

The background of the cover features a dark, almost black sky filled with horizontal, blurred streaks of light in shades of blue, green, and yellow, suggesting a fast-moving object or a celestial phenomenon. The overall mood is mysterious and dramatic.

Phantom Flight 93

And Other Astounding
September 11 Mysteries Explored

Victor Thorn & Lisa Guliani

COULD SEPT. 11'S FLIGHT 93 be the key to unraveling the entire 9-11 mystery? In *Phantom Flight 93*—the first and only book to emerge from the 9-11 truth movement on this subject—you will discover how this event in Shanksville could very well be the smoking gun which exposes the government's falsehoods once and for all.

Starting with physical evidence—especially a 10 x 12 foot crater in an abandoned strip mine—it becomes clear that a passenger jetliner could not have possibly crashed in Shanksville, Pennsylvania where federal officials said it did. Rather, the reality of that fateful morning is much more troublesome, and far more sinister.

Also revealed in this book are a plethora of lies concerning the now-infamous cell phone calls purportedly made by individuals such as Todd Beamer, 9-11 passenger list oddities, corrupt officials who have been covering-up this matter, and the many inexplicable anomalies surrounding the Sept. 11 attacks on America and the fate of Flight 93.

For far too long, Flight 93 has been overlooked by researchers and commentators in the alternative media. With the arrival of *Phantom Flight 93*, the public will finally see that they were deceived not only about the World Trade Center towers and the Pentagon, but also about an unproven crash in southwest Pennsylvania which became the stuff of legend, but was ultimately nothing more than a poorly executed hoax.

DEDICATION:

This book is dedicated to all those who lost their lives on the morning of September 11, 2001, their survivors, and to those who have relentlessly pursued the truth about what really happened that fateful day. Both the living and the dead deserve the truth, not a never-ending federal whitewash.

—VICTOR THORN & LISA GULIANI

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9-11 Investigators Mentioned in this Book:

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Lisa Guliani, a former Internet radio talk show host and the author of four books (including *Hunters of Souls* about CIA mind control) has spent the past five years as an outspoken political activist and independent journalist who has worked diligently to expose the government's lies about 9-11 and other related topics.

Keith Hansen, aka Vyzygoth, hosts the daily Internet show *Vyzygoth's Grassy Knoll* which began in July 2002 with Harry Spenser, who had operated a pirate radio station. The name Vyzygoth was thus created as a precautionary measure taken for obvious reasons. The show operated for several years from the twin stations AM-1350 WDCF and 1400 WZHR in Pasco County. His web site can be found at: www.vyzygoth.com.

Vinnie Sammartino authored one of the seminal articles about the September 11, 2001, terrorist attacks entitled "The 9-11 Passenger List Oddities" which addressed issues such as the Victim's Compensation Fund and the Social Security Death Index.

Killtown—one of the original 9-11 researchers—has emerged as a preeminent investigator of Flight 93. He chooses to remain anonymous for security reasons. His web site can be found at www.geocities.com/killtown.

Introduction

A Conspiracy Theory

BY VICTOR THORN

ON THE AFTERNOON OF SEPTEMBER 11, 2001, the first written 9-11 conspiracy theory was formulated by Mr. Peter Currenti—only hours after the WTC towers were struck, and the events in Shanksville and at the Pentagon had transpired. Of course many people immediately knew—as soon as WTC 1 and WTC 2 were destroyed—that something was awry, for steel buildings simply don't collapse in the manner that we saw on TV unless they were intentionally weakened and destroyed via controlled demolitions. One researcher—Dave McGowan—even wrote (on September 12, 2001) the first official 9-11 conspiracy article, appropriately titled, *Welcome to the New and Improved Police State*. McGowan was so correct in his analysis—even then, one day after 9-11—that he commented, "To be sure, the collapse of the towers, captured on tape for the world to see, had the decided appearance of controlled implosions." Coincidentally, McGowan's future 9-11 work, which is some of the best ever compiled, would

play a crucial role in our exploration of what really happened to Flight 93.

But even before McGowan's column appeared on the Internet, the following line was included in a prophetic e-mail Peter Currenti wrote to me on the afternoon of September 11, 2001: "The fourth crash in Pennsylvania ... en-route to the White House ... was taken out by the Air Force (I'd bet money on it)."

