900-1,100 degrees Centigrade (1,700-2,000 degrees Fahrenheit) in some areas and 400-800 degrees Centigrade (800-1,500 degrees Fahrenheit) in others.<sup>618</sup>

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613 “How the World Trade Center fell”, *BBC*, 13 September 2001, <http://www.aldeilis.net/terror/890.pdf>

614 Ibid. <http://www.aldeilis.net/terror/890.pdf>

615 Thomas W. Eagar and Christopher Musso, „Why Did the World Trade Center Collapse? Science, Engineering, and Speculation“, *JOM* 53(12) (2001), pp. 8-11, <http://www.aldeilis.net/fake/1819.pdf>

616 Jeremiah MacSleyn, An Investigation of the Proper Hot Forging Temperatures for Various Steel Grades, Dept. of Met. & Mat. Engr., Colorado School of Mines, May 2001, Table II (a)

617 Thomas W. Eagar and Christopher Musso, Op. cit. <http://www.aldeilis.net/fake/1819.pdf>

618 FEMA-BPAT Building Performance Study, 09/2002, Chapter 2 (WTC 1 and WTC 2) page 2-22, <http://www.aldeilis.net/fake/2483.pdf>

The authors did not indicate which structural elements were subject to these temperatures and for how long. The authors did not refer to hard evidence underpinning their vague temperature figures.

For fairness sake, the authors admitted that the “Preliminary studies of the growth and heat flux produced by the fires (...) were not of sufficient detail to permit an understanding of the probable distribution of temperatures in the buildings at various stages of the event and the resulting stress state of the structures as the fires progressed.”<sup>619</sup>

Indeed, as author Mark Gaffney has written:

The columns in each tower were part of an interconnected steel framework that weighed some 90,000 tons; and because steel is known to be at least a fair conductor of heat, on 9/11 this massive steel superstructure functioned as an enormous energy sink ... The fires on 9/11 would have taken many hours...to slowly raise the temperature of the steel framework as a whole to the point of weakening even a few exposed members.<sup>620</sup>

Examples of skyscraper fires that display the characteristics of a “raging fire” include the fire of One Meridian Plaza in Philadelphia on 23 February 1991, which lasted 18 hours; the fire at the Caracas Tower in Venezuela on 17 October 2004, which lasted more than 17 hours; the fire of the Windsor Building in Madrid (Spain) on 12 February 2005, which burned for almost an entire day; and the fire of the Beijing Mandarin Oriental Hotel on 9 February 2009, which burned for at least 3 hours.<sup>621</sup> While the Windsor Building collapsed partially, none of these buildings collapsed completely. The South Tower in New York “collapsed” completely after 55 minutes.

According to NIST, only three columns in the North Tower showed evidence that the steel and paint reached temperatures above 250°C: The east face, floor 98, column 210, inner web; the east face, floor 92, column 236, inner web; and the north face, floor 98, column 143, floor truss connector.<sup>622</sup> Of the more than 170 areas examined on 21 exterior panels, “only three locations had mud-cracking of the paint, indicating that the steel may have reached temperatures in excess of 250°C. The 21 panels represent only 3 percent of all panels of the fire floors, however, and cannot be considered representative of other columns on these floors.”<sup>623</sup> Two of the core columns ... in the fire-affected floors were examined for paint

<sup>619</sup> Ibid, Section 2.4, p. 2-39, <http://www.aldeilis.net/fake/2483.pdf>

<sup>620</sup> Mark H. Gaffney, “The NIST Report on the World Trade Center Collapse One Year Later: Still Dead On Arrival”, Information Clearing House, 4 January 2008 (cited by David R. Griffin, *The New Pearl Harbor Revisited*, p.17-18)

<sup>621</sup> “Other Fires in Steel-Structured Buildings”, Serendipity (undated), <http://www.aldeilis.net/fake/2740.pdf>

<sup>622</sup> Stephen W. Banovic & Timothy Foecke, Damage and Failure Modes of Structural Steel Components, NIST NCSTAR 1-3C, September 2005, p. xiv, <http://www.aldeilis.net/fake/1823.pdf> (large file)

<sup>623</sup> Frank W. Gayle et al, “Mechanical and Metallurgical Analysis of Structural Steel”, NIST, NCSTAR 1-3. September 2005, p. 101, <http://www.aldeilis.net/fake/1824.pdf> (large file)

cracking. “The few areas with sufficient paint for analysis did not show mud cracking patterns, indicating the columns did not exceed 250°C.”<sup>624</sup>

NIST acknowledged that the “performance of the steel within the structures played a key role in how the buildings performed, from impact to final collapse.” Yet of a total of 200,000 tons of structural steel used in the construction of the Twin Towers, NIST was only provided with about 230 steel samples from the Twin Towers on which to base its analysis.<sup>625</sup>

In sum, neither the FEMA-BPAT team nor NIST presented evidence that any portions of the steel structures of the Twin Towers had been subjected for a sufficient duration to temperatures high enough to cause them to collapse simultaneously, let alone the complete structure.

***How did investigators explain the reported ground shaking preceding the collapse of the Towers?***

Some witnesses reported having felt ground shaking just before one of the buildings started disintegrating:

- Fire Patrolman Paul Curran reported that “all of a sudden the ground just started shaking. It felt like a train was running under my feet.... The next thing we know, we look up and the tower is collapsing.”<sup>626</sup>
- EMS Lieutenant Bradley Mann said he felt the ground shaking prior to the first collapse: “The ground shook again, and we heard another terrible noise and the next thing we knew the second tower was coming down.”<sup>627</sup>
- EMT Joseph Fortis said, “the ground started shaking like a train was coming.” He then looked up and saw the South Tower starting to collapse.<sup>628</sup>
- Lonnie Penn, another EMT, said he and his partner “felt the ground shake. You could see the towers sway and then it just came down.”<sup>629</sup>
- Battalion Chief Brian O’Flaherty said, “I hear a noise. Right after that noise, you could feel the building start to shudder, tremble, under your feet.” He then heard the “terrible noise” of the South Tower collapsing.<sup>630</sup>

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<sup>624</sup> Ibid.

<sup>625</sup> Ibid. p. xxxviii

<sup>626</sup> Oral Reports, File No 9110369, Interview of Fire Patrolman Paul Curran, 18 December 2001, p.11 (emphasis added), <http://www.aldeilis.net/fake/2721.pdf>

<sup>627</sup> Oral Reports, File No 9110194, Interview of EMS Lieutenant Bradley Mann, 7 November 2001, p.11 (emphasis added), <http://www.aldeilis.net/fake/2722.pdf>

<sup>628</sup> Oral Reports, File No. 9110200, Interview with EMT Joseph Fortis, 9 November 2001, p. 7 (emphasis added), <http://www.aldeilis.net/fake/2723.pdf>

<sup>629</sup> Oral Reports, File No. 9110203, Interview with EMT Lonnie Penn, 9 November 2001, p. 3 (emphasis added), <http://www.aldeilis.net/fake/2724.pdf>

<sup>630</sup> Oral Reports, File No. 9110431, Interview with Battalion Chief Brian O’Flaherty, 9 January 2002, p. 3 (emphasis added), <http://www.aldeilis.net/fake/2725.pdf>

Graeme MacQueen devoted an entire article to this phenomenon and cited more witnesses.<sup>631</sup> Was ground shaking evidence for explosions in the sub-basement? The question was never examined seriously by investigators.

The FEMA-BPAT team and NIST completely ignored these testimonies.

***How did investigators explain comments made by observers on 9/11 that the collapses resembled controlled demolitions?***

Before the official account of the demise of the buildings was etched in stone, several witnesses said that their disintegration reminded them of *controlled demolitions*, i.e. the demolition of buildings with explosives.

- Reporter *John Bussey*, who watched the event from the office of the *Wall Street Journal* across the street from the World Trade Center, said, “I... looked up out of the office window to see what seemed like perfectly synchronized explosions coming from each floor, spewing glass and metal outward. One after the other, from top to bottom, with a fraction of a second between, the floors blew to pieces.”<sup>632</sup>
- Deputy Fire Commissioner *Thomas Fitzpatrick* described his impression a few weeks later: “I remember seeing, it looked like sparkling around one specific layer of the building.... Then the building started to come down. My initial reaction was that this was exactly the way it looks when they show you those implosions on TV.”<sup>633</sup>
- Assistant Fire Commissioner *Stephen Gregory*: “I saw low-level flashes. In my conversation with Lieutenant Evangelista... he questioned me and asked me if I saw low-level flashes in front of the building, and I agreed with him... I saw a flash flash flash and then it looked like the building came down.... You know like when they demolish a building, how when they blow up a building, when it falls down? That’s what I thought I saw.”<sup>634</sup>
- Firefighter *Richard Banaciski*: “It seemed like on television they blow up these buildings. It seemed like it was going all the way around like a belt, all these explosions.”<sup>635</sup>

The FEMA-BPAT team as well as NIST investigators completely ignored these testimonies, which were never repeated.

<sup>631</sup> Graeme MacQueen, “Did the earth shake before the South Tower hit the ground”, 9 July 2009, <http://www.aldeilis.net/fake/1825.pdf>

<sup>632</sup> John Bussey, Eye of the Storm: One Journey Through Desperation and Chaos, *The Wall Street Journal*, 12 September 2001, <http://www.aldeilis.net/fake/1826.pdf>

<sup>633</sup> Oral Reports, File No. 9110001, Interview with Deputy Commissioner Thomas Fitzpatrick, 1 October 2001, pp. 14-15, <http://www.aldeilis.net/fake/2726.pdf>

<sup>634</sup> Oral Reports, File No. 9110008, Interview with Assistant Commissioner Stephen Gregory, 3 October 2001, pp. 14, <http://www.aldeilis.net/fake/2727.pdf>

<sup>635</sup> Oral Reports, File No. 9110253, Interview with Firefighter Richard Banaciski, 6 December 2001, pp. 3, <http://www.aldeilis.net/fake/2728.pdf>

***How did investigators explain the sudden onset of the buildings' disintegration?***

If one accepts the conclusion of the FEMA-BPAT team that the structure weakened *gradually*, this process would have been accompanied by a gradual sagging of the floors above the weakened structural members. Yet, no such sagging was observed by eyewitnesses or on video recordings. FEMA experts, although aware of the nature of this phenomenon,<sup>636</sup> did not mention evidence of sagging. Their study, on the contrary, acknowledged the *sudden* onset of the disintegration of each tower, but then failed to explain it.<sup>637</sup>

NIST reported that according to tests it carried out, sagging *could* have occurred in the Twin Towers, but it did not produce evidence that sagging had actually occurred.

***How did investigators explain the evidence of explosions accompanying the disintegration of the buildings?***

Testimonies of explosions in the World Trade Center were reported on mainstream television on the very day of 11 September 2001.<sup>638</sup> On 12 September 2001, two U.S. Senators referred to explosions and blasts in the World Trade Center: Senator Mary Landrieu (Louisiana) referred to “explosions which brought down skyscrapers”<sup>639</sup> and Senator Olympia Snowe (Maine) referred to the “sounds of blasts [which] echoed across Manhattan and our [n]ation’s [c]apital.”<sup>640</sup>

Thereafter, however, evidence of explosions was not mentioned again in the mainstream media.

Between October 2001 and January 2002, five hundred and three firefighters, paramedics, and emergency medical technicians involved at the World Trade Center on 9/11 were interviewed about their experience. Their transcribed testimonies, comprising more than 12,000 pages, were released in 2005 under the title *The Oral Histories*, after *New York Times* went to court and demanded their release. They are posted on the website of the newspaper.<sup>641</sup> Over one hundred interviewees said they heard, saw or felt explosions before and during the buildings’ disintegration.

Below are a few samples of such testimonies. Please note *how* witnesses described their experience:

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<sup>636</sup> FEMA-BPAT Building Performance Study, (2002), Chapter 2 (WTC 1 and WTC 2) page 2-25, <http://www.aldeilis.net/fake/2482.pdf>

<sup>637</sup> FEMA-BPAT Building Performance Study (2002), Chapter 1, p. 1-8, <http://www.aldeilis.net/fake/1827.pdf>

<sup>638</sup> Leon Harris at al, “Two Planes Crash Into World Trade Center”, *CNN*, 11 September 2001, <http://www.aldeilis.net/fake/2755.pdf>

<sup>639</sup> Congressional Debates, 12 September 2001, p. S9306, <http://www.aldeilis.net/fake/2741.pdf>  
<sup>640</sup> Ibid.

<sup>641</sup> The Sept. 11 Records (the Oral Reports), *New York Times*, <http://www.aldeilis.net/fake/2486.pdf>

- Assistant Fire Commissioner *James Drury*: “[P]eople in the street and myself included thought that the roar was so loud that the explosive—bombs were going off inside the building.”<sup>642</sup>
- Firefighter *James Curran*: “I heard like every floor went chu-chu-chu. Looked back and from the pressure everything was getting blown out of the floors before it actually collapsed.”<sup>643</sup>
- EMS Captain *Karin Deshore*: “Somewhere around the middle of the World Trade Center, there was this orange and red flash coming out. Initially it was just one flash. Then this flash just kept popping all the way around the building and that building had started to explode. The popping sound, and with each popping sound it was initially an orange and then a red flash came out of the building and then it would just go all around the building on both sides as far as I could see. These popping sounds and the explosions were getting bigger, going both up and down and then all around the building. I went inside... and I said I think we have another major explosion.”<sup>644</sup>
- Firefighter *Joseph Meola*: “As we are looking up at the building, what I saw was, it looked like the building was blowing out on all four sides. We actually heard the pops.... You thought it was just blowing out.”<sup>645</sup>
- Battalion Chief *Brian Dixon*: “I was watching the fire... the lowest floor of fire in the South Tower actually looked like someone had planted explosives around it because the whole bottom I could see—I could see two sides of it and the other side—it just looked like that floor blew out.... I thought, geez, this looks like an explosion up there, it blew out.”<sup>646</sup>
- Firefighter *Edward Cachia*: “It actually gave at a lower floor, not the floor where the plane hit, because we originally had thought there was like an internal detonation explosives because it went in succession, boom, boom, boom, boom, and then the tower came down.”<sup>647</sup>
- Firefighter *Kenneth Rogers*: “[T]here was an explosion in the South Tower... I kept watching. Floor after floor after floor. One floor under another after another and when it hit about the fifth floor, I figured it was a bomb, because it looked like a synchronized deliberate kind of thing.”<sup>648</sup>

<sup>642</sup> Oral Histories, File No. 9110098, Interview with Assistant Fire Commissioner James Drury, 16 October 2001, pp. 7, <http://www.aldeilis.net/fake/2729.pdf>

<sup>643</sup> Oral Histories, File No. 9110412, Interview with Firefighter James Curran, 30 December 2001, pp. 11, <http://www.aldeilis.net/fake/2730.pdf>

<sup>644</sup> Oral Histories, File No. 9110192, Interview with EMS Captain Karin Deshore, 7 November 2001, pp. 15, <http://www.aldeilis.net/fake/2731.pdf>

<sup>645</sup> Oral Histories, File No. 9110287, Interview with Firefighter Joseph Meola, 11 December 2001, pp. 5, <http://www.aldeilis.net/fake/2732.pdf>

<sup>646</sup> Oral Histories, File No. 9110166, Interview with Battalion Chief Brian Dixon, 25 October 2001, pp. 15, <http://www.aldeilis.net/fake/2733.pdf>

<sup>647</sup> Oral Histories, File No. 9110251, Interview with Firefighter Edward Cachia, 6 December 2001, pp. 5, <http://www.aldeilis.net/fake/2734.pdf>

<sup>648</sup> Oral Histories, File No 9110290, Interview with Firefighter Kenneth Rogers, 10 December 2001, pp. 3, <http://www.aldeilis.net/fake/2735.pdf>

- Paramedic *Daniel Rivera*: “[D]o you ever see professional demolition where they set the charges on certain floors and then you hear ‘Pop, pop, pop, pop, pop’? That’s exactly what—because I thought it was that.”<sup>649</sup>
- EMT *Gregg Brady*: “I heard 3 loud explosions. I look up and the North Tower is coming down now.”<sup>650</sup>
- Fire Lieutenant *Michael Cahill*: “That’s when the second collapse started to come down. All kinds of noise. Boom, boom, boom, boom, boom, very loud.”<sup>651</sup>
- Firefighter *Sal D’Agostino* is inside the North Tower, around its fourth floor, when the collapse occurs. He says, “It’s pancaking from the top down, and there were these huge explosions—I mean huge, gigantic explosions... It was like a train going two inches away from your head: bang-bang, bang-bang, bang-bang.”<sup>652</sup>

Graeme MacQueen examined the Oral Histories and compiled a rigorous study entitled “118 Witnesses: Firefighters’ Testimony to Explosions in the Twin Towers.” This study was published in the Journal of 9/11 Studies, August 2006.<sup>653</sup> While not every testimony can be taken at face value, cumulatively these testimonies constitute an impressive corpus of evidence in support of the view that explosives were used to destroy the Twin Towers.

In an email I received from Professor Jonathan Barnett, who participated in the FEMA-BPAT team and was one of the five key authors of the team's final report,<sup>654</sup> he wrote that in the team's view the explosions had been “local events, not demolitions but rather the sound of structural failures.” He did not offer any evidence to support this claim and ignored the fact that some witnesses did not only *hear*, but also *saw* and *felt* explosions.

NIST for its part completely ignored these testimonies.

***How did investigators explain the enduring presence of pools of molten steel under the rubble?***<sup>655</sup>

Numerous witnesses reported that molten steel was observed under the buildings’ rubble for several months after 9/11. Steel melts at about 2,850 degrees Fahrenheit, almost twice the highest temperature that the office fire at the World Trade Center could in theory have generated. Here are samples of such testimonies:

<sup>649</sup> Oral Histories, File No. 9110035, Interview with Paramedic Daniel Rivera, 10 October 2001, pp. 9, <http://www.aldeilis.net/fake/2736.pdf>

<sup>650</sup> Oral Histories, File No. 9110184, Interview with EMT Greg Brady, 1 November 2001, pp. 7, <http://www.aldeilis.net/fake/2737.pdf>

<sup>651</sup> Oral Histories, File No. 9110143, Interview with Fire Lieutenant Michael Cahill, 17 October 2001, pp. 11, <http://www.aldeilis.net/fake/2738.pdf>

<sup>652</sup> Gerald M. Carbone, “The miracle of Ladder 6 and Josephine”, *Providence Journal*, 11 September 2002

<sup>653</sup> Graeme MacQueen, “118 Witnesses: Firefighters’ Testimony to Explosions in the Twin Towers”, Journal of 9/11 Studies, August 2006, <http://www.aldeilis.net/fake/1828.pdf>

<sup>654</sup> Correspondence between Elias Davidsson and Prof. Jonathan Barnett, December 2006 to January 2007, <http://www.aldeilis.net/fake/1829.pdf>

<sup>655</sup> The evidence of molten metal and steel at Ground Zero is provided in Chapter 12

- Joe O'Toole remembers having seen in February 2002 a crane lift a steel beam vertically from deep within the catacombs of what became to be called Ground Zero:<sup>656</sup> “It was dripping from the molten steel,” he said.<sup>657</sup>
- Dr. Keith Eaton, Chief Executive of the London-based Institution of Structural Engineers wrote that he saw “molten metal which was still red hot weeks after the event” and “four-inch thick steel plates sheared and bent in the disaster.”<sup>658</sup>
- Leslie Robertson, structural engineer, who helped design the World Trade Center, stated on 5 October 2001, addressing the Structural Engineers Association of Utah: “as of 21 days after the attacks, the fires were still burning and molten steel was still running,” but he later retracted his statement.<sup>659</sup>
- Joel Meyerowitz, a New York photographer, wrote in his photo album *Aftermath*, that the ground was so hot that it melted the workmen’s rubber boots.<sup>660</sup>
- Stewart C. Burkhamer, vice president of Bechtel Corporation, described the conditions at Ground zero in an article published the following year in a professional journal: “The debris pile at Ground Zero was always tremendously hot...Thermal measurements taken by helicopter each day showed underground temperatures ranging from 400 F to more than 2,800 F. The surface was so hot that standing too long in one spot softened (and even melted) the soles of our safety shoes. Steel toes would often heat up and become intolerable.”<sup>661</sup>
- Herb Trimpe, an Episcopalian minister who served as chaplain at Ground Zero for the American Red Cross, said in an interview that he “talked to many contractors and they said they actually saw molten metal trapped, beams had just totally been melted because of the heat.” The heat at the pile was so intense that millions of gallons of water initially sprayed on the smoking ruins by firemen had no effect. Nor did heavy rain on September 14. Contractors working on site confirmed these discoveries, including Peter Tully, president of Tully Construction of Flushing, New York, who was one of the four contractors engaged by the City of New York to handle the cleanup.<sup>662</sup>
- Guy Lounsbury, who was at Ground zero between September 22 to 6 October 2001, reported in the *National Guard* of December 2001: “Two weeks after the attack, one fireman told us that there was still molten steel at the heart of the towers' remains. [...] The men who work on this must constantly change their boots as the heat melts them.”<sup>663</sup>

<sup>656</sup> Ground Zero is a term used to mark the point of the most severe destruction after a nuclear explosion or fire bombing, but also in relation to earthquakes and other natural disasters.

<sup>657</sup> Jennifer Lin, “Recovery worker reflects on months spent at Ground Zero”, *Knight Ridder/Tribune News Service*, 29 May 2002, <http://www.aldeilis.net/fake/1830.pdf>

<sup>658</sup> Dr. Keith Eaton, Structural Engineer, 3 September 2002, p. 6 (cited by Mark H. Gaffney, p. 132)

<sup>659</sup> Cited in Mark H. Gaffney, *The 9/11 Mystery Plane and the Vanishing of America* (Trine Day LLC, Walterville, OR, 2008), pp. 132-3

<sup>660</sup> Cited in Mark H. Gaffney, Op.cit, p. 129

<sup>661</sup> Ibid, p. 133

<sup>662</sup> Ibid, p. 135-7

<sup>663</sup> Guy Lounsbury, “Serving on ‘sacred ground’”, *National Guard*, December 2001, <http://www.aldeilis.net/fake/471.pdf>

- Former New York Mayor Rudy Giuliani told a stupefied audience in Wilmington, Delaware on 2007: “I knew what they [rescue workers at Ground Zero] were standing on top of. They were standing on top of a cauldron. They were standing on top of fires 2,000 degrees that raged for a hundred days. And they put their lives at risk raising that flag.”<sup>664</sup>

How did the purveyors of the official account explain the presence of molten steel at Ground Zero? One explanation, given by Mark Loiseaux, president of Controlled Demolition Inc., was that continuing fires were fueled by “paper, carpet and other combustibles packed down the elevator shafts by the tower floors as they ‘pancaked’ into the basement.”<sup>665</sup> Another explanation, by Manuel Garcia, a physicist, was that cars left in parking garages under the Twin Towers contained gasoline that may have fueled the fires.<sup>666</sup> But the fact remained that none of these materials, nor any other fuels that are known to have been present in the World Trade Center, had sufficient potential energy to generate the heat necessary to melt construction grade steel beams (2,800 F). For this reason the observed discovery of molten steel under the pile suggests an energy source that has not yet been determined.

NIST did not address at all the issue of molten steel in its 10,000-page report. After being subjected to heavy criticism for numerous omissions, including that of ignoring the molten steel, NIST issued in 2006 a set of answers to “Frequently Asked Questions” (FAQs) on its website, including the following:

*Why did the NIST investigation not consider reports of molten steel in the wreckage from the WTC towers? Answer: ... The condition of the steel in the wreckage of the WTC towers (i.e., whether it was in a molten state or not) was irrelevant to the investigation of the collapse since it does not provide any conclusive information on the condition of the steel when the WTC towers were standing.*<sup>667</sup>

### **(e) The pulverization of the Twin Towers**

One of the most sinister phenomena accompanying the disintegration of the Twin Towers was what appeared the pulverization of entire floors of the buildings from the top downward.<sup>668</sup> This phenomenon can be observed on video recordings<sup>669</sup> and in the numerous photographs available on the internet (search for pictures of “WTC

<sup>664</sup> Stephen Rodrick, “Rudy Tuesday”, *New York Magazine*, 24 October 2007, <http://www.aldeilis.net/fake/1831.pdf>

<sup>665</sup> Mark Gaffney, Op.cit, p. 136

<sup>666</sup> Mark Gaffney, Op. cit, p.136

<sup>667</sup> FAQs - NIST WTC Towers Investigation Questions and Answers, 19 June 2011, <http://www.aldeilis.net/fake/2487.pdf>

<sup>668</sup> See, for example, videos of the “collapse” of the South Tower: *ABC News* (<https://www.youtube.com/watch?v=M6f9Jpfz1Vo>, last visited on 28 May 2016), *The Camera Planet Archive* (<https://www.youtube.com/watch?v=M6f9Jpfz1Vo>, last visited on 28 May 2016) and the North Tower: (<https://www.youtube.com/watch?v=xGAofwkAOlo>, last visited on 28 May 2016).

<sup>669</sup> Search on the web with the strings “WTC pulverisation” or “WTC dustification”

pulverization”). An unidentified blogger wrote a study, illustrated with photographs, about this aspect of the buildings’ disintegration (“Twin Towers’ Concrete Turned to Dust in Mid-Air”).<sup>670</sup>

One of the first witnesses to mention the pulverization of the Twin Towers was New York State Governor George Pataki talking to a *CNN* reporter Bill Hemmer a few days after 9/11:

Pataki: “And you look and you see there's no concrete. There's very little concrete.” Hemmer: “What happened to the concrete?” Pataki: “The concrete was pulverized. And I was down here on Tuesday, and it was like you were on a foreign planet. All of lower Manhattan -- not just this site -- from river to river there was dust, powder, two to three inches thick. The concrete was just pulverized.”<sup>671</sup>

This peculiar phenomenon was described in several ways. Here is one:

Both of the twin towers exhibited a mushrooming behavior as they collapsed...The mushrooming plumes of dense dust and steel began at the impact zones, and rapidly expanded. By about five seconds into each collapse the diameter of the mushrooming plume was about three times the diameter of the tower.<sup>672</sup>

Another description was provided by seismologists from Columbia’s Lamont-Doherty Earth Observatory. They noted that

as seen in television images, the fall of the towers was similar to that of a pyroclastic flow down a volcano, where hot dust and chunks of material move in a dust/mud matrix down the volcano’s slope. The collapse of the WTC generated such a flow, though without the high temperatures common in volcanic flows.<sup>673</sup>

Fireman Al Lynch, 41, said “[i]t looked like an atom bomb hit it. There was white ash everywhere. Everything was covered in white. There were five or six inches of powder. You look at the place where the buildings were, and they’ve just disintegrated.”<sup>674</sup>

<sup>670</sup> “Twin Towers’ Concrete Turned to Dust in Mid-Air”, Unidentified blogger, <http://www.aldeilis.net/terror/765.pdf>

<sup>671</sup> Interview with Governor Pataki, *CNN*, 13-14 September 2001 <http://www.youtube.com/watch?v=MDuBi8KyOhw>, last visited 11 November 2018, cached: <http://www.aldeilis.net/fake/pataki.mov>

<sup>672</sup> Mushrooming Tops: The Twin Towers’ Tops Mushroomed As They Fell (no date), <http://www.aldeilis.net/fake/1832.pdf>

<sup>673</sup> Earth Institute News Archive, Damage to Buildings Near WTC Caused by Falling Debris and Air Pressure Wave, Not by Ground Shaking. The Earth Institute, Columbia University, November 16, 2001, <http://www.aldeilis.net/fake/1833.pdf>

<sup>674</sup> Philip Delves Broughton, “It looked like an atom bomb hit it, there was white ash everywhere”, *The Daily Telegraph* (London), 13 September 2001, <http://www.aldeilis.net/fake/2756.pdf>

*New York Times* of 13 September 2001 cited prominent journalists who compared the disintegration of the Twin Towers to “Mount St. Helen’s” (Brian William, *MSNBC*), to a “nuclear winter” (Tom Brokaw, *NBC*) and as standing “on the edge of a crater of a volcano” (Diane Sawyer, *ABC*).<sup>675</sup> Such comparisons were never repeated.

