



JE KINDLE-NOTITIES VOOR:

## 9/11 Coup Against America! The Pentagon Analysis

door Peter Tiradera

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### 77 Highlights

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Highlight (Geel) | Locatie 151

Donald Rumsfeld – after Flight 11 struck the World Trade Center (WTC), he was heard predicting to congressmen that — terrorists would also hit the Pentagon. At 9:31 a.m. his astute prediction becomes reality.<sup>9</sup> Navy Chief Petty Officer Bernard Brown Sr. – of the Pentagon’s Naval Command Center, took a rare day to play golf. His son, Bernard Brown Jr. was one of the children on the airliner, which hit the Pentagon. His center was completely destroyed, 29 of 30 dead.<sup>10</sup> Col. Thomas Williams, Fort Belvoir’s new Commanding Officer – left the area of his office in Pentagon just prior to the moment of impact. But two others died, and another suffered severe burns.”<sup>74</sup> Pentagon officials – canceled travel plans on September 10th.<sup>11</sup> Pentagon’s MASCAL Commanders – had mass casualty rescue gear “out and ready to go”.<sup>12</sup> San Francisco Mayor Willie Brown – received a warning not to fly on September 10th.<sup>13</sup> On May 17, 2002, Pacifica Radio reported that Condoleeza Rice was the source of the call to Brown. Salman Rushdie – was prohibited by The FAA from flying the week before 9/11 and Scotland Yard from flying on September 11th.<sup>14,15</sup> Employees of Odigo – a Jewish instant messaging service, whose headquarters are in New York, but with offices in Israel, received email warnings of the attack, two hours before the first assault on the WTC. The warnings were originally received at the Odigo Research and Development office in Herzliyya, a suburb of Tel Aviv, Israel.<sup>16,17,18</sup>

Highlight (Geel) | Locatie 162

Zim Navigational – a large Israeli shipping company moved out of its World Trade Center offices with over 200 workers just 3 days before 9-11.<sup>19</sup> No Israeli nationals died in the WTC.<sup>20</sup> Ariel Sharon, Prime Minister of Israel – AlManar reported that he was warned by Shabak to cancel plans to address Israeli support groups in New York City on September 12th.<sup>21</sup> Business executives – many of who worked in the WTC, were in Nebraska to attend a meeting at Offutt Air Force Base hosted by billionaire Warren Buffett on the morning of 9/11– visited later that day by George W. Bush.<sup>22</sup> Al Franken – he got a call from former NY Mayor Ed Koch not to work that day. John Ashcroft, Attorney General – only weeks before the attack, Ashcroft had been advised to travel only by private jet.<sup>23</sup> Mike Vreeland – U.S. Naval Intelligence operative — While in a Canadian jail, Officials opened a month-old sealed envelope from Vreeland on Sept. 14, 2001; in it, he had described the attacks against the WTC and Pentagon. Vreeland knew accurate information about the attacks and had tried to warn both the U.S. and Canadian governments about them — he was ignored.<sup>24</sup> <sup>25</sup> Marine Aviation group – on September 8, 2001, moves further away from where the explosion at the Pentagon will happen. As per Leatherneck magazine, “Most of Marine Aviation had just the weekend before been moved to the ‘Butler building,’ an extension of the Pentagon and about 200 yards from where the impact occurred, not nearly as close

as their previous offices.”<sup>26</sup> James Hatfield – an author, published specific information of an upcoming plot, from Germany’s counter-terrorism experts in July 2001. “[Bin Laden] to launch another terrorist attack at a highprofile American target ...the attack on Dubya [Bush] might be a James Bond-like aerial strike in the form of remote-controlled airplanes packed with plastic explosives.”<sup>27</sup> James Hatfield was found dead just 2 weeks later, it was ruled a suicide, however, foul play was suspected. Larry Silverstein – head of the WTC and its lease owner, is not in his office on the 88th floor of the North Tower because of a “doctors appointment”.<sup>28</sup> President Bush’s cousin – escaped death from the WTC thanks to a “schedule change” the night before.<sup>29</sup> Fiduciary Trust – evacuated the WTC — “by chance, an emergency drill had been scheduled for that day.”<sup>30</sup> “Buzzy” Krongard – Director of the CIA. Massive profits were made on airline “put” options that were bought just prior to 9/11. The paper trail was traced to “Buzzy” Krongard at the top of the CIA.<sup>31</sup>

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Highlight (Geel) | Locatie 315

At the time of the attacks, The Carlyle Group, was hosting a business conference in D.C. in which the featured guest of honor is one of Osama Bin Laden’s brothers! The Guardian reported, “On 11 September, while al-Qaeda’s planes slammed into the World Trade Center and the Pentagon, the Carlyle Group hosted a conference at a Washington hotel. Among the guests of honor was a valued investor: Shafiq bin Laden, brother to Osama.”<sup>44</sup> And as the Carlyle investors watched the World Trade towers go down, the group’s prospects soared.

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Highlight (Geel) | Locatie 373

When Pollard’s activities were exposed — he was convicted of spying for Israel from 1984 through 1985. The following individuals were suspected by then-Secretary of Defense Casper Weinberger’s office of the general counsel of being co-conspirators: Douglas Feith – worked at the Pentagon from March 1984 to September 1986 as Deputy Assistant Secretary of Defense for Negotiations Policy. John Lehman – worked at the Pentagon as the Secretary of the Navy from 1981 to 1987. Richard Perle – worked at the Pentagon as Assistant Secretary of Defense for International Security Policy from 1981 to 1987. Paul Wolfowitz – worked at the State Department as Assistant Secretary of State for East Asian and Pacific Affairs from 1982 to 1986. The “spy ring” returns... Pollard obtained classified material from his workplace in Suitland, Maryland, just a few miles from Washington DC. Furthermore, like Pollard — Perle also has passed secrets to Israel. In 1970, Perle was caught by the FBI passing secrets to the Israeli Embassy in Washington DC.<sup>50</sup> When George W. Bush became President, he appointed these conspirators to high-level Pentagon jobs (makes you wonder, who is Bush’s real master). Feith – was appointed Under Secretary of Defense for Policy. John Lehman – worked on the 9/11 Commission (setup by the Bush Administration). Perle – was appointed Chairman of the Defense Policy Board. Wolfowitz – was appointed Deputy Secretary of Defense.

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Highlight (Geel) | Locatie 390

Each of the following individuals on Flight 77 had been in the Navy: Charles Burlingame III – pilot, had once worked at the Naval Command Center in the Pentagon. David Charlebois – Copilot, Navy. William Caswell – one of the Navy’s top scientists.

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Highlight (Geel) | Locatie 398

Barbara Olson – was a devote right-winger and wife of Ted Olson, who was Jonathan Pollard’s former attorney! It is certainly possible that Ted Olson recruited his third wife to participate in this conspiracy. Did Ted Olson want to destroy the incriminating records of his ‘clients’?

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Highlight (Geel) | Locatie 441

the two years before the Sept. 11 attacks, the North American Aerospace Defense Command (NORAD) conducted exercises simulating what the White House says was unimaginable at the time — hijacked airliners used as weapons to crash into targeted buildings. One of the unimagined targets was the World Trade Center (WTC). In another exercise, jets performed a mock “shoot down” over the Atlantic Ocean of a jet supposedly loaded with chemical poisons headed toward a target in the United States. In a third proposed scenario, the target was the Pentagon. NORAD confirmed that these scenarios were regional drills, and not regularly scheduled continent-wide exercises. NORAD went on to explain: Numerous types of civilian and military aircraft were used as mock hijacked aircraft ... These exercises tested “track detection and identification”; “scramble and interception”; “hijack procedures”; “internal and external agency coordination” and “operational security” and “communications security procedures”.<sup>59</sup> Interestingly, all the above portions of the defense network that had supposedly failed on 9/11 were analyzed. Were they being tested to succeed or fail...

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Highlight (Geel) | Locatie 490

There is little wonder that the war games issue is never brought up, by the Department of Defense or the 9/11 Commission. If the general public found out the truth, the consequences to the Cheney-Bush Administration would be devastating.

