

LOOSE CHANGE, 2ND EDITION RECUT -- ILLUSTRATED SCREENPLAY

written and directed by Dylan Avery
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[Translated from the movie by Tara Carreon]

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DEDICATED TO THE LIVES WE LOST ON SEPTEMBER 11TH, 2001

“I don’t think anybody could have predicted that these people would take an airplane and slam it into the World Trade Center.”

-- National Security Advisor Condoleezza Rice

“There were lots of warnings.”

-- Secretary of Defense Donald Rumsfeld

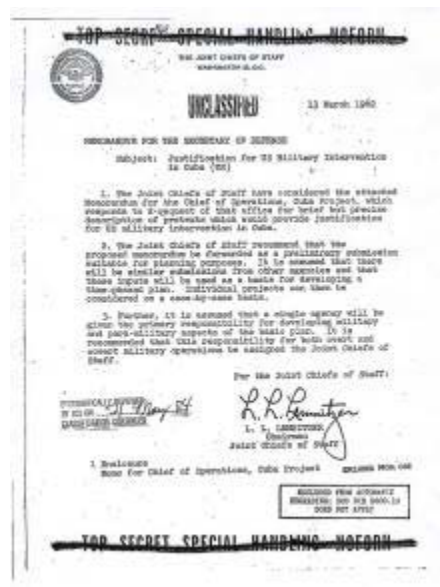
“No warnings.”

-- Press Secretary Ari Fleischer

“Your government failed you, and I failed you.”

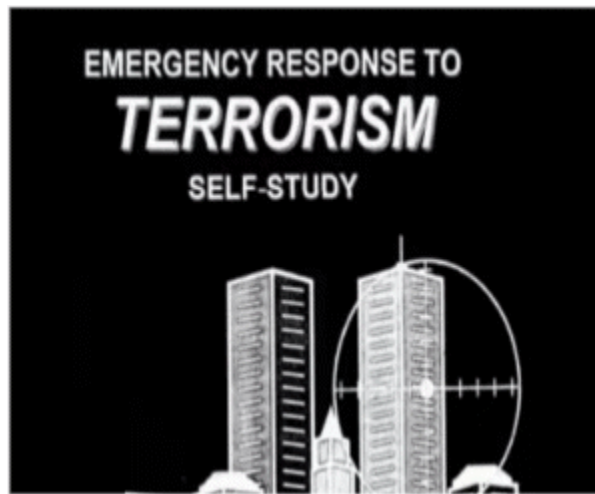
-- White House Advisor Richard Clarke

JUSTIFICATION FOR U.S. MILITARY INTERVENTION IN CUBA (OPERATION NORTHWOODS)



March 13, 1962: Lyman Lemnitzer, Chairman of the Joint Chiefs of Staff, presents a proposal to Secretary of Defense Robert McNamara named Operation Northwoods. The document proposed staging terrorist attacks in and around Guantanamo Bay to provide a pretext for military intervention in Cuba. The plans included: starting rumors about Cuba using Clandestine radio, plant friendly Cubans inside the base to stage attacks, starting riots at the main gate, blowing up ammunition inside the base, starting fires, sabotaging aircraft and ships on the base, bombing the base with mortar shells, sinking a ship outside the entrance, staging funerals for mock victims, staging a terror campaign in Miami, Florida and Washington, D.C., and finally, destroying a drone aircraft over Cuban waters. The passengers – federal agents in reality – would allegedly be college students on vacation. A plane at Eglin Air Force Base would be painted and numbered as a duplicate of a registered civil aircraft belonging to a CIA front in Miami. The duplicate would be substituted for the real plane and loaded with the passengers. The real plane would be converted into a drone. The two planes would rendezvous south of Florida. The passenger laden plane would land at Eglin Air Force Base to evacuate its passengers and return to its original status. The drone would pick up the scheduled flight plan and, over Cuban waters, transmit a May Day signal before being blown up by remote control. The plan was rejected by McNamara, and President John F. Kennedy removes Lemnitzer as Chairman of the Joint Chiefs of staff months later.

December 1, 1984: A remote controlled Boeing 720 takes off from Edwards Air Force Base and is crash-landed by NASA for fuel research. Before its destruction, the plane flew unmanned for a total of 16 hours and 22 minutes, including 10 takeoffs, 69 approaches, and 13 landings.



August, 1997: The cover of FEMA's emergency response to terrorism depicts the World Trade Center in cross-hairs.



February 28, 1998: The Global Hawk, Raytheon's unmanned aircraft vehicle, completes its first flight over Edwards Air Force Base in California at an altitude of 32,000 feet, cruising altitude for a commercial jet liner.

NORAD HAD DRILLS OF JETS AS WEAPONS, BY STEVEN KOMAROW AND TOM SQUITIERI, USA TODAY

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NORAD had drills of jets as weapons

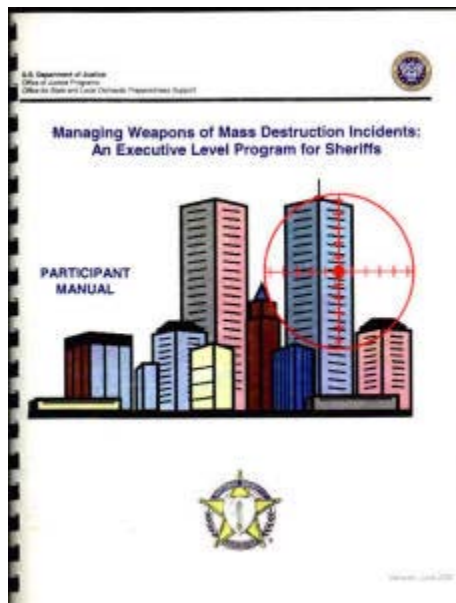
By Steven Komarow and Tom Squitieri, USA TODAY

WASHINGTON — In the two years before the Sept. 11 attacks, the North American Aerospace Defense Command conducted exercises simulating what the White House says was unimaginable at the time: hijacked airliners used as weapons to crash into targets and cause mass casualties.

One of the imagined targets was the World Trade Center. In another exercise, jets performed a mock

1999: NORAD begins conducting exercises in which hijacked airliners are flown into the World Trade Center and the Pentagon.

MANAGING WEAPONS OF MASS DESTRUCTION INCIDENTS: AN EXECUTIVE LEVEL PROGRAM FOR SHERIFFS -- PARTICIPANT MANUAL



June, 2000: The Department of Justice releases a terrorism manual with the World Trade Center in cross-hairs.

AIRFORCE MANUAL 10-100, AIRMAN'S MANUAL, 1 AUGUST 1999, DEPARTMENT OF THE AIR FORCE



REBUILDING AMERICA'S DEFENSES, A REPORT OF THE PROJECT FOR THE NEW AMERICAN CENTURY

September, 2000: The Project for a New American Century, a neo-conservative thinktank, whose members include Dick Cheney, Donald Rumsfeld, Jeb Bush and Paul Wolfowitz, releases their report, entitled "Rebuilding America's Defenses." In it, they declare that the process of transformation, even if it brings revolutionary change, is likely to be a long one absent some catastrophic and catalyzing event, like a new Pearl Harbor.



[Max (Muhammad) Shreck] "We must have a catalyst. Soon an incident like the Gulf of Tonkin, or the Reichstag fire ..."

-- Batman Returns, directed by Tim Burton

CONTINGENCY PLANNING PENTAGON MASCAL EXERCISE SIMULATES SCENARIOS IN PREPARING FOR EMERGENCIES



October 24, 2000: The Pentagon conduct the first of two training exercises called "Mascal," which simulate a Boeing 757 crashing into the building. Charles Burlingame, ex Navy F-4 pilot who worked in the Pentagon for 17 years, participates in an earlier version of this exercise in 1989, before retiring to take a job at American Airlines where, 12 years later, his Boeing 757 allegedly crashes into the Pentagon.

"Who are these conspirators?" -- "One rejoices in the name of Maskull, and the other in that of Nightspore."

-- Voyage to Arcturus, by David Lindsay

DAUGHTER OF 9/11 PILOT FOUND DEAD AFTER FIRE, BY ALAN FEUER AND NATE SCHWEBER

Daughter of 9/11 Pilot Found Dead After Fire

By ALAN FEUER and NATE SCHWEBER
The New York Times

(Dec. 6) - Five years after her father's plane crashed into the Pentagon in the Sept. 11 terrorist attacks, a woman was found dead yesterday in a fire at the Galaxy Towers apartment complex in Guttenberg, N.J.

The woman, Wendy Burlingame, 32, was discovered by firefighters in a short hallway between the kitchen and the bedroom of her 10th-floor apartment where the four-alarm fire began, said Edward DeFazio, the Hudson County prosecutor. Mr. DeFazio said the fire, which law enforcement officials are calling suspicious, began shortly after midnight in the apartment Ms. Burlingame shared with her companion and was still under investigation, as was the cause of Ms. Burlingame's death. No one else was injured in the fire, Mr. DeFazio said.



Wendy Burlingame's father, Charles, piloted American Airlines Flight 77 on Sept. 11, 2001, before hijackers flew it into the Pentagon.

[Talk About It: Post Thoughts](#)

PENTAGON CRASH "TOO UNREALISTIC," by Bryan Bender

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Pentagon crash 'too unrealistic'

The Boston Globe

By Bryan Bender, Globe Staff | April 14, 2004

WASHINGTON — Five months before Sept. 11, 2001, the officers responsible for defending American airspace wanted to test their ability to prevent a hijacked airliner from being crashed into the Pentagon, but the scenario was rejected by the Joint Chiefs of Staff as impractical, a Joint Chiefs spokesman confirmed yesterday.

The disclosure was made after a government watchdog group released a leaked e-mail from a former official at the North American Air Defense Command. In the message, the official told colleagues a week after the attacks that in April 2001 NORAD requested that war games run by the Joint Chiefs include an "event having a terrorist group hijack a commercial airline . . . and fly it into the Pentagon."

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April, 2001: NORAD plans an exercise in which a plane is flown into the Pentagon but is rejected as "too unrealistic."

CHAIRMAN OF THE JOINT CHIEFS OF STAFF INSTRUCTION: AIRCRAFT PIRACY (HIJACKING) AND DESTRUCTION OF DERELICT AIRBORNE OBJECTS



CHAIRMAN OF THE JOINT CHIEFS OF STAFF INSTRUCTION

J-3 C.J.C.S. 3010.01A
DISTRIBUTION: A, B, C, J-5 1 June 2001

AIRCRAFT PIRACY (HIJACKING) AND DESTRUCTION OF DEBELICT AIRBORNE OBJECTS

References: See Enclosure D.

1. **Purpose:** This instruction provides guidance to the Deputy Director for Operations (DDO), National Military Command Center (NMCC), and operational commanders in the event of an aircraft piracy (hijacking) or request for destruction of debelict airborne objects.

2. **Cancellation:** C.J.C.S. 3010.01, 31 July 1997.

3. **Applicability:** This instruction applies to the Joint Staff, Services, unified commands, and the US Element, North American Aerospace Defense Command (US/ELEMDORAD).

4. **Policy:**

a. **Aircraft Piracy (Hijacking) of Civil and Military Aircraft.** Pursuant to references a and b, the Administrator, Federal Aviation Administration

June, 2001: The Department of Defense initiates new instructions for military intervention in the case of a hijacking. It states that for all non-immediate responses, the Department of Defense must get permission directly from the Secretary of Defense.

ASHCROFT FLYING HIGH, by CBS News

July, 2001: Attorney General John Ashcroft begins flying on chartered jets for the remainder of his term due to a threat assessment conducted by the FBI.

CIA AGENT ALLEGED TO HAVE MET BIN LADEN IN JULY, by Anthony Sampson

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Special report
Attack on Afghanistan

CIA agent alleged to have met Bin Laden in July

French report claims terrorist leader stayed in Dubai hospital

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Anthony Sampson
Thursday November 1, 2001
[The Guardian](#)

Two months before September 11 Osama bin Laden flew to Dubai for 10 days for treatment at the American hospital, where he was visited by the local CIA agent, according to the French newspaper Le Figaro.

The disclosures are known to come from French intelligence which is keen to reveal the ambiguous role of the CIA, and to restrain Washington from extending the war to Iraq and elsewhere.

Bin Laden is reported to have arrived in Dubai on July 4 from Quetta in Pakistan with his own personal doctor, nurse and four bodyguards, to be treated in the urology department. While there he was visited by several members of his family and Saudi personalities, and the CIA.

July 4, 2001: Osama bin Laden, wanted by the United States since 1998, receives medical attention at the American Hospital in Dubai, where he is visited by a local chief of the CIA.

Larry Silverstein

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The Landlord

A private developer little known to the general public, Silverstein signed a 99-year lease for the twin towers just six weeks before the attack.

His lease with the Port Authority of New York and New Jersey remains in place, making Silverstein, 72, a key figure in the rebuilding of the site.

After much behind-closed-doors wrangling over the site's final design, Silverstein and redevelopment officials reached an agreement that leaves in place architect Daniel Libeskind's centerpiece (the 1,776-foot Freedom Tower) but hands the lead role in construction to Silverstein's hand-picked architect, David Childs.

(Photo: AP)

July 24, 2001: Larry A. Silverstein, who already owned World Trade Center 7, signs a 3.2 billion dollar 99 year lease on the entire World Trade Center complex, six weeks before 9/11. Included in the lease is a 3.5 billion dollar insurance policy specifically covering acts of terrorism.

TERRORIST TRADE PROBE WIDENS, by Robert Manor and Melissa Allison

chicagotribune.com >> Business >> Business columnists

Terrorist trade probe widens

Options buying rose in firms that attack affected

By Robert Manor and Melissa Allison
Tribune staff reporters
Published September 12, 2001

Securities regulators around the world are investigating whether the terrorists involved in last week's attack profited in financial markets, possibly by buying options on the stock of United Airlines, Boeing, American Airlines and other companies in the knowledge that prices would fall.

Traders say a suspiciously high volume of preattack options trades in AMR Corp., parent of American, and UAL Corp., United's parent, in particular, yielded huge profits after terrorists crashed aircraft belonging to the two airlines into the World Trade Center and the Pentagon.

The Chicago Board Options Exchange said Wednesday it is investigating options trading prior to the attack.

Sources familiar with the matter said the Securities and Exchange Commission is also investigating whether terrorists traded options or other financial instruments to capitalize on the calamity they were planning.

One Chicago trader said the big increase in options trading is evidence that some people knew about the coming disaster.

"Somebody knew about it, whether it was a broker or somebody who knew these guys, or it's one of these terrorist cells," said Jon Najarian, founder of options specialist Mercury Trading in Chicago.

September 6, 2001: 3,150 put options are placed on United Airlines stock. A put option is a bet that a stock will fall. That day, put options were more than four times its daily average.

HEIGHTENED SECURITY ALERT HAD JUST BEEN LIFTED, by Curtis L. Taylor and Sean Gardiner

Heightened Security Alert Had Just Been Lifted

Sept. 12 | September 12, 2001

By Curtis L. Taylor and Sean Gardiner

The World Trade Center was destroyed just days after a heightened security alert was lifted at the landmark 110-story towers, security personnel said yesterday.

Daris Coard, 37, a guard at Tower One, said the security detail had been working 12-hour shifts for the past two weeks because of numerous phone threats. But on Thursday, bomb-sniffing dogs were abruptly removed.

"Today was the first day there was not the extra security," Coard said. "We were protecting below. We had the ground covered. We didn't figure they would do it with planes. There is no way anyone could have stopped that."