The extent of pulverization could not be accurately determined but can be estimated by the size of the dust clouds, the surprisingly small height of the pile at Ground Zero and the nearly total absence of broken furniture, computers, telephones and other such artifacts in the rubble. Mike Finnerty, San Diego Fire-Rescue Department battalion chief, who spent 10 days at Ground Zero, recalled that the “only (solid) thing that was left was steel. Everything else had been ground up. There was no concrete; there were no desks; there were no phones. There was no discernible office furniture at all.”<sup>676</sup> A video documentary provides further testimonies of eyewitnesses who corroborate the puzzling absence of office equipment, furniture and other human artifacts from the rubble of Ground Zero.<sup>677</sup>

Thomas Von Essen, New York’s Fire Commissioner at the time, and former firefighter, described the puzzling sight in his book *Strong of Heart*:

As I walked the area, I thought of other building collapses I had seen in my career, and I noticed something weird that made the scene even more chilling to me: Perverse as it seemed, I realized there was less wreckage than there should have been. There were no phones, no chairs, no computers, no desks, none of the implements and decorations that I knew must have filled all the offices and lives up there. ... It was as if all traces of the people who had arrived for work there just a few hours before had vanished from the earth entirely.<sup>678</sup>

Residents of Lower Manhattan spent months ridding their residences of ultra-fine and toxic dust.<sup>679</sup> Thousands of workers at Ground Zero and residents of Lower Manhattan suffered and continue to suffer severe health impairment from that dust. Some died prematurely and numerous workers had to quit their jobs as a result. Entire organizations were established to care for the victims of this dust and demand compensation.<sup>680</sup>

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<sup>675</sup> Michiko Kakutani, “Struggling to find words for a horror beyond words”, *New York Times*, 13 September 2001, <http://www.aldeilis.net/fake/1834.pdf>

<sup>676</sup> Ken Fields, S.D. Firefighter’s 9/11 Duty a Profound Life Experience, City News Service, 9 September 2011, <http://www.aldeilis.net/fake/2742.pdf>; also Michael Grunwald, “Up Close at Ground Zero, Desolation and Dust; Hopes Fade As Number of Missing Rises”, *The Washington Post*, 21 September 2001, <http://www.aldeilis.net/fake/2743.pdf>

<sup>677</sup> 9/11 Debris: Investigation of Ground Zero, Pt. 1 (<https://www.youtube.com/watch?v=QnnXTrw88P4>, last visited 11 November 2018)

<sup>678</sup> Thomas von Essen, *Strong of Heart: Life and Death in the Fire Department of New York* (Regan Books, 2002), pp. 48-49

<sup>679</sup> Rebekah Darcy Mulhare, “Dust Busting”, *The Cooperator*, June 2002, <http://www.aldeilis.net/terror/898.pdf>

<sup>680</sup> World Trade Center Survivors’ Network, <http://www.aldeilis.net/fake/2744.pdf>

Daniel Martino, a health and safety consultant, provided the following description of the dust:

The dust, which has come to be known to those of us who collected it throughout the city as the World Trade Center (WTC) dust, can be described as a pale gray colored fibrous material that to the touch feels like a powder similar to baking flour. Most people don't realize what actually makes up the WTC dust. When the twin towers collapsed, every part of the buildings, as well as everything inside, was literally pulverized. Components of the buildings included items like HVAC systems, lights, carpets, ceiling tiles, and glass. Furnishings inside the building would have included computers, desks, chairs, books, toilets, sinks, and other basic office items. All of these elements make up the composition of the WTC dust. Rescue workers have told me that in months of digging and searching, not only were human remains few and far between, but very few items resembling office paraphernalia were discovered, even though the Twin Towers included hundreds of floors of offices. To attempt to put this in perspective, the next time you're in an office building, take a look around you and imagine everything that you can see completely pounded into dust. Even now, that's hard for me to imagine as I look around my office.<sup>681</sup>

In an article intended to debunk so-called conspiracy theories, *Popular Mechanics* magazine attempted to explain away the pulverization as follows:

Like all office buildings, the WTC towers contained a huge volume of air. As they pancaked, all that air—along with the concrete and other debris pulverized by the force of the collapse—was ejected with enormous energy. “When you have a significant portion of a floor collapsing, it's going to shoot air and concrete dust out the window,” NIST lead investigator Shyam Sunder tells PM. Those clouds of dust may create the impression of a controlled demolition, Sunder adds, “but it is the floor pancaking that leads to that perception.”<sup>682</sup>

The Canadian chemist Frank R. Greening, claimed - and presented calculations to support his view - that WTC concrete could have been pulverized solely by the gravitational energy of each the collapsing floors.<sup>683</sup> In order to test Greening's hypothesis, R. Shaddock tested whether a block of concrete dropped from the fifth floor of a house on another block of concrete would pulverize into fine dust. His experiment was filmed and posted on YouTube.<sup>684</sup> As could be expected, both blocks disintegrated but not into fine dust. Powerful

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<sup>681</sup> Daniel Martino, Sifting Through the Dust at Ground Zero, Environmental Risk Limited, <http://www.aldeilis.net/fake/1836.pdf>

<sup>682</sup> “Debunking the 9/11 Myths: Special Report - The World Trade Center”, *Popular Mechanics*, March 2005, <http://www.aldeilis.net/terror/899.pdf>

<sup>683</sup> F.R. Greening, “The Pulverization of Concrete in WTC 1 During the Collapse Events of 9-11”, No date, <http://www.aldeilis.net/fake/1837.pdf>

<sup>684</sup> R. Shaddock, Falling Concrete Experiment (no date given), <http://www.aldeilis.net/fake/2489.pdf>; Youtube version: <https://www.youtube.com/watch?v=aa6pyPi386k>; cached at <http://www.aldeilis.net/fake/pulverisation.mov>

machines are actually required to transform rock (or concrete) into gravel, let alone into fine dust, and such transformation is certainly not instantaneous. In order for concrete, let alone office equipment and human bodies to be instantaneously transformed into ultra-fine dust, they must be subjected to an extraordinary type and amount of energy, the nature of which has not been yet determined.<sup>685</sup>

The FEMA-BPAT team and NIST investigators totally ignored the massive pulverization of the buildings and the puzzling absence of broken or crushed office furniture and artifacts on the ground.

The most sinister aspect of the pulverization, is that more than 1,100 victims at the World Trade Center have literally vanished. As of 11 September 2011 - exactly ten years after 9/11 - 1,120 families<sup>686</sup> “have never received a trace of remains, not even a fragment of bone” of their loved ones from the World Trade Center.<sup>687</sup> The mother of Michael Ragusa, a victim at Ground Zero, could not fathom that there is “no trace of so many people. It can’t happen that way...People don’t just disappear.” According to Dr. Michael Baden, New York state’s chief forensic pathologist and an expert in pathology, most of the victims’ bodies should have been identifiable, because the fires had not reached 3200°F for 30 minutes, the temperature and time necessary to incinerate a body.<sup>688</sup> So what happened to the bodies of 1,120 people?

A study carried by the RJ Lee Group for the Deutsche Bank in New York, found that dust generated by the disintegration of the Twin Towers had a distinctive composition and unique morphological features that allowed for the development of a “WTC Dust Signature”: dust containing particles that, when occurring together, can be considered to act as identifying source tracers.<sup>689</sup>

According to Dr. Charles Hirsch, the Chief Medical Examiner of New York City, many bodies - no one is sure how many - were “vaporized” (his term) and were beyond identification.<sup>690</sup> Ellen Borakove, his spokesperson, said her chief meant that bodies were consumed by blazing fuel from the two crashed airliners, or “rendered into dust” when the skyscrapers collapsed.<sup>691</sup> Dr. Hirsch did not elaborate. He later explained: “[I]f reinforced

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<sup>685</sup> Some independent investigators claim that nuclear energy was involved in the destruction of the World Trade towers, for example the website [www.nucleardemolition.com](http://www.nucleardemolition.com)

<sup>686</sup> “September 11 Anniversary Fast Facts”, CNN, 11 September 2013, <http://www.aldeilis.net/terror/971.pdf>

<sup>687</sup> Anemona Hartocollis, “Connecting with lost loved ones, if only by the tips of fingers”, *New York Times*, 11 September 2011, <http://www.aldeilis.net/fake/616.pdf>

<sup>688</sup> NARA, T2 B21 Lederman- Canada Trip 3 of 3 Fdr- 7-24-03 Family Questions- Team 1-8 (question 53), <http://www.aldeilis.net/fake/2509.pdf>

<sup>689</sup> WTC Dust Signature Report, Composition and Morphology, Damage Assessment 130 Liberty Street Property, RJ LeeGroup, Inc., December 2003, p. 2, <http://www.aldeilis.net/fake/2506.pdf>

<sup>690</sup> “Ground Zero families told some victims ‘vaporized’”, *Associated Press*, December 4, 2001, <http://www.aldeilis.net/fake/840.pdf>

<sup>691</sup> Ibid.

concrete was rendered into dust, then it wasn't much of a mystery as to what would happen to people.”<sup>692</sup>

## Conclusions to Chapter 12

More than 3,000 architects and engineers have become members of the Association Architects and Engineers for 9/11 Truth and demand a new, independent, investigation of the demise of the WTC buildings. They consider it an affront to their expertise to be told that the complete and sudden structural failure of the Twin Towers was due to fire.<sup>693</sup> But this is not only an issue of professional pride, for if these buildings' complete disintegration was truly the result of fires, the building profession would need to know precisely how fires were able to produce such collapses so that engineering assumptions could be revised and building codes be modified. The fact that so many architects and engineers should become members in such an association is in itself remarkable and manifests a professionally substantiated rejection of NIST's findings.

Even lay persons, such as this author, cannot fail to note that NIST officials ignored a host of apparently significant facts, such as the numerous explosions witnessed before and during the disintegration of the Twin Towers, the presence of molten steel in the pile and the pulverization of much of the Twin Towers. NIST's neglect of these issues suggests that NIST's experts were not tasked with establishing the facts but rather with providing a scientific veneer to the government's collapse hypothesis.

The evidence presented above (and supported by numerous detailed publications) leads to the inevitable conclusion that the Twin Towers were intentionally demolished by some type of explosives. From that conclusion it follows that the buildings' demolition had to be timed to take place shortly after the apparent impact of aircraft on the buildings, in order to create the appearance of causality between the events.

Some observers have suggested that Larry Silverstein was responsible for the demolition of the buildings. Indeed, his conduct could not be more suspicious. Larry Silverstein is a New York real estate mogul. Just a few weeks before 9/11 he entered into a 99-year agreement with the New York Port Authority to lease the Twin Towers for \$3.2 billion.<sup>694</sup> He was at the time already the owner of WTC No. 7, a 47-floor building across from the North Tower.<sup>695</sup> After he leased the Twin Towers he insured the buildings for \$3.5 billion, including damage caused by terrorism.<sup>696</sup> Silverstein, who said he spent all his mornings at the World Trade Center and regularly took his breakfast at the Windows to the World at the top floor of the North Tower, said he escaped death because on the morning of 9/11 he had a doctor's

<sup>692</sup> Dan Barry, “At morgue, ceaselessly sifting 911 traces”, *New York Times*, 14 July 2002, <http://www.aldeilis.net/fake/205.pdf>

<sup>693</sup> The website of Architects and Engineers for 9/11 Truth's is: <http://www.ae911truth.org/>

<sup>694</sup> Jesus Sanchez, “Businesses Will Have to Scramble for Quarters”, *Los Angeles Times*, 12 September 2001, <http://www.aldeilis.net/terror/894.pdf>

<sup>695</sup> Ibid.

<sup>696</sup> Phil Hirschhorn, “Verdict favors World Trade Center leaseholder”, *CNN*, 7 December 2004, <http://www.aldeilis.net/terror/895.pdf>

appointment.<sup>697</sup> The Twin Towers were built with asbestos fireproofing, and removing the asbestos would be very expensive.<sup>698</sup> Silverstein thus possessed genuine motives for authorizing the destruction of the buildings, and his conduct was conspicuously suspicious. It is, therefore, not surprising that many people consider him one of the main suspects for 9/11.

Although Silverstein possessed financial motives for the crime, he was not in a position to steer aircraft on the Twin Towers. The demolition of the buildings could only be carried out under the direction of those who controlled the entire operation of 9/11. This command center was certainly not located in Mr. Silverstein's office.

Determining that the WTC buildings' disintegration was not caused by fire, but by explosives, would not only expose the incompetence and/or dishonesty of NIST experts and the obstruction of justice, but the far greater offense, namely supporting the myth which served to justify wars of aggression and the erosion of constitutional rights.

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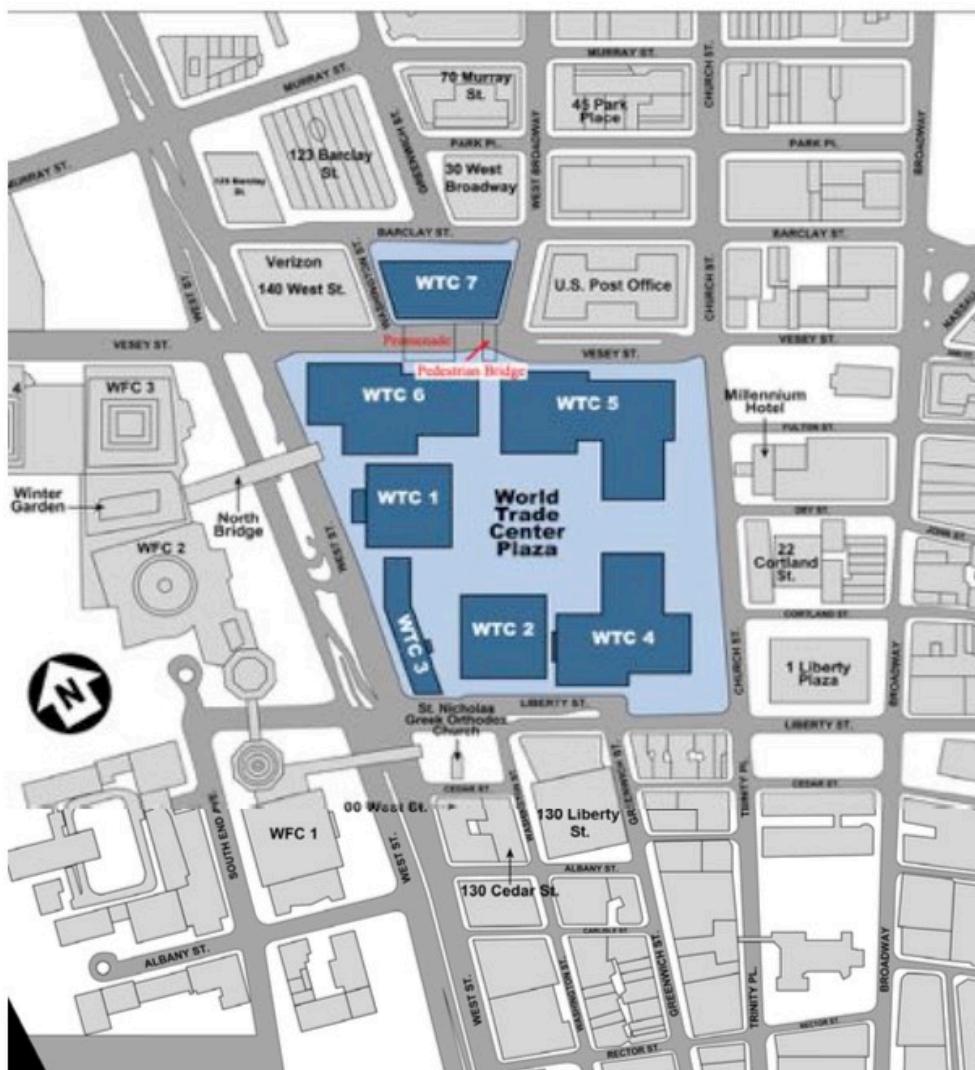
<sup>697</sup> Steven Malanga, "The Weekend Interview with Larry Silverstein: Rebuilding Ground Zero", *Wall Street Journal*, 12 May 2007, <http://www.aldeilis.net/terror/896.pdf>

<sup>698</sup> "Towers' Destruction 'Solved' Asbestos Problem", 9-11 Research (undated), <http://www.aldeilis.net/terror/897.pdf>

### 13. The demise of the third skyscraper, WTC No. 7

For many years, hardly anyone outside the limited circle of assiduous critics of the official 9/11 account knew that a third skyscraper, part of the World Trade Center complex in New York City, underwent a complete structural failure and collapsed on its own footprint at 5:20 p.m. on 11 September 2001. That building was WTC-7, a steel-framed 47-floor building, also known as the Salomon Brothers building. It was not hit by an aircraft. A building of this height (186 meters) would have been regarded as the tallest building in most cities in the world but due to its proximity to the Twin Towers, it was dwarfed by them. Its collapse remained largely unmentioned by the media.

WTC-7 was built in 1985. It was located 110 meters (350 feet) to the north of WTC-1 (the North Tower). In between them sat WTC-6 (see diagram below), a very large but relatively low building (8 floors), that housed the U.S. Customs Service, the U.S. Department of Commerce, the Bureau of Alcohol, Tobacco and Firearms, the U.S. Department of Agriculture, the U.S. Department of Labor and the Export-Import Bank of the United States.



WTC- 7 also housed the largest field office of the U.S. Secret Service, offices of the Internal Revenue Service (IRS), of the Securities and Exchange Commission (SEC) and a variety of banks and insurance companies.<sup>699</sup> The Department of Defense (DoD) had an office in WTC-7.<sup>700</sup> And the building also housed the largest field office of the CIA.<sup>701</sup> The presence of the DoD and the CIA there at the time is apparently not well known: It does not appear on the list of WTC-7 tenants published by CNN and reproduced by Wikipedia. Finally, WTC-7 housed the emergency command center of the City of New York, also designated as the Office of Emergency Management (OEM). The OEM was supposed to coordinate the response of New York City agencies to catastrophes, such as the attacks of 9/11. It did not.

### **(a) The official explanation for the collapse of WTC-7**

In November 2008, NIST – the National Institute of Standards and Technology – issued its Final Report on the collapse of WTC-7, the result of a 3-year long study.

Introducing its report, the authors presented their account of the building's collapse in the following terms: "This report describes how the fires that followed the impact of debris from the collapse of WTC 1 (the North Tower) led to the collapse of WTC-7." The authors thus presented a causal chain beginning with the collapse of WTC-1 (the North Tower), which caused debris to fall and impact WTC-7, thereby igniting fires that finally led to the collapse of that building.<sup>702</sup>

The Final Report was preceded by the following Disclaimer: "[A] substantial portion of the evidence collected by NIST in the course of the Investigation has been provided to NIST under nondisclosure agreements." The Final Report also put readers on notice that "[n]o part of any report resulting from a NIST investigation into a structural failure ... may be used in any suit or action for damages arising out of any matter mentioned in such report." This answer echoes the spirit of the directive sent by the Department of State to U.S. Ambassadors around the world shortly after 9/11, telling them that the United States does not consider itself bound to produce evidence for its allegations regarding 9/11 (see Chapter 2 (h) above).

### **(b) The Office of Emergency Management**

The Office of Emergency Management (OEM) of the City of New York was a support organization for expediting emergency response operations within the city. It was housed on the 23<sup>rd</sup> floor of WTC-7 together with the emergency command center. The OEM began its operations there in 1999, just two years before 9/11. Mayor Rudy Giuliani insisted on

<sup>699</sup> Tenants of WTC-7, CNN, no date given, <http://www.aldeilis.net/fake/2501.pdf>

<sup>700</sup> Mark Jacobson, "The Ground Zero Grassy Knoll", *NY Magazine*, 27 March 2006, <http://www.aldeilis.net/fake/2502.pdf>

<sup>701</sup> James Risen, "Secret C.I.A. Site in New York Was Destroyed on Sept. 11", *New York Times*, 4 November 2001, <http://www.aldeilis.net/fake/2503.pdf>; also <http://www.aldeilis.net/fake/2080.pdf> p. 5-2

<sup>702</sup> "Final Report on the Collapse of WTC Building 7", NIST NCSTAR 1A, November 2008, <http://www.aldeilis.net/fake/2081.pdf> (large file)

locating the OEM in that specific location, despite being advised of the risks.<sup>703</sup> On 13 June 1998, *New York Times* noticed the project and ridiculed the establishment of a \$15.1 million emergency control center on the 23<sup>rd</sup> floor of a high-rise building located “across the street from the famous Twin Towers, the target of a terrorist truck bombing in 1993.” The emergency center was designed to be “bulletproofed, hardened to withstand bombs and hurricanes, and equipped with food and beds for at least 30 members of [Giuliani’s] inner circle.” City officials reportedly said the location was ideal since the building lacked a basement and was already well fortified because it housed the New York bureau of the United States Secret Service.<sup>704</sup> Police Commissioner Howard Safir, who opposed that location, called it “Ground Zero” because of the 1993 attack on the World Trade Center. So did Lou Anemone, the highest-ranking uniformed police official.<sup>705</sup> One radio show spent four hours deriding the project.<sup>706</sup> To U.S. Attorney Mary Jo White, the location of the command center at WTC-7 did not make any sense, because it was in a zone of likely attack.<sup>707</sup>

To build the command center, Larry Silverstein handpicked contractors whose principals were regular Giuliani campaign donors. He ensured that they didn’t have to go through the city’s regular vetting processes.<sup>708</sup>

Numerous irregularities accompanied the establishment of the OEM:

### **(1) Shifting – and contrived – justifications**

The first explanation given by Giuliani for locating the OEM at the WTC-7 was that he wanted a command center in walking distance of City Hall.<sup>709</sup> A further explanation was, that the Secret Service had offices in the building.<sup>710</sup> After 9/11 he claimed that he had chosen the site because of the WTC 1993 bombing.<sup>711</sup> There is no evidence for this last explanation.

### **(2) The inexplicable large space allotted to the command center**

The command center needed sufficient space for representatives of all City agencies who might participate in a multi-agency response to a major calamity. But what was the rationale for building a bunker with “food and beds” for 30 high officials and for Giuliani’s family on the 23<sup>rd</sup> floor of a building near a terrorist target? Originally, in 1996, the space needed for the

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<sup>703</sup> Most critics cited the closeness to an iconic terrorist target (the WTC) and the location on the 23d floor.

<sup>704</sup> Kit R. Roane, “Preparing for Worst, Giuliani Is to Build Blastproof Shelter”, *New York Times*, 13 June 1998, <http://www.aldeilis.net/fake/2521.pdf>

<sup>705</sup> Wayne Barrett and Dan Collins, *Grand Illusion: The untold story of Rudy Giuliani and 9/11* (HarperCollins, 2006), p. 41

<sup>706</sup> Ibid. p.186

<sup>707</sup> Ibid. p. 189

<sup>708</sup> Ibid. p. 187

<sup>709</sup> Ibid. p. 41

<sup>710</sup> Ibid. p. 186

<sup>711</sup> Ibid. p. 46

OEM was estimated 15,000 to 17,000 square feet, including a private office for the mayor, a press room, 10 other small offices, and room for up to 40 agencies in the center itself. A year later, when the first meetings about the renovation of WTC-7 began, the city's plan called for 46,000 square feet, eventually hitting over 50,000.<sup>712</sup> No explanation was given for tripling the space allocated to the center.

### **(3) Disregard for the building code**

The placement of fuel tanks in WTC-7 above the ground was crucial for Giuliani, who absolutely refused to place these underground. A real dispute ensued in which arms were twisted in order to force Giuliani's will, although such placement was not only a violation of New York building codes but actually dangerous.<sup>713</sup> Why was it so important for Giuliani to locate fuel tanks above ground, an issue that he should have normally left to experts?

### **(4) Was the OEM a boondoggle?**

Was the command center used at all prior to 9/11 and if so, for what purpose? According to authors Wayne Barrett and Dan Collins, the OEM "orchestrated 10 major drills and exercises [before 9/11] but none of them involved the targeted WTC complex or even replicated the 1993 attack elsewhere."<sup>714</sup> According to OEM's Jerry Hauer, Steven Kuhr, and Kevin Culley, the agency never even had a tabletop exercise about a high-rise fire, terrorist-connected or otherwise.<sup>715</sup>

Asked by authors Barrett and Collins if Mayor Giuliani was truthful when he depicted himself as someone who understood the terrorist threat prior to 9/11, *ABC News* commentator John Miller, at that time a top aide to Police Commissioner Bill Bratton,<sup>716</sup> told them "Hello, history. Get me rewrite." None of a dozen former Giuliani aides, including Deputy Mayor Fran Reiter and Department of Information Technology and Telecommunications Commissioner Ralph Balzano, could remember a single example of any expression of interest in the security of the World Trade Center on Giuliani's part.<sup>717</sup> The OEM never even developed a response plan for a high-rise fire, said Steven Kuhr, Director of Emergency Management for New York City.<sup>718</sup>

On 11 September 2001, Peter Jenkins of *ABC News* asked Rudy Giuliani:

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<sup>712</sup> Ibid. p. 181-182

<sup>713</sup> Ibid. p. 190-193

<sup>714</sup> Ibid. p. 46

<sup>715</sup> Ibid. p. 47

<sup>716</sup> John Miller became later a reporter for *NBC* and *ABC*. He is known mostly for his interview with Osama bin Laden and his participation in the networks' coverage on 9/11. He later joined the FBI.

<sup>717</sup> Wayne Barrett and Dan Collins, *supra*, p. 106-7

<sup>718</sup> Ibid.

Is it fair to say, d'you think, that all your drills for dealing with terrorist disasters are going according to plan, or is this been of such a magnitude that we just got caught totally off balance?<sup>719</sup>

Giuliani silently accepted Jenkins' attribution of having conducted anti-terror drills, and said:

There's no question that we got caught off balance. No one, no one, no one could possibly expect large airplanes to crash into the World Trade Center **the way this happened.** [emphasis added]<sup>720</sup>

As a response to a request by the 9/11 Commission to the City's Office of Emergency Management for documents, the City of New York Law Department responded on 15 December 2003 to John Farmer of the 9/11 Commission, as follows:

You have also requested various information from the City's Office of Emergency Management ("OEM"), in particular: 1) all OEM SOP's [Standard Operating Procedures] in existence on September 10, 2001 with respect to responding to major incidents, and 2) all internal OEM after-action reports/ summaries/critiques/evaluations of the OEM's performance on September 11, 2001 in response to the 9/11 attacks.

The documents requested do not exist. Any SOP's were destroyed in the collapse of WTC 7, and no after-action reports or studies were prepared by OEM relating to its performance in response to the 9/11 attacks.<sup>721</sup>

Was the command center used on 9/11? Here is what Mayor Giuliani told the 9/11 Commission on 19 May 2004:

The Office of Emergency Management that we established in '95, '96,<sup>722</sup> was invaluable to us. We would not have gotten through, when I say September 11, I don't just mean the day, I mean the months after that, and then the anthrax attack that followed it. Without OEM training us, doing drills, doing exercises, we would not have been able to handle all of that.

Giuliani's statement was deceptive because it implied that the OEM was functional on 9/11. As will be seen in the next sub-section, the OEM was not used at all on 9/11. It was evacuated within 40 minutes of the reported impact of the second plane. Mayor Giuliani never set foot in his OEM on 9/11.

### (c) Evacuation

<sup>719</sup> Exchanges between Peter Jenkins and Rudy Giuliani, *ABC News* 1:01 p.m.  
<https://archive.org/details/abc200109111241-1323> (cached  
 at <http://www.aldeilis.net/fake/giuliani.mp4>)

<sup>720</sup> Ibid.

<sup>721</sup> NARA document NY B36 Document Production, Transmittal Letter to the 9/11 Commission, 15 December 2003, <http://www.aldeilis.net/fake/2527.pdf>

<sup>722</sup> It was actually opened for operations only in 1999. Giuliani was not truthful.

The Secret Service implemented emergency evacuation plans for its field office at WTC-7 immediately after it was told that plane hit WTC-1 (the North Tower) at 8:46 a.m. All its employees were in the process of being evacuated when the second plane hit,<sup>723</sup> i.e. at 9:03 a.m. It is not clear when exactly the thousands of other employees from the WTC-7 were evacuated. According to the Final Report by NIST, the building (WTC-7) was “completely evacuated” prior to the collapse of the South Tower (WTC-2), i.e. prior to 9:59 a.m.

As to the evacuation of the emergency command center (the OEM), we have three different timings, all prior to 9:59 a.m.

According to the Final Report of the 9/11 Commission (p. 305), a senior OEM official ordered the evacuation of the facility at approximately 9:30 a.m., after a Secret Service agent in WTC-7 advised him that additional commercial planes were not accounted for.<sup>724</sup> Was this observation used to speed up the evacuation of the OEM? Barrett and Collins wrote that the OEM was evacuated at 9:44 a.m.<sup>725</sup> The OEM may have been evacuated earlier than the 9/11 Commission claimed. OEM Commissioner John Odermatt said that after the reported impact of a plane on the North Tower [at 8:46], he left only two staffers in the OEM.<sup>726</sup>

Barry Jennings, who was Deputy Director of the Emergency Services Department for the New York City Housing Authority, told TV network ABC7 on the day of the attacks that the OEM had been evacuated before the demise of WTC-2, that is, before 9:59 a.m., but did not provide an exact time.

Shortly after his arrival to the OEM, finding it empty, Jennings made several calls in order to find out what he was supposed to do. One individual, whose identity Jennings did not mention, told him to “leave, and leave right away.” This seems bizarre when, at that point in time, there was no perceptible threat to the OEM.

Another witness, Thomas [Tom] Von Essen, at the time Fire Department Commissioner of the City of New York, corroborated Jennings’ testimony. He said that when he went to the OEM, he was told everyone was gone. “How can we be evacuating OEM now?” he remembered muttering. “What are we going to do, walk around all day?” He told a 2002 interviewer that he went to the command center because he “thought that was where we should all be”, since that’s what it was “built for.”<sup>727</sup>

#### **(d) The destruction of the crime scene**

<sup>723</sup> Spotlight on: Barbara Riggs, PCCW (President’s Council of Cornell Women), Spring 2006,

<http://www.aldeilis.net/fake/2511.pdf>

<sup>724</sup> Final Report of the 9/11 Commission, p. 305

<sup>725</sup> Wayne Barrett and Dan Collins, *Grand Illusion: The untold story of Rudy Giuliani and 9/11* (HarperCollins, 2006), p. 30

<sup>726</sup> Wayne Barrett and Dan Collins, *supra*, p. 34

<sup>727</sup> Wayne Barrett and Dan Collins, *supra*, p. 46

WTC-7 collapsed due to human agency. The rubble site of WTC-7 and of the Twin Towers was thus a crime scene. It was therefore necessary to preserve the crime scene for a future criminal investigation. One would have expected that the steel beams from the debris pile be carefully dismantled, individually numbered and documented as to their precise location, rather than shipping them away for melting. WTC-7 was evacuated several hours before its collapse. According to the official account, no one died there. There was thus no need for haste in removing the steel.

Nevertheless, the steel beams were swiftly removed, undocumented, and shipped to foreign countries to be melted. It was never revealed who gave the order to destroy the crime scene.

### **(e) Firefighting efforts in WTC-7**

In its preliminary report on WTC-7 issued in 2002, the FEMA-BPAT team wrote that due to lack of water, no manual firefighting actions were undertaken by FDNY in that building.<sup>728</sup>

Let us consider what NIST said about these efforts.

Due to the focus on rescuing people trapped in the debris field, providing aid to the injured, and the loss of water in the hydrant system, FDNY (the Fire Department of New York) was not able to consider the possibility of fighting the fires in WTC 7 until approximately 1:00 p.m. At approximately 2:30 p.m., FDNY gave the order to forego firefighting activity and for personnel to withdraw to a safe distance from the building.<sup>729</sup>

This is misleading, because although the expression “forego firefighting activity” implies that there was some firefighting activity at WTC-7 between 1:00 p.m. and 2:30 p.m. No evidence exists that such activity had at all taken place in WTC-7 during the day.