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Highlight (Geel) | Locatie 492

US Strategic Command (Stratcom) headquarters, at Offutt Air Force Base, near Omaha, Nebraska, is “in full swing” with Global Guardian when the 9/11 attacks begin. The commander in chief of Stratcom and the director of the exercise, Admiral Richard Mies is at Offutt AFB that morning.<sup>68</sup> Because of Global Guardian, bombers, missile crews, and submarines around the United States are all being directed from Stratcom’s Command Center, from the reinforced bunker below Offutt AFB.<sup>69</sup> This bunker is staffed with top military personnel. Because of Global Guardian, three E4Bs (National Airborne Operations Center “Doomsday” planes) are up in the air that morning on 9/11. These military command aircraft with sophisticated communications equipment — are command posts for top government officials from where they can direct US forces, execute war orders while coordinating the actions of civil authorities in times of national emergency. Supposedly, Global Guardian is cancelled at 9:03 a.m., shortly after the second WTC tower is hit.<sup>68</sup> <sup>70</sup> But, even after Global Guardian is called off, the three E-4Bs remain airborne.<sup>69</sup> Most interestingly, on the morning of 9/11, a small group of business leaders are at Offutt AFB! They were invited to a charity fundraiser due to take place there, later in the day, hosted by the billionaire Warren Buffett. Many executives and business leaders that would have been in the WTC are at Offutt AFB with Buffett for the gathering. When the attacks begin, these visitors are having breakfast with Admiral Mies, the director of Global Guardian.<sup>68</sup> <sup>69</sup> <sup>71</sup>

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Highlight (Geel) | Locatie 663

The P-56 is a section of prohibited air space that extends 17 miles in all directions from the Washington Monument. Advancing toward this air space activates air defenses from a joint FAA/Secret Service radar and air traffic control at Langley, VA. This prohibited air space is separate from, and more closely monitored than standard restricted FAA commercial air space, as well as much better defended. Interceptor fighter jets guarding that area were regularly scrambled when commercial planes went off course. The scrambling range is known as the Air Defense Identification Zone (ADIZ) this extends out to 50 miles.<sup>86 87</sup> On 9/11, no fighter defense of any kind was made inside this most restricted air space in the US, the P-56 area around DC and the Pentagon, despite the presence of combat ready aircraft at local bases. Nor were other defense measures, including surface-to-air missiles at the White House or Pentagon deployed.

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Highlight (Geel) | Locatie 681

also dispel many false beliefs such as the one that NORAD Radar only looks outward. Actually NORAD radar INCLUDES all FAA civil radar in the country and has added passive tracking abilities and the ability to determine altitude. The two systems are and were plugged in together on 9/11. The two systems are and were plugged in together on 9/11. Fighter aircraft were successfully scrambled on 56 occasions in the calendar year prior to 9/11 — within minutes...<sup>77</sup>

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Highlight (Geel) | Locatie 696

April Gallop ... got a classified tour of the building introducing her to its defenses, and she was told it was the best defended and safest building in the world. To this day she cannot comprehend why those defenses would have failed on 9/11.<sup>86</sup>

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Highlight (Geel) | Locatie 698

These multiple layers of defense inexplicably failed on 9/11 in the midst of a national crisis especially, just after two prior attacks had just taken place on the World Trade Center towers. The attacking object was known and monitored by NORAD, while the response was purposely delayed until it after impacted its target.

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Highlight (Geel) | Locatie 827

According to the 9/11 Commission, the NEADS Mission Crew Commander is sorting out the orders given to the Langley fighter pilots. The Commander does not know that Flight 93 had been heading toward Washington or that it had crashed. He explicitly instructs the Langley fighters that they cannot shoot down aircraft — they have “negative clearance to shoot” aircraft over Washington. Authorization to shoot down hijacked civilian aircraft only reaches NEADS at 10:31 a.m. Even then, the authorization is not passed on to the pilots.<sup>97</sup> Thus, Cheney’s discussion prior to 10:00 a.m. was not a shoot down authorization, as many have speculated.

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Highlight (Geel) | Locatie 832

Vice President Cheney issues orders to follow a stand down of SAMs and other anti-aircraft weapons against civilian airliners. (By a recent DoD directive J-3 CJCSI 3610.01A, that necessitated “approval” of Secretary of

Defense, Donald Rumsfeld, before military force could be utilized against hijacked aircraft over the U.S. Of course, Vice President Cheney and President Bush could override and direct actions personally. In addition, military commanders had been taken out of the loop. Note that with large pre-planned military exercises, and diversions, most of the fighter/interceptors guarding America were occupied, thus insuring their belated responses. Secret Service agents that were monitoring the situation and in communication with military commanders — repeatedly attempt to inform the Vice President of an imminent threat — a rogue aircraft approaching P56 airspace (i.e. Capitol, White House, Pentagon, etc.). They have heard about the two other similar airliners that have been reported hijacked and flown into the World Trade Center and they are concerned that this may happen in Washington to a major landmark. They know that P-56 is a guarded “prohibited area” and as per principles of their training feel that the Vice President needs to stop the airliner before a disaster occurs. They have the capability with “Stinger” SAMs to bring down the attacking aircraft. Finally, the young Secret Service agent asks incredulously, “Do the orders still stand?” (Referring to the “stand down” order.) This appears to provoke Vice President Cheney’s sarcastic response, “Of course the orders still stand. Have you heard anything to the contrary?” Secretary Mineta, and whoever else was in PEOC, were not suppose to hear any of this incriminating dialogue — that probably added to Cheney’s irritation.

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Highlight (Geel) | Locatie 863

Surprisingly, Mineta didn’t back down despite being heavily pressured from the Commission. What did the Commission want from Mineta? They wanted him to connect the conversation to Flight 93, but in the absence of that, they would settle for Mineta speculating that the talk was regarding a shoot down proposition. But, unacceptable would be the notion that Cheney was enforcing a stand down. This is what the Mineta testimony alleges. Lastly, the frustrated Commission attempts to diminish his credibility, by attempting to trip up Mineta into admitting that he may have been confused that morning.

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Highlight (Geel) | Locatie 868

The fact that “The 9/11 Commission Final Report” discarded his testimony has never been explained. Mineta’s PEOC testimony was also edited out of the 9/11 Commission video archive. Perhaps it was the danger of the Mineta testimony, and the danger that Cheney would have had to commit perjury to uphold the timeline reported by their accomplices — the mainstream press. Is this the reason for the President and Vice President to have had the closed session testimony with the Commission, with no transcript, no witnesses, and no public accountability?

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Highlight (Geel) | Locatie 878

On 9-10-02, Knight Ridder reported that U.S. intelligence officials now believe that in that critical “Match” call, Khalid Sheikh Mohammed gave Atta coded approval for the four teams of hijackers to proceed. On the contrary, given the new context in which this all finally begins to make sense, Atta was merely communicating to his boss, or visa versa, the date that the U.S. gov’t exercise was to take place. Bin al Shihb, Atta, and Mohammad didn’t “choose the date”. The U.S. Government did.<sup>77</sup>

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Highlight (Geel) | Locatie 917

In the case of Payne Stewart, professional golf champion, the Air Force went up to check his fatal Lear jet flight on 25 October 1999. It was routine. Incidentally, Turning off a transponder is illegal, and with supposed phone calls as early as 8:21 a.m., from flight attendants. This should have easily confirmed the hijacking of Flight 11 — a full 25 minutes before it collided with the WTC at 8:46 a.m. There was plenty of time to intercept Flight 11 far from New York City.

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Highlight (Geel) | Locatie 1014

The buck stops here... No matter what... The complacency of the 9/11 response ends with the President and the Secretary of Defense. As per Directive No 3025.15: “The employment of U.S. military forces in response to acts or threats of domestic terrorism may be requested only by the President (or in accordance with Presidential Decision Directives) and must be authorized by the President. All requests for assistance in responding to acts or threats of domestic terrorism must also be approved by the Secretary of Defense... The Secretary of Defense shall manage the DoD’s response to any acts or threats of terrorism...”<sup>102</sup> The above is somewhat misleading however, Again it was worst than that... What the 9/11 Commission didn’t mention, because they don’t want you to know, is that Rumsfeld changed that directive just prior to the attacks of 9/11. When he introducing the CHAIRMAN OF THE JOINT CHIEFS OF STAFF INSTRUCTION J-3 CJCSI 3610.01A, he had disabled Directive No 3025.15.