Security guard Hermiana Jones said officials had recently taken steps to secure the towers against aerial attacks by installing bulletproof windows and fireproof doors in the 22nd-floor computer command center.

"When the fire started, the room was sealed," said Jones, who was in the command center when explosions rocked the building. "Flames were shooting off the walls. We started putting wet towels under the doors. The Fire Department unsealed the door and grabbed us by the hand and said, 'Run!'"

Security worker Diane Easton said she was out front writing tickets when notice of "a plane flying too low" placed security personnel on alert.

Bomb-sniffing dogs are pulled from the World Trade Center and security guards end two weeks of 12-hour shifts.

September 7, 2001: 27,294 put options are placed on Boeing stock, more than five times its daily average.

September 10, 2001: 4,516 put options are placed on American Airlines, almost 11 times its daily average.

PENTAGON OFFICIALS CANCELED TRAVEL PLANS ON SEPT. 10 DUE TO "SECURITY CONCERNS", by Evan Thomas and Mark Hosenball

By Evan Thomas and Mark Hosenball

Newsweek

Sept. 24, 2001 issue - Such a polite, neat young man. He brought his landlord coffee and cookies. He remembered to use his frequent-flier number when he bought his ticket from Boston to Los Angeles—business class. And a good student, too, reported his flight instructor, though he seemed more interested in turning the plane than landing it. A little standoffish, maybe, but he could knock back a vodka with his buddies. So it was uncharacteristic for Mohamed Atta to be running a little behind when he boarded American Airlines Flight 11 on Tuesday shortly before 8 a.m. One of his bags never made it

Newsweek reports that a number of top Pentagon brass cancel their flight plans for the next morning.

WILLIE BROWN GOT LOW-KEY EARLY WARNING ABOUT AIR TRAVEL, by Phillip Matier and Andrew Ross



Willie Brown got low-key early warning about air travel

Wednesday, September 12, 2001
San Francisco Chronicle
CHRONICLE SECTIONS

[Philip Miller, Andrew Ross](#)

For Mayor Willie Brown, the first signs that something was amiss came late Monday when he got a call from what he described as his airport security -- a full eight hours before yesterday's string of terrorist attacks -- advising him that Americans should be cautious about their air travel.

The mayor, who was booked to fly to New York yesterday morning from San Francisco International Airport, said the call "didn't come in any alarming fashion, which is why I'm hesitant to make an alarming statement."

In fact, at the time, he didn't pay it much mind.

"It was not an abnormal call. I'm always concerned if my flight is going to be on time, and they always alert me when I ought to be careful."

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WAR ON TERRORISM

THE WAR

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[Bush, Blair talk](#)

San Francisco Mayor Willie Brown receives a phone call warning him not to fly the following morning.

HOSPITAL WORKER: I SAW OSAMA, by CBS News

Hospital Worker: I Saw Osama

Accused Terrorist Said To Have Had Dialysis On Sept. 10

Jan. 28, 2002

(AP)

QUOTE

"They military had him surrounded. I have seen many pictures of the man. He is the man we know as Osama bin Laden,"
Hospital employee

(CBS) Everyone remembers what happened on Sept. 11 and, reports CBS News Correspondent Barry Petersen, here's the story of what may have happened the night before.

In a tale as twisted as the hunt for Osama bin Laden, CBS Evening News has been told that the night before the Sept. 11 terrorists attack, Osama bin Laden was in Pakistan. He was getting medical treatment with the support of the very military that days later pledged its backing for the U.S. war on terror in Afghanistan.

Pakistan intelligence sources tell CBS News that bin Laden was spirited into a military hospital in Rawalpindi for kidney dialysis treatment.

And in Pakistan, at a military hospital, all of the urologists are replaced by a special team in order to host their guest of honor, Osama Bin Laden, who was carefully escorted inside to be watched carefully and looked after.

September 11, 2001: The National Reconnaissance Office in Chantilly, Virginia, is preparing for an exercise in which a small corporate jet crashes into their building. NORAD is in the middle of a number of military exercises. The first, Vigilant Guardian, is described as: "An exercise that would pose an imaginary crisis to North American Air Defense outposts nationwide."

“Sept. 11 was Day II of Vigilant Guardian, an exercise that would pose an imaginary crisis to North American Air Defense outposts nationwide.”

-- Lt. Col. Dawne Deskins

The second, Northern Vigilance, moved fighter jets to Canada and Alaska to fight off an imaginary Russian fleet.

"Northern Vigilance, planned months in advance, involves deploying fighter jets to locations in Alaska and northern Canada.”

-- Toronto Star, December 9th, 2001

Three F-16s from Washington D.C.’s National Guard at Andrews Air Force Base, 15 miles from the Pentagon, are flown 180 nautical miles away for a training mission in North Carolina. This left 14 fighter jets to protect the contiguous United States.

FAA: “Hi, Boston Center TMU, 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.

NORAD: Is this real-world or exercise?

FAA: No, this is not an exercise, not a test.”



Command Center: Uh, do we want to think about scrambling aircraft?

FAA Headquarters: Oh, God, I don’t know.

Command Center: Uh, that’s a decision somebody’s gonna have to make probably in the next ten minutes.

FAA Headquarters: Uh, ya know, everybody just left the room.”

Reporter: The first question I have, is basically to get from you a sense of how you would rate the American media in their coverage of the events of the attack last September.

Hunter S. Thompson: Well, let’s see, shamefully is a word that comes to mind.

Reporter: This just in. You are looking at, obviously, a very disturbing live shot there. That is the World Trade Center and we have unconfirmed reports this morning that a plane has crashed into one of the Towers of the World Trade Center.

Hunter S. Thompson: But overall, the American Journalism was cowed and intimidated by this massive flag sucking, this patriotic orgy. You know, if you criticize the President, it's unpatriotic and there is something wrong with you, and you may be a terrorist.

Reporter: So in that sense, Hunter S. Thompson, there's not enough room for dissenting voices?

Hunter S. Thompson: Well, there's plenty of room. There's just not been enough people who are willing to take the risk.

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Mark: There was definitely a blue logo, it was like a circular logo on the front of the plane. It definitely did not look like a commercial plane. I didn't see any windows on the sides.

Reporter: Mark, if what you say is true, those could be cargo planes. You said you didn't see any windows on the side?

Mark: I didn't see any windows on the sides. It was not a normal flight that I've ever seen. At the airport, there was a plane that had a blue logo on the front and it just did not look like it belonged in this area.

Hunter S. Thompson: It's just sort of a herd mentality, a lemming like mentality. If you don't go with the flow, you're anti-American and therefore suspect.

LOOSE CHANGE
2ND EDITION



Reporter: This is as close as we can get to the base of the World Trade Center. You can see the firemen assembled here, the police officers, FBI agents, and you can see the Two Towers – a huge explosion now raining debris on all of us.



Reporter: WE BETTER GET OUT OF THE WAY!



EXECUTIVE PRODUCER: KOREY ROWE

PRODUCTION ASSISTANT: JASON BERMAS



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Hunter S. Thompson: You sort of wonder when something like that happens, well, who stands to benefit? Who had the opportunity and motive? You just gotta look at these basic things. I don't assume that I know the truth of what went on that day, and yeah I just look around and see who had the motive, who had the opportunity, and who had the equipment, who had the will.



Hunter S. Thompson: I've spent enough time on the inside, and in the White House, and a bit on campaigns, and I've known enough other people who do these things, to know that the public version of the news, of an event, is never accurate, and these people, I think, are willing to take that even further.

Reporter: It seems a very long shot to me, but are you sort of suggesting that this works in favor of the Bush administration?



Hunter S. Thompson: Oh, absolutely. Absolutely.

WRITTEN AND DIRECTED BY DYLAN AVERY

“Here we're talking about plastic knives, and using an American Airlines flight filled with our citizens, and the missile to damage this building, and similar (inaudible) that damaged the World Trade Center.”

-- Secretary of Defense Donald Rumsfeld, in an interview with Parade Magazine on October 12, 2001, from inside the Pentagon.



9:38, Arlington, Virginia: Hani Hanjour, allegedly executes a 330 degree turn, at 530 miles per hour, descending 7,000 feet in 2-1/2 minutes to crash American Airlines, Flight 77, into the ground floor of the Pentagon.

“[Flight 77] could not possibly have flown at those speeds which they said it did without going into a high speed stall. The airplane won’t go that fast when you start pulling those high G maneuvers. That plane would have fallen out of the sky ...”

-- Russ Wittenburg, commercial and Air Force Pilot who flew two of the planes used on 9/11, WingTV



Its final approach took it directly across Washington Boulevard, knocking light poles out of the ground, and bouncing off of the lawn before impact.



First, let's meet Hani Hanjour. Hanjour had come to Freeway Airport in Bowie, Maryland, one month earlier seeking to rent a small plane.



However, when Hanjour went on three test runs in the second week of August, he had trouble controlling and landing a single engine Cessna 172.



Marcel Bernard: My name is Marcel Bernard, and I'm the chief flight instructor here at Freeway. Hani Hanjour. Well, basically what happened with him is he showed up at the Airport and wanted to get checked out in the aircraft. See, he was already certified. He didn't come to us for flight training.

Yeah, he already had a pilot's license.

Marcel Bernard: He had already earned his private instrument commercial at a school in Arizona. I don't remember the name of the school, but he already had certificates in hand, and we sometimes, occasionally we have pilots who come to us who don't want flight training but just want to rent our aircraft.

Which is the case of Hani Hanjour.

Marcel Bernard: Which is the case with Hani. He wanted to get checked out, as we call it, to rent our aircraft. And our insurance requires that he flies with one of our instructors to be found competent to rent. And that was the process that he was going through. The consensus was that he was very quiet, average or below-average piloting skills, English was very poor, so that's about the best description I can give you for his demeanor. Very uneventful from my perspective.

"The speed, the maneuverability, the way that he turned, we all thought ... all of us experienced air-traffic controllers, that it was a military plane."

-- Danielle O'Brien, ABC at Dulles International Airport, ABC News (9/14/01)

Regardless, air traffic controllers at Dulles International Airport that were tracking Flight 77, all thought that it was a military plane.



Second, the light poles.

PLANE CRASH KILLS 3; WAS TO PICK UP EX-PRESIDENT BUSH, by CNN



On November 22, 2004, a private jet, on route to Houston, to pick up George Bush, Sr., clipped a single light pole and crashed a minute away from landing at Houston's hobby airport.



The wing ripped off upon impact, scattering debris over 100 yards.



And yet, Flight 77 managed to tear five light poles completely out of the ground, maintaining enough control and energy, to crash into the ground floor of the Pentagon.



Third, you only have to look at the photos from that day to realize that whatever hit the Pentagon did not bounce off the lawn.



If Flight 77 had crash-landed and skidded into the Pentagon, it would have looked something like this:



Instead, it looked like this:



Without a single scratch on the lawn.



Fourth, why is there no discernible trace of Flight 77?



CNN LIVE, BREAKING NEWS, AMERICA UNDER ATTACK. PRES. BUSH: U.S. WILL HUNT DOWN AND PUNISH THOSE RESPONSIBLE: You know, it might have appeared that way, but from my close-up inspection, there's no evidence of a plane having crashed anywhere near the Pentagon. The only sight is the actual side of the building that's crashed in, and as I said, the only pieces left that you can see are small enough that you could pick up in your hand. There are no large tail sections, wing sections, a fusillade, nothing like that anywhere around, which would indicate that the entire plane crashed into the side of the Pentagon.

The official explanation is that the intense heat from the jet fuel vaporized the entire plane.



Indeed, from these pictures, it seems that there's absolutely no trace of a fully loaded Boeing 757.

[FORENSIC FEAT IDS NEARLY ALL PENTAGON VICTIMS, by Christopher C. Kelly](#)



But, if the fire was hot enough to incinerate a jumbo jet, then how could investigators identify 184 out of 189 people found at the Pentagon?

[OPERATION NOBLE EAGLE: AFIP RESPONDS TO SEPTEMBER 11TH PENTAGON TERRORIST ATTACKS, by Christopher C. Kelly](#)



The Armed Forces DNA Identification Laboratory, which was responsible for the test, was also responsible for identifying the dead in Shanksville.

AFIP Director Glenn N. Wagner, CAPT, MC, USN (center) describes the forensic investigations taking place in the morgue during Operation Noble Eagle to the Army Surgeon General, James B. Peake, LTG, MC, USA. Looking on are Florabel G. Mullick, MD, SES, ScD, AFIP Principal Deputy Director and Col Joe Drobnicki, the 450th Support Group Commander, Dover AFB. On the far right facing the autopsy table is Andrew Baker, Maj, USAF, MC, chief deputy medical examiner. Also at the table is Tom Holland (in the beard), a forensic anthropologist from the Army's Central Identification Laboratory, Hawaii (CILHI).



Keep that in mind for later.



So what is a Boeing 757 made of? The exact details are not public knowledge.



But what we do know is that Flight 77 had two Rolls Royce, RB211 engines made of steel and titanium alloy which are 9 feet in diameter, 12 feet long, and weigh 6 tons each.

III A	IV A	V A
1.00794 1 H Hydrogen	12.011 6 C Carbon	47.88 22 Ti Titanium
10.8 2075 4000 2.31 2.04 8.296 Boron	12.011 4482 3625 2.25 2.56 11.260 Nitrogen	14.00674 7 28.0134 14 30.973762 15

Titanium has a melting point of 1,688 degrees Celsius. Jet fuel is a hydrocarbon which can maintain a constant temperature of 1,120 degrees Celsius after 40 minutes, but only if the fuel source is maintained.



The fuel would have burned off immediately after impact.



Therefore, it is scientifically impossible that 12 tons of steel and titanium was vaporized by jet fuel. Likewise, the two engines should have been found relatively intact at the Pentagon.



Instead, there was a single turbo-jet engine, approximately 3 feet in diameter found inside the building.

CONTROVERSY SWIRLING OVER SEPTEMBER 11 PENTAGON MYSTERY: INDUSTRY EXPERTS CAN'T EXPLAIN PHOTO EVIDENCE, by American Free Press



After this photo was published by American Free Press, readers wrote in to suggest the turbine was a piece from the auxiliary power unit, APU, located in the tail section of a 757. Chris Bollyn contacted Honeywell in Phoenix, Arizona, the manufacturer of the 757's APU. An expert, speaking on the condition of anonymity, told Bollyn that there's no way that's an APU wheel. Bollyn then contacted Pratt & Whitney and Rolls Royce, the two companies that manufacture 757 engines. Pratt & Whitney pointed Bollyn towards Rolls Royce. And John W. Brown, a spokesman for Rolls Royce, told Bollyn that "It is not a part from any Rolls Royce engine that I'm familiar with."



So, if this piece didn't come from a 757, then where? And where are the two engines from Flight 77?



The second identifiable piece of debris was allegedly a piece of the fuselage. Skeptics have claimed this is proof that Flight 77 hit the Pentagon. But this piece could have come from any American Airlines plane. And why is it not singed or scratched after a 530 mph impact and the subsequent fireball?



The third piece of debris was allegedly a defuser case.



Let's look a little closer at the defuser case of a 757. Do you see the triangular bezels around the openings? Those are nowhere to be found on the case found at the Pentagon.



The remainder of the debris was light enough to have been carried by hand.



If Flight 77 vaporized on impact, it would be the first time in aviation history.



For example, August 15, 2005: Helios Airways, Flight 522, a Boeing 737, en route to Athens, Greece, crashed into a hillside at full speed. 121 passengers, all dead.



