

NOTE: This is a draft document that replaces the earlier version of Operation Pearl. It should be regarded as a work in progress, as several sections need to be fleshed out, images need to be added, as well as many references. A new (pdf) version will be posted weekly. The advantages of timely release of what is now in the article outweigh the disadvantages of an incomplete document. AKD

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Operation Pearl

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Further, the process of transformation, even if it brings revolutionary change, is likely to be a long one, absent some catastrophic and catalyzing event - like a new Pearl Harbor.

from Rebuilding America's Defenses,
Project for a New American Century
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1. Introduction

Every forensic investigation of sufficient magnitude and importance relies on two main elements, in general: analysis of evidence and scenario construction. Let us say that a crime has been committed and that a suspect in the crime has explained the superficial facts of the case in terms of a scenario, a story that, if shown to be consistent with the facts, allows the suspect freedom from further suspicion. If the investigators discover facts that are inconsistent with the suspect's story, he is in trouble. The investigators, meanwhile, may also have constructed another scenario in which the suspect plays a key role, one that would incriminate him.

The two elements of the investigation are therefore the analysis of evidence and the construction of scenarios that are consistent with the evidence.

The 9/11 scenario suggested by the Bush administration involved 19 Arab hijackers taking over four passenger aircraft and attempting to fly them into public landmarks of America, a blow to national pride and a surefire stick in the hornets' nest. According to the official scenario, they succeeded in three of the four attempts.

The 9/11 Commission, which was to check this scenario against the facts on the ground, failed to consider any of the multiple inconsistencies in the official story, not to mention direct and serious contradictions with scientific and technical findings of other groups of concerned citizens, some well supplied with all the needed scientific, technical, and other professional expertise required to check the Bush scenario. (PQ9 2007)

Hitherto lacking has been a comprehensive account of what may really have happened that day. A few attempts have been made in this direction (Spencer 2003), (FME 2005), but they tend to be short and somewhat sparse. Presently, the account is fragmentary, with different investigators and investigative groups contributing different pieces of the puzzle, some minor, some major. The pieces are there now, enough of them going together in essentially only one way. We call the resulting picture Operation Pearl.

The author has been involved in both aspects of the investigation at hand. Having discovered what DID NOT happen that day, I have been naturally curious about what DID happen. This scenario replaces the previous one of the same name. (Dewdney 2006)

The previous version of Operation Pearl took account of all the major pieces of evidence that were inconsistent with the official story (which can now safely be called a public myth). But it failed to recognize the crucial role played by the war games exercises taking place on the morning of 9/11, even before the first aircraft struck the north tower of the world Trade Centre (WTC). This has enabled us to move some aspects of the previous scenario to a firmer and more realistic footing -- not to mention simplifying them. We also describe Operation Pearl in a variety of ways, from action narratives to logistical analyses, and at a variety of depths -- from detailed accounts to operational summaries.

The twofold aspect of a criminal investigation described above is one that we urge readers to remember: you must erect a mental firewall in your

mind. The firewall separates what DID NOT happen from what DID happen. By far the most important investigation is in the first category. This involves the analysis of evidence gleaned from reliable sources, most of them official. It can now be said, for example, that the World Trade Centre buildings did not collapse as the direct or indirect result of fires caused by the impacts of aircraft. It can now be said that the official story fails to be supported by the evidence. The official story is wrong -- apparently a deliberate falsehood.

1.1 What is a Theory?

Investigative findings in the what DID NOT happen category involve no “theories” whatever, but result from the application of well-known physical facts and principles to the evidence at hand. In the particular case just mentioned, the analyses were carried out by experienced and knowledgeable physicists and other experts and made available through a number of key websites. It is a simple physical fact that jet fuel (kerosene) could burn all day against the massive internal support columns of the WTC towers without even weakening them significantly. (Mitchell 2007) We do not need to use the fact that the kerosene fires burned for less than 10 minutes (NIST 2005), or that the few fires remaining in the building were mostly oxygen-starved, low-temperature office fires, Nor do we need the taped communications with the fire director on the affected floors stating that the situation was under control and that evacuation was proceeding in orderly fashion. (The office workers were not melting.) Nor do we need the videotaped admission by the WTC leaseholder that WTC Building 7 (which was not struck by a aircraft) had been brought down by controlled demolition. Nor do we need the authoritative refutation by experts of the poorly developed “pancake theory.” (Griffin 2007) We only need the physical facts and principles coupled with readily verifiable information and data freely available from “official” sources.

The buildings DID NOT collapse as the result of the fires. To say what DID happen, however, is somewhat more difficult, at least if one wants all the details of how the buildings were brought down. At the most general level one could safely say that some form of controlled demolition (certainly not the kind we’re used to seeing on the television) was used. One can, of course, go somewhat beyond this, pointing to abundant photographic evidence for extreme high-temperature incendiary materials such as

thermate (a mechanical mixture of powdered iron, aluminum and sulphur) to cut the core columns. We would not hazard any claims about precisely where the cutting charges and explosives were placed or guess details of the demolition sequence and so on. Suffice it to say that such a demolition, even should it prove to contain a number of exotic elements, is entirely within human capability and requires very little further elaboration to be taken as the only realistic scenario.

In the larger context of 9/11 we may use the word “theory” in the technical sense of a criminal investigation. Although detectives sometimes investigate “conspiracies” (e.g. conspiracy to defraud or conspiracy to commit murder) the theory, per se, is not about any conspiracy. It’s simply an attempt to piece together what really happened, a scenario.

The idea of a conspiracy only comes into play when one asks, in effect, “whodunit?” Our only observation in this arena requires very little reflection. If Arab hijackers didn’t do it, someone else must have. The size of the operation would dictate many operatives working in secret to make it look like an attack by Al Qaeda (or whomever) and, yes, most people would call that a “conspiracy.” To find out who is really behind the events of that day is not our present business and we are under no obligation to do so.

As far as the overall attack of September 11 is concerned, the situation is more complex than the collapse of the WTC buildings and the Pentagon on the morning of September 11, 2001. If the official story is false, the manner in which the attacks were carried out cannot be encompassed by a simple phrase like “controlled demolition.” If it should turn out that no feasible alternate scenario exists, we would have a real puzzler on our hands. The present scenario therefore amounts to an existence proof at the most basic level. In other words, a feasible alternative does exist. As such, it also serves to answer a question frequently asked by visitors to Physics 9/11 and similar websites: “If X didn’t happen the way they say it did, how else could it have happened?” The operative word here is “could.” A feasible scenario can answer that question, as well.

The scenario constructed in this article also serves as an example of what the intelligence community calls a “false flag” operation, albeit more elaborate than most such operations. Controlled demolitions (of the

normal variety) are everyday news, so no one has to strain their imaginations to grasp the basic concept. But false flag operations are never in the news, so the concept must be explained in the context of the events of September 11, 2001.

1.2 Operation Northwoods

Many people boggle at the idea that their own government could cooperate in such a scheme. But a plan by the Joint Chiefs in the early 1960s to launch a false flag attack on the United States (blaming Cuba) is relatively well known, at least to people who follow intelligence and security affairs. The Joint Chiefs considered a number of false flag operations, elaborating plans to ". . . create an incident which will demonstrate convincingly that a Cuban aircraft has attacked and shot down a chartered civil airliner en route from the United States to Jamaica, Guatemala, Panama or Venezuela. The destination would be chosen so that the aircraft would overfly Cuba. The passengers could be a group of college students off on a holiday or any grouping of persons with a common interest to support chartering a nonscheduled flight."

General Lemnitzer and the Joint Chiefs worked out a complex deception to bring this plan to life: An aircraft at Elgin AFB would be painted and numbered as the exact duplicate of a passenger aircraft flying out of Miami. The latter would be boarded by selected passengers having carefully prepared aliases. The former would operate as a drone, or remotely controlled aircraft. At a designated time during their flights, the duplicate would be substituted for the actual civil aircraft at a rendezvous point south of Florida.

From the rendezvous point the passenger-carrying aircraft would descend to minimum altitude and go directly into an auxiliary field at Elgin AFB where arrangements would be in place to evacuate the passengers and return the aircraft to its original state. The drone aircraft, meanwhile, would take off and continue to fly the planned route over Cuba. Once in Cuban airspace the drone would transmit a "May Day" message stating that it was under attack by a Cuban MiG aircraft. The transmission would be interrupted by destruction of the aircraft, when explosives planted on board would be triggered remotely. The transmission would be picked up by ICAO (International Civil Aviation Organization) radio stations in the Western Hemisphere and the information relayed to all concerned

authorities. The media could be depended upon to trumpet the news, creating fear and anger in the populace and thus giving the military a free hand to attack Cuba. (Bamford 2001)

The fact that the Joint Chiefs considered such a plan in the early 1960s does not necessarily mean that the Joint Chiefs devised Operation Pearl. It only means that, at the highest levels in the command structure of the US military, such ideas have been introduced before and have found a degree of acceptance.

1.3 The Official Scenario

There are minor variants of what might be called the official scenario or story (Valentine 2007), but we will adhere in this section to the elements held in common to all.

Following the attacks of September 11 2001, various details quickly became available through the media over the next 24 to 48 hours. Alert citizens would have found much to puzzle over in the story as it came together, however. For example, although it took the FBI several years to track down its last undoubted terrorist -- the Unabomber -- it took only a few hours to come up with the names of 19 hijackers, all of them alleged to be Muslim fanatics, most of them from Saudi Arabia. The story told of the fanatics seizing control of four aircraft, all but one of the planes being flown into their respective targets. The exception, UAL Flight 93, crashed after "brave passengers" rushed the cockpit to wrest control from the hijackers. The aircraft that crashed near Shanksville, PA, was said to be Flight 93.

Details of events aboard the respective aircraft came primarily through cellphone (not airfone) calls placed by passengers to persons on the ground, mainly friends and relatives. The alleged content of the calls enabled the White House to fill out the official story to include Arabs wearing red headbands, brandishing boxcutters, and screaming religious slogans. In view of this claim, alert citizens might have wondered at the leniency of the fanatics in allowing so many passengers to make the calls. The hijackers were apparently unaware that passengers could relay details of their position to the ground, thence to NORAD.

Other, more reliable details came from air traffic control centers that

were attempting to track the flights. A colorful map in USA Today showed the routes taken by the hijackers aboard their respective aircraft. The flights left Boston, Newark and Washington for points on the west coast. (USA Today 2001) Consequently, all four aircraft were flying west when hijacked. Instead of turning for their targets, two of the aircraft continued to fly west, one of them nearly halfway across the continent, before turning back to the east for their Kamikaze missions. There was little in the media about the significance of these westward excursions, except for some speculation about the fanatics trying to be sneaky. We also learned that at various points in their respective flights, all four pilots turned off their transponders, apparently under the impression that this would fool the radars at NORAD (which routinely tracks aircraft with no transponders).

The apparent incompetence of the hijackers contradicted the White House assessment of a “sophisticated” operation. But such anomalies were sidelined by the drama of the day and its aftermath, leaving a backdrop painted with the sallow faces of 19 dark, unshaven boogeymen.

2. The Evidence Checklist

One may compare the White House scenario with Operation Pearl in terms of how well the respective scenarios account for (or are consistent with) the evidence. We include here several major aspects of the attacks not addressed in any meaningful way by the 9/11 Commission. (NatComm 2004) This also has the useful effect of illustrating just how serious the gaps in the Commission’s coverage really are. (Griffin 2005)

1. The Hijackers:
 - a) not on AA or UA flight manifests
 - b) unable to fly even light aircraft
 - c) taking westward excursions before turning to targets
 - d) behaving in totally unislamic fashion
2. Airforce inaction
3. Transponders turned off
4. Destruction of WTC buildings 1, 2, and 7
5. Absence of significant debris at:
 - a) the Pentagon
 - b) Shanksville PA
6. Impossibility of high-altitude cellphone calls

It should be mentioned that for each major item in the list above, many minor ones exist, as well. Before continuing, we will explain for the reader unfamiliar with these threads what they mean and how they are supported.