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Highlight (Geel) | Locatie 1093

Several procedures were put into motion to initiate and prolong the stand down. Excuses were fabricated in a myriad of deception. 1) Rumsfeld removed authority from his commanders to respond to airborne terrorist attacks with his DoD directive issued three months earlier. Thus, base Flight Commanders were in actuality, serving more as expensive administrative assistants. 2) A high-ranking official ordered the diversionary bombing practice in North Carolina. 3) Then, the pilots were purposefully delayed in returning to Andrews AFB. 4) Somebody purposefully delayed the launching of the F-16s, by ordering the rearmament of 20mm rounds. This was completely unnecessary! They would never have used these guns. 5) And somebody purposefully delayed the launching of the F-16s with a drag-your-feet missile rearmament. These missiles can be attached in minutes. After all the above tactics were utilized, and the damage to the country sustained, there would be a battle cry for the base to respond. This would give the perpetrators an alibi—that they did indeed try to thwart the attack.

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Highlight (Geel) | Locatie 1168

seems that, those who had received the most accommodations and promotions, were also those that participated in the hindrance of our nation defenses. Was 9/11 considered a success for our leaders? Their appearance seems to suggest this. Governor Pataki, while passing medals out, said. “On behalf of all New Yorkers, I am honored to recognize their exemplary service with these Conspicuous Service Medals... Col. Robert K. Marr, of Rome, Commander, Northeast Air Defense Sector...”[!!!]

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Highlight (Geel) | Locatie 1174

The pilots flying over New York City and Washington claim they are never given a formal “shoot down order” that day.

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Highlight (Geel) | Locatie 1289

Why did the alleged terrorists fly all the way out to Kentucky? The hijackers would have known that the longer the flight the higher the risk of being intercepted by the military. Or, having the FAA warn the pilots of potential hijackings, before it supposedly headed all the way back to Washington, D.C.? Why didn't they quickly turn into the Pentagon shortly after taking off? Notice how close Dulles Airport is to the Pentagon? Why would the hijackers turn off the transponders? Allegedly, “someone on board Flight 77 had flipped off the transponder, the device that sends a plane's airline identification, flight number, speed and altitude to controllers' radar screens.”<sup>130</sup> Why did all the hijacked planes turn their transponders off, when that would serve to alert air traffic controllers that something was wrong? After, their planes were identified — the FAA would notify NORAD. NORAD then would track them with high tech radar and satellite systems, and in turn, would send an intercept promptly. That's the standard operating procedure (SOP). Wouldn't that risk a rather premature intercept of their planes? But it didn't happen like that — because the system was rigged that fateful day. If the hijackers had turned off their transponders, civil authorities could no longer track their planes with transponders. This sets off alarms and puts the aircraft in coast track status (more on that later). The controllers then need to account for the plane with primary radar (covers 90% of the U.S.), if unsuccessful then they need to alert NORAD. The FAA increasingly relies on only transponder data instead of the primary type (blip on a screen), however the primary radar is available and is used routinely in cases when a transponder malfunctions.

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Highlight (Geel) | Locatie 1427

William E. Caswell, 54, was a third-generation physicist whose work at the Navy was so classified that his family knew very little about what he did each day. They don't even know exactly why he was headed to Los Angeles. He is credited to have made major contributions to quantum gauge field theories. Caswell's PhD advisor, wrote of Caswell in a Princeton University publication: I knew that the Navy needed a really smart scientist to advise on a classified advanced technology project ... Starting from zero, he rapidly rose to a position of overall scientific responsibility, leading a team of more than 100 scientists in some of the Navy's most challenging research.

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Highlight (Geel) | Locatie 1472

How did they know to blame 9/11 on Bin Laden, if they hadn't identified any hijackers yet? On the same day, FBI Director Robert Mueller said: ...preliminary investigation indicated 18 hijackers were on the four planes — five on each of the two planes that crashed into the World Trade Center, and four each on the planes that crashed into the Pentagon and in Pennsylvania. One of the most glaring inconsistencies with the government fable is that the airline flight manifests that were released to the media never had any Middle Eastern names on them! Was a list being trumped up? ... How did the FBI identify all 19 hijackers only three days after 9/11? Only three days after 9/11, the FBI National Press Office released this statement (excerpt relating to Flight 77): For Immediate Release September 14, 2001 FBI Announces List of 19 Hijackers The following is a list of the nineteen (19)

individuals who have been identified as hijackers aboard the four airliners that crashed on September 11, 2001, into the North and South Towers of the World Trade Center in New York, the Pentagon, and Stony Creek Township, Pennsylvania. Information listed for each hijacker differs, but may include date of birth, address provided, or visa status. This is the extent of the information available at this time. The FBI requests that anyone who may have information about these individuals — even though they are presumed to be dead — ... American Airlines #77 Boeing 757 8:10 a.m. departed Washington Dulles for Los Angeles 9:39 a.m. crashed into the Pentagon 1) Khalid Al-Midhar - Possible residence (s): San Diego, California and New York, New York; Visa Status: B-1 Visa, but B-2 Visa had expired. 2) Majed Moqed - No information available. 3) Nawaq Alhamzi [al Hamzi] - Possible residence (s): Fort Lee, New Jersey and Wayne, New Jersey and San Diego, California. 4) Salem Alhamzi [al Hamzi] - Possible residence (s): Fort Lee, New Jersey, and Wayne, New Jersey. \*5) Hani Hanjour - Possible residence (s): Phoenix, Arizona and San Diego, California. Believed to be a pilot. [\* added later; Emphasis added] FBI gathered names and photos with exceptional speed (Photos: FBI). How were they able to do this so quickly? This suspicious behavior implicates that U.S. intelligence agencies knew well in advance who the hijackers were. It would have been impossible to ascertain these identities so quickly from the rubble of the collapsed WTC towers, Shanksville, or Pentagon crash sites. According to CIA's George Tenet's testimony, "Some hijackers were identified by air crews and passengers who made phone calls from the hijacked planes," he said. How were the passengers to know who they were? Did they wear nametags?

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Highlight (Geel) | Locatie 1493

On September 14 it was revealed by the FBI that there was another hijacker on Flight 77 — Hani Hanjour.<sup>136</sup> Two days later, it was reported that Hanjour's name was not on the passenger manifest of Flight 77 because he may not have had a ticket.<sup>137</sup> How was Hanjour able to board the plane if he didn't have his name on the manifest or have a ticket? If Hanjour's name wasn't on the manifest and he didn't have a ticket — how did the FBI know he was on the plane? Since no record what so ever existed that Hanjour had indeed boarded Flight 77!

