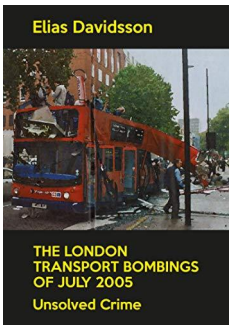
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JE KINDLE-NOTITIES VOOR:

The London Transport Bombings of July 2005: Unsolved Crime

door Elias Davidsson

Gratis directe Kindle-preview: https://a.co/2fhODoT

25 Highlights

Highlight (Geel) | Locatie 150

> In order to determine the exact cause of deaths, as required after acts of murder, the authorities should have carried out comprehensive post-mortem examinations of the victims' bodies, including assessments of internal damage. Mr. Patterson, representing the families of the deceased persons, revealed at the Inquest in 2010 that no internal examinations [of the deceased' bodies] had been performed.{10} He wondered: "[W]hy was the decision taken that there would be no internal examinations? Although the cause of death was clearly the explosions, the precise mechanism of death was not explored."{11} His question was not answered. Or consider the following exchange that took place at the Inquest between Dr. Awani Kumar Choudhary, fellow of the Royal College of Surgeons of Edinburgh, and Andrew O'Connor, of the Inquest legal team, regarding one of the fatalities of 7/7: AKC: [...] I have not seen the post-mortem report, but I thought that she was bleeding from somewhere … So if the post-mortem says that she was not bleeding from anywhere, just had a spinal injury, I will be surprise [...] AO'C: Since you ask about the post-mortem, can I simply inform you that, as with all the other casualties of the day, no internal post-mortem was conducted into Gladys Wundowa, so unfortunately, much as we would like the answers to the questions that you've asked, they don't – AKC: [...] I'm absolutely sure that she had had internal injury as well as a spinal injury, and I'm absolutely surprised that a post-mortem has not been done through and through. AO'C: Well, Mr Choudhary, that isn't a matter to concern you. AKC: Sorry. AO'C: I was simply informing you so that we didn't chase any red herrings, but we don't need to concern

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Highlight (Geel) | Locatie 167

> ourselves about that matter.{12} Let the last sentence melt on our tongue! If it is of no concern to an inquest how a victim died, what then is the concern of the inquest?

Highlight (Geel) | Locatie 177

> One would assume that officials of the Transport for London and of the London Metropolitan Police had no difficulty determining almost immediately the precise times of the explosions on the underground trains. During the 1990s the London Underground network embarked upon a program of installing CCTV coverage across its 250 odd stations. Before 2002 CCTVs were also installed on trains.{14} In September 2004, Metronet Rail selected the Israeli company Verint Systems to install its networked video solution in Underground stations, in order to "enable security personnel to monitor passenger platforms and certain remote portions of the track."{15} All these devices automatically imprint a time stamp on security video recordings that permit one to

determine the precise time and location of incidents. Clocks are found in virtually every office and virtually every person carries a watch. In addition, computer systems, including those monitoring the underground train network, automatically log transactions with the precise time, down to the second. It is, therefore, startling and remains unexplained why it took 48 hours to publicly acknowledge the quasi- simultaneous occurrence of the explosions. On July 7, The Associated Press issued a timeline of the explosions, quoting Brian Paddick, deputy assistant commissioner of the Metropolitan Police. The published timeline was intended to demonstrate the staggered nature of the explosions: 8:51 a.m. - London Underground train explodes 100 yards into a tunnel near the financial district. 8:56 a.m. - Explosion near the King's Cross station in north London. 9:17 a.m. - Explosion near Edgware Road station. 9:47 a.m. - Double-decker bus explodes near Tavistock Square. The staggered timeline gave rise to the initial theory that a single bomber was involved, moving from site to site to plant his bombs and then escaping. Two days later, the account changed drastically. On July 9, "police revealed that, contrary to earlier reports, the bombs on the underground had not occurred over a 30-minute period as had been previously thought...After analysing technical data provided by the London Underground, the police confirmed the three devices detonated within moments of each other." Strangely, the official Home Office report itself does not list specific times for the bombings. It states, rather, that “[a]t about 8:50 am” there were 3 almost simultaneous explosions at three underground locations. It remains a mystery why it took two full days to publicly acknowledge the near simultaneity of the explosions, what prompted the dissemination of a precise, but false, timeline earlier on and why the British authorities failed to disclose the precise times of the underground explosions.