According to interviews with members of the FDNY, water was never an issue at WTC-7 since firefighting was never started in the building.<sup>730</sup>

At another place in the report NIST attempts again to create the impression that firefighting activities took place for a limited time in WTC-7:

As early as 11:30 a.m., FDNY found that there was no water supplied by the hydrant system to fight the fires that were visible. With the collapses of the towers fresh in their minds, there was concern that WTC 7 too might collapse, risking the lives of additional firefighters. Within the next two hours, serious

<sup>728</sup> FEMA Building Performance Study, 09/2002, Chapter 5 (WTC7), p. 5-24, <http://www.aldeilis.net/fake/2080.pdf>

<sup>729</sup> “Final Report on the Collapse of WTC Building 7”, NIST NCSTAR 1A, November 2008, p. 57, <http://www.aldeilis.net/fake/2081.pdf>

<sup>730</sup> J.Randall Lawson and Robert L. Vettori, “The Emergency Response Operations”, NIST NCSTAR 1-8, September 2005, p. 110, <http://www.aldeilis.net/fake/2516.pdf>

discussions were underway regarding the cessation of any efforts to save WTC 7, and the final order to cease was given at about 2:30 p.m.<sup>731</sup>

There is no evidence for any firefighting efforts at all in WTC-7 on 9/11, so the reference to “cessation of efforts” is misleading. The decision to let the building burn was thus taken early on.

### **(f) The development of fires at WTC-7**

In order to argue that uncontrolled office fires caused the collapse of WTC-7, it was incumbent upon NIST to demonstrate that the fires heated crucial structural elements of the building to a sufficient temperature that would cause them to fail.

In its report on the collapse of WTC-7, published in 2002, the FEMA-BPAT team noted: “Currently, there is limited information about the ignition and development of fires at WTC-7.”<sup>732</sup>

NIST, in its final report, pointed out that “available images showing fires in WTC-7 did not allow the detailed description of fire spread that was possible for the WTC towers.” The report added: “It must be kept in mind that [NIST’s] fire observations were based on images of the exterior faces, which provided little indication about the behavior of fires well removed from the exterior walls. It is likely that much of the burning took place beyond the views of the windows.”<sup>733</sup>

As NIST did not possess steel beams from WTC-7, NIST investigators estimated the probable temperatures to which particular columns were heated through a computer model. By tweaking variables, any result could be achieved. Thus on p. 53 of their Final Report the authors state that “the simulated fires on Floors 7, 12 and 13 heated portions of the tops of the floor slabs to over 900 C (1650 F).... The temperatures of some sections of the beams supporting Floors 8, 12, 13 and 14 exceeded 600 C (1100 F).”<sup>734</sup> Apart of being the result of simulations, NIST did not and could not determine how long structural elements were subjected to such temperatures.

NIST commented on the “progress of the fires in WTC-7” with several caveats:

It must be kept in mind that the fire observations were based on images of the exterior faces, which provided little indication about the behavior of fires well removed from the exterior walls. It is **likely** that much of the burning took place beyond the views of the windows.

<sup>731</sup> NIST NCSTAR 1-9, Chapter 6, p. 18, <http://www.aldeilis.net/terror/1926.pdf>

<sup>732</sup> FEMA Building Performance Study, 09/2002, Chapter 5 (WTC7), pp. 5-20, <http://www.aldeilis.net/fake/2080.pdf>

<sup>733</sup> “Final Report on the Collapse of WTC Building 7”, *supra*, p. 18, <http://www.aldeilis.net/fake/2081.pdf>

<sup>734</sup> *Ibid.* p. 53

Most **likely**, the WTC 7 fires began as a result of burning debris from the collapse of WTC 1 at about 10:28:22 a.m. Soon after that, there were numerous vehicles around WTC 7 that were on fire, **presumably** ignited by burning debris from the tower. It is **likely** that nascent fires were also growing within WTC 7 around the same time, although visual evidence of fires in the building was not available until around noon. From the fire spread patterns, it is also **likely** that the fires began around the western half of the south face.<sup>735</sup> (emphasis added)

On 15 September 2008 a group of scientists, scholars, engineers and building professionals called for NIST “to publicly release its models and modeling data so that members of the scientific community can test whether other, more reasonable, assumptions will also result in global collapse of the structure. After all, a scientific hypothesis cannot be widely accepted unless it is repeatable by others.”<sup>736</sup>

NIST ignored this request and refused to release its modeling data.

### **(g) The damage to WTC-7 from WTC-1 debris**

Falling debris from the disintegration of WTC-1 caused damage to the southwest corner and adjacent areas of the west and south faces of WTC-7, on Floors 5 through 17. The extent of the damage could only be assessed from photographs and video footage made on 9/11 from outside the building.<sup>737</sup> Whether this damage affected the later disintegration of the building remains in dispute. This damage cannot explain, however, why the building fell for at least 2.25 seconds in free-fall (see sub-section “i” below). Nor can it explain the explosions referred to by Barry Jennings and Michael Hess in the next sub-section.

### **(h) Evidence of explosions at WTC-7**

NIST clearly found it necessary to forcefully refute evidence of *explosions* at the WTC-7. When presenting its Draft Final Report to the press on 21 August 2008, leading NIST investigator Shyam Sunder introduced his presentation as follows:

Before I tell you what we found, I’d like to tell you what we did not find. We did not find any evidence that explosives were used to bring the building down.<sup>738</sup>

Here is how NIST explained the absence of explosions:

The calculations showed that all the hypothetical blast scenarios and charge sizes would have broadcast significant sound levels from all of the building

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<sup>735</sup> Ibid. p. 18

<sup>736</sup> <http://911research.wtc7.net/letters/nist/WTC7Comments.html>, <http://www.aldeilis.net/fake/2508.pdf>

<sup>737</sup> “Final Report on the Collapse of WTC Building 7”, *supra*, p. 50-51

<sup>738</sup> Shyam Sunder, Opening Statement, Press Briefing, NIST, 21 August 2008, <http://www.aldeilis.net/fake/2507.pdf>

faces. For instance, if propagation were unobstructed by other buildings, the sound level emanating from the WTC 7 perimeter openings would have been approximately 130 dB to 140 dB at a distance of 1 km (0.6 mile) from WTC 7. This sound level is consistent with standing next to a jet plane engine and more than 10 times louder than being in front of the speakers at a rock concert. The sound from such a blast in an urban setting would have been reflected and channeled down streets with minimum attenuation. The hard building exteriors would have acted as nearly perfect reflectors, with little to no absorption. The sound would have been attenuated behind buildings, but this would also have generated multiple echoes. These echoes could have extended the time period over which the sound could have been detected and could possibly have had an additive effect if multiple in-phase reflections met. However, soundtracks from videos being recorded at the time of the collapse did not contain any sound as intense as would have accompanied such a blast. Therefore, the Investigation Team concluded that there was no demolition-type blast that would have been intense enough to lead to the collapse of WTC 7 on September 11, 2001.<sup>739</sup>

This unusually detailed explanation of why explosions could not have occurred, reveals the importance given by NIST to provide an explanation. By setting an artificially high threshold of sound level (130 dB to 140), below which explosions would be automatically excluded, NIST could ignore a recording of explosions accompanying the collapse of WTC-7 and presented by David Chandler.<sup>740</sup> First Responder Craig Bartmer, who witnessed the collapse of WTC-7 said that during the collapse he heard a constant “thum, thum, thum, thum, thum” and added: “I think I know an explosion when I hear it.”<sup>741</sup>

Barry Jennings told ABC 7 on 9/11 that he and Michael Hess experienced an explosion inside WTC-7 in the morning and became trapped in the building:

We made it to the eighth floor [of WTC 7]. Big explosion. Blew us back into the eighth floor. And I turned to Hess and said: ‘This is it. We’re dead. We’re not gonna to make it out of here.’ I took a fire extinguisher and busted a window out. This gentleman here heard my cry for help.<sup>742</sup>

Associated Press reported on 9/11:

Housing Authority worker Barry Jennings, 46, reported to a command center on the 23<sup>rd</sup> floor of 7 World Trade Center. He was with Michael Hess, the city's corporation counsel. They were the only ones there. They felt and heard another explosion, probably the collapse of one building. He broke a window and screamed for help. Then they went down a stairwell. They got to the

<sup>739</sup> “Final Report on the Collapse of WTC Building 7”, *supra*, p. 28

<sup>740</sup> David Chandler: “WTC 7: Sound Evidence for Explosions”,  
at [https://www.youtube.com/watch?v=ERhoNYj9\\_fg](https://www.youtube.com/watch?v=ERhoNYj9_fg) (cached  
at [aldeilis.net/fake/chandlersounds.mp4](http://aldeilis.net/fake/chandlersounds.mp4))

<sup>741</sup> *Ibid.*

<sup>742</sup> Interview with Barry Jennings, in *Conspiracy Files 9/11 - The Third Tower*, *BBC*, 6 July 2008 (from minute 3:10) (cached at <http://www.aldeilis.net/fake/jennings.mp4>)

lobby, or what was left of it. "I thought I was dead. The whole building shook. ... I looked around, the lobby was gone. It looked like hell. It was like a bad movie", Jennings said.<sup>743</sup>

In 2007 Jennings was interviewed by Dylan Avery, one of the producers of the film *Loose Change*. In this interview, Jennings provided detailed information about his ordeal in WTC-7. The complete interview was released in 2008 after the *BBC* interviewed Jennings and attempted to misrepresent what he said.<sup>744</sup>

In the interview with Dylan Avery, Jennings confirmed what he had already mentioned in the interview with *ABC 7* on 11 September 2001 and added the following details, including having heard several explosions in WTC-7:

When we reached the eighth, uh, the sixth floor, the landing that we were standing on, gave way. There was an explosion. And the landing gave way.<sup>745</sup> He added: "[T]he staircase that I was standing on just gave way...Then we made it back to the eighth floor, I heard some more explosions." Jennings said that when he heard the first explosion, "both [of the Twin Towers] were still standing... I was trapped in there when both [Twin Towers] came down... All the time I'm hearing all kinds of explosions."<sup>746</sup>

Later in the interview he said: "I was trapped in there for several hours. I was trapped in there when both buildings came down."<sup>747</sup>

According to Jennings' account, the explosion he and Mr. Hess experienced occurred before the "collapse" of WTC-1 (the North Tower). It follows that what he experienced could not have been caused by falling debris from WTC-1 but originated from within building WTC-7. Later in the interview, he was asked to specify exactly *when* he entered WTC-7. He answered: "I had to be inside on the 23<sup>rd</sup> floor when the 2<sup>nd</sup> plane hit," that is, at 9:03 a.m.

When firefighters finally got to Jennings and Hess,

they took us down, to what, to what they, they ah..called the lobby. Because I asked them when we got down there I said, 'where are we?' He said "this was the lobby." And I said, "you gotta be kidding me." Total ruins. Total ruins - now keep in mind when I came in there, the lobby had nice escalators...It was a huge lobby and for me to see what I saw was unbelievable. And the firefighter that took us down kept saying "do not look down!" And I kept saying, "why is why?" "Do not look down." And - we were stepping over people...and you know you can feel when you're stepping over people. They

<sup>743</sup> Tom Hays, "Pandemonium, horror outside Trade Center as people jump, towers collapse", Associated Press, 11 September 2001, <http://www.aldeilis.net/fake/2745.pdf>

<sup>744</sup> Transcript of Barry Jennings' Interview, Portland Independent Media Center, <http://www.aldeilis.net/fake/2514.pdf>

<sup>745</sup> Ibid.

<sup>746</sup> Ibid.

<sup>747</sup> Hess talked about 90 minutes.

took us out...through a hole, that the...I don't know who made this hole in this wall. That's how they got us out.<sup>748</sup>

At the end of the interview he added:

Why WTC7 went down in the first place? I'm very confused about that. I know what I heard. I heard explosions. The explanation that I got was that it was the fuel oil tank. I'm an old boiler guy. If it was a fuel oil tank, it would have been one side of the building. When I got to that lobby, the lobby was totally destroyed. It looked like King Kong had came through it and stepped on it. It was so destroyed, I didn't know where I was.<sup>749</sup>

In his interview with Dylan Avery, Jennings mentioned that he had to step over people while being rescued. In his *BBC* interview he did not retract what he told Dylan Avery, but merely stated that he did not “see” the bodies over which he had stepped. He carefully avoided contradicting himself, indicating that he stood by his erstwhile interview that at the time had not yet been released.

Jennings was also interviewed by NIST. The agency, however, denied a FOIA request to release the transcript of that interview conducted in the spring of 2004.<sup>750</sup> The explanation for its denial is worth mentioning. NIST invoked a legal provision allowing the denial of information “not directly related to the building failure.”<sup>751</sup> NIST did not mention in its final report on WTC-7 the explosions and the destruction of the lobby mentioned by Jennings. NIST did not mention that they were trapped for at least 90 minutes but attempted to imply that their rescue began immediately after firefighters became aware of their presence in the building.<sup>752</sup>

Michael Hess, who was trapped in WTC-7 with Barry Jennings, was interviewed by Frank Ucciardo of *UPN9 TV* on 11 September 2001 at 12:33 a.m. Eastern Time (11:33 Central Time).<sup>753</sup> The interview was conducted “on Broadway about a block from City Hall,” i.e. almost a half mile from WTC-7. He confirmed that he, too, went to the OEM on the 23<sup>rd</sup> floor. “When all the power went out in the building, another gentleman [Jennings] and I

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<sup>748</sup> Ibid.

<sup>749</sup> Ibid.

<sup>750</sup> Letter of August 12, 2009, from Catherine S. Fletcher, Freedom of Information Act Officer, NIST, to a FOIA request of August 8, 2009, from Ms. Susan Peabody. Cited by David Ray Griffin in David Ray Griffin, “9/11 Truth: The Mysterious Collapse of WTC Seven”, Global Research, 14 September 2009, <http://www.aldeilis.net/fake/2510.pdf>

<sup>751</sup> Ibid.

<sup>752</sup> J.Randall Lawson and Robert L. Vettori, The Emergency Response Operations, NIST NCSTAR 1-8, September 2005, p.110, <http://www.aldeilis.net/fake/2516.pdf>

<sup>753</sup> <https://www.youtube.com/watch?v=AFHYluxGWNM>. Cached at aldeilis.net/fake/hessinterview.mp4). The caption says that the footage begins at 11:07 am. The previous footage of the same station (UPN9) begins at 10:37 and includes the following announcement at min. 2:20: “At 11 a.m. the government ordered all federal office buildings in Washington evacuated.” This means that the footage was broadcast after 11:00 and could not have been Eastern Time.

walked down to the eighth floor where there was an explosion and we were trapped on the 8<sup>th</sup> floor. There was thick smoke around us for an hour and a half, but the New York Fire Department came and got us out.” Hess did not elaborate further.

In a 2008 *BBC* interview Hess said:

When we got [down] exactly to [floor] six, all of a sudden ... the lights went out, ... the stairwell filled up with a tremendous amount of smoke and dirt and soot, ... the sprinklers went on ... and the water was pouring down on top of us. At the same instant ... the building began to shake and it was as if you were in an earthquake ... and the stairway ran into a wall. ... And in my mind I had assumed that there had been an explosion in the basement. I don't know why it hit me that way, but we couldn't go anywhere. The wall was blocking it. It was pitch dark. I was nervous, but once the building stopped shaking, then I calmed down. Yes, I figured, there was an explosion in the basement, maybe, but it stopped...I'm quite firm on it, there were no explosions.<sup>754</sup>

Barry Jennings died unexpectedly on 19 August 2008 at the age of 53,<sup>755</sup> two days before the release of the Draft Final Report on the collapse of WTC-7 by NIST. He could no longer challenge NIST's account. Dylan Avery expressed his concern that Jennings' death may have been the result of foul play. Michael Hess survived. He became Giuliani Partners senior managing director.<sup>756</sup>

### **(i) The free-fall of WTC-7**

Video footage from the collapse of WTC-7 shows what appears to be free fall, a symmetrical and sudden collapse of the building. But what appears to the layman as obvious may not necessarily be so.<sup>757</sup>

For this reason, physics teacher David Chandler attempted to determine the exact rate at which the building had collapsed. This exercise was possible because of the availability of several videos of the collapse and the known height of the building. His measurements confirmed what appeared to the naked eye as free fall. The building indeed fell freely during 2.5 seconds. His finding had profound implications transcending the immediate question of why the building collapsed.

Chandler explains the importance of his finding:

<sup>754</sup> <https://www.youtube.com/watch?v=hy5lpp6yADw>. Cached at [aldeilis.net/fake/hessbbc.mp4](http://aldeilis.net/fake/hessbbc.mp4)

<sup>755</sup> “Passing of Barry Jennings”, The NYCHA Employee Bulletin, October 2008, Vol. 4, Number 5, p. 2, <http://www.aldeilis.net/fake/1839.pdf>

<sup>756</sup> Yael Kohen, CB Richard Ellis Retains Giuliani, *The New York Sun*, 6 March 2003, <http://www.aldeilis.net/fake/2746.pdf>

<sup>757</sup> When shown to Danny Jowenko in September 2006, a Dutch expert on controlled demolition, unaware of the collapse of WTC-7, he immediately stated that it represented a controlled demolition. Told later what building it was, he expressed great surprise (see <https://www.youtube.com/watch?v=877gr6xtQIc> - cached on [aldeilis.net/fake/jowenko.mov](http://aldeilis.net/fake/jowenko.mov)). He died on 16 July 2011 in a car crash.

My measurements indicate that with sudden onset the building underwent approximately 2.5 seconds of literal free fall. This is equivalent to approximately 8 stories of fall in which the falling section of the building encountered zero resistance. For an additional 8 stories it encountered minimal resistance, during which it continued to accelerate, but at a rate less than free fall. Only beyond those 16 stories of drop did the falling section of the building interact significantly with the underlying structure and decelerate. Free fall is an embarrassment to the official story, because free fall is impossible for a naturally collapsing building.<sup>758</sup>

Chandler mentions that he had an opportunity to confront NIST about the demonstrated fact of free fall at a technical briefing on 26 August 2008. As a result, when NIST released its Final Report in November of that year, the agency revised its measurements of the collapse of the building to include 2.25 seconds of absolute free fall.<sup>759</sup> NIST neither explained how eight floors could fall freely for 2.25 seconds nor acknowledged Chandler's contribution, which had prompted the agency to revise its report.

Chandler concludes:

Freefall is not consistent with any natural scenario involving weakening, buckling, or crushing because in any such a scenario there would be large forces of interaction with the underlying structure that would have slowed the fall. Add to that the synchronicity of the removal of support across the whole width of the building, evidenced by the levelness of the roofline [also termed a symmetrical collapse] as it came down, and the suddenness of onset of collapse, and the immediate transition from full support to total freefall. Natural collapse resulting in freefall is simply not plausible. It did not happen. It could not happen. Yet freefall did in fact happen. This means it was not a natural collapse. Forces other than the falling upper section of the building suddenly destroyed and removed the supporting columns for at least eight stories across the entire length and width of the building.<sup>760</sup>

Chandler did not speculate about the nature of the “forces other than the falling upper section,” but there is only one explanation: the building was brought down by human agency; it was demolished.

NIST, understandably, could not – for political reasons – explain the reason for such free fall. David Ray Griffin describes how NIST resolved this embarrassing problem:

Knowing that it had thereby affirmed a miracle, meaning a violation of a law of physics, NIST no longer claimed that its analysis was consistent with the physical principles. In its Draft put out in August, NIST had repeatedly said that its analysis of the collapse was “consistent with physical principles.” One

<sup>758</sup> David Chandler, “Freefall and Building 7 on 9/11”, Architects and Engineers for 9/11 Truth, <http://www.aldeilis.net/fake/2500.pdf>

<sup>759</sup> “Final Report on the Collapse of WTC Building 7”, *supra*, p. 45

<sup>760</sup> David Chandler, *supra*, <http://www.aldeilis.net/fake/2500.pdf>

encountered this phrase time and time again. In its final report, however, this phrase is no more to be found.<sup>761</sup>

### **(j) The fire alarm system**

According to NIST, the fire alarm system in WTC-7 was placed on TEST for a period of 8 h beginning at 6:47:03 a.m. on 11 September 2001. It sent only one signal (at 10:00:52 a.m.) to the monitoring company indicating a fire condition. The signal did not contain any specific information about the location of the fire within the building.<sup>762</sup>

It was not revealed who set the fire alarm system on TEST on the morning of 9/11 or for what purpose. Nor has anyone explained what effect this setting might have had on the development of fires in the building, or why the single signal was sent at 10:00:52.

### **(k) Foreknowledge of collapse**

A detailed study of testimonies by 9/11 researcher Graeme MacQueen shows that more than half of those who received warnings of WTC 7's impending collapse were *certain* or were told with *certainty* that Building 7 was coming down.<sup>763</sup> Here are some of these testimonies, gleaned from the Oral Histories mentioned previously.

- Firefighter Thomas Donato said: “We were standing, waiting for seven to come down. We were there for quite a while, a couple hours.” (Oral Report Nr. 9110471, p. 5-6)
- Firefighter James Wallace said: “They were saying building seven was going to collapse, so we regrouped and went back to our rig. We went to building four or three; I don’t know. We were going to set up our tower ladder there. They said no good because building seven is coming down. We waited for building seven to come down.” (Oral Report Nr. 9110409, p. 4)
- Assistant Commissioner James Drury said: “I must have lingered there. There were hundreds of firefighters waiting to – they were waiting for 7 World Trade Center to come down.” (Oral Report Nr. 9110098, p. 10)
- Chief Thomas McCarthy said: “So when I get to the command post, they just had a flood of guys standing there. They were just waiting for 7 to come down.” (Oral Report Nr. 9110055, p. 10)
- Paramedic Steven Pilla said: “We walked back. We didn’t do [sic] any further because building number seven was coming down. That was another problem, to wait for building seven to come down.” (Oral Report Nr. 9110104, p. 13-14)

<sup>761</sup> David Ray Griffin, “9/11 Truth: The Mysterious Collapse of WTC Seven”, Global Research, 14 September 2009, <http://www.aldeilis.net/fake/2510.pdf>

<sup>762</sup> Progress Report on the Federal Building and Fire Safety Investigation of the World Trade Center Disaster, NIST Special Publication 1000-5, Vol. 1, June 2004, p. xlivi, <http://www.aldeilis.net/fake/2082.pdf>

<sup>763</sup> Graeme McQueen, “Waiting for Seven: WTC 7 Collapse Warnings in the FDNY Oral Histories”, 11 January 2008, <http://www.aldeilis.net/fake/1848.pdf>

- Firefighter Vincent Massa, speaking of the firefighters waiting for WTC 7 to come down, has said: “The whole time while we were waiting – there were hours that went by.” (Oral Report Nr. 9110222, p. 17)
- Pete Castellano -- Firefighter (F.D.N.Y.), Ladder 149: “We were ordered down from the tower ladder because of a possible collapse at Tower 7.” (Oral Report Nr. 9110398, p. 4)
- Joseph Cahill -- Paramedic (E.M.S.): “They wanted us to move the treatment sector because of 7 World Trade Center was imminently to collapse, which, of course, it did.” (Oral Report Nr. 9110085, p. 16-17)

Indira Singh, at the time senior consultant for JPMorgan Chase in New York City, was interviewed by 9/11 Citizens Watch on 27 April 2005. She mentioned that she was informed about the impending collapse of WTC-7 around noon.

After midday on 9/11, we had to evacuate [the triage site] because they told us that Building 7 was coming down. If you had been there, not being able to see very much, just flames everywhere and dark smoke, it is entirely possible...I do believe that they brought Building 7 down because I heard that they were going to bring it down, because it was unstable, because of the collateral damage... [A]ll I can attest to is that by noon or one o'clock, they told us we had to move from that triage site, up to Pace University a little further away, because Building 7 was gonna come down, or being brought down.<sup>764</sup>

The expectation that WTC-7 would collapse was conveyed with such certainty that both *CNN* and *BBC* announced its collapse prematurely, *CNN* about 4:10 p.m.<sup>765</sup> and *BBC* about 4:57 p.m. (New York time).<sup>766</sup> *CNN* may actually have falsely reported the collapse of WTC-7 before 11:00 a.m. Alan Dodds Frank of *CNN*, speaking from lower Manhattan at 11:00 a.m. said:

Just two or three minutes ago there was yet another collapse or explosion. I'm now out of sight, Good Samaritan has taken me in on Duane Street. But at a quarter to 11:00 there was another collapse or explosion following the 10:30 collapse of the second tower. And a firefighter who rushed by us estimated that 50 stories went down.<sup>767</sup>

Blogger *shoestring* provided an interesting explanation for the multiple premature reports of that collapse. He wrote: “Perhaps the real reason we heard these premature reports was that this information had somehow been passed to the media by the 9/11 perpetrators, as a cautious attempt at preventing speculation that WTC-7 was brought down with explosives.

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<sup>764</sup> Interview with Indira Singh, 9/11 Citizens Watch, 27 April 2005, <http://www.aldeilis.net/fake/2513.pdf>

<sup>765</sup> <https://archive.org/details/cnn200109111545-1626> (at minute 25) (last visited on 22 November 2018)

<sup>766</sup> <https://archive.org/details/bbc200109111654-1736> (at minute 3:30) (last visited on 22 November 2018)

<sup>767</sup> CNN Breaking News, “America Under Attack”, *CNN*, 11 September 2001, 11:00,

<http://www.aldeilis.net/fake/2518.pdf>

This was clearly what the collapse resembled.”<sup>768</sup> When WTC-7 finally collapsed, viewers would have already heard that the building’s integrity “had been weakened during this morning’s attack” and was expected to collapse.

### **(I) The case of Larry Silverstein**

Larry Silverstein, who became the leaseholder of the Twin Towers six weeks before 9/11, was already for many years the owner of WTC-7.

Whether Silverstein had any role in the 9/11 events continues to nourish a debate among 9/11 skeptics. During a TV interview with *PBS* for “America Rebuilds” in 2004, he said:

I remember getting a call from the fire department commander, telling me that they were not sure they were gonna be able to contain the fire, and I said, 'We've had such terrible loss of life, maybe the smartest thing to do is pull it.' And they made that decision to pull and then we watched the building collapse.

A debate has raged since that time among 9/11 “truthers” about the meaning of Silverstein’s words “pull it.” Did he mean “pull the building down” or “pull the firefighters out of the building”? In 2005, Dara McQuillan, spokesperson for Silverstein Properties, gave the following explanation for Silverstein’s remarks:

In the afternoon of September 11, Mr. Silverstein spoke to the Fire Department Commander on site at Seven World Trade Center. The Commander told Mr. Silverstein that there were several firefighters in the building working to contain the fires. Mr. Silverstein expressed his view that the most important thing was to protect the safety of those firefighters, including, if necessary, to have them withdraw from the building. Later in the day, the Fire Commander ordered his firefighters out of the building and at 5:20 p.m. the building collapsed. No lives were lost at Seven World Trade Center on September 11, 2001.

This explanation is false, as no firefighting at all took place in WTC-7. Therefore, “pull it” can only have meant “pull down the building,” i.e. demolish it. The problem here is that it takes weeks, if not months, to prepare a large building for demolition. It was not possible to do so on the spur of the moment, as implied by Silverstein’s answer.

One possible explanation is that Silverstein knew about the demolition plan and tried to present it as an *ad hoc* decision. Another possibility is that he did not know about the demolition plan and was asked for his permission for the demolition in order to create the appearance that he possessed foreknowledge, thus implicating him in the suspected conspiracy. Whatever the truth is, Architects and Engineers for 9/11 Truth provide a reasonable summary of this matter:

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<sup>768</sup> Shoestring, “Was 10:45 a.m. the Originally Planned Demolition Time of WTC 7?”, 911blogger, 30 April 2008, <http://www.aldeilis.net/fake/2519.pdf>

The scientific, forensic, and eyewitness evidence surrounding the building's destruction proves beyond any reasonable doubt that it was intentionally demolished. While Silverstein's actions as the leaseholder of the Twin Towers and the owner of Building 7 should be thoroughly examined with suspicion, only an unimpeachable, independent criminal investigation can determine who was responsible for destroying the WTC skyscrapers.<sup>769</sup>

### Conclusions to chapter 13

NIST's theory of the collapse of WTC-7 is not credible even to a layman, as myself. Furthermore, NIST, as an agency of the U.S. government, cannot be expected to endorse findings that would expose government lies and possible criminal complicity.

Facing a wealth of evidence indicating that WTC-7 was deliberately demolished, the last line of defense is to contend that rigging the building for a controlled demolition would have been impossible without detection by the numerous occupants of the building. NIST's Final Report, for example, argues that "preparations for a blast scenario would have included removal of column enclosures or walls, weld torches to cut column sections, and placement of wires for detonation. Occupants, support staff, and visitors would have noticed such activities, particularly since they likely would have occurred around more than one column."<sup>770</sup>

The above last-ditch attempt to salvage the official account only illustrates how desperate NIST had become. NIST must have known that several of the lower floors of WTC-7 contained technical equipment, such as transformer vaults, switchgear, generators and storage.<sup>771</sup> Occupants of the building would certainly not find it odd to see technical personnel entering and exiting these floors.