The Hijackers:

a) None of the flight manifests of United and American airlines, as posted on the web in the days and months following the attacks, showed the names of any Arab hijackers, all names appearing to be genuine passengers who expected to arrive at their respective destinations. (CNN 2001) (See also (North 2001)) (In 2007 both airlines published revised lists to which the names of alleged hijackers have been added.)

b) The alleged pilot of AAL 77, Hani Hanjour, tried to rent a light aircraft a few weeks before September 11. The rental manager refused to rent the plane to Hanjour when a cockpit check revealed that Hanjour didn't seem to know what half the instruments were for. (Goldstein 2001) (Rivero n. d.)

c) The stupidity of the flight paths taken by the respective aircraft before turning for their targets makes the whole idea the subject for satire, as in this little vignette by researcher Brad Mayeaux, in which Mohammed Atta addresses the other 18 would-be hijackers:

"Ok boys, obviously you're going to be a little stressed about this mission. So what I'll say to you is this. Chill. Don't stress about getting to your targets quickly . . . wait a while before starting the hijack, then if you want to fly away in the opposite direction for a while, feel free. Leave yourself plenty of time to change your mind, after all, suicide and mass-murder is a pretty heavy trip."

d) The alleged ringleader, Hommamed Atta, lived a life that was far from Islamic while in "flight training" in Venice, Florida. He boozed frequently, entertained lap dancers, and lived with a pink-haired floozie named "Amanda." (Atta ref) This behavior would earn Atta a one-way ticket to hell, according to Islamic belief. And there would be no reprieve arising from either the fatal sin of suicide (forbidding the act at any time for any reason, even in military situations) or the equally fatal sin of harming innocent civilian populations. (Dewdney 2005) It is simply inconceivable

and contradictory in every meaningful sense to suppose that an Islamic “fundamentalist” would be unaware of these dictates, let alone failing to observe them to the letter. The sole argument against this position insists that Atta was trying to “blend in.” On the contrary, he stood out and seemed to be making every effort to do so, arguing loudly in a bar about “payments,” glowering at just about everyone he met, and just so that no one would miss the point, leaving a Qur’an on the bar!

Airforce Inaction: Many times every year, a commercial or private aircraft strays off course for one reason or another. At such times, when an air traffic controller sees the off-course aircraft, he or she notifies the FAA and NORAD. It rarely takes more than ten minutes for an interceptor to appear off the wing of a straying aircraft. (Anderson 2001) The time-to-intercept has not varied in the hundreds of intercepts made before 9/11 nor in the dozens that have occurred since 9/11. (NYCA 2007) With up to an hour and a half to intercept the off-course aircraft, the inaction by the airforce can be called either a stand-down or a de facto stand-down.

Transponders Turned Off: The official scenario provides no good reason for the alleged hijackers to have turned off their transponders. It is well known that NORAD can track any aircraft, whether it has a transponder or not. (Soviet bombers would not have been carrying transponders.) Thus the absence of a transponder signal would offer little protection to would-be hijackers. One could add as a corollary to this observation that none of the four airline pilots involved in 9/11 saw fit to trigger their hijack radio alert, which can be done swiftly, surreptitiously, and without any effect that would be obvious in the cockpit.

Destruction of WTC buildings 1, 2, and 7: The official scenario fails completely to explain why the WTC buildings came down. As pointed out in many reliable sources, a jet-fuel (kerosene) fire is not, by itself, sufficient to melt or even weaken significantly the structural steel of a modern office tower, especially ones so massively supported as the twin towers were. (Jones 2005) (Mitchell 2007)

Absence of Significant Debris: Neither the Pentagon nor the Shanksville crash sites show the aircraft debris that would normally be expected, either in a building impact or a ground impact. The area immediately adjacent to both sites is a smooth lawn and open field, respectively, both

remarkably free of debris. No significant aircraft part can be seen in any of the many FEMA (and other sources) photos taken on the day, the only important exception being a) an engine discovered just outside the Pentagon and b) a piece of skin from the upper fuselage with a portion of the word “American” written on it. Unfortunately, the engine has been identified as a J2D engine, much too small to power a Boeing heavy aircraft and the background colour on the aluminum skin is blue, not silver, as it should be for an American Airlines Boeing 757. We construe the latter item as salted, that is, deliberately introduced into the crash scene. (Omholt 2004) (Dewdney & Longspaugh 2004)

Impossibility of High-altitude Cellphone Calls: It has been proved conclusively by a series of aerial experiments that cellphone calls are impossible to make from high-flying commercial aircraft such as Boeing 757s and 767s. The response profiles have been mapped as a function of altitude, showing a low-probability (0.05) response for light aircraft at around 8000 feet, and a similar response for small, twin-engine aircraft at about 4000 feet. A large collection of anecdotal evidence indicates a cutoff for larger aircraft such as the Boeing 757s and 767s at 2000 feet or less. The general rule is this: the heavier the aircraft, the lower its cellphone ceiling. In all three cases the response drops effectively to zero slightly above the altitudes just given. Exceptions to the rule involve satellite phones and executive aircraft with cordless phones (easily mistaken for the cellphones of the day) that would patch into the aircraft’s radio system. Neither exception applied to the cellphone calls in question. (Dewdney 2004)

3. The Main Techniques

The following techniques amount to a kind of black-op tool kit for use in a great variety of “terrorist” attacks of the general type of which 9/11 would serve as an example. It will shortly be clear that such techniques would be available only to large, well-funded, and well-organized bodies with influence upon or control over governments.

3.1. The War-games Cover

Domestic war-games have generally involved scenarios that the nation is under attack by a foreign power. Some aircraft simulate the attackers and some simulate the defenders in the hope that inefficiencies and

coverage problems are cleared up before an actual event. To make the simulation realistic, the defenders are not told the plans of the attackers prior to or during the exercise. The response to the simulated attack is carefully scrutinized by military observers hoping to improve air defenses. Such war-games involve not only close cooperation between NORAD and the airforce, but with the Federal Aviation Administration (FAA), air traffic control (ATC) centers, and airport authorities. For reasons of air safety, ATC centers must be informed of the anomalies about to appear on their radar screens in order to avoid distracting them from the important job of monitoring and directing the flights of aircraft carrying thousands of human lives.

War games are very expensive to stage and are held only infrequently.

To use such war-games for cover in an operation like 9/11, the real perpetrators would arrange that one set of aircraft simulate hijacked planes being flown into prominent national buildings, while the other set of aircraft try to defend against such a terrorist attack. Because it involves the airspace over which it has jurisdiction, the FAA is brought into the exercise, as well as air traffic managers who are informed of the exercise for the reasons outlined above.

At least nine and possibly up to 20 major overlapping war game exercises had been scheduled for September 11, 2001 by what can only be called an amazing coincidence: (Jacobs 2006)

Vigilant Guardian
Northern Guardian
Vigilant Warrior
Northern Vigilance
Amalgam Warrior
Amalgam Virgo
Global Guardian
Crown Vigilance
Apollo Guardian

One attack scenario, Amalgam Virgo, involved aircraft being hijacked by terrorists and flown into public buildings. On the morning in question, ATC knowledge of the games was reflected in conversations between ATC personnel and military liaison officers such as the following call placed at

8:37 am to the Northeast Air Defense Sector (NEADS). As we shall see, this was not the center that would normally handle interceptor requests.

Boston Center: “Hi. Boston Center T. M. U. We have a problem here. We have a hijacked aircraft headed towards New York and we need you guys to -- we need someone to scramble some F-16s or something up there, Help us out.”

Military (Tech. Sarg, Jeremy Powell at NEADS) : “Is this real-world or exercise?”

Boston Center: “No, this is not an exercise, not a test.”

In this particular case it is evident that ATC knew about the exercises and would be able to distinguish a war-games hijacking from one apparently being executed on one of the airliners in their control sector. Fighters were never scrambled for the flight in question (AAL 11), the excuse being that interceptor aircraft were already deployed elsewhere in the war game exercises. (This was not really true, there being fighters still available at Langley and Griffiss air bases.)

Another point worth stressing in this context is that the command channel just mentioned was not the regular one involving NORAD and the FAA. The description of the NEADS Center itself leaves little doubt that it had anything to do with either agency. It appears to have been a rather modest command post set up to coordinate the war games, but actually helpless to do anything about a real hijacking, owing to a lack of resources. The only fighters it seems to know about are all deployed elsewhere, by a truly unfortunate combination of circumstances in the games themselves.

With war games in progress there is an opportunity to create confusion and delayed response times. Early in the morning of 9/11 there were four apparently legitimate flights heading for the west coast and about to experience what would appear to be genuine difficulties. Meanwhile, there were several other non-legitimate (simulated) passenger aircraft clogging the NORAD radars and these flights were experiencing only simulated hijackings.

During such an exercise normal intercept procedures are set aside and the

automatic response -- that would have guaranteed the appearance of a fighter aircraft off the wing of each hijacked airliner within 10 minutes or less of notification -- was thwarted, in effect. (Had fighters actually been sent up in timely fashion, their pilots would have seen some strange sights -- presently to be described.)

The war games scenario also opens nearly limitless possibilities for getting administrative and technical personnel at airports to do things they ordinarily wouldn't do. For example, one can arrange for takeoffs and landings of aircraft that are part of the exercises. Under the veil of secrecy that necessarily attends some of the exercises, only the upper level airport management would need to know that a particular aircraft -- that might otherwise raise concerns on the part of control personnel -- was part of the exercise and could be cleared for landings or takeoffs with a word from the management person in question. It should be stressed here that such cooperation by an airport manager would in no way make him or her either complicit in the overall operation nor necessarily suspicious of its true nature, even in the wake of 9/11.

Thus an airliner that might or might not be empty of passengers could be playing the role of an aircraft that would be "hijacked" as part of the war games. It could land or take off from virtually any airport selected by the planners of Operation Pearl. Indeed, the distinction between the two types of hijacking could be blurred in that a single aircraft could be playing both roles simultaneously.

Naturally, the exercises open possibilities in other areas, such as compliant (but not necessarily complicit) activities within the FAA, FBI and other organizations having a role to play in the games.

As we have already pointed out, the war-games give the administration an excuse for not intercepting the "hijacked" aircraft; interceptors were deployed elsewhere, some to Canada and Alaska for an exercise called Northern Guardian. As it happens, this excuse was rarely needed, most media types not even being aware of the normal time-to-intercept of 5 to 10 minutes. In any case, there were still plenty of interceptors available in the affected areas, including Griffiss Air Base (where), Otis (where), and Langley (where) (ref)

The command post for the war games was the NEADS Center, operating

out of a hanger on an abandoned airfield in New York State. Apparently, all calls from ATC personnel were routed to the NEADS Center, instead of the usual FAA/NORAD chain of command. Although NEADS was under the direct control of NORAD, it may have had a free hand, so to speak, for the war games ongoing that day. Given that NEADS did not have either the resources or information to mount an effective fighter defense, being solely concerned with progress of the war games and following that script. Much of the confusion and inaction was the natural result of relocating the North American Air Defence Command to the NEADS Center on that fateful day. The outcome was entirely predictable and, therefore, subject to control.

Finally, nonmilitary personnel would be told, as a routine matter, that their participation in the exercises is considered a secret and that they are bound to nondisclosure of their role, whatever it may have been.

Here is a “cleaned” transcript of the NEADS tape (ref) Note the unprofessional and almost irresponsible behavior of the NEADS personnel as they come to grips with an event that they may well think is just another staged war exercise. (Bronner 2006)

08:37:52 BOSTON CENTER: Hi. Boston Center T.M.U. [Traffic Management Unit], we have a problem here. We have a hijacked aircraft headed towards New York, and we need you guys to, we need someone to scramble some F-16s or something up there, help us out.

POWELL: Is this real-world or exercise?

BOSTON CENTER: No, this is not an exercise, not a test.

8:37:56 WATSON: What?

DOOLEY: Whoa!

WATSON: What was that?

ROUNTREE: Is that real-world?

DOOLEY: Real-world hijack.

WATSON: Cool!

[advance tape]

08:37:58 P.A.: Major Nasypany, you're needed in ops pronto. Major Nasypany, you're needed in ops pronto.

[Recorded phone line:] SERGEANT MCCAIN: Northeast Air Defense Sector, Sergeant McCain, can I help you?

SERGEANT KELLY: Yeah, Sergeant Kelly from Otis, how you doing today?

SERGEANT MCCAIN: Yeah, go ahead.

SERGEANT KELLY: The - I'm gettin' reports from my TRACON [local civilian air traffic] that there might be a possible hijacking.

SERGEANT MCCAIN: I was just hearing the same thing. We're workin' it right now.

SERGEANT KELLY: O.K., thanks.