Highlight (Geel) | Locatie 208

Initially, around noon on July 7th, the Metropolitan Police “confirmed” that explosions had occurred “in at least three London buses” and that “six explosions in London buses and subway stations” had taken place, as “confirmed” by Scotland Yard. One hour later, British police confirmed that there were “at least six explosions in the London Underground and at least one bus.” One hour later, British Interior Minister Charles Clarke revised the number down to “four explosions, three of which occurred in underground stations and a fourth in a bus.”{16} This was to remain the official position. It was not revealed why the Police and Scotland Yard had initially “confirmed” at least six explosions on at least three buses. According to the official account, the explosions were caused by bombs that the four alleged bombers carried in “large and full” rucksacks{17} and detonated at the bombing sites. It is not widely known that the precise locations within the trains where the explosions occurred remain in dispute.

Highlight (Geel) | Locatie 288

we find the vagueness surrounding the times and locations of the explosions odd, what are we to make of the failure of the British authorities to conclusively determine the number of fatalities? On July 8th 2005, Sir Ian Blair made the following statement in a press conference: "There is a great difficulty in deciding how many fatalities or determining how many fatalities there are because two of the scenes are very difficult in terms of recovery. One is the bus, which is taking some time because of the nature of the explosion.” After severe floods or earthquakes, it may indeed be difficult to determine with precision the number of victims. But was there any particular reason why determining the number of fatalities of the bus explosion that occurred in daylight was so difficult? Surprisingly, Australia's Prime Minister, John Howard, had it all right on the early morning hours of July 8th. He stated in a press conference at the time that according to the “latest advice” he was given, “the death

toll is currently 52."{27} This was, indeed, the final official number released later by the British authorities, after some victims had died in hospital from their injuries after July 7. But how would PM Howard know that number in advance? Who informed him of this final figure at this point in time? These are, indeed, highly disturbing questions.

Highlight (Geel) | Locatie 327

Paul Gibson, an Ambulance Operations Manager of the London Ambulance Service (LAS), wrote in his Incident Report (LAS698-2) that "it appeared that we had an incident that had readily accessible casualties with rich medical resources balanced by few LAS resources but no officers."{33} This meant that there was no difficulty accessing the casualties (and counting them) and that before LAS personnel came, numerous medical staff were at hand at the site. What made the counting of fatalities at that site so difficult? Gibson mentioned only three dead casualties and "other limbs and body tissue" of unstated quantity. The following photograph taken of bus no. 30 immediately after the explosion shows passengers still standing upright on the top deck and preparing to go down. None of the ten passengers on that photograph appears seriously injured. Who were they and what were their testimonies? Who are the other persons shown on this photograph? No explanation has been provided to the public for (a) the initial determination of 52 fatalities; (b) the widely differing estimates of fatalities from Tavistock Square; and (c) the alleged difficulty in counting the fatalities from that site. Is there any relation between these puzzling facts and the mysteries below? 4.1

Highlight (Geel) | Locatie 412

Miriam Hyman's case raises disturbing questions. First, it is difficult to reconcile her boarding bus no. 30 with the fact that she made a phone call from King's Cross Station at 9:45 and another call at 10:00, after the bomb exploded on the bus and she was supposed to be dying. But even if her father had been wildly mistaken about the times of the calls, the question remains why Miriam would walk to Euston station to catch a bus that she could have caught where she was.

Highlight (Geel) | Locatie 443

According to the Home Office report of May 2006, the explosion on bus no. 30 at Tavistock Square killed 14 people and injured 110. Yet according to the driver of the bus, 30 to 50 passengers disembarked before the explosion.{64} This was confirmed by Daniel Obachike, who said he survived the bombing of that bus. In his book he writes that while the bus was "creeping it's way down Tavistock Square," it was "half empty" with only him, the driver and "a handful of people seated towards the rear remaining on its lower deck."{65} Survivor Tania Calabrese also said that "[t]here were a lot of people getting off [the bus] just before [the explosion] happened."{66} Survivor Louise Barry similarly said that "[a]ll the people standing were gone" before the bus had reached Tavistock Square.{67} A survivor from bus no. 30, designated by initial M., testified to the London Assembly: "There was a mass exodus off of our bus, as things were still coming to the ground and bits were flying everywhere."{68} It is, therefore, a mystery how the official account arrived at the figure of 110 wounded from the explosion of bus no. 30.{69} The following diagram, produced by the London Metropolitical Police, indicates that at the time of explosion there were, in addition to the driver, 60 passengers on the bus.{70} Assuming that 14 of them had died and not everyone had been injured, the number of wounded passengers could hardly have exceeded 40.