Fire.



Tail sections.



Wing section.



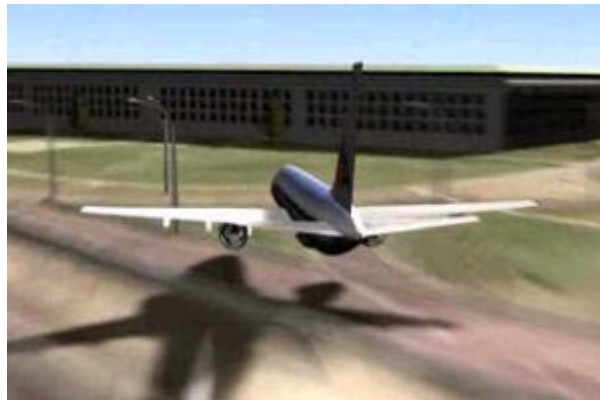
Engine.



Cockpit.



Bodies. Catch my drift?



Fifth, why is the damage to the Pentagon completely inconsistent with a Boeing 757?



These photos were taken before the roof of the outer ring had collapsed. The only visible damage to the outer wall is a single hole no more than 16 feet in diameter.



A Boeing 757 is 155 feet long



44 feet high



has 124 foot wingspan, and weighs almost 100 tons.



Are we supposed to believe that it disappeared into this hole without leaving any wreckage on the outside? Why is there no damage from either the wings, or the vertical stabilizer, or the engines that would have slammed into the building.



Remember how big the engines were?



If 6 tons of steel and titanium slammed into the Pentagon at 530 mph, they would bury themselves inside the building, leaving two very distinct imprints.



And yet, the only damage to the outer wall is this single hole, with no damage where the engines would have hit.



Why are the windows next to the hole completely intact?



Why are the cable spools in front of the hole unmoved?



As for the inside of the Pentagon, there's another hole, approximately 16 feet in diameter found on the other side of the C-Ring, three rings from the impact.



For that hole to have been caused by Flight 77, the Boeing would have had to smash through 9 feet of steel reinforced concrete, traveling 310 feet.



A nose of a commercial airliner is composed of lightweight carbon.



This is what usually happens to the nose of a commercial airliner in a plane crash.



If the nose caused this hole, where's the rest of the debris from the plane?



So, what could blow a 16 foot hole in the outer ring of the Pentagon, smash through three rings, 9 feet of steel-reinforced concrete, and leave another 16 foot hole? A 757 or a cruise missile?



This is what Slobodan Milosevic's house in Belgrade looked like after a Tomahawk Cruise missile hit it.



See any similarities?



Sixth: The eyewitnesses. Some saw a huge 100 ton commercial airliner, "Ad I looked off, I look out my window, and I saw this plane, a jet, American Airlines jet coming."



Some saw a small, 8-20 passenger commuter plane: "So it looked to be maybe a 20 passenger corporate jet, no markings on the side."

And some saw a United States Military helicopter.



CNN Live, BREAKING NEWS: He said he saw a helicopter circle the building. He said that it appeared to be a U.S. military helicopter and that it disappeared behind the building where the helicopter landing zone is, and that he then saw a fireball go into the sky.



So, if a Boeing 757 didn't hit the Pentagon, then what did?

"It shot me back in my chair. There was a huge blast. I could feel the air shock wave of it. It didn't rumble. It was more of a direct smack."

-- Air Force Lt. Col. Marc Abshire, Washington Post

Eyewitnesses inside and outside the building were thrown to the ground by what they described as a shock wave.

"At that instant, a tremendous explosion ... shook the room. Mr. Murphy ... was knocked entirely across the room, while [a coworker] was jolted into his office.

-- Peter M. Murphy, on the fourth floor of the E-Ring, above the helipad

"... the blast of the impact was so tremendous, that it threw him backward over 100 feet slamming into a light pole, causing him internal injuries."

-- Master Sergeant Noel Sepulveda, 150 feet from the point of impact.

"Then, about 5 seconds later, the whole hotel shook. I could feel it moving."

-- Jeff Anlauf, on the 14th floor of the Sheraton Hotel

Even the Sheraton Hotel, 1.6 miles away, was rocked by the blast.



A number of military personnel at the Pentagon specifically mention smelling cordite.

“Even before stepping outside I could smell the cordite. I knew explosives had been set off somewhere.”

-- Don Perkal, MSNBC

“We saw a huge black cloud of smoke, she said, saying it smelled like cordite, or gun smoke.”

-- Gilah Goldsmith, The Guardian

Cordite and jet fuel have two very distinct smells.



Cordite is a compound used in ammunition, which is composed of nitroguanidine, nitrocellulose and nitroglycerine. It is cool burning, produces little smoke, and no flash, produces a strong detonation wave.

“There was a silvery flash, an explosion, and a dark, mushroom shaped cloud rose over the building.”

-- James S. Robbins, National Security Analyst and NRO Contributor

And eye witnesses describe a bright silvery flash.



Jet fuel combustion, i.e., the planes that hit the twin towers, is bright yellow at best.



Watch this. A massive, smoldering fireball, no silvery flash, no shockwave.



And at the Pentagon, a tiny, bright, silvery flash, which shakes nearby buildings.

So what hit the Pentagon? Whatever it was, it might be related to the two planes that were in the air after the crash. The first one was uniformly identified as a C-130.

“... a four-engine propeller plane, which ... resembled a C-130, started a steep descent towards the Pentagon.”

-- Scott Cook

“Then the plane – it looked like a C-130 cargo plane – started turning away from the Pentagon.”

-- John O’Keefe

“The only large ... aircraft to appear was a gray C-130, which appeared to be a Navy electronic warfare aircraft.”

-- Anonymous, from the Naval Annex





The second plane was an unmarked white plane flying over Washington, D.C.



CNN Live: I'm standing in LaFayette Park, directly across from the White House, perhaps 200 yards from the White House residence itself. About 10 minutes ago there was a white jet circling overhead. Now you generally don't see planes in the area over the White House. That is restricted airspace. No reason to believe that this jet was there for any nefarious purposes but the Secret Service was very concerned, pointing up at the jet in the sky. It is out of sight now.

At 9:25, Jane Garvey, the head of the FAA, initiated a national ground stop which prevents further takeoffs and requires all planes in the air to land. The order, which hasn't been implemented since the beginning of aviation, applied to almost every kind of plane: civilian, military or law enforcement. Certain military flights were allowed to fly during this time, but the FAA isn't talking. Why were these two planes allowed in the air when everyone else had to land?

And finally, why did people keep recording a series of second explosions at the Pentagon?



FOX NEWS ALERT, 2ND EXPLOSION AT THE PENTAGON: Well, I can't tell you about that, but I was just here in front of the Capitol, which by the way, has been evacuated, and back toward the Supreme Court area, we just heard a low, muffled, thud. It sounded like a small explosion.

Reporter: There have been unconfirmed reports of second explosions here at the Pentagon. We have not confirmed that, but again ...



Seventh, surveillance photos from a nearby gas station



Sheraton Hotel



and the Virginia Department of Transportation would have captured the entire thing. However, the FBI was there within minutes to confiscate the tapes, including a warning for the employees not to discuss what they had seen.

"I've never seen what the pictures looked like. The FBI was here within minutes and took the film."
-- Jose Velasquez, CITGO Gas Station employee, National Geographic (12/11/01)

"Hotel employees sat watching the film in shock and horror several times before the FBI confiscated [it]."
-- Inside the Ring Gertz File [9/21/01]

If the government wishes to prove to us once and for all that Flight 77 hit the Pentagon, all they have to do is release video footage of Flight 77 hitting the Pentagon.



Instead, they have released five frames from a camera across the heliport, even though none of them clearly show a Boeing 757.

Finally, is it merely coincidence that the Pentagon was hit in the only section that was renovated to withstand that very same kind of attack?



And that Donald Rumsfeld was safe in his office on the opposite end of the building? If the government has nothing to hide, why are they so afraid to answer a few questions or release a few videos?

“The area ... had blast-resistant windows, 2 inches thick and 2,500 pounds each, that stayed intact during the crash and fire.”

-- Los Angeles Times (9/16/01)

“There were explosions going off everywhere. I was convinced that there were bombs planted all over the place and someone was sitting at a control panel pushing detonator buttons. There was another explosion. And another. I didn’t know where to run.”

-- Teresa Veliz, working on the 47th floor of the North Tower when Flight 11 hit.



9:59, New York City, New York. The South Tower of the World Trade Center collapses to the ground in approximately 10 seconds.



29 minutes later, the North Tower follows suit, collapsing in approximately 10 seconds.



Later that evening, at 5:20 p.m., World Trade Center 7, a 47 story office building, 300 feet away from the North Tower, suddenly collapses. The building's tenants include the CIA, Department of Defense, IRS, Secret Service, and Rudy Giuliani's emergency bunker, and the SEC was using it to store 3000-4,000 files related to numerous Wall Street investigations.



Although every single building surrounding Building 7 and the Twin Towers remained standing, Building 7 fell straight down into a convenient little pile in six seconds.



Official explanation: falling debris from the Twin Towers created an internal fire which ignited several fuel tanks inside the building. If this is true, then it would be the third steel-framed building in history to collapse because of a fire, the first two would be the Twin Towers.



On July 28, 1945, A B-25 bomber lost in the fog, crashed into the 79th floor of the Empire State Building. 14 people dead, 1 million dollars in damage. But the building stands intact to this day.



On February 14, 1975, a three-alarm fire broke out between the 9th and 14th floor of the North Tower. According to the New York Times, the fire leads to intense scrutiny of the towers and eventually to a decision to install sprinklers.



On May 4, 1988, a 62-story skyscraper in Los Angeles, burned for three hours and spread over four floors. It did not collapse.



On February 23, 1991, a 38-story skyscraper in Philadelphia, built in 1973, burned for more than 19 hours and spread over 8 floors. It did not collapse.



On October 17, 2004, a 56-story skyscraper in Venezuela, built in 1976, burned for over 17 hours and spread to over 26 floors, eventually reaching the roof. Guess what? It did not collapse.



On February 12, 2005, the Windsor building in Madrid, a 32-story tower framed in steel-reinforced concrete, burned for almost 24 hours, completely eradicating the upper 10 stories of the building. Although the top ten floors of the building fell, the building itself did not collapse.



And yet, on September 11, 2001, two 110 story skyscrapers, concluded in 1973, burned for 56 and 103 minutes, respectively, over four floors, before collapsing completely to the ground. This might argue that this was due to the construction of the World Trade Center.



The Twin Towers were composed of 200,000 tons of steel



425,000 cubic yards of concrete



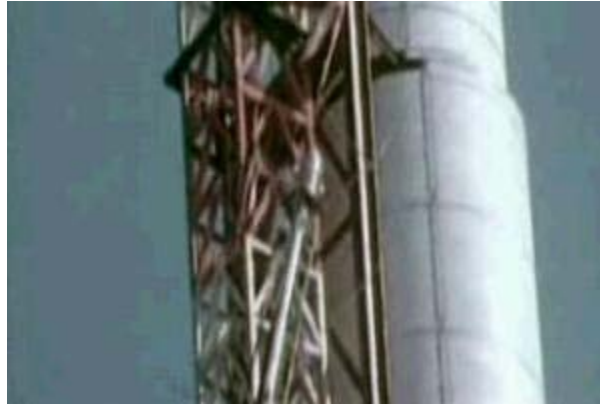
103 elevators



43,600 windows



60,000 tons of cooling equipment



and a 360 foot television antennae.



The core of each tower was 87 by 133 feet



comprised of 47 box columns, 36 x 16 inches thick.



The North Tower was completed in 1970, standing at 1,368 feet tall, and the South Tower was completed in 1973, clocking in at 1,362 feet tall, making them the tallest buildings in the world



until the Sears Tower was completed in 1974.



And to think, the Federal Government would have us believe that these massive structures were destroyed by 10,000 gallons of jet fuel.



However, eye witnesses, video footage, and a little common sense quickly refutes that claim.



The second plane hits the South Tower between the 78th and 82nd floors at 9:03 a.m., slicing through the S.E. corner, the majority of the jet fuel exploding outside in a massive fireball.



Yet, this tower collapses first, even though the North tower was hit straight on and had already been burning for 18 minutes longer. Sir Isaac Newton's Laws of Motion determine how quickly an object will travel a certain distance in complete freefall.

TIME SQUARED = DISTANCE SQUARED / ACCELERATION

Time squared equals distance squared divided by acceleration due to gravity. The South tower was 1,362 feet tall.

$$85.1 = 2,724 / 32$$

85.1 equals 2,724 divided by 32 or 9.2 seconds.

The Twin Towers came down in nearly freefall speed. 200,000 tons of steel shatters and explodes outwards over 500 feet. 425,000 cubic yards of concrete is pulverized into dust. Thousands of lives are extinguished instantly.



So what brought down the World Trade Center?



Let's ask the experts. Van Romero, Vice President for Research at New Mexico Institute of Mining and Technology. "My opinion is, based on the videotapes, that after the airplanes hit the World Trade Center there were some explosive devices inside the buildings that caused the towers to collapse."

"My opinion is, based on the videotapes, that after the airplanes hit the World Trade Center there were some explosive devices inside the buildings that causes the towers to collapse."

-- Van Romero, Vice President for Research at New Mexico Institute of Mining and Technology

Ten days later: "Certainly the fire is what caused the building to fail." Why would Romero change his mind so suddenly?

"Certainly the fire is what caused the building to fail."

-- Van Romero, Vice President for Research at New Mexico Institute of Mining and Technology



Hyman Brown, Civil Engineering Professor and The World Trade Center's construction manager. "It was over-designed to withstand almost anything, including hurricanes, high winds, bombings, and an airplane hitting it."

"It was over-designed to withstand almost anything, including hurricanes, high winds, bombings, and an airplane hitting it."

-- Hyman Brown, World Trade Center's Construction Manager

"Although the buildings were designed to withstand a 150 year storm, and the impact of a Boeing 707, jet fuel burning at 2000 degrees weakened the steel."

-- Hyman Brown, World Trade Center's Construction Manager



Kevin Ryan, Underwriters Laboratories, in a letter to Frank Gale at the National Institute of Standards and Technology.

"We know that the steel components were certified to ASTM E119. The time temperature curves for this standard require the samples to be exposed to temperatures around 2000F for several hours. And

as we all agree, the steel applied met those specifications."

-- Kevin Ryan, Underwriters Laboratories

"Additionally, I think we can all agree that even un-fireproofed steel will not melt until reaching red-hot temperatures of nearly 3000F. Why Dr. Brown would imply that 2000F would melt the high-grade steel used in those buildings makes no sense at all."

-- Kevin Ryan, Underwriters Laboratories

"This story just does not add up. If steel from those buildings did soften or melt, I'm sure we can all agree that this was certainly not due to jet fuel fires of any kind, let alone the briefly burning fires in those towers."

-- Kevin Ryan, Underwriters Laboratories



Ryan's statements directly contradict statements from other experts claiming that 2,000 degree heat inside the World Trade Center caused the Towers to collapse. As such, days after writing this letter, Kevin Ryan was fired from his position. Not even the experts agree with each other.

So what else could have caused the Twin Towers and Building 7 to collapse?



8, WFAA, MOMENTS AGO, WORLD TRADE CENTER: 10:00 Eastern time this morning, just collapsing on itself.

ABC NEWS, DON DAHLER REPORTING: "The second building hit by the plane has just completely collapsed."

