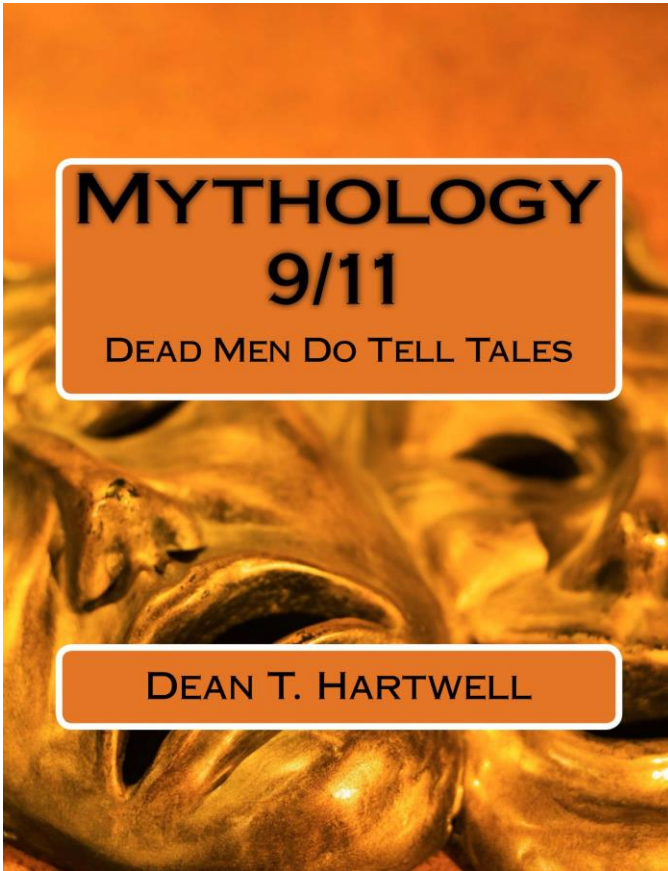


MYTHOLOGY 9/11:

DEAD MEN DO TELL TALES

The Truth is Too Much (2nd) Edition



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Questions I Wasn't Supposed to Ask

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INTRODUCTION

Years ago, I played Little League baseball. Those were good times. I was a pretty good player and I played on some winning teams. I learned about teamwork and sportsmanship.

I also learned a little about the dark side of some people. Not the players. They were kids like me, getting exposure to the kind of competition we would be accustomed to years later.

It was the parents, and specifically, some of the coaches. I will never forget what happened one season.

In Little League we had split seasons. There were two halves. Teams competed to win at least one of the half seasons to assure a spot in the championship. If a team won both halves, there was no championship – that team was declared the winner.

My team lost the first half narrowly to our rivals. In the second half, we were

poised to win and face our rivals in the championship.

Then something happened.

Our rivals were set to play a game against another team. My brother, who was on my team, and I went to see the game. We hoped our rivals would beat the other team, which was challenging us for the second half.

We saw our rivals take the field. Some guy who had never pitched the entire season took the mound. He threw pitches in the dirt to a catcher who had barely gotten the equipment on! We tried to find our rivals' best player, who had clobbered several home runs that season. He was not on the field: he was on the bench.

The other team came to bat. The first hitter grounded a ball toward the second baseman, who started to step toward it. Then he stopped and watched the ball roll by. The next batter popped the ball into the outfield. Two outfielders looked

at each other and laughed as the ball dropped.

The game went on like this. My brother and I watched for a while, stunned that no one was stopping it. We went home and told my dad, who called the league commissioner's office and relayed our account. The commissioner said he would get back to him. He never did.

I made the mistake of telling the mother of one of the players on the team that won that game what I really thought, that the game had been fixed. She said rather sharply, "What are you talking about?"

She and I had seen the same game, but it simply wasn't in her interest to acknowledge the truth. The win helped her son's team get closer to the playoffs. So, she accepted a lie, a myth that the game had been fairly played.

It was one of my first experiences with this kind of mythology. But it boggled my mind – why do people accept lies?

It has to do with needs. If one determines that they need something, they tend to hold on to it more tightly than something they could do without. This attitude is simple human nature.

According to Maslow's Hierarchy of Needs, a person's first set of needs are the most basic: we all need to breathe, drink water, eat food, etc. If we are dependent upon someone else to provide these necessities, we would not likely question that person or antagonize them. We could be saying goodbye to our lives!

Once a person achieves this first set of needs, this theory tells us, they move to the next set, which is about the security of one's person, employment, health, etc. If one does not feel secure about themselves and about their position in society, they will not be able to move up the "ladder" of the hierarchy and make friends or feel self-confidence.

"Rocking the boat" and questioning those who provide security, such as agents of

our government, jeopardizes one's ability to become a confident and social person. It may not be the same as being deprived of water, but one who openly doubts those charged with providing security risks social suicide!

Recent history has shown us several official lies, for example:

President Lyndon Johnson's acceptance of Israel's explanation that it made a "mistake" in bombing the U.S.S. Liberty in 1967

President Reagan's insistence that "we did not -- repeat did not -- trade weapons or anything else for hostages nor will we" and

President George W. Bush's persistent claim of "weapons of mass destruction" in Iraq.

We should learn the value in deciding for ourselves how to respond to false statements made by our leaders and to reason to what extent it matters. The key is to understand why the lie is told.

President Johnson did not want to alienate the strong pro-Israeli support he had by publicly accusing Israel of acting with knowledge that it struck a United States ship. President Reagan likely could not believe that people in his Administration would resort to a wild ploy of selling weapons to the Ayatollah in Iran. President Bush wanted a war with Iraq and was willing to sell the idea with lies.

With that in mind, it is hardly surprising that our leaders would perpetuate myths about the events of 9/11. They simply believed that telling lies was less costly than telling the truth.

How does one tell a lie convincingly?

They often start by tapping into our emotions by telling us about people and things with which we typically side with: like victims.

A little digression to see how this works:

Most people are familiar with the official story: the events of 9/11 constituted the

worst terrorist attack on United States soil in its history. At the orders of Osama bin Laden, nineteen hijackers boarded four different planes, American 11, American 77, United 93 and United 175, killed pilots and passengers and took control of those planes. They then used the planes as weapons to knock down the Twin Towers of the World Trade Center in New York, the Pentagon in Virginia and very nearly the Capitol Building in Washington, D.C.

In one flight, United 93, a brave passenger named Todd Beamer teamed with other passengers to force the plane to crash in a remote area away from the public. In another flight, American 77, Barbara Olson, wife of the Solicitor General of the United States, called her husband to ask for help on what to do about a hijacking on her flight.

The events of 9/11 played to the public on television screens with searing images of towers falling and people who made scripted statements to media

figures like Larry King. From this point of view, the plot, the actors and the message are easy to discern.

Who could write a plot that the public could believe? It turned out to be a man familiar with telling stories who was allegedly on one of the planes!

THE SCRIPT WRITER: David Angell



(CNN)

David Lawrence Angell allegedly flew on American Airlines 11. What is indisputable is that he produced the television shows *Wings*, *Cheers* and *Frasier* and that he wrote an episode for *Frasier* called "Odd Man Out."¹ This episode aired May 27, 1997² and featured two voice mail messages about a Flight 11.

It is also true that at one time, Angell worked in the Pentagon.³

He and his wife Lynn reportedly canceled their Flight 11 reservation on August 27, 2001. Researcher Julia M. Lazare says that, according to FBI and American Airlines sources:

David A N G E L L [PNR CUFNSG] [FFAA KK01116] cancelled his 9-11 flight reservation at 7:30 on **08/27/01** [pg83], the same time as his wife Lynn."⁴

How many people write a script about the name of the place where they reportedly die? What else did Mr. Angell write about the events of 9/11 ahead of time?

He could have written of a plot with characters who could deliver the message desired:

THE HEROINE: Betty Ong



The script called for someone to alert the world that an attack was underway. Though some would be surprised of the serenity of this heroine in danger, others saw it as a sign of strength.

Betty Ong plays an airline attendant on Flight 11 who speaks calmly for four minutes telling her airline about a hijacking, a stabbing and mace used on her flight.

How do we know that she is a character?

American Airlines 11 never flew on September 11, 2001. There were no Flight 11 passengers or crew that day.

So, what really happened to Ong?

Was she killed?

Did she go somewhere else?

Or did she even exist?

Jonathan Revusky wrote about the last question in an article on the *The Unz Review* called "Revisiting 9/11, Betty Ong, and the Mystery of 'Black Betty'."⁵ He claims to have checked social media

thoroughly and found very little about her beyond a brief biography.

He contacted the high school she supposedly graduated from, George Washington High School in San Francisco representing himself as an alumnus and requested annuals from the time of her attendance. They instead gave him a digitalized copy, which proved to be interesting:

No Betty Ong listed in 1974, the year she supposedly graduated.

He later learned that the yearbooks were available online, so he checked 1973:

Betty Ong was listed!

BUT the Betty Ong in the 1973 annual is black! (See the second row, middle picture)



The article continues as the author claims to have looked for her siblings in other yearbooks without success and critics suggest that a Betty Ng listed in an earlier year is really Betty Ong.

Whether Betty Ong was a real person or not, the fact remains that the conversation attributed to her was not about a real hijacking.

There are plenty of red flags that something was amiss here, but the Ong conversation served to push the “panic” button that serves to wake some people up, but also serves to shut off critical thinking as well.

The script writer may have decided that more panic was needed and he also may have wanted to paint a clearer picture of the antagonists of the story that was developing.

So he sent in a messenger.

THE MESSENGER: TED OLSON



What better a messenger than someone who holds one of the most prestigious jobs in law enforcement, the Solicitor General of the United States, the “tenth member of the Supreme Court”?

That would be Ted Olson. He reported, according to CNN, that his wife Barbara had “called him twice on a cell phone from American Airlines Flight 77,” saying that “all passengers and flight personnel, including the pilots, were herded to the back of the plane by armed hijackers,” who had “knives and cardboard cutters.”⁶

He would subsequently give conflicting accounts as to what type of phone his wife used, but the research group *Consensus 9/11* has concluded that it could not have been either a cell phone or an air phone.⁷

Olson’s statements as to the length of time he spoke with Barbara have been contradicted by an FBI report in 2006 at the trial of Zacarias Moussaoui. He said he spoke to her at least a minute on each

call, but the FBI reported only one call from Barbara that was “unconnected.”⁸

Flight attendant Renee May allegedly used a cell phone to make a call to her mother.⁹

A study by GlobalResearch.ca points out that carrier AT&T records do not show proof of alleged passenger Barbara Olson making a call to her husband Ted Olson, the then-Solicitor General, though the government “routinely” keeps such records.¹⁰

Moreover, the FBI records reveal that one call was made during the time of American 77 to the Justice Department (where Olson’s husband Ted worked as the Solicitor General) but that the call was “unconnected.”¹¹

There is simply no way that Barbara talked to Ted during this time.