Highlight (Geel) | Locatie 481

> It is most likely that most passengers on bus no. 30 carried personal documents, such as credit cards, and a mobile phone. It is inconceivable that all these items were destroyed in the explosion because readable documents belonging to the alleged bombers were found and led to their identification. Why did it take almost a week to identify the bodies from that site? It took the police a full week to identify Laura Webb's body. In the immediate aftermath of the explosion, Laura's two older brothers and her friends went searching for her at every hospital in London while Webb and her husband sat at home, "with the TV on 24/7 in case there was any news, always listening for the phone". It also took a week for Michael Brewster's family to find him. The parents of Carrie Taylor, who died at the Aldgate site, endured a 10-day wait before they were informed of her identification.{75} What caused such a long waiting period?

Highlight (Geel) | Locatie 491

> The first indications that something went wrong in London on the 7th of July were reports by British Transport Police that incidents on underground trains were the result of a power surge.{76} Indeed, several survivors from the Aldgate site said they felt they had been electrocuted.{77} Their descriptions suggest that injurious power surges may have occurred on the morning of 7/7, in addition to the detonation of bombs. Attributing the incidents solely to power surges changed after 10:00 am. The news media began reporting that bombs had exploded on underground trains and on at least one bus in London. On July 8, 2005, ABC News cited British police to the effect that they had recovered from the bombing sites what they believed to be remnants of timing devices, leading the police to believe they were not suicide bombs but explosives planted in packages or bags and left behind.{78} Although terrorist bombs are constructed in different ways, the timers and detonators usually survive the explosion – with the result that, normally, three-quarters of a bomb can be recovered from the scene.{79} On July 9, 2005 Andy Hayman, in charge of Scotland Yard's antiterrorism unit, announced that the four bombs detonated in London each contained less than 4.5 kilograms of explosive material. Scotland Yard DAC Brian Paddick told a news conference on the same day that these had been "high explosives...Whether it is military explosive, whether it is commercial explosive, whether it is plastic explosive we do not want to say at this stage."{80} On July 11, 2005, the World Tribune cited unnamed officials to the effect that the "bombs were so powerful that none of the 49 known dead had been identified over the weekend." On the same day The Observer wrote: " It is now accepted that the type of explosives used were not amateur or hand-made, but small 10 lb commercial high explosives linked to a timing device."{81} On July 13, 2005, an unnamed senior European-based counterterrorism official told The New York Times that the bombs were "technically advanced." He added: "There seems to be a mastery of the method of doing explosions. This was not rudimentary. It required great organisation and was well put together." British investigators contacted by the newspaper reportedly believed "that the bombs [...] contained 'military quality' high-grade explosives."{82} Investigators were so convinced that the explosions were caused by military-grade bombs that British intelligence officials "asked their counterparts elsewhere in Europe to check military stockpiles and commercial sites to determine for missing explosives.{83} Then, suddenly, the story changed. On July 15, 2005, The New York Times wrote that "a new theory emerged about the nature of the explosives in the bombings. A senior American official and two senior European officials [unidentified], helping in the inquiry, said investigators [unidentified] had discovered evidence of a low-grade, homemade explosive material in the case." The unidentified officials said material found in a private home in Leeds was TATP, a highly volatile explosive. Expressing doubt on this theory, one unidentified British explosives expert said to the London Times: "Frankly,

> I wouldn't like to be wandering around with 10 lb of TATP on my back." According to the U.S. Department of Homeland Security, “production [of TATP] is extremely dangerous” and “extreme care should be taken during transport because of sensitivity to heat, shock, and friction.”{84}