8, WFAA, MOMENTS AGO, WORLD TRADE CENTER: We have no idea what caused this.



CNN, BREAKING NEWS, AMERICA UNDER ATTACK. BOTH TOWERS AT WTC COLLAPSE: It almost looks like one of those planned implosions

Reporter: As if a demolition team set off, when you see the old demolitions of these old buildings, it is coming down on itself, and it is not there anymore.

8, WFAA, MOMENTS AGO, WORLD TRADE CENTER: “Anyone who’s ever watched a building being demolished on purpose knows that if you’re going to do this, you have to get at the under infrastructure of a building and bring it down.”



Woman Reporter: We heard another explosion, and I’m assuming that’s the one that came from the lower level, since there were two.

Reporter: Cause that was like 18 minutes apart.

Woman Reporter: Well, no. There was the first explosion and then there was a second explosion in the same building. Two explosions.



BREAKING NEWS, 2: Witness: Federal agencies down there do believe that there was some sort of explosive device somewhere else besides the planes hitting.



NBC's Pat Dawson is close to the scene of the attack. "Just moments ago, I spoke to the chief of Safety for the New York City Fire Department. Chief Albert Turrey, he received word of a possibility of a secondary device, that is another bomb going off, he tried to get his men out as quickly as he could, but he said that there was another explosion which took place. And then an hour after the first hit here, the first crash that took place, he said there was another explosion that took place in one of the towers here. He thinks that there were actually devices that were planted in the building. The second device, he thinks, he speculates, was probably planted in the building.



Reporter: There were two or three similar huge explosions, and the building literally shook. You literally shook at the base of this building.



MSNBC, ATTACK ON AMERICA. BUSH: 'FREEDOM ITSELF WAS ATTACKED ... BY A FACELESS COWARD ... & WILL BE DEFENDED': First one, and then the other, some say after secondary explosions.



CNN BREAKING NEWS, AMERICA UNDER ATTACK: The big explosion happened, and all of a sudden the elevator blew up, smoke, I dragged a guy out, his skin was hanging off of him, and I dragged him out and I helped him out into the ambulance.



Witness: Walking down the stairs at the eighth floor, big explosion, blew us back to the eighth floor.



Witness: I just got out of the tunnel and it blew.



CNN Live, BREAKING NEWS, THIRD EXPLOSION COLLAPSES WORLD TRADE CENTER IN NEW YORK:
Tell us what's happening out there?

Reporter: "Oh my God."

Reporter: "We just witnessed some kind of secondary follow-up explosion on the World Trade Center No. 2."



Reporter: We understand there has now been a secondary explosion on Tower 2.



CBS NEWS, VOICE OF HAROLD DOW: There was another major explosion. The building itself, literally, the top of it came down, sending smoke and debris everywhere.



FOX NEWS ALERT. ONE TOWER OF WORLD TRADE CENTER COLLAPSES. PLANES CRASH INTO PENTAGON, BOTH WORLD TRADE TOWERS: Five blocks from the World Trade Center and we were standing here when there was some sort of collapse, or explosion,



FOX NEWS ALERT: Do you know if it was an explosion or a building collapse?

Cop: To me it sounded like, to it sounded like an explosion.



FOX NEWS ALERT: Witness: When I tried to take people out, we heard a big explosion coming down. Everything just went black. Everything came down. Glass started popping. People got hurt. Stuff went on top of them. There was a big explosion and everything got dark. Real dark like snow.



FOX NEWS ALERT: The FBI is here as you can see, they have roped this area off, they were taking photographs and securing this area just prior to that huge explosion that we all heard and felt.



MSNBC, ATTACK ON AMERICA: FOURTH HIJACKED PLANE CRASHED IN PENNSYLVANIA:
Policewoman: Get out of the area. The second tower is coming down.

Reporter: Did they tell you the second tower is coming down?

Policewoman: Yes, it's about to come down.



Reporter: At 10:30 I tried to leave the building but as soon as I got outside, I heard a second explosion, and another rumble, and more smoke and more dust. I ran inside the building, the chandeliers shook, and again black smoke filled the air. Within another 5 minutes we were covered again with more silt and more dust. Then a fire marshal came in and said we had to leave, because if there was a third explosion, this building might not last.

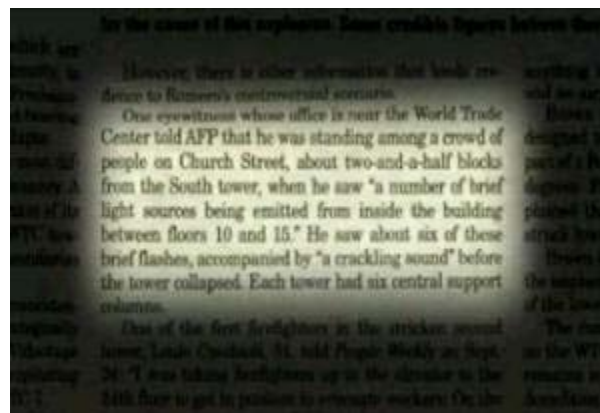


FOX NEWS ALERT. 10:38 A: 4TH EXPLOSION ROCKS REMAINS OF WORLD TRADE CTR: We just saw that as well the second tower, the only standing tower no. 1, we just saw some kind of explosion, and a lot of smoke come out of the top of the tower, and then it collapsed down onto the streets below.

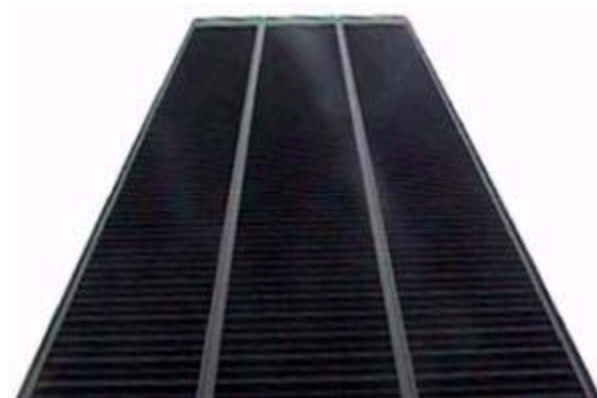


FOX NEWS ALERT: David Lee, what can you tell us?

David Lee: John, a few seconds ago there was a huge explosion and it appears right now the second world trade tower has just collapsed.



One eyewitness was standing among a crowd of people on Church Street, 2-1/2 blocks from the South Tower, when he saw a number of brief light sources being emitted from inside the building between floors 10 and 15. He saw about six of these flashes, accompanied by a crackling sound, before the tower collapsed.





Jenny Carr was attending a business meeting on the 36th floor at 1 Leary Plaza, across the street from the World Trade Center, and caught the first and second planes on tape. In the first recording, two distinct explosions can be heard. So what happened in the North Tower?



Ask Willy Rodriguez. Willy, a janitor who worked in the World Trade Center for 20 years, was in sublevel 1 when the North Tower was hit.



Willy Rodriguez: And all of a sudden we hear 'BOOM'! And I thought it was a generator that blew up in the basement. And I said to myself, "Oh my God, it's a generator." And I was gonna verbalize it when I finished saying that in my mind, then 'BOOM', right on top, pretty far away. So there was a difference of coming from the basement, and coming from the top. And everybody started screaming. And a person comes running into the office saying, "Explosion, explosion, explosion." He got his hands extended, and all the skin was pulled from under his arm, all the way to the top of the fingertips. It was hanging from both arms. Hanging and hanging. And then I looked at his face, and he was missing parts on his face, and I say, "What happened? What happened?" And he say, "The elevators, the elevators!" And that's something I didn't understand, so I figured It was probably a generator on the elevators. And I say, "Don't move!," because I was going to pick up the phone and call EMS, the Emergency Services Unit that was working in the South Tower, and they are pretty fast to answer those kind of calls, so when I went to pick up the phone, another explosion. And everything shake, and it was so hard that I thought it was an earthquake, 'cause the sense of everything moving, I thought, "Everybody get under your doorframes." But then I said, "No, no, I heard explosions. Everybody out, everybody out." So I started pushing everybody toward the loading dock, from the loading dock, and I took the guy, his name was Felipe David, he's a guy from Honduras, that I did not know worked for Adamark [Adam Ark; Adam's Mark] Beverage Supply Company, putting all the beverage in the vending machines, and he was actually filling up his cart and doing the inventory, to actually go to the different vending machines and fill it up, and apparently he was in front of one of the doors, and fire started coming from all over after the explosion, and all his skin was burning when he put his hands in front of his face, and that's how his skin got pulled over from the heat. And so I said, "No, come on. Let's go." I put his arm around my shoulder and started taking him outside the building until I saw an ambulance, and put him inside the ambulance."

Reporter: William, how many explosions did you hear total? Too many to count?

Willy Rodriguez: Too many. There were many explosions, and when I actually talk about those explosions, they said, "There were so many kitchens in the building. And they have probably those gas canisters." And I say, "I don't believe that because the building was a Class A building, there are very strict guidelines of what you can put in a kitchen. And I really doubt it was gas." And also there is evidence that the building had a very huge quantity of diesel fuel storage on the basement. Why? Because they have the mechanical room. The mechanical room needed, supposedly, some of that fuel to process their machine, the machinery that they have in the basement. So there was a lot of misconceptions of what happened that day in terms of the explosion. But up to today, I haven't received an actual explanation about the different explosions that I hear on the upper floors, and all the way to the top.



The windows in the lobby of the North Tower were blown out, and marble panels were blown off of the walls. This was brushed off as damage from a raging fireball that went barreling down the elevator shafts.



However, the World Trade Center's core and elevator shafts were hermetically sealed, aka airtight. The fire could not possibly have had enough oxygen to travel 1,300 feet down.



On 9/11, New York City lost 343 firefighters at the World Trade Center. Since they were the ones inside the Twin Towers before and as they collapsed, I'd say they have a pretty good idea of what happened. So what does the FDNY think?



Firefighter: What the fuck? What do we do? We made it outside, we made it about a block ...

Firefighter: We made it at least two blocks. We started running. Floor by floor it started popping out.

Firefighter: It was as if they had detonated, as if they had planned to take down a building: BOOM, BOOM, BOOM, BOOM, BOOM, BOOM, BOOM, BOOM.

Firefighter: Yeah, all the way down.

Numerous members of Engine 7 describe explosions preceding the collapses, not to mention the damage to the lobby of the North Tower.



Firefighter: I heard a loud BOOM. And I was right at the desk there, on the left hand side when you come into Tower 1, and I walked out – I didn't go out – I walked to where all the doorway, the glass were broken, and I looked out, and I seen in the building across the street, I seen the shadow coming, I seen the shadow on the building across the street, coming down.



Firefighter: I wasn't expecting to see the damage that I saw in the lobby.



Firefighter: The lobby is about six stories high. And the lobby looked as though a bomb had exploded there. All the glass was taken out there, there were 10 foot by 10 foot marble panels that were loose from the wall of the trade center.



Firefighter: I went around by the freight elevator, and I could see it was just blown. It was just a giant ... 30th floor, we hear another explosion. And at that time we heard a huge explosion.



Firefighter Louie Cacchioli told People Weekly, “I was taking firefighters up in the elevator to the 24th floor to get in position to evacuate workers. On the last trip up a bomb went off. We think there were bombs set in the building.”

[NY FIREFIGHTERS REACHED SOUTH TOWER CRASH ZONE, by David Batty and Julian Borger](#)



For more than a year, the Port Authority blocked the release of a tape of firefighters transmissions from the World Trade Center on 9/11. In November, 2002, the tape was finally released to the New York Times and other news outlets. Why did it take so long to get the tape released?

Firefighter: “I got, uh, an eyewitness who said there was an explosion on floors 7 and 8, 7, 8.”

Firefighter: “Battalion 3 to Dispatch, we’ve just had another explosion.”

Firefighter: “...Warren Street, because of the secondary explosion. We’ve got numerous people covered with dust from the secondary explosion.”

Firefighter: “We got another explosion on the Tower, 10-13, 10-13.”

Firefighter: “Tower 2 has had a major explosion and what appears to be a complete collapse surrounding the entire area.”

Firefighter: “I was involved in the secondary, uh, explosion at Tower 1, Kay ...”



Chief Oriel Palmer had reached the fire on the 78th floor of the South Tower, and devised a plan to put it out.



9:52 a.m.

Battalion Seven Chief “Battalion Seven to Battalion Seven Alpha”

“Freddie, come on over Freddie, come on over by us.”

Battalion Seven Chief: “Battalion Seven ... Ladder 15, we’ve got two isolated pockets of fire. We should be able to knock it down with two lines. Radio that, 78th floor numerous 10-45 Code Ones.”

Ladder 15: “What star are you in, Orio?”

Battalion Seven Aide: “Seven Alpha to lobby command post.”

Ladder Fifteen: “Fifteen to Battalion Seven.”

Battalion Seven Chief: “... Ladder 15.”



If the 78th floor was a raging inferno like the government would have us believe, then Palmer wouldn’t have gotten as far as he did, and certainly wouldn’t have been able to put it out.

[CHAOS, PAIN OF 9/11 REVEALED IN RECORDINGS, DOCUMENTS, by Associated Press](#)



On August 12, 2005, an additional 15 hours of radio transmissions and transcripts of interviews with firefighters was finally released to the public. Firefighters describe two events, consistent with a controlled demolition: bright flashes inside the building ...

“I saw low-level flashes. [Lieutenant Evangelista] asked me if I saw flashes in front of the building, and I agreed with him because I saw a flash flash flash and then it looked like the building came down.”

-- Stephen Gregory, Commissioner of the Bureau of Communications.

“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.”

-- Stephen Gregory, Commissioner of the Bureau of Communications.



and a number of crackling sounds before the tower collapsed.

“Somewhere around the middle of the WTC there was this orange and red flash ... initially it was just one then [it] just kept popping all the way around the building and [it] started to explode.”

-- Captain Karlin deShore, Battalion 46

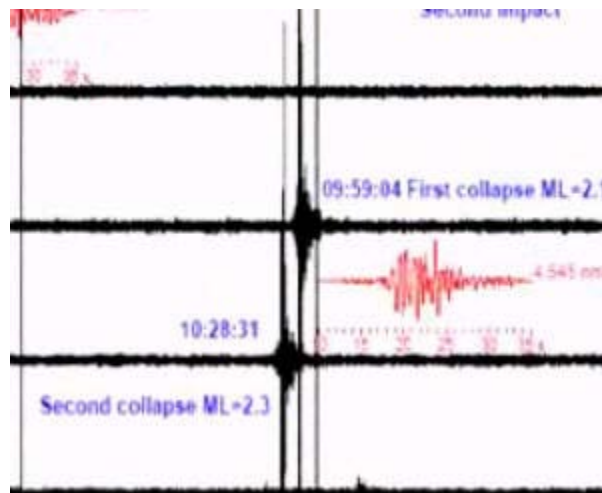
“As far as I could see these popping sounds and the explosions were getting bigger going both up and down and then all around the building.”