The alleged calls, from Olson, and from other passengers, did not come from American 77 and were instead a part of a propaganda campaign to convince the

public of the claims that Olson supposedly made—that there were terrorists with box cutters who hijacked and crashed the flight.

The plot specifically needed her account of box cutters as they were legal then to bring on board a plane and would relieve the airlines from some liability.

Where did Barbara Olson go?

She was the most well-known person alleged to be on the plane. Theories range as to her whereabouts. Some say she was killed off by the plotters, while others say she went away, perhaps to come back later with a new identity.

According to Ted Olson in an interview with Larry King days after the “crash,” Barbara had originally planned to fly from Virginia to Los Angeles on Monday, September 10th. She changed her mind and decided to take the flight on September 11th so that she could spend time with Ted as his birthday was that day.¹²

In the same interview, Ted relates that Barbara stayed overnight with him and awoke with him Tuesday morning. He says that he went to work “very early in the morning, before 6” and that she “left shortly after that to go to the airport.” Again, in the same interview, Ted tells of a brief conversation the two of them had, in which he apparently thought she was boarding or about to board a plane.

Do we know for sure that Barbara stayed over the night of the 10th? Has anyone found the vehicle by which she got to the airport, or stated that they saw her on it?

We may never get answers to these questions. We do know that the public rage was forming upon the news of Olson’s death. The story needed another push, like a slogan.

THE SUPERVISOR: LISA JEFFERSON



Enter a deeply religious woman whose job it is to make sure other people do their jobs. It gives her message a touch of credibility.

Lisa Jefferson plays a phone attendant supervisor who receives a phone call so sensitive that one of her employees hands the phone to Jefferson in a panic. Jefferson captures the hearts of the audience by speaking to a man on one of the doomed flights.

Jefferson mourns the man's passing and ensures his place in history by quoting him in pure Patrick Henry ("give me liberty or give me death") form as having said "Let's Roll" before attacking the hijackers. The widow of the man, Lisa Beamer, meets with Jefferson and they become friends.

No alleged passenger achieved more fame than Todd Beamer. According to the legend spread through the media, Beamer, confronted by terrorists on United 93, shouted the battle cry "Let's Roll!" He inspired other passengers to

fight back and forced the terrorists to crash the plane in a field in Shanksville, Pennsylvania.

Beamer worked for Oracle Corporation selling systems applications and software.¹³ Shortly before September 11, 2001, Beamer took a trip to Italy with his wife, Lisa, as a reward from Oracle for his excellence in salesmanship.

Like Barbara Olson, Todd Beamer apparently had the choice of taking a Monday, September 10th flight to get to his destination (San Francisco) or taking the Tuesday flight. A Pittsburgh Post-Gazette article in October 2001 noted that Beamer chose to stay at home on the 10th to be with his family.¹⁴

Like Ted Olson, Lisa Beamer apparently did not see her spouse leave the house that day or at least does not say in what vehicle he may have left.¹⁵ She acknowledges she knew little about the details of his itineraries and in fact

thought at first he took a flight on Continental Airlines.¹⁶

These details may well be insignificant, but they also leave room open for legends to be written.

Beamer made his alleged shout “Let’s Roll” into a telephone that Verizon operator Lisa Jefferson would later say she heard. For several days after this event, Jefferson supposedly was the only person to know of Beamer’s call and the story of a passenger uprising against hijackers.

However, Oracle CEO Larry Ellison sent out a memo to his employees long before the call became public. His memo read:

We know Todd Beamer is dead. We believe he died when he and other passengers aboard Flight 93 tried to recover the hijacked airplane from the terrorists.... Considering the devastation wrought by the other aircraft,

it is unquestionable that Todd's brave actions, and [those] of his fellow passengers, saved countless lives on the ground.¹⁷

Lisa Beamer would later write in her book about Todd, *Let's Roll!: Ordinary People, Extraordinary Courage*:

How did Larry know that? The FBI hadn't made any announcement to that effect. Todd's name had not shown up in any reports indicating that he might have been involved in some way.¹⁸

Could Ellison have known about Beamer's story through Oracle's connections to the CIA? Evidence shows that the company got its start as a CIA-run project involving some of the people who would later become its leaders.¹⁹

Strangely, Jefferson said later in her own book, *Called: Hello, My Name Is Mrs. Jefferson. I Understand Your Plane Is*

Being Hijacked. 9:45 Am, Flight 93, September 11, 2001, that she offered to put Beamer through to his wife. Todd inexplicably refused, instead spending the last few minutes of his life on the phone with a stranger!

Consensus 9/11 lists several other reasons to doubt the validity of the alleged call from Todd Beamer to Lisa Jefferson, such as the fact Jefferson had never before heard Beamer's voice, Jefferson failed to record the call, and the last call went on for 65 minutes, long after the "crash"!²⁰

But perhaps the most intriguing issue is that the FBI did not mention Beamer's famous battle cry "Let's Roll" in the summary of their interview with Jefferson on September 11, 2001.²¹ This phrase did not go public until an article written by Jim McKinnon of the Pittsburgh Post-Gazette five days later. McKinnon claims that Lisa Beamer told him that Todd had likely used the phrase.²² The phrase that

just happened to become the national battle cry against the “terrorists.”

So where was Todd Beamer on that day?

As with Olson, we have only a spouse’s claim of the “passenger” staying overnight before a postponed trip. We have no way to verify how he got to the airport. We can also state without reservation that any call he may have made was not about real hijackers or a real crash.

Todd Beamer likely took the approach I have outlined above for Barbara Olson. He never boarded any plane. Someone from Oracle could have provided personal information about Beamer to whoever made the call.

The caller could have given enough personal information to convince Jefferson and Lisa Beamer that Todd indeed made the call. With his company’s CIA connections, he could easily have assumed a new identity after the “crash.”

Writing *Called*, Jefferson says she believes that she spoke with Todd Beamer and believes that he was on a hijacked airplane. But Jefferson may have unwittingly provided a hint of doubt. She writes in her introduction about the events of September 11, 2001:

We can live our days trying to make sense of the senseless, or we can trust God...and trust sometimes requires unanswered questions.²³

Such a belief, especially put forth by the powers in our society who used Jefferson's story to sell the official story, stymies reasonable inquiry.

Is Lisa Jefferson letting questions go unanswered or is she unwilling to reveal answers to those questions?

Here is the chronology of the media discussion of Barbara Olson and Todd Beamer:

9/11/01 – Late in the day, CNN posted a story that Ted Olson said that his wife, Barbara, had called him from the plane (American 77)²⁴

9/13 – Larry Ellison, CEO of Oracle, Todd Beamer’s employer, sends a memo to his employees praising Beamer’s bravery on United 93.²⁵

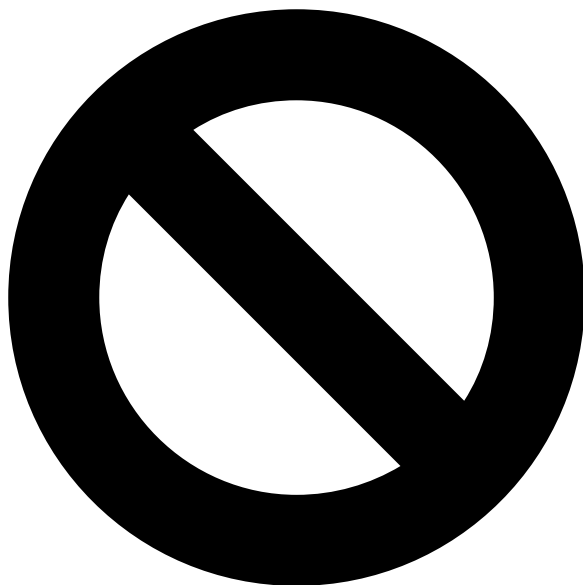
9/14 – Lisa Beamer, wife of Todd, learns for first time that Todd made a phone call from United 93 to a GTE/Verizon operator who gave the call to her supervisor, Lisa Jefferson, contacts Beamer by letter telling her she is available to talk to her.²⁶ Lisa Beamer receives “synopsis” of the conversation between Todd Beamer and Lisa Jefferson this evening.²⁷

9/16 – The phrase “Let’s Roll” is quoted in print for the first time by Jim McKinnon of the Pittsburgh Post-Gazette.²⁸

By the time “Let’s Roll” hit every newspaper, radio station and television screen in the United States, the script

writer had arranged for someone the
nation could roll over.

THE VILLAIN: OSAMA BIN LADEN



Every good story needs a villain to focus the plot around.

The plotters needed a villain the audience would react negatively to. Like someone who had already been accused of masterminding terrorist plots previously.

They really needed someone whose culpability in this plot would be plausible and who would be unable to deny it.

Enter Osama bin Laden. Alleged mastermind of United States embassy bombings in Africa in August 1998.

By 2000, bin Laden suffered from kidney disease²⁹ and needed dialysis.³⁰

He had connections to the CIA. How else could the plotters have anticipated his whereabouts and plan to frame him as the villain?³¹

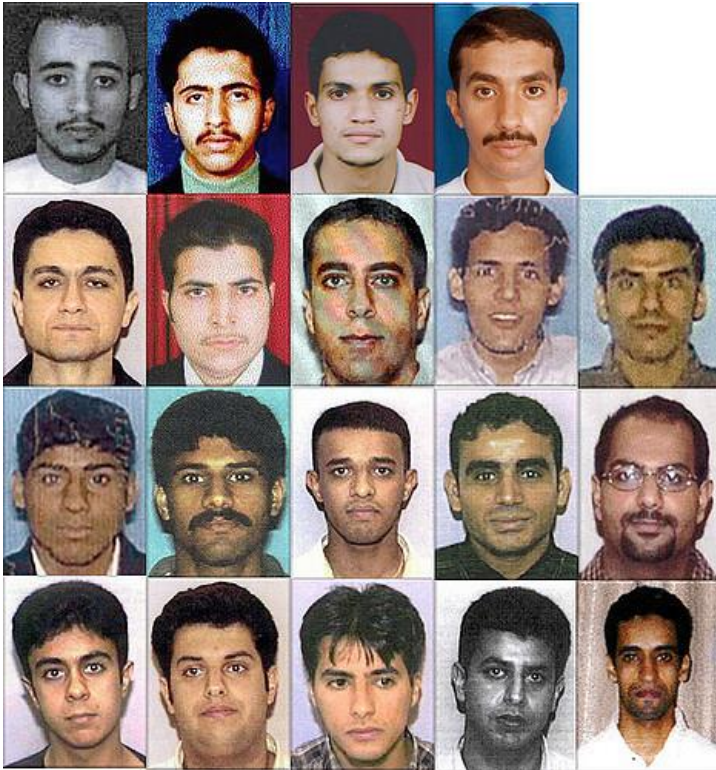
With bin Laden's condition worsening right around the time of the big event, he could not effectively deny his role. Then

he died in December 2011³², something most of the public never learns.