Highlight (Geel) | Locatie 530

> Officials thereupon changed their story again, now insisting that the explosives were composed of HMTD (Hexamethylene triperoxide diamine), a similarly unpredictable high explosive organic compound. In a statement by Sarah Lancaster, an explosive expert, read at the Inquest, it was suggested that “the damage in and around carriage 6713 of the Circle Line Underground train was consistent with a detonation of several kilograms, probably in the order of 10 kilograms, of a high explosive substance.”{85} Lancaster mentioned that: "[t]races of the improvised primary high explosive HMTD were found on the damaged remains of a grey and black striped wallet contained within item AM/11 and indicated, but not confirmed, on a piece of black-coloured material bearing an Adidas logo” and added that HMTD "is a very sensitive and hazardous primary high explosive which can be detonated by, for example, heat, flame, impact or friction. It is not used or produced commercially as its storage qualities are poor and it is too sensitive for safe use."{86}

Highlight (Geel) | Locatie 539

> According to a Homeland Security document, HTMD “maintains its explosive power for between 7-10 days before decomposition becomes noticeable.”{87} What implications does this fact have in relation to the alleged preparation of the bomb? Dr. Niels Harrit, professor emeritus of chemistry from the University of Copenhagen, confirmed Sarah Lancaster's testimony in an email to me. He wrote that organic peroxides are highly explosive but that one never knows when or why they detonate because they are unstable. He cites permanent precautionary rules in his laboratory to prevent accidents when handling such materials. According to him, "the unpredictable nature of organic peroxides would have made their use in the London bombings highly unlikely." Yet The Scotsman informed the public that according to unnamed detectives from the United States (!), the "four suicide bombers [...] made their deadly backpack bombs using ordinary products such as hair bleach and a food preservative." The details, disclosed by The Scotsman, emerged during a briefing to city business leaders working in the security field by Ray Kelly, New York's police commissioner.{88} Mr Kelly said "investigators" believe the bombs were made using a peroxide-based explosive called HMTD.

Highlight (Geel) | Locatie 602

> We are thus asked to believe that the four accused • had no accomplices • used ordinary household items to produce powerful bombs capable of lifting a train off the tracks • succeeded, without outside guidance, in discovering the right proportions of ingredients, the mixing sequence and the optimal temperature to which the ingredients had to be heated • invented a novel type of a powerful home-made explosive that could be easily handled and transported without risk of premature detonation • did not bother to destroy incriminating paraphernalia at the “bomb factory”. In the light of the above accomplishment by fanatic geniuses, one is entitled to wonder why no corporation has yet patented the procedure to fabricate such a powerful, cheap and sturdy device.

Highlight (Geel) | Locatie 614

> Just for the record: The unidentified experts who initially asserted that the bombs were of commercial or military provenance and definitely not “home-made” were not invited to testify at the Inquest.

Highlight (Geel) | Locatie 670

> Andy Hayman, the Met's Assistant Commissioner and terrorism co-ordinator, said: "The bombers are all certain to have been caught on many cameras during their journey to and on the Underground. They were not masked so we will end up with very good pictures that will identify them.”{111} Hayman thereby revealed that he knew in advance that the alleged bombers had not been masked. He added: "They [the bombers] probably walked away and are still at large and may be preparing to strike again.”{112}

Highlight (Geel) | Locatie 676

> Yet in spite of London’s world record of installed CCTVs, there exists not a single CCTV showing any of the four alleged bombers boarding the trains and bus they allegedly bombed. In 2010 a representative of the Metropolitan Police Services (MPS) admitted at the inquest that "there was no [CCTV] coverage" of the Underground platforms from which three of the alleged bombers departed.{113} We note that according to the London Assembly report “Met Police Service was first alerted to an incident at King’s Cross at 8.56 am, on the basis of CCTV footage at the station.”{114} While discussing at length about CCTV recordings in Luton and Leeds that allegedly captured the alleged bombers at various times prior to the bombings, the inquest administrators did not demonstrate any zeal in determining whether CCTV recordings from inside the bombed trains had survived and if so, whether they captured the alleged bombers.