-- Captain Karlin deShore, Battalion 46

[NEW SEISMIC DATA REFUTES OFFICIAL WTC EXPLANATION, by Christopher Bollyn](#)



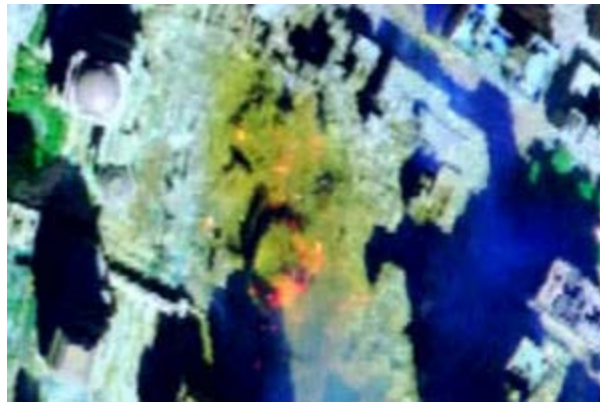
The collapse of the World Trade Center was picked up by Columbia University's observatory in Palisades, New York.



The South Tower registered as a 2.1 earthquake. The North Tower registered as a 2.3 earthquake. Won-Young Kim told Chris Bollyn that their seismographs pick up daily underground explosions from a quarry 20 miles away. These blasts are caused by 80,000 pounds of ammonium nitrate and cause local earthquakes between Magnitude 1 and 2. The 1993 bombing of the World Trade Center did not even register, because it was not coupled to the ground. During the collapse, most of the energy of the falling debris was absorbed by the towers and the neighboring structures, converting them into rubble and dust or causing other damage.



Mark Loizeaux, the President of Controlled Demolition, Inc., told American Free Press that in the basements of the World Trade Center were 47 central support columns connected to the bedrock. Hot spots of literally molten steel were discovered more than a month after September 11th. These incredibly hot areas were found at the bottoms of the elevator shafts down seven basement levels. The molten steel was found three, four and five weeks later when the rubble was being removed. He said that molten steel was also found underneath World Trade Center 7.

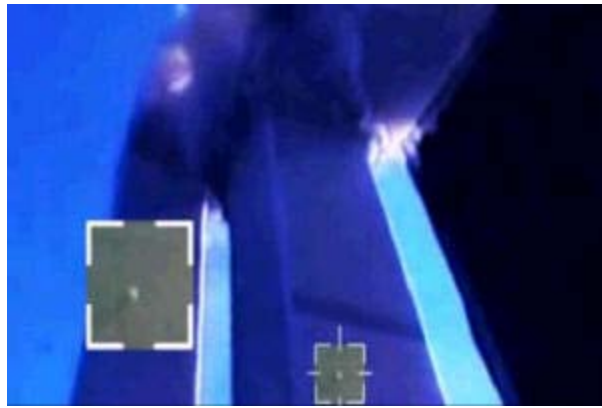


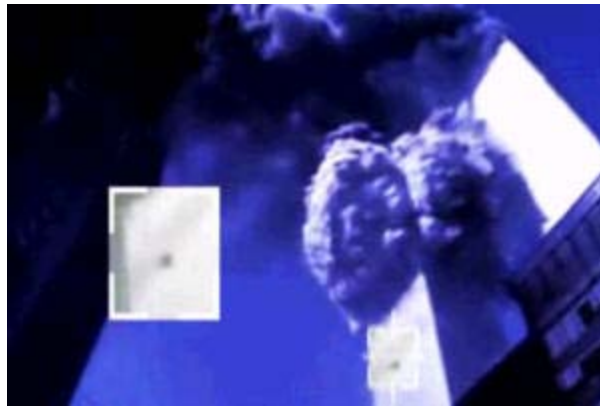
The highest temperature was in the east corner of the South Tower, where a temperature of 1,377 degrees Fahrenheit was recorded. The molten steel in the basements was more than double that temperature.



Do you still think that jet fuel brought down the World Trade Center?







In all of the videos of the collapses, explosions can be seen bursting from the building 20-30 stories below the demolition wave.



Etienne Sauret was filming his documentary: "World Trade Center, the First 24 Hours," and caught both collapses on tape. Watch carefully.





The tripod shakes 12 seconds before the North Tower begins collapsing.

You're probably asking, if there were bombs in the building, how would they get there without anyone noticing. Ben Fountain, a financial analyst who worked in the World Trade Center, told People Magazine that in the weeks before 9/11, there were a number of unannounced and unusual drills where sections of both the Twin Towers and Building 7 were evacuated for security reasons.

HEIGHTENED SECURITY ALERT HAD JUST BEEN LIFTED, by Curtis Taylor and Sean Gardiner

Daria Coard, a guard at the North Tower, told Newsday that security detail was working 12-hour shifts for two weeks before 9/11. But on Thursday the 6th, bomb-sniffing dogs were abruptly removed from the building. So who authorized all of this?



President Bush's brother, Marvin, was on the board of directors of Securacom from 1993 until fiscal year 2000.

SECRECY SURROUNDS 9/11 INVESTIGATION, by Craig Cox



Securacom, now known as Stratesec, is an electronic security company backed by Kuwait America Corporation, which provided security for United Airlines, Dulles International Airport, and from the early 1990s up to the day of 9/11, the World Trade Center.

Marvin is also former director at HCC Insurance Holdings, which insured parts the World Trade Center on 9/11. More information on this was supposed to be disclosed but never was. To date, the SEC has not revealed what they've learned.



If only we could examine the debris from the World Trade Center, and figure out what happened. Unfortunately, Mayor Giuliani began shipping the remains off to recycling yards overseas before investigators could even examine it. Not even FEMA was allowed into Ground Zero. Essentially, they blocked off a crime scene, and destroyed all the evidence. Guess who was allowed into the site?



Controlled Demolition, which was also responsible for cleaning up after the Oklahoma City bombing in 1995.



It's interesting that on July 15, 2001, Controlled Demolition also brought down two 400 foot tall fuel reserve tanks from the World War II era.

Regardless, I think what happened at the World Trade Center is simple enough: it was brought down in a carefully planned controlled demolition. It was a psychological attack on the American people and it was pulled off with military precision.

“[Mayor] White said the plane had been moved to a secure area of [Hopkins] Airport, and was evacuated. United identified the plane as Flight 93.”

-- WCPO-TV, Cincinnati, 9/11/01, 11:43:57



10:06 A.M., SHANKSVILLE, PENNSYLVANIA: Flight 93 was en route from Newark, New Jersey to California with 45 passengers when it went off course at 8:56 over northeastern Ohio.





According to the official story, Flight 93 was en route to Washington, D.C. when it was overpowered by a group of passengers and crashed into **an abandoned strip mine in Shanksville, Pennsylvania.**





Out of all the events of 9/11, the one that has caused the most confusion is Flight 93. It was shot down / it wasn't shot down.



However, evidence suggests that perhaps Flight 93 was nowhere near Shanksville.



FOX NEWS, TERRORISM HITS AMERICA. UNITED AIRLINES CONFIRMS FL. 93 CRASHED NEAR PITTSBURGH: I want to get quickly to Chris Kaniki. He's a photographer with the Pittsburgh affiliate, a FOX affiliate. He was back there just a couple of minutes ago, and Chris, I've seen the pictures, it looks like there's nothing there except for a hole in the ground.

Chris Kaniki: "Uh, basically that's right. The only thing you can see from where we were was a big gouge in the earth and some broken trees. We could see some people working, walking around in the area, but from where we could see, there wasn't much left."



FOX News: Any large pieces of debris at all?

Chris Kaniki: No. There was nothing, nothing that you could distinguish that a plane had crashed there.

FOX News: Smoke? Fire?



Chris Kaniki: Nothing. It was absolutely quiet. It was actually very quiet. Nothing going on down there. No smoke, no fire. Just a couple of people walking around, it looked like part of the NTST crew, walking around looking at the pieces.

FOX News: How big would you say that hole was?

Chris Kaniki: From my estimates, I guess it was probably about 20-15 feet long and probably about 10 feet wide.

FOX News: What could you see on the ground, if anything, besides dirt and ash?

Chris Kaniki: You couldn't see anything. You could just see dirt, ash, and people walking around.



“It looked like somebody just dropped a bunch of metal out of the sky.”

-Wally Miller, Somerset County Coroner

“It looked like someone took a scrap truck, dug a 10-foot ditch and dumped trash into it.”

-Wally Miller, Somerset County Coroner

“I stopped being coroner after about 20 minutes, because there were no bodies there.”

-Wally Miller, Somerset County Coroner

“I have not, to this day, seen a single drop of blood. Not a drop.”

-Wally Miller, Somerset County Coroner

Wally Miller, a Somerset County Coroner: “It looked like somebody just dropped a bunch of metal out of the sky.” In the Washington Post, “It looked like someone took a scrap truck, dug a 10-foot ditch and dumped trash into it.” And as for the passengers, “I stopped being coroner after about 20 minutes, because there were no bodies there.” In the Pittsburgh Review: “I have not, to this day, seen a single drop of blood. Not a drop.” It would seem that on one day, for the second time in history, an entire plane, along with its passengers, disappeared upon impact.



Reporter: There are no signs of any survivors at the site of a Nigerian plane crash. That is the word from the Red Cross which has a representative on site. The first pictures of the crash scene show a large crater with a Boeing 737 broken into small pieces. The plane crashed shortly after taking off from Lagos in a heavy storm. The flight was going to the Nigerian capital of Abuja and was believed to be carrying some senior Nigerian officials.

So if Flight 93 didn't go down in Shanksville, then where? You ready for this? Cleveland.

UAL FLIGHT 93 LANDED SAFELY AT CLEVELAND HOPKINS AIRPORT, by 9News Staff

Section: Home

Local Story Archives

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Streaming Video Clips

Reported by: WNews Staff

Web produced by: Liz Foreman

9/11/01 11:43:57 AM

A Boeing 767 out of Boston made an emergency landing Tuesday at Cleveland Hopkins International Airport due to concerns that it may have a bomb aboard, said Mayor Michael R. White.

White said the plane had been moved to a secure area of the airport, and was evacuated.

United identified the plane as Flight 93. The airline did say how many people were aboard the flight.

United said it was also "deeply concerned" about another flight, Flight 175, a Boeing 767, which was bound from Boston to Los Angeles.

At 11:43 on September 11th, WCPO, a local TV station in Cincinnati, Ohio, reported that two planes landed at Cleveland Hopkins Airport due to a bomb threat. United Airlines identified one of the planes as Flight 93. Are you confused? Well, it gets better. Check it out.



At approximately 10:00 a.m., Cleveland Hopkins Airport was evacuated amidst rumors that a hijacked plane was going to land. Passengers had to leave but couldn't drive.

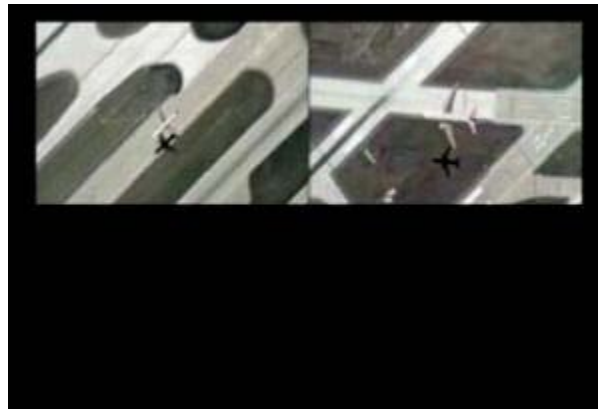




They had to walk or hitchhike. Buses weren't allowed to leave. People were sent home.

"People ... were forced to walk for miles ... because they were not even allowed to remove their cars. They closed all [freeway exists] and even bus drivers were told that if they [tried to leave], they would be shot."

-- Anonymous, Email #503, The September 11 Digital Archive, August 20th, 2002,
<http://911digitalarchive.org/email/details/503>



NO EXPLOSIVES FOUND ON CLEVELAND PLANE, by Paul Singer

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Tuesday, September 11, 2001

No explosives found on Cleveland plane

by Paul Singer
 The Associated Press

CLEVELAND - No explosives were found aboard a Delta flight from Boston that was forced to land at Cleveland Hopkins International Airport because of fears it had been hijacked, city officials said.

The Federal Aviation Administration had been informed at 9:45 a.m. of a possible hijacking of a plane headed for Cleveland, said FBI spokesman Mark Bullock.

Flight 1989 to Los Angeles was not hijacked but was grounded by Delta because it was in the same flight pattern as a plane that was hijacked and struck the World Trade Center in New York, Bullock said.

The plane landed about 10:45 a.m. today with 78 passengers aboard, airport officials said.

The Boeing 767 was evacuated and searched, said Delta Homerik, spokeswoman for Mayor Michael R. White. Passengers were taken to a nearby NASA facility.

According to the Associated Press, and local Ohio papers, one plane landed at approximately 10:45, but Delta Airlines confirmed that their plane, Delta 1989, landed in Cleveland at 10:10. Therefore, Flight 93 landed in Cleveland at approximately 10:45. Authorities searched Delta 1989 for two hours, and passengers were questioned individually. The plane dealer reported that the plane was evacuated at 12:30. But the Akron Beacon reports that a plane was evacuated at 11:15, which would make that Flight 93.

“Our plane was directed to an isolated area of the airport, and we waited for over two hours in quarantine before FBI agents and bomb sniffing dogs came out to the plane.”

-- Anonymous, September 13, 2001, <http://256.com/gray/thoughts/2001/20010912/>

Mayor Michael White reported that the plane had 200 passengers on board, but a passenger from Delta 1989 describes 60 or so passengers. So at 11:15, 200 or so passengers are released from Flight 93. The passenger from Delta 1989 states that she was taken into FAA headquarters. But other passengers say they were taken into the NASA Glen Research Center located near the west end of the airport which had already been evacuated.



Delta 1989		Flight 93
10:10	Landing	10:45
12:30	Evacuation	11:15
~60	Passengers	~200
FAA HQ	Taken To	NASA

So, to sum up: Delta 1989 landed at 10:10, was evacuated at 12:30, almost 2-1/2 hours later, and 69 passengers were taken to FAA Headquarters. Flight 93 landed at 10:45 and evacuated within a half hour, 200 passengers being quickly taken to an empty NASA Research Center. Why did it take 140 minutes to evacuate 69 passengers when 200 were evacuated in a half hour?



We can assume that the passengers from Delta 1989 are safe somewhere. The question is, where are the alleged 200 people from Flight 93? It's interesting to note that the combined total of all the passengers from all four flights is approximately 200.

We may never know what really happened to Flight 93. But we do know what didn't happen.

“The U.S. government has consistently blamed me for being behind every [attack]. I would like to assure the world that I did not plan the recent attacks, which seems to have been planned by people for personal reasons. I have been living in the Islamic emirate of Afghanistan and following its leaders' rules. The current leader does not allow me to exercise such operations.”

-- Osama bin Laden, from a statement issued to Al Jazeera within days of the 9-11 attacks



Whenever this evidence is presented to people, you'll usually get one of many different questions: the first one being, that if different planes were used, what happened to the original ones?



Unfortunately, there is no way to know what really happened. But, if we could examine the black boxes from the planes that were used, we could prove that they weren't the original flights.



A commercial plane carries two different black boxes. Each black box carries one of two recorders: a cockpit voice recorder, and a flight data recorder.

The cockpit voice recorder records sounds from inside the cockpit including engine noise, stall warnings, and other sounds of interest. Communications between Air Traffic Control, weather briefings and conversations between pilots and crew are also recorded. The flight data recorder records at least 28 different parameters, such as time, altitude, speed, and heading. Some also record more than 300 other in-flight characteristics, anything from autopilot to smoke alarms.



The recorders themselves are made from the most impervious metals known to man, and the information is recorded, along with date and time, and spooled into a continuous roll.



Any damage that is done to the roll is done to the outside as opposed to the inside where the data is.

The 9/11 Commission says: The CVRs and FDRs from American 11 and United 175 were not found.