The plotters carry on as though bin Laden is still a threat. The public responds favorably to “getting” bin Laden.

In the end, his name serves to stir up enough reason to go to war against anyone our nation needs to fight.

THE HIJACKERS: NINETEEN “OSWALDS”



Without a Hijacking, Who Were the “Hijackers”?

The official theory tells us that Osama bin Laden trained members of al-Qaeda and sent them to the United States for flight training, but it fails to show proof that these members were on the planes. A videotape has emerged of Mohammed Atta and Abdulaziz Al-Omari at the Portland, Maine, airport, but the video shows two separate times. Another videotape purportedly shows other hijackers at the Dulles Airport in Washington, DC, but it gives no date or time.

According to the *9/11 Commission Report*, Atta left his baggage behind at Boston’s Logan airport with incriminating evidence, including the names of all hijackers and his own will. If Atta intended to fly a plane to his death, he could not possibly have expected his will to remain intact after the crash. It is possible that he could have arranged for his bags to miss his flight (and completely fool the airline staff).

However, Atta himself had reportedly told his fellow hijackers to “check all of your items—your bag, your clothes, knives, your will, your IDs, your passport, your papers. . . . Make sure that nobody is following you.”³³

Between the two possibilities of Atta leaving an easy trail of evidence to help investigators solve the crime or someone using his name to frame him and mislead investigators, the latter appears more likely. The first scenario seems too simple to be true, like a murderer publicly announcing his next victim.

The FBI posted the names and other identifying information such as birthdays, place of birth, and home city about the 19 hijackers promptly after 9/11. When confronted with evidence that some of the hijackers listed were actually alive, the FBI Director Robert Mueller at first admitted that there was “no legal proof to the identities of the suicidal hijackers”³⁴ and then reverted back to his original position that the FBI had it right all along.

If these 19 men truly intended to hijack planes and crash them into buildings, they would probably use their real names since they might not fear capture and would want others to remember them. But the official theory ignores this problem. Their only reasonable remedy to the problem of the living people identified in error as participants would be to acknowledge negligence.

Barring a stunning coincidence that several sets of people from the same city have the same name, birthplace, and birthday, the FBI listed a number of names of people not connected to the attacks.

To clear up this discrepancy and dispel rumors of alleged FBI involvement (at least after the fact), the Bureau should correct its list of suspects and provide an explanation as to its initial mistake. Its failure to do so raises doubts about the true identities of the hijackers and hints at a cover-up of the true participants.

The FBI has also claimed that it has identified at least 10 of the hijackers by matching their remains to known DNA samples. Where did the samples come from?

Ellen Barakove, a spokeswoman for the New York Medical Examiner's office, said the FBI took the samples from "locations such as the scene of the crashes, a hotel, or other places where the hijackers stayed" the night before.³⁵ But the same article fails to mention what the samples were matched to!

THE TWIN TOWERS: THE “EVIDENCE”



What Brought the World Trade Center Towers Down?

It was NOT American Airlines 11 or United Airlines 175. That alone speaks volumes.

It says that one of the key points of the official story is wrong.

It says that the true reason for the towers' fall is withheld from the public.

It suggests that witnesses who insisted they saw American or United flights were planted witnesses.

When the facts about the amount of asbestos in the towers emerge, it becomes obvious that a planned demolition of the towers was likely. *9-11 Research* suggests that “the cost of its removal might have rivaled the value of the buildings themselves.”³⁶

With the myth of planes hitting the towers prevailing, a demolition would have been easy to slide by. The official narrative set

in and could not be undone even by someone talking.

For example, members of the Navy, including James Stockdale, admitted many years after the Gulf of Tonkin incident that we had instigated the conflict there. If the public knew at the time that the story of a North Vietnamese attack was a ruse, it might not have favored escalating the war there. The lopsided vote in Congress for the subsequent Tonkin Resolution wiped out for years any chance that anyone would speak up.

I hope we get the truth about what specifically happened to the Towers someday. But even without those details, we can call out the official myth and replace it with facts.

Did anything Strike the Pentagon?

Whatever happened, it was NOT United Airlines 77. The plane did not fly that day.

Numerous cameras surrounded the Pentagon that day, but none of them have apparently captured an airplane hitting it!

As with the World Trade Center towers, the Pentagon was struck with something other than what the official narrative tells us.

**THE VICTIMS: A GOOD, ROUND
NUMBER**



If the official story is a myth, then why are almost 3,000 people reported as having died at the World Trade Center that day?

To understand best what happened, we could review the story starting from the end and proceed backwards.

The outcome of the story is that the deaths of approximately 3,000 people were reported by the media and by representatives of the federal and state governments of the United States of America. Most of the public apparently believed then and still believe now this assertion to be true.

The media and government reported the massive number of deaths, but they needed some direction. They learned of reports of four hijacked airplanes, all of which were flown by terrorists into buildings or the ground. It helped that much of the reports carried on live television.

The total number of deaths reported came from information revealed by government and media sources as to the number of occupants of the four airplanes in question and the number of people reported dead from the fall of the World Trade Centers 1 and 2 and the Pentagon.

Official and media sources³⁷ compiled the names of victims at the World Trade Center. According to author Joel Best, “The names came from firms who offered lists of employees thought to have been in the buildings and from worried friends and family members...”³⁸

The occupancy of the World Trade Center buildings 1 and 2 was mysterious. Many floors in these buildings went UNLEASED from the birth of the WTC in 1972 until 1998, according to records from a Freedom of Information Act request.³⁹ It is unknown how many of the floors were actually used by real companies.

Fictitious companies could have generated fictitious victims. They could have done this in a short period of time (1998-2001) to attract little attention.

Furthermore, a handful of companies owned several floors.⁴⁰ This fact explains the ease with which knowledge of the victim fraud could be known to relatively few people.

On September 21, 2001, Congress debated and passed the Air Transportation Safety and System Stabilization Act (ATSSSA), Public Law 107-42.⁴¹ Those who filed claims under this law as people injured in the attacks or family members of those killed, had to waive all rights to sue for damages against ANYONE.

A total of 2,880 family members filed a claim, for which the Fund paid out \$8.5 billion.⁴²

The waiver was put into place because the government wanted few lawsuits, where ugly truths could come out,

namely the secret that the victims were frauds. A tidy two or three million dollars could go a long way to buy silence.

**THE ACCOMPLICES: ART OF
DECEPTION**



What about Personal Effects Found at Crash Sites?

The plotters were a group willing and able to create an illusion to direct public outrage against innocent people. To make an illusion work, plotters must convince the audience (the public) that the illusion is real. They cast a shadow over the truth while they construct their lies.

To create the illusion of crashed commercial planes, the plotters, among other things, planted personal effects at the crash sites.⁴³

They got the effects in the same place one usually gets another's personal effects - from the people who owned the effects. This could have happened by theft, coercion, counterfeit or agreement.

What about the pilots and the flight crew?

There is something about the way in which they got their assignments that should tell us something.

Half of the pilots and most of the crew got their assignments shortly before 9/11.⁴⁴ In many cases, they “bumped” other people who had signed up to work the flights

The selection of personnel was done carefully, in such a manner that those who were “bumped” did not have much of a chance to figure out why they were bumped. It also gave no one any time to make any connections about the pilots and crew members suddenly asked to work.

Those bumped likely did not fit into the plot. The “right” pilots and crew, those who would work the simulations, got into position.

Some of them were probably fictitious. A plot where flights are faked should not require too many pilots and crew members.

What about Reports of Bodies, DNA Testing and the Jumpers?

Anyone can report a body. Anyone can claim DNA testing was done. A better question is whether anyone WITNESSED a person dying or if anyone could explain how they identified matter at the scene as part of a specific person.

No one jumped out of the towers that day. Faked photos and video footage showed people jumping from the towers.⁴⁵

There should be no need for fakery if people really died. No official sources denounced this fraud, which was used to help sell the "War on Terror.

THE MASTERMINDS: “NO ONE”



Who Was Behind This Operation?

To answer that, it is important to identify the ingredients to this operation that made it work effectively.

Intelligence was one. The plotters had to know what was scheduled to happen when. They had to know what planes were supposed to take off from what city to what city, for instance. United 93 was flying for the first time on a Tuesday that day. And several of the “passengers” were originally scheduled to fly on a later flight, United 91.⁴⁶

Certain people have intelligence, or information not known to the public. They need not belong to an agency, like the CIA. But they develop connections, or confidences with other people who give them information.

They don't have a sign on their face and their place of employment will not necessarily reveal them to you. Typically, the organizations for whom

they work give them high security clearances.

Typically, these people become known as people who do not reveal secrets. That is the way anyone obtains information not generally known to the public. It involves protecting the source of the information.

The plotters had to be people who can persuade other people to do something without necessarily telling them what the plan is. Persuaders have authority or the ability to coerce, or both.

This authority may be legal. Consider the FBI agents who showed up at Shanksville and the Pentagon and who began to control the investigation at the scene. They could persuade others to either enter the crime scene or leave it, depending on the level of trust they felt towards those people.

Also, a person who coerces others could be called upon to persuade, perhaps with threats. Whoever ran the DNA “tests”

that supposedly matched remains from the “crash” sites to relatives was likely coerced to “fix” the matches. And those who planted personal effects at the scenes.

These people also had access.

Someone had to convince those who follow flights on screens that American 11 and American 77 really flew and that United 93 and United 175 really flew back east. And transcripts of flight observers and pilots had to be manufactured. This takes access to those screens and transcripts.

At the very least someone at the airlines would have had to provide help. And some people

Communication with the media. The intelligence people probably handled communication with the media. The media gathers intelligence and filters what their corporate bosses will allow them to say.

But if you are looking for names of the masterminds, rest assured that they don't use names. They work in the shadows and they pull the strings of people like the occupants of the White House and Congress. They use coercion and encourage the occupants to use authority.

What was the purpose of this operation?