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Highlight (Geel) | Locatie 1498

While in the airport, the hijackers are supposedly captured on video. The video images lack the standard time/date stamp and other camera identification info. This is a Dulles Int'l Airport video image of a supposed hijacker (Photo: nydaynews.com). If the videos were really from flight 77, why would the time stamps be removed? Were the images from a different day? An interesting link to the puzzle may be President Bush's brother, Marvin P. Bush — he was a principal in Securacom, a company that provided security for the Dulles International Airport and the World Trade Center.<sup>138</sup>

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Highlight (Geel) | Locatie 1502

Even the FBI says there is no evidence to link the above men to the 9/11 hijackings. During an April 19 speech delivered to the Commonwealth Club in San Francisco, FBI director Mueller flatly stated: [The hijackers] "left no paper trail ... In our investigation, we have not uncovered a single piece of paper — either here in the United States or in the treasure trove of information that has turned up in Afghanistan and elsewhere — that mentioned any aspect of the Sept. 11 plot.<sup>139</sup>

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Highlight (Geel) | Locatie 1506

Almost instantaneously after 9/11, the government had stated that there was firm evidence not only that these 19 Muslim men were agents of Osama bin Laden's al-Qaeda "network" but also that they were indeed the individuals who hijacked the doomed flights on Sept. 11. Los Angeles Times reporters found that while Law enforcement officials have been able to reconstruct the movements of the hijackers before the attacks — were all legal — except for a few speeding tickets. They have found no evidence of their actual plotting. The Times reporters acknowledge that Mueller's comments "offer the FBI's most comprehensive and detailed assessment to date of its investigation, remarkable as much for what investigators have not found as for what they have." 139

Highlight (Geel) | Locatie 1511

We have been told that the group that planned and carried out the hijackings and subsequent attacks on the World Trade Towers and Pentagon, were highly trained experts (possibly by the CIA), with knowledge of how to forge IDs, fly airliners, "connections" to enter secure facilities, train at U.S. Military bases, and have knowledge on the highest levels of the U.S. defense system and how to exploit it. But at the same time, we were told that these same hijackers spent the night before the attack getting drunk in "strip clubs", spending a lot of money, making noise, and doing just about anything they could to attract attention. They used credit cards and public library computers to send emails using their alleged names, and decorated their apartments with absurdly obvious "props" such as a crop dusting manual, Korans, and other incriminating evidence to where the whole matter reads like a low budget movie. Early government and media reports hyped supposed "findings" — letters and other documents — in the cars and personal belongings of the presumed hijackers, which "proved" that they were on a "mission for Allah." What is really stunning is how these patsies did everything they could to make sure everyone knew who they were pretending to be. They were most likely, just decoys to hide the real perpetrators. It was by no accident that these supposed hijackers were chosen for their Middle Eastern names and appearances, since the Muslim Arabs were to be blamed for the ensuing 9/11 atrocities. But the truth is, that practically all the hijackers were Saudi's nationals — one of America's strongest allies.

Highlight (Geel) | Locatie 1528

Paul Sperry of WorldNet Daily brought to light an internal Federal Aviation Administration (FAA) memo summarizing the Sept. 11 hijackings. It stated that a passenger aboard American Airlines Flight 11 was shot to death by a single bullet. A flight attendant, who had contacted Suzanne Clark, an American Airlines employee, had clearly stated that someone had been shot and killed. She identified the passenger as Daniel Lewin of seat 10B and the person who shot him as Satam Al Suqami from seat 9B. She stated that the incident happened at 9:20 a.m. In these clear reports, there doesn't appear to be much "wobble room". However, the FAA claims the memo, time-stamped Sept. 11 at 5:30 p.m., was written in error. "It was a first draft," said FAA spokeswoman Laura Brown. "There was no gun."140 How is the FAA to dispute the flight attendant's claim? Were they also on the flight watching? Or was the phone call a hoax, and there really was no gun to begin with? Are we to understand Ms. Brown's statement — as the memo (evidence) will get transformed as it progresses through drafts? Are important facts to be omitted that don't support the official fib? From phone transcripts of a conversation from Flight 11's Betty Org: The cockpit is not answering their phone. And there is somebody stabbed in business class ... and they can't breathe in business class or something. Somebody's got Mace or something— 97 So we have knives that can stab, and obviously not, of the plastic variety, and a clear reference

to mace. But then... White House claims the hijackers used box cutters and plastic knives. President Bush's spokesman, Ari Fleischer, said in mid-May 2002 that the perpetrators of 911 "used box cutters and plastic knives". But the baseless fib really got started by Donald Rumsfeld just after the attacks. He told Fox News on September 16th, "that the hijackers used weapons that are distinctively different — plastic knives." On October 9th, he suggested to Dan Rather on CBS News "plastic knives and the use of a U.S. airliner filled with American people as a missile [were used] to destroy a World Trade Center." In reality, there was absolutely no evidence of this.<sup>141</sup> <sup>142</sup> Not even the sham Barbara Olson call from Flight 77 mentioned anything about plastic knives?

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Highlight (Geel) | Locatie 1545

Some speculate that one reason they had backed off from the guns and metal knives was that this shifted the responsibility, and therefore, the blame to the Airlines and airport security. If pressed from huge victim- lawsuits for damages from this overt security breach — they may not be the best allies to have — if you were in a conspiracy. Plastic knives, as ridiculous as it seems... could pass through scanners... guns couldn't... Therefore no one would be to blame. The big problem for the government was that in the first fable they created — a gun-toting terrorist had already shot a passenger. Afterward a flight attendant reported this to the airlines, and subsequently the FAA had documented it.

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Highlight (Geel) | Locatie 1550

Even though, the laughable plastic knives theory is something only kindergarten kids would believe, the beltway media relentless rammed the lie home, day and night, until the image was in your head. It is an image of four scrawny Arabs, with white plastic knives or box cutters, herding 60 odd passengers and crew into the back of a plane. Didn't Hitler say, the bigger the lie the better? Visas were arraigned through a CIA consulate in Jeddah, Saudi Arabia. Abdullah (Brigadier) Noman was a State Department employee, who organized the hijackers' visas. He claimed that the U.S. office at Jeddah was among other things, a CIA consulate, that allowed or arraigned visas for at least fifteen of the supposed hijackers. The Las Vegas FBI arrested Norman in November 2001.<sup>143</sup> Is he being framed for being a "whistle blower"? Is he the fall guy for the CIA? Another former employee, Michael

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Highlight (Geel) | Locatie 1573

On February 11th 2002, an important witness, Katherine Smith, an employee at the Department of Motor Vehicles, was suddenly killed "in a fiery car crash" the day before her first court appearance. The prosecutor called the crash; "most unusual and suspicious" She appeared to be burned to death in her car without the gas tank igniting. Those trying to assist her claimed that she didn't move at all, alleging that she had been killed prior to the fire. Her death was ruled "Death by other means".<sup>149</sup> In the current Bush-era of "War on Terror", it's beginning to look more like this former Tennessee DMV employee was killed to cover up something.<sup>149</sup>

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Highlight (Geel) | Locatie 1622

Only with an antagonist, could the CIA justify its enormous budget and large worldwide presence (that it was profiting from). Thus, it was the United States' very own CIA, under the direction of the neocons and the Bushes that ushered in the new "War on Terror". This financing ring was exposed shortly after 9/11 by the Times of

India, they reported that Pakistan's ISI chief Lt. General Mahmoud Ahmad was in Washington during September 4th to 15th, 2001 and met George Tenet, Richard Armitage, Porter Goss (who later heads the CIA), and Bob Graham, who is chairman of the Senate Intelligence Committee. While, Pakistani Ahmad Umar Sheikh at the instance of Gen. Mahmoud had just wired \$100,000 to hijacker Mohammed Atta before the 9/11 attacks.

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Highlight (Geel) | Locatie 1651

pilot remarked, "...on several occasions he was flying aircraft when the transponder failed. Air Traffic Control simply located his position with conventional radar, no problem."165 The air traffic control sector that Flight 77 was flying through was using a secondary radar site (site QHY-E). When the transponder, fails, is turned off, or there is a loss of signal, the plane becomes coast track status; this indicates that the ATC computer is no longer tracking a radar return, but the blip continues in a track of the last direction recorded and an alarm is activated. If the controller decided to try and find Flight 77 by using either of the two primary radar sites (sites QWO-E and QRI-E), he should have been able, especially at the high altitude AA77 was at. The area where Flight 77 vanished was not in a "radar hole".

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Highlight (Geel) | Locatie 1657

In the FAA's Aeronautical Information Manual (AIM), which all pilots and flight attendants need to be familiar with, are procedures for dealing with "hijackings". These pre-9/11 procedures are quite clear in explaining how to communicate with air traffic controllers in the event of an "aircraft piracy" (hijacking). In such an emergency, ANYONE of the crew would relay the well known code of "7-5-0-0".

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Highlight (Geel) | Locatie 1663

It would be inconceivable that the entire crew would be instantaneously incapacitated so that NO ONE is able to mutter these 4 simple numbers. Or are we going to be told again, these experienced crews with decades of flying experience were "incompetent." It seems that that excuse is wearing thin by now. Of all the supposed hijacked flights that day— not a one... broadcast this code!