Yet the FBI claims to have found the passport of Satan al Suqami which managed to fly out of his pocket, through the explosion, and onto the streets of Manhattan below.



So, four different black boxes made from the most resilient materials known to man were destroyed, yet a passport made from a material known as paper managed to survive? Who writes this stuff?



“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.”

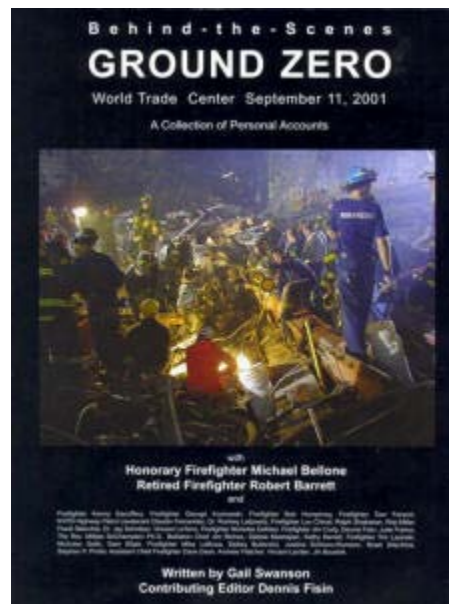
-- Ted Lopatkiewicz, spokesman for the NTSB

Ted Lopatkiewicz, spokesman for the National Transportation Safety Board, “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.”

“At one point I was assigned to take Federal Agents around the site to search for the black boxes from the planes. There were a total of four. We found three.”

-- Nicholas DeMasi, “Behind the Scenes: Ground Zero”

It turns out that Ted’s right. Nicholas DeMasi, a firefighter who helped the recovery efforts, claims in the book, “Behind the Scenes: Ground Zero,” “At one point I was assigned to take Federal Agents around the site to search for the black boxes from the planes. There were a total of four black boxes. We found three.”



I guess it all comes down to who you’re rather believe.

FBI Director Robert Mueller said Flight 77’s data recorder provided altitude, speed, heading, and other information, but the voice recorder contained nothing useful.

[FAMILIES SAY FLIGHT 93 TAPES PROVE HEROISM, by Phil Hirschhorn and David Mattingly](#)

WAR AGAINST TERROR
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Families say Flight 93 tapes prove heroism

April 19, 2002 Posted: 1:15 AM EDT (3515 GMT)

Alice Hogle talks to a television crew Thursday about her son, Mark Bingham, who died aboard Flight 93.

From Phil Hershorn and David Blattingly
 CNN

PRINCETON, New Jersey (CNN) — Relatives of the 40 passengers and crew members killed when a hijacked plane crashed into a rural Pennsylvania field September 11 said Thursday the cockpit voice recording offers further proof that those on board acted heroically — fighting back against hijackers who commandeered United Airlines Flight 93 from Newark to San Francisco.

"It does indeed confirm our loved ones died as heroes," said Alice Hogle, whose son, Mark Bingham, 31, a businessman and rugby player, was aboard the flight that crashed in Shanksville, Pennsylvania.

"It was excruciating. It was wonderful," said Hogle, who flew in from California to hear the tape.

As for Flight 93, it was the only flight where the cockpit voice recorder was recovered. It was played for family members in April, 2002, but not before signing an agreement that they wouldn't talk about it. They couldn't even take notes.

THREE-MINUTE DISCREPANCY IN TAPE, by William Bunch

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Monday, Oct 13, 2004

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Posted on Mon, Sep. 16, 2002

Three-minute discrepancy in tape

Cockpit voice recording ends before Flight 93's official time of impact

By WILLIAM BUNCH
[bunch@dailynews.com](#)

THE FINAL three minutes of hijacked United Flight 93 are still a mystery more than a year after it crashed in western Pennsylvania - even to grieving relatives who sought comfort in listening to its cockpit tapes in April.

A Daily News investigation has found a roughly three-minute gap between the time the tape goes silent - according to government-prepared transcripts - and the time that top scientists have pinpointed for the crash.

Several leading scientists agree that Flight 93 crashed last Sept. 11 at 10:06:05 a.m., give or take a couple of seconds. Family members allowed to hear the cockpit voice recorder in Princeton, N.J., last spring were told it stopped just after 10:03.

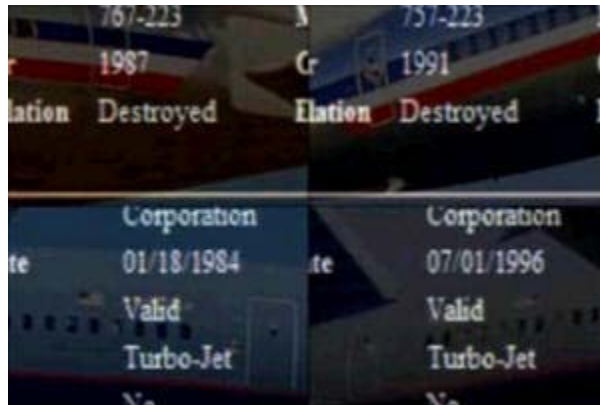
The FBI and other agencies refused repeated requests to explain the discrepancy.

The cockpit voice recorder a roughly 90-minute tape loop, is supposed to record the sounds inside the cockpit right up until the moment of impact and usually does.

Aviation experts said there could be several explanations for the gap.

And for some reason, the last three minutes of the tape was unaccounted for.

Why would the 9/11 commission tell us that Flight 11 and 175's recorders were not found? Why would Robert Mueller tell us that there is nothing interesting on Flight 77's. What's on the last three minutes of Flight 93's cockpit voice recorder? These are vital questions that need to be answered.



It's interesting to note that according to the FAA, both N591UA and N612UA, Flights 93 and 175, are still listed as valid aircraft. But Flights 11 and 77 are listed as destroyed.

Date	Airlines	Flight #	Tail #	A
Sept 5	American	11	N335AA	
Sept 6	American	11	N335AA	
Sept 7	American	11	N336AA	
Sept 8	American	11	N316AA	
Sept 9	American	11	N315AA	
Sept 10	American	11	N321AA	
Sept 11	American	11	?	
Sept 5	United	175	N508UA	
Sept 6	United	175	N517UA	
Sept 7	United	175	N520UA	

Sept 9	United	93	N517UA	
Sept 10	United	93	N570UA	
Sept 11	United	93	N591UA	
Sept 5	American	77	UNKNOWN	
Sept 6	American	77	N624AA	
Sept 7	American	77	N618AA	
Sept 8	American	77	N618AA	
Sept 9	American	77	N628AA	
Sept 10	American	77	N632AA	
Sept 11	American	77	?	

Not to mention that if you look at the Bureau of Transportation's statistics, you'll find that Flights 11 and 77 were not even scheduled to fly on September 11.

“They’re going to kill us, we’re going to die.”

-- Marion Britton, Flight 93

“The plane has been hijacked. There is a bomb on board. Call the FBI.”

-- Tom Burnett, Flight 93

“It’s bad news. I need you to be happy.”

-- Jeremy Glick, Flight 93

“There’s a little problem on the plane, just a little problem ...”

-- Lauren Grandcolas, Flight 93

“My will is in my safe, my safe is in my closet, and this is the combination ...”

-- Linda Gronland, Flight 93

“It’s getting very bad on the plane ... the plane is making jerky movements ...”

-- Peter Hanson, Flight 175

“It hurts me that it’s going to be so much harder for you all than it is for me ...”

-- Honor Wainlo, Flight 93

“I wouldn’t joke like that. I love you. Tell the boys I love them.”

-- CeeCee Lyles, Flight 93

“Ted, what can I do? What can I tell the pilot?”

-- Barbara Olson, Flight 77

“We’ve been hijacked. He has an Islamic look ...”

-- Sandy Bradshaw, Flight 93

“They might come back here. I might have to go.”

-- Brian David Sweeney, Flight 175

Next, what about the cell phone calls? For starters, the calls themselves are extremely peculiar. Most of them are only a couple of sentences long before the callers end the conversation, only to call back later.



Flight Attendant Betty Ong allegedly placed a call from Flight 11. According to the 9/11 Commission, although the conversation lasted 23 minutes, only 4-1/2 minutes was recorded.

MALE VOICE: What is your name?

BETTY ONG: Okay, my name is Betty Ong. I’m number 3 on Flight 11.

MALE VOICE: Okay.

BETTY ONG: And the cockpit is not answering their phone. And there's somebody stabbed in business class. And there's ... we can't breathe in business class. Somebody's got mace or something. Okay. Our number 1 got stabbed. Our purser is stabbed. Nobody knows who stabbed who, and we can't even get up to business class right now cause nobody can breathe. Our number 1 is stabbed right now. And our number 5 – our first class galley flight attendant and our purser has been stabbed. And we can't get into the cockpit, the door won't open.



Does Miss Ong sound like a woman on a hijacked plane who is seeing people murdered right in front of her? Why is no one in the background screaming?



Flight attendant Madeline Sweeney allegedly talked to her ground manager Michael Woodward for 25 minutes. She describes four hijackers. The FBI said there were five. She said the hijackers were all in rows 9 and 10, the FAA says they were all in row 8.

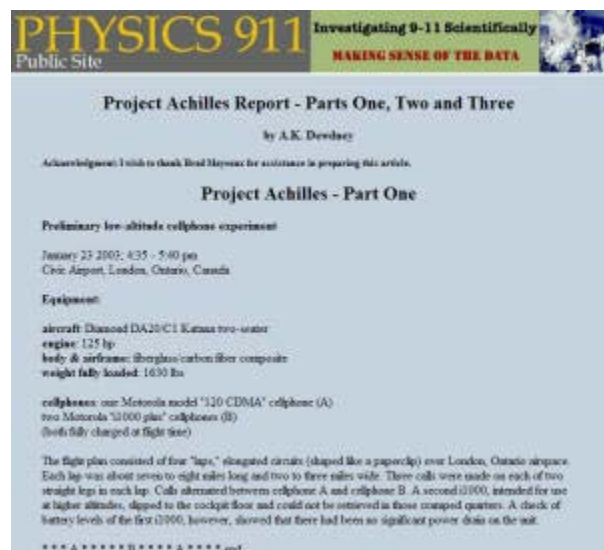
[THE LAST MOMENTS OF FLIGHT 11, by BBC](#)



Near the end, she allegedly screams, “I see water and buildings. Oh my God! Oh my God!” Madeline Sweeney was a flight attendant out of Boston for 12 years. I believe she would have said something like, “I think we’re going to hit Manhattan.”



A man claiming to be Mark Bingham called his mother Alice, who was visiting her sister-in-law. The caller says, “Mom, this is Mark Bingham.” When was the last time you called your mother and used your full name? The caller continues, “I just want to tell you that I love you. I’m on a flight from Newark to San Francisco and there are three guys on board and they’ve taken over the plane, and they say they have a bomb. I’m calling you from the airphone.” And then, “you believe me, don’t you mom?” “Yes, Mark, I believe you. Who are these guys?” Then, Mark is interrupted by someone who is speaking in a low tone male voice, speaking what sounded like English. After 30 seconds of muffled sounds, the caller repeats, “I’m calling you with an airphone.” His mother asks him again, “Who are these guys?” After another pause he returns and asks again, “You believe me, don’t you mom?” There was another pause and the phone just trails off. To date, none of these calls, except for Betty Ong’s call to American Airlines, has been released to the public. But to be honest, none of that matters. Why, because none of the cell phone calls could have taken place.



[PROJECT ACHILLES REPORT -- PARTS ONE, TWO AND THREE, by A.K. Dewdney](#)

A.K Dewdney, at physics911.net, conducted some research of his own, in an experiment called Project Achilles, took a series of cell phones onto a Cessna 172 and flew up to 8,000 feet.

Using this formula, we can get a best-case estimate for the probability of cellphone success from a slow-moving light aircraft, as summarized in the following table.

altitude (feet)	probability of cellphone call getting through
4,000	0.400
8,000	0.100
12,000	0.040
16,000	0.025
20,000	0.016
24,000	0.011
28,000	0.008
32,000	0.006

Private pilots flying light aircraft are nowadays familiar with the fact that they may use their cellphones to make calls to the ground, at least if they are not higher than one or two thousand feet. Above that altitude, calls get rather iffy, sometimes working, sometimes not. The higher a pilot ascends, the less likely the call is to get through. At 8000 feet the pilot will not get through at all unless he or she happens to be using a cellphone with the same capabilities as C3 (See appendix 1.) But even that cellphone begins to falter at 6000 feet.

Calls from 20,000 feet have hardly a one-in-a-hundred chance of succeeding.

The results just arrived at apply only to light aircraft and are definitely optimal in the sense that cellphone calls from large, heavy-tailed, fast-moving jetliners are apt to be considerably worse.

Conclusions

At 4,000 feet, he has a .4 success rate. At 8,000 feet, he had a .1 success rate. At 32,000 feet, cruising altitude for a commercial jet liner, Dewdney calculated a .006 success rate, less than one in a hundredth of a chance.

IN-FLIGHT CELL PHONES "WORKED GREAT" IN TEST, by Dan Reed

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Posted 7/19/2004 9:38 PM Updated 7/20/2004 7:50 AM

In-flight cell phones 'worked great' in test

By Dan Reed, USA TODAY

The race is on to enable airline passengers to make and receive cell phone calls in flight.



By Donna McWilliam, AP

Cell phone company Qualcomm ([QCOM](#)) has teamed with American Airlines ([AMR](#)) to develop satellite-based air-to-ground cellular service. Several smaller companies are working on rival systems. In-flight cell service could be introduced within two years and become commonplace within four, developers believe.

Don't believe me? Even American Airlines has put their foot in the Government's mouth. On July 15th, 2004, passengers aboard a commercial American Airlines Flight were able to send and receive calls from their cell phones as if they were on the ground thanks to a cell station which was installed on the plane.

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How do you talk on a jet today?

Cell phone service at 32,000 feet promises to be a mixed blessing.

American Airlines executive Dan Gorton acknowledges that once the technology and financial issues are settled, the airlines must address what he calls "social interactivity issues."

Provisional among those will be how to make calls on a plane without flogging off everyone within earshot.

"It's not a trivial issue," says Bill Petola, vice president at AirCell, a Colorado company developing one of several air-to-ground cell systems.

In Europe, where Petola worked for years, airbells have segregated train cars for passengers who want to talk on their phones. Airbells does the same in the U.S.

"Maybe [we'll] go to something like that," says Petola. He adds jokingly "Or maybe [we'll] have the plastic cones drop down from the ceiling when you talk on the phone."

David Ray, head of marketing at

"It worked great," says Monte Ford, American's chief information officer, and the special flight's host. "I called the office. I called my wife. I called a friend in Paris. They all heard me great, and I could hear them loud and clear."

The Qualcomm-American partnership covers development and testing. If the technology and business models work, Qualcomm could sell it to other airlines as well. And American, the world's largest airline, could decide to use another system on its planes.

Even competitors liked the test flight. Bill Petola, vice president of marketing at rival AirCell in Louisville, Colo., says the flight "demonstrated the safe use of cell phones in flight... and that's good for our industry."

There are still hurdles. Technical bugs need to be worked out. The FCC must be convinced that the new technology won't disrupt cell systems on the ground. And the FAA, airline safety watchdogs and pilots' groups must be convinced the calls won't interfere with aircraft systems and instruments.

Just as important, airline managers and their technology partners must come up with a business model that produces revenue for both.