The whole transcript gives the impression of a folksy, down-home air defence operation, with personnel displaying an attitude of casual unconcern. It could not contrast more sharply with the sophisticated, rapid, and protocol-laden procedure normally followed by NORAD and the FAA.

3.2 Radar Swaps

Two kinds of radar screen are currently in use, with the second supplanting the first at all major air traffic control (ATC) centers. The older technology uses a cathode ray tube to display blips made by returning (reflected) radar signals from the respective aircraft. This type of screen displays aircraft as blips in the airspace represented on the screen. The resolution of such a screen is the size of the smallest point that can appear there, approximately one millimeter in diameter - a "blip." A typical radar screen of this type, less than a meter in diameter, could therefore be described as no more than 1000 "blips" wide. If the airspace represented on the screen were 500 kilometers in diameter

(about 300 miles, a not atypical size), each blip would represent a piece of airspace that is more than $500/1000 = 0.5$ kilometer wide.

The second type of screen is essentially a computer monitor that displays icons instead of blips. Since it is a digitally processed form of radar signal, the computer has no better location information than the incoming radar image. Consequently, the blips in question will appear as one on the computer screen, as well. Moreover, a radar operator will have no idea how large or small the aircraft is based on the blip alone and he or she will not know the identity of an aircraft if its transponder is turned off.

Radar operators (i.e., air traffic controllers) are the only people who are aware of what aircraft are presently in the sky and where they are going. The vast majority of people are completely unaware of such details and, when an aircraft passes overhead, can usually not tell one type from another, let alone what airline or aviation company may own it. This observation, while something of a commonplace, has important implications. If an organization wishes to substitute one aircraft for another without anyone knowing it, the only people it has to deceive are the air traffic controllers.

In other words, as soon as two aircraft get within a kilometer of one another, there would be a tendency for their respective blips to merge. With half a kilometer separation or less, the two aircraft could easily appear as one.

Of course, two aircraft that are that close together run a certain risk of collision - unless they are at different altitudes. Radar screens are two-dimensional in that they represent airspace in the same way as a map does, with the vertical dimension of altitude suppressed.

Every commercial passenger jet carries a transponder, a device that emits a special radio message whenever it senses an incoming radar wave. The signal carries the transponder code that appears on ATC screens as a “data tag,” a small four-line block of text, as in the following example:

UAL 93	flight identifier
375 309	altitude (100s of feet) & airspeed (knots)
NWA LAX	origin and destination airports
884 FE 3	other data

The purpose of the code is to make it clear to ATC operators which plane is which. Other information sent by the transponder includes the altitude at which the aircraft is flying. Transponders were implemented many years ago precisely for the reason that radar blips are otherwise easily confused. Transponders make the controller's job much easier. (WIKKI 2008)

The pilot of an airliner can turn the transponder on or off in the cockpit. He or she can also change the code by keying in new numbers. It takes a pilot less than a minute to key in a new code --- or less than a second to turn the unit off.

Transponder codes for all aircraft departing from a given air traffic control region are assigned by the ATC authority more or less arbitrarily at the beginning of operations for the day. The only important criterion for the numbers so assigned is that they all be different. It sometimes happens that an aircraft entering the control area carries the same transponder code as another aircraft that is already in the area. In such a case, one of the pilots is requested to change his or her code to avoid confusion.

Thus, without additional information in the form of a displayed altitude number, it is impossible for a radar operator to tell whether two merged blips represent a potential collision or not. The data tag is displayed if an aircraft's transponder is turned on, otherwise, the radar operator has no idea of the altitude at which an aircraft happens to be flying.

If one aircraft happens to be within half a kilometer of another, above it, below it, or even slightly behind or ahead of it, the radar operator will see only one aircraft, as long as the two maintain a horizontal (plan view) separation that is no greater than half a kilometer (about 500 yards).

Imagine now two aircraft, both headed for the same approximate point on the radar screen, both with their transponders turned off. One is well above the other but, as the blips merge, both planes swerve, each taking the other's former direction. The operator would simply see the aircraft cross and would have no way of realizing that a swap had taken place. This could be called an "X-swap," since the maneuver is intended to make a radar operator think that the two flight paths had actually crossed each

other.

There are many other swapping patterns available. For example, one plane could apparently catch up and “pass” another when, in fact, it slowed after the blips merged, even as the other speeded up. Such a swap could be called an “I-swap,” since all the action takes place along a straight line.

Another method involves the replacement aircraft climbing out of a valley where it would be invisible to distant radars, even as the other aircraft descended into the valley. Again, a radar operator would see a more or less seamless flight without realizing that he or she had been momentarily seeing not one, but two aircraft on the radar screen.

Of course, if the transponders are turned on, as explained in the next section, such confusion is less likely to occur. Even in this case, however, the deception can be complete if the aircraft switch transponder codes.

Finally, in a few parts of the United States there are areas termed radar “blind spots” because, owing to topography, radar coverage is poor to nonexistent. In such areas swaps may be made far more easily. One such area exists in southwestern New York state.

3.3 Remote Control

An onboard remote control system of the type used in this scenario employs a signal interface that does two things: It reads signals from a ground station and sends signals back to it. Both sets of signals must pass through the aircraft’s antenna system. In the Boeing 757 and 767 the antenna system is located in the forward belly of the aircraft.

The outgoing signal from the aircraft would include a video feed from a camera located in the nose or other forward portion of the aircraft. Flight data such as control positions, airspeed and other instrument readings are also included in the outgoing signal. The incoming signal from the ground station would include the position of a virtual control yoke (governing direction of aircraft), thrust, trim, and other essential flight parameters).

The virtual pilot sits in front of a reduced instrument panel and a video monitor. A simplified control yoke or “joystick” control is also part of

the operator's equipment. The remote pilot would watch the instruments, as well as the video image, making continuing adjustments in the aircraft's flight path, just as if he or she sat in the cockpit of the actual aircraft.

An aircraft with such a remote guidance system (SPC 2000) can be made to behave like a piloted airliner in every particular. This includes engine start, pullback, taxiing, awaiting instructions with engines running, turning onto a main runway, pausing, then proceeding into a normal takeoff pattern of behavior. Radio traffic can be conducted from a nearby operation and not necessarily from the aircraft since (in the absence of radio-direction-finding equipment) nobody would have any idea that a radio signal is not actually coming from an aircraft.

Many claims of the attacking aircraft being under "remote control" have appeared on the web since 9/11, but typically with little or no supporting documentation. The claim of a pre-installed anti-hijacking system has proved impossible to verify. Similarly, claims that Global Hawk technology (USAF 98) was used are rampant, but do not quite fit the specific version of Operation Pearl presented here. For one thing, the Global Hawk system does not use remote visual guidance, but onboard navigation electronics that bypass the need for direct, minute-by-minute human control. It would seem prudent to those planning the operation to use a human remote pilot to provide additional flexibility of operation, should something go wrong.

One system that might have been used in Operation Pearl is based on the Predator unmanned surveillance vehicle (USAF 2003), a modularized aircraft that can be broken into components for ease of shipping and rapid deployment. One of the components includes a remote guidance module which could be refitted to another aircraft (with appropriate modifications) without the need to strip a predator vehicle. The predator operates under remote human guidance from a ground station that, once deployed, would require as few as two human operators during a "secure" operation.

A second possibility involves an item of complicated hardware and electronics known as a "flight termination system," manufactured by the System Planning Corporation. (SPC 2000) (See Note 3.) This system permits remote, "hands-on" control of a nearly endless variety of aircraft, the control interface being to a large degree customizable. For the

purposes of the Operation Pearl scenario, either of these systems might well be adaptable to the remote operations of passenger aircraft. Flight termination systems are apparently deployed in military drone aircraft, among other applications.

Without question, however, the basic technology for the remote guidance of aircraft has been on hand for many years, dating back, in fact, to the Operation Northwoods scenario. It would be a straightforward technical operation to install a remote control system in virtually any type of aircraft, whether a large commercial airliner or anything smaller. The aircraft carrying the installation would be available and prepared in advance, then substituted by a radar swap for the passenger aircraft it was meant to replace.

3.4 Disposal of Bodies and aircraft

This final, grisly component of the day's operation to consider is the "disposal" of passengers from the four flights in question. In this area of the inquiry, we must consider two possibilities. Although a majority of the 258 passengers and crew members involved in the flights would be real, some of them may have been fake. In other words, some of the passengers may have been traveling under false names as chaperones to subdue other passengers who became unruly or suspicious during the disposal operation.

A planeload of passengers that landed at a specified airport would be deplaned in a secure area (remember the war games) and transferred either to buses or to a plane on the promise of a continuation of their flight. Of course, fake passengers would rejoin their operating unit at this point.

Once passengers have boarded the buses or plane, sarin gas could be injected into the ventilation system and within five minutes everyone would be dead. In the case of bus transportation, the bodies would be transferred to a closed transport trailer and trucked to a crematorium to be reduced to ash, which is much easier to dispose of than flesh. In fact, the safest disposal site for the ashes would be to add them to the debris from the World Trade Center buildings, either on site or at the Staten Island Landfill site. There, officers assigned to the duty of finding human remains would not be surprised to run into occasional patches of human

ash.

In the case of airplane transportation, there are two possibilities: the airliner could be flown out over the Atlantic beyond the continental shelf, splashed down on the ocean surface gently enough to avoid tearing the aircraft apart, then sunk as holing charges were detonated, allowed every part of the plane to fill with water and sink to a depth of approximately 2000 meters, well beyond the operational range of conventional or nuclear submarines. Such an aircraft would, of course, be operated remotely. Aircraft themselves (with or without passengers) could be flown to the “scrap yard” at Davis-Monthan airbase where they would be stripped, recycled in part, the rest sold for scrap. (GS 2005)

It should be added that before any bodies were gone forever, workers would be careful to remove tissue samples of one kind or another (skin, muscle, bone or body limbs in whole or in part. In some or all cases, these remains would then be subsampled to provide corroborating matches when necessary. (See section 5.)

(The author apologizes to families of 9/11 passengers for including such details, but revealing the true nature of Operation Pearl, as a matter of (true) national security, must have priority over private griefs and the pain of personal loss.)

4. The Operation

The actual operation, as outlined here, is divided into two main phases: preparation and execution. The descriptions appearing here are necessarily partial since we are obviously not privy to many of the actual details. However, much of what follows is guided by a combination of technical feasibility and reported anomalies that, in some cases, provide possible clues about part of the operation.

4.1 Preparation

The preparation phase of Operation Pearl is further subdivided into four subsections that focus on the Hijackers, the World Trade Center, the drone aircraft, and setting up infrastructure and special arrangements to facilitate the attacks.

It is somewhat curious that shortly after cellphones were coming into general use in the early 1990s, the Federal Aviation Administration banned their use aboard aircraft. The reason given then (and now) was that the electromagnetic radiation (signals) from these devices would interfere with “delicate electronic equipment” aboard the aircraft. The equipment referred to is the aircraft’s avionics system, consisting of electronic instruments, computers, radios, and other items. All avionics are heavily shielded from stray radiation. (ref)

The modest 0.2 watt power output of a cellphone’s antenna was apparently thought to be sufficiently strong to affect the avionics, skewing their operation and (of course) placing a flight in jeopardy. Strangely enough, most aircraft communicate to the ground through an antenna system that is much closer to the avionics, in general, than any would-be cellphone-using passenger. The power output of the antennas of any large commercial aircraft is also much greater than 0.2 watts. The Boeing 767 antennas have power outputs of 50 watts or more. This means that “delicate electronic instruments” are bathed in antennal radiation that is several hundred times greater than the power output of a cellphone. Obviously, use of an aircraft’s radio is not banned by the FAA, so it may be asked what makes cellphones so dangerous to operate on modern aircraft.

4.1.1 The Hijackers

According to official sources (FBI 2001), the 19 alleged hijackers were

American Airlines #77	Khalid Al-Midhar Majed Moqed Nawaq Alhamzi Salem Alhamzi* Hani Hanjour (pilot)
American Airlines #11	Satam Al Suqami Waleed M. Alshehri* (pilot) Wail Alshehri* Mohamed Atta (pilot) Abdulaziz Alomari* (pilot)

United Airlines #175 Marwan Al-Shehhi (pilot)
Fayez Ahmed
Ahmed Alghamdi
Hamza Alghamdi
Mohand Alshehri*

United Airlines #93 Saeed Alghamdi*
Ahmed Alhaznawi
Ahmed Alnami*
Ziad Jarrah (pilot)

Of these nineteen "hijackers," some seven (marked with an asterisk above) appeared to not only have survived their respective crashes, but in at least one case strongly objected to being on the official list in the first place. (WRH 2007) This would leave the hijacking operation seriously undermanned. However, given that no hijackers were actually aboard the airliners in question, it would seem obvious that authorities would need a list for public release in short order. Some of the would-be hijackers were undoubtedly trained for the job -- at least to the extent of registering for flight school in Florida -- but names would be needed to flesh out the list. The operation of adding names was sloppily executed and the perpetrators seem to have depended on the mainstream media not to make an issue of it.