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<sup>769</sup> Eli Rika, "FAQwww.aldeilis.net/fake/11.pdf: Did WTC 7 owner Larry Silverstein admit to ordering the controlled demolition of the building?" Architects and Engineers for 9/11 Truth, 11 September 2010, <http://www.aldeilis.net/fake/2520.pdf>

<sup>770</sup> "Final Report on the Collapse of WTC Building 7", *supra*, p. 271

<sup>771</sup> FEMA Building Performance Study, 09/2002, Chapter 5 (WTC7), p. 5-2, <http://www.aldeilis.net/fake/2080.pdf>

## 14. How was the mass murder of 9/11 investigated?

The right to life is a fundamental human right. States are under the obligation under international law to respect and ensure the “right to life”: They are not allowed to arbitrarily deprive persons of their lives and they are obligated to undertake positive measures to ensure public safety.<sup>772</sup> States are also required to investigate in good faith the circumstances under which persons have been murdered, prosecute the suspects and punish those found guilty.<sup>773</sup>

In 1989 the United Nations adopted the U.N. Principles on the Effective Prevention and Investigation of Extra-Legal, Arbitrary and Summary Executions<sup>774</sup> (hereafter: U.N. Principles) and in 1991 a manual on the implementation of these principles.<sup>775</sup> According to paragraph 9 of the U.N. Principles, “the broad purpose of an inquiry is to discover the truth about the events leading to the suspicious death of a victim.”

In 2005 the U.N. General Assembly affirmed the duty of states to provide victims of human rights violations with “full and effective reparation...which include[s]...where applicable... [v]erification of the facts and full and public disclosure of the truth” and “[i]nclusion of an accurate account of the violations that occurred in international human rights law and international humanitarian law training and in educational material at all levels.”<sup>776</sup>

The events of 9/11 represented a massive violation of the right to life. This act amounted also to a crime against humanity, as defined under international criminal law.<sup>777</sup> A crime against humanity is not only a crime against the public order in the jurisdiction where it was committed, but against the entirety of humanity. This means that every state has a legal standing to demand the truth as well as a duty to cooperate with other states in searching and prosecuting suspects involved in such a crime.<sup>778</sup>

The European Court of Human Rights has developed a set of five criteria for gauging the adequacy of state investigations to the right to life: Such investigations must be *prompt*,

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<sup>772</sup> Article 6 of the International Covenant of Civil and Political Rights (ICCPR)

<sup>773</sup> General Comment No. 6 to Article 6 of the ICCPR, U.N. Doc. HRI/GEN/1/Rev.1 at 6 (1994), <http://www.aldeilis.net/fake/2747.pdf>

<sup>774</sup> ECOSOC Res. 1989/65, UN Principles on the Effective Prevention and Investigation of Extra-Legal, Arbitrary and Summary Executions, 24 May 1989 (hereafter “UN Principles”), <http://www.aldeilis.net/fake/2748.pdf>

<sup>775</sup> Manual on the Effective Prevention and Investigation of Extra-Legal, Arbitrary and Summary Executions, U.N. Doc. E/ST/CSDHA/12 (1991), <http://www.aldeilis.net/fake/2749.pdf>

<sup>776</sup> UN GA Res. 60/147, Basic Principles and Guidelines on the Right to a Remedy and Reparation for Victims of Gross Violations of International Human Rights Law and Serious Violations of International Humanitarian Law, 16 December 2005, Articles 18 and 22, <http://www.aldeilis.net/fake/2750.pdf>

<sup>777</sup> Article 7 of the Rome Statute of the International Criminal Court (Murder), <http://www.aldeilis.net/fake/2751.pdf>

<sup>778</sup> Cherif Bassiouni, “International crimes: Jus cogens and obligatio erga omnes”, Law and Contemporary Problems, Vol. 59, No. 4, 1996, <http://www.aldeilis.net/fake/912.pdf>

*independent, impartial, thorough and transparent.*<sup>779</sup> These criteria allow us to verify whether the investigations of 9/11 were conducted in good faith, i.e. in accordance with the above criteria.

### **(a) Was the investigation of 9/11 prompt?**

On 12 September 2001, U.S. Attorney General John Ashcroft announced that the Department of Justice “has undertaken perhaps the most massive and intensive investigation ever conducted in this country.”<sup>780</sup> By this declaration Ashcroft suggested that the government intended to establish the truth on 9/11. Yet, at the same time he paradoxically added that the investigation will not be the FBI's priority. Here is how *The Washington Post* described Ashcroft's priorities one day after 9/11:

FBI Director Robert S. Mueller III began to describe the investigation underway to identify those responsible for hijacking the four airplanes the day before. Mueller said it was essential not to taint any evidence gathered so that if accomplices were arrested, they could be convicted.

But Attorney General John D. Ashcroft interrupted him. Let's stop the discussion right here, he said. The chief mission of U.S. law enforcement, he added, is to stop another attack and apprehend any accomplices or terrorists before they hit us again. If we can't bring them to trial, so be it.<sup>781</sup>

As if Ashcroft's statement of 12 September 2001 was not sufficiently clear, *New York Times* reported four weeks later that John Ashcroft and Robert S. Mueller had “ordered [FBI] agents to drop their investigation of the [9/11] attacks or any other assignment any time they learn of a threat or lead that might suggest a future attack.” A law enforcement official, speaking on condition of anonymity, said to the newspaper of record: “The investigative staff has to be made to understand that *we're not trying to solve a crime now.*”<sup>782</sup>

And as if even the above admonitions were not sufficient, an anthrax mailing campaign was initiated exactly one week after 9/11, which served to shift immediately the focus of investigative activities to a new track. The first anthrax mailing was postmarked 18 September 2001.<sup>783</sup> This campaign prompted the FBI to start a new investigation, dubbed Amerithrax.<sup>784</sup> The mailer included in or on the envelopes the messages “Death to America,”

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<sup>779</sup> Elias Davidsson, “The Events of 11 September 2001 and the Right to the Truth”, The Wisdom Fund, April 14, 2008, <http://www.aldeilis.net/fake/988.pdf>

<sup>780</sup> John Ashcroft, Media Briefing, 12 September 2001, <http://www.aldeilis.net/fake/2490.pdf>

<sup>781</sup> Bob Woodward and Dan Balz, ‘We Will Rally the World’ [A review of the events of 12 September 2001], *The Washington Post*, 28 January 2002, <http://www.aldeilis.net/fake/1956.pdf>

<sup>782</sup> Philip Shenon and David Johnston, “F.B.I. Shifts Focus to Try to Avert Any More Attacks”, *New York Times*, 9 October 2001 (emphasis added). <http://www.aldeilis.net/fake/772.pdf>

<sup>783</sup> Nicholas Wade, “Clusters of Illness Suggest that Most Infections Came from Two Mailings”, *New York Times*, 2 November 2001, <http://www.aldeilis.net/fake/773.pdf>

<sup>784</sup> FBI website on Amerithrax: <http://www.fbi.gov/anthrax/amerithraxlinks.htm>

“Death to Israel” and “Allah is Great,” in order to appear to have been sent by a Muslim.<sup>785</sup> His intention was clearly to amplify the 9/11 trauma. After initially toying with the temptation to attribute the mailings to Iraq, U.S. authorities finally admitted that the anthrax had originated from a U.S. government laboratory. The anthrax campaign served, however, to divert popular attention away from the 9/11 investigation. On 19 February 2010, the FBI announced formally the conclusion of the investigation into the the 2001 anthrax attacks by attributing them to microbiologist Bruce Ivins, who died on 29 July 2008 in an apparent suicide. No formal charges were ever filed against him for the anthrax attacks.

### **(b) No investigation of the aircraft crashes**

Aircraft crashes in the U.S. must be investigated by the National Transportation Security Board (NTSB).

Two years before 9/11, the Statutory Code of the NTSB was changed by an Act of Congress. The amendment to Chapter 11, Subtitle II, Title 49, gave the Attorney General the discretion to “relinquish investigative priority [from the NTSB] to the Federal Bureau of Investigation (FBI), [if] circumstances reasonably indicate that the accident may have been caused by an intentional criminal act.” As a result, it was the FBI which was tasked with the investigation of the 9/11 incidents and the NTSB “did not determine the probable cause [of the incidents].”<sup>786</sup>

Congress did not spend much time considering this jurisdictional amendment, embedded within a host of other apparently innocuous amendments relating to funding, overtime payments to NTSB employees and financial accountability. Three Congress members, Representatives Lipinski, Shows and Obersta, who spoke in support of this Amendment, claimed that it was needed to better *coordinate* investigations between the agencies when criminal activity is suspected. The new prerogative of the Attorney General was applied for the first time to the events of 9/11. It allowed the U.S. government to avoid a transparent and statutory-regulated investigation of the aircraft crashes of 9/11 that would have normally taken place had it been carried by the NTSB. While documents and records that become part of an NTSB investigation are available to the public,<sup>787</sup> the FBI is under no statutory obligation to publish its findings. With the FBI handling the investigation, “everything, even the most minute details, [is] being kept under strict lock and key.”<sup>788</sup>

Mary Schiavo, former Inspector General of the U.S. Department of Transportation, decried the exclusion of the NTSB from the investigation of 9/11 in her testimony before the 9/11 Commission:

<sup>785</sup> Letter contents, <http://www.aldeilis.net/fake/2491.pdf>

<sup>786</sup> See, *inter alia*, NTSB Aviation Accident Final Report, Aircraft N334AA, Document DCA01MA060, 7 March 2006, <http://www.aldeilis.net/fake/2539.pdf>

<sup>787</sup> “NTSB supports transparent investigations to improve safety”, *Thomas Insights*, 14.5.2007, <http://www.aldeilis.net/fake/2769.pdf>

<sup>788</sup> Jonathan D. Silver, “Flight 93 black box under wraps”, *Post-Gazette*, 4 November 2001, <http://www.aldeilis.net/fake/1952.pdf>

In every other aviation disaster, including those precipitated by terrorism or aviation crimes or piracy, the National Transportation Safety Board examined the tragedy and issued technical, operational and policy recommendations to our government, the airlines, airports, and others. The NTSB does this to enable us to correct the lapses that permitted the tragedy to occur. ... No such NTSB investigation occurred nor is forthcoming to examine the 9/11 crashes ... Our government has sent the official message that it is willing to protect the carriers and others and their corporate leadership from, and at the expense of, dead Americans, devastated families and a destroyed aviation system.<sup>789</sup>

The absence of a NTSB investigation of 9/11 was noted by *New York Times* in February 2002: “Within five months of an accidental crash, the National Transportation Safety Board has typically released thousands of words of technical information. In the case of the four planes involved in the Sept. 11 attacks, the board has said nothing and is not likely to, because it has given jurisdiction over the case to the Federal Bureau of Investigation.”<sup>790</sup>

The result has been that neither the identities of the crashed aircraft nor of the “black boxes” that were allegedly found at the crash sites, were formally determined.

The NTSB did issue some reports relative to 9/11 but these reports were not the result of an independent investigation and they omit crucial details. An example thereof are four NTSB reports dealing with the four flights bearing the title Air Traffic Control Recording. They all omit the tail number of the aircraft, i.e. the physical identity of the aircraft that the reports are dealing with.<sup>791</sup>

### **(c) Investigating the damage at the Pentagon**

A team of volunteers from the American Society of Civil Engineers (ASCE) was established in the very afternoon of 11 September 2001 to examine the structural performance of the Pentagon building. It is not known how that team was so rapidly assembled and who selected team members. The team published its findings in January 2003 under the title “The Pentagon Building Performance Report.”<sup>792</sup>

The six-member core team was headed by Paul F. Mlakar, and included Mete A. Sozen.<sup>793</sup> The report’s authors indicated that their study would follow ”a similar examination [to that]

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<sup>789</sup> Mary Schiavo, Statement to the National Commission on Terrorist Attacks Upon the United States, 23 May 2003, <http://www.aldeilis.net/fake/216.pdf>

<sup>790</sup> Matthew L. Wald, “Government Releases Little Information on Sept. 11 Crashes”, *New York Times*, 23 February 2002, <http://www.aldeilis.net/fake/1960.pdf>

<sup>791</sup> NTSB, Air Traffic Control Recording, Specialist’s Report by Joseph A. Gregor, 21 December 2001. Flight AA11 ([www.aldeilis.net/fake/187.pdf](http://www.aldeilis.net/fake/187.pdf)), flight AA77 ([www.aldeilis.net/fake/248.pdf](http://www.aldeilis.net/fake/248.pdf)), flight UA93 ([www.aldeilis.net/fake/247.pdf](http://www.aldeilis.net/fake/247.pdf)) and flight UA175 ([www.aldeilis.net/fake/188.pdf](http://www.aldeilis.net/fake/188.pdf))

<sup>792</sup> “The Pentagon Building Performance Report”, ASCE, January 2003, <http://www.aldeilis.net/terror/781.pdf>

<sup>793</sup> Ibid, p. i

of the 19 April 1995, bombing of the Murrah Federal Office Building in Oklahoma City,”<sup>794</sup> in which they jointly participated, along with Gene Corley, the head of the FEMA-BPAT study team of the World Trade Center (see above).

The declared purpose of the ASCE investigation was “to examine the performance of the structure in the crash and the subsequent fire for the benefit of the building professions and the public.”<sup>795</sup> One is entitled to wonder why structural engineers previously involved in examining the effects of *terrorist bombings* would be called upon to undertake a study of an *aircraft crash*. Was the terrorist motive – presumably common to both cases – relevant in assessing structural performance, or were these persons chosen for their political loyalty?

Equally disturbing as this surprising and swift choice of experts was the lack of thoroughness of their investigation. The team obtained only limited access to the incident site at the Pentagon. The team leader alone, Paul Mlakar, obtained “limited access” to the Pentagon site between September 14 and 21, 2001.<sup>796</sup> On 4 October 2001, the entire team “inspected the interior and exterior of the damaged area of the Pentagon for approximately 4 hours.” By that time “all debris from the aircraft and structural collapse had been removed.”<sup>797</sup> Most of their analysis was based on photographs they obtained from the Pentagon, some of which they presented in their report.

The team admitted that the “volume of information concerning the aircraft crash into the Pentagon on September 11 is rather limited,”<sup>798</sup> yet did not hesitate to assert that “a Boeing 757-200 aircraft, originally delivered in 1991” had crashed into the Pentagon with 64 persons on board.<sup>799</sup> To support its claim, the report cites three eyewitnesses interviewed by team leader Mlakar on 8 January 2002.<sup>800</sup> None of these witnesses, however, claimed that the impacting aircraft had been a Boeing 757-200, that it was delivered in 1991 and that it had carried 64 persons on board. They certainly could not determine these facts by sight. The report also presented five stills from a Pentagon security camera that purport to display an approaching aircraft,<sup>801</sup> of which two are depicted in Chapter 9(b)(2). The report also purports to explain from which direction the aircraft approached the Pentagon.<sup>802</sup> These explanations were not supported by empirical evidence.

As a result of its preconceived assumptions, the ASCE team excluded any alternative causes for the structural damage they observed at the Pentagon (and the causes for the deaths of over 190 persons). It appears, therefore, that the team’s main task had been to provide a scientific garb to the official account, namely that flight AA77 had crashed on the Pentagon.

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<sup>794</sup> Ibid, p. 2

<sup>795</sup> Ibid.

<sup>796</sup> Ibid, p. 24

<sup>797</sup> Ibid.

<sup>798</sup> Ibid, p. 12

<sup>799</sup> Ibid.

<sup>800</sup> Ibid.

<sup>801</sup> Ibid, pp. 14-15

<sup>802</sup> Ibid, p. 18

### **(d) Opposition to a Congressional investigation**

While “investigations into past disasters and attacks such as Pearl Harbor, the Titanic, the assassination of President Kennedy and the Shuttle Challenger explosion were established in less than 10 days,”<sup>803</sup> the investigation of 9/11 was only grudgingly authorized after 411 days: “President Bush successfully opposed the creation of the commission for more than a year. He said publicly that an independent investigation would distract leaders from his newly-declared war on terrorism.”<sup>804</sup>

According to Philip Shenon, whose book *The Commission* was reviewed by *New York Times* in 2008, Vice-President Dick Cheney called Tom Daschle, then the Senate majority leader, in January 2002, to warn him that a proper investigation of 9/11 would be a “very dangerous and time-consuming diversion for those of us who are on the front lines of our response today.”<sup>805</sup> Despite entreaties from the families of victims of 9/11 attacks and a bipartisan group of senators and congressmen, the President continued to resist for over a year the establishment of a commission of inquiry. He even “took a few minutes during his trip to Europe … to voice his opposition to establishing a special commission to probe how the government dealt with terror warnings before Sept. 11.”<sup>806</sup>

On the first anniversary of 9/11, Jim Dwyer of *New York Times* highlighted the difference between the reactions to 9/11 and to the sinking of the Titanic:

[F]indings on the sinking of the Titanic entered the public record after the Carpathia docked at the Chelsea piers in Manhattan on April 18, 1912, with the 705 survivors plucked from the North Atlantic. Starting the next morning at the Waldorf-Astoria, the barely dry witnesses provided a rich body of facts about the accident, the Titanic, and maritime practices to the United States Senate Commerce Committee, which held 18 days of hearing .... No inquiry remotely similar in scope, energy or transparency has examined the attacks of last Sept. 11. ... A handful of tightly focused reviews have taken place mostly in secret, conducted by private consultants, or by Congressional committees. One year later, the public knows less about the circumstances of 2,801 deaths at the foot of Manhattan in broad daylight than people in 1912 knew within weeks about the Titanic, which sank in the middle of an ocean in the dead of night.<sup>807</sup>

Patrick Martin of the *World Socialist Web Site* noted that “[d]espite its public show of sympathy for the victims and their families, the Bush administration is denying them what is

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<sup>803</sup> Citizens critique of flawed 9/11 Commission process, 23 July 2004, <http://www.aldeilis.net/fake/2492.pdf>

<sup>804</sup> Scot J. Paltrow, “White House Hurdles Delay 9/11 Commission Investigation”, *Wall Street Journal*, 8 July 2003, <http://www.aldeilis.net/fake/2493.pdf>

<sup>805</sup> Jacob Heilbrunn, “A lack of intelligence”, *New York Times*, 13 April 2008, <http://www.aldeilis.net/fake/1937.pdf>

<sup>806</sup> “Bush opposes 9/11 query panel”, *CBS News*, 23 May 2002, <http://www.aldeilis.net/terror/919.pdf>

<sup>807</sup> Jim Dwyer, “Investigating 9/11: An Unimaginable Calamity, Still Largely Unexamined”, *New York Times*, 11 September 2002, <http://www.aldeilis.net/fake/1957.pdf>

their most basic right: a thorough investigation into the causes of the attacks on the World Trade Center and the Pentagon and the circumstances in which they took place ... This official stonewalling is the most staggering fact about 11 September, one largely ignored by the American media.”<sup>808</sup> He added that “there is no innocent explanation for the Bush administration’s [refusal of a public inquiry]. There are no national security secrets to protect about the details of the hijackings .... Bush, Cheney & Co. conduct themselves like men with something to hide. Their methods of cover-up and provocation indicate a consciousness of guilt and fear of exposure.”<sup>809</sup> These perspicacious words were written in 2002, long before the emergence of a popular 9/11 Truth Movement.

### **(e) A Commission established but set to fail**

Due to determined efforts by victims’ families, particularly the “four Jersey girls”<sup>810</sup> and some members of Congress, President Bush grudgingly agreed after 411 days to authorize the establishment of a Congressional Commission of Inquiry. On 15 November 2002 the U.S. Congress approved legislation creating the *National Commission on Terrorist Attacks Upon the United States* mandated to “examine and report on the facts and causes relating to the September 11th terrorist attacks” and “make a full and complete accounting of the circumstances surrounding the attacks.”<sup>811</sup>

On 27 November 2002, President Bush signed into law the establishment of the 9/11 Commission. But he also put the nation on notice that the “executive branch shall construe [the provisions of the law] in a manner consistent with the President’s constitutional authority to withhold information the disclosure of which could impair foreign relations, the national security, the deliberative processes of the Executive, or the performance of the Executive’s constitutional duties.”<sup>812</sup>

Bush shortly thereafter announced that he had nominated Henry Kissinger as the chairman of the Commission.<sup>813</sup> *New York Times* estimated that the White House had chosen Kissinger “to contain an investigation it has long opposed.” The nomination of Kissinger, widely considered as a war criminal,<sup>814</sup> caused outrage.<sup>815</sup> Facing questions about potential conflicts

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<sup>808</sup> Patrick Martin, “One year after the terror attacks: still no official investigation into September 11”, World Socialist Web Site, 12 September 2002. <http://www.aldeilis.net/terror/920.pdf>

<sup>809</sup> Patrick Martin, “Still no official investigation into 9/11”, *World Socialist Web Site*, 12 September 2002, <http://www.aldeilis.net/fake/1958.pdf>

<sup>810</sup> “Jersey Girls who emerged after 9/11 stay activists”, *Fox News*, 23 August 2011, <http://www.aldeilis.net/terror/916.pdf>

<sup>811</sup> Public Law 107-306, 107th Congress, Title VI, <http://www.aldeilis.net/fake/918.pdf>. The Act was entitled the “Intelligence Authorization Act for Fiscal Year 2003”, not the “9/11 Commission Authorization Act.”

<sup>812</sup> Statement by the President, 27 November 2002, <http://www.aldeilis.net/terror/917.pdf>

<sup>813</sup> The Kissinger Commission, *New York Times*, 29 November 2002, <http://www.aldeilis.net/terror/922.pdf>

<sup>814</sup> See, for example, Greg Goldin, “Henry: Portrait of a Serial Kissinger”, *LA Weekly*, 25 April 2001; or “Henry Kissinger: Haunted by his past”, *BBC*, 26 April 2002, <http://www.aldeilis.net/terror/924.pdf>

of interest, Kissinger – founder of the geopolitical consulting firm Kissinger Associates, Inc. – preferred to resign as chairman of the Commission rather than disclose the identities of his clients.<sup>816</sup>

Philip Zelikow was then appointed by President Bush to become the Commission’s Executive Director. Apart from his published views on “public myths,” he had a huge conflict of interest because of his close cooperation with Condoleezza Rice and for joining President Bush’s Foreign Intelligence Advisory Board after 9/11.<sup>817</sup> In a Statement by the Family Steering Committee (a group of 9/11 victims) of 20 March 2004, the Committee called for Zelikow’s “immediate resignation” and demanded that the Commission “apologize to the 9/11 families and America for this massive appearance of impropriety.”<sup>818</sup> According to Philip Shenon, “more than a few people in the Washington press corps even viewed [Zelikow] as a White House mole, intent on sanitizing the Bush administration’s record.”<sup>819</sup> Readers may recall Zelikow’s co-authorship of a paper on Catastrophic Terrorism, published in 1998 (see Chapter 1).

By its very title, implying that the United States had been attacked from outside, the Commission was forced to proceed from a predetermined assumption.

The Commission was initially allocated a derisory budget of \$3 million,<sup>820</sup> compared with the \$40 million price tag of the Ken Starr investigation<sup>821</sup> or the \$112 million spent by NASA to investigate the Columbia space shuttle tragedy in which seven people died.<sup>822</sup> When asked for an additional \$8 million for the 9/11 Commission’s work, President Bush initially balked.<sup>823</sup> Or compare the sums allocated to the investigation with the estimated cost - \$56 million - of a memorial at the alleged crash site of flight UA93, proposed under legislation signed by the same George W. Bush in 2002.<sup>824</sup> By drastically limiting the funds allocated to the 9/11 Commission, the White House further ensured that its investigation could not be thorough.

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815 Christopher Hitchens, “The Latest Kissinger Outrage”, *Slate*, 27 November 2002, <http://www.aldeilis.net/terror/926.pdf>. See also Mark Shields, “The strange choice of Henry Kissinger”, *CNN*, 30 November 2002, <http://www.aldeilis.net/terror/925.pdf>

816 “Kissinger resigns as head of 9/11 commission”, *CNN*, 13 December 2002, <http://www.aldeilis.net/terror/921.pdf>

817 Ibid.

818 Cited in Michael C. Ruppert, *Crossing the Rubicon* (New Society Publishers, 2004), pp. 456-7

819 Heilbrunn, Op.cit. <http://www.aldeilis.net/fake/1937.pdf>

820 Scot J. Paltrow, “White House Hurdles Delay 9/11 Commission Investigation”, *Wall Street Journal*, 8 July 2003, <http://www.aldeilis.net/terror/927.pdf>

821 Terry Frieden, “Price tag for Starr investigation: \$40 million plus”, *CNN*, 1 February 1999, <http://www.aldeilis.net/fake/2494.pdf>

822 Paul Recer, “NASA: Columbia Cleanup Cost Nears \$400M”, *NewsDay.com*, 11 September 2003, <http://www.aldeilis.net/terror/928.pdf>

823 Cited by Griffin, *The 9/11 Commission Report: Omissions and Distortions* (Olive Branch Press, 2005), p. 284, n. 12.

824 Dan Eggen, “Bush asked to seize land for 9/11 memorial”, *The Washington Post*, 28 December 2008. <http://www.aldeilis.net/fake/715.pdf>

## **(f) Thwarting the work of the 9/11 Commission**

The White House did not consider it sufficient to restrict the scope, prerogatives and budget of the 9/11 Commission and to appoint an insider as Executive Director. After the Commission finally started its work, the White House made significant efforts to thwart the work of the Commission. It did so by denying the Commission access to critical documents, preventing witnesses from testifying before the Commission, and responding with inordinate delays. It was reported towards the end of March 2003 that “most members [of the 9/11 Commission] have yet to receive the security clearances needed before they can review classified material.”<sup>825</sup>

The Bush administration insisted that when any member of any federal agency testified before the 9/11 commission, at least one or more other members of that agency be present. At a 8 July 2003 news conference, 9/11 Commission chairman Thomas Kean publicly complained about the use of such “minders” during interviews of federal employees. He called that intimidation to have “somebody sitting behind you all the time who you either work for or works for your agency.”<sup>826</sup>

On 25 February 2004, President George W. Bush and Vice President Dick Cheney agreed to meet jointly and privately with the chair and vice-chair of the 9/11 Commission but preferred not to meet with all members.<sup>827</sup> Bush initially demanded that he submit to only a single hour of questioning<sup>828</sup> but dropped that demand after being allowed to testify jointly with Dick Cheney.<sup>829</sup> When asked in a press conference about the rationale for the joint appearance of the President and the Vice-President, Commission Chairman Thomas Kean quipped: “Well, we recognize that Mr. Bush may help Mr. Cheney with some of the answers.” Kean’s remark sparked laughter among the assembled reporters. They all knew that the White House requested the joint appearance so Cheney could coach Bush on his answers. Bush himself declined to explain the rationale for the joint meeting.<sup>830</sup> Bush insisted, however, successfully, that there be no formal transcript or recording made of their testimony and that they would not have to testify under oath.<sup>831</sup> President Bush told

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<sup>825</sup> Dan Eggen, “Members of 9/11 Panel Warn of Funding Woe”, *The Washington Post*, 27 March 2003, <http://www.aldeilis.net/terror/930.pdf>

<sup>826</sup> Philip Shenon, “9/11 Commission Says U.S. Agencies Slow Its Inquiry”, *New York Times*, 8 July 2003, <http://www.aldeilis.net/terror/931.pdf>

<sup>827</sup> Philip Shenon, “Bush to Limit Testimony Before 9/11 Panel”, *New York Times*, 26 February 2004, <http://www.aldeilis.net/terror/932.pdf>

<sup>828</sup> Ibid.

<sup>829</sup> Ibid.

<sup>830</sup> Dana Milbank, “Joint Appearance Stirs Speculation”, *The Washington Post*, 25 April 2004, <http://www.aldeilis.net/terror/933.pdf>

<sup>831</sup> Elisabeth Bumiller and Philip Shenon, “Bush-Cheney 9/11 Interview Won’t Be Formally Recorded”, *New York Times*, 28 April 2004, <http://www.aldeilis.net/terror/934.pdf>

reporters in the White House Rose Garden, shortly after the closed-door session ended that “it was just a good discussion... Commissioners had a lot of good questions. I enjoyed it.”<sup>832</sup>

In some cases, government agencies refused to let their employees testify before the Commission. In one notorious case, the Department of Defense forbade a military intelligence officer to testify that “Mohamed Atta” and other alleged hijackers had been known to the authorities long before 9/11.<sup>833</sup> Such refusals were not numerous, however. Far more serious was the Commission’s deliberate neglect of numerous persons whom the Commission should have interviewed in order to fulfill its obligation of thoroughness, including *bona fide* witnesses who persistently asked to meet the Commission and eyewitnesses to critical episodes of the 9/11 events.

### **(g) The Commission’s own sins**

The Commission held 12 public hearings between 31 March 2003 and 16-17 June 2004. The Commission left its examination of the actual events of 9/11 to the last hearing, with no eyewitnesses or victims testifying.

Philip Shenon reported that Executive Director Zelikow not only threatened to fire Commission staffers who talked to journalists but ordered his staffers not to return calls by Commission members. He required all contacts between his staff and members of the Commission to go through him personally.<sup>834</sup>

On 1 December 2003, a meeting of Commission’s Team 1a was held and attended by Dieter Snell, Chris Kojm and 9/11 Commission’s Vice-Chairman Lee Hamilton. The notes of the meeting were taken by Ben Rhodes. While no verbatim transcript of the meeting exists, the notes were released in the form of a Memorandum For the Record.<sup>835</sup> It provides a glimpse into the approach of the Commission’s staff to their task.

Hamilton asked about the team’s focus. Dieter Snell said that “they were focused specifically on the plot: if the case was being prosecuted and he was representing the government, how would he write a summation.” By his answer, Snell revealed that his team saw its role as prosecuting a case and not as objective investigators. Hamilton then diplomatically reminded Snell that “many people are looking to the Commission to tell the story - there is a heavy burden to get it straight, and to be forthright about the conflict.” Snell then complained that “[t]here are a lot of theories out there, [and] the Team cannot refute all of them.”<sup>836</sup> He did not elaborate on the nature of these theories and did not explain why the Commission could

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<sup>832</sup> “9/11 Commission Finishes Bush, Cheney Session”, *NBC News*, 29 April 2004, <http://www.aldeilis.net/fake/2757.pdf>

<sup>833</sup> John Esterbrook, “Military Bars 9/11 Intel Testimony”, *CBS News*, 21 September 2005, <http://www.aldeilis.net/fake/935.pdf>

<sup>834</sup> Philip Shenon, *The Commission: The Uncensored History of the 9/11 Commission* (Twelve Publishers, 2008), pp. 83-85

<sup>835</sup> Meeting of Team 1a: Dieter Snell with Chris Kojm and Vice-Chairman Hamilton, 1 December 2003, MFR 03012997, <http://www.aldeilis.net/fake/2495.pdf>

<sup>836</sup> Ibid.

not tackle any of them. The answer, however, proved that the staff of the 9/11 Commission saw its task as buttressing the government's account on 9/11.