The purpose of the myth of 9/11 was to draw the United States into wars in the Middle East fighting for a cause everyone would agree was worthy. The events of 9/11, as reported to the public, served as a match to light the fires of war.

Most wars start with lies. I mentioned the Gulf of Tonkin and Viet Nam earlier. The first Bush Administration used lies from the daughter of a Kuwaiti ambassador to sell the first war against Iraq. Later the second Bush Administration would lie about weapons of mass destruction. So, lying to provoke a war is common.

We should ask questions about war as early as we can. Someday the public may take notice that all wars stem from faulty reasoning.

THE ACTING



A four-minute tape recording of a phone call allegedly from Betty Ong was played in 2004 at the 9/11 Commission, where American Airlines Operations supervisor Nydia Gonzalez testified.⁴⁷ Ong's performance was crucial as became the only recording from a "hijacked" plane to be played to the public.

TRANSCRIPT (with author's comments)

Betty Ong: I'm Number 3 in the back. The cockpit's not answering. Somebody's stabbed in business class and—I think there's mace—that we can't breathe. I don't know, I think we're getting hijacked.

- If there was mace floating around on the plane, why isn't she coughing? How does she speak so calmly? Why is there no coughing in the background?

Male Voice: Which flight are you on?

Betty Ong: Flight 12.

- Funny thing. There was no American flight 12 that day. In fact, Flight 12 was the return flight from Los Angeles to Boston, which,

because of subsequent events, did not happen.

Operator: And what seat are you in? Ma'am, are you there?

Betty Ong: Yes.

Male Voice: What seat are you in?

Female Voice: Ma'am, what seat are you in?

Betty Ong: We're—just left Boston, we're up in the air.

Female Voice: I know, what—

Betty Ong: We're supposed to go to LA and the cockpit's not answering their phone.

Female Voice: Okay, but what seat are you sitting in? What's the number of your seat?

[Why did the others have to ask Ong five times before she finally answered?]

Betty Ong: Okay, I'm in my jump seat right now.

Female Voice: Okay.

Betty Ong: At 3R.

Female Voice: Okay.

Male Voice: Okay, you're the flight attendant? I'm sorry, did you say you're the flight attendant?

Betty Ong: Hello?

Female Voice: Yes, hello.

Male Voice: What is your name?

Betty Ong: Hi, you're going to have to speak up, I can't hear you.

Male Voice: Sure. What is your name?

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

Male Voice: Okay.

Betty Ong: And the cockpit is not answering their phone, and there's somebody stabbed in business class, and there's—we can't breathe in business class. Some-body's got mace or something.

Male Voice: Can you describe the person that you said—someone is what in business class?

Betty Ong: I'm sitting in the back. Somebody's coming back from business. If you can hold on for one second, they're coming back.

Betty Ong: Okay. Our number 1 got stabbed. Our purser is stabbed. Nobody knows who stabbed who, and we can't even get up to business class right now 'cause nobody can breathe. Our number 1 is stabbed right now. And who else is?

Male Voice: Okay, and do we—

Betty Ong: And our number 5—our first-class passengers are—galley flight attendant and our

purser has been stabbed. And we can't get into the cockpit, the door won't open. Hello?

Male Voice: Yeah, I'm taking it down. All the information. We're also, you know, of course, recording this. At this point—

Nydia Gonzalez: This is Operations. What flight number are we talking about?

Male Voice: Flight 12.

Female Voice: Flight 12? Okay. I'm getting—

Betty Ong: No. We're on Flight 11 right now. This is Flight 11.

Male Voice: It's Flight 11, I'm sorry Nydia.

Betty Ong: Boston to Los Angeles.

Male Voice: Yes.

Betty Ong: Our number 1 has been stabbed and our 5 has been stabbed. Can anybody get up to the cockpit? Can anybody get up to the cockpit? Okay. We can't even get into the cockpit. We don't know who's up there.

Male Voice: Well, if they were shrewd they would keep the door closed and—

Betty Ong: I'm sorry?

Male Voice: Would they not maintain a sterile cockpit?

Betty Ong: I think the guys are up there. They might have gone there—jammed the way up there, or something. Nobody can call the cockpit. We can't even get inside. Is anybody still there?

Male Voice: Yes, we're still here.

Female Voice: Okay.

Betty Ong: I'm staying on the line as well.

Male Voice: Okay.

Nydia Gonzalez: Hi, who is calling reservations? Is this one of the flight attendants, or who? Who are you, hon?

Male Voice: She gave her name as Betty Ong.

Betty Ong: Yeah, I'm number 3. I'm number 3 on this flight, and we're the first—

- What did Ong mean when she said, “we’re the first”? Was it a Freudian slip about being the first simulation?

Nydia Gonzalez: You're number 3 on this flight?

Betty Ong: Yes, and I have—

Nydia Gonzalez: And this is Flight 11? From where to where?

Betty Ong: Flight 11.

Nydia Gonzalez: Have you guys called anyone else?

Betty Ong: No. Somebody's calling medical and we can't get a doc—

With that, the portion of the tape played at the commission hearing ended. Then, the commission heard a recording of a second phone call, the call Nydia Gonzales placed to American Airlines' emergency line. Gonzales was still on the phone with Betty Ong as well. She relayed what Ong was telling her to the emergency operator.

Male Voice: American Airlines emergency line, please state your emergency.

Nydia Gonzalez: Hey, this is Nydia at American Airlines calling. I am monitoring a call in which Flight 11—the flight attendant is advising our reps that the pilot, everyone's been stabbed.

Male Voice: Flight 11?

Nydia Gonzalez: Yep. They can't get into the cockpit is what I'm hearing.

Male Voice: Okay. Who is this I'm talking to?

Nydia Gonzalez: Excuse me. This is Nydia, American Airlines at the Raleigh Reservation Center. I'm the operations specialist on duty.

Male Voice: And I'm sorry, what was your name again?

Nydia Gonzalez: Nydia.

Male Voice: Nydia. And what's your last name?

Nydia Gonzalez: Gonzalez— G-o-n-z-a-l-e-z.

Male Voice: (Inaudible)—Raleigh Reservations. Okay, now when you—

Nydia Gonzalez: I've got the flight attendant on the line with one of our agents.

Male Voice: Okay. And she's calling how?

Nydia Gonzalez: Through reservations. I can go in on the line and ask the flight attendant questions.

Male Voice: Okay. I'm assuming they've declared an emergency. Let me get ATC on here. Stand by.

Nydia Gonzalez: Have you guys gotten any contact with anybody? Okay, I'm still on with security, okay, Betty? You're doing a great job, just stay calm. Okay? We are, absolutely.

Male Voice: Okay, we're contacting the flight crew now and we're, we're also contacting ATC.

Nydia Gonzalez: Okay. It seems like the passengers in coach might not be aware of what's going on right now.

Male Voice: These two passengers were from first class?

Nydia Gonzalez: Okay, hold on. Hey Betty, do you know any information as far as the gents—the men

that are in the cockpit with the pilots, were they from first class? They were sitting in 2A and B.

Male Voice: Okay.

Nydia Gonzalez: They are in the cockpit with the pilots.

Male Voice: Who's helping them, is there a doctor on board?

Nydia Gonzalez: Is there a doctor on board, Betty, that's assisting you guys? You don't have any doctors on board. Okay. So, you've gotten all the first-class passengers out of first class?

Male Voice: Have they taken anyone out of first class?

Nydia Gonzalez: Yeah, she's just saying that they have. They're in coach. What's going on, honey? Okay, the aircraft is erratic again. Flying very erratically. She did say that all the first-class passengers have been moved back to coach, so the first-class cabin is empty. What's going on your end?

Male Voice: We contacted Air Traffic Control, they are going to handle this as a confirmed hijacking, so they're moving all the traffic out of this aircraft's way.

Nydia Gonzalez: Okay.

Male Voice: He turned his transponder off, so we don't have a definitive altitude for him. We're just

going by—they seem to think that they have him on a primary radar. They seem to think that he is descending.

Nydia Gonzalez: Okay.

Male Voice: Okay, Nydia?

Nydia Gonzalez: Yes dear, I'm here.

Male Voice: Okay, I have a dispatcher currently taking the current fuel on board.

Nydia Gonzalez: Uh, huh.

Male Voice: And we're going to run some profiles.

Nydia Gonzalez: Okay.

Male Voice: To see exactly what his endurance is.

Nydia Gonzalez: Okay.

Male Voice: Did she—

Nydia Gonzalez: She doesn't have any idea who the other passenger might be in first. Apparently, they might have spread something so it's—they're having a hard time breathing or getting in that area.

What's going on, Betty? Betty, talk to me. Betty, are you there? Betty? (Inaudible.)

Okay, so we'll like—we'll stay open. We—I think we might have lost her.

The audience never hears the remaining twenty minutes of her conversation, an oversight never explained.

Sweeney call

Fellow flight attendant Amy Sweeney also made a call, although no recording is known to exist. This call became known to the public through records of FBI interviews.

Her call allegedly went to American Airlines Flight Service at Boston Logan Airport and interview transcripts apparently show that she identified where hijackers were.

She told a manager for American Airlines that “Flight 12 at Gate 32” had two flight attendants stabbed.⁴⁸

But Gate 32 was the gate that Flight 11 was supposed to have departed from.

American Airline employee Elizabeth Williams told the FBI that she had gone down to Gate 32 after hearing of Sweeney’s comment. And found an

empty plane matching the description of Flight 11.

An empty plane. That was supposed to be full of passengers crashing into the World Trade Center.

A researcher, known as “loopDloop,” wrote an article in July 2012 called “Fog, Fiction and the Flight 11 Phone Calls” that appeared on the *Let’s Roll Forums* website.⁴⁹ The article reveals the presence of two recordings of the same phone call from flight attendant Betty Ong.

One recording sounds as though it covers up discussion the public was not supposed to hear. The author identifies evidence destruction.

Furthermore, the author points out that Ong does not identify where she is sitting because that would give away that she was using an air phone, which flight attendants are forbidden to use.

It becomes clear through the research that Ong was talking on a headset to operators about a fictitious hijacking.