As for the "genuine" hijackers, some four are known to have taken flight training at a flight school in Venice Florida and elsewhere. According to the owner of one of these schools the Arabs training at his school were simply unfit to fly large passenger aircraft of the types used in the attacks of 9/11. (Monaghan 2007) When Honi Hanjour, alleged pilot of Flight 77, tried to rent a Cessna less than a month before the attack, the flight instructor refused the rental when an instrument check revealed that Hanjour did not seem to know what any of the instruments were for. (ref)

4.1.2 The World Trade Center

The World Trade Center complex of buildings was the brainchild of brothers David and Nelson Rockefeller who suggested the project to the

Port Authority of New York in the 1950s Their suggestion was adopted and in the 1960s the architect Minoru Yamasaki was engaged to design the twin towers. Construction of the World Trade Center towers began in 1966, with Building 1 (the north tower) coming to completion in 1970. Building 2 (the south tower) was ready for tenants by 1972. The total cost of the project to the sponsoring New York Port Authority was \$900 million. (WK-WTC 2008)

There are two differing claims about the nature of the “core” of the building, a massively built structure that took the main bearing weight of the building, assisted by a perimeter of lighter steel box columns. The majority opinion, as specified by the National Institute of Standards in Technology (NIST) and used by a majority of 9/11 research groups, maintains that the core consisted of a rectangular configuration of massive box-columns. In such a scheme, the box columns might be filled with concrete, but concrete was otherwise used mainly for the construction of elevator shafts, poured floors and other structural features not involved in load-bearing.

Detailed plans of the twin towers have never been made public.

Another claim (Brown 2006) describes a rather different structure in which the cores was essentially all-concrete affairs, with the box columns adjacent to and reinforcing the concrete walls. In cross-section, this version of the core had four inner walls in the shape of a + sign, with the walls meeting in the middle. The second core design would involve far more concrete than the official one, several orders of magnitude more. Either way, the core took almost the entire load of the building, a perimeter of lighter box columns bearing the outer wall load and providing additional stability to the building.

An essentially concrete core would also have to be kept secret, should the need ever arise to explain the collapse of the buildings as due to fire effects. Concrete would be impervious to fire. As it happens, even during construction of the towers, plans were checked out for the week then locked up for the weekend following each week’s construction work.

In covering all the possibilities for the destruction of the towers by explosives, there are essentially two windows of opportunity for planting explosives. The first possibility involves planting the explosives during

construction. The second possibility allows for a clandestine operation conducted over a year or two prior to 9/11, the planting of high explosives on every other floor of each building.

This scenario does not need to commit to either time period, there being no obvious reason to choose one over the other. It is interesting to note, however, that during cement-pouring operations in the 1960s, videographers documenting the construction were not allowed to film a certain phase of the operation in which “government crews” took over from regular welders and construction workers. Their alleged role was to apply a special “vibration-resistant coating” to the three-inch rebar rods reinforcing the concrete core structure. The coating was claimed to be flammable. Armed guards prevented anyone but the government crew from having access to the rebar -- which was kept under lock and key. (Brown 2006) The government insisted that only a special crew could handle the coating, owing to its flammable nature. Not only was such an operation unprecedented in steel tower construction, it is difficult to understand why secrecy would in any way be essential to it.

Nevertheless, it remains an open possibility that the “coating” involved was actually a high-yield plastic explosive like C4. If the building were ever to be brought down in the future, it would only be necessary to install detonators, one or two per installed strip, at any later time within the “shelf life” of the explosive. Each strip of plastic explosive would end at a point that would later be accessible through a special port in the concrete. A later wiring operation would require far less time than rigging-plus-wiring.

The second possibility would involve crews working primarily during evening and night hours to plant explosives close to the core columns either on each floor or every other floor. Large, unrented office suites were common throughout either building and any could be the base of operations for certain phases of the rigging operation.

In addition to the (pre-) planted high-explosive charges, thermate packs adjacent to the massive box columns of the core near the foundations would sear through them in seconds with the heat of the sun, melting the steel along a diagonal cut, a standard technique in demolition design. This would help to ensure a clean fall of the building into its own “footprint.” Significant traces of thermate have been recovered from the site and

analysed independently by a competent expert. (ref Jones) and imagery of steel beams with diagonal cuts decorated with drips of frozen steel that once ran like butter are easily sourced and verified. (ref)

[photo of dripping steel & angular cut]

The deepest sublevels of the towers would be “cleaned out” with truly massive, subterranean explosions to ensure that no remaining sublevel structure would impede the absorption of so many millions of tons of material into the lowest possible profile at street level. Such pulverizing explosives could be planted in a variety of ways, perhaps even disguised by utility boxes, ventilation ducts, or other expected features of an underground parking garage. (ref)

Like any well-executed controlled demolition (even with the addition of exotic incendiaries) this one had a timing circuit, most likely involving only a computer and a radio transmitter. Each detonator would be triggered by an electronic code specific to that device. The sequencer would be a simple computer that would issue codes at the proper speeds to blow floors in the right order and timing to bring both buildings down at close to free fall velocity. The computer would feed its codes to a radio transmitter that immediately broadcasted them.

One remaining possibility for the use of explosives or incendiaries involves the entry of the planes into their respective buildings on the morning of September 11. Some researchers have wondered at the smooth-as-butter entry of each aircraft, particularly the one striking the south tower, where multiple in-focus video records show no visible effect on the aircraft as it enters the tower facade. No wing-tip or stabilizer parts from the plane. One school of thought on the phenomenon claims that such an entry would be expected, given the structural integrity of the aircraft versus the laterally weak (though vertically strong) outer box columns. (ref) Another school maintains that some structural damage to the aircraft ought to be visible on entry. Perhaps the issue can only be resolved by running what engineers call a finite-element simulation of the impact on a computer.

Should the latter opinion turn out to be correct, the danger of significant debris falling to the streets below would have to be known to the planners of Operation Pearl. The simplest way around the debris problem is to

prepare the impact sites in advance, ensuring a smooth entry. Without going into the detail we could, we point out that thermate, with its well-nigh instant ability to turn steel to liquid, would be the ideal material with which to outline the hole-to-be. A precise hit in the strike zone would allow the incoming aircraft to carry all before it, with little or no damage to itself during the entry phase of the impact.

Interestingly, every video taken of the south tower impact that day shows a bright flash a split second before impact. The flash appears within the wall of the tower in a strictly localized area, directly opposite the nose of the incoming aircraft. (ref the image on site) A thermate charge in that position could readily produce that effect, the color being in the right part of the spectrum for incandescent iron.

There are numerous hints, gleaned from reliable sources, of unusual goings-on in the months and weeks before September 11.

Scott Forbes, a senior database administrator for Fiduciary Trust said that the company was given three weeks advance notice that power to floors 48 and above would be cut to enable technicians to perform a “cabling upgrade.” It’s not clear whether the upgrade was proceeding while Forbes worked on the weekend before September 11. (Forbes ref)

- wiring the three towers (witnesses)
- strange sounds from floor 73
- the security camera shutdown
- 911 center in Shanksville
- OEM in building 7 (Guiliani & Co.)
- outfitting the drone aircraft
- practice runs (see Levi’s notes)

4.1.3 The Drone and Decoy Aircraft

This section covers not only the “drone” aircraft, those under remote control, but piloted aircraft taking part in radar swaps, as outlined earlier. In the first category are the aircraft involved in the four crashes. Without committing to any of the following possibilities, one may nevertheless list them as follows:

WTC 1	large twin-engine aircraft of unknown type
WTC 2	Boeing 737
Pentagon	A-3 Skywarrior
Shanksville	cruise missile

The only imagery available for the crash at WTC 1 (north tower) is the “Fireman’s Video” shot by the Naudet Brothers, a French film crew making a documentary about the NYFD on the morning of September 11 2001. The video is very much out of focus and shows a vague, whitish/grey aircraft shape impacting the north tower. (Interestingly, this video, like all the videos taken of the south tower crash, shows a flash just ahead of the nose of the aircraft as it strikes the building.)

Early reports of a “commuter plane” (ref) being involved in the collision widen the possibilities from an aircraft of this size up to and including a full-size passenger jet or military aircraft.

Although some researchers claim to have positive identification of WTC 2 wreckage (an engine) as that of a Boeing 737 (ref), others claim it was a tanker aircraft, as employed by the airforce. (private communication)

The Pentagon attack aircraft appears to be an A-3 Skywarrior, as revealed by wreckage from wings and canopy (ref), the engine (ref), and the well-known Pentagon parking lot video (ref) which shows the shape of the tail. A reconstruction of how a Boeing 757 would look from the same point of view (ref) makes it obvious that the incoming aircraft that skimmed the Pentagon lawn was not a Boeing 757, in any case.

Earwitness accounts of a missile (ref) at Shanksville imply that the crater in Pennsylvania was made by a large missile making a steep dive at the crash site and leaving a blast crater that is more consistent with a cruise missile than an ordinary aircraft.

Additionally, the “white mystery plane” that overflowed the Shanksville crash site just before the impact (ref) was also involved in the operation. In this scenario, as mentioned earlier, we take the white aircraft as an A-10 Thunderbolt, based on the eyewitness description. This scenario uses the A-10 as the decoy plane posing as Flight UAL 93 to fool ATC personnel and also to carry the flight data recorder that would later be alleged to come from UAL 93. As in the Pentagon FDR reconstruction, this FDR

record stops short of the crash, rather than at the point of the crash.

It follows that five alternate aircraft were involved in Operation Pearl. Each would have been fitted with remote control, for example a Flight Termination System (see earlier) well before the morning of 9/11. The aircraft would have been so prepared under the guise of another operation (presumably military) at one or more military bases. The WTC 1 drone, as described earlier, took off from Boston Logan airport in lieu of Flight AAL 11. It was taxied to the gate by a live pilot who activated and tested the control system, locked everything down, then deplaned prior to boarding, which suddenly switched to another gate. The WTC 2 drone flew directly toward its rendezvous point with Flight UAL 175 somewhere east of Cleveland, flying from a military base.

The smaller A-3 Skywarrior and cruise missile may have been launched from a base south of Washington and from a weapons development site, respectively.

4.1.4 Special infrastructure and Arrangements

4.2 Execution

The following basic timeline lists the flights, numbers of passengers/crew, departure times

A: The Basic Timeline

(All times are ante meridian or am, EDT)

Flight	pass/crew	Departure	Deviation	Transponder	Hit
AAL 11	81/11	7:59 am	8:16 am	8:20 am	8:46 am*
UAL 175	56/9	8:14 am	8:42 am	8:40 am	9:02 am
AAL 77	58/6	8:20 am	8:46 am	8:55 am	9:37 am
UAL 93	30/7	8:42 am	9:36 am	9:40 am	10:06 am

(UAL = United Airlines; AAL = American Airlines)

We add the time at which the FAA issued the general grounding order: 9:45 am (after the three targets have been struck and before any of the real aircraft land at their new destinations)

flight maps at <http://killtown.911review.org/flight77/timeline.html>

*actual crash time to the second is 8:46:40am. At 8:46:30am, a full ten seconds before impact, the Palisades seismic station recorded a seismic event which corresponds to earwitness accounts of a large explosion in the basement of WTC1.

4.2.1 Flight AAL 11

introduction: Boston's Logan Airport

	Plane 32	Plane 26
begin brding	7:15	7:35
end brding	7:30	7:55
sched dep.	7:45	8:10
actual dep.	7:45	?
takeoff	7:50	?