Shenon also revealed that Executive Director Zelikow, together with Ernst May, his long-time associate, had at the outset of the Commission's work drafted a detailed outline of the Commission's Final Report, including chapter headings, subheadings, and sub-subheadings, thus largely pre-determining the results of the Commission's "investigation."<sup>837</sup> The chairman and vice-chairman of the Commission were shown this outline but decided to conceal its existence from the rest of the Commissioners. The Commission's staff task was essentially to fit the facts to predetermined conclusions.

John Farmer, Senior Counsel to the 9/11 Commission who assisted in writing the Commission's Final Report, wrote later in his book *The Ground Truth*, that the Commission's staff "discovered that the official version of what had occurred that morning [of 9/11] ... was almost entirely, and inexplicably, untrue."<sup>838</sup> But despite what appears as a incisive critique, his book constitutes for the most part a renewed endorsement of the official account regarding an Islamic terrorist attack inspired or directed by Osama bin Laden and carried out by 19 fanatic Islamists.

Introducing the conclusions of his masterful book, *The 9/11 Commission Report: Omissions and Distortions*, Professor David Ray Griffin wrote:

The purpose of the 9/11 Commission, it should be abundantly clear by now, was not to provide 'the fullest possible account of the events surrounding 9/11.' The purpose was to argue, implicitly, that the US government was not itself complicit in the attacks of 9/11. As we have seen, however, the Commission could make this argument only by distorting, or completely omitting, dozens of facts.<sup>839</sup>

Griffin then asks: "If this supposedly authoritative report is not authoritative, we need an explanation as to why not. After all, people usually do not distort the truth for no reason at all."<sup>840</sup> ... Why would the minds in charge of this final report engage in such deception if they were not trying to cover up very high crimes?"<sup>841</sup>

Griffin later published a shorter, but equally excellent, essay on the 9/11 Commission Report, which he bluntly designated as a "571-page lie." In that essay, widely posted on the internet, he lists the 115 most glaring "omissions and claims."<sup>842</sup>

<sup>837</sup> Philip Shenon, *The Commission*, Op.cit. pp. 388-9

<sup>838</sup> Farmer, John, *The Ground Truth: The Untold Story of America Under Attack on 9/11* (Riverhead Books, 2009)

<sup>839</sup> David Ray Griffin, *The 9/11 Commission Report: Omissions and Distortions*, Op.cit., p. 277

<sup>840</sup> Ibid. p. 281

<sup>841</sup> Ibid, p. 291

<sup>842</sup> David Ray Griffin, "The 9/11 Commission Report: A 571-Page Lie" (probably 2005),  
<http://www.aldeilis.net/fake/2496.pdf>

The 9/11 Commission failed to assess the veracity, reliability and probity of evidence it received regarding al Qaeda detainees and the evidence it received from the FBI regarding the identities of the alleged perpetrators, the tools of crime and the phone calls from the airplanes. This lack of thoroughness was noted wryly by Professor Griffin in his book: “The [Commission’s Final] report’s lack of thoroughness is, in fact, one of its outstanding characteristics.”<sup>843</sup> He then cited a letter to the U.S. Congress written by twenty-five former officials of intelligence and law enforcement agencies (FBI, FAA, DIA, Customs) in which the authors designated “[o]mission [as] one of the major flaws in the Commission’s report.”<sup>844</sup> From the U.S. government’s perspective, however, these omissions represented a successful performance by the Commissioners it had appointed.

### **(h) No prosecutions**

An effective criminal investigation would normally result in the identification of the offender(s) and their prosecution. Yet not a single person has been prosecuted and punished by the U.S. authorities for planning, funding, abetting or executing the mass murder of 9/11.

The only person prosecuted in the United States “in connection” with 9/11, Zacarias Moussaoui, was not charged as an accomplice to the attacks. On 11 September 2001 he was in police custody.<sup>845</sup> His “overt acts” allegedly in support of 9/11, included a stint in a training camp in Afghanistan in 1998, traveling from London to Pakistan in 2000, traveling to the United States in February 2001, opening a bank account, attending a flight school in Oklahoma for a few weeks, joining a fitness center, purchasing flight deck videos, purchasing two knives and visiting the state of Minnesota.<sup>846</sup> No evidence was produced in his trial that he knew the alleged hijackers, visited the sites of crime or knew about the impending attacks.

In court he played systematically into the hands of the prosecution by engaging in verbal outrage that ensured him media publicity as a “highly dangerous man.” On July 18, 2002, Moussaoui informed the court that he had knowledge of the 9/11 attacks, knew “exactly who d[id] it, ...which group, who participated, [and] when it was decided.”<sup>847</sup> Moussaoui evidently lied, as demonstrated in this book. In 2005, his imposed defender Yamamoto advised the court that Moussaoui was “now willing to accept responsibility for the events of 9/11”, in which he did not participate in any way.<sup>848</sup> Prior to his arrest, he tried to train to fly 747s without ever flying a one-engine Cessna and acted in flight school in a conspicuously suspicious manner, as if he sought to be arrested. Attorney Andrew Cohen described Moussaoui as a “low-grade failure in the dark world of terrorism”, a “wannabe terror punk” ,

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<sup>843</sup> Griffin, *The 9/11 Commission Report: Omissions and Distortions*, Op.cit. p. 12

<sup>844</sup> Ibid. p. 12-13

<sup>845</sup> “Supreme Court is asked to rule on Moussaoui case”, *Associated Press*, 11 January 2005, <http://www.aldeilis.net/fake/2524.pdf>

<sup>846</sup> „First Indictment of Zacarias Moussaoui“, Complete Text, 12 December 2001, <http://www.aldeilis.net/fake/1969.pdf>

<sup>847</sup> United States of America v. Zacarias Moussaoui, Appeal from the U.S. District Court for the Eastern District of Virginia, January 4, 2010, p.10, <http://www.aldeilis.net/fake/2772.pdf>

<sup>848</sup> Ibid. p.13

a “spoiled, silly, bragging brat of a child kid” who craves for attention. Cohen lambasted the White House and Justice Department for having “picked him, of all people, to endure a 9/11 show trial. The feds should forever be ashamed of themselves for making that choice.”<sup>849</sup>

The court accepted at face value Moussaoui’s absurd self-incriminatory statements and charged him with conspiracy to commit acts of terrorism transcending national boundaries, conspiracy to commit aircraft piracy, conspiracy to destroy aircraft, conspiracy to use weapons of mass destruction, conspiracy to murder United States employees and conspiracy to destroy property.<sup>850</sup> U.S. conspiracy law does not require that the defendant had committed, prepared or attempted to commit any actual offense. It suffices for the prosecution to link the defendants to others, who allegedly committed, prepared or attempted to commit an offense.<sup>851</sup> By relying on Moussaoui’s own rantings and claims that al-Qaeda had selected him for a future terrorist attack, the jury accepted the charges and sentenced him to life imprisonment without parole. Relatives of 9/11 victims were oblivious of the judicial farce played on them. Their reactions to the sentence were either relief, or disappointment that he was not put to death. Monica Gabrielle, whose husband died in the WTC, called the life sentence a “good decision” because “he had nothing to do with the events that occurred on 9/11.”<sup>852</sup>

It might be argued that it was not possible to prosecute the alleged hijackers, because they were all dead (or had vanished). But the U.S. authorities also failed to prosecute individuals they claim had planned, abetted and coordinated the attacks of 9/11, including Ramzi Binalshibh and Khalid Sheikh Mohamed, allegedly held since 2002 or 2003 at the U.S. military prison in Guantánamo. U.S. authorities do not anticipate that their trials will start any sooner than some time in 2020, and then could take several years to conclude.<sup>853</sup> CIA Director George Tenet announced in December 2002 that since 9/11, “more than 3,000 al-Qaeda operatives or associates have been arrested in more than 100 countries.”<sup>854</sup> Yet none of them have been charged and sentenced in relation to 9/11. After 9/11, more than 1,200 people within the United States, mostly Muslims, were arrested in relation to the 9/11 attacks.<sup>855</sup> None of these individuals has been prosecuted in relation to 9/11. Most were released without charge. Others were prosecuted mainly for visa violations and other unrelated infractions.

<sup>849</sup> Andrew Cohen, “It’s about us, not him”, *CBS News*, 17 April 2006, <http://www.aldeilis.net/fake/2526.pdf>

<sup>850</sup> United States of America v. Zacarias Moussaoui, Appeal from the U.S. District Court for the Eastern District of Virginia, January 4, 2010. <http://www.aldeilis.net/fake/2772.pdf>

<sup>851</sup> 18 U.S. Code §371. Conspiracy to commit offense or to defraud United States

<sup>852</sup> “9/11 victims’ families mixed about Moussaoui”, NBC (Associated Press), 4 May 2006, <http://www.aldeilis.net/fake/2773.pdf>

<sup>853</sup> Ken Bredemeier, “5 Suspects in US 9/11 Attacks Still Await Trial”, *Voice of America News*, 11 September 2018, <http://www.aldeilis.net/fake/2528.pdf>

<sup>854</sup> “A third of al-Qaeda leaders captured or killed: CIA”, *Agence France Presse*, 13 December 2002, <http://www.aldeilis.net/fake/2529.pdf>

<sup>855</sup> Jodi Wilgoren, “Swept Up in a Dragnet, Hundreds Sit in Custody and Ask, ‘Why?’”, *New York Times*, 25 November 2001, <http://www.aldeilis.net/fake/2530.pdf>

Worldwide, only one person has been convicted as an *accessory* to the mass murder of 9/11, although that accusation was concocted.<sup>856</sup> That person is Mounir el-Motassadeq, a Moroccan national who studied electronic engineering in Hamburg before 9/11. During his studies Mounir befriended Mohamed el-Amir Atta, Marwan al-Shehhi and Ziad Jarrah, three of the alleged suicide pilots of 9/11.<sup>857</sup> Mounir was accused of having been aware of his friends' terrorist plans. He consistently denied these accusations.<sup>858</sup> The German court did not believe him and sentenced him to 15 years imprisonment as an accomplice to 9/11.<sup>859</sup> The German court failed to present even a shred of evidence that el-Motassadeq's aforementioned friends participated in the mass murder of 9/11 and that he knew about any terror plans. The judgment, comprising 365 pages, devotes just 4 pages to the 9/11 attacks, summarizing what an unsworn FBI special agent, Matthew Walsh, told the court about his colleagues' investigation of the attacks.<sup>860</sup> The court did not bother to verify or independently corroborate his testimony, let alone his claims that Mohamed Atta, Marwan Al-Shehhi und Ziad Jarrah were involved in the attacks. The court's conduct indicates its predetermined intention to fabricate a guilty judgment.

After more than ten years of being unjustly incarcerated, el-Motassadeq was released from prison in October 2018 and was deported from Germany to Morocco in shackles. He was banned from Germany for the rest of his life. After his release, European newspapers continued designating him as a terrorist. One newspaper wrote that he should "rot in hell."<sup>861</sup> At home in Morocco he was, however, welcome with open arms. Neighbours said they were "very happy" to have him back. One – Hayat, a former model for Louis Vuitton – said there were jubilant scenes after his return. People were coming from all over Morocco to see him. "During the first and second day after he was released the streets were full of people coming to see him."<sup>862</sup> Aware through my research that Mounir el-Motassadeq was innocent of any crime, having visited Mounir in prison several times and finding there a particularly compassionate, warm and peace-loving person, I can only join in the happiness of his family and friends for reuniting with him.

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<sup>856</sup> An accessory is a person who assists in the commission of a crime, but who does not actually participate in the commission of the crime as a joint principal.

<sup>857</sup> Bill Hemmer and Bettina Leuscher, "Moroccan man appears in German court for suspected 9/11 involvement", *CNN*, 29 November 2001, <http://www.aldeilis.net/fake/2531.pdf>

<sup>858</sup> Claus-Peter Tiemann, "Germany says U.S. wont allow introduction of secret documents at Sept. 11 suspect's trial", *Associated Press*, 30 November 2004, <http://www.aldeilis.net/fake/2532.pdf>

<sup>859</sup> "Motassadeq loses appeal", *Spiegel Online*, 11 May 2007, <http://www.aldeilis.net/fake/2533.pdf>

<sup>860</sup> Urteil in der Strafsache gegen Mounir El Motassadeq, 4.. Strafsenat, Hanseatisches Oberlandesgericht, Hamburg, 19 August 2005, <http://www.aldeilis.net/fake/2534.pdf>

<sup>861</sup> Larisa Brown and Tom Witherow, "Families tell 9/11 terrorist to 'rot in hell'", *Scottish Daily Mail*, 1 November 2018; Chris Hughes, "Freed 9-11 plotter treated like a hero; Sick celebration as 'treasurer' home early", *Daily Mirror*, 1 November 2018; Simon Osborne, "Terrorist behind 9/11 attacks hailed a returning hero after early release from prison", *Express Online*, 31 October 2018; M. Zitzow et al, "9/11 terrorist grins on holiday plane", *BILD International*, 16 October 2018; "Convicted 9/11 Accomplice Gets The Boot", *Edmonton Journal* (Canada), 16 October 2018

<sup>862</sup> Larisa Brown, "9/11 terrorist back on the streets", *Mail Online*, 30.10.2018, <http://www.aldeilis.net/fake/2595.pdf>

The judgment of the German court was not only an act of gross injustice toward the defendant and his family, a blot on German justice, a shame to Germany and a clear violation of German criminal procedure,<sup>863</sup> but represented a fraud upon all 9/11 victims and their families, who are entitled both to the truth of this mass-murder and to the punishment of the real offenders. According to human rights law, Germany owes to Mounir el-Motassadeq financial compensation, an apology, a promise of non-repetition and the lifting of the ban on his entry to Germany.

### **Conclusions to chapter 14**

The U.S. authorities failed in their legal and political obligations to fully and impartially investigate the massive crime of 9/11: They failed to investigate the alleged plane crashes; they tried to prevent a congressional investigation; and they tried to undermine that investigation, once it took place. Those investigations, which were carried out under the authority of the United States government and Congress were not prompt, independent, impartial, or thorough, and only partially transparent. The United States judiciary failed to bring to justice even one person implicated in the mass-murder of 9/11. Had the United States been a party to the European Convention of Human Rights, the European Court would have been compelled to declare the United States in violation of the right to life of 3,000 people.

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<sup>863</sup> To be found guilty as an accessory to a crime under German law (in German “Beihilfe zu einer Straftat”), the court must prove a proximate nexus between the abettor (accessory) and the Principal whose participation in the crime must be proven beyond reasonable doubt.

## 15. How was silence of victims' families bought?

Virtually no American suspected in 2001 that the 9/11 attacks had been masterminded by the U.S. government. Such suspicions only emerged slowly, and remained limited to a small number of “conspiracy theorists.” The overwhelming majority of Americans (and Europeans) took the official account on 9/11 at face value, particularly the legend of 19 fanatic Islamic hijackers, inspired and led by Osama bin Laden, who managed to inflict a blow to the United States equivalent to the attacks on Pearl Harbor .

Yet, the acceptance of the official account on 9/11 was clouded from the outset by the following questions:

- Why did U.S. intelligence fail to prevent 9/11?
- Why did airport security in three airports fail on 9/11?
- Why did the air force fail to intercept the hijacked planes?
- Why did the U.S. government fail to produce evidence of 19 hijackers?
- Why were no proper investigations of 9/11 carried out?

While such questions did not imply government complicity in the crime, their persistence could have with time undermined public trust in government authorities, and might even have led to more probing questions. As shown in chapter 14, the U.S. government did not wish to allow a congressional investigation into the events of 9/11. As will be shown in this chapter, it found it politically more convenient and a lot cheaper to ensure the silence of those most likely to raise pesky questions, namely the families of 9/11 victims.

In order to induce families of 9/11 victims (approximately 3,000 families) to silently accept the official version of events and close their minds to “conspiracy theories,” the U.S. Government played on their trust and gullibility.

I emphasize that I do not blame the families of 9/11 victims for reacting as they did to the manipulative practices of the U.S. government alleged here. They were doubly victimized, first by the loss of their loved ones, and then by the manipulative practices described in this chapter.

### **(a) Buying silence phase I**

Merely eleven days after 9/11, the U.S. Congress established the September 11<sup>th</sup> Victims Compensation Fund (VCF).<sup>864</sup> In order to obtain compensation, applicants to the VCF had to waive their right to sue the government, the airlines or security companies in relation to

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<sup>864</sup> Title IV of [Act of Congress] HR 2926 To Preserve the Continued Viability of the United States Air Transportation System, 22 September 2001, <http://www.aldeilis.net/fake/2752.pdf>

9/11<sup>865</sup> and were thus precluded from using court discovery procedures<sup>866</sup> as a means to find out how and where they next-of-kin had died.<sup>867</sup>

Those who refused to apply to the VCF and hoped to seek the truth through the courts were only allowed to initiate civil proceedings at the U.S. District Court for the Southern District of New York, where they had to face Judge Alvin K. Hellerstein. More about him later.

To administer VCF, Attorney General John Ashcroft appointed Kenneth R. Feinberg. Feinberg had served the U.S. government as a Special Master in 1984, when he distributed \$180 million to 80,000 Vietnam veterans who had been injured by the herbicide Agent Orange as a final settlement. Each U.S. veteran received thus on average mere \$2,200 as compensation. Feinberg also developed guidelines for compensating illegal Jewish settlers removed from the Gaza strip in 2005. They, on the other hand, received on the average \$1 million in compensation.<sup>868</sup>

Under Feinberg's administration, the next-of-kin of a 9/11 victim who signed the aforementioned legal waiver ultimately received on the average from Uncle Sam an appreciable sum of \$2.1 million tax-free. The richest among them received up to \$7 million in compensation.<sup>869</sup> Nearly all of the families of those who were killed decided to go through the VCF for benefits, and a large number of emergency responders who initially considered claims for respiratory injuries against the City of New York dropped those suits and applied to the VCF instead.<sup>870</sup> This amount exceeded more than ten times the average compensation paid out to families of victims of previous terrorist acts. Approximately 425 emergency responders were killed or seriously injured in the attack on the WTC. Nearly all filed claims with the VCF.

When VCF was announced, Kenneth Feinberg said that the "Compensation Fund is an unprecedented expression of compassion on the part of the American people to the victims and their families devastated by the horror and tragedy of September 11th."<sup>871</sup> Kenneth Feinberg repeated the same notion to *CNN* two days later: "This is an unprecedented, unique

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<sup>865</sup> Ibid. Title IV, Section 405 (c) (3)

<sup>866</sup> Discovery procedures are legal means at the pre-trial phase, in which each party in a lawsuit can obtain evidence from the opposing party, such as documents and depositions.

<sup>867</sup> Joe Taglieri, '9-11 Lawsuits: Saudis, Airlines, Bush Face Litigation', *From the Wilderness*, 27 August 2002, <http://www.aldeilis.net/fake/2084.pdf>; also Walter Gilberti, 'Bush administration moves to stifle discovery in 9/11 lawsuits', *World Socialist Web Site*, 2 August 2002, <http://www.aldeilis.net/fake/2085.pdf>

<sup>868</sup> J.J. Goldberg, New, "Pay Czar Walks Familiar Path", *Forward* (New York), 3 July 2009

<sup>869</sup> Brian Bernbaum, "9/11 Fund Chief Faults Payments", *CBS News*, 4 September 2003, <http://www.aldeilis.net/terror/951.pdf>

<sup>870</sup> Lloyd Dixon and Rachel Kaganoff Stern, "Compensation for losses from the 9/11 attacks", RAND Institute for civil justice, 2004, <http://www.aldeilis.net/fake/2638.pdf>

<sup>871</sup> "September 11th Compensation Fund Regulations Announced", Department of Justice, 20 December 2001, <http://www.aldeilis.net/fake/952.pdf>

program and exhibits I think the best in the American people.”<sup>872</sup> While clearly unprecedented and unique, Feinberg’s scheme was hardly the “best in the American people” as it was highly unfair towards families of victims of other calamities, terrorist acts and deaths in the line of duty.<sup>873</sup>

Feinberg probably felt that his explanation did not convince “the American people,” in whose generosity he had the temerity to speak. He therefore added:

It must be viewed from the perspective not of the victim but, rather, that of the nation, a unified community response to a unique and unprecedented historical tragedy. The September 11th terrorist attacks, and their impact on the collective psyche of the United States, evoked a national response to the tragedy. One aspect of that response was the creation of a public compensation scheme that not only provided financial relief to the victims, but also expressed a shared national grief, horror, and revulsion in response to the terrorist atrocities. The September 11th Victim Compensation Fund is different because the response to the attacks was so universal and profound nationwide. While in no way diminishing the tragedy of Oklahoma City or other terrorist acts, the September 11th attacks constitute a unique historical event, similar in kind to the American Civil War, Pearl Harbor and the assassination of President Kennedy. Viewed in this context, the Fund constitutes a legitimate response by the nation. Critics of the Fund are, therefore, off-base when they focus on the restrictive definition of the victims in arguing unfairness. It is not the victims that justify the Fund, but rather the response of the entire nation to the tragedy.<sup>874</sup>

Those who happened to read the above explanation must have gasped. A far more mundane explanation for the U.S. government’s munificence is that individuals receiving a compensation beyond what is their statutory due would be less likely to raise critical questions, let alone voice suspicions, about their benefactor’s motives.

A further remarkable feature of the Victims’ Compensation Fund was that individual awards were “tailored to the particular circumstances of each eligible claimant,” a neat way to say that the wealthy would receive more than the less wealthy because their “circumstances” are “different.” Here is how Feinberg explained this socially regressive conception:

The same amount, whatever it might [have been], would have a much different impact on the family of the stockbroker or banker than the family of the waiter, policeman or member of the military. Thus, the impact of any flat

<sup>872</sup> “9/11 fund chief: Goal reached as deadline nears”, CNN, 22 December 2003, <http://www.aldeilis.net/fake/954.pdf>

<sup>873</sup> Rebecca Levin, “September 11 Victim Compensation Fund: A Model for Compensating Terrorism Victims?”, Kentlaw.edu, 2002, <http://www.aldeilis.net/fake/953.pdf>

<sup>874</sup> Kenneth R. Feinberg, Final Report of the Special Master for the September 11th Victim Compensation Fund of 2001, Volume I, pp. 79-80, <http://www.aldeilis.net/fake/841.pdf>

award would depend upon the financial and family circumstances of the surviving claimant.<sup>875</sup>

The monetary outcome of this scheme was reported on page 97 of the Fund's Final Report. While 77 claimants, whose yearly income levels exceeded \$1,000,000, received an average of \$5.9 million in compensation, those with yearly income below \$100,000 received an average of \$1.4 million in compensation.

Feinberg also explained why the structure and scope of the 9/11 Compensation Fund was not likely to be replicated in the future:

Some have suggested that a statute establishing a future compensation fund should be enacted now, to be triggered by a certification from the Secretary of State that an attack by foreign terrorists has occurred in the United States...But, although the Congress and the Administration might consider the structure of some type of future compensation program and debate the alternatives, it is unlikely that such a statute would be established at the present time. Nor would it be wise to do so...absent the profound conditions which existed immediately after the September 11th attacks. To expect that this would or should be done outside of such a context is probably incorrect...Hopefully, the September 11th attacks will remain a unique historical event, never to be repeated. And there will be no need to cite the September 11th Victim Compensation Fund of 2001 as precedent for establishing a similar program.<sup>876</sup>

Tim Harper of the *Toronto Star* was one of the very few journalists who acknowledged the refusal by some victims' families to apply for the government's compensation scheme. He wrote:

For some, it's blood money, a repugnant payoff they feel they have no choice but to accept...But as many as 73 families<sup>877</sup> see the process of U.S. government compensation as an attempt to protect those who should be held accountable for what they believed was mass murder.<sup>878</sup>

Harper quoted Monica Gabrielle, who lost her husband Richard in the WTC attack:

I am doing this for my husband...I want accountability. I need answers...For those who lost family members, it was always about protecting airlines, federal, state and local authorities from billions of dollars of lawsuits. To receive the federal money, recipients must sign a waiver giving up their right to sue anyone involved in the worst terrorist attacks in U.S. history.

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<sup>875</sup> Ibid, p. 82

<sup>876</sup> Ibid, p. 83

<sup>877</sup> Actually 96 families.

<sup>878</sup> Tim Harper, "Families Sue U.S., Reject 9/11 'Bribe'", *Toronto Star*, 23 December 2003, <http://www.aldeilis.net/terror/956.pdf> (in fact the number of families who opted out of the compensation scheme was 96).

This is about mass murder. I want to know who was responsible. No one has been fired. No one has been demoted. The same people who are guarding us today on an elevated security alert are the same people who were working that day.<sup>879</sup>

The Victims' Compensation Fund was, however, not the only source of payments to 9/11 victims.

In addition to compensation payments by the VCF, most victims received payments from insurance companies, from the Workers' compensation programs in New York and New Jersey and from various charities. As an example, the New York workers' compensation program paid a widowed spouse with one child \$11,660 a year (tax free) if the worker earned \$24,000, with benefits rising to \$14,050 a year for a worker who earned \$48,000 a year. Benefits are paid for life or until remarriage. Children are entitled to death benefits until they turn 21 (or 23 if they are full-time students). Through September 11, 2003 (the deadline for filing workers' compensation claims), 2,206 death claims were received by the New York State workers' compensation program. The number submitted amounted to 86 percent of the civilians killed in the attacks (emergency responders in New York City do not have workers' compensation coverage).<sup>880</sup>

On top of the benefits discussed so far, a large number of private corporations, foundations, and charities offered scholarships to dependent children, spouses, and domestic partners of the deceased and seriously injured. Most of the scholarship-granting organizations linked themselves together through a collective called the September 11 Scholarship Alliance. Most of the funds were to be used to pay for education at accredited two- or four-year colleges, universities, or centers for vocational education. Some scholarships, although significantly fewer in number than others, were available to the same population to pursue graduate education. The Families of Freedom Scholarship Fund is one of the major post-9/11 scholarship funds. Awards from the fund ranged from \$1,000 for students with little or no financial need to \$28,000 per academic year for those with greater need. The average award through January 2004 was \$13,100 per academic year.<sup>881</sup>

The Foundation Center reported in December 2003 that charities distributed \$739 million to individuals, excluding uniformed service workers, who were killed or injured (whether seriously or not) in the 9/11 attacks and their families. Payments averaged nearly \$270,000, when spread across the 2,551 civilians who were killed and the 215 who were seriously injured in the attacks, but some of these benefits went to victims who were not killed or seriously injured.<sup>882</sup>

To sum it up, the families or loved ones of civilians killed on Sept. 11 received, on average, \$3.1 million in government and charitable awards. The families of those who died in uniform that day -- including police officers and firefighters -- received more, their average

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<sup>879</sup> Ibid.

<sup>880</sup> Ibid.

<sup>881</sup> Ibid.

<sup>882</sup> Ibid.

compensation exceeding \$4.2 million.

### **(b) Buying silence phase II**

Ninety-six families of 9/11 victims refused to apply to the Compensation Fund.<sup>883</sup> They wanted to know who was responsible for 9/11 and why no one has been demoted (see Monica Gabrielle's statement above). But in court they had to face Judge Alvin K. Hellerstein who had other ideas. He tried from the outset to have the claims settled out-of-court. He relied extensively on the right of the government to conceal evidence from the claimants and interpreted broadly the government's right to secrecy.<sup>884</sup>

Judge Hellerstein also decided to reverse the traditional judicial procedure whereby liability is determined before damages are discussed<sup>885</sup> in the hope that more cases might settle out of court once families get a sense of how much money they are likely to get.<sup>886</sup>

Hellerstein hinted in a court hearing that a generous financial offer would convince the claimants to forget about their quest for the truth: "Money is the universal lubricant," he said, admitting his comments were "crass." He added, suggesting to the families that they drop their quest for the truth: "Somehow, we need to get past Sept. 11, 2001, as a country and individually." Some of the families expressed their anger at these remarks.<sup>887</sup>

Hellerstein then brought in Sheila L. Birnbaum, a member of the bar, whom he designated as a "mediator." Her role was to induce an out-of-court financial settlement between the airlines and the families. She wrote that one "obstacle to reaching settlements" was that many of the families "had not had an opportunity to tell the story of their loss and express their feelings to a representative of the Court" and hoped "to personally receive expressions of condolences for their loss from the airlines." So, she arranged "therapy meetings" in which families were able to "personally hear" from her and from representatives of the airlines and security companies "sincere expressions of condolences" for their loss "on both an official and personal level."<sup>888</sup> The families were given an opportunity to let off steam, shed tears and were then ready to discuss money. That's how a U.S. court manipulated the feelings of 9/11 families and avoided their obligation to tell them the truth.

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<sup>883</sup> Susan Edelman, "Final 9/11 holdout kin fight on for 'truth' trial", *New York Post*, 20 January 2010, <http://www.aldeilis.net/terror/955.pdf>

<sup>884</sup> "Order Accepting Mediator's Report and Providing That it Be Filed", Alvin K. Hellerstein, 3 March 2009, <http://www.aldeilis.net/terror/960.pdf>

<sup>885</sup> Anemona Hartocollis, " Evidence in 9/11 Damages Cases Is Restricted ", *New York Times*, 18 October 2007, <http://www.aldeilis.net/terror/957.pdf>

<sup>886</sup> "Jury Can Hear Part Of Flight 93 Tape", *CBS News*, 11 February 2009, <http://www.aldeilis.net/terror/958.pdf>

<sup>887</sup> Susan Edelman, "Families fume at 'callous' judge", *New York Post*, 9 September 2007, <http://www.aldeilis.net/fake/2497.pdf>

<sup>888</sup> "Order Accepting Mediator's Report and Providing That it Be Filed", Alvin K. Hellerstein, 3 March 2009, <http://www.aldeilis.net/fake/960.pdf>

After years of court battles, most families settled without trial. They entered a deal with the airlines and security companies, the terms of which remain confidential.<sup>889</sup> The total settlement with these families amounted to almost \$500 million, resulting in an average of more than \$5 million for each family.<sup>890</sup> None of these families is known to have subsequently questioned the official account on 9/11.