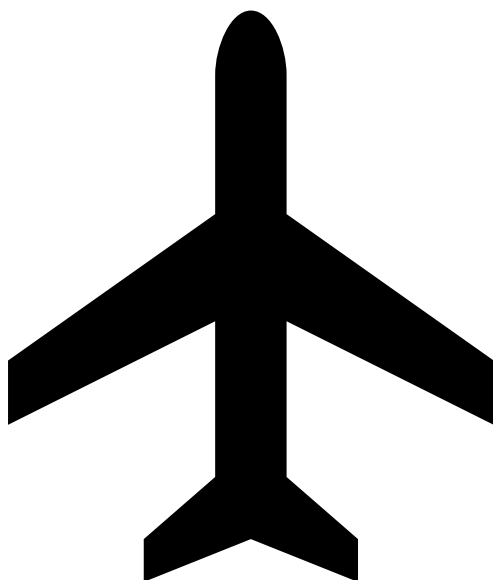
Interestingly, this use of a phone to transmit false messages could also easily explain the “voices from the cockpit” for this flight and the other three.

Evidence of phone calls on “Flight 11” suggests that the two flight attendants were taking part in a simulation and that their words were later used as “evidence” of a hijacking on the plane.

Ong’s use of the term “Flight 12” and her statement “We’re on Flight 11 *right now*”⁵⁰ suggest a conscious effort to use the wrong flight number. The idea that she used the “mistake” to signal something to listeners cannot be ruled out.

Listen to Ong’s tone of voice in this YouTube clip and determine for yourself if she sounds like she is witnessing a hijacking.⁵¹ It sounds too quiet in the background and she sounds too calm.

THE PLANES



AMERICAN 11⁵²

7:40 AM—Boston, Logan Airport. Ninety-two people, including 11 crew members, board American 11, a Boeing 767-223ER with tail number N334AA.⁵³ The flight destination is Los Angeles.⁵⁴

- There is no proof of boarding.

Noted researcher Elias Davidsson names the evidence that the government should have revealed if it really had a case that could be proven as to the people that boarded the planes:

In order to prove that particular individuals actually boarded the aircrafts and died at the known crash sites, at least three types of evidence could and should have been produced: Authenticated passenger lists (or flight manifests) displaying their names, identification of the suspects as they boarded the aircraft, and identification of their bodily remains from the crash sites.

I only disagree with Davidsson as to the identification of the “suspects” as I now

believe there were no hijackers. If it could be established a hijacking took place, the issue would be relevant.

In short, the “evidence” of remains of “passengers” from Flight 11, and with the other three flights, would most likely fail in a contested case in a court of law.

Furthermore, what some refer to as “manifests” simply refer to lists of passengers brought up at the aforementioned Moussaoui trial five years after the events of 9/11. It is worthwhile to ask where these “manifests” had been for that time and why we should consider them to be authentic. Previous lists of passengers were provided by the media shortly after the day. The media has never been forthright as to how they obtained those lists.

7:59 AM—American 11 takes off from runway 4-R.

- Flight 11 never took off on September 11, 2001.

The Bureau of Transportation Statistics (BTS) originally did not show American Airlines Flights 11 and 77 as having been scheduled or having taken off on September 11, 2001. The late researcher Gerard Holmgren identified this fact and made it public on November 13, 2003.

The BTS, which records the actual departure time of all commercial flights contemporaneously, originally showed no entry for American 11 on that day (suspiciously, records of this flight and American 11 were later altered),

By 2004, the BTS records showed something completely different about these flights. The new explanation said the following:

On September 11, 2001, American Airlines Flight #11 and #77 and United Airlines #93 and #175 were hijacked by terrorists. Therefore, these flights are not included in the on-time summary statistics.

BTS records were filed contemporaneously with the events of

that day. This evidence is highly significant because it (1) involves records routinely kept by a government agency that (2) were unaccountably altered in a way that appears to cover up a fact incongruent with the official story.

The reliability of this evidence makes it one of the first things a real investigation would have looked at in studying the case.

The alteration of evidence suggests the consciousness of guilt, and the availability of the original records to the public has been hampered by those with the duty to reveal them.

The official story cannot be specific about where the take-off occurred.

Furthermore, the official story cannot pinpoint the boarding gate as Gate 26 or Gate 32. Nor has any relative or friend of any of the “passengers” of any “flight” identified themselves as the one who drove the “passenger” to the airport or waited with them at the boarding gate.

Perhaps these relatives or friends could have been questioned about which gate they went to. Inconsistencies could establish an element of fiction in the story of Flight 11.

Confirming this type of information would have been a top priority in a true investigation.

8:13 AM—The pilots' last radio communication is made from the pilots to ground control: "twenty right American eleven."⁵⁵

8:15 AM—Boston Air Traffic Control begins unsuccessful attempts to contact the pilots after the plane fails to respond to an order to climb.⁵⁶

8:20 AM—American 11 stops transmitting its transponder signal and veers northward and departs dramatically from the westward heading of its planned route. The controllers conclude that the plane has probably been hijacked.⁵⁷

8:21-8:46—Amy (Madeline) Sweeney, one of the flight attendants, calls Michael Woodward from airline's field services.⁵⁸ (Cell)

8:21-8:46—Betty Ong, another flight attendant, calls Vanessa Minter at the airline's reservations.⁵⁹ (Air)

8:24 AM—The following transmission is reportedly received from Flight 11:

We have some planes. Just stay quiet and you'll be okay ... we are returning to the airport.

...Nobody move. Everything will be okay. If you try to make any moves, you'll endanger yourself and the airplane. Just stay quiet.

*Nobody move please we are going back to the airport ... don't try to make any stupid moves.*⁶⁰

- As will be shown in a moment, this message was reportedly heard by

United 175, another suspicious flight that day.

Neither of the pilots press the distress call button. (In fact, no report of any distress calls would come from any of the alleged flights.)

8:28 AM—controllers reportedly watch the plane make a 100-degree turn toward the south.⁶¹

During the flight, five hijackers take over the aircraft by breaching the cockpit. Two of the flight attendants, Amy Sweeney and Betty Ong, make calls to American Airlines and report the hijacking and injuries to passengers. The Ong call was tape recorded, with a portion of it made available to the public.

- Mainstream media sources have revealed that people with the same names and other identifying information of hijackers were alive after 9/11. Following is a list of the names of the alleged hijackers on Flight 11 and who allegedly lived past 9/11:

- Waleed al-Shehri—LIVED
- Wail al-Shehri—LIVED
- Abdulaziz al-Omari—LIVED
- Mohammed Atta
- Satam M.A. Al Suqami⁶²

8:46 AM—The plane crashes into the World Trade Center (north tower), killing everyone on board.

Aftermath—Firefighters and rescue workers find human remains at the World Trade Center and the immediate area⁶³ and within a year medical examiners declare that the remains matched DNA samples given by the passengers' families.⁶⁴ A copy⁶⁵ of the manifest shows the names of passengers who took the flight.

- Where were the remains of the passengers?

No source independent of the government has identified remains of any of the flight's passengers. As elements in the government were complicit in

tampering with the flight records, how can elements of the government be trusted with the so-called DNA samples?

The key to DNA samples is that evidence of the chain of custody must be shown to be conclusive.

DNA testing requires a sample from a victim at the “scene” and a sample from the victim or a close relative from somewhere else (usually given by family).

An agent (of the plot) would likely retrieve a sample from the “scene” of the victim’s death.

The agent would give samples to the tester. (The tester, as one who would follow standard procedures, would not have any reason to go to the scene nor to question the agent.)

The agent would also go to the family to ask for samples (e.g., hair, toothbrush, etc.).

The agent would then give the family sample to the tester.

If the tester were in on the plot, the tests could be easily rigged. But the tester's statements to the media are needed. If something "happened" to the tester, it would cause too much suspicion. The tester would be suspicious if "scene" samples did not have the appearance of involvement in a plane crash.

Davidsson points to a lack of a "chain of custody." This is a legal principle which directs those who investigate a crime to document (1) how and where they find evidence and (2) how the evidence got to the point of the hearing.

He states that "there is no indication that a proper chain of custody between the crash sites and the final disposition of bodily remains had been established by the FBI, as required in criminal cases. The 9/11 Commission did not refer to any such documentation."

With no solid chain of custody, a prosecutor (the state) can conceivably bring just about any piece of evidence to the attention of the jury. And when the

public is the jury with no judge to referee, the state can use this opportunity to perpetuate a false story.

Information about the plane parts does not add up.

No debris from the scene at the World Trade Center has ever been traced by serial number to the plane that allegedly flew on 9/11 as Flight 11.

Put another way, every part of each airplane has a serial number on the part that identifies several things about the part such as when it is time for that part to be replaced and which specific plane that part is on.

The identification of this and the other planes is paramount to understanding what happened and should have been on the list of things for the investigators to find out. Leaving this information out is like a murder investigation failing to identify the murder weapon!

UNITED 175

8:14 AM—At Boston's Logan Airport, 65 people, including nine crew members, board from Terminal C's Gate 19 United 175, a Boeing 767-222 with registration number N612UA.⁶⁶

8:14 AM—The flight takes off from runway 9 with Los Angeles as its destination.

8:41 AM—A United 175 pilot reports that he has overheard a transmission (presumably from by-then-hijacked Flight 11):

ya we figured we'd wait to go to you center ah we heard a suspicious transmission on our departure out of Boston ah with someone ah, ah sound like someone sound like someone keyed the mike and said ah everyone ah stay in your seats.

- If both flights 11 and 175 are involved in a plot, this “evidence” is worthless.

Shortly thereafter, the last radio communication is made from the pilots and air traffic control: "that's ah cut out ... did you copy that?"⁶⁷

8:42 AM—United 175 veers off its planned course and begins flying south.⁶⁸

8:43 AM—The FAA notifies NORAD that the flight had been hijacked.⁶⁹

8:46 AM—United 175 stops transmitting its transponder signal.⁷⁰

8:52 AM—Peter Hanson begins a number of phone calls to his father.⁷¹

During the flight, five hijackers take over the aircraft and breach the cockpit and take over the controls.

- Mainstream media sources have revealed that people with the same names and other identifying information of hijackers were alive after 9/11. Following is a list of the

names of the alleged hijackers on Flight 175 and who allegedly lived past 9/11:

- Mohand al-Shehri—LIVED
- Marwan Al-Shehhi
- Fayez Rashid Ahmed Hassan Al Qadi Banihammad
- Ahmed Alghamdi
- Hamza Alghamdi⁷²

9:03 AM—United 175 strikes World Trade Center south tower, killing all aboard.⁷³

- United 175 flew well longer than was officially reported.

United 175 flew over Harrisburg, Pennsylvania, 15 minutes after it allegedly hit the World Trade Center.⁷⁴ As with Flight 93, ACARS messages were sent to Flight 175 that indicate that the plane was heading far away from its “crash” scene. Pilots for 9/11 Truth discovered that Flight 175 was tracked in western Pennsylvania several minutes after it allegedly struck the World Trade

Center. The plane is identified clearly as N612UA.⁷⁵

Aftermath—Investigators find human remains at the World Trade Center and the immediate area and declare that the remains matched DNA samples given by the passengers' families. A copy of the manifest⁷⁶ shows the names of the passengers who took the flight.