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Highlight (Geel) | Locatie 1792

Another report by Newsday claims General Weaver said that West Virginia flight control had noticed at 9:05 a.m., a new eastbound plane entering its radar with no radio contact and no transponder identification. They were not sure it was Flight 77.171 Supposedly they wait another 19 minutes before notifying NORAD about it. There is no long-range Air Traffic Control Center in West Virginia! Even so, how is it that an elusive controller in West Virginia, found a blip on radar of immense significance, but doesn't share the information with anyone? This gives little credibility to General Weaver's explanation of the incident. Who was it, what agency, and what radar facility? The only source is General Weaver. The Newsday online article of that press conference no longer exists. Weaver had connections at Newsday, since few other outlets had shown interest to cover it directly. 173 Interestingly, Weaver had been under scrutiny for his false testimony in the Congressional anthrax-vaccine hearings.

Highlight (Geel) | Locatie 1824

The portion of the flight path, from Kentucky, (near the Lawrence County Airport) to Washington D.C. is roughly 300 miles; it was done in about 30 minutes time. Therefore, Flight 77 would have had to be speeding along at about 600 mph! That's about 100 mph faster than Dulles radar controllers saw it traveling! The fastest estimates of the unidentified aircraft were 500 mph. (others were 400 – 480 mph) The absolute maximum cruising speed of a 757 is 568mph at 30,000 ft., (low altitudes can dramatically reduce speed) so it was traveling at more than its maximum speed! This also, speculates that perfect navigation was utilized. It was completely impossible for Flight 77 to fly from Kentucky to the Pentagon in the allocated time! Even with perfect flying skills.

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Highlight (Geel) | Locatie 1840

Her publisher, Alfred S. Regnery, was also a Flight 77 witness at the Pentagon. (How's that for publisher support!)

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Highlight (Geel) | Locatie 1841

She made an 11th hour change of her itinerary, to get on the Flight 77. Her bogus call was a deliberate ploy by the neocon's to make the official connection to Flight 77 as the hijacked jet that hit the Pentagon. The government knew that the Flight 77 fable was rather weak and needed some additional bolstering. "Her description of what was occurring in her last moments provided what officials said was valuable information about the incident." Her call, reported on the next day, was crucial in establishing the existence of terrorists on the flight and that they possessed dangerous weapons. Later, the identity of the plane that hit the Pentagon would hinge on it. Soon thereafter, CNN had propagated the story around the world. This narrative originated in the Department of Justice and was carried by CNN, just 16 hours after Olson's loss. It went as follows: Shortly afterwards Flight 77 crashed into the Pentagon... Ted Olson told CNN that his wife said all passengers and flight personnel, including the pilots, were herded to the back of the plane by armed hijackers. The only weapons she mentioned were knives and cardboard cutters. She felt nobody was in charge and asked her husband to tell the pilot what to do." "We've been hijacked," Barbara Olson, a former prosecutor, said into her cell phone as she sat huddled with other passengers forced by knife-wielding assailants to the back of the jetliner.<sup>130</sup>

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Highlight (Geel) | Locatie 1851

Ted Olson told CNN, that his wife said she reported that the flight crew had been herded to the back of the plane with the passengers, and she asked her husband what she should tell the pilot who was apparently beside her while the hijackers were in control of the cockpit. Burlingame was a decorated war veteran and long-time Pentagon liaison officer. What advice could Ted Olson possibly offer him?

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Highlight (Geel) | Locatie 1875

This amazing story is an ever-changing chameleon. • Ted Olson fails to name the person who took the original call. • Olson first said that she used a cell phone, but when people started saying that cell phones wouldn't work... • Next, he changed his story to AirPhones. The problem was he had already said she was in the

bathroom when she called. • But that can't be true either, because AirPhone cords don't reach to the bathroom. Then he said... • She might not have been in the bathroom, he only thought she was because the background noise was quiet. • Olson's told the Daily Telegraph six months later, that Mrs Olson had wasted a lot of time trying to call collect because she had no credit card to use on the AirPhone? But, you can't use the AirPhone at all without a credit card. Period. The reason that Ted Olson couldn't say she used a credit card is that would show on her monthly statement. This would show he was a fraud. • Later, Olson stated, his wife had claimed her mobile was in her handbag stowed away, and she did not have her credit card available. Amazingly, only moments from possible death — nobody else wanted to call a loved one! Why was no one else using any in-flight phone to make a call to a husband, wife, or family member? All other passengers are silent. Why would the hijackers who were on a suicide mission, allow only one of the 56 passengers, Barbara Olson? Let alone, she makes three calls! Olson's fable was never backed up with any evidence. Interestingly, Ted Olson could never produce the Department of Justice's telephone accounts, which would clearly show a few reversecharges entries charged from Flight 77's AirPhone. It seems Ted Olson had time to report the call to the Department of Justice Command Centre, between her calls. The Olson's phone call to Ashcroft was "unsuccessful". So that's another untraceable call, leaving no records. Ted Olson said that he then switched on his TV and started watching the crisis coverage as the department was hurriedly evacuated. Who, then, was making a call from Flight 77 after it crashed into the Pentagon? The phone call last 4 minutes longer than the evidenced-based time of the Pentagon attack!

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Highlight (Geel) | Locatie 1917

A later account states that Ben Sliney, the FAA's National Operations Manager, makes the decision without consulting his superiors, like Jane Garvey first. Would Sliney really make that decision by himself? September 11 is Sliney's first day on the job as National Operations Manager!<sup>181</sup> Sliney, a former NYC lawyer later sued the FAA. Was Ben Sliney the fall guy for the inactions and poor performance of the FAA on 9/11?

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Highlight (Geel) | Locatie 1924

But was the grounding of 4,452 aircraft over such a short time, serving another purpose during 9/11? The grounding that happened on 9/11 — was a predictable event that day. The perpetrators used the checklist responses of the Counterterrorism Security Group, headed by Richard Clarke who with his staff coordinated the Principles of each of the major agencies of the U.S. In June of 2001, counterterrorism "tsar" Richard Clarke prepared a document that outlined a checklist in case of a terrorist attack, which he passed on to Dick Cheney's staff (Condoleezza Rice, NSA advisor). Clarke correctly believed, "something big was coming". The perpetrators had first hand knowledge of the responses to their attack even before it occurred — not unlike reading your enemies playbook. One of the first items discussed by Richard Clarke to FAA's Jane Garvey, was the grounding of aircraft over the U.S., "Well Jane, can you order aircraft down?<sup>60</sup> Was the preoccupation and accompanying perplexity of having to bring down almost 5,000 aircraft overwhelming to air traffic controllers? Were they able to take the time to search or track aircraft with their primary radar? Or were they tremendously occupied with giving information and approach instructions to thousands of aircraft making impromptu landings at the "closest practical airport"? Could the situation have been taken advantage of? Would thousands of aircraft scrambling for airports (especially over the congested East Coast region), have caused a massive diversion allowing a "hostile aircraft" to move about more easily? The perpetrators anticipated the FAA grounding, or may have even ordered it themselves — and they had planned to take full use of its overwhelming effect.

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Highlight (Geel) | Locatie 1937

Coincidentally, just minutes after the grounding order went into effect the Pentagon was hit!

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Highlight (Geel) | Locatie 2041

regards to the Secret Service and the FBI, who had secured the Pentagon's west side (the side that got attacked) — what did they see? Why did none of these government officials go on the record with details of what they saw? Also, if they had stinger missiles (SAMs) to protect President Bush down in Florida, why would they not have them at the Pentagon, where Bush was supposedly going to fly after coming back from Florida? Why would they not fire at an attacking hostile aircraft to protect the Pentagon? By the way, how often does the President fly to the Pentagon for a visit? Was it a ploy to secure the area beforehand?

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Highlight (Geel) | Locatie 2049

After 9:45 a.m., Dale Watson, counterterrorism chief at the FBI, reported to the CSG in the Situation Room, “We have a report of a large jet crashed in Kentucky, near the Ohio line” (last known position of Flight 77). So even after the Pentagon attack the FBI believes that Flight 77 crashed when it was lost on radar.