### **(c) Co-opting families by honors**

In addition to lavishing money on families of 9/11 victims, the U.S. government celebrated certain families as national icons.

When people are celebrated, feted and pampered, they are more likely to resist information that might show their benefactor in a bad light. This psychological phenomenon was used effectively by the U.S. government.

*Robert Weisberg (father-in-law of Lou Nacke, Flight UA93)*

Thirteen days after 9/11, President Bush invited the families of flight UA93 victims to the White House. Bush and his wife spent time with each family. Robert Weisberg, Lou Nacke's father-in-law, said, "[The President] hugged me and shook hands. He was very emotional." About 100 staffers lined a hallway. They thanked the families for their lives, implying that the families' next-of-kin had risen up in the aircraft against the hijackers and thus had prevented the aircraft from reaching Washington, D.C.<sup>891</sup> There exists actually no reliable evidence for that national legend. But it was emotionally effective.

*Alice Hoaglan (mother of Mark Bingham, Flight UA93)*

Mark Bingham's mother, Alice Hoaglan, has been interviewed numerous times by leading U.S. media. What she told the *SF Examiner* at the 10<sup>th</sup> anniversary of 9/11, illustrates the effects of the government's approach to the 9/11 families:

I'm so grateful to America for remembering the sacrifice of the guys on board United Flight 93. It means a lot to me and I'm so grateful that Mark is remembered as a hero and as a gay man who stood shoulder to shoulder with a handful of other guys - straight guys - and died on their feet fighting to save lives on the ground." [SF Examiner on the 10<sup>th</sup> anniversary of 9/11]

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<sup>889</sup> Ibid. p.10

<sup>890</sup> Ashby Jones, "The 9/11 Victim Settlements: A Chat With Skadden's Sheila Birnbaum", *The Wall Street Journal*, 13 March 2009, <http://www.aldeilis.net/terror/959.pdf>

<sup>891</sup> Angie Cannon, *US News and World Report*, 21 October 2001 (phone calls and misc.)

She then emphasizes how the conduct of her son prompted her to become “a spokesperson for competitive sports and rugby for school kids” and calls on the public to “remember the courage and spirit of unity that first showed itself on the original Sept. 11.”<sup>892</sup>

*Deena Burnett (wife of Thomas Burnett, Flight UA93)*

When the families of flight UA93 victims met with President Bush at the White House two weeks after 9/11, the President spoke with Deena Burnett and kissed her on both cheeks.<sup>893</sup> Later, she received a certificate signed by the President, stating that the United States honored her husband and that the document was “awarded by a grateful nation in recognition of devoted and selfless consecration to the service of our country *in the Armed Forces of the United States.*”<sup>894</sup> On 26 May 2002, Thomas Burnett received a military funeral, given to him based on his actions on flight UA93. He was buried at Fort Snelling in Bloomington, Minnesota.<sup>895</sup> Did Thomas Burnett die in a military operation in the morning of 9/11? If so, what was the nature of that military operation?

In her book *Fighting Back*, Deena Burnett describes the thrill she felt meeting the President and his wife: “I shook hands with [the President Bush and his wife]. Each one placed their free hand on top of mine, and the President kissed me on the cheek.”<sup>896</sup>

Shortly after Mrs. Burnett’s daughters left for school on the morning of 9/11, she remained alone in her California home with police officer Chris Stangle (p.71). After having to cope with several FBI agents who came to her home and pestered her one after the other with repeated questions (p. 75), a paramedic who wanted to take her blood pressure (p. 69), a police chaplain (p. 73) and Father Frank (p. 76), she felt exhausted and began to cry. All of this took place hours after the attacks.

At that point Officer Stangle came over to her, knelt down in front of her, took her hand,

looked at me and said ‘First of all, you’re not going to have to sell this house and here’s why. It sounds like your husband had a good job. I’m sure he has a financial plan in place to take care of you and the children. Because of the way he died, you’re going to have enough people helping, that you will be able to stay in this house and raise your children the way you want to. You’re not going to have to worry about any of that right now. And if none of that comes through, I am personally going to make sure you can stay in this house. If that’s what you want. The police have wonderful resources. We can help you. You don’t have to worry about anything.’(p. 78)

<sup>892</sup> Alexis Terrazas, “Alice Hoagland, 9/11 hero Mark Bingham’s mother, honors his memory in Shanksville”, *SF Examiner*, 11 September 2011, <http://www.aldeilis.net/terror/778.pdf>

<sup>893</sup> Susan Sward, “The voice of the survivors: Flight 93, fight to hear tape transformed her life”, *San Francisco Chronicle*, 21 April 2002, <http://www.aldeilis.net/fake/302.pdf>

<sup>894</sup> Ibid. Emphasis added.

<sup>895</sup> Deena Burnett, *Fighting Back* (Avantage Books, 2006) p. 214

<sup>896</sup> Ibid, p. 153

Officer Stangle clearly was speaking in the name of the police (“We can help you”). The resources he mentioned were clearly those of the police. In the light of the fact that Tom Burnett was buried with military honors, Officer Stangle’s statements indicate that he spoke in the name of his superiors and not as a private citizen. One should not forget that these promises were made merely hours after the attacks.

Later, Burnett was visited by Congresswoman Ellen Tauscher, who told her: “I work for you. Nothing is more important than whatever it is you need” (p. 159). Mrs. Burnett thereupon asked Tauscher to help her obtain the right to listen to the cockpit voice recorder from flight UA93, which might reveal the last words of her husband. She was taken aback by Tauscher’s hesitation and subsequent answer: “Maybe we should leave it up to the professionals to decide whether you should hear it.” Mrs. Burnett’s comment: “The word ‘professionals’ made me uncomfortable. *What did she mean by that? Did she mean the FBI, politicians, or heaven forbid, doctors?*” (p. 160, emphasis in the original). Mrs. Burnett clearly smelled a rat. But she did not pursue her gut feeling.

At the end of September, Mrs. Burnett was contacted by California Governor Gray Davis, who invited her to speak at the California Day of Remembrance on 9 October in front of 10,000 people. “Without hesitation, I agreed” she wrote. (p. 161)

After her speech she glanced at the crowd: “Everyone was standing and cheering. *I must have done all right.* ... Several State Senators and Representatives approached. I didn’t realize there were so many dignitaries seated in my section. Everyone shook my hand and offered their thanks for the sacrifice I was enduring” (p. 167, emphasis in the original).

*Lisa Beamer (wife of Todd Beamer, Flight UA93)*

Lisa Beamer, invited to the White House, enjoyed a standing ovation of Congress after George W. Bush singled out her husband for praise in his Address to the Nation.<sup>897</sup> At a later date, Lisa Beamer was photographed unveiling a decal of the “Let’s Roll” catchphrase on the side of an F-16 fighter jet.

Examples of how Ms. Beamer was emotionally affected by being feted are laid bare in her own book *Let’s Roll*.<sup>898</sup> Her book reveals concerted government efforts to give the families of UA93 victims a thrilling sensation of being related to heroes; and use some of these families as icons of U.S. patriotism, unity of purpose and anti-terrorist determination.

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<sup>897</sup> George W. Bush, “Address to the Nation”, U.S. Congress, 20 September 2001

<sup>898</sup> Lisa Beamer, *Let’s Roll* (Tyndall House Publishers, 2002)

## 16. Mass murder in the shadow of military exercises?

In previous chapters, I demonstrated that the U.S. authorities failed to produce evidence that flights AA11, UA175, AA77 and UA93 crashed at the WTC, the Pentagon and in Somerset County, Pennsylvania. If they did not crash at these sites, what happened to these flights?

Air traffic controllers can generally track an aircraft whose transponder has been deactivated by reverting to so-called primary returns (primary radar), particularly when air traffic in the area is not dense. As traffic density increases and multiple aircraft turn off their transponders simultaneously it becomes very difficult, if not impossible, to determine which blip on the screen belongs to which aircraft.

### (a) Evidence of huge confusion

It appears that air traffic controllers had to contend with far more than four suspected hijackings on the morning of 9/11. According to the 9/11 Commission, there were “multiple erroneous reports of hijacked aircraft in the system” over the course of the morning of 9/11.<sup>899</sup> Alan Scott of NORAD told the 9/11 Commission that Delta Flight 89 was first reported missing, then that it had been hijacked and finally that it had not been hijacked but had landed safely in Cleveland. Scott described the flight as “the first red herring of the day, because there were a number of reported possible hijackings that unfolded during the hours immediately following the operation.”<sup>900</sup> Other sources refer to that flight as Delta Flight 1989.<sup>901</sup> Was this perhaps the same aircraft with slightly differing flight numbers? Other flights suspected of having been hijacked included American Airlines Flight 43, which left Newark International Airport shortly after 8 a.m. bound for Los Angeles and made an emergency landing in Cincinnati, and American Airlines Flight 1729 from Newark to San Antonio, departing at 8:50 a.m., which was forced to land at St. Louis.<sup>902</sup> According to the BBC, however, flight AA43 was scheduled to fly from Boston, not from Newark, and was “grounded due to a mechanical problem.”<sup>903</sup> According to *The Chicago Tribune*, flight AA43 “was cancelled just minutes before its scheduled 8:10 a.m. departure from Boston due to a mechanical problem.”<sup>904</sup> I found no explanation for these conflicting reports.

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<sup>899</sup> 9/11 Commission, Staff Report Nr. 17. 17 June 2004, <http://www.aldeilis.net/fake/2498.pdf>

<sup>900</sup> Alan Scott (NORAD), 9/11 Commission Hearing, 23 May 2003, p. 25,  
<http://www.aldeilis.net/fake/1129.pdf>

<sup>901</sup> Ben Fenton, “Five planes may have escaped”, *Daily Telegraph*, 20 September 2001,  
<http://www.aldeilis.net/fake/517.pdf>

<sup>902</sup> “Investigation: Could it have been worse?”, *National Journal*, The Hotline, 19 September 2001,  
<http://www.aldeilis.net/fake/519.pdf>

<sup>903</sup> “FBI probes 'attempted fifth hijack'”, *BBC*, 18 September 2001, <http://www.aldeilis.net/fake/1055.pdf>

<sup>904</sup> Press delivers torrents of breathless news on the 9-11 attacks (scroll down): Stephen J. Hedges and Naftali Bendavid, “FBI probes 5th flight for hijackers Plane grounded on day of attack”, *Chicago Tribune*, 18 September 2001, <http://www.aldeilis.net/fake/1054.pdf>

According to the *Daily Telegraph*, “[A]s many as nine aircraft may have been part of the original plot.”<sup>905</sup> At approximately 9:09 a.m., the FAA Command Center reported that 11 aircraft were either not communicating with FAA facilities or flying unexpected routes.<sup>906</sup>

NORAD Major General Larry Arnold said that on the morning of 9/11, a total of 21 planes had been identified as possible hijackings.<sup>907</sup> He added: “We were receiving many reports of hijacked aircraft. When we received those calls, we might not know from where the aircraft had departed. We also didn't know the location of the airplane.” In a statement made to author Leslie Filson, as contained in her notes, General Arnold again explained that there were at one time 21 suspected hijacks in the system and that there was “a lot of confusion, as you can imagine.”<sup>908</sup>

Colonel Robert Marr, the NEADS battle commander, was informed that “across the nation there were some 29 different reports of hijackings.”<sup>909</sup> Assistant Secretary of Defense for Public Affairs Victoria Clarke, who was in the Pentagon on the morning of 9/11 and remained there for most of the day, said: “There were lots of false signals out there. There were false hijack squawks, and a great part of the challenge was sorting through what was a legitimate threat and what wasn't.”<sup>910</sup>

Apart from the four flights designated as the “death flights”—AA11, AA77, UA175 and UA93—and those mentioned above, the following flight numbers were considered possible hijackings at some point during 11 September 2001: AAL2247, USA41, DAL89, DAL1989, NWA197, UAL641, UAL57, USA633<sup>911</sup>, UAL163<sup>912</sup>, UAL177<sup>913</sup>, Continental 321<sup>914</sup>, AA189<sup>915</sup> and KAL85<sup>916</sup>. And this list is far from exhaustive.<sup>917</sup>

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905 Ibid.

906 William B. Scott, “Exercise Jump-Starts Response to Attacks”, *Aviation Week & Space Technology*, 3 June 2002, <http://www.aldeilis.net/fake/1053.pdf>

907 Eric Hehs, “Conversation with Major General Larry Arnold”, *One Magazine*, January 2002, <http://www.aldeilis.net/fake/1052.pdf>

908 Interview with Maj. Gen. Arnold and Leslie Filson, 9/11 Commission, 11 September 2002. Team 8, Box 22, (begins on p. 4), <http://www.aldeilis.net/fake/1050.pdf>. See also Miles Kara's comment, 13 July 2010, <http://www.aldeilis.net/fake/1051.pdf>

909 Robert A. Baker, “Commander of 9/11 Air Defenses Retires”, *Newhouse News Service*, 31 March 2005, <http://www.aldeilis.net/fake/1049.pdf>

910 “Chilling Audio From 9/11 Hijack Played at Hearing”, Paula Zahn Now, *CNN*, Transcript, 17 June 2004, <http://www.aldeilis.net/fake/1048.pdf>

911 9/11 Commission Team 7, Box 7, “Other Flights”, page 5, <http://www.aldeilis.net/fake/1047.pdf>

912 Ben Fenton, “More planes may have been targeted”, *The Daily Telegraph* (UK), 20 September 2001, <http://www.aldeilis.net/fake/563.pdf>

913 MFR 03009986. 8 October 2003. Interview with Mark Randol, TSA Federal Security Director, Missoula MT, p. 5. <http://www.aldeilis.net/fake/1046.pdf>

914 Transcript of East NTMO tape, prepared by Miles Kara (9/11 Commission staff), 4 November 2003, <http://www.aldeilis.net/fake/1784.pdf>

915 FBI 302-22919 of 11 September 2001. Interview with Donald A. Robinson, Jr., <http://www.aldeilis.net/fake/2702.pdf>

916 Zaz Hollander, “High Alert”, *Anchorage Daily News*, 8 September 2002,

According to Donald A. Robinson, an American Airlines dispatcher interviewed by the FBI on 11 September 2001, Flight AA189 was the only one he knew to have sent a hijack message back to the dispatchers via ACARS, although he said that he didn't know why the cockpit had sent this message.<sup>918</sup>

Andrew P. Studdert, the Chief Operating Officer and Executive Vice President of United Airlines on 9/11, testified before the 9/11 Commission on 27 January 2004. When speaking about the confusion that prevailed during 9/11, he said that “around 10:00 a.m we los[t] contact with United Flights 641, 415 and 399”, and “[f]rom 10:55 to 11:15 United flights 103, 634, 57, 2725, 1211, 1695, 2101, 2256 and 2102 [we]re also reported missing but were eventually located at various airports.”<sup>919</sup>

The general confusion was also reflected in the news on 9/11. It was initially reported and “confirmed” by American Airlines that Flight AA77 had crashed at the WTC while United Airlines announced at 11:30 a.m.—more than two hours after its reported crash into the South Tower of the WTC—that flight UA175 was still missing and could not be located. Only at 12:05 p.m. did *ABC News* quote United Airlines as confirming that one of its planes had crashed, although the aircraft was not identified. At 1:00 p.m., it was still believed that Flight AA77 had crashed into the WTC. At 2:30 p.m., *ABC News* announced that the FBI had claimed that AA77 had crashed at the Pentagon. American Airlines remained reluctant to confirm this fact.<sup>920</sup> These examples represent only a random sample of the confusing reports broadcast on 9/11.

Even when American Airlines issued a press release, at mid-day on 9/11, in which they confirmed that they had “lost” two airliners designated as Flights 11 and 77, they did not indicate *where* these airliners had been lost.<sup>921</sup>

Another unexplained source of confusion were multiple ELT signals intercepted in various locations on 9/11.<sup>922</sup> ELT signals are broadcast by radio transmitters carried aboard the aircraft and are supposed to activate only in the event the aircraft crashes, their function being to facilitate searches for the aircraft wreckage. According to Paul Thumser, an

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<http://www.aldeilis.net/fake/1045.pdf>

917 Blogger 'shoestring' posted on April 10, 2011 a long list of “false hijackings”,  
<http://www.aldeilis.net/fake/520.pdf>

918 FBI 302-22919. 11 September 2001. Interview with Donald A. Robinson, Jr.,  
<http://www.aldeilis.net/fake/2702.pdf>

919 Statement of Andrew P. Studdert to the National Commission on Terrorist Attacks Upon the United States, 27 January 2004, <http://www.aldeilis.net/fake/1785.pdf>

920 September 11 Television Archive, <[http://archive.org/details/sept\\_11\\_tv\\_archive](http://archive.org/details/sept_11_tv_archive)>

921 “Remaining aircraft account for, American confirms”, Press Release, American Airlines, 11 September 2001, <http://www.aldeilis.net/fake/544.pdf>; see also “American Airlines Statement on Plane Crashes”, *The Washington Post*, 11 September 2001, <http://www.aldeilis.net/fake/1034.pdf>

922 Shoestring (a pseudonym), “The 9/11 Time Discrepancy Oddity: Distress Signals Indicated Planes Crashed Minutes Before Flights 11 and 175 Hit the WTC”, 8 September 2010,  
<http://www.aldeilis.net/fake/903.pdf>

operations supervisor at the FAA's New York Center, ELT's on Boeing 767 aircraft cannot be activated by a pilot and only activate if there is a serious impact.<sup>923</sup> According to the official account two Boeing 767 aircraft crashed at the North and South Towers, respectively, of the WTC. Yet no ELT was triggered by the alleged impact of the aircraft.<sup>924</sup>

It is still surprisingly unclear who gave the unprecedented order to ground all air traffic in the United States on 9/11. According to Wikipedia, Ben Sliney "is credited with giving the order to land every plane in the air over the U.S. at the time, roughly 4,200 aircraft, and effectively shutting down U.S. airspace." This was Sliney's first day as National Operations Manager. In his testimony to the 9/11 Commission in 2003, Secretary of Transportation Norman Y. Mineta claimed *he* had given the order to ground all air traffic over the U.S., saying: "At approximately 9:45 a.m. ... I gave the FAA the final order for all civil aircraft to land at the nearest airport as soon as possible. It was the first shutdown of civil aviation in the history of the United States."<sup>925</sup>

Staff members at NORAD's Northeast Air Defense Sector (NEADS) had difficulty locating Flight AA11 and other aircraft on their radar screens. Lieutenant Colonel Dawne Deskins of NEADS said that when the FAA first called to report a hijacking, the FAA "gave me the latitude and longitude of that track ... [but] there was nothing there."<sup>926</sup> Master Sergeant Kevin Foster and Staff Sergeant Mark Rose, both of NEADS, voiced similar complaints about their inability to locate planes they had been told had been hijacked.<sup>927</sup>

Author and pilot Lynn Spencer explained in more detail why it was so difficult to locate the aircraft:

To identify American 11, the surveillance and ID techs must go through a grueling process. Their radar scopes are filled with hundreds of radar returns not just from aircraft but from weather systems, ground interference, and what's called anomalous propagation--false returns caused by conditions in the atmosphere, or by such obstructions as flocks of birds. The technicians must first determine which radar data on their screens is for aircraft, which they do by monitoring its movement, which is distinctive for planes. The technician must observe for at least 36 seconds to a minute just to confirm that a blip is in fact an aircraft track. The tech must attach what's called a tactical display number to it, which tells the computer to start tracking and identifying the target. If the target is in fact a plane, then over a period of 12-20 seconds, the computer will start to generate information on the track: heading, speed, altitude, latitude, longitude, and the identifying information

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<sup>923</sup> MFR 04016821. 1 October 2003. Visit of FAA New York Air Route Center and interview with Paul Thumser. NARA Team 8 - FAA - Thumser Paul, <http://www.aldeilis.net/fake/405.pdf>

<sup>924</sup> Ibid.

<sup>925</sup> Norman Y. Mineta, "Statement before the National Commission on Terrorist Attacks Upon the United States", 23 May 2002, <http://www.aldeilis.net/fake/1044.pdf>

<sup>926</sup> Liza Porteus, "Air Defenders Learn Lessons From Sept. 11", *Fox News*, 8 September 2002, <http://www.aldeilis.net/fake/1043.pdf>

<sup>927</sup> Elizabeth Cooper, "NEADS on 9/11: Professionalism and Helplessness", *Utica Observer-Dispatch*, 5 August 2004

being transmitted by the transponder [if the transponder is on]. With the hundreds of pieces of radar data filling their screens, and little information as to the location of the flight, [the task of locating it] is daunting.<sup>928</sup>

In sum, there was huge confusion on 9/11 regarding the identities and locations of dozens of aircraft, some of which were believed to have been hijacked. It is, at this point, useful to note that this confusion remained mostly unreported. Instead, a prepared narrative was immediately imposed on the Congress and on media.

### **(b) Reason for the confusion**

There was ample reason for the above confusion, although this was not reported at the time. On the morning of 9/11 the U.S. military had been scheduled to conduct multiple war games (exercises, or drills) in the very air space where the 9/11 attacks took place. At least one of these exercises included simulated “live-fly” hijackings.<sup>929</sup> As part of these exercises, electronic blips representing simulated hijacked aircraft were injected onto the radar scopes of air traffic controllers, leading them to wonder whether the blips they saw moving on their screens belonged to bogus, simulated aircraft or to real aircraft. For a more detailed discussion of these exercises and how they relate to the actual events of 9/11, see sub-section (c) below.

In light of the confusion prevailing on 9/11, it is understandable that air traffic controllers could not realistically determine the identities of supposedly hijacked aircraft and their locations after the transponders of multiple aircraft were turned off or had their codes changed. They were thus unable to reliably track the four aircraft alleged to have been hijacked on 9/11. It was therefore similarly difficult to determine, based on observations made by air traffic controllers, which aircraft had actually crashed and if so, where.

The National Transportation Safety Board (NTSB) released Flight Path Studies for three of the 9/11 flights in 2006:<sup>930</sup> AA11,<sup>931</sup> AA77<sup>932</sup> and UA175<sup>933</sup>. According to the NTSB report on flight AA11, transponder returns from that flight ceased at 8:21 a.m.<sup>934</sup> The NTSB's reconstructions of the flight paths were based on “radar data obtained from the FAA's Terminal and Route Traffic Control Centers and from the U.S. Air Force 84th Radar Evaluation Squadron.” The Radar Evaluation Squadron *reconstructed* the flight path from undisclosed data. Colonel Alan Scott of NORAD confirmed to the 9/11 Commission that much of his radar data for the “primary targets” on 9/11 was not actually seen that day,

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<sup>928</sup> Lynn Spencer, *Touching History: The Untold Story of the Drama That Unfolded in the Skies Over America on 9/11* (Free Press, 2008), p. 31-32

<sup>929</sup> “Live-fly” exercises mean exercises using real aircraft, not just table-top simulations.

<sup>930</sup> Barbara Elias (ed.), “Complete Air-Ground Transcripts of Hijacked 9/11 Flight Recordings Declassified”, National Security Archive Electronic Briefing Book No. 196, 11 August 2006, <http://www.aldeilis.net/fake/1042.pdf>

<sup>931</sup> “Flight Path Study, AA11”, NTSB, 19 February 2002, <http://www.aldeilis.net/fake/127.pdf>

<sup>932</sup> “Flight Path Study, AA77”, NTSB, 19 February 2002, <http://www.aldeilis.net/fake/129.pdf>

<sup>933</sup> “Flight Path Study, UA175”, NTSB, 19 February 2002, <http://www.aldeilis.net/fake/128.pdf>

<sup>934</sup> According to Col. Robert Marr, head of NEADS, the transponder was only turned off some time after 8:30 a.m. (ABC News, 11 September 2002)

confirming that “it was *reconstructed* days later by the 84th Radar Evaluation Squadron, and other [unidentified] agencies.”<sup>935</sup>

NEADS Battle Commander Colonel Robert Marr briefed the staff of the 9/11 Commission on 27 October 2003.<sup>936</sup> During his briefing he acknowledged that when the attack unfolded, NEADS “was preparing for the day’s NORAD exercise.” He told the Commission staff that “at one point on 9/11 there were up to 11 unaccounted for aircraft in NEADS airspace.”

Due to this confusion, a formal identification of the wreckage found at the officially declared crash sites of the WTC, the Pentagon and Somerset County, Pennsylvania, would have been necessary in order to remove any doubts as to the identities of the aircraft that had crashed at these locations. The FBI, which had jurisdiction over the crash sites, decided, however, as documented in Chapter 8, not to forensically determine to which aircraft the wreckage belonged.<sup>937</sup>

### **(c) The hijacking exercises of 9/11**

A central feature of the hijacking exercises carried out on 9/11 was the feeding of electronic blips representing airliners into military and civilian radar. As the events of 9/11 unfolded, radar operators had no way of knowing whether the blips they were observing on their screens represented ordinary, simulated or virtual aircraft. There were in fact three types of blips the controllers had to cope with: those representing virtual aircraft, possessing no physical existence; those representing real aircraft which participated in the exercises; and, all other blips representing ordinary aircraft.

Similar exercises had been conducted just days prior to 9/11, all working with the scenario of terrorists hijacking a London to New York flight with plans to detonate explosives over New York.<sup>938</sup>

The Final Report of the 9/11 Commission mentions such an exercise in passing, in connection with a notification received by NEADS at 8:37:52, saying that flight AA11 “had been hijacked”. The following conversation is quoted by the Commission:

FAA: Hi. Boston Center TMU (Traffic Management Unit), we have a problem here. We have a hijacked aircraft headed towards New York, and we need you guys to, we need someone to scramble some F-16s or something up there, help us out.

NEADS: Is this real-world or exercise?

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<sup>935</sup> “Major General Larry Arnold’s Testimony”, Public Hearing, 9/11 Commission, 23 May 2003, <http://www.aldeilis.net/fake/1040.pdf>

<sup>936</sup> 9/11 Commission: MFR 03012970. October 27, 2003. NEADS field site visit. Briefing by Col. Robert Marr, <http://www.aldeilis.net/fake/562.pdf>

<sup>937</sup> Aidan Monaghan, “FBI Counsel: No records available revealing ID process of recovered 9/11 plane wreckage”, 911blogger.com, 17 March 2008, <http://www.aldeilis.net/fake/1041.pdf>

<sup>938</sup> Ibid.

FAA: No, this is not an exercise, not a test.<sup>939</sup>

Upon receiving notification from Boston regarding the possible hijacking of flight AA11, NEADS commander Colonel Robert Marr asked if the notification was part of the exercise. Lieutenant Colonel Dawne Deskins also received word of the possible hijacking from Boston. She, too, initially assumed it must have been part of the exercise. Major Kevin Nasypyany, the NEADS mission crew commander, said he had helped design the day's exercise. Thinking the reported hijacking was part of the exercise, he reportedly said, "The hijack's not supposed to be for another hour."<sup>940</sup>

Three NEADS technicians who were following the news—Stacia Rountree, Shelley Watson and Maureen Dooley—looked forward to an exciting exercise:

08:37:56  
 Watson: What?  
 Dooley: Whoa!  
 Watson: What was that?  
 Rountree: Is that real-world?  
 Dooley: Real-world hijack.  
 Watson: Cool!<sup>941</sup>

The above conversation is excerpted from recordings made in the control room of NORAD's Northeast headquarters and obtained by the magazine *Vanity Fair*.<sup>942</sup>

Did the expression "real-world" denote a live-fly exercise (exercise with real aircraft), as opposed to a real attack? The response of Major James Fox, leader of the NEADS weapons team, suggests so. He reacted at 8:43 a.m. in the following way, after the information began circulating within the system that flight AA11 had been hijacked: "I've never seen so much real-world stuff happen during an exercise."<sup>943</sup>

NEADS Battle Commander Robert Marr, upon observing his personnel reacting to the news of a hijacking, reportedly thought the day's exercise was "kicking off with a lively, unexpected twist." Even after a colleague informed him of the situation—"real life, not part of the exercise"—he believed his colleague was playing a part in the exercise by attempting to mislead him. Marr said he thought that "this is an interesting start to the exercise. This 'real-world' mixed in with today's simex [simulated exercise] will keep [my staff members] on their toes."<sup>944</sup>

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<sup>939</sup> 9/11 Commission Final Report, p. 20

<sup>940</sup> Michael Bronner, "9/11 Live: The NORAD Tapes", *Vanity Fair*, August 2006, <http://www.aldeilis.net/fake/308.pdf>

<sup>941</sup> Ibid.

<sup>942</sup> Ibid.

<sup>943</sup> Ibid.

<sup>944</sup> Lynn Spencer, *Touching History*, Op.cit. p. 26

Major General Larry Arnold later said that when he first heard of the hijacking, his first thought was to ask, “Is this part of the exercise?”<sup>945</sup>

When United Airlines Chief Operating Officer Andy Studdert arrived at the airline's System Operations Control (SOC) center on the morning of 9/11, at around 9:00 a.m., he had to repeatedly emphasize to employees that the unfolding crisis was not a training exercise: “This is not a drill!”<sup>946</sup> Ten days earlier he had surprised his staff with a crisis-training exercise, where he had told them a flight over the Pacific had broken radio contact and suffered a potentially disastrous engine failure. The staff believed the story for 30 minutes before he told them that it was merely an exercise.<sup>947</sup>

As late as 9:04:50, after it was reported in the news that both WTC towers had been hit, the following conversation took place at the Battle Cab, the glassed-in command area overlooking the operations floor at NEADS:

- Is this explosion part of that that we're lookin' at now on TV?
- Yes.
- Jesus...
- And there's a possible second hijack also - a United Airlines ...
- Two planes?
- Get the f.. out...
- I think this is a damn input, to be honest.<sup>948</sup>

The last sentence reveals that the unidentified speaker thought that what he was seeing on television was also an “input”, i.e. a fabricated image being fed to “his” television set. This suggests that he was not the only participant to believe that everything he or she was being fed had been faked.