Just minutes before boarding, the 81 passengers in the departure lounge for AA Flight 11 were informed that there had been a change of departure from Gate 32 to Gate 26. The aircraft waiting at Gate 32 was never boarded, but departed on schedule at 7:45 and took off at 7:59 am. [Box]

[map of Logan airport from:

<http://911wideopen.com/mirror/twin11-1/twin-11-mod.htm>]

Meanwhile, passengers were not permitted to board the aircraft at (the new) Gate 26 until 7:35. The departure time of this aircraft is not known, since the aircraft that departed from Gate 32 (Flight 11) is the only one for which a public record exists. [Box] Indeed, it is not even known if the passengers boarded a plane at all. For example they could have boarded some form of ground transportation. The official story neglects to mention the change of gate and appears to be incorrect in this particular.

Flight AAL 11 was a Boeing 767. Scheduled as a nonstop flight from Boston to Los Angeles and piloted by captain John Ogonowski and first officer Thomas McGuinness, the aircraft had a crew of nine flight attendants. The plane that departed from Gate 32 was assumed by air traffic controllers to be the aforesaid aircraft. After responding to the

ATC instruction “20 right AAL11” (a turn to the right of 20 degrees), the pilot was told to climb to 35,000 feet, but made no reply.

Since no (regular) passengers boarded the aircraft that departed from Gate 32, we may assume it was a decoy that followed the flight path outlined in The 9/11 Commission Report.

American 11 7:59 am 8:16 am 8:20 am 8:46 am*

The official database of the Bureau for Transportation Statistics (BTS) doesn't help either. This database contains all domestic flights of the big airlines, but on Sept. 11, flight 11 and its data are missing completely (8).

[illustration: flight path of Flight AA11]

It followed the intended route until 8:16 am, when it turned to the northwest. A faked cellphone call, allegedly from flight attendant Mary Sweeney at 8:19 am, informed American Airlines that a hijacking was in progress and about a minute later, the transponder on Flight AAL 11 was switched off. If the call was indeed received at 8:19 am (regardless of the deception), American Airlines would immediately have informed both the FAA and NORAD about the hijacking as a matter of standard procedure. The standard intercept time for a scrambled interceptor would be no more than 15 minutes following the notification. Thus, by no later than 8:34, a fighter should have had Flight 11 in view. However, no interceptor even took off until 8:53 am, some seven minutes after an aircraft struck the WTC north tower.

The exact aircraft type that struck the north tower of the WTC complex is unknown. The only documentary evidence of the collision is contained in the famous Naudet Brothers “firemen video.” This was part of a documentary being prepared by a French Film crew on the New York Fire Department. The videographers were filming a fire crew investigating a gas leak a few blocks north of the north tower, when the sound of screaming engines overhead caused the videographer to divert the camera upward to capture a maddeningly out-of-focus view of the impact. (Naudet ref)

(Look at 911 research (in B-Bar) for info on possibility of a Boeing 737

spotted by pilots in the area and leaving the “wrong” engine in the street.)

The aircraft thus portrayed, while no larger than a Boeing 767, may have been smaller. Early reports of the strike described a “commuter aircraft,” indicating a somewhat smaller plane. Pilots of small, private aircraft flying in the general area of lower Manhattan spoke of an aircraft the size of a commercial commuter aircraft, typically, a Boeing 737. (ref) In this scenario, the plane that struck the north tower was the one that departed from Gate 32 at Boston’s Logan airport, this being the simplest form the operation could take. As mentioned earlier (See section 3.3), a remotely controlled aircraft can imitate a regular commercial flight in all aspects. Presumably this aircraft also produced a fireball like the well-documented south tower strike. In either case, it is not known if this was jet fuel (kerosene) from the aircraft’s fuel tanks or an on-board charge of napalm or the dramatic fuel-air explosive used in Hollywood movies.

4.2.2 Flight AAL 77

American Airlines Flight 77 departed from Washington’s Dulles airport at 8:20 am for Los Angeles. The Boeing 757 carried 58 passengers that morning and six crew members. It flew due west over northern Virginia and the state of West Virginia, getting as far as Kentucky when, at approximately 8:55 am, it began a slow southward turn and its transponder was turned off. The pilot did not use the hijacking alert system (which involves entering the code number 7500 in the transponder). The plane continued its gradual left turn until it was heading east, back toward Washington, entering West Virginia by 9:10 am.

At 9:25 am the FAA notified NORAD that Flight 77 was headed toward Washington. Two F-16 fighters were immediately scrambled from Langley Air Force Base in Virginia at 9:35 am. Langley is 150 miles from the Pentagon, Andrews Air base being only 13 miles away. (check availability of interceptors at Andrews)

Two minutes later, at 9:37 am and well before the Langley interceptors could arrive, an aircraft struck the Pentagon. Although the approximate flight path of Flight AAL77 was known from sporadic radar contacts with the airplane, more detailed and precise information was found in the aircraft’s own flight data recorder (FDR), one of only two “black boxes” that were ever found from the four flights. According to the FDR, the

aircraft made a tight turn to the right as it approached Washington DC. The turn, combined with a rapid rate of descent, formed a loop, crossing under its previous flight path and coming into line for what would appear to be a run at the Pentagon. But the FDR record ends a full second before impact, the recorded altitude at this point being equivalent to 475 feet above sea level. Since the Pentagon is 125 feet high and 43 feet above sea level, the aircraft would clear the top of the building by 315 feet, flying straight and level. The aircraft, however, was in a dive of nearly 5 degrees and flying at 463 knots (533 mph) at the point of record termination, placing it at approximately 700 to 800 feet (horizontally) from the impact point. At the given rate of descent, it would be no less than 245 feet above the Pentagon roof by the time the nose of the aircraft would otherwise be penetrating the Pentagon wall. If the plane began to level off at the FDR tape termination point, it's actual distance above the Pentagon roof would obviously be somewhat above either figure. (Pilots 2007)

Map of Washington Area

from <http://www.gwu.edu/~nsarchiv/NSAEBB/NSAEBB196/map.htm>

As the Boeing 757 approached the Pentagon, air traffic controllers noticed a much faster object approaching the Pentagon on a parallel track. They assumed it to be a fighter, given its speed. (ref) The track of the object merged with that of the 757, constituting an I-swap. (see Section 3.2) This second aircraft appears to have been an A-3 Skywarrior, judging from the engine found at the Pentagon. (The J2D engine found at the Pentagon is far too small to be the power plant for a Boeing 757.) (Schwarz) However, a cruise missile cannot be ruled out. Given the altitude, attitude and heading of the 757 at the record termination point, there is no possibility of confusion between the two aircraft in terms of their relative positions. The smaller aircraft, as shown in the Pentagon parking lot security video, skimmed the Pentagon lawn. According to damage to light poles, it came in well to the right of Flight AAL 77 and well below it, far enough away to be visually distinct, albeit close enough to fool radar operators. (ref physics911).

Skywarrior info:

<http://home.att.net/~south.tower/911PentagonNapalm1.htm>

In short, controllers thought that the overflight of AAL 77 was merely the fighter passing over the Pentagon. In reality, it was Flight AAL 77 that flew

over the Pentagon and the “fighter” that crashed into it.

Two main possibilities present themselves in the case of Flight AAL77. Did the aircraft have a human pilot for the final leg of its flight or was it under remote control? For the aircraft to be under remote control, there would have been a change of aircraft somewhere along its route, but this would appear to be ruled out by the FDR, which shows no descent during its flight. (This assumes that Flight AAL77 had no pre-installed remote capability.)

This leaves the question of whether pilot Charles Burlingame was still at the controls when Flight AAL77 passed over the Pentagon. In the words of one experienced pilot, the approach of Flight AAL77 to the Pentagon resembled nothing so much as a bombing run and Burlingame was an experienced fighter pilot who had performed that particular maneuver many times during his career as a fighter pilot in Vietnam.

Why, then, did Burlingame turn off his transponder and not turn on his hijack alert alarm? Evidently, the aircraft was not hijacked, at least not in the traditional way. There are several ways, however, that Burlingame could have been induced to fly the Boeing 757 in the manner indicated above, from his takeoff nearly two hours earlier to the run at (and over) the Pentagon. One possibility is outlined in the following mini-scenario:

At approximately 8:45 am a flight attendant entered the cockpit of Flight AAL 77. “Captain Burlingame, the man in seat 37A asked me to give you this. He says its very important.”

It was a military business card that read, in part,

Lieutenant Colonel William R. Forsythe
United States Air Force
National Security Liaison Office

On the back was a scribbled note:

“Permission to come forward. Need to talk. Urgent.”

He showed it to First Officer Charlebois, who only said, “Hmmm.”

“Okay, bring him up.”

The man was dressed in civilian clothes and wore a serious expression. “Captain Burlingame, I’m afraid I’m going to have to spoil your day.” He then smiled to soften the blow. “We need your aircraft for a military exercise that is ongoing as we speak. We’re asking for your full cooperation in this matter and I cannot tell you just how serious and important it is that we have it.”

“What?”

“As you may already know, we have a number of critical military exercises ongoing this morning. We’re going to use your aircraft for a simulated hijacking.” He opened a small leather file case that he had carried forward and withdrew a checklist. “We’ve already had a simulated hijacking to the northeast that drew away most of the fighters from Andrews and Holman. Our hijacking will test fighter response to a second, unexpected hijacking. The plan is to simulate an attack on the Pentagon, then land at Reagan. A connecting flight will be waiting for your passengers and attendants.” He paused to gauge Burlingame’s reaction. “Don’t look so gloomy. You’ll have the rest of the day off!”

Burlingame’s mouth had gone dry and he felt uneasy. “Colonel. I’m not about to give up this aircraft for your precious exercise. Those are live people back there. Besides, I’d have to get clearance from American and . . .”

“I’m afraid we’re already in a radio silence regime, so you can’t call head office. But maybe this will help.” He handed Burlingame an official-looking letter on American Airlines letterhead.

It was from C. Hanbury Jackson, Director of Operations for American Airlines. It instructed Burlingame to give his full cooperation to the military representative bearing the letter.

“Attack on the Pentagon?”

“Yeah, just a shallow dive. Sort of like a bombing run. We chose you because of your exemplary career as a navy pilot doing precisely that sort of thing.”

“The other hijacked aircraft. Was that a commercial flight, too?”

“Yessir. The other pilot was very cooperative and understood the importance of what we’re doing today. As a result, we’ve drawn away enough interceptors that I think we can come at the Pentagon unmolested.”

“That’s protected airspace!”

“Not today. Now, let’s see. Assuming we have your full cooperation, here’s what we need to do. Ready?”

“Jesus.” Burlingame muttered under his breath.

“One. Begin gradual left turn to the south.”

“Check.”

Two. Turn off your transponder.”

“Huh?”

“It’s just what the hijackers decided to do.”

“I see. Check.”

“Three. Disable the airfone system.”

“Check. Wait a minute. What do I tell the passengers?”

“I was coming to that. Announce a small fuel leak in your number two engine and tell them we have to go back to Washington to change planes. We’ll land at Reagan International.”

Burlingame is furious, but he hides his frustration.

“Ladies and gentlemen. I regret to announce that we have developed a minor mechanical problem, a fuel leak in one of our engines. It’s not serious, but we’ll have to fly back to Washington to look after the

problem there. Another aircraft will be ready to take you on to Los Angeles. On behalf of American Airlines, we apologize for the disruption in your travel plans.”

The collective groan is audible through the cockpit door. The flight attendants look at each other in wonderment.

“Five. Engage in no discussion whatever with ground control or anyone else, no matter what you hear. We’ll have radio silence virtually all the way in.”

“Check.”

Lieutenant Colonel Forsythe is not necessarily a Lieutenant Colonel, nor is he necessarily called “Forsythe,” nor is he necessarily in the Airforce. (Nor is the letter from American Airlines necessarily genuine.) He is, however, a qualified pilot of heavy aircraft and carries a sidearm under his suit jacket, in case Burlingame should prove less than cooperative.

Forsythe takes the jump seat behind Burlingame and studies some notes, humming softly to himself.

As they cross into West Virginia, he announces laconically. “Okay, soon I’ll want you to begin a sharp turn to the right, descending at maximum rate and simultaneously making a loop so that you end up pointed straight at the Pentagon. You’ll see the Pentagon in the distance to the northeast. Get your bearings on the Building at that time and figure your turn accordingly. We want to get this exactly right, so we’ll be depending heavily on your superb airmanship.”

“Before we start the run, however, there’s one more thing. To give the fuel leak story some resonance with the passengers, I must ask that the flight attendants gather up all the passenger cellphones at this time, so as to avoid any danger of stray radiation. So announce that. Oh, yes, and announce that we’re losing fuel a little faster than anticipated so we’ll have to make a more rapid descent than normal.”