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Highlight (Geel) | Locatie 2052

Some believed that they had seen a turboprop, helicopter, missile, small twin-engine jet, or a F-16 strike the building. But it was only after Donald Rumsfeld had returned from outside that it was certain what had happened. After Rumsfeld's account of what happened, was brought forth, the Pentagon's website stated that an airliner had hit it. Victoria Clarke recalled: When he [Rumsfeld] came back in the building about half an hour later, he was the first one that told us he was quite sure it was a plane. ... He was the one that told us, the staff that was in the room. So he was really the first one who told us that it was most likely a plane.<sup>197</sup> Was Donald Rumsfeld the first to start the 757-disinformation operation?

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Highlight (Geel) | Locatie 2133

On the morning of 9/11/01, Ehud Barak, the former Israel's prime minister was in London doing an interview with BBC. He came on the BBC at the precise time of the attacks. While the whole world was stunned former Israeli Prime Minister Ehud Barak appeared from BBC's main office in London with a pre written/prepared speech. He spent 30 minutes speaking about how dangerous some “Islamic” countries and terrorists are. At the end of the interview, the news reporter stated that Mr. Barak joined him an hour before it was broadcasted, meaning Barak was there even an hour earlier. In real time of events this means he was there within minutes of the blast, with a pre-written interview. He knew beforehand that the bombings would take place. It was not difficult to see that Barak came with a pre written speech as he is quick to point out all of Israel's enemies which he calls “rogue states”. The answers to the interview were carefully prepared to use public sentiments created by the blast, against enemies of Israel.<sup>210</sup> BBC video of the plane while Barak gives a prepared talk on terrorism (Video still: BBC). Is the aircraft in the video a 757–200? During this interview, this footage shown by the BBC, claimed to be the plane that hit the Pentagon. It shows the plane being filmed from underneath, however, it doesn't show the impact. Later they show the Pentagon on fire in the background. The aircraft in the BBC video

has some qualities that distinguish it from a Boeing 757: • The aircraft seems stockier, with a shorter nose section (like a 737). • It has a whitish bottom, not a silver reflective one that the American 757 has. • The engines are not as visible in front of the wings as a 757 has. • The increased sweep of the wings seems more consistent with smaller aircraft. Why wasn't this video shown in the U.S.? Was it too contradictory to the official story? If indeed it is the aircraft that allegedly hit the Pentagon then it doesn't support many of the official government's claims. Some observations and/or contradictions: • The path that the aircraft is on is a routine approach to runway 15 at Reagan National Airport. • The aircraft appears to be in a dive, and not on the almost horizontal trajectory of the official path. • That it was not clipping lampposts, it is too high and the view is completely from underneath. • All those claims of witnesses seeing intricate details, like passenger's faces, etc. would be even more impossible to believe. • This appears to have been filmed from a wooded area, just below the bottom left of the aircraft — likely from Arlington National Cemetery as opposed to coming down the boulevard. • The film does not show an impact — it is consistent with a flyover. Do eyewitnesses support the video?

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Highlight (Geel) | Locatie 2188

Since at 9:26 a.m., the FAA instructed all aircraft to make landings at nearby airports and all scheduled flight were to be grounded, the controllers at Reagan were obviously quite busy directing aircraft landings. At the end of this unprecedented grounding there were more than 120 aircraft stranded at the airport! 216 There would have been numerous airliners making hurried landings starting from 9:26 a.m. Coincidentally, this is roughly the same time as the Pentagon attack. Most of the flights that landed were not entered in the Bureau of Transportation Statistics (BTS) database ([www.bts.com](http://www.bts.com)) as they usually are.

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Highlight (Geel) | Locatie 2206

There are two major subdivisions of witnesses — those that are in the contention that the airliner came down the path with the knocked over lampposts — and those that claim to have seen it fly over Arlington National Cemetery (ANC). The former is the official story, and those that support it, are mostly top-level governmental workers and DoD contractors. The majority of credible witnesses tended to support the “eyewitness” path (marked below). Eyewitness path vs. official Lamppost path (Photo: [spaceimaging.com](http://spaceimaging.com)). There are two major divergences that this later group has with the government's story. First, they mostly reported that the aircraft was at a higher altitude, at least 150–200 feet off the ground; which is consistent with the BBC video of the attacking airliner. Secondly, these witnesses don't make the adamant claim of explicitly seeing an American Airlines 757 that deliberately crashed into the Pentagon. In fact, most of those in this group actually gave vague descriptions, and remarked how they confused that aircraft for one that was making a landing at Reagan National Airport (RNA). Most only saw the airliner disappear behind trees or a building, few if any explicitly claim to have had seen it crash (the BBC video did not capture the crash either). The official trajectory path (Image: ASCE). The diagram above shows the angle the Pentagon claims the 757 came in to the building. Now put this together with the frames released from the Pentagon parking lot video that shows an aircraft skimming inches above the grass. This is an amazing evasion of large highway signs and other lampposts. But when we look at these photographs, the whole pentagon story collapses. As you can easily see, the plane would at one point, been in the same place as that overhead street sign and light posts.

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Highlight (Geel) | Locatie 2307

The Hotel Sheraton security cameras The Washington Post's Bill Gertz and Rowan Scarborough reported: Hotel [Sheraton] employees sat watching the film in shock and horror several times before the FBI confiscated the video as part of its investigation. It may be the only available video of the attack. The Pentagon has told broadcast news reporters that its security cameras did not capture the crash.<sup>226</sup> If this report is true, then something important was captured on that video. The FBI has never revealed the images from this camera. That was five years ago, if no images were captured, the FBI should release it and allow this matter to be put to rest.

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Highlight (Geel) | Locatie 2312

The CITGO gas station security cameras There is a CITGO gas station located at the entrance of the Pentagon with a surveillance video camera pointing in the direction of the impact zone. This camera would have viewed the entire event. That should have ended the controversy. Velasquez, the owner of the gas station said his security cameras are close enough to the Pentagon to have recorded the moment of impact. "I've never seen what the pictures looked like," since, "The FBI was here within minutes and took the film."<sup>227</sup> This indicates also that the FBI was in the vicinity of the Pentagon when it was attacked.

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Highlight (Geel) | Locatie 2363

Notice that numerous references are made to a bright light (brilliant flash, etc.), with intense heat; this is characteristic of high explosives, bombs, or from a missile, not an airline crash which burns with orange flame and black smoke.

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Highlight (Geel) | Locatie 2385

Blast or shock waves are also a trademark of high explosives. Witnesses in the Pentagon, mostly military men, like Lt. Col. Marc Abshire, had described a shockwave, "...It shot me back in my chair. There was a huge blast. I could feel the air shock wave of it. ... It was more of a direct smack."<sup>231</sup> At about 9:20 a.m., another blast victim observed, "All of a sudden, the windows blew in..."<sup>231</sup> While Sheila Moody "... heard a whoosh and a whistle and she wondered where all this air was coming from. Then a blast of fire that left as fast as it came. She looked down and saw her hands aflame, so she shook them..."<sup>231</sup> Her report, doesn't substantiate claims of an airliner crash. Others like, Mr. Peter Murphy, was knocked entirely across rooms, or down corridors. "...[Lt. Col. Brian Birdwell] was knocked down. When he stood up, he realized he was on fire."<sup>231</sup> Peggy Mencl said, "It blew me 10 feet". People smelled cordite. What is the significance?

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Highlight (Geel) | Locatie 2392

Cordite like gunpowder has a fireworks-like smell; it is often referred to the "smell of war." However, there is no cordite in an airliner! And, jet fuel is not at all similar; it has a powerful chemical odor that is very nauseating. If both were present the jet fuel would easily over power the gun smoke smell [I have had exposure to both of these substances and their respective odors while in the USAF — they are distinctly different].