In a detailed analysis, the blogger *Shoestring* included evidence that some locations carried the exercises past the alleged crash times of the four aircraft,<sup>949</sup> indicating that by confusing radar operations, the hijacking exercises facilitated the real attacks.

NORAD officials acknowledged that “scriptwriters” for the drills had previously included the idea of hijacked aircraft being used as weapons in past exercises.<sup>950</sup>

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<sup>945</sup> “Major General Larry Arnold’s Testimony”, Public Hearing, 9/11 Commission, 23 May 2003, <http://www.aldeilis.net/fake/1040.pdf>

<sup>946</sup> Alan Levin, Marily Adams and Blake Morrison, “Terror attacks brought drastic decision: Clear the skies”, *USA Today*, 12 August 2002, <http://www.aldeilis.net/fake/794.pdf>

<sup>947</sup> Ibid.

<sup>948</sup> Michael Bronner, Op.cit. <http://www.aldeilis.net/fake/308.pdf>

<sup>949</sup> Shoestring, “Let’s get rid of this goddam sim’: How NORAD radar screens displayed false tracks all through the 9/11 attacks”, 911blogger.com, 12 August 2010, <http://www.aldeilis.net/fake/800.pdf>

<sup>950</sup> Steven Komarow and Tom Squitieri, “NORAD had drills of jets as weapons”, *USA Today*, 18 April 2004, <http://www.aldeilis.net/fake/1039.pdf>

As *Vanity Fair* reported, audio recordings from the operations floor at NEADS reveal that “there was no sense that the attack was over with the crash of United 93.” Instead, “the alarms go on and on. False reports of hijackings, and real responses, continue well into the afternoon [of 9/11].” The fighter pilots over New York and [Washington] DC (and later Boston and Chicago) would spend hours darting around their respective skylines intercepting hundreds of aircraft they deemed suspicious ... No one at NEADS would go home until late on the night of the 11th.”<sup>951</sup>

Numerous authors have examined public evidence surrounding these exercises. An encyclopedic overview of similar exercises carried out prior to 9/11 is available on the website History Commons.<sup>952</sup> Michael Ruppert, the first to investigate these exercises, strongly believed that they provided the necessary cover for the actual operation.<sup>953</sup> His view is supported and enhanced by Webster G. Tarpley, who provides a detailed analysis of no fewer than 46 separate exercises and drills that may have been carried out with the events of 9/11 in mind.<sup>954</sup>

Tarpley explains how military exercises represent a classic method to prepare a sneak attack, a coup or a provocation:

The aggressor army announces that it is holding its summer maneuvers near the border of the target state. The deployment takes place under the cover of press releases announcing that they are merely maneuvers. When the troops are in position, they receive an order for a real attack. If field exercises can be used for fooling the adversary, then staff exercises are more useful for deceiving one's own side...Staff exercises or command exercises are perfect for a rogue network which is forced to conduct its operations using the same communications and computer systems used by other officers who are not necessarily party to the illegal operation, coup or provocation as it may be. A putschist officer may be working at a console next to another officer who is not in on the coup, and who might indeed oppose it if he knew about it. The putschist's behavior is suspicious: what the hell is he doing? The loyal officer looks over and asks the putschist about it. The putschist cites a staff maneuver for which he is preparing. The loyal officer concludes that the putschist's activities are part of an officially sanctioned drill, and his suspicions are allayed. The putschist may even explain that participation in the staff exercise requires a special security clearance which the loyal officer does not have. The conversation ends, and the putschist can go on with his treasonous work.<sup>955</sup>

The FBI and the 9/11 Commission showed no interest in examining the relationship between the exercises and the attacks of 9/11.

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951 Michael Bronner, Op.cit. <http://www.aldeilis.net/fake/308.pdf>

952 “Military Exercises Up To 9/11”, History Commons website, as of 25 June 2012

953 Michael C. Ruppert, *Crossing the Rubicon* (New Society Publisher, 2004)

954 Webster Tarpley, “The Forty-Six Exercises and Drills of 9/11”, (from *9/11 Synthetic Terror: Made in USA*, 5th Edition, Progressive Press, 2006), August 2011, <http://www.aldeilis.net/fake/2499.pdf>

955 Webster G. Tarpley, *9/11 Synthetic Terrorism Made in USA* (Progressive Press, 2006), p. 204-205

Within the framework of a live-fly hijacking exercise, the military would probably seek to employ participants to play the role of hijacked passengers and flight crew. Participants would be told they had been selected for their trustworthiness and discretion, and would be invited to participate in an anti-terror exercise. It would have been explained to them that the military needed civilian volunteers to participate in a yearly hijacking drill, the purpose of which is to find out whether the information provided by phone calls to the ground would trickle through “the system” quickly enough to trigger a response to the hijackings. One may expect that many people, particularly with a military background, would agree to participate in such an exercise as a civic and patriotic duty.

#### **(d) Did phone callers participate in hijacking drills?**

Having mentioned the multiple military exercises being conducted on the morning of 11 September 2001, including live-fly hijacking drills, and the fact that the phone callers reported implausible events, the question that immediately springs to mind is: Were the callers participating in the hijacking drills? It should come as no surprise that, had this been the case, it would be treated as a secret never, ever, to be revealed.

Before proceeding, it will be shown that asking participants in an emergency exercise to make bogus phone calls is not uncommon. In fact, such a procedure was envisaged for the very day of 11 September 2001, albeit for another institution.

The National Reconnaissance Office (NRO),<sup>956</sup> one of the least-publicized U.S. intelligence agencies, had scheduled a crisis exercise for the morning of 11 September 2001. The scenario of that exercise revolved around a corporate jet crashing into one of the four towers of the NRO Headquarters in Chantilly, Virginia, just four miles from Dulles International Airport.<sup>957</sup> The scenario was meant to test the evacuation procedures of NRO's headquarters after such a crash. Participants—in that case, NRO employees—were given cards with simple tasks to be carried out, including *making phone calls* to various recipients and telling them about the bogus crash and ensuing fire. To lend the exercise as much realism as was possible, a smoke-generator was used to fake the burning wreckage of the downed aircraft.<sup>958</sup> According to the head of the NRO, the exercise was canceled at the last minute due to the attacks. Most NRO employees were sent home. NRO spokesman Art Haubold said, “It was just an incredible coincidence that this happened to involve an aircraft crashing into our facility.”<sup>959</sup>

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<sup>956</sup> “About the NRO”, National Reconnaissance Office webpage ([www.nro.gov](http://www.nro.gov)), <http://www.aldeilis.net/fake/1037.pdf>

<sup>957</sup> John J. Lumpkin, “Agency planned exercise on Sept. 11 built around a plane crashing into a building”, *Boston Globe*, 11 September 2002, <http://www.aldeilis.net/fake/555.pdf>

<sup>958</sup> NRO Emergency Response to a Small Aircraft Crash, Exercise Concept, 9/11 Commission documents, Team 8, Box 16, Misc-Work-Paper-Fdr-NRO-Exercise-Plane-Crash-Into-Building, <http://www.aldeilis.net/terror/809.pdf>

<sup>959</sup> Ibid.

The NRO account does not prove that the 9/11 phone calls were fake. It does show, however, that designing counter-terrorism exercises as realistically as possible, including simulating crisis phone calls, had previously been envisioned by a U.S. government agency, and is therefore a plausible theory that must be seriously considered with respect to the 9/11 phone calls.

In chapter 11, I demonstrated that the callers from the aircraft did not report real events. This conduct would fit well into the hypothesis of a hijacking exercise. The callers would either report what they were told or improvise on the basis of a summary script.

There exists, however, additional supporting evidence for this theory.

American Airlines employees who were dealing with phone calls made by two flight attendants on flight 11 were told by their superiors to keep quiet about what they had learned about the unfolding crisis. The response of American's management on duty, as revealed on a tape played at a meeting with 9/11 families, was recalled by persons in attendance: "Don't spread this around. Keep it close;" "Keep it quiet;" "Let's keep this among ourselves. What else can we find out from our own sources about what's going on?"<sup>960</sup>

"It was disgusting," said the parent of one of the victims, herself a veteran flight attendant for United Airlines. "The very first response was cover-up, when they should have been broadcasting this information all over the place."<sup>961</sup>

The first version of flight attendant Betty Ong's call<sup>962</sup> included a question asked by AA official Craig Marquis: "What operation, what flight are we talking about? Flight 12?" This question, which includes the term "operation," was omitted from the second version of the call.<sup>963</sup> The term "operation" seems to refer to a military exercise. The very existence of two different versions of Ong's call is surprising. A detailed comparison between these versions is found in my book *Hijacking America's Mind on 9/11*, p. 131-145.

On the only available but undated listing of approximately 700 claimants to the Victim Compensation Fund, one does not find the names of any passengers from the four airliners that allegedly crashed on 9/11.<sup>964</sup> Didn't they file claims to the Fund? Were they offered a special deal?

<sup>960</sup> Gail Sheehy, "9/11 tapes reveal ground personnel muffled attacks", *New York Observer*, 20 June 2004, <http://www.aldeilis.net/fake/207.pdf>

<sup>961</sup> Ibid. <http://www.aldeilis.net/fake/207.pdf>

<sup>962</sup> FBI Document 265A-NY-280350-302-3005 of 11 September 2001 NARA Team 7, Box 17, <http://www.aldeilis.net/fake/692.pdf>

<sup>963</sup> FBI Document 265A-NY-280350-CE-1024 of 12 September 2001, NARA Team 7, Box 17, <http://www.aldeilis.net/fake/692.pdf>

<sup>964</sup> List of claimants to the Victim Compensation Fund (undated), <https://www.claims.vcf.gov/home/90daynotification> (last visited on 10 April 2019), <http://www.aldeilis.net/fake/2759.pdf>

Greg Szymanski reported on 18 November 2005<sup>965</sup> that apart from Ellen Mariani,

- (a) the rest of the jetliner family community has never publicly questioned the government's official 9/11 story and has pretty much stayed quiet in the background, out of the public eye. What makes this surprising, if not downright suspicious, is that it is in stark contrast to the majority of family members who lost loved ones at Ground Zero, a group that has hundreds of outspoken critics of the government's official story;<sup>966</sup>
- (b) the Arctic Beacon has tried to contact at least 10 airline family members besides Gay, all who have repeatedly refused to answer the telephone or return emails. Julie Sweeney, whose husband, Brian, a former Navy F-14 pilot on Flight 175 ... made two calls prior to the plane supposedly hitting the South Tower, said she was too busy to talk, acting apprehensive and wondering how the Arctic Beacon got her phone number. After making a phone appointment the next day, Sweeney at the time of this publication failed to answer the phone at least 10 times, a sign she no longer wanted to speak after having time to reflect on the situation. In contrast, family members who experienced Ground Zero losses have been more than happy to speak, as over a hundred family members of Ground Zero victims have been contacted by the Arctic Beacon, and even more by other publications, with an overwhelming majority having no problem to talk openly about their loss and their feelings about the 9/11 investigation;
- (c) the California ID card, driver's license and wedding ring of Suzanne Calley – a passenger of Flight AA77 – were found in perfect condition at the Pentagon. Her surviving husband, Frank, accepted these items without questions asked; none of the family members, including Calley, have demanded an independent investigation, relying solely on government medical reporting as advised by the Pentagon liaisons, a personal military attaché conveniently provided for each individual family. The question has to be asked why would the military go to such extremes as to provide personal attachés.

While the families of 9/11 flight passengers were assigned personal liaisons, either by the Pentagon or the FBI, such liaisons were not assigned to the families of WTC victims. Were the families of the flight passengers and particularly the phone callers among them selected for special treatment?

### **(e) Enforced disappearance in law and on 9/11**

Absent definite evidence regarding the fate of the passengers and crew of the four “death flights” of 9/11, the airlines and, ultimately, the U.S. government, bear the responsibility of providing a credible and verifiable account of their fate. Even if they are believed to have

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<sup>965</sup> Greg Szymanski, “Family Members of Doomed 911 Flights ‘Strangely Silent’ About Irregularities & Inconsistencies of Official Government Story”, Rense.com, 18 November 2005, <http://www.aldeilis.net/fake/2758.pdf>

<sup>966</sup> Probably an exaggeration. I do not know of “hundreds of outspoken critics of the governments’ official story”

been murdered at the behest of the U.S. authorities, their legal status under international law remains that of *enforced disappeared persons*.

Under international law, governments are duty-bound to investigate enforced disappearances.

According to Article 2 of the International Convention for the Protection of All Persons from Enforced Disappearance, “enforced disappearance” is defined as the “[...] deprivation of liberty by agents of the State or by persons or groups of persons acting with the authorization, support or acquiescence of the State, followed by a refusal to acknowledge the deprivation of liberty or by concealment of the fate or whereabouts of the disappeared person, which place such a person outside the protection of the law.”<sup>967</sup>

According to Article 6 of the Convention, each State Party shall take the necessary measures to hold criminally responsible persons who commit, order, solicit or attempt to commit an enforced disappearance, as well as superiors who knew, or consciously disregarded information which clearly indicated that subordinates under their effective authority and control were committing or about to commit a crime of enforced disappearance.

Because the fate of a person who is “disappeared” remains unknown, international law considers an enforced disappearance to be a *continuing violation*. It is ongoing until the fate or whereabouts of the person becomes known.

To sum up: There is no evidence that passengers and crew members who allegedly boarded flights AA11, AA77, UA93 and UA175 died in aircraft crashes. Did they die elsewhere? If so, where and how? Were they moved to an undisclosed location where they are still held? Or did they obtain new identities and are still alive? To the extent that no one has seen them alive since 9/11, their legal status remains that of disappeared persons. It is the moral duty of all Americans to help the families of these passengers in discovering the fate of their loved ones.

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<sup>967</sup> “International Convention for the Protection of All Persons from Enforced Disappearance”, adopted by the UN General Assembly on 20 December 2006, entered into force on 23 December 2010. The United States has as of November 2018 neither signed nor ratified the Convention.

## Concluding reflections

### (a) An unprecedented propaganda coup

When the sun rose on New York and Washington on 11 September 2001, the official legend of 9/11 lay ready to be promoted worldwide. It was conceived before the events and confirmed by the U.S. Congress – give or take minor details – within 24 hours of the deadly events.

While this book concentrates on the forensic aspects of 9/11, there is a need to address a far larger picture, including the facility with which virtually the entire world was deluded within hours to believe in what can be designated as an absurd tale. For the official 9/11 narrative – had it not been systematically and intensively promoted by all major media as news – could have been taken as the synopsis of a book on religious miracles:

Nineteen young and pious Moslems with short knives succeeded to hijack within minutes of each other four Boeing 757 and 767 airliners and maintain all forty to eighty passengers and crew in each plane docile as sheep. To do so, they first slashed the throats of passengers and flight attendants without anyone noticing. They then sneaked unobserved into the cockpits and silently massacred the pilots and co-pilots, who did not fight back. The pilots among the terrorists, who had previously trained on single-engine Cessnas, sitting in a pool of blood, found their way to their targets, hundreds of miles away, by looking out of the window. Allah, who heard their prayers, ensured to them a sunny day. Their very religious team leader, the one and only Mohamed Atta, who four days previously got drunk in a Florida bar, managed to hit the North Tower of the WTC, a building only slightly wider than the wingspan of his aircraft, at 500 mph. He accomplished what non-Muslim pilots found difficult to repeat on a simulator, and thus proved what deep faith can accomplish. Allah also ensured the confusion of U.S. air defenses and that President Bush would dawdle in a class room while America was attacked. The great Osama Bin Laden later said that, thank to Allah, the consequences of 9/11, which surpassed all human expectations and measures, included the miraculous collapses of the Twin Towers and of WTC Nr. 7.<sup>968</sup> He thus summed it up: “God has struck America at its Achilles heel and destroyed its greatest buildings.”<sup>969</sup>

The readiness of wide sections of Western society to swallow this legend hook, line and sinker, is difficult to comprehend. Yet this is an undeniable historical fact that cries out for an explanation.

<sup>968</sup> “Osama bin Laden, The Towers of Lebanon”, 29 October 2004. Video message attributed to Osama bin Laden delivered to Al-Jazeera. In *Messages to the World: The Statements of Osama bin Laden*, edited and introduced by Bruce Lawrence (Verso, London, 2005), p. 240

<sup>969</sup> “Osama bin Laden, The Winds of Faith”, 7 October 2001. Video message attributed to Osama bin Laden delivered to Al-Jazeera. In *Messages to the World: The Statements of Osama bin Laden*, edited and introduced by Bruce Lawrence (Verso, London, 2005), p. 104

When examining the potency of this myth, we discover that it did not emerge from an immaculate conception. The operation was planned and timed for maximum traumatic effect. Within a short time all major networks around the world transmitted the events in real-time.

The grisly television spectacle included scenes of people jumping from the burning floors to their deaths and apocalyptic scenes of collapsing skyscrapers. In order to cause the requisite mental trauma, it was necessary to destroy the Twin Towers while everyone was glued to the television. Timing was a crucial ingredient in this carefully staged and coordinated operation. The plotters designed the horror show to last about 90 minutes, the duration of an average feature film. Indeed, some commentators actually compared the events to a grand spectacle.<sup>970</sup>

The dramaturgists of 9/11 correctly designed the events, played out in real time on television, to unite the American people and rally them behind the flag and their president. These effects were duly observed and commented on by journalists early on. Caryn James, for example, writing in *New York Times* on 13 September 2001, observed that

television does for the national psyche what wakes and funerals do in personal situations...That communal function is a crucial today as it was when John F. Kennedy was assassinated... A similar pattern united the country after the Oklahoma City bombing and the shootings at Columbine High School... [A]s the images [of 9/11] were replayed and the conversations continued, the reality sank in.<sup>971</sup>

The role of the media in promoting the official account on 9/11 is by now notorious.<sup>972</sup> Today's mass media are increasingly perceived by the public as as *weapons of mass deception*.<sup>973</sup> Since 1998, and particularly since 2001, mainstream publications have spent substantial resources, both in time and money, to promote the fear of Islamic terrorism, and continue to do so.<sup>974</sup> Jack Leslie, chairman of the one the world's largest P/R agencies – Weber Shandwick Worldwide – said in a hearing before the U.S. House International Relations Committee after 9/11: “There has been no greater challenge for communications

<sup>970</sup> Gabriel Weimann, “The Psychology of Mass-Mediated Terrorism”, *American Behavioral Scientist* 52.1 (2008), 69-86; Jean Baudrillard. *The Spirit of Terrorism and Requiem for the Twin Towers*, Verso (London, 2002); Resa Aslan et al. (eds), *Reframing 9/11. Film, Popular Culture, and the “War on Terror.”* New York: Continuum, 2010. xi-xiii.

<sup>971</sup> Caryn James, “Television; huge events are close to home”, *New York Times*, 13 September 2001, <http://www.aldeilis.net/fake/166.pdf>

<sup>972</sup> Several websites such as Media Monitors Networks, TVNewsLies.org, PRWatch and Project Censored are dedicated solely to exposing and fighting media lies as a general phenomenon. Specific lies by media are exposed daily by civil society activists.

<sup>973</sup> “Weapons of Mass Deception” is the title of a book by Sheldon Rampton and John Stauber (Penguin, 2003). It is also the title of a documentary film by Danny Schechter (2004)

<sup>974</sup> *Popular Mechanics* and *National Geographic Magazine* in the United States and *Der Spiegel* in Germany, have issued colorful special issues and DVDs to promote the official account of 9/11 and debunk “conspiracy theories.” U.S. officials, on the other hand, have been reluctant to defend the official account.

professionals in my lifetime that (sic) explaining the importance of the war on terrorism.”<sup>975</sup> Indeed, in the light of the fact that more people die by snake bites than in terrorist attacks, selling the “war on terror” represents a real challenge for P/R professionals!

### **(b) The failure of academia**

I parsed a random sample of approximately 100 articles published after 9/11 in English-language law journals about terrorism-related issues. None of the authors of these articles questioned the official myth of 9/11 or the claim that terrorism represents a serious threat to world peace or to the security of Western nations.<sup>976</sup> None of the authors provided evidence or references to substantiate these two legends. These omissions appear to affect virtually all academic publications that refer to 9/11. It is no exaggeration to say that nearly the entire academic community, worldwide, has espoused these two myths and lent them a scientific garb in academic literature. Academic journals systematically refuse contributions that question the official account of 9/11.

Yet failing to substantiate factual claims is regarded in the academic world as bad science. When such carelessness is as massive and systematic as it is in the case of 9/11, it transcends individual failure. This massive dereliction of all principles and norms of scientific procedure by the vast majority of tenured academics with regard to 9/11 may be regarded as a symptom of a fundamental civilizational crisis.

### **(d) The dereliction of the Left**

Liberals and leftists in Western societies also avoid dealing factually with 9/11, although doing so would help them oppose wars and the erosion of the rule of law and human rights.

While the failure of academics to question the official account of 9/11 may be attributed to fear of ruining one’s career or of losing government or corporate funding, that of the established Left is based on other considerations. Leftist writers have largely tried to explain the events of 9/11 as retribution by Muslim warriors against U.S. foreign policies. Attacks such as 9/11 are designated by leftist authors as “blowback.”<sup>977</sup> Typical in this respect is former UK member of parliament George Galloway, who ten years after 9/11 said that “the planes didn’t come out of a clear sky but emerged from the swamp of hatred the west had

<sup>975</sup> The “War on Terror is [the] ‘greatest communications challenge of generation’”, The Holmes Report, 19 November 2001, <http://www.aldeilis.net/fake/377.pdf>

<sup>976</sup> “[Y]our risk of dying in a plausible terrorist attack is much lower than your risk of dying in a car accident, by walking across the street, by drowning, in a fire, by falling, or by being murdered” (Ronald Bailey, “Don’t be terrorized”, reason.com, 11 August 2006, <http://www.aldeilis.net/fake/1124.pdf>); Professor Peter Rez of Arizona State University, says that for the average passenger, the risk of dying from body-scanner induced cancer is about equal to the risk of dying from a terrorist attack -- 1 in 30 million (Jason Mick, “Pilots Unions Boycott Body Scanners Due to Health Risks”, *Daily Tech*, 15 November 2010, <http://www.aldeilis.net/fake/1125.pdf>)

<sup>977</sup> See, for example, Jack Hunter, “Did ‘Blowback’ Cause 9/11?”, *Charleston City Paper*, 19 September 2007; Patrick Foy, 9/11: “Blowback for US Foreign Policy”, *Taki’s Magazine*, 10 September 2011; “Interviewing Chomsky”, *Counterpunch*, 18 September 2001

sown over many years [among Muslims]” and that “our role in the Palestinian catastrophe and the propping up of the dictators who ruled almost all of the Muslim world [were] the twin reasons that some enraged Muslims were being drawn to Bin Laden.”<sup>978</sup> Such views constitute unsubstantiated and unfounded accusations against millions of innocent people.

While the “blowback” explanation appeals to leftists – who may relish that “someone” is finally retaliating against the hated Empire – it constitutes deplorable wishful thinking. According to this view, the most successful opposition to U.S. imperialism is carried out today by fundamentalist Muslims who enjoy beheading their chosen enemies on camera. The fact that the United States has for decades supported Islamic fundamentalist regimes around the world as a bulwark against socialism and national independence appears to have been forgotten by these leftists.

When the U.S. aggression against Afghanistan was debated in European parliaments in 2001, no leftist fraction demanded hard evidence that Afghanistan had anything to do with 9/11. Leftists who had formerly opposed the Vietnam war and various U.S. aggressions suddenly believed the White House, as if the U.S. government had suddenly become the fountain of truth and honesty.

This failure to ask questions about 9/11 did not stop in 2001. Despite the publication of serious critical literature and the growth of the 9/11 truth movement, leftist organizations remain firmly committed to the canard of an Islamic terrorist operation and obstinate in their refusal to learn about 9/11. The usual justifications for not dealing with 9/11 are either that questioning the official account amounts to a “conspiracy theory,” or that 9/11 has lost its immediate relevance. Such answers do not explain, however, their doggedness in remaining ignorant about 9/11, and their frequent efforts to slander the 9/11 truth movement.

Indeed, some prominent leftist publications did not content themselves with simply ignoring 9/11. *The Nation* (U.S.)<sup>979</sup>, *CounterPunch* (U.S.)<sup>980</sup>, *The Progressive* (U.S.)<sup>981</sup> and *Le Monde Diplomatique* (France)<sup>982</sup> have slandered respectable citizens who question the official account on 9/11 as loonies or conspiracists. Attempts are sometimes made to link 9/11

<sup>978</sup> Simon Jenkins, et al, “What impact did 9/11 have on the world?”, *The Guardian*, 5 September 2011, <http://www.aldeilis.net/fake/1154.pdf>

<sup>979</sup> Christopher Hayes, “The Roots of Paranoia”, *The Nation*, December 8, 2006, <http://www.aldeilis.net/fake/973.pdf>; Alexander Cockburn, “The 9/11 Conspiracy Nuts”, *The Nation*, 7 September 2006, <http://www.aldeilis.net/fake/972.pdf>

<sup>980</sup> Alexander Cockburn, “The 9/11 Conspiracists: Vindicated After All These Years?” *CounterPunch*, September 2-4, 2011, <http://www.aldeilis.net/fake/967.pdf>; Alexander Cockburn, “The 9/11 Conspiracists and the Decline of the American Left”, *CounterPunch*, 28 September 2006, <http://www.aldeilis.net/fake/968.pdf>; Alexander Cockburn, “The 9/11 Conspiracy Nuts”, *CounterPunch*, September 9-11, 2006, <http://www.aldeilis.net/fake/969.pdf>

<sup>981</sup> Matthew Rothschild, “Enough of the 9/11 Conspiracies, Already”, *The Progressive*, 11 September 2006, <http://www.aldeilis.net/fake/975.pdf>

<sup>982</sup> Alexander Cockburn, “The Conspiracy that Wasn’t”, *Le Monde Diplomatique*, December 2006, <http://www.aldeilis.net/fake/970.pdf>. Alexander Cockburn, “Hinter wem sie wirklich her sind”, *Le Monde Diplomatique* in German, December 2006, <http://www.aldeilis.net/fake/971.pdf>

skeptics to Holocaust deniers.<sup>983</sup> In fact, the overwhelming majority of those who reject the official narrative of 9/11 are known to oppose war and racism and support justice. They investigate 9/11 because of their sense of civic responsibility. Among these are hundreds, if not thousands, of personalities from the fields of the humanities, science and government. Some are pilots and former military and intelligence officials.<sup>984</sup> The attacks on 9/11 truth research by leftist organizations and publications is unfair, unjustified, counter-productive and a betrayal of solidarity with victims of state terrorism.

The probable reason for the Left to avoid dealing with 9/11 appears to be the hope of leftists to join the fold of “the Establishment” and enjoy the material and psychological benefits of being tolerated by the ruling class. Some organizations bearing leftist titles are already among recipients of foundation grants or of government largesse that might be endangered if they would question the official account of 9/11.<sup>985</sup>

#### **(d) The demand for a new, independent investigation of 9/11**

In 2004, the 9/11 Commission issued its Final Report. While initially hailed as a breakthrough, it is today widely recognized as having been a whitewash.<sup>986</sup> This was even admitted belatedly by the chairman of the Commission, Thomas H. Keane, and his vice-chairman Lee Hamilton, who admitted in their joint book *Without Precedent* that the Commission was “set up to fail,” that it was seriously misled by senior officials of the Pentagon and that it was not given access to crucial data, such as transcripts of interrogations of 9/11 suspects.<sup>987</sup>

In an attempt to appear reasonable and responsible, militants of the 9/11 truth movement demand a new, independent investigation of 9/11.<sup>988</sup> This legitimate demand is largely supported within the movement. But is a new investigation of 9/11 necessary? And is it at all feasible?

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<sup>983</sup> The German public service sender *NDR* presented on its popular Panorama program of 21 August 2003 a notorious Holocaust denier (Horst Mahler) and three serious 9/11 “truthers” (Mathias Bröckers, Andreas von Bülow and Gerhard Wisnewski) to discuss 9/11. By such methods, the impression is created that 9/11 “truthers” have something in common with Holocaust deniers.

<sup>984</sup> See “Military, Intelligence and Government Patriots Question 9/11”, <[patriotsquestion911.com](http://patriotsquestion911.com)>

<sup>985</sup> An overview of foundation funding of “leftist” media is found on [http://911review.com/denial/imgs/left\\_gatekeepers.gif](http://911review.com/denial/imgs/left_gatekeepers.gif), <http://www.aldeilis.net/fake/097.pdf>

<sup>986</sup> Benjamin DeMott, “Whitewash as public service: How the 9/11 Commission Report defrauded the nation”, *Harpers Magazine*, October 2004, <http://www.aldeilis.net/fake/976.pdf>. Also David Ray Griffin, *The 9/11 Commission Report: Omissions and Distortions* (Olive Branch Press, 2005)

<sup>987</sup> Ivan Eland, “9/11 Commission Chairmen Admit Whitewashing the Cause of the Attacks”, The Independent Institute, 7 August 2006, <http://www.aldeilis.net/fake/977.pdf>. Also wikipedia: “Criticism of the 9/11 Commission”

<sup>988</sup> Search the internet for the string “9/11 Truth Petitions”

### ***Is a new investigation of 9/11 necessary?***

Those who consider a new 9/11 investigation necessary apparently believe that existing evidence is not sufficient to reject the official account and to consider the U.S. government as the main suspect in the crime. Investigations carried out by volunteer citizens since 2001 have, however, assembled reams of evidence establishing probable cause for considering the U.S. government as the main suspect for 9/11. If criminal law could be enforced, such evidence would suffice to issue arrest warrants against suspects among U.S. officials, subpoena documents and force depositions.