“Ladies and gentlemen. May I have your attention. We’ve been losing fuel more rapidly than anticipated, so as a safety precaution we’ll have to make a more rapid descent coming in to Reagan International. At this

time, as an additional safety precaution, I will ask attendants to gather all passenger cellphones, as they could constitute a fire hazard, should the leak become more serious before landing. Your cellphones will be returned to you on the ground.”

“Excellent job. You were good.”

Ten minutes later they are lined up on the Pentagon. The aircraft slowly speeds up as it noses into a five-degree dive. From time to time slight vibrations shake the 757 as the airspeed creeps up. The passengers stare at each other in alarm.

Forsythe scans the horizon for interceptors.

“Excellent. I said they couldn’t do it and they can’t. We got ‘em beat. You guys see any fighters out there? Check your four- and eight ‘o clock positions, as well.”

Burlingame is now more concentrated and almost enjoying the sheer novelty of the situation he finds himself in. How often do you get to do a bombing run at the Pentagon?

“Once you’re clear of the Pentagon, make a hard right. You have pre-clearance to use the main runway at Reagan. Just follow the river visual approach.”

The famous building looms ever larger ahead, suddenly flashing under them. There is a brief, muffled explosion behind. Burlingame looks alarmed.

“It’s okay. That was your fake bomb.” Forsythe grins like a kid.

As Flight AAL 77 approaches and passes over the Pentagon, a C 130 military cargo plane is carrying out strange, acrobatic maneuvers in the skies over Washington DC. Many people in the general area of the Pentagon are watching the C-130 as the 757 approaches its “target.” Witnesses closest to the crash site in the C-ring of the Pentagon are almost all in cars traveling the beltway that passes along the south side of the Pentagon. At about the time that Flight AAL 77 is obscured by car roofs, the low-flying Skywarrior crosses right over traffic on the Beltway and hits

the Pentagon, creating a tremendous explosion. What witnesses will later claim to see will depend on which of these aircraft caught their attention just prior to the explosion. And like all good witnesses, they will “remember” best those details that match the official story. (ref)

After clearing the Pentagon and making its approach to Reagan International, the 757 lands without further incident and Forsythe directs the pilot to taxi over to a restricted area for deplaning and luggage transfer. The passengers warily descend to the tarmac, talking animatedly. They board two buses, then wait impatiently as the drivers leave their respective vehicles for some last-minute instructions. A large transport truck is parked behind the hanger. . .

Although the foregoing mini-scenario is certainly feasible, other, more strenuous possibilities exist. For example, following the same scenario up to the appearance of Col. Forsythe in the cockpit of AAL 77, right after he says “. . . spoil your day . . .” he draws a revolver, holds it to Burlingame’s head, and says, “Now you do exactly what I say, or I’ll blow your f***ing brains right out the window . . .”

The choice of airports is immaterial, given that the plane could land virtually anywhere that the appropriate “facilities” were in place,

Those who planned the attacks would obviously be in a better position than we would to assess the relative merits of the many operational possibilities.

Strange things were going on at the Pentagon just before the A3 struck it. A large explosion shook the building some XXX minutes before . . . (ref Honegger)

4.2.3 Flight UAL 93

United Airlines Flight 93 was a Boeing 757 carrying 30 passengers and 7 crew members from Newark International airport to San Francisco. The most lightly loaded of the four aircraft selected for Operation Pearl, it departed Newark at 8:42 am, climbed out and headed west toward San Francisco. At 9:36 am, nearly an hour into the flight, ATC operators noticed a deviation in the airliner’s flight path. Attempts to contact the aircraft failed and a few minutes later the plane’s transponder was turned

off. At 10:06, according to the official story, the flight crashed near Shanksville, a small rural community in southeastern Pennsylvania in the middle of a hilly, heavily wooded area.

The aircraft's flight path, according to the official story, took it west as far as Cleveland. There, it appeared to veer sharply to the south, flying more or less directly toward Washington, DC. (Pilots 2007)

In Shanksville, the crater made by the incoming aircraft was completely inconsistent with the crash of a large passenger liner, (Killtown 2006) with no significant debris of any kind, only a few metal fragments that would be more consistent with a cruise missile impacting the ground at a steep angle. In fact, an aerial view of the crater shows a vee-shaped gouge, the sharp end being the point of entry for the missile. One aircraft engine was located in the woods a half mile away. There is no report of a second engine ever being found in the area. Combing the general area for miles, residents of surrounding Somerset County discovered a few human remains, some items of clothing, as well as several copies of United Airline's in-flight magazine recovered near New Baltimore, eight miles downwind from the crash scene. No luggage, seats or whole bodies were ever reported found. No traces of jet fuel were detected by the EPA in a later investigation of the crash site. (Pilots 2007)

Obviously, there is no way an airliner can crash at high speed into soft (agricultural) ground following a steep dive without both engines being right there at the crash scene. The engine found, had it been from Flight UAL 93, would have detached itself from the aircraft at a relatively high altitude to have landed so far from the crash site.
(<http://post-gazette.com/headlines/20010913somersetp3.asp>)

Although some researchers explain the debris field by hypothesizing that Flight 93 was shot down or experienced a crisis that caused it to break up in midair, the pattern and amount of debris is more consistent with a high-altitude salting operation in which a cargo aircraft, such as an old C-119 Flying Boxcar (with rear offloading bay), would have carried a selection of debris (including body parts-- see Section 5). The ejection of debris would have to take place within as short a time as possible, in order to keep the pattern tight on the ground.

At the time of the crash, area winds blew at approximately 10 mph,

essentially a breeze. In such a wind an item like a flight magazine would be unlikely to descend at an angle greater than 30 degrees from the vertical, if that.

Assuming a generous 30-degree angle of descent, constant wind speeds and a pointlike origin, trigonometry reveals a source altitude of approximately 13.9 miles or 73,000 feet, which is above the operational ceiling of most aircraft. Of the three assumptions entering this calculation, the pointlike origin of the debris is most suspect, although higher wind speeds at higher altitudes are also a possibility. Let us therefore allow a one-minute period for the C-119 traveling at 300 mph to eject its cargo. In such a case, the ejection time would add five miles to the extent of the debris field and the altitude calculation yields a different result of 5.3 miles or 27,500 feet, close enough to the operational ceiling of the C-119.

Readers should not interpret these assertions to mean that we think that a C-119 was actually used. We are only checking that the extent of the debris field is consistent with a high-altitude salting operation of some kind. As such, those responsible for the drop miss-timed the release of the engine and completely missed the crash site.

Finally, several Shanksville residents saw a mysterious white plane pass overhead at a very low altitude just prior to the explosion, close enough for details of its size and configuration to be clearly visible to residents, two of which lived near the crash site and claimed to have heard a sound like an incoming missile. (One of these was a Vietnam veteran.)

Shanksville resident Susan McElwain watched the white aircraft pass directly over her mini van: "It came right over me, I reckon just 40 or 50 feet above my van," she recalled. "It was so low I ducked instinctively. It was traveling real fast, but hardly made any sound. Then it disappeared behind some trees. A few seconds later I heard this great explosion and saw this fireball rise up over the trees, so I figured the jet had crashed. The ground really shook. So I dialed 911 and told them what happened . .

"There's no way I imagined this plane - it was so low it was virtually on top of me. It was white with no markings but it was definitely military, it just had that look. It had two rear engines, a big fin on the back like a spoiler on the back of a car and with two upright fins at the side. I haven't found

one like it on the internet. It definitely wasn't one of those executive jets. The FBI came and talked to me and said there was no plane around."

There is only one aircraft in the world that matches the description given by McElwain. The A10 Thunderbolt has two rear engines and twin outboard stabilizers on the tailplane. (McChord, 2003) This scenario uses the A-10 as the decoy aircraft, following a radar swap south of Cleveland. Flying without a transponder, this aircraft would result in a blip on ATC radar screens that was indistinguishable from that of a heavier aircraft like the Boeing 757. The possibility emerges that the shadow aircraft would replace UAL 93 in more than one way; it would not only follow the alleged flight path of UAL 93, it would perform all the maneuvers associated with the on-board struggle that forms such an important part of the official story. It's own flight data recorder (FDR) could later be added to the crash site or "found" there. As it is, the National Transportation Safety Board made an animation video of a plane behaving exactly in accordance with the information on the FDR tape. As in the Pentagon case, the plane is too high at the time of the crash to be involved in the crash. (Pilots 2007)

The following scenario for Flight UAL 93 is based on some strange goings-on at Cleveland's Hopkins International airport. We do not claim that our interpretation of these events is in any way definitive, only that the "emergency landings" at Cleveland are precisely what we would expect for any of the four flights following a radar swap, especially in the context of ongoing military exercises. The following summary is based on research by the investigative Group called Team 8. (Box 2004a)

Around 10 am, tower personnel at Hopkins airport received word that Delta Airlines Flight 1989 was coming in for an emergency landing with a possible bomb on board. The airport terminal building, as well as the FAA building and a large NASA facility were all evacuated. DAL 1989 landed at 10:10, taxied to a remote area near the FAA building (beside the I-X Center) and sat there until 12:30, when an "evacuation" of the 69 passengers began.

If Flight UAL 175 had proceeded directly from Boston to Cleveland, instead of turning south, as the official story alleges, it would be landing at this very time in Cleveland, having traveled at an average speed of 310 mph (takeoff & landing allowance included). This possibility will be

explored in the next section.

Strangely enough, a second Flight, thought to be DAL 89, came in for a landing at 10:45 am with little excitement (and no record of a Delta Flight with that number scheduled for that day - ref). It proceeded to another remote area of the airport, beside the NASA Glenn Research Center. At 11:15 about "200 passengers" were evacuated into the Center.

It is thought that Flight DAL 89 was one of the aircraft being used in the ongoing war-games exercises. This would explain the confusion that surrounds its real identity. Thus anyone remaining in the (partially) evacuated tower would at least see a Delta airliner land on the main runway. When DAL 89 was first cleared to land, it was apparently not in the correct position to land easily and found it necessary to fly as far as Toledo, Ohio before turning around and coming in at the time stated. Had it come in when first cleared it would be landing at approximately the right time to be Flight UAL 93.

It would have been possible to have passengers of either UAL 93 (from Newark) or UAL 175 (from Boston) to have boarded Delta equipment, thanks to a prior arrangement with the airlines involved. United and Delta have a history of cooperation and there may be some overlap in the respective boards of directors. A quick briefing with the pilots before takeoff might well result in an announcement such as the following:

"Ladies and gentlemen, you have probably noticed by now that we have boarded an aircraft from Delta Airlines. This is what we call a "loaner." The plane we were going to use had a malfunction in one of the main gears, so Delta kindly let us use the present equipment. Let's have a hand for Delta." (sound of scattered clapping)

There would be no question that arriving in Cleveland as Delta 1989 or Delta 89 would be much easier if aircraft with Delta livery were involved. However, it might well be that an aircraft with United markings could also pass for Delta 1989 for the simple reason that a) only one or two of the most senior people were in the tower at the time and b) the rest of the terminal building was evacuated in any case and no one else would be privy at that point to the radio traffic between Flight DAL 1989 and the tower. In the second case, one has the simpler job of feeding the tower personnel the right story, given their knowledge of the war-games,

generally. For example: “We’ll have two Delta Flights coming in as United. This will test our ground-to-air coordination in terms of how the discrepancies are resolved by interceptor pilots.” Or whatever. The possible cover stories are limitless and some of them are undoubtedly very clever.

As for the actual “hijacking,” we may as well use the same basic techniques illustrated in such specific terms for Flight AAL 77. The agent in charge of Flight UAL 93 gets the pilot to cooperate in a scheme that is somewhat simpler than the one used in Flight AAL 77. In this instance, he comes forward to the cockpit shortly after the plane has climbed out from Newark and announces his role in the war games. At an early point in the flight, he asks the pilot to switch transponder codes as the A-10 Thunderbolt passes below, changing its code to that of Flight 93.

We will now examine events in the flight of UAL 93 from the perspective of the ATC controller handling Flight UAL 93. The scenario will be matched to a transcript of the actual radio traffic between a controller at the Cleveland ATC (“Cleveland Center”) and a number of aircraft flying through his sector. (Vials 06) We have seen various excerpts of this transcript in the media (See http://www.911comissionreport.com/flight_1989.html) but they rarely agree with each other -- or the one that appears here -- in certain particulars regarding suspicious transmissions.