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Highlight (Geel) | Locatie 2438

Why did the fire fighters and rescue workers pull back and wait? Three site evacuations of the Pentagon were ordered on Sept 11, 2001: 1. The first (at 0955 hours) was because of structural concerns. 2. Chief Schwartz called the second evacuation at 1015 hours; the “all clear” was given at 1038 hours, long after the plane crash was reported in Pennsylvania. Agent Combs had first received notification of this threat by radio from the FBI Washington Field Office, which was in direct contact with the FAA. 3. The third one was around 1400 hours on September 11. The last evacuation was necessary only because the FBI presence at the command post had been disrupted, when the control tower at Reagan National Airport notified the ECC of an “inbound unidentified aircraft,” but this plane was determined to be “friendly.”<sup>78</sup> Photo just after “pull back” order by FBI. Notice that there are no firefighters and the roof is intact (Photo: signs-of-the-times.org). Since when do firefighters pullback and wait, while people are being burned to death. One excuse they gave us, was that the terrorist were going to attack again. But, why would they hit the same unoccupied wedges of the Pentagon again? And, if they thought that the building would collapse, then, why couldn’t they still battle the fires from the exterior — they didn’t do that either. The fire and rescue withdrawal was complete. The evacuation called at 10:15 a.m. was perplexing since the Shanksville crash (and last) had already occurred. Also, the F-16s from Langley had arrived over Washington D.C. just after the Pentagon was on fire. There is really no excuse for the inaction except that it was perpetrated for the following reasons: • To make the situation look worst than it really was, curb the firefighting efforts, and sadly to increase the casualty count. • To arrange for setting the stage for another round of explosives — this happened at 10:10 a.m. • To remove fire and rescue personnel so they couldn’t witness agents planting debris and other evidence.

Highlight (Geel) | Locatie 2453

People were running away from the Pentagon, they shouted, “everyone get under the bridge, another one is coming.”<sup>242</sup> But no plane ever came. Steve DeChiaro, an engineer witnessed the fiasco, “Just as we’re about to open the door [to get into the building], they start screaming, ‘There’s another inbound plane’...For nearly 15 minutes, they stood watching the Pentagon burn and periodically checked the sky for another plane.”<sup>243</sup> Sgt. Andrew Myers claimed, “...the FBI told us to drop our stretchers and get as far away from the building as possible ... another plane was coming. I started running toward Crystal City, across I-395. I was out of breath when I reached the bridge, but I had to get farther away from the building.”<sup>220</sup>

Highlight (Geel) | Locatie 2459

This photo is after all units are pulled back — you can see the collapse in the middle. There is more smoke, now black, coming from the interior of the structure than previously. The collapse occurs — why did the collapse come about 40 minutes after the attack? Coincidentally, shortly after the fire and rescue units pulled back, the Pentagon collapses and burns! Outside the Pentagon, witnesses noted, “... at 10:10, the mood abruptly changed when [a] thunder-clapping sound echoed over the grounds...”<sup>231</sup> CNN reported the event, “[at] 10:10 a.m. —

Highlight (Geel) | Locatie 2464

A collapse doesn’t cause a “thunder-clapping sound”, but high explosives do! This excellent photo captures the actual moment collapse. Why is there fire on the 5th floor and roof! This also suggests use of high explosives,

since as one can see, the office of the three floors just under the collapsing roof were unscathed. So how did the fire get there? Also notice the abundance of grayish-white smoke.

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Highlight (Geel) | Locatie 2496

How is it possible that exactly above the aircraft-melting fire, there are undamaged plastic computers and wooden furniture? Yes, that's an undamaged book on the wooden stool! (Photo: 911review.com) The proof is in the details. The second story and above, have pristine white painted walls, and undamaged items (books, computers, wooden furnishings, etc.). The furniture is in good condition — in its original place. The walls are free of the smoke damage, soot, and heat of the intense fire that supposedly took place within the building — at the hottest point! If you recall there was a raging inferno just underneath where an entire “aircraft melted”. Heat rises, it would have been especially hot — reportedly “thousands of degrees.” But, the upper offices are nearly untouched by any damage, whatsoever. Isn't that ... impossible?

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Highlight (Geel) | Locatie 2534

The ASCE claimed that the planes “blackbox” was found at the most forward position of the debris field, at the exit hole. The only problem — the black box is mounted in the rear of a 757, in the tail section!!!

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Highlight (Geel) | Locatie 2581

Another angle, still nothing. Early photos are consistent (Photo: Will Morris/ Associated Press). Pentagon lawn is “clean as a whistle” (Photo: Mark Faram). The supposed fireball didn't leave a damage trail — of any sort. There was no scorching or even sooting to suggest that the immense fireball of the parking lot video was factual. One would at least expect to see concussion damage like blowing over the nearby construction trailers, or window damage to the control tower. The windows of the building are not even broken as would be expected (there are no blast resistant windows in wedge 2). In any event, it was clearly NOT 5,000 gallons of jet fuel, burning out of control.

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Highlight (Geel) | Locatie 2619

would make sense that if the World Trade Center (WTC) and the Murrah Building of Oklahoma were brought down with controlled demolition — they would use the same formula on the Pentagon. The setup would be similar to “Oklahoma City bombing” with trailer and car bombs outside and the building laced with explosive charges on the inside. The towers of the WTC were much larger buildings — therefore the Pentagon attack would be essentially a small-scale version of the WTC strikes. Perhaps a full-scale airliner was too much for the Pentagon. If using a real airliner was discussed, it may have been opted against for several possible reasons: • It was risky, those are Rumsfeld's and Wolfowitz's neocon friends were talking about. What if the 757 missed a wedge or two? Maybe Rumsfeld could have seen the nose cone for himself. Unlike the WTC, which you literally can't miss (with the airliner), the Pentagon, by its geometry, is similar on all sides, and one side could be easily mistaken for another (Worse errors have been made in combat situations). • The aircraft hit needed to be very precise, just the right angle, and location. It shouldn't hit the inner rings or say the helipad, if all their demolitions were in a different location. The aircraft impact would have to agree with the demolition effects, or it would make people suspicious. • The Pentagon sits in P-56 prohibited airspace, and an attack by a rogue 757,

especially after the WTC hits, might be hard to pull off. What about a Custom's Black Hawk helicopter pilot with an anxious trigger finger, a F-16 out off Andrews, or SAMs? If they foiled their plan, it might be hard to explain why the Pentagon wedges 1 & 2 were packed with explosives and jet fuel (if someone found out, for instance). • It's possible that the perpetrators couldn't get their hands on another large airliner for their devastating plan. A standard 767 costs between \$100 million and \$112 million. The cost of a KC767 tanker is somewhere between \$150 million and \$225 million. A drone would be substantially less expensive.

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Highlight (Geel) | Locatie 2709

Notice the agents above are more preoccupied with the debris than any other issue — like saving lives. Actually, and they know, it is criminal behavior to alter a crime scene before an investigation.

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Highlight (Geel) | Locatie 2733

It was so convenient that they even found the aircraft's tail number, which was in good enough condition to identify the aircraft. As Lt. Kevin Schaeffer from the Navy Command Center recalled of the debris that was inside, "...Some was large enough to identify — including the tail number on the aircraft. I don't think there's any doubt about what it was and who owned it."<sup>255</sup> Amazing that one of the only piece of aircraft that survived, was a piece of the tail (that no one every took a photo of by the way), and despite the vaporizing heat the paint survived to show the American Airlines plane number! What this really shows is how desperate the government is in its time of faltering credibility.

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Highlight (Geel) | Locatie 2781

So it appears that, nearly a full hour after the attack had occurred, no one had yet begun to piece together the official story of what had happened. Enter Donald Rumsfeld...