- No source independent of the government has identified remains of any of the flight's passengers.

The plane parts do not add up.

No debris from the scene at the World Trade Center has ever been traced by serial number to the plane that allegedly flew on 9/11 as Flight 175.⁷⁷

There were relatively fewer alleged phone calls from United 175, but the calls, echoing the same story as the calls from United 93, were about hijackers.^{78 79}

Two passengers, Peter Hanson and Brian Sweeney, are said to have made calls during this “flight.” Hanson made a

call to his father and Sweeney attempted calls to his wife. The latter, not reaching her, left a message.⁸⁰

There is no record of what times Sweeney made his calls. The media originally reported both callers as having used cell phones. The FBI contended five years later that they used air phones.

AMERICAN 77

7:50 AM—Washington, Dulles Airport. Sixty-four people, including the five crew members, boarded American 77 at Gate D26.

- No one is reported to have said they saw anyone board this plane.

Elias Davidsson asked American Airlines for permission to interview employees who saw the passengers off, but the airlines denied the request on the grounds of privacy.⁸¹ What was American Airlines hiding?

Or perhaps the airlines were directed by authority (i.e. government officials) not to release this information. In either case, an investigation with subpoena authority could and should pursue these interviews, especially given that other means of corroborating the presence of passengers are suspect.

8:20 AM—The flight, a Boeing 757-223 with tail number N644AA, takes off from

Runway 30 with Los Angeles as its destination.⁸²

- American 77 never took off on September 11, 2001.

As noted above for American Flight 11, the Bureau of Transportation Statistics (BTS) originally did not show American Airlines Flights 11 and 77 as having been scheduled or having taken off (wheels off) on September 11, 2001. The late researcher Gerard Holmgren identified this fact and made it public on November 13, 2003.⁸³

By 2004, the BTS records showed something completely different about these flights. The new explanation said the following:

*On September 11, 2001, American Airlines Flight #11 and #77 and United Airlines #93 and #175 were hijacked by terrorists. Therefore, these flights are not included in the on-time summary statistics.*⁸⁴

8:46 AM—Flight 77 veers severely off course.

8:50 AM—The last normal radio communication was made from the pilots and air traffic control.

8:55 AM—The plane begins to turn south.

8:56 AM—The jet's transponder is shut off.⁸⁵ The pilots' last transmission is unusual. The pilots are reported to have said "ah direct FALMOUTH American seventy-seven thanks." No radio communications from the flight indicate distress.⁸⁶

9:00 AM—The plane begins to head east. Shortly thereafter it begins to descend from its altitude of 35,000 feet. The autopilot is engaged and disengaged multiple times.

9:12 AM—Flight attendant Renee May calls her mother.⁸⁷

9:12-9:26 AM—Barbara Olson allegedly makes calls to husband Ted Olson during this period of time.⁸⁸

9:29 AM—The plane is now 35 miles west of the Pentagon, flying at 7,000 feet.

9:34 AM—The plane is now about 3.5 miles west-southwest of the Pentagon and starts a 330-degree descending right turn, bringing it to an altitude of about 2,000 feet four miles southwest of the Pentagon.⁸⁹

During the flight, five hijackers take over the aircraft and force the passengers to the back of the aircraft. Some of the passengers, including famed political commentator Barbara Olson, make calls to family members.

- Mainstream media sources have revealed that people with the same names and other identifying information of hijackers were alive after 9/11. Following is a list of the names of the alleged hijackers on Flight 77 and who allegedly lived past 9/11:
 - Salem al-Hazmi—LIVED
 - Khamid Almihdhar

- Majed Moqed
- Nawaf Alhazmi
- Hani Hanjour⁹⁰

9:37 AM—The plane crashes into the west side of the Pentagon at 9:37 AM, killing everyone on board and 125 people who were in the building.⁹¹

- The plane parts do not add up.

No debris from the scene at the Pentagon has ever been traced by serial number to the plane that allegedly flew on 9/11 as Flight 77.⁹²

Aftermath—Investigators find human remains at the Pentagon and the immediate area and declare that the remains matched DNA samples given by the passengers' families. A copy of the manifest⁹³ shows the names of the passengers who took the flight.

- There were no remains proven to be from the passengers.

No source independent of the government has identified remains of any of the flight's passengers. See the discussion of DNA in the American 11 section earlier.

UNITED 93

8:00 AM—Forty-four people, including seven crew members, board United 93, a Boeing 757-200 with registration number N591UA at gate A17 at Newark International Airport.⁹⁴

8:28 AM—The flight took off from Newark Airport with San Francisco as its destination (Source: Bureau of Transportation Statistics).⁹⁵

8:42 AM—The flight took off from Newark Airport with San Francisco as its destination (according to mainstream sources).⁹⁶

9:16 AM—The FAA informs North American Aerospace Defense Command (NORAD) that the flight may have been hijacked.

9:27 AM—Several communications with air traffic controllers later indicate that Flight 93 is hijacked at around this time.⁹⁷

9:30 AM—The transponder signal ceases. At about this time, the plane

apparently reverses direction and begins flying toward the capital.⁹⁸

9:30 AM—Thomas Burnett, Jr. calls residence.⁹⁹

9:36 AM—Sandra Bradshaw, flight attendant, calls United Airlines.

9:36—Mark Bingham calls his mother.

9:37 AM—Jeremy Glick makes call.

9:37 AM—Thomas Burnett, Jr. calls residence.

9:39-9:43—Lauren Grandcolas makes several calls during this time period.

9:41 AM—Mark Bingham calls his mother a second time.

9:42 AM—Joseph DeLuca makes call.

9:43 AM—Todd Beamer calls GTE operator.

9:43 AM—Joseph DeLuca makes second call.

9:44 AM—Thomas Burnett, Jr. calls residence third time.

9:46 AM—Linda Gronlund calls.

9:47 AM—CeeCee Lyles, flight attendant, calls her residence.

9:49 AM—Marion Britton makes phone call.

9:49 AM—Sandra Bradshaw, flight attendant, calls residence.

9:52 AM—Sandra Bradshaw, flight attendant, calls residence again.

9:53 AM—Honor Elizabeth Wainio calls her parents.

9:58 AM—Edward Felt makes phone call.

9:58 AM—CeeCee Lyles, flight attendant, again calls her residence.

During the flight, four hijackers take over the aircraft. After making calls from the airplane to relatives, several passengers rush the hijackers in an attempt to wrest control of the plane back.

- Mainstream media sources have revealed that people with the same

names and other identifying information of hijackers were alive after 9/11. Following is a list of the names of the alleged hijackers by flight and who allegedly lived past 9/11:

- Ahmed al-Nami—LIVED
- Saeed al-Ghamdi—LIVED
- Ahmed Ibrahim A. Al Haznawi
- Ziad Samir Jarrah¹⁰⁰

10:03 AM—The plane crashes in a field in Shanksville, Pennsylvania, killing everyone on board.¹⁰¹

- United 93 flew well beyond the time we are told it crashed.

The flight was airborne over Champaign, Illinois, at the same time as its alleged crash in Shanksville. It is identified clearly by the Airplane Communications and Reporting System (ACARS) as N591UA.¹⁰²

In the words of Col. George Nelson, USAF (ret.), had United 93 crashed in

Shanksville “there would have [been] literally hundreds of serially-controlled time-change parts within the hole that would have proved beyond any shadow of doubt the precise tail-number or identity of the aircraft.”¹⁰³

Aftermath—Investigators found human remains in Shanksville and declared that the remains matched DNA samples given by the passengers’ families. Copies of the manifest¹⁰⁴ and boarding passes¹⁰⁵ show the names of the passengers who took the flight.

- The county coroner could not find evidence of passengers at the “crash” site.

Wallace Miller, Coroner of Somerset County (which includes Shanksville) and one of the first to arrive at the “crash” scene, said of the area, “This is the most eerie thing. I have not, to this day, eleven months later seen a single drop of blood. Not a drop.”¹⁰⁶

Miller also reportedly said that “Usually you see much debris, wreckage, and

much noise and commotion. This crash was different. There was no wreckage, no bodies, and no noise. ... It appeared as though there were no passengers or crew on this plane (as told to author David McCall).¹⁰⁷

No one can prove there were any remains from passengers.

No source independent of our government, which has an obvious conflict of interest in this matter, has identified remains of any of the flight's passengers.

Following is a list of the passengers who allegedly made calls during the flight United 93. An asterisk is placed next to the name of the caller who was reported originally to have made a cell call and later said by the FBI to have used an air phone.¹⁰⁸

- Todd Beamer
- Mark Bingham
- Sandy Bradshaw*
- Marion Britton*

- Thomas Burnett*
- Joseph DeLuca
- Edward Felt
- Jeremy Glick*
- Lauren Grandcolas
- Linda Grunland
- CeeCee Lyles
- Honor Wainio*¹⁰⁹

Why on earth was there any doubt as to what types of phones were used?

There are other issues worth pondering: according to the information provided by the government at the aforementioned Moussaoui trial:

(1) One call allegedly went past the time of the Shanksville “crash,” Todd Beamer’s last call on United 93.

(2) No records of calls are sourced to the companies that provided them. This fact calls into question the authenticity of the calls.

(3) Lisa Jefferson, who reportedly took Beamer's call, failed to mention the phrase "Let's roll" in an interview with the Pittsburgh Post-Gazette, which introduced the heroics of Beamer and others on the flight. She also had never heard Beamer's voice.

(4) In fact, the FBI delayed bringing out the story of "Let's roll" and the passengers "fighting back" and apparently only did so to stop the story of a flight shoot-down from gaining momentum.

I have trouble picturing a group of people simulating calls. Consider the following reported calls:

(1) A caller claiming to be passenger Mark Bingham said:

Caller: "Mom? This is Mark Bingham. I want you to know that I love you. I'm on a flight from Newark to San Francisco and there are three guys who have taken over the plane and they say they have a bomb."

Alice Hoagland: "Who are these guys?"

Caller: (after a pause) "You believe me, don't you?"

Alice: “Yes, Mark. I believe you. But who are these guys?”

(2) Another supposed caller, Jeremy Glick, said, when asked if he and others were going to fight back against the hijackers, “I have my butter knife from breakfast.” According to Dewdney:

This is strange because it implies that the caller had already finished breakfast, whereas meals are not normally served until the aircraft reaches cruising altitude, about the time that the alleged hijacking began.¹¹⁰

(3) A caller who said he was Todd Beamer¹¹¹ talked to a GTE/Verizon operator, Lisa Jefferson, for several minutes instead of preparing to take on the “terrorists” with other passengers.