And with these poignant words, the mystery of Flight 93 began. Over the course of the next four years, this quote would remain with me as I investigated the WTC controlled demolitions, how Flight 77 never struck the Pentagon, and dozens of other anomalies that proved the government's "official" version of events was a bald-faced lie.

Regrettably, as my research continued over the years, one area of investigation seemed to get neglected more than any other—and that was the Shanksville crash. Fortunately, in mid-October 2005, radio talk show host Keith Hansen (a.k.a. Vyzygoth—*From the Grassy Knoll*) suggested that Lisa Guliani and I appear on his show to discuss the many questions surrounding Flight 93. After agreeing to do so, all three of us admitted that we'd spent less time investigating this aspect of 9-11 than any other.

But since the gauntlet had now been thrown down, we thrust ourselves into this matter with the vigor of detectives on a new case. What we discovered in relation to this phenomenon was eye-opening to say the least, and somewhat later we conducted what would be our first interview with Keith Hansen on this subject. As you will soon see, in this initial discussion we started shooting scattershot at all the various issues surrounding

Flight 93, including a lack of wreckage at the crash site, unverifiable (and seemingly impossible) cell phone calls made from 33,000 feet, the perplexing case of Todd and Lisa Beamer of "Let's Roll" fame, the government's Victim Compensation Fund, Operation Northwoods, and how the official timetable didn't coincide with actual events (including seismographic data). As a result, this initial interview was invaluable in laying a foundation that something was seriously wrong with the government's official explanation.

But instead of arriving at any cold hard conclusions, our first interview posed even more questions that demanded answers. Thus, the need for interview number two was a foregone conclusion, so we strapped a high-powered scope onto our rifles and started aiming dead-center at the target. The outcome of this interview was so rewarding and provocative—and far more sinister than what we were told by government officials—that people who listened started urging us to put it into book form for posterity. And in all honesty, we had to concur, for what we have here is history—real history—that absolutely and positively disproves (once again) the government's smokescreens, diversions, disinformation, and outright lies. In other words, what you will read is in stark contrast to all the mainstream media news reports that emerged in the days and weeks following 9-11. Furthermore, the information contained in these two interviews unfolds like a mystery novel and is so dramatic that the reader ultimately reaches one of those "aha" moments where everything suddenly becomes perfectly clear and they understand what actually took place that fateful day. These revelations ultimately force all of us—

even the most hardened skeptic—to reexamine what happened to Flight 93.

Hopefully, the information presented in this book will produce a paradigm shift in the way we view 9-11, for it has now become abundantly clear that practically everything the government has told us about this ghastly event has been a lie. Everything! And now, quite possibly the most enigmatic piece to the puzzle has been laid on the table—the great hoax of Phantom Flight 93.

It is suggested that readers peruse the "Photo Gallery" found on pages 181-189 before reading this book in order to familiarize themselves with the scenes described.

—VICTOR THORN

Chapter 1

First Keith Hansen Interview

From the Grassy Knoll

With Victor Thorn & Lisa Guliani

And a special appearance by

Vinnie Sammartino

November 10, 2005

Keith Hansen: Victor and Lisa, thanks for being with us. One thing that we have agreed to do is discuss the topic of Flight 93—and it's something I have not paid a lot of attention to in contrast to the other two venues on 9-11. Likewise, you focused quite a bit on the twin towers in your book, *9-11 on Trial*. Similarly, the Pentagon crash is a topic that has been pretty well covered. But in regard to Flight 93, I didn't pay too much attention to it, so now I'm really starting to wonder what in the world went on in Shanksville, Pennsylvania? Of course most people would say, "What's your problem? The plane crashed and everybody knows it." They might have a question as to whether it was shot down or not, but most would probably agree it crashed. I'm not going to say anything further because you covered Flight 93

on your show today, didn't you?