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Highlight (Geel) | Locatie 2856

The following is the original transcript of Victoria Clarke's media briefing at the Pentagon — Federal news Service Sept 11 2001: And I'd just like to say one more thing. The response from the military has been phenomenal. The response from the search and rescue people has been incredible, and the people in the community. And I'll just give you one example. There is a young man, Captain Lincoln Liebner. Q: Spell it. MS. CLARKE: — L-i-e-b-n-e-r — who was on the west side of the building when it was hit. He saw what happened. He immediately went in to try to help some of the injured, and helped pull them out. His hands were burned. He went to the hospital to be taken care of. They forced him to go to the hospital. He came back and he's in the building and he is working. And that's just one — <sup>259</sup> To follow how disinformation is created we can walk along with a media instrument to see what happens... Here's the first report on 9/11 by Agence France: At a media briefing, Pentagon spokeswoman Torie Clark told the story of Capt. Lincoln Liebner, who was outside the Pentagon when the blast took place. He rushed into the building to help. His hands were burned, and after he was taken away to a hospital for treatment, he returned later in the day to do more.<sup>260</sup> No quote from Leibner, and not even a second hand reference to any kind of plane, let alone an "American airlines passenger jet." In fact the incident is described as a "blast". Here's the second report on 9/11 by Agence France: "Army Captain Lincoln Liebner, who witnessed the blast, entered the damaged building and pulled colleagues from the

fire, according to Pentagon spokeswoman Victoria Clarke. His hands badly burnt by the flames, Liebner refused to leave the scene and seek treatment.” “They forced him to go to the hospital,” Clarke said. “He came back and he’s in the building and he is working.”<sup>260</sup> The third report on 9/11 by Agence France: Pentagon spokeswoman Torie Clark related the example of Army Capt. Lincoln Liebner who saw the aircraft hit and rushed into the burning building to help. He later was taken to a nearby hospital to have his hands treated for burns, but then returned to the Pentagon, Clark said.<sup>260</sup> In this report there is no direct quote from Liebner but what he’s alleged to have witnessed has suddenly changed from a “blast” to he “saw the aircraft hit.” And in the fourth report on 9/11 by Agence France: “I saw this large American Airlines passenger jet coming in fast and low.” said Army captain Lincoln Liebner. “My first thought was, I’ve never seen one flying at that height”, he said. “Before it hit, I realized what was happening.”<sup>260</sup> This becomes the direct quote from Leibner, and remains so for the other 10 reports by Agence France that day. While, the reference to Clarke had disappeared. Notice that now the media had established that a large American Airlines passenger jet was what hit the Pentagon, despite no evidence of this from the original source. This report would be disseminated to readers and viewers around the world, and likewise, picked up and propagated by other news agencies. This is an example of fabrication. There are many examples similar to this. This media disinformation is truly shameful.

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Highlight (Geel) | Locatie 3052

Franken: What can you tell us about the plane itself? Timmerman: It was a Boeing 757, American Airlines, no question. Franken: You say that it was a Boeing, and you say it was a 757 or 767? Timmerman: 7-5-7. Franken: 757, which, of course... Timmerman: American Airlines. Franken: American Airlines, one of the new generation of jets.<sup>271</sup> [Emphasis added] Wasn’t this the real objective of the interview — for Timmerman, Franken, or both? The interview on CNN with Tim Timmerman was never shown again... There was no need — truthful or not, the misinformation had been planted. Donald (Tim) Timmerman PHCS, is a retired, navy photographer and is from Virginia Beach, not Pentagon City. He is chairman of National Association of Naval Photographers. He lives on Einstein Drive not Epperman Drive. The 16th floor apartment on Eppington Drive in Pentagon City was fictitious. No such address or apartment ever existed. Not only that, but there are no apartments with a 16th floor view in the distance to the Pentagon that he described — Period. Is he related to Virginia Beach’s Kenneth Timmerman? Kenneth Timmerman is a neocon extraordinaire, member of the fearmongering project that calls itself the Committee on the Present Danger. He is a contributor to the neocon National Review and its ultra-right counterpart FrontPagemag.com. Timmerman, a Jew, has been on a crusade against Islam, currently he is calling for an invasion of Iran. A writer remarked of his book, “Timmerman makes clear that the U.S. is facing the specter of Iran, the oldest and most active state sponsor of terror, armed now with nuclear weapons [which is a bold face lie].”

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Highlight (Geel) | Locatie 3087

Frank Probst, one of the official stories best witnesses, he was supposedly just feet from the plane: I saw this plane coming right at me at what seemed like 300 miles an hour. I dove towards the ground and watched this great big engine from this beautiful airplane just vaporize. It looked like a huge fireball; pieces were flying out everywhere ... the plane seemed to be accelerating directly toward him... He recalls the engine passing on one side of him, about six feet away. The plane’s right wing went through a generator trailer “like butter,” Probst said. The starboard engine hit a low cement wall and blew apart. He still can’t remember the sound of the explosion. ...he said of the noiseless images he carries inside him, of the jet vanishing in a cloud of smoke and

dust, and bits of metal and concrete drifting down like confetti. On either side of him, three streetlights had been sheared in half by the airliner's wings at 12 to 15 feet above the ground. An engine had clipped the antenna off a Jeep Grand Cherokee stalled in traffic not far away.<sup>274</sup> [Emphasis added] Frank Probst, Pentagon renovation worker, and retired Army officer. The Frank Probst report is just so preposterous, it seems everything he says was exactly what the government wanted to hear, which makes one suspicious that he was coached and given talking points. However, he completely discredits himself with impossible claims that are rather immature and show that he has no scientific background or common sense. The closest person to the crash, but he didn't feel or hear it[!!!], or let alone be killed from the explosion or shockwave. Wouldn't he have suffered massive injuries? How is it that the "tremendous explosion" everyone heard, was "noiseless" to Frank Probst? And, clipping an antenna off a Jeep Grand Cherokee? Frank Probst is a liar, plain and simple. Was he active agent in the plot? What about his military background, and what was his current connection to the DoD?

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Highlight (Geel) | Locatie 3218

Rabbi Dov Zakheim, who latter would become Comptroller of the Pentagon in May 2001, headed a high-tech company, called System Planning Corp (SPC) that specialized in drone electronics. According to the company website, they specialize in many areas of defense technology, including a highly sophisticated war-game technology that allows the control of as many as eight different drones from a remote location, either on the ground or airborne, with a range of several hundred miles. This technology can be used on many different types of aircraft, including large passenger jets.<sup>289</sup> In October 1994, NASA flew a Boeing 737 on 110 flawless remote controlled missions (See Appendix: Remote Control for full story).<sup>290</sup> It would seem System Planning Corp could convert just about any aircraft that suited their purposes into a remote control variant and have it able to follow commands from the air or ground. An EC-130 outfitted with the "DC" drone control gear would be an excellent platform for Rabbi Zakheim's technology. One theory has the 767's involved in the WTC attacks —as coming from the USAF KC-767 tankers that were outfitted with remote-control electronics. Rabbi Zakheim was directly involved in both the tanker deal (with Richard Perle) and the drone technology.

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Highlight (Geel) | Locatie 3359

On 9/11 The Secretary of Defense did not participate the chain of command until the morning's key events were over. "Two planes hitting the twin towers did not rise to the level of Rumsfeld's [not] leaving his office and going to the War Room? How can that be?" asked Mindy Kleinberg, one of the 9/11 widows. In the morning Rumsfeld failed to act against the hijackers when the evidence was massive, and in the afternoon he was looking to act against Saddam Hussein when the evidence was non-existent.<sup>312</sup> The lead military officer that day, Brig.

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Highlight (Geel) | Locatie 3500

Flight 77 passenger, Suzanne Calley's, wedding ring, and driver's license turns up in perfect condition from Pentagon wreckage. Capt. Jim Ingledue of the Virginia Beach Fire Department recently reported he found the completely unblemished California ID card amidst the devastation and rubble at the Pentagon.<sup>321</sup> Reasonable people would agree, that this is a bit ridiculous! • Thomas R. Olmsted, M.D., who made a recent Freedom of Information Act (FOIA) request in order to "get to the bottom of what he calls a staged and phony government autopsy report... I undertook by FOIA request to get the autopsy list. Guess what? Still no Arabs on the list." See Appendix for official autopsy list. • The names on the airline passenger manifest and the names provided by

the official Pentagon autopsy report showed that three names were on the autopsy list that were never passengers on Flight 77.

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Highlight (Geel) | Locatie 3507

The circle contained most of the passenger remains, which indicates the fuselage made it to C-ring — intact! (Image: ASCE).

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