Note that pilots calling in always announce their presence with their flight number. Conversely, the controller always addresses them by flight number so there is no confusion about which pilot a given instruction is meant for:

Cleveland: United ninety-three, check in when flight level three-five-zero – [unintelligible].

United 93: United ninety-three. Check in three-five-zero.

Cleveland: United ninety-three, three-five-zero, Roger. United ninety-three, you have traffic to your one o’clock, twelve miles eastbound three-seven-zero.

United 93: Negative contact. We’re looking. United ninety-three.

Up to this point, everything appears to be going well, with UAL 93 confirming the instruction to ascend. Then Cleveland warns UAL 93 that another aircraft, currently 12 miles away, is coming toward it at an altitude of 37,000 feet (about 2000 feet higher than the assigned altitude for UAL 93). Flight 93 confirms the message by saying, "We're looking." Such warnings are routine whenever the (horizontal) separation of aircraft falls below a certain minimum distance.

Cleveland: Somebody call Cleveland? (What the operator heard is not recorded on this tape, but may have come in at a different frequency.) United ninety-three, verify three-five-zero. United ninety-three, verify your flight level, uh, three-five-zero. United ninety-three, verify your flight level is three-five-zero. United ninety-three, Cleveland. United ninety-three, Cleveland. United ninety-three, do you read Cleveland Center, please?

Somebody in Cleveland Center has just heard something peculiar on another frequency and has informed this particular controller. It has to do with Flight UAL 93. The controller for UAL 93 evidently has a concern about the aircraft's altitude, asking the pilot to confirm his altitude. At this point the UAL 93 transponder code may have disappeared from the controller's screen (along with the altitude number). This would explain why the controller feels he must get voice confirmation of the aircraft's altitude. However, all major sources agree that the transponder for Flight UAL 93 was turned off after Cleveland. This does not rule out the possibility that the transponder appeared to go off temporarily as codes were swapped between UAL 93 and the substitute aircraft.

United 797: United fifteen twenty-three, did you hear the company, uh, did you hear some other aircraft on a frequency a couple of minutes ago, screaming?

United 1523: Yes I did, Seven ninety-seven. And, uh, we couldn't tell what it was either.

United 797: Okay.

Two of the other aircraft in this controller's sector briefly discuss the strange noises they have heard. Meanwhile, the controller must now keep

an eagle eye on Flight UAL 93. Its flight path has deviated from the planned route and it no longer shows its transponder code or altitude.

Cleveland: United ninety-three, Cleveland. If you hear the center, ident. (Flight 93's transponder has evidently been turned off. The "ident" instruction is a request to turn the transponder on.)

American 1060: American ten-sixty, uh, ditto also on the other transmission.

Cleveland: American ten-sixty, you heard that also?

American 1060: We heard it twice.

Cleveland: Roger, we heard that also. Thanks. We just wanted to confirm that wasn't some interference.

Executive 956: Executive nine fifty-six.

Cleveland: Executive nine fifty-six, go.

Executive 956: Just answering your call. We could hear that, uh, yelling too.

Cleveland: OK, thank you. We're just trying to figure out what's going on.

The time is now a few minutes after 9:40 am, when Flight 93's transponder has gone off. Shortly after Cleveland asks Flight UAL 93 to turn its transponder back on, two other pilots (AAL 1060 and EXEC 956) call in about the previous noises. Next, they will all hear a new transmission in which someone who is not the captain of Flight UAL 93 goes on the air as a hijacker, complete with overdone accent and a message to passengers "accidentally" keyed to the radio transmitter. It should be added, for the sake of continuity, that as these events develop, the controller has his eyes fixed on the naked blip that was Flight 93 before its transponder went off. But he must look away frequently to judge the position of each aircraft in his sector, including a quick assessment of potential hazards to each,

United 93: . . . this is captain. Please sit down. Remain sitting. We have a bomb on board.

Cleveland: Uh, calling Cleveland Center, you're unreadable. Say again slowly.

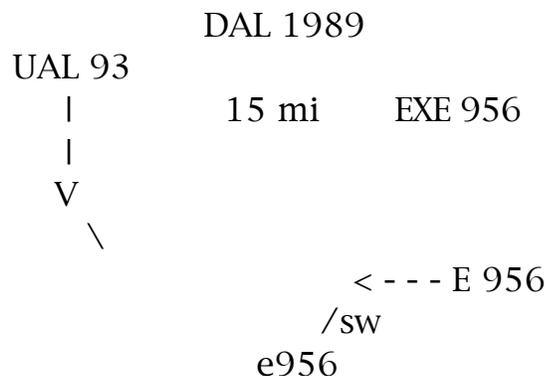
Executive 956: [unintelligible] sounded like he said he had a bomb on board.

Cleveland: Uh, say again. You there, United ninety-three?

Executive 956: . . . was reasonable, sounded like someone said they had a bomb on board.

At this point, the Cleveland controller becomes aware of an errant aircraft. Its transponder is on because the controller knows its altitude. Although he doesn't announce that it is flight 93 because he doesn't need to. He takes quick action by steering EXEC 956 away from it.

Cleveland: That's what we thought. We just, uh, we didn't get it clear. United ninety-three, calling. Executive nine fifty-six, aircraft [unintelligible] transmitting at twelve o'clock one-five miles. Turn left heading two-two-five. (SW) I'll get you away from him. Okay, he's climbing so I want to keep everybody away from him.



Executive 956: OK, I think we got him in sight.

At this point, the controller calls Flight DAL 1989 to warn it of the errant aircraft.

Cleveland: Nineteen eighty-nine, I have traffic for you in your eleven o'clock, fifteen miles southbound forty-one climbing. Looks like he's turning east wide at three-six-zero.

Cleveland warns the Delta flight about Flight 93, now at 4100 feet altitude (rather low) and climbing. As the controller watches the icon for this aircraft on his display screen, he sees it gradually turning away from its southerly heading and taking a more southeastward route.

DAL 1989 (i.e., UAL 175) never gets a chance to respond. Another mystery message breaks into the frequency in timely fashion.

United 93: . . . this is the captain. We have a bomb on board [unintelligible] - I am going back to the airport, they have met our demands [unintelligible].

Another mysterious transmission, apparently from Flight UAL 93, involves the same strange voice, this time saying, "They have met our demands." The voice, intended to imitate what a hijacker might say, declares that since the "demands" have been met, he will now take the plane back to the airport. In the context of 9/11, this transmission makes no sense, unless it is a war-games exercise following an unknown story-line. Of course, a possibility remains that the person making the call, intending to fool Cleveland into thinking the call was from Flight UAL 93, flubbed his lines and failed to follow the official story, which never mentions a negotiation between hijackers and authorities. In any case, the "demands" business gets very little attention, compared to the idea of there being a bomb aboard Flight UAL 93:

Cleveland: United ninety-three, calling. United ninety-three, understand you have a bomb on board. Go ahead. Executive nine fifty-six, did you understand that transmission?

Executive 956: Affirmative. He said there was a bomb on board.

Cleveland: And that was all you got out of it also?

Executive 956: Affirmative.

Cleveland: Ninety-three, go ahead.

Executive 956: Is that aircraft you're talking about eastbound?

Cleveland: He's just turned to the east of you. United ninety-three, do you hear Cleveland Center? American ten-sixty and Executive nine fifty-six, we just lost the target on that aircraft.

Either the data tag has suddenly vanished, owing to the transponder being turned off in the shadow aircraft or the blip itself has vanished. Since this is the point in the official story at which the transponder of Flight 93 is turned off, we opt for the former interpretation. The controller then asks for help from EXEC 956 and AAL 1060. EXEC 956 responds:

Executive 956: Executive nine fifty-six. We had a visual on it, just stand by.

Cleveland: You have a visual on it now?

Executive 956: We did, but we lost it in the turn.

Cleveland: You can make a turn back to two-twenty heading. Let me know if you can see him.

EXEC 956 spots an aircraft and confirms its position.

Executive 956: He's still there. We've got him, from nine fifty-six.

Cleveland: He's still there, uh, what? About twenty-five miles?

Executive 956: Affirmative from nine fifty-six.

Cleveland: Vector nine fifty-six, turning one-eight-zero.

Executive 956: Uh, negative, turning. Nine fifty-six. He appears to be heading right towards us.

EXEC 956 evidently has the wrong aircraft in view, as it is on the wrong heading. The controller decides to ask another flight in the area, AAL 1060, to spot the aircraft. AAL 1060 is southeast of the Thunderbolt.

Cleveland: American ten-sixty, do you see anybody northwest of you, can you see back that far there?

American 1060: We're looking now, sir.

Cleveland: United ninety-three, Cleveland. Do you still hear the Center? United ninety-three, do you still hear Cleveland? United ninety-three, United niner-three, do you hear Cleveland? United ninety-three, United ninety-three, Cleveland. United ninety-three, United ninety-three, do you hear Cleveland Center?

The tape ends shortly after this, with no confirmation of UAL 93 from AAL 1060. The last known heading of what the controller thinks is Flight UAL 93 was roughly in the direction of Washington and later it will be "evident" that this is the flight that crashed at Shanksville on its way to either to the White House or the Capitol building.

A detailed reconstruction of events in the flight of UAL 93 is impossible on the basis of the slender information available from the foregoing transcript. However, it is not difficult to construct a scenario that is consistent with this information.

In summary, the substitute aircraft (A-10 Thunderbolt) enters the Cleveland control sector carrying the transponder code for DL 1989. (This flight was never a duly registered Delta Flight and was probably part of the war games exercise.) It is flying close to UAL 93. When the controller asks UAL 93 for an "ident," its transponder has just been turned off and, for a while, no aircraft carries the code for UAL 93. The shadow aircraft still carries the code for DL 1989. A little closer to Cleveland, UAL 93 switches its code to that of DL 1989, just as the shadow plane passes below it. From that point on, Cleveland Center is trying to talk to the shadow aircraft, assuming it is Flight 93. At some indeterminate point following the swap, the shadow aircraft belatedly picks up the code for UAL 93 and begins to veer south, then southeast, as it heads for Shanksville. Meanwhile, UAL 93 lands as DL 1989 and proceeds to the FAA Center on the far side of the Cleveland airport.

The taped noises of a cockpit struggle come from the pilot of the A10, who twice transmits taped noises of a commotion, including screaming.

He then begins to turn southward, putting the plane into a sharp angle of descent, simultaneously. All along, this pilot has been on the Cleveland Center frequency recorded in the foregoing tape. At the appropriate points he plays the hijacking tape or, perhaps, imitates the hijacker directly.

Flight UAL 93, which the controller thinks is DAL 1989, continues on its westward heading. Somewhere east of the Cleveland Hopkins airport, the aircraft reports a bomb on board. Since the aircraft is in a radio silence regime, the transmission comes from the Thunderbolt, now entering northern Pennsylvania at an altitude of four to five thousand feet and continuing a slow descent. Hopkins airport is thoroughly evacuated and DAL 1989 comes in for a landing at 10:10 am. Not only the terminal is evacuated, but the NASA Center and the FAA building, as well. (ref) Only essential personnel remain at their posts. The evacuation, ostensibly carried out as a safety measure, is actually a witness-clearing operation.

Passengers are reportedly confined to the "DAL 1989" aircraft until 12:30 pm, when officials begin evacuating it. Some 69 passengers are reported to be aboard the aircraft. Even if this figure is fictitious, it's close to the number of passengers aboard UAL 93. The passengers are evacuated to the (now vacant) FAA building and the aircraft sits on the runway near the I-X Center for some time after this, there being no record of an immediate takeoff. It may have remained in that position until the general flight ban was lifted later in the day. Or it may have been one of those aircraft given extraordinary permission to take off. (ref)

In this scenario, both former UAL/DAL aircraft are flown by specially designated pilots to the Davis-Monthan airbase in Arizona, an airforce scrap yard and mothballing operation, with an immense acreage and many secluded areas. In one of these areas, the aircraft are given an acid scrub and cut up for scrap, with steel, aluminum, and titanium parts being sent out for recycling.