Strong demand

“It worked great,” says Monte Ford. “I called the office, I called my wife, I called a friend in Paris. They all heard me great, and I could hear them loud and clear.” Why would American Airlines spend thousands of dollars on this technology in 2004 when cell phones worked so well on September 11, 2001? The cell phone calls could not possibly have taken place.

WHEN SEEING AND HEARING ISN'T BELIEVING, by William M. Arkin



William M. Arkin

When Seeing and Hearing Isn't Believing

By William M. Arkin
Special to washingtonpost.com

"Gentlemen! We have called you together to inform you that we are going to overthrow the United States government." So begins a statement being delivered by Gen. Carl W. Steiner, former Commander-in-chief, U.S. Special Operations Command.

At least the voice sounds amazingly like him.

But it is not Steiner. It is the result of voice "morphing" technology developed at the Los Alamos National Laboratory in New Mexico.

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So is it possible to fake a person's voice? In 1999, the Los Alamos Laboratory in New Mexico revealed their voice morphing technology. General Carl W. Steiner, former Commander in Chief of U.S. Special Operations Command, declared on tape, "Gentlemen. We have called you together to inform you that we are going to overthrow the United States government."



Another example was Colin Powell saying, "I'm being treated well by my captors." With just a 10 minute recording of someone's voice, the scientists are able in almost real time to clone someone's speech. Steiner was so impressed, he asked for a copy.



So what about the hijackers? On September 14, 2001, the Department of Justice released the names of the alleged 19 hijackers.



Waleed M. Alshehri

But on September 23rd, the BBC reported that Waleed al Shehri was alive and well in Casablanca, Morocco.

“[Waleed] ... attended flight training school at Dayton Beach in the United States ... but he left the United States in September 2000 to become a pilot with Saudi Arabian Airlines.”

-- BBC, http://news/bbc.co.uk/1/hi/world/middle_east/1559151.stm



Abdulaziz Alomari

They also tracked down Abdulaziz Alomari who is an engineer with Saudi Telecom and lost his passport while studying in Denver.

“I couldn’t believe it when the FBI put me on their list. They gave my name and my date of birth, but I am not a suicide bomber. I am here. I am alive. I have no idea how to fly a plane. I had nothing to do with this.”

-- The Telegraph, 9/23/2001

In the same article, FBI Director Robert Mueller admitted that the identity of several of the hijackers is in doubt. So how many hijackers were reported alive? At least nine of them.

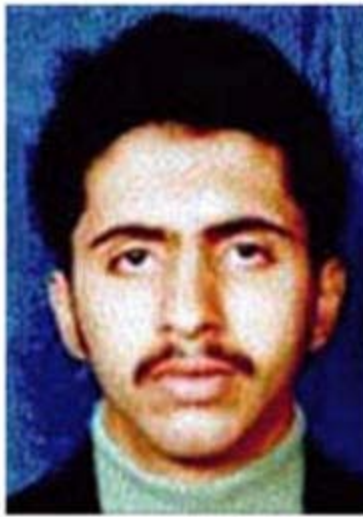


Wali M. Alshehri

Wali M. Alshehri is alive and well.

[“Wali M. Alshehri] is a pilot whose father is a Saudi diplomat in Bombay. “I personally talked to both father and son today.”

-- Gaafar Allagany, Saudi Arabian Embassy, LA Times, 9/21/2001



Mohand Alshehri

Mohand Alshehri is alive in Saudi Arabia.

According to The Orlando Sentinel, the Saudi Arabian embassy confirmed that ... Mohand Alshehri ... [is] not dead and had nothing to do with [9-11].

-- American Free Press, 10/12/2001



Khalid Almihdhar

Khalid Almihdhar is a computer programmer in Mecca.

"I want to think all this is a mistake." Al-Mihdar was watching TV at home when friends saw his photograph on the news and began to call to see if he was still alive.

-- Chicago Tribune, 10/4/2001



Salem Alhazmi

Salem Alhazmi works at a chemical plant in Yanbu, Saudi Arabia.

Salem al-Hazmi is alive and ... not one of the people who perished in [Flight 77]. His passport had been stolen by a pickpocket in Cairo three years ago.

-- The Guardian, 9/21/2001



Saeed Alghamdi

Saeed Alghamdi is training to be a pilot in Tunis.

“The FBI provided no evidence of my involvement in the attacks. You can’t imagine what it’s like to be described as a [dead terrorist] when you are innocent and alive.”

-- The Telegraph, 9/23/2001



Ahmed Alnami

Ahmed al-Nami is an administrative supervisor at Saudi Airlines.

“I’m still alive. I had never even heard of Pennsylvania.” He never lost his passport and found it very worrying that his identity appeared to have been stolen.

-- The Telegraph, 9/23/201

We already covered Waleed and Abdul Aziz.



Mohammed Atta

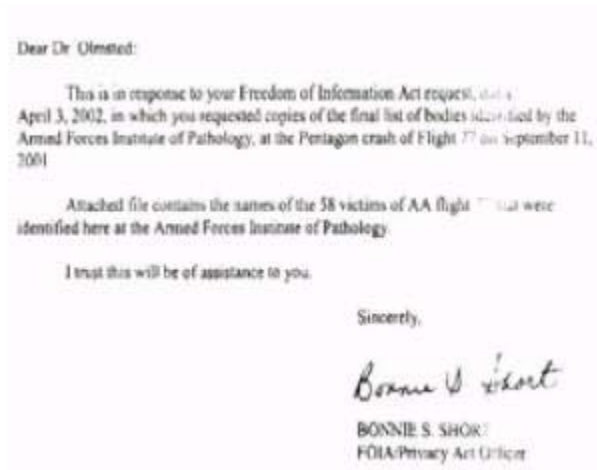
And last, but not least, Mohammed Atta’s father claimed to receive a call from his son on September 12th.

Atta said he hadn’t heard from his son since [9/12/2001], and that he has never called his son since his departure in 1993. “He calls us. We don’t even have his number.”

-- The Cairo Times, Volume 5, Issue 29



On September 20th and 27th, Mueller admitted on CNN that there is no legal proof to prove the identities of the hijackers.



Indeed, not even the official autopsy for Flight 77 lists the hijackers. And the opening paragraph makes no mention of their absence. So if there is no proof that the hijackers were members of al Qaeda or if they were even on the plane in the first place, what justification do we have for bombing Afghanistan?

Oh, that's right, the bin Laden confession tape.

[U.S. RELEASES VIDEOTAPE OF OSAMA BIN LADEN, by U.S. Department of Defense](#)



On December 14, 2001, the government released a tape, allegedly of bin Laden confessing to the attacks of September 11th which they claimed to find in a house in Jalalabad, Afghanistan, except there's a number of things wrong with this tape.



One, the tape itself is of very poor quality. Two, the man in the video looks and acts nothing like bin Laden.

**FBI TEN MOST
WANTED FUGITIVE**

MURDER OF U.S. NATIONALS OUTSIDE THE UNITED STATES;
CONSPIRACY TO MURDER U.S. NATIONALS OUTSIDE THE UNITED
STATES; ATTACK ON A FEDERAL FACILITY RESULTING IN DEATH

USAMA BIN LADEN



Date of Photograph Unknown

Aliases: Usama Bin Muhammad Bin Ladin, Shaykh Usama Bin Ladin, the Prince, the Emir, Abu
Abdullah, Mujahid Shaykh, Hajj, the Director

DESCRIPTION

Date of Birth:	1957	Hair:	Brown
Place of Birth:	Saudi Arabia	Eyes:	Brown
Height:	6' 4" to 6' 6"	Complexion:	Olive
Weight:	Approximately 160 pounds	Sex:	Male
Build:	Thin	Nationality:	Saudi Arabian
Occupation:	Unknown		
Remarks:	Bin Laden is the leader of a terrorist organization known as Al-Qaeda, "The Base". He is left-handed and walks with a cane.		
Scars and Marks:	None		

CAUTION

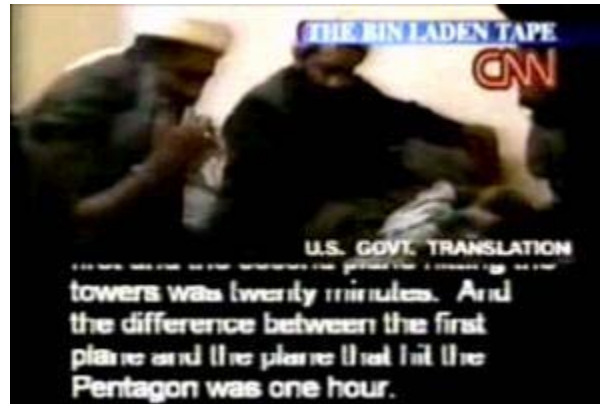
USAMA BIN LADEN IS WANTED IN CONNECTION WITH THE AUGUST 7, 1998, BOMBINGS OF THE UNITED STATES EMBASSIES IN DAR ES SALAAM, TANZANIA, AND NAIROBI, KENYA. THESE ATTACKS KILLED OVER 200 PEOPLE. IN ADDITION, BIN LADEN IS A SUSPECT IN OTHER TERRORIST ATTACKS THROUGHOUT THE WORLD.

CONSIDERED ARMED AND EXTREMELY DANGEROUS

IF YOU HAVE ANY INFORMATION CONCERNING THIS PERSON, PLEASE CONTACT YOUR [LOCAL FBI OFFICE](#) OR THE NEAREST [U.S. EMBASSY OR CONSULATE](#).

REWARD

According to the FBI's website, Osama is left handed



yet in this video he is both writing and eating with his right hand.



Compare this video to four other pictures of bin Laden. Does anyone else see a problem here?

Until the government can prove without a shadow of a doubt that al-Qaeda was behind September 11, the American people have every reason to believe otherwise.

“It’s easy to imagine an infinite number of situations where the government might legitimately give out false information. It’s an unfortunate reality that the issuance of incomplete information and even misinformation by government may sometimes be perceived as necessary to protect vital interests.”

-- Solicitor General Theodore Olson, whose wife Barbara was killed on September 11, 2001



Now for the last question of all: Why would our government do such a thing? I hope you're sitting down.



First, we have Larry Silverstein, the man who purchased the World Trade Center in July, 2001. After September 11th, Silverstein demanded 7.2 billion dollars from his insurers, claiming that each plane counted as a separate act of terrorism.

[JURY AWARDS \\$2.2 BILLION IN 9/11 INSURANCE, by United Press International](#)

Jury Awards \$2.2 Billion in 9/11 Insurance



United Press International

NEW YORK – A jury Monday said New York developer Larry Silverstein, who held the commercial lease of the World Trade Center, is entitled to \$2.2 billion in insurance.

However, on December 6, 2004, the courts only award him with 2.2 billion dollars.

TERRORIST TRADE PROBE WIDENS, by Robert Manor and Melissa Allison

chicagotribune.com » Business » Business columnists

Terrorist trade probe widens

Options buying rose in firms that attack affected

By Robert Manor and Melissa Allison
Tribune staff reporters
Published September 19, 2001

Securities regulators around the world are investigating whether the terrorists involved in last week's attack profited in financial markets, possibly by buying options on the stock of United Airlines, Boeing, American Airlines and other companies in the knowledge that prices would fall.

Traders say a suspiciously high volume of preattack options trades in AMR Corp., parent of American, and UAL Corp., United's parent, in particular, yielded huge profits after terrorists crashed aircraft belonging to the two airlines into the World Trade Center and the Pentagon.

The Chicago Board Options Exchange said Wednesday it is investigating options trading prior to the attack.

Sources familiar with the matter said the Securities and Exchange Commission is also investigating whether terrorists traded options or other financial instruments to capitalize on the calamity they were planning.

One Chicago trader said the big increase in options trading is evidence that some people knew about the coming disaster.

"Somebody knew about it, whether it was a broker or somebody who knew these guys, or it's one of these terrorist cells," said Jon Najarian, founder of options specialist Mercury Trading in Chicago.

Then we have the put options that were placed on United Airlines, American airlines, and Boeing. According to the San Francisco Chronicle, more than \$2.5 million has remained unclaimed.



GERMAN FIRM PROBES LAST- MINUTE WORLD TRADE CENTER TRANSACTIONS, by Erik Kirschbaum, Reuters News Agency

German firm probes last-minute World Trade Center transactions

by Erik Kirschbaum, Reuters News Agency

Dec. 19, 2001

German computer experts are trying to find the truth behind an unexplained surge in financial transactions made just before two hijacked planes crashed into New York's World Trade Center on September 11. And they're finding the evidence inside the ruins of the Twin Towers themselves.

There was a sharp rise in credit card transactions moving through some computer systems at the WTC shortly before the planes hit the twin towers. This could be a criminal enterprise in which case, did they get advance warning? Or was it only a coincidence that more than \$100 million was rushed through the computers as the disaster unfolded?

The German-based firm Convar, a world leader in retrieving data, is trying to answer those questions while they help credit card companies, telecommunications firms and accountants in New York recover their

Update:
[A direct question unanswered](#)

Background information —
[Sept. 11, 2001](#)

There are several data retrieval companies in the United States and Europe, but Convar is doing most of the World Trade Center work because of its laser scanning technology. Convar developed a laser scanner two years ago that makes it possible to retrieve data from badly damaged computers.

Inside the Convar building in Germany, many of the doors have code-operated door locks for security reasons. In the center of the facility is a large dust-free "clean room" where the damaged computer drives are coaxed

As for 9/11 itself, Reuters reported that Convar, a German computer company, is responsible for helping companies and accounts in New York restore their data from over 400 hard drives that were recovered from the World Trade Center rubble. Convar recovered information from 32 different computers that suggested insider trading took place on 9/11. Richard Wagner, an expert at Convar, said "There is a suspicion that some people had advance knowledge of the approximate time of the plane crashes in order to move out amounts exceeding \$100 million. They thought that the records of their transactions could not be traced after the main frames were destroyed." After their analysis, Convar handed the results over to the FBI. Although the FBI was legally bound to investigate who is responsible, to date they have done no such thing.

GOLD DEPOSITORIES BURIED BENEATH TRADE CENTER RUBBLE, by Stewart Stogel

CNSNEWS.COM
Cybercast News Service

Business

Gold Depositories Buried Beneath Trade Center Rubble

By Stewart Stogel
CNSNews.com Correspondent
September 12, 2001

New York (CNSNews.com) - As New Yorkers try to recover from the attack on the World Trade Center, financial markets have yet to feel the full impact of the terrorist action.

For beneath the shattered buildings, screaming ambulances and dazed New Yorkers on the streets of Manhattan are two of the world's largest gold depositories.

One belongs to the US Federal Reserve Bank, another to a group of financial institutions.

The Fed's gold reserve is housed 100 ft beneath its headquarters, only blocks from the [World Trade Center](#), whose twin towers collapsed into mammoth heaps of rubble after two hijacked jetliners were crashed into the buildings.

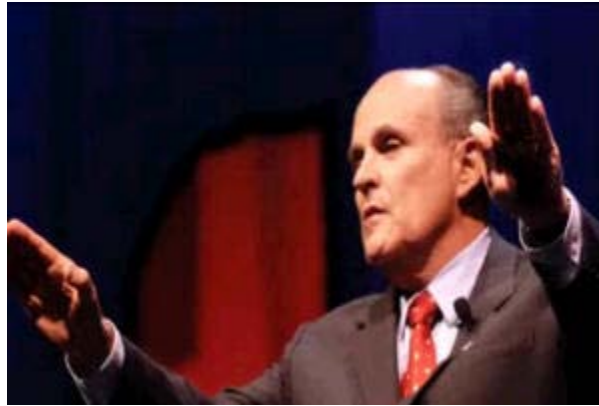
The Fed boasts that its gold depository spans the length of two football fields and contains more gold than any other vault on earth.