Highlight (Geel) | Locatie 686

> The same representative of the MPS also revealed at the inquest that out of 76 CCTV’s installed at King's Cross train station, only a single device functioned on July 7 between 8.30am and 8.50am.{115} It was precisely this single device that allegedly captured a blurred image of four men with large rucksacks, alleged to be the mass murderers on their way to their creator. This footage was reportedly discovered on the evening of July 11, 2005{116} but only one still picture from that footage was released at that time. As emerged years later, when the footage was released to the Inquest in 2010{117}, it does not permit the identification of the depicted persons, let alone a determination of what they were intending to do.{118}

Highlight (Geel) | Locatie 695

> It will be recalled that failing or missing CCTVs also afflicted the investigation of Jean Charles De Menezes’s killing at Stockwell tube station on July 22, 2005. Steve Reynolds of the Independent Police Complaints Commission (IPCC) told De Menezes’s inquest that “a workman had stepped on a cable at Stockwell Tube station severing the cameras on platform two from the recorder” and that “cameras on the train did not work because the recording unit had been removed as part of the inquiry into the July 7 attacks.”{119} London Underground sources insisted, however, that at least three of the four cameras trained on the Stockwell Tube platform were in full working order.{120}

Highlight (Geel) | Locatie 707

> Hussain then, according to the CCTV footage, entered McDonalds and stayed there 8 minutes. What did he do there? Hugo Keith, lead counsel at the Inquest, asked rhetorically: “May it be supposed that during that time he puts the battery which he's purchased into the bomb?” to which DI Kindness replied: “Absolutely”.{122} McDonalds actually possessed a CCTV. But unfortunately the office manager at McDonalds was shown on the security recording “going to the video machine and switching the ‘stop’ button.”{123} So, no one will ever know what Hussain did at McDonalds on the morning of 7/7. Perhaps he went there to drink a coffee. Perhaps...

Highlight (Geel) | Locatie 715

> The authorities claim that Hasib Hussain then boarded bus no. 91 on his way to Euston station in order to catch bus no. 30,{124} which would have ordinarily brought him back to King’s Cross station. It remains a mystery why he would have done so. Again, there is no hard evidence that he boarded bus no 91, because that particular bus had no security cameras.{125} Yet according to Anne Sunyer, Customer Services Manager of London Bus Services Ltd, “96 per cent of the 8,000 buses in London are fitted with CCTV.”{126} She added that the “[s]et up of the cameras also means they cannot be accessed or switched off by the vehicle driver.” Was bus no. 91 among those four percent of buses that lacked a CCTV? The inquests’ administrators were not interested to find out.

Highlight (Geel) | Locatie 723

> But surely bus no. 30 had CCTV’s that would have captured Hussain. According to the London Bus Services, the “Route 30 Stagecoach bus did have CCTV equipment fitted and the hard drive was recovered from the vehicle and passed to the Metropolitan Police.”{127} On 11 July 2005 The Observer wrote: “Hopes had been raised that [bus no. 30’s] CCTV camera could have recorded the blast.”{128} Alas, these hopes were shattered: “Yesterday came the unfortunate news that the camera had not been working since last month.“{129} Det. Insp. Ewan Kindness confirmed at the inquest that the camera on bus no. 30 showed only footage “from earlier in the year, nothing of the date in question.”{130} Things happen... A detailed examination of the CCTV evidence (or lack thereof) is posted on the webpage of the July 7th Truth Campaign (J7). It lists further anomalies relative to the CCTV evidence (or lack thereof).{131}

Highlight (Geel) | Locatie 1074

> Andrew S. MacGregor, a retired police official, pointed out in 2010{190}: The human body is rather resilient. It can withstand enormous forces. To demonstrate this, please consider the human bodies that were confined to positions very close to where we are informed the bombs [on 7/7] were detonated. People died, people lost limbs and survived, and others suffered lesser injuries. From my limited experience, the human body can be smashed, battered, torn apart and suffer other injuries, but it normally is not ‘exploded into little unidentifiable pieces. If a body was placed upon an exploding device, then, I would believe, the body would be picked up and tossed by the forces of that exploding device. Parts of the body may be decapitated, but the general mass would simply go with the force of the explosion. In other words, if the bodies of the supposed four ‘suicide-bombers’ were not located in situ, and identifiable as bodies, then those bodies were not there in the first place. In other words, the bodies of Khan, Tansweer, Lindsay and Hussain should have been located with the rest of those killed in the