If passengers were transferred to buses at Hopkins, they would have been gassed there, the bodies arranged on the floor and the buses driven, apparently empty, to a local crematorium facility. Another, simpler way of dealing with the passengers would be to gas them while under "quarantine" in the aircraft. The description of processing of passengers in the FAA Building would be a cover story, in effect. The passengers of

Flight 93 would then have taken their last trip, a funeral flight to Davis-Monthan, then a truck ride to burial or cremation.

4.2.4 Flight UAL 175

According to the official story, Flight UAL 175 was a Boeing 767 carrying 56 passengers and nine crew members. It departed Boston's Logan airport at 8:14 am and flew uneventfully west until, at 8:40 am, its transponder was turned off. Two minutes later, it began to veer to the south. This is the plane that was alleged to have struck the south tower of the World Trade Centre at 9:02 am

The plane that actually struck the south tower was not necessarily Flight UAL 175, however. Just before striking the tower, it banked abruptly to its left, turning into its target. The effect on the television audience was that of a pilot avoiding a near miss.

Following the north tower impact, the streets around the WTC complex were abuzz with multiple news cameras and scores of New Yorkers on hand with video cameras to capture a piece of history for themselves. Since the plaza area around the north tower had been cleared by police, the only good vantage point for both towers was south and west of the south tower. Thus most witnesses to the crash were on the south side of the incoming aircraft's flight path. The south tower impact was one of the most heavily filmed events in recent American history. The videotapes all show much the same thing, an almost vertical (straight up) view of the aircraft from various vantage points below it and within a block or two south of the tower. (Liberty Street area) None of these videos show windows on the aircraft, since the aircraft was banked to the left, tilting all the windows (or lack of them) skyward. The many eyewitness statements recorded in the event have the usual variations in detail, with different sizes and markings for the incoming aircraft. (ref) The only professional account was given by on-the-spot news reporter Mark Burnback for WCBS/Fox News. (ref)

If a majority of news cameras were on one side of the incoming aircraft's flight path, it might well bank away from that side as it came in -- if it had no passenger windows. Burnback, however, was on the street to give oral reports of street level activity, unaware that a second aircraft was about to crash into the south tower, and apparently on the "wrong" (north) side

of the flight path. He reported what he saw immediately:

"...there was definitely a blue logo, it was like a circular logo on the front of the plane, uh...toward the...uh...towards the front, um... it definitely did not look like a commercial plane, I didn't see any windows on the sides and [it] definitely was very low... it was not a normal flight that I've ever seen at an airport..."

In another video record of the event (ref IPS), one sees the aircraft cross the sky behind a lady who watches it hit the tower. She then turns to run away (toward the camera), screaming, "It's not an American Airline! It's not an American Airline!" From that distance the viewing angle is more horizontal than vertical, but the aircraft would be too far away for windows (or lack of them) to be visible. On the other hand, a complete lack of airliner livery would be visible and we therefore assume that the lady was reacting to this feature.

The incoming aircraft has been positively identified by aviation experts to be a Boeing 737 used by the airforce in various roles. The engine found on the street just outside the south tower is claimed to be the engine type used in the Boeing 737. ([911 research](#))

<http://home.att.net/~south.tower/STengineroute1.htm>

According to our assumptions about the two Delta flights at Cleveland's Hopkins Airport, Flight 175 does not land anywhere between Boston and Cleveland. The exchange between UAL 175 and the Boeing 737 may well have been an X-swap, (see section 3.2) with each aircraft visible as a blip both before and after.

At the swapping point, each aircraft would also take the other's transponder data tag. (Whether by a live pilot or a remotely actuated mechanism, the numbers are readily changed.)

Following the swap, the plane now identified as DAL 89 is, in reality, Flight UAL 175. Meanwhile, the controller thinks the 737 is Flight UAL 175. At 8:40 am, he sees the transponder information disappear from its position near the blip for UAL 175. As was the case with UAL 93, the controller asks for an "ident," but a minute later the plane swerves sharply off-course, heading almost due south.

As it passes south of Cleveland Hopkins, DAL 89 requests permission to land, but is not in a good position to come around when permission is granted. It flies west as far as Toledo before returning and lands at 10:45 am, taxiing to an unused strip beside the NASA John Glenn Research Center. Half an hour later, officials of unknown affiliation (FBI? Anti-terrorism squad, other?) begin evacuating the passengers into the NASA facility, which was itself evacuated just prior to 10:00 am. Some “200 passengers” are reported to be aboard. Since this was an unscheduled flight, it is almost certainly one of the aircraft used in the war games. This way, its real identity as Flight UAL 175 is successfully masked and senior airport officials would regard it as part of the ongoing exercises or the winding-down of same, given the horrendous events of the day. In any event, those handling the plane at its isolated location by the Glenn Research Center would be playing out an evacuation exercise with or without real people, as far as those same airport officials are concerned.

5. Reinforcing the Story

Broadly considered, Operation Pearl did not end on September 11, 2001. Downstream from that date it was important to reinforce the official story through a variety of special operations that were designed not to check the official story, but to shore it up against growing skepticism.

Thus at various times over the next several months (and years), news stories would surface that after a massive ID effort 184 of the 189 Pentagon victims had been positively identified through their DNA or that two of the hijackers participating in the WTC attacks had been identified through their DNA (CNN 2003). The identification process depended critically on having a tissue match between remnants located on site and samples obtained from victims homes. (toothbrushes, hair combs, etc.)

The intention of this operation was to reinforce the official story by providing such strong corroborating evidence that people believing the story would agree with the general media assessment of 9/11 researchers as cranks and “conspiracy theorists.” After all, is any evidence as powerful as DNA evidence? Of course not, provided that the tissue samples from passengers, in particular, actually arrived on an aircraft. As we have already seen, however, there is no possibility that a large passenger jet like a Boeing 757 struck the Pentagon. (P911 2004) So how was the trick performed? Recalling that Flight AAL 77 actually overflew

the Pentagon, probably to land at nearby Reagan International, once the passengers were “disposed of,” or rather just before they were disposed of, a team of agents would carry out the grisly job of removing various body parts in a manner consistent with crash trauma, bagging them, and carting them off to the Pentagon for a salting operation. At the WTC rubble pile, fleshy parts of any origin whatever (morgues, hospitals, medical schools, etc) could be salted down into the spaces between the jumbled concrete and steel for later “discovery.” The DNA analysis of these remains would match “profiles” supplied by various authorities based, one supposes, on those same samples.

Even relatively minor aspects of the story would be reinforced. Although the mysterious landings at Cleveland received mainly local coverage, it would be important to reinforce the impression that DAL 1989 and DAL 89 had nothing to do with Flights UAL 175 and UAL 93. Hence the following account by a “passenger.” (ref)

The statement is anonymous and from the personal point of view of a female employee of a company (anonymous) that had arranged for some eight of its employees (also anonymous) to fly to the west coast on another flight. The woman refers to her husband (anonymous) and her children (anonymous), as well. She describes a long wait aboard the aircraft prior to deplaning, then the subsequent interview inside the FAA building. The story begins as follows:

“[My spouse] and I and six other fellow [...] employees were on the 8 am flight from Boston to Los Angeles on Tuesday, but we were on the Delta flight [1989], the one out of three 8 am flights departing Logan that did not get hijacked. Instead, we were forced to make an emergency landing in Cleveland because there were reports that a bomb or hijacking was taking place on our plane. The pilot had radioed that there was suspicious activity in the cabin since one of the passengers was speaking urgently on his cellphone and ignored repeated flight attendant requests to stop using his cell phone while in flight.”

The author of this document was apparently unaware that a cellphone would not function at all in a commercial aircraft at altitude. Yet he (or she) has a passenger carrying on a conversation “urgently.” The plane lands and the narrative continues:

“. . . we were all eventually released and went back to the airplane to gather our belongings. We were then escorted out of the airport without going through the main terminal to avoid what the FBI called a "media circus" because the mayor of Cleveland was holding a press conference stating that there was a bomb on our plane and a hijacker in the cabin.”

The Mayor of Cleveland held his press conference downtown and there was no “media circus” at the airport, which was still evacuated. Also the word “escorted” makes it unnecessary to describe the precise form of transportation used, such as buses. The account is detail-laden, full of personal incident and based on a “scrapbook,” pages of which are reproduced (Watson URL) to add extra credence to the story. The same source has a statement from the alleged captain of DAL 1989, David Dunlap. The pilot’s account is also detail-laden and takes the form of a “diary.” The author of this piece also mentions the cellphone call made by a passenger. This, along with the egregious error in the “media circus” location automatically discredits the entire story. (Finally, who keeps scrapbooks and diaries any more?)

The flight crew, apparently, was delivered to a local hotel by “volunteers.”

“We got back out of the aircraft and got our stuff. Then we waited some more for the airport manager to find us rooms (no small accomplishment.) We were driven to the hotel in volunteers’ personal vehicles, as no traffic was allowed near the airport. We had to exit through the FAA building and walk out to a vacant parking lot, where we were picked up in a mini van and a pick-up.”

Undoubtedly, the account should have read, “. . . got back out TO the aircraft . . .”, since they were supposed to be in the FAA building and not in the plane at the time. It is unclear why the airport manager would be the one to book hotel rooms. Delta Airlines had more than two hours to make the arrangements. It is also rather odd that “volunteers” would be required to transport the flight crew to their hotel.

Reading both stories consecutively leads to the strange impression that they were written by the same individual, following the same sentence structure, methods of disinformation, and so on. The fact that both stories contain the same disastrous mistake lends additional weight to our interpretation of the Delta flights being UAL 93 and 175.

What else? BL tapes, continuing suicide attacks

The role of the media in 9/11 and in subsequent actions has puzzled some and angered many. Why have the mainstream media refused even to consider seriously the evidence that the official story of 9/11 was false? Frustrating as the refusal may be, it does not necessarily mean that the media were/are complicit in covering up the true nature of 9/11. Media owners have always dictated editorial policy. It is undoubtedly one of the joys of ownership (especially in an era of declining media revenue). Normally the policy directives are not too draconian, perhaps reflecting a political or some other bias that many people take for granted. How would a media owner dictate that skeptical views of 9/11 must never be aired or published? Could such a directive ever be made to appear innocuous? Of course. Simply generalize the directive in an innocuous direction that every senior-level manager would not find draconian.

“There shall be no publication or broadcast that undermines or tends to undermine the War on Terror. Our media outlets will play their patriotic role by getting behind President Bush in his present mission.” etc, etc. This directive would automatically prohibit the airing or publication of skeptical material and the decision not to air or publish would be made by senior editors or publishers on their own.

6. The Checklist revisited

The checklist of anomalous evidence can now be revisited, the anomalies being treated not as unknowns or accidental features of the attacks, but as key ingredients.

The Hijackers: a) not on AA or UA flight manifests
 b) unable to fly even light aircraft
 c) taking westward excursions before turning to targets
 d) behaving in totally unislamic fashion

The Hijackers did not appear on flight manifests of the day because they were not aboard the aircraft. It doesn't matter that they were unable to pilot an aircraft (of any description) since they didn't fly any of the alleged aircraft, in any case. The westward excursions taken by two of the

as an A3 Skywarrior or a cruise missile.

Impossibility of high-altitude cellphone calls

No cellphone calls were placed at any time from any of the hijacked aircraft for the simple reason that no one aboard thought they were being hijacked. The cellphone calls would not have succeeded, in any case. However, the calls were a key ingredient in the cover story of 19 Arab/Muslim fanatic boogeymen doing the deed.

7. Conclusions

Given the many problems with the official scenario as an explanation of the events of September 11, 2001, we have tried to construct a scenario that accords with the facts on the ground. We do not claim that it is accurate in all respects. Indeed, that would be highly unlikely, given the many gaps that remain in available information. However, we expect that something very similar took place on that day.

Viewing the evidence as a whole and comparing it both to the official story and to the scenario just described, it would be difficult for any sane, rational person (relatively immune to media spin) to accept the official story as a reasonable interpretation of the “terror attacks.”

Indeed, the deceptions are all rather clumsy and in some cases ill-conceived, considered as operations. The stage machinery interferes with the magic so frequently, one would think that the ultimate perpetrators of this public crime wanted us to be aware, at some point, that the attacks were faked. We must therefore be no less wary of the success of our investigation than of its failure.

Summary of hijackings

Flight	swap	type	substitute
AAL 11	at start (Logan)	gate	737
UAL 175	en route	X	767 tanker
AAL 77	at end (Pentagon)	I	Skywarrior
UAL 93	en route	I	A10 Thunderbolt

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