Victor Thorn: Yes, we touched upon a few peripheral issues, but you're right. When we started looking into putting together a book about 9-11, we wanted it to be the definitive work on this subject. So we examined a number of different areas: the Pentagon incident, Shanksville, and also the collapse of the World Trade Center towers. The first two events—the Pentagon and Shanksville crashes—seemed so murky and deep that I felt we couldn't compile a book that would definitively prove what happened. That's why we selected the World Trade Center controlled demolitions. In the case of the twin towers, by using math, physics, and science we could actually prove what happened beyond any shadow of a doubt.

Lisa Guliani: That doesn't mean that the events in Shanksville or at the Pentagon were any less intriguing.

Keith Hansen: No, in fact, I think they're even more intriguing. The thing is; the twin tower collapses present a situation where everybody saw it, and of course they were told what they saw. This is an important point. All of us with eyes to see would have been better off if we had turned off the volume on our TVs because the talking heads kept telling us what we were supposed to be seeing.

Lisa Guliani: Right.

Keith Hansen: We did an interview with Sergeant Matthew Tartaglia about the Pentagon, and I don't know if you've seen this on AboveTopSecret.com where a guy lays it all out and acts as if he's so scientific, and he's got it down "bang!" But he's telling people what they're seeing.

Lisa Guliani: Right. By the way, Keith, your interview with Tartaglia was absolutely outstanding.

Keith Hansen: I appreciate that. It has more to do with Matthew, and I know you're going to have him on your show. His story's got to be told.

Victor Thorn: Yes, he's one of the people we quoted from your show when we wrote an article called *The Whole World Knows about the World Trade Center Controlled Demolitions*. There are so many people speaking out now that are in the know; that are saying that the government's official version of events just doesn't fit. Matthew Tartaglia is another one of those vital pieces to the puzzle.

Keith Hansen: Matthew and I were talking about Shanksville. He said that he'd met with a number of people who were still in U.S. Search & Rescue, and there was a very provocative story which I saw—do you remember someone called "*Malcontent X*" when he posted all the questions about 9-11?

Lisa Guliani: I think so.

Keith Hansen: He said it's widely known to have happened, or it's widely believed to have happened, and that is somebody placed a cell phone call on the ground from the tarmac of Somerset County Airport. Now the question of course is: where in fact was Flight 93 put down; and on the other hand, what was up in the air? But later for that. Where do you want to take it as far as 93 goes? I will tell you, I've ripped some audio—about 5-7 minutes—from Dylan Avery's 9-11 documentary *Loose Change* where they have both audio and video of a videographer from a station in Pittsburgh who, after visiting the Shanksville site, said there's

nothing to see. It's nothing but a big hole.

Lisa Guliani: He wasn't the only one who said that.

Keith Hansen: That's right. There were other people in the area. So, do you want to take a starting point as to the deconstruction of Flight 93?

Victor Thorn: I came home this morning and told Lisa, "Let's talk about Flight 93 on our show today," and she said, "How are we going to talk about this? There's so much speculation, there's nothing conclusive, and there are so many contradictions. How are we going to do this?"

Lisa Guliani: It's such a troubling event because there are so many different "takes" on this, so many different theories. Some people think that a plane did crash like the government says. Other people think that a plane was shot out of the sky. Others say it was some sort of underground explosion.

Victor Thorn: Right, so I said, "Why don't we do it the same way we did with *9-11 on Trial*. Let's go back to what we know for a fact, and then let's examine the government's official version of events. Then we can branch out from there." So, supposedly there was a Boeing 757 that crashed in Shanksville, Pennsylvania. Well, we know the dimensions of a Boeing 757. It weighs 255,000 pounds, is 155 feet long, and has a 124 foot wingspan. This is important to remember because if anyone has looked into the Pentagon, they'll see that these numbers match up exactly to the supposed plane that allegedly hit the Pentagon. We also know the government said that at 10:03 a.m. on the morning of September 11, 2001, a plane called Flight 93 crashed in an old abandoned strip mine at Shanksville. This strip mine, they said, was filled with

soft dirt. Now, as we asked on our show today: what's the difference between soft dirt and hard dirt?

Lisa Guliani: And what we said was, when dirt is sitting in place for a long time, it tends to get packed. It tends to not stay soft, as in, soft enough for something to just sink into it. The ground packs down.

Victor Thorn: But you see, it's very important that they used the term "soft dirt," because they said that once this plane descended in a virtual nose-dive, it liquefied when hitting the "soft" dirt.