It sounds instead as though those who received the calls forgot their lines or the “roles” that “relatives” or “loved ones” were supposed to play.

The calls were sold to the public to advance the “fact” that the hijackings and

crashes happened. Of secondary importance are what phones were used and where the calls were made from.

These calls are part of what holds the official theory together. The plotters needed to make sure the **reports** of the calls got through and the information about hijackers was conveyed.

David Ray Griffin¹¹² explains the utter lack of consistency in the official explanations of phone calls on the planes associated with 9/11. He does an excellent job of explaining how the FBI at first remained silent (in 2001) as to what phones were used on the planes.

He then shows the chronology of Dewdney's report (which made it clear that cell phone calls were then only reasonably possible at altitudes of less than 2,000 feet) to that of the subsequent FBI report for the 2006 Zacarias Moussaoui trial, which changed many of the calls from cell to air phone.¹¹³

From Griffin's analysis of the work of researchers like Dewdney, we can easily surmise that the official story on the number of cell phones (now given by the FBI as mostly air phones) changed drastically after it became known publicly the difficulty in getting cell phones to work at typical airplane altitudes.

Griffin cites a number of mainstream media sources that reported shortly after 9/11 calls from the planes as cell phone calls and notes that the FBI did not object, at least not publicly.¹¹⁴

The FBI, confronted by evidence from Dewdney and others that cell phone calls do not work on planes in flight, provided a new official version of the calls by labeling all but two of them calls from air phones in a report for the Zacarias Moussaoui trial in 2006.

At the Moussaoui trial, the prosecution and the defense both stipulated to the phone call findings. They never debated the veracity of the calls or the phone records, meaning that we cannot use the

court system to determine whether the calls really took place.

These are only a few of the problems with the use of the alleged phone calls to promote any story, not just the official one.

This should come as no surprise. Without the fake calls, we would have no reports of hijackers, knives, box cutters, red bandanas, imminent plane crashes, etc. Who would our leaders have blamed for what happened? This is where our leaders got their “terrorists” for their “war on terror” story.

THE GATE KEEPERS



The myth of 9/11 is so obvious. How does it perpetuate? One way is through “gate keepers,” people recognized as experts who talk down to people bold enough to challenge them.

What are the gate keepers of our society?

Those who make decisions on our behalf, those who enforce those decisions and those who report them to us:

Government

Churches

The military

The media

They are all institutions whose existences are based on beliefs they do not accept any dissension from.

Government – we are legitimate, and all our actions are legitimate

Churches – our dogma is correct, and you will be punished in the next life if you disobey

The military – our wars are justified, and you are not patriotic if you say otherwise

The media – what we say is true,

we hide nothing important and if you disagree, you are a nut.

The institutions control public discussion by labeling thoughts that would harm their existence. The following questions will never be answered by any of these pillars:

Government – What is national security and what types of information are really hidden to the public for this reason?

Churches – Can you prove that the leader of your religion really existed?

The military – How many soldiers would you recruit if you told them the truth about why we were sending them to war?

The media – How often are you pressured into dropping stories and who pressures you?

To get these questions answered, we need another actor to join the debate. Many fear the institutions and their enormous power and do not ask why our society functions as it does.

But we need the questions answered.

Almost every debate starts off with at least one of the false beliefs stated above. In short, the debate gets it wrong **IN THE FIRST PLACE.**

Be a part of a public that reasonably questions what we hear. Disregard those who state beliefs but do not back them up or who refuse to answer your questions. This is how we collectively will get these questions answered. Then we can discuss the details.

Anthony Summers and Robbyn Swan put gatekeeping in action and kept the focus away from facts in their exchange with me about their book, *The Eleventh Day*, published in 2011.

First, here is my review of their book:

Anthony Summers Fails to Confront 9/11 Truth in New Book¹¹⁵

In their new book, *The Eleventh Day: The Full Story of 9/11 and Osama bin Laden*, Anthony Summers and Robbyn Swan tell us that “the identity of the perpetrators is not in doubt.” But the two make several questionable assertions and omissions of fact which undercut their belief that members of Al Qaeda carried out the attacks.

Summers and Swan spend little time addressing the validity of the alleged cell phone calls from airplanes. Supporters of the official theory claim that the calls were real and that they prove the presence of hijackers on the airplanes.

The authors could have analyzed the claims of AK (Alex) Dewdney on this subject. Though they do mention

Dewdney on other topics (such as flight by remote control), they say nothing about his experiments in the use of cell phones on airplanes, which he called the “Project Achilles Report.” The report shows the difficulty of the use of cell phones on planes, especially at the levels the planes allegedly hijacked were flying at.

Another glaring omission is the conduct of World Trade Center leaseholder Larry Silverstein, whose name does not appear in the book’s lengthy index. Silverstein said that he “pulled” Building Seven, a slang term for bringing down a building by explosives. His remarks are often cited by those who believe insiders within our government acted on 9/11 because the building would have had to have been prepared for demolition prior to the event.

The two authors also fail to question why Verizon employee Lisa Jefferson did not record her alleged conversation with alleged Flight 93 passenger Todd Beamer. It was from Jefferson that we heard of the now-famous battle cry “Let’s

Roll!”, which Beamer supposedly told other passengers before attacking the hijackers.

So, what is their proof for their theory about the perpetrators?

Take their analysis of what happened at the Pentagon. They tell us about photographs published in the Defense Department’s “Pentagon 9/11,” which show “some debris” outside the building. But they fail to give any indication as to when the debris, such as mangled metal with the marking “AA” for American Airlines on it, actually arrived.

They bring out the story told by Tamara Carter by saying that she arrived at the scene “two days later” and saw plane parts. This story also fails to address the matter of timing.

They also tell us that Boeing part numbers “reportedly” had part numbers consistent with the airplane that allegedly crashed. Sorry, “reportedly” does not help me to discount theories offered by critics who believe parts were planted.

Their other attempt to prove their theory about the perpetrators involves put-downs of leading theorists. “There is more that one should know about them,” say the authors as they call one out for holding an unpopular opinion about the Waco tragedy, another for having used LSD and yet another for using biblical principles to economics. I am not sure of the connection of these facts to the subject at hand.

Anthony Summers has written brilliantly about the JFK assassination and other subjects before. But his failure to confront alternative theories to the official one about 9/11 in an even-handed way disappointed me. I cannot recommend this book.

Dean T. Hartwell

Author of *Facts Talk but the Guilty Walk: the 9/11 No Hijacker Theory and Its Indictment of Our Leaders*

Here is Robbyn Swan's Reply:

Truthers and Consequences: The Trouble with Dean Hartwell's "Perspective" ¹¹⁶

In his review of our book, *The Eleventh Day: The Full Story of 9/11 and Osama bin Laden*, 9/11 skeptic Dean Hartwell charges that we make "questionable assertions and omissions of fact."

Any reading of Mr. Hartwell's review, [which can be found on his website¹¹⁷ however, must begin with the understanding that he himself is a "No Planer" – his own contribution to the canon of research on the attacks is a book entitled "Planes without Passengers: The Faked Hijackings of 9/11."

In any event, Hartwell claims, in the first instance, that we have not analyzed the work of AK Dewdney on the use of cell phones on airplanes. Not true. We deal specifically with Dewdney's claims – at p. 113 and in two notes on p. 476.

Hartwell's overall point about cell phone usage aboard the flights is moot.

Research reveals that almost all the calls made from the four flights were made not from cell phones, but from seatback phones.

Hartwell states correctly that we did not attempt to analyze the oft-cited comment by the World Trade Center's leaseholder Larry Silverstein. Instead, we confined ourselves to examining the evidence both for and against the possibility that World Trade Center 7 had been brought down by controlled demolition.

We cite for example the view of Frank Fellini, one of the senior fire chiefs at the scene said early on that the building was a "major concern" because of the hit it took from the fall of the North Tower. "When it fell, it ripped steel out from between the third and sixth floors...We were concerned that the fires on several floors and the missing steel would result in the building collapsing. So, for the next five or six hours we kept firefighters from working anywhere near that building..."

"Early on," said Deputy Chief Peter Hayden, "we saw a bulge in the southwest corner...a visible bulge, it ran

up about three floors...by about 2 o'clock in the afternoon we realized this thing was going to collapse.”

Lisa Jefferson's conversation with Todd Beamer has been repeatedly recounted by her in both official and unofficial records of the event. The call is logged in the GTE records of the day. The call was not recorded because GTE did not routinely tape calls. Mrs. Jefferson has said that as a supervisor it would have been her job to monitor such a recording, if one were to take place, but that in this case she was afraid that it might mean losing the call. A cry of "Roll it", moreover, can be heard on the cockpit voice recording of the struggle aboard Flight 93, a small independent confirmation perhaps that Beamer played the role – and was on the flight, the very real flight – that Jefferson described.

Turning to the crash of American Airlines flight 77 into the Pentagon, Hartwell complains that we do not say at what time the mangled debris – some with AA markings – “arrived” on the Pentagon lawn. *The Eleventh Day*, however, contains several eyewitness accounts of

an American Airlines plane crashing into the Pentagon, as well as a detailed explanation of the disintegration of the plane on impact by the respected engineering professor Mete Sozen. Even a casual reading of this information makes it obvious that it was after this impact that the debris arrived – to use Hartwell’s word – on the Pentagon lawn.

Mr. Hartwell doesn’t think we have been fair to “leading theorists” as he calls them. We have been fair – by spending countless hours evaluating their theories and the evidence they claim and reporting our findings. If Mr. Hartwell and other 9/11 “skeptics” want to have their theories taken seriously and reported beyond the confines of their own circle of believers, they must be willing to subject their work to the same degree of impartial scrutiny they require of others.

My Reply to Robbyn Swan's Response to My Review of "Eleventh Day"¹¹⁸

I have read your review of my review of your book. I welcome the dialogue on the subject of 9/11.

Your book, and your review, fail to hit the mark that I had expected for you and Anthony Summers. Here are questionable comments you have made and my replies to them: You state that "Hartwell claims, in the first instance, that we have not analyzed the work of AK Dewdney on the use of cell phones on airplanes."

What I actually said was that Summers and Swan says "nothing about his experiments in the use of cell phones on airplanes, which he called the 'Project Achilles Report.'"