> explosions, and thus should have figuratively been seen on a mortuary slab." According to the Mirror, Hussain's body was buried "amid tight security" in a Muslim cemetery in Leeds on 2 November 2005.{191} It was not explained why it took almost four months to deliver the body to his family for burial. 7.4 Fragmented bodies

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Highlight (Geel) | Locatie 1105

> The fragmentation of a human body into 50 parts (Khan) or 80 parts (Tanweer) by explosive devices, as reported above, is not a known phenomenon, even from war zones. Such extensive fragmentation cannot be reconciled with evidence that the explosions occurred at floor level, as reflected in the numerous lower limb injuries sustained by passengers and the holes in the floors of the train carriages that witnesses reported. If the bodies of the Khan and Tanweer were indeed so fragmented as claimed, their bodies must have been subject to special treatment at another location.

Highlight (Geel) | Locatie 1166

> The Mirror revealed on July 28, 2005 that the police found sixteen devices (explosives, batteries and other equipment) inside a Nissan Micra allegedly rented by Shehzad Tanweer and left at the Luton rail station . A senior Scotland Yard official said: "There is more than one type of bomb. There was a huge quantity of material which, when the scientists got to work, they realised would make about 16 viable bombs ranging in weights, from about a kilo to three kilos."{210} Did Shehzad leave these items to help Scotland Yard solve the crime? The similarity with the case of 9/11 regarding "lucky findings" cannot be overlooked. It has been demonstrated that the names of the 19 suspect hijackers did not appear on any authenticated passenger list; no one saw them board the aircraft; no CCTV documentation proved that they boarded the doomed aircraft; and their bodies were not identified at the crash sites.{211} So how were they identified? As in London, namely by documents they "left to be found." Indeed, a huge collection of identifying documents was swiftly "found" in cars left at the airports, in hotel rooms they used and particularly at the crash sites where their owners' bodies were unfortunately not found.{212} Thanks to these documents the U.S. authorities were able to identify the 19 alleged perpetrators within three days. The most remarkable finding, however, was a huge collection of identifying documents packed in two bags belonging to Mohamed Atta, which by "mistake" were not loaded onto his death flight. The police found in these bags items that fulfilled all elements needed to construct the 9/11 legend, including a Qur'an, an English-Arabic dictionary, flight manuals, a knife, pepper spray, a will, a letter from his university in Hamburg (Germany) and some practical advice to the other team members (a copy of which was also conveniently found at crash sites).{213}

Highlight (Geel) | Locatie 1231

> The 7/7 bombings could have been foreseen to have disastrous consequences for British Muslims. Indeed, these events rendered British Muslims suspicious and prompted police surveillance of Muslim communities. It was also evident that such acts would stiffen the British authorities' determination to increase their participation in the international "war on terrorism", initiated after the events of 9/11, including the continued occupation of Afghanistan and Iraq. The losers, again, would be the Muslim nations around the globe, who had to fear military interventions by the United States and its British allies. These consequences should have been evident to whoever planned the bombings of 7/7. When planning a complex operation over a period of months,

conspirators would most likely weigh the cost/benefits of the operation according to their own interest. In the case of four alleged Muslims, it must be assumed that they would have realised early on the harmful consequences of such an operation for Muslims. They could also have realised that they would not be celebrated as martyrs by their families, within their community and in the Muslim world.{214} As the four alleged bombers were not regarded as insane, but as rational and intelligent young men, it follows that they would not be oblivious to such rational considerations, particularly if they had planned the operation for a long period. It is thus extremely difficult to discern any motive for their participation in an operation that would be extremely damaging to their personal interests and to their alleged cause. On the other hand, the bombings provided a number of foreseeable political opportunities to the British government. And the British government did avail itself of these opportunities. An immediate effect of the bombings was to increase Tony Blair's popularity, which had suffered considerably because of his support for the war against Iraq. An opinion poll taken two days after the London bombings showed that his satisfaction rating had shot up from 32 percent to 49 percent.{215} "Just as Margaret Thatcher was able to speak as a national leader across party lines at times of crisis...so does Mr. Blair now in expressing the public mood over the terrorist attacks."{216}