Lisa Guliani: So in other words, the plane *morphed* into the ground.

Victor Thorn: Yeah, the entire thing was buried in the ground, and supposedly 45 people were killed. So that's our starting point, and that's what we have to go from.

Keith Hansen: What Matthew [Tartaglia] also said to me when we were talking about the crash sites was that he and a listener who is a pilot for Delta looked at the Pentagon, and neither one of them could identify it as any kind of crash site. Secondly, Matthew said he's seen three plane crash sites during his lifetime, and in his words, "It's a bone shop."

Lisa Guliani: That's right. When you start investigating Shanksville, it doesn't look like a plane crash site. It looks more like a ...

Victor Thorn: A landfill. Another thing that we have to add is that the government first said the heroes on this plane—that would be Todd Beamer, Mark Bingham, and others—were the ones that overtook the hijackers and were trying to commandeer the plane. Later, when they were forced to release part of the quasi-voice recorder tapes, they had to change their story and say that the

hijackers crashed the plane, supposedly killing 45 people. Well, if you look at what 9-11 researcher Vinnie Sammartino has uncovered, we don't even know if any people were killed that day.

Lisa Guliani: Yes, the problem exists that we can't find a lot of these so-called people listed as being dead on the Social Security Death Index. We were trying to see how many of the families actually filed for the Victims' Compensation Fund. The government released a report, but didn't include a complete list of the names on the final report, so it's hard to cross-reference that. But why aren't people like Todd Beamer coming up listed as dead? Even if the Social Security Administration only updates their data once a year, it's been four years [since the date of the radio broadcast in 2005].

Victor Thorn: I was talking to Vinnie [Sammartino]. This is another fascinating area of the entire 9-11 phenomenon because the passenger list and the death index don't add up. The thing that Vinnie always barks back to is physical evidence. Don't listen to what the eyewitnesses say, especially at the Pentagon. A lot of those witnesses were from the DOD, intel, etc.

Lisa Guliani: What Vinnie says is that physical evidence must take precedence over eyewitness testimony, and that's true.

Keith Hansen: You've heard it a million times in court cases: you go out and recruit a couple of eyewitnesses. You got your guys, I got mine. What does it mean?

Lisa Guliani: There is always somebody who will say anything.

Keith Hansen: Right. They buy them up all the time. Even with this list of eyewitness names that was on the

web site *Above Top Secret*, I was thinking, "Give me a break. You don't even know who these people are."

Lisa Guliani: Also, no hijacker names were on the passenger manifest list either.

Victor Thorn: This phenomenon has something common to all four flights. 9-11 researchers Jerry Russell and Richard Stanley did an investigation of the Pentagon eyewitnesses, and a majority of these people—even the priest that was supposedly there—had some real interesting ties to the Department of Defense. So, they did some fantastic work showing that we can't just take the government's word for what happened.

Keith Hansen: Let me ask you two things. I'm playing the devil's advocate. With regard to the Social Security web site, which I've investigated myself, a lot of names are missing, and a lot are there. But are there any other factors that can be involved in this so that somebody might not put a claim in?

Lisa Guliani: Yes, there are four criteria: If the person never received a Social Security card, if they never paid their taxes, if they're not dead, or if their name is misspelled. These are the four criteria in which a name would not show up on the index. Now, I've checked for Todd Beamer's name. In fact, Vinnie Sammartino and I went round and round checking a lot of names on Flight 93's list. I especially wanted to see the most famous ones like Todd Beamer. I checked that name—along with misspellings of that name—backwards and forwards, I don't know how many times. I think it was like 1,330-plus names, and he's not listed as being dead in 2001. There is, however, somebody by the name of Beamer—a Todd E. Beamer—from 1997.

Victor Thorn: Lisa, explain how you tried to contact Lisa Beamer, his wife. She's totally inaccessible.

Lisa Guliani: It gets even weirder because when I tried to get an interview with Lisa Beamer, I had to go through her foundation. Talking to those people was like trying to get an interview with the Pope. You can't get to Lisa Beamer. When I called the phone number I had found for **her**, nobody ever answered and it sounded like a fax number. And then I talked to her lecture