Your book mentions in the footnotes Operation Pearl but not Project Achilles. This project shows limited connections for cell phones at high altitudes, with most calls going incomplete, without voice or without connection. Some calls

connect, but last no more than one minute and most of these are at low altitudes.¹¹⁹

My comment “The report shows the difficulty of the use of cell phones on planes, especially at the levels the planes allegedly hijacked were flying at” is consistent with the conclusions of this project.

You also say that “Research reveals that almost all the calls made from the four flights were actually made not from cell phones, but from seatback phones.” Your book (page 114) states that “Mrs. [Barbara] Olson used [a] seat back phone.” Yet airphone records of four calls allegedly made by Barbara Olson show that there was no duration to any of them.¹²⁰

In your review, you say that “we confined ourselves to examining the evidence both for and against the possibility that World Trade Center 7 had been brought down by controlled demolition” as justification for not considering comments made by World Trade Center leaseholder Larry Silverstein. But I view

comments made by the owner of the property about how the property collapsed to be evidence worth considering. In an ordinary case, if officials learned of a house burning down, they would want to talk to the owner immediately for ideas as to how it happened! Yes, that may not be PROOF, but it is certainly evidence!

You state that “she [Lisa Jefferson] was afraid that it might mean losing the call [from Todd Beamer]” to record it. But what consequence would come of that? Beamer would simply have called again.

And finally, you mention that at the Pentagon, “it was after this impact that the debris arrived – to use Hartwell’s word – on the Pentagon lawn.” But this still does not help the chronology of events there, which are highly significant. I still do not see disproval of the theory that plane pieces were planted. You miss the point on page 112 when you speak of “...photographs [of the remains of aircraft] taken before removal by the FBI.” This statement, even if factual,

does not discount the possibility of planted evidence.

Yes, I am a “no-planer.” The failure of even highly-regarded researchers like you and Mr. Summers to challenge my hypothesis only confirms my belief.

Dean Hartwell

*Dean Hartwell, to whose initial [SIC] review we responded in the above post, has now sent this further comment. Mr. Hartwell writes with passion. In the end, however, he is a “no-planer” – and clear, hard evidence make such a belief untenable. We shall not engage in protracted further exchanges with Mr. Hartwell. We hope, however, that interested readers will consult our book **THE ELEVENTH DAY** and weight the facts for themselves. The extensive Notes and Sources section of the book identify the primary source documents and interviews supporting what we report of events on 9/11.¹²¹*

Swan says: "Hartwell's overall point about cell phone usage aboard the flights is moot. Research reveals that almost all the calls made from the four flights were made not from cell phones, but from seatback phones."

Read the following Washington Post newspaper article written the day after 9/11, particularly its first paragraph: "There was not even the grace of instant death. Instead, there was time to call from the sky over Virginia, fingers pumping cell phones, terrified passengers talking to loved ones for one final time." And read where Barbara Olson is said to be at the BACK of the plane...WITH A SEATBACK PHONE???¹²²

A reputable newspaper, *The Guardian*, had a reporter interview me shortly before the tenth anniversary of 9/11 in 2011. I appreciate the publicity, but the coverage came off as slanted toward Swan and the official theory. Here is an excerpt of Chris McGreal's article as it pertains to me.

“September 11 Conspiracy Theories Continue to Abound”¹²³

...A French author, Thierry Meyssan, had a bestseller – 9/11: The Big Lie – within months of the attacks by claiming the Pentagon was destroyed by a missile and aircraft parts were brought to the scene to fake the crash.

It is a theory supported by Dean Hartwell who claims in his books – *Planes without Passengers: The Faked Hijackings of 9/11* and *Osama bin Laden Had Nothing to Do with 9/11* – to have uncovered documentary evidence that two of the hijacked flights never took off and the other two landed safely in secret.

So what happened to Olson and the others who died on those aircraft?

"The people who got on the planes were simply pawns. They were, whether wittingly or unwittingly, directed to show up at the airport terminal just to show people who were watching that there were passengers. They were simply agents and they were given new identities," he said. "The government wanted to fake plane attacks to scare the public. We saw horrible images on television that were designed to provoke us into supporting wars in Afghanistan and Iraq."

Swan says that given the scale of such a conspiracy within the US system – which would have involved not only the military and FBI but airlines and rescue workers – it is hard to imagine that in 10 years no one has revealed their part. Hartwell is not deterred.

"If someone were to come forward and say they were on the inside I'm not sure who would believe them. They may have

been told they were part of a simulation. I don't think they were told the whole story. They may well have been paid or threatened to keep quiet," he said.

To Swan, the theories would be laughable if they were not, as she puts it in her book, "cruel insults to the memory of the dead" such as Olson who was one of 64 people killed on Flight 77.

"I invite anyone who believes that to talk to the many eyewitnesses who saw the plane approach and hit the Pentagon," said Swan. "I invite them to look, as I have done, at the absolutely horrific photographs of the burned bodies of the victims of flight 77 still strapped into their plane seats that were found amongst the ruins of the Pentagon."

Hartwell insists that all such evidence was fabricated on the orders of the White House and Pentagon. But if he had indeed stumbled on the truth, surely those running a conspiracy of such magnitude would seek to silence him, perhaps even kill him, too?

"It would be quite suspicious if anything were to happen to me at this time. It would prove I was right," he said.

CONCLUSION:

The Truth Is Too Much

Who could possibly believe the official story?

Nineteen hijackers:

Who all somehow made their flights on time

Whose four teams all managed to hijack four planes

Whose pilots all failed to press the 4-digit code to alert authorities

Four crash sites:

Which lack evidence of plane crashes

Phone calls:

Which could not have been made from cell phones at the planes' heights

On planes that did not have air phones

Towers fell alright:

But not from the force of planes

Enough already! The empty plane referred to earlier alone silences the official theory.

Why don't more people acknowledge that what our leaders have told us about 9/11 simply is not so?

People don't like conspiracy theories?

But the official theory is a conspiracy theory

People don't want to believe our government would lie to us?

But our government has lied before – Gulf of Tonkin, Watergate, Iran-Contra, Iraq War, etc.

People believe what they saw on television, or at least what they think they saw – airplanes hitting buildings

But the television isn't always reliable because of the use of computer graphics. Also, it would be impossible for anyone to assert they saw American 11 or United 175 because airplanes move

too fast for positive identification under the circumstances described.

So, what is it?

People simply want to be liked. We want to fit in, from the time we recognize the need to be social. And being different is one way not to fit in.

Children face peer pressure. Many go along with things they may not really want to do – like using drugs or engaging in petty crimes – because they don't want to lose touch with the pack they become accustomed to hanging out with.

Rare is the child who will assert their real feelings when those feelings place them in a distinct minority. It is hard to make friends saying “No” to others.

We grow up facing the same situations as adults. I feel bad that I did not speak up shortly after 9/11 when the boss at my workplace said we needed to put up a security gate to protect us from terrorists. Even though I believed in the official

theory at the time, the idea that a gate would help us seemed preposterous, and still does.

The hoax of 9/11 appears believable to most of the public not because of the people who foisted it, but because of who we, the public, are. The theory that nineteen hijackers, all Middle Eastern and all Muslim, would attack us rang a chord because our society prejudices against people from the Middle East and against Muslims.

This prejudice is hardly new. I recall the United States Embassy taken over in Tehran in 1979 by people referred to as Muslim “fundamentalists.” Everyone I knew blamed the Iranians and made fun of their leader, the Ayatollah Khomeini.

Of course, I believed like everyone else. Years later, I can see the Iranian side to the story. Our Central Intelligence Agency participated in a successful plot to overthrow a democratically elected leader in Iran, Mohammad Mossadegh. This coup happened in 1954.

Think about this: For a quarter of a century, the Iranian people had to put up with a leader, the Shah Reza Pahlavi, whom they did not elect! How would we like it if another country imposed a president on us?

During the Shah's regime, the United States traded weapons for cheap oil and provided intelligence to the Shah's secret police, the SAVAK. The Shah was no friend to human rights and ordered the jailing and execution of countless people.

Little wonder, then, that when the Ayatollah had a chance to take over the nation that hundreds of thousands of loyal supporters helped him gain power. And when the Ayatollah pointed the finger at the United States for some of their nation's difficulties that these supporters followed his lead and took over the Embassy.

I can say that the United States was very much at fault for the hostage taking now. But then I could not. This truth was too much to take. Our whole nation was

furious. People who appeared to be Middle Eastern were eyed with suspicion. It felt like war might even break out – not against Iran, for fear we would cause harm to our own people there – but rather against those who did not go along with the official line that Iran was at fault.

So here we are as I write this in August 2018. The seeds of prejudice, planted long ago, still grow. The target of our hatred has moved from the Ayatollah (who died in 1989) to Manuel Noriega of Panama to Saddam Hussein of Iraq to Osama bin Laden and to anyone else who appears to cause us any trouble or get in the way of something we want.

Other issues persist in our society: shootings in schools, cyberwarfare and weapons buildup. These issues will continue to persist because they go back to the same issue brought to our attention about 9/11: security.

But it is not so much our physical security at risk as it is our feelings of security in society.

We want to feel secure in our environment. It doesn't matter whether we are at the Little League ballpark or in front of the White House: as our need for security increases, our interest in speaking the truth decreases. Remember that the next time someone brings up the issue of 9/11.

END NOTES

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⁷ http://www.consensus911.org/point-pc-2/#N_1

⁸ Ibid.

⁹ <http://goo.gl/MtmwvI>

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¹⁴ <http://old.post-gazette.com/headlines/20011028flt93beamerbiop8.asp>

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³⁶ <http://911research.wtc7.net/wtc/evidence/asbestos.html>

³⁷ <http://goo.gl/1lJGz>

³⁸ Best, Joel. *More Damned Lies and Statistics: How Numbers Confuse Public Issues*, University of California Press, 2004, 109.

³⁹ <http://letsrollforums.com/press-release-world-trade-t24256.html>

⁴⁰ Ibid

⁴¹ Hadfield, Gillian K. "Framing the Choice between Cash and the Courthouse: Experiences with the 9/11 Victim Compensation Fund;" USC Center in Law, Economics and Organization, page 7.

⁴² Ibid, page 9.

⁴³ <http://www.rense.com/general68/mrev.htm>

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50 <http://goo.gl/jJUKPO>

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52 Various sources are used for this and the other flight timelines. These sources include media sources quoting authorities, transcripts of air traffic controllers and documents prepared by officials.

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54 <http://goo.gl/1SejxY>

55 <http://goo.gl/ZrGgfP>

56 <http://goo.gl/2Gsu5o>

57 <http://911research.wtc7.net/planes/attack/flight11.html#ref4>

58 <http://goo.gl/ldmRv1>

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