The main value of demanding a new, independent investigation of 9/11 is educational. Individuals unfamiliar with 9/11 and not yet convinced of U.S. government complicity may agree to support the demand for such an investigation if they believe that a truly independent investigation is feasible.

### ***Is an independent investigation of 9/11 feasible?***

It has been demonstrated in this book and elsewhere that the main *suspects* for the mass-murder 9/11 are to be found among U.S. officials. But those who conceived, planned and carried out the mass murder of 9/11 did not act to satisfy their personal whims. Whoever authorized the mass murder of 9/11 did so, obviously, as part of a long-term strategy adopted in the 1990s (see chapter 1). The operation was designed to wake up the American people (and more generally the Western public) from its complacency and whip up active support for the Project for the New American Century, in which the United States would reign supreme and lead the world to serve the interests of ruling oligarchy.

Had the crime of 9/11 been carried out by rogue elements of the U.S. government or by a foreign state against the real interests of the ruling class of the United States and its allies, the plotters and perpetrators would have been exposed and punished long ago. This has not been the case. On the contrary, all ruling institutions – the political class, the mass media, the judiciary and big business – have colluded since 9/11 in covering up the crime. This proves that the crime was not the work of a rogue cabal but was perpetrated to serve the ruling class of the United States and of its allies. They will never allow an independent investigation that could undermine their legitimacy.

It is equally moot – and for similar reasons – to expect governments allied to or dependent upon the U.S., to propose within the United Nations an independent investigation of 9/11. Even if a majority of U.N. members could be convinced to demand such an investigation, a U.N. Commission of Inquiry would not be allowed to enter the United States, let alone to interrogate U.S. public officials and subpoena official documents. Recall that the Security Council of the United Nations itself endorsed the official legend of 9/11 on 12 September 2001 without asking or obtaining any evidence in support of this legend.<sup>989</sup> One can hardly expect the Council to admit having acted improperly, unless the world community has decided to effect regime change within the United States.

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<sup>989</sup> United Nations Security Council Resolution 1368 (2001), <http://www.aldeilis.net/fake/2753.pdf>

The current global political order is not conducive for establishing the truth about 9/11. Even great powers such as Russia and China, who are certainly no U.S. allies, have until now refrained from exposing the 9/11 lies. The mass media, parliaments and governments worldwide have failed to demand evidence from the United States to prove its allegations regarding 9/11. The *extent* of the deception by the entire political elite of the world with regard to 9/11 has no precedent. It is unrealistic to expect those who have participated in this systematic deception to admit their dishonesty.

Critical authors, such as myself, are expected to produce a “smoking gun” regarding the alleged complicity of the U.S. government in 9/11. Such an expectation is neither realistic nor fair. The U.N. Human Rights Committee pointed out in 1994 the asymmetry between ordinary citizens and states: “The burden of proof cannot rest alone with the author of a [complaint], especially considering that the author and the State party do not always have equal access to the evidence and that frequently the State party alone has access to the relevant information.”<sup>990</sup> What an understatement! Ordinary citizens have no power to subpoena witnesses and documents. Citizen investigators can, at most, identify some of most glaring indications of governmental misconduct and hope that society will withdraw the legitimacy it bestows on the rulers.

### **(e) The revolutionary potential of 9/11-truth**

The quest for truth about 9/11 demonstrates, perhaps better than any other contemporary issue, the limits of parliamentary and judicial remedies in cases of high state criminality. Those who have recognized that 9/11 was a state crime will sooner or later discover that they cannot rely on established procedures to achieve justice. Existing political, financial and military institutions have become so entwined with those of the U.S. regime that a break with that regime may be viewed by those depending on these institutions as an existential threat to their own privileges.

The mass murder of 9/11 was the natural outcome of an imperial strategy that required the creation of a new epochal enemy, for which it was necessary to sacrifice thousands of “one’s own citizens.” Absent a defeat of imperialism in coming years, we may bear witness to, or become victims of, ever larger crimes committed against the peoples of the world by imperial powers and their auxiliaries.

Instead of meekly claiming their right to an alternative view on 9/11, as they have done hitherto, 9/11 skeptics now possess sufficient evidence to openly accuse governments, politicians, journalists and academics of their complicity in a systematic deception. The accused have no substantive defense, so they will initially ignore the accusations, shun debates and refuse to attend public meetings where they could be heckled and challenged. But they will not be able to conceal their cowardice forever.

Accusing those who cover up the 9/11 crime is not only a legitimate and sound strategy; it is also morally and legally justified. The families of 9/11 victims are entitled to know what

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<sup>990</sup> 1994 Report by the Human Rights Committee, Vol. II, Annex IX, AA, para. 9.2 (Albert W. Mukong v. Cameroon, case 458/1991), <http://www.aldeilis.net/fake/2754.pdf>

happened to their next-of-kin. Society is entitled to have the perpetrators, planners and facilitators of the mass murder identified, prosecuted and sentenced. Justice must be done and *seen* to have been done. The right of victims and society to know the truth about cases of mass murder is a legal tool that should be used.<sup>991</sup> It is unconscionable for journalists to accuse individuals (the alleged hijackers) as terrorists or as murderers when there is no evidence of their guilt. Such journalists should be named and shamed and forced to apologize.

The likelihood that the U.S. government ordered the mass murder of 9/11 also gives rise to security considerations. The risk exists that loyalists of the U.S. regime, whether acting under the auspices of U.S. state institutions or under those of other states, may commit new murderous crimes in the future in order to draw attention away from former crimes. The physical security of ordinary citizens worldwide is at risk as long as military, intelligence and law enforcement officials cooperate with the rulers of the murderous U.S. regime or its stooges in other countries.

If this book has contributed to awareness of the liberating potential of 9/11 truth, it will have served its purpose.

### **Note to those who read the book**

Comments, critical observations and donations are welcome. Please post your message at <http://www.aldeilis.net/english/contact/> For generous readers, my bank account is:

Deutsche Bank, Bonn  
 IBAN: DE35 3807 0024 0028 6310 00  
 BIC (SWIFT): DEUTDEDDB380

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<sup>991</sup> Elias Davidsson, “The Events of 11 September 2001 and the Right to the Truth”, The Wisdom Fund, 14 April 2008, <http://www.aldeilis.net/fake/988.pdf>

## **Annex A: International terrorism: Myth and reality**

When assessing the lethality of various scourges, such as hunger, natural calamities, epidemics or crime, the basic unit of comparison commonly used is the number of fatalities caused by that particular cause. If we leave aside the case of 9/11, discussed in detail in this book, the average yearly number of casualties from *domestic* terrorism in the United States - less than ten persons - is dwarfed by more than 15,000 homicides a year.

European leaders regularly warn about the threat of terrorism. Yet reports of the European Union are silent on the extent of this threat in terms of casualties. They do not publish statistics about terror casualties. The reason is very simple: Publishing such statistics would reveal how seldom terrorist operations take place.

Failing to find terrorism casualty statistics in official reports of the European Union, I requested such global terrorism statistics from the Counter-Terrorism Committee of the U.N. Security Council, which periodically claims that “international terrorism is one of the most serious threats to peace and security.” If the lack of European terrorism statistics was puzzling, the response of the Security Council was shattering. A spokesperson of the Committee informed me in writing that the Security Council does not possess any terrorism statistics. The Security Council is thus unable to substantiate its own claim about the nature of international terrorism.

Giving up on the institutions, I decided to compile such statistics myself, limiting myself to Europe for the years 2001 to 2015.

Table 1: Number of terror fatalities in Europe 2001-2015

|                 |    |    |   |     |    |   |   |   |   |   |    |   |   |   |     |           |
|-----------------|----|----|---|-----|----|---|---|---|---|---|----|---|---|---|-----|-----------|
| Ireland         | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Italy           | -  | -  | - | 2   | -  | - | - | - | - | - | -  | - | - | - | -   | 2         |
| Latvia          | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Lithuania       | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Luxembourg      | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Malta           | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Macedonia       | -  | -  | - | -   | -  | - | - | - | - | - | -  | 5 | - | - | -   | 5         |
| Moldavia        | -  | -  | - | -   | -  | 2 | - | - | - | - | -  | - | - | - | -   | 2         |
| Montenegro      | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Netherlands     | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Norway          | -  | -  | - | -   | -  | - | - | - | - | - | 77 | - | - | - | -   | 77        |
| Poland          | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Portugal        | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Romania         | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Serbia          | -  | -  | - | -   | -  | - | - | - | - | - | 1  | - | - | - | -   | 1         |
| Slovakia        | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Slovenia        | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Spain           | 14 | 5  | 3 | 194 | -  | - | 2 | 2 | 3 | 3 | -  | - | - | - | -   | 226       |
| Switzerland     | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | -         |
| Ukraine         | -  | -  | - | -   | -  | - | - | - | - | - | -  | - | - | - | -   | Civil war |
| United Kingdom  | 9  | 4  | 1 | -   | 56 | - | - | - | - | - | -  | - | - | - | -   | 70        |
| <b>In total</b> | 25 | 15 | 7 | 197 | 56 | 4 | 2 | 6 | 3 | 3 | 90 | 7 | - | 5 | 150 | 570       |

**Notes:**

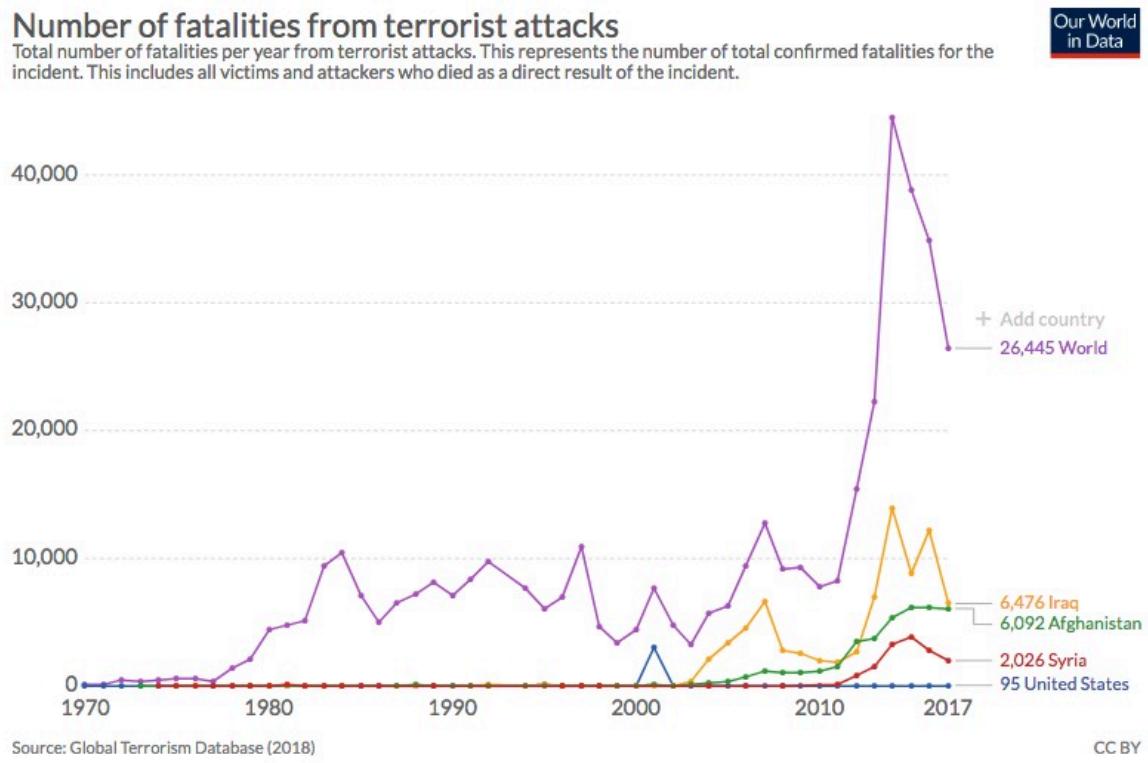
1. *Source:* Global Terrorism Database, University of Maryland (USA), (<https://www.start.umd.edu/gtd/>).
2. Not included (a) targeted assassinations; (b) attacks resulting from ethnic conflicts in Ukraine and Russia.
3. This table includes both genuine terrorist attacks and suspected false-flag attacks.

According to various official crime studies from the United States, the United Kingdom and Australia, it is estimated that between a quarter and third of ordinary homicides are committed by a member of the victim's own family. This means, statistically, that a person is about 25 times more likely to be murdered by a family member than by terrorists. It must, however, be remembered that being murdered is not a common predicament. In Europe, for example, the average probability of being murdered is 1:100,000. Based on the above terrorism statistics, the probability to be murdered by terrorists in Europe (population over 500 million), is approximately 1:10,000,000.

If no particular precautions are undertaken to protect oneself against murder by one's family members, there is certainly no grounds for undertaking measures against far lesser threats, such as terrorism. This, in turn, means that official claims about the grave threat of terrorism are politically motivated lies.

Globally, the average yearly number of terrorism fatalities in recent years varies between 20,000 and 40,000, as shown below. It must, however, be noted that a substantial proportion

of these fatalities occur in zones of overt military conflict or insurgency. In such circumstances, it is difficult to distinguish between terrorist acts (a crime under domestic law) and war crimes (a crime under international humanitarian law).



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*Table 2: Terrorism fatalities 2001-2017 (global and selected Muslim countries)*

| Year / Country | Global terrorist fatalities | Iraq (1) | Afghanistan (2) | Pakistan (3) | Turkey (4) | Syria (5) | Egypt (6) | Somalia (7) | Yemen (8) | Nigeria (9) | Total (1) - (9) |
|----------------|-----------------------------|----------|-----------------|--------------|------------|-----------|-----------|-------------|-----------|-------------|-----------------|
| 2001           | 7,729 (*)                   | 9        | 174             | 109          | 17         | -         | -         | 3           | 2         | 3           | 317             |
| 2002           | 4,805                       | 10       | 74              | 105          | -          | -         | -         | 6           | 4         | 28          | 227             |
| 2003           | 3,317                       | 391      | 163             | 119          | 67         | -         | -         | 7           | 16        | 28          | 791             |
| 2004           | 5,743                       | 2,171    | 275             | 304          | 25         | 4         | 37        | 2           | -         | 41          | 2,859           |
| 2005           | 6,331                       | 3,384    | 367             | 152          | 35         | -         | 92        | 20          | 12        | 19          | 4,081           |
| 2006           | 9,380                       | 4,616    | 732             | 315          | 46         | 5         | 19        | 22          | 14        | 254         | 6,023           |
| 2007           | 12,824                      | 6,667    | 1,199           | 1,406        | 25         | -         | -         | 408         | 24        | 82          | 9,811           |
| 2008           | 9,157                       | 2,864    | 1,092           | 1,184        | 42         | 18        | -         | 436         | 74        | 72          | 5,782           |
| 2009           | 9,273                       | 2,585    | 1,065           | 1,487        | 18         | -         | 1         | 381         | 47        | 316         | 5,900           |
| 2010           | 7,827                       | 2,074    | 1,157           | 1,699        | 13         | -         | -         | 295         | 345       | 117         | 5,700           |
| 2011           | 8,246                       | 1,870    | 1,525           | 1,676        | 25         | 163       | 28        | 344         | 461       | 447         | 6,539           |
| 2012           | 15,497                      | 2,686    | 3,521           | 2,784        | 247        | 877       | 44        | 783         | 1,056     | 1,508       | 13,506          |
| 2013           | 22,273                      | 7,041    | 3,709           | 2,875        | 83         | 1,568     | 243       | 660         | 624       | 2,014       | 18,817          |

|      |        |        |       |       |       |       |     |       |       |       |        |
|------|--------|--------|-------|-------|-------|-------|-----|-------|-------|-------|--------|
| 2014 | 44,490 | 13,965 | 5,414 | 2,413 | 39    | 3,312 | 343 | 1,589 | 1,353 | 7,781 | 36,209 |
| 2015 | 38,853 | 8,885  | 6,216 | 1,608 | 490   | 3,924 | 829 | 1,447 | 2,374 | 5,559 | 31,332 |
| 2016 | 34,871 | 12,207 | 6,142 | 1,113 | 1,006 | 2,810 | 609 | 1,583 | 1,517 | 2,165 | 29,152 |
| 2017 | 26,445 | 6,476  | 6,092 | 1,076 | 222   | 2,206 | 877 | 1,912 | 762   | 1,805 | 21,428 |

*Source:* Global Terrorism Database, University of Maryland (USA), (<https://www.start.umd.edu/gtd/>)

(\*) The total for the year 2001 includes the attacks of 11 September 2001 presumed to have been a false-flag operation by the U.S. government.

As can be seen from the above table, the majority of terrorism fatalities since 2002 occurred in Muslim countries, and particularly in Iraq, Afghanistan, Pakistan, Turkey, Syria, Egypt, Somalia, Yemen and Nigeria, virtually all in the context of civil wars or military insurgencies. It appears that the surge in the number of terror fatalities since 2012 can be imputed to the “Islamic State”, an outfit financed and abetted by several governments. Note that the “Islamic State” mainly targets Muslims. A substantial number of terrorist fatalities occurred also in Columbia, India, Thailand, the Philippines, Sri Lanka and Algeria. The leading members of the global counter-terrorism campaign – the United States and its allies – are among the least affected by terrorism. .

## **Annex B: Criteria for distinguishing between authentic (militant) terrorism and covert state operations (false flag terrorism)**

In the past years, the number of incidents presented by media as genuine terrorism has increased significantly. Ordinary citizens do not possess the means to examine in depth each of these events in order to distinguish between authentic terrorism, carried out by *bona fide* militants and events covertly staged by state agencies *to appear as authentic*. For that reason, I have developed ten criteria - in the form of questions - that allow ordinary citizens to tentatively assess whether a particular event was a case of authentic (militant) terrorism or a covert state operation. While the method does not purport to be scientific, it provides a useful initial approximation that is based on more than mere guesswork. Readers are invited to vary the questions and the coefficients in order to test the resiliency of the method. The ten questions are followed by explanations.

Table 1: Criteria for distinguishing between authentic (militant) terrorism and covert state terrorism.

| (Please circle the corresponding numbers)   | Yes - Perhaps - No |
|---|--------------------|
| 1. Has a credible claim of responsibility for the attack been issued?   | 0 – 5 – 10         |
| 2(a). Did the alleged perpetrators die? or  | 10 – 5 – 0         |
| 2(b). If the alleged perpetrators were brought to justice, did the trial meet human rights standards and did the accused insist on the legitimacy of their attacks? | 0 – 5 – 10         |
| 3. Are there solid grounds for suspecting the authorities of having planted, falsified or fabricated incriminating evidence?  | 10 – 5 – 0         |
| 4. Were the alleged perpetrators publicly celebrated by their communities as heroes or martyrs?   | 0 – 5 – 10         |
| 5. Did the authorities know the suspects before the attacks?  | 10 – 5 – 0         |
| 6. Was a thorough, impartial, independent and transparent investigation of the attacks carried out?   | 0 – 5 – 10         |
| 7. Is there evidence of an official cover-up (concealment or destruction of evidence, gagging of witnesses etc.)?   | 10 – 5 – 0         |
| 8. Is there evidence that some authorities possessed foreknowledge of the attacks?  | 10 – 5 – 0         |
| 9. Did the authorities derive a foreseeable benefit from the attacks? (cui bono)  | 10 – 5 – 0         |
| 10. Are there any additional relevant, indications for a state-run operation?   | 10 – 5 – 0         |
| (Please add up the circled numbers):  |                    |

For the sum of 0-30, the incident was most probably authentic (however criminal it was)

For 31-50, it was unlikely but possible that the incident could have been a covert state operation

For 51-70, it was likely that the incident was a covert state operation

For 71-90, it was very likely that the incident was a covert state operation

For 91-100, the incident shall be presumed to have been a covert state operation.

Comments on the individual questions

(1) A credible claim of responsibility is one whose authenticity can be checked with the claimants. Anonymous claims or claims whose authors cannot be located lack credibility. A typical example of claims lacking credibility are those allegedly issued by the Islamic State and posted on a non-existing website of a fictional news agency, such as by Amaq.<sup>992</sup>

(2a) Dead suspects do not talk. They cannot defend themselves against accusations. They cannot explain their motives, if any. Their death relieves state authorities from the burden of establishing the facts of the case in open court and proving the suspects' guilt. Because of the benefit accruing to state authorities from the death of terror suspects, their death represents a contributing factor to the hypothesis of state complicity. This is particularly the case when security forces killed the suspect in dubious circumstances that are not subsequently investigated.

Does this argument apply also to suicide attacks?

Since suicide attacks deem the highest level of authenticity, staging such acts is the most effective propaganda for generating the fear of "Islamic terror." Whether a suicide attack was authentic can only be determined by a thorough and independent investigation of the circumstances of death. Such investigations are rarely if ever undertaken.

Suicide attacks are easy to stage. Example 1: An unsuspecting driver is ordered to deliver merchandise with his van to a certain location. At the destination, the "merchandise" is detonated by remote control. The driver dies. The media reports a suicide attack. Example 2: An operative places an explosive device in the midst of a crowd and departs. Within a minute, the device is detonated by remote control. The media reports a suicide attack and blames someone. Author John Kaminski provides further examples of such scams.<sup>993</sup> Readers can themselves invent many more such examples.

(2b) When suspects of a terror operation are brought to trial, it matters whether the trial fulfills minimal standards of due process and if the suspect denies or expresses pride in having participated in the attacks. True believers in a just cause do not deny their actions. They can be expected to use every opportunity to defend their cause when provided the opportunity to do so, such as in a public trial.

There are, however, known cases where terror suspects incriminate themselves in open court, even when it is obvious that they are innocent. This may be due to coercion or after having been offered a deal for their statements, such as a reduced sentence,. Such cases abound. It may, therefore, be difficult for outside observers to gauge the sincerity of statements of suspects made in court, particularly in political trials. Sometimes, however, the statements include subtle signals that they are not genuine. Examples of such signals are found in the alleged confession of Khaled Sheikh Mohammed, who is said to be rotting in Guantánamo. In his alleged confession, disseminated by the Pentagon, he claimed to have planned 9/11 as

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<sup>992</sup> Greg Myre and Camila Domonoske, "What does it mean when ISIS claims responsibility for an attack?", *NPR*, 24 May 2017, <http://www.aldeilis.net/fake/2536.pdf>

<sup>993</sup> John Kaminski, "Sick strategies for senseless slaughter: The cat is out of the bag now", Global Research, 27.5.2005, <http://www.aldeilis.net/fake/2187.pdf>

well as the destruction of a bank in the state of Washington which did not exist when he was already in U.S. custody.<sup>994</sup> It is evident that he either lied (because 9/11 was definitely not perpetrated by Islamic fanatics) or his confession was fabricated by the authorities. The case of Zacarias Moussaoui, mentioned in Chapter 14 (h), also presents a person who went a long way to present himself in court as a rabid terrorist, although there is no evidence that he committed any crime or even possessed the skills to commit the terrorist acts that he claimed in court to have planned.

(3) Self-explanatory.

(4) Genuine militants who carry terrorist acts are typically celebrated as heroes or martyrs by their community or by their organization. Organizations, such as Hamas (Palestine) or PKK (Kurdistan), do not designate their operations as terrorism but as military operations. When no such celebration takes place, it is probable that the terrorist act was neither carried out by genuine militants nor for the purpose alleged by mass media. Reports of celebrations for terrorist acts by anonymous bloggers cannot be taken at face value because it is impossible to verify their authenticity.

(5) If authorities knew the suspects before the attacks, or even monitored them for a long period, it is justified to suspect such authorities of having deliberately allowed, facilitated or organized the attacks.

(6) State authorities do not relish authorizing a parliamentary commission of inquiry in terrorist cases. When a parliamentary inquiry nevertheless take place, the question needs to be answered whether the inquiry is serious or merely an attempt to legitimate, as it were, the government's account. The following questions may help in assessing the adequacy of the inquiry: Was the commission of inquiry composed of persons known for their integrity? Was the commission given an adequate mandate? Did commissioners obtain full access to police and judicial records? Were they empowered to subpoena witnesses? Were witness testimonies transcribed for public access? Did the inquiry result in a publicly available report?<sup>995</sup>

(7) In journalistic and police investigations, the six "W" questions (what, why, who, when, where and how) are used to establish the basic facts of a case. I recommend leaving out the "why" question because it can only yield a speculative answer. If the five remaining "W" questions are poorly answered by state authorities or manifest numerous contradictions, suspicion of a cover-up arises. Evidence of a cover-up emerges, for example, when authorities attempt to misrepresent the conduct of suspects or the course of the action; knowingly disseminate falsehoods to the public; or suppress audiovisual evidence, documents and testimonies, to which the public should normally be entitled. While legitimate secrecy is not a sign of a cover-up, explanations for secrecy are often contrived and thus unjustified. A further feature of a cover-up is governmental attempts to induce witnesses and

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<sup>994</sup> Verbatim transcript of combatant status review tribunal hearing for ISN 10024 (Confession by Khaled Sheikh Mohamed), released by the Pentagon, CNN, 15 March 2007, <http://www.aldeilis.net/fake/2537.pdf>

<sup>995</sup> See, *inter alia*, Elias Davidsson, "The Right to the Truth...", Op.cit. <http://www.aldeilis.net/fake/988.pdf>

relatives of the victims to ask no questions and refrain from talking to the media. All these methods have been used by the U.S. government in relation to 9/11.

(8) Foreknowledge of an attack is one further indicator for state complicity. Circumstantial evidence of foreknowledge can be gleaned from prescient statements, plans and recommendations. If an anti-terror exercise was scheduled for, or was carried out during the day of the attack, a rebuttable presumption arises that this was no coincidence. Such anti-terror exercises were held in the U.S. on 11 September 2001, in London on 7 July 2005 and in Norway on 22 July 2011, i.e. on the very days of the attacks.

(9) If a government benefitted from a terrorist attack on its own soil, and if its benefits could have been foreseen by the plotters, a suspicion of state complicity arises. One can further assume that the more complex the planning and implementation of a terrorist act has been, the more likely it is that the plotters did take into account the foreseeable consequences of their operation.

(10) This question should only be answered in the affirmative if there are additional indications with a significant evidential value of a state cover-up or participation in the attacks. An example would be the inexplicable speed with which investigators identify perpetrators and planners or establish the forensic facts.

I tested the above 10 criteria to evaluate 15 terrorist attacks perpetrated between 2001 and 2016. Here are the results:

| Location/Date  | Total sum | Covert state operation? |
|--|-----------|-------------------------|
| United States: New York and Washington, D.C. (9/11) 2001 | 100       | Definitely              |
| Tunisia: Djerba, 2002                                    | 70        | Likely                  |
| Spain: Madrid, 2004                                      | 75        | Very likely             |
| U.K.: London, 2005                                       | 85        | Very likely             |
| India: Mumbai, 2008                                      | 80        | Very likely             |
| Norway: Oslo, 2011                                       | 25        | Unlikely                |
| France: Montauban / Toulouse, 2012                       | 75        | Very likely             |
| United States: Boston 2013                               | 95        | Definitely              |
| France: Paris, Jan. 2015                                 | 80        | Very likely             |
| Denmark: Copenhagen, 2015                                | 55        | Likely                  |
| France: Paris, Nov. 2015                                 | 80        | Very likely             |
| France: Nice, 2016                                       | 90        | Very likely             |
| Germany: Wuerzburg, 2016                                 | 85        | Very likely             |
| Germany: Munich, 2016 (*)                                | 85        | Very likely             |
| Germany: Berlin, 2016                                    | 95        | Definitely              |

(\*) The events in Munich of 2016 are included here - due to the first news and the extensive police operation - as a terrorist attack (see my book *Psychologische Kriegsführung und gesellschaftliche Leugnung* (Zambon Verlag, Frankfurt, 2017))

The above evaluations are evidently not sufficient for formal indictments. To the extent that the evaluation has yielded some probability of a state covert operation, the evaluation should be sufficient for raising the demand for public and independent investigations of the incidents and for drawing political conclusions regarding the conduct of state authorities. The results of such an evaluation are also useful in prompting citizens to deepen their investigations of the case at hand.

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## **Abbreviations / Acronyms**

|       |   |
|-------|---|
| ACARS | Aircraft Communications Addressing and Reporting System a digital datalink system for transmission of short, relatively simple messages between air controllers and aircraft via ground stations. |
| AFIP  | Armed Forces Institute of Pathology (U.S.)  |
| ALPA  | American Line Pilots Association  |
| ASCE  | American Society of Civil Engineers   |
| BPAT  | Building Performance Assessment Team  |
| BTS   | Bureau of Transportation Statistics, U.S. Department of Transportation  |
| CAPPS | Computer Assisted Passenger Prescreening System (additional security check in U.S. airports)  |
| CCTV  | Closed Circuit Television   |
| CEO   | Chief Executive Officer   |
| CVR   | Cockpit Voice Recorder (an aircraft device recording sounds in the cockpit)   |
| EMT   | Emergency Medical Technician  |
| EST   | Eastern Standard Time (the time zone in the Eastern United States)  |
| FAA   | Federal Aviation Administration (U.S.)  |
| FDNY  | Fire Department of New York City  |
| FEMA  | Federal Emergency Management Agency (U.S.)  |
| FOIA  | Freedom of Information Act (U.S.)   |
| INS   | Immigration and Naturalization Service (U.S.)   |
| MFR   | Memorandum for the Record (a document of the 9/11 Commission)   |
| NEADS | Northeast Air Defense Sector (U.S.)   |
| NIST  | National Institute of Standards and Technology (U.S.)   |
| NORAD | North American Aerospace Defense Command (U.S.)   |
| NRO   | National Reconnaissance Office (U.S.)   |
| NTSB  | National Transportation Safety Board  |
| OEM   | Office of Emergency Management  |
| RBS   | Radio Base Station (used to relay telephone calls to/from aircraft)   |
| RGS   | Remote Ground Stations (to relay electronic messages to/from aircraft)  |
| USDA  | United States Department of Agriculture   |
| VHF   | Very High Frequency   |
| WTC   | World Trade Center (in New York)  |