CNS News reported on September 12, 2001 that at the time of the first World Trade Center bombing in 1993, the complex was storing at least \$1 billion worth of Kuwaiti gold underneath World Trade Center Building 4. However, the amount that was stored on September 11, 2001, has never been publicly disclosed. Only that it far exceeds the 1993 levels.

CRUSHED TOWERS GIVE UP CACHE OF GOLD INGOTS, by Nicholas Wapshott



On November 1, 2001, the Times Online reported that a large amount of gold was discovered in the wreckage of the World Trade Center.



Mayor Rudolph Giuliani announced that more than \$230 Million was recovered from Ground Zero. In just one example, the Comex metals trading division was storing gold bars for the Bank of Nova Scotia, Chase Manhattan Bank, the Bank of New York and Hong Kong and Shanghai Banking totaling \$950 Million. And that's just one company. So where did all the gold go?



Remember the gold that was found in November, 2001? Reuters reported that it was discovered in the back of a 10-wheel truck along with several cars in a delivery tunnel underneath World Trade Center 5. No bodies were recovered. As workers got closer to the gold, authorities began restricting access to Ground Zero, joined by FBI and Secret Service agents. One worker, directed away from the tunnel, told a reporter, "If I tried to go down there, they would have shot me." Heavy machinery operators and others worked under the watchful eyes of more than 100 armed officers.



So let me get this straight: Gold from World Trade Center 4 was found underneath World Trade Center 5, in an empty delivery tunnel, with an empty escort of cars. I think it's safe to say that they were running away from the South Tower. The question is: how did they know to flee with their stash when not even the firefighters in the South Tower expected it to collapse?

A billion dollars worth of gold is confirmed to have been in the World Trade Center. \$200 million is found. And that's just the money.



In the aftermath of September 11, President Bush had and continues to have permission to do and say whatever he wants, all under the pretext of September 11.



The Patriot Act



The Department of Homeland Security



Afghanistan



Iraq

It's time for America to accept 9/11 for what it was: a lie that killed thousands of people, only in turn killing hundreds of thousands more, to make billions upon trillions of dollars. Are you angry yet?



Every single attempt to investigate and uncover the truth behind 9/11 has been ridiculed and harassed by both the government and media alike for even daring to question the official story.



FOX NEWS CHANNEL, ALAN COLMES: That was University of Wisconsin Professor Kevin Barrett who has recently drawn criticism for plans to teach an Islamic studies course next fall that will incorporate conspiracy theories that the U.S. government was involved in the events of September 11.



Professor Barrett joins us now. "Professor, can you give us a context within which you teach this."



Kevin Barrett, Univ. of Wisconsin Professor: Well, sure, yeah. I'm teaching an introductory course on Islam. And I think it's really important to cover these contemporary political issues and one of them, of course, is the so-called War on Terror. Now the fact is that the great majority of the world's Muslims believe that 9/11 was an inside job.

FOX NEWS CHANNEL, ALAN COLMES: Okay, that's your opinion. Right?

Kevin Barrett, Univ. of Wisconsin Professor: No, that's the opinion ...

FOX NEWS CHANNEL, ALAN COLMES: You're offering your opinion that it was an inside job.

Kevin Barrett, Univ. of Wisconsin Professor: Well, after studying the evidence pretty intensively for 2-1/2 years, I am convinced that 9/11 was, in fact, an inside job.



FOX FACTS: MUJCA: MUSLIM-JEWISH-CHRISTIAN ALLIANCE FOR 9/11 TRUTH. MUJCA FOUNDED BY KEVIN BARRETT. BARRETT HAS TAUGHT ENGLISH, ARABIC, FRENCH, AND ISLAM

FOX NEWS CHANNEL, ALAN COLMES: And are students required to regurgitate that in some way?

Kevin Barrett, Univ. of Wisconsin Professor: Of course they're not. That's ridiculous. No, I'm not interested in making students regurgitate anything.



FOX NEWS, SEAN HANNITY: Alright, Mr. Barrett, Shawn Hannity here. Do you really believe 9/11 was an inside job, not just 9/11 but Madrid and Bali and the Zarkawi operation? Hang on a second.

Kevin Barrett, Univ. of Wisconsin Professor: Yeah, yeah.

FOX NEWS, SEAN HANNITY: You believe personally that these are inside jobs, yes or no?

Kevin Barrett, Univ. of Wisconsin Professor: Uh, it's not quite that simple. I do know – I don't believe – I know that 9/11 was an inside job. Professor Steven Jones has found residue of thermate on steel samples from the World Trade Center. We now know that it was taken down in a controlled demolition.



FOX NEWS, SEAN HANNITY: Alright, I don't have a lot of time. Let me ask you, what evidence do you have that 9/11 ... Alright, so you believe that the buildings came down in a controlled demolition?

Kevin Barrett, Univ. of Wisconsin Professor: Well, I don't believe it, I've looked at the evidence and the evidence is overwhelming.



FOX NEWS, SEAN HANNITY: You're right. Of course. Alright, the evidence is overwhelming to you because you're a conspiracy nut, but putting all that aside ...

Kevin Barrett, Univ. of Wisconsin Professor: Sure it is. No, actually all of you, I ask the viewers to take a look at this evidence for themselves. They can go to ST911.org, that's Scholars for 9/11 Truth, take a look, take a look at the demolitions. Morgan Reynolds, a former Bush administration official says that the Bush administration blew the World Trade Center to Kingdom come. That's a direct quote from a member of the Bush Administration itself. They blew the World Trade Center to Kingdom come.

FOX NEWS, SEAN HANNITY: That's fine ... I know you think you're the smartest guy, I know you think you're the smartest guy in the world, Professor, but here's the point. The question is, who ... I know, and there were people who said that the Jews were told to leave, we've heard a lot of these sick, bizarre theories. I don't believe any of them.

Kevin Barrett, Univ. of Wisconsin Professor: That's not the same thing.

FOX NEWS, SEAN HANNITY: You're allowed to believe what you want, but that's not what's at hand here. The issue is whether or not ...

Kevin Barrett, Univ. of Wisconsin Professor: Well, it's a question of science.

FOX NEWS, SEAN HANNITY: You, with your bizarre theories are the best, most competent, hang on a second, you're a very angry man.

Kevin Barrett, Univ. of Wisconsin Professor: I think you have the bizarre theories. You think it was 19 guys with boxcutters led by a guy on dialysis in a cave in Afghanistan. That's ridiculous! I mean, that's the craziest conspiracy theory of all of them.

FOX NEWS, SEAN HANNITY: Uh huh, okay, I wish I had the Twilight Zone music. Now, here's my next question. The issue at hand here, you're entitled to have your opinion, I don't really care what you believe, but if we're talking about a captive group of students, in a classroom, the question we've gotta ask ...

Kevin Barrett, Univ. of Wisconsin Professor: I'm not going to hold them captive.



FOX NEWS, SEAN HANNITY: Hang on a second! They are sitting in your classroom, and you have a position of authority, I'm wondering, the question is whether or not you're the most competent to teach them. And most people think you're a nut. Most people think that you're not even worth listening to.

Kevin Barrett, Univ. of Wisconsin Professor: Well, actually, no they don't. We just had a poll here in Madison, and we found that 90% of the respondents, a Channel 3000 poll, said that I should be allowed to teach. Only 10% said I shouldn't. And 60%, 60%, 60% agreed with me about the questions I'm raising about 9/11. 60% of the respondents. You're in the minority.

FOX NEWS, SEAN HANNITY: Ah, but that's the question then. I agree that that's the question. I don't think what your views are ... right ... no, no, I think you have every right to speak. I don't think this is the proper forum though for people that hold extremist views like yourself, reasonable people see that you are an extremist ... I got it ...

Kevin Barrett, Univ. of Wisconsin Professor: No, you guys are extremist! Fox News is the biggest bunch of extremists on the planet.



FOX NEWS, SEAN HANNITY: But reasonable people see you as an extremist, and I don't think you are the most appropriate guy to teach that class. My guess is, my final call is we can do better than you. That's my point.

Kevin Barrett, Univ. of Wisconsin Professor: Well, I don't think you're the most appropriate guy to be on the airwaves spewing your venom throughout this country. I think you guys should be taken off the airwaves because you're the guys who are responsible for high treason ...



FOX NEWS CHANNEL, ALAN COLMES: We don't want to silence anyone. You teach, and we'll do Hannity & Colmes. Coming up we'll have a ...



C-SPAN, AMERICAN PERSPECTIVES. THEORIES ABOUT SEPTEMBER 11TH AMERICAN SCHOLARS SYMPOSIUM, 6/25/06: Previously we've all been told we're crazy, we're nuts, they would never do something like this. Then we began to hear, "that's interesting," or "they knew." Shortly after that we began to hear, "Yeah, they did it, but I'm only one person." I ask all of you, do we look like one person? Now the mainstream media is being forced to cover this movement due in large part to our tenacity and ingenuity in spreading the truth through emails, flyers, films and strategic conferences like this one. So where do we go from here? In my eyes, there is nowhere else to be other than Ground Zero on September 11, 2006 on Monday morning. We will not be there to scream the truth. Instead, we will be there to honor the memories of the fallen with both respect and solidarity. We'll be wearing shirts that say, "Investigate 9/11." We'll have signs that say, "We need a new investigation," "9/11 Truth Now," and "Ask Questions, Demand Answers." We'll be there to inform the firemen, the police, the family members and the citizens that are agreeing to this information by giving away tens of thousands of our DVDs. We'll be addressing everybody as "Sir" and "Ma'am," so as to be as polite as possible. This is the fifth anniversary of the lie that bases all of our foreign and domestic policy since then. We can no longer let this stand. Every major media outlet in the world is going to be in attendance, so if they want a wide shot, they will have to cover us.



I'll say it again, why are they hiding from us? What are they hiding from us? And what's it gonna take until people in this country give a damn and do something about it? Now that the evidence has been presented, what will you do about it? Will you find comfort in the official version of the events, or will you go out and investigate for yourselves? Will you share this information, or will you ignore it? Will you be at Ground Zero on September 11? America has been hijacked. Is it more likely by Osama bin Laden and his ragtag group of Arabs with boxcutters or by a group of tyrants within our own government, ready, willing and able to do whatever it takes to keep their stranglehold on this country. It's up to you. Ask questions. Demand answers.

FOR MORE INFORMATION ABOUT 9-11, VISIT THE FOLLOWING WEBSITES:

WWW.GEOCITIES.COM/KILLTOWN
WWW.PRISONPLANET.COM
WWW.PENTAGONRESEARCH.COM
WWW.SERENDIPITY.LI
WWW.COOPERATIVERESEARCH.ORG
WWW.911BLOGGER.COM

FOR MORE INFORMATION ABOUT 9-11, CHECK OUT THE FOLLOWING FILMS:

9/11: ROAD TO TYRANNY
MARTIAL LAW
TERRORSTORM
IN PLANE SITE
THE GREATEST LIE EVER SOLD

THE INFORMATION USED IN LOOSE CHANGE WAS COMPILED FROM HUNDREDS OF SOURCES, AND NUMEROUS INDIVIDUALS.

WE ENCOURAGE YOU TO DO YOUR OWN RESEARCH, AND COME TO YOUR OWN CONCLUSIONS.

OUR MOVIE IS MERELY A FRACTION OF THE MOUNTAINS OF AVAILABLE EVIDENCE.

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A LOUDER THAN WORDS PRODUCTION

IN ASSOCIATION WITH MERCURY MEDIA INTERNATIONAL

WRITTEN AND DIRECTED BY DYLAN AVERY

PRODUCED BY KOREY ROWE

PRODUCTION ASSISTANT: JASON BERMAS

FLIGHT 77 ANIMATION BY RYAN DINAN

THE CLEVELAND AIRPORT MYSTERY COURTESY OF WOODYBOX

[HTTP://911REVIEW.ORG/INN.GLOBALFREEPRESS/CLEVELAND_AIRPORT_MYSTERY.HTML](http://911review.org/inn.globalfreepress/cleveland_airport_mystery.html)

VERY SPECIAL THANKS TO NATE, WITHOUT WHOM, THIS DOCUMENTARY WOULD HAVE BEEN LOST FOREVER.

SPECIAL THANKS:

KPFK 90.7 FM
FOR EVERYTHING YOU'VE DONE FOR US

PHIL JAYHAN
FOR GETTING THE FIRST EDITION OFF THE GROUND

TVNEWSLIES.ORG
FOR BEING OUR FIRST CLIENT, AND YOUR INVALUABLE ADVICE, AND THE SCALE, TOO.

DAVE VONKLIEST
FOR BEING YOU

SAM CIOFFI
LOCUTUS
DEBORAH SIMON
TIM CANALE
EBAY

WILLIE RODRIGUEZ
FOR THE FOOTAGE YOU PROVIDED US WITH

MRW LLC
FOR TAKING OVER OUR SALES

JAMES RICHARDS
FOR CONSTANTLY HOSTING SCREENINGS OUT OF YOUR OWN POCKET

THE LETSROLL CREW:

PHIL JAYHAN
GLEN NIGLACK
PAUL KAISER

ART
DEB

AND FINALLY ...

THANKS TO EVERYBODY WHO HAS SUPPORTED US IN ONE WAY OR ANOTHER.

WE HOLD THE WIDOWS, ORPHANS AND OTHERS WHO WERE AFFECTED BY SEPTEMBER 11TH IN
THE HIGHEST REGARD.

WE MEAN NO DISRESPECT TO THEM, OR THEIR LOVED ONES BY RELEASING THIS DOCUMENTARY.

LIKEWISE, WE ARE NOT HERE TO CAPITALIZE OFF THEM, DESPITE WHAT SOME MAY BELIEVE.

RATHER, IT IS IN THEIR MEMORY THAT WE SEARCH FOR THE TRUTH.

WE WILL GLADLY SEND A FREE DVD TO ANYONE WHO LOST FRIENDS OR FAMILY ON SEPTEMBER
11TH, 2001

SINCERELY,
LOUDER THAN WORDS

LOOSE CHANGE
FINAL CUT

2007

[HTTP://WWW.LOOSCHANGE911.COM](http://WWW.LOOSCHANGE911.COM)

On September 11th the world saw the evils of man
We all know where you're going
We know that you're out there
You can't hide forever
We know that you're out there
It was a September morning when America was tricked by sick men with a strict plan to create
conflict
They get rich by any means
Even if it meant death to innocent civilians
To set the stage for a New American Century
Where world domination is motivation enough
for the towers' cremation, complete obliteration for all to see
A public execution on live TV
And the young and the old
Who naively trade freedom for government control
Thinking the system will keep them safe from terror
But the truth is the killers and pall bearers
The masters of deception are running the globe
There's no limits to the evil they'll do
So why would it be difficult to believe
These parasitical thieves, and just like fleas

Surviving off the blood of murdered civilians
They smile at Jesus like Schizo-Chameleons
This isn't a war on terror, it's a war on truth
I'll believe Osama did it when you show me the truth
Who called Willie Brown and warned him not to fly?
Corporate mercenaries benefiting from war
And every lie was told to invade Iraq
And Afghanistan, you're a part of the scam
The 9/11 commission of truth is fiction
Your mission is controlled demolition
Oil profits soar as rockets crash
ISI, CIA, FBI, got the world terrorized
Don't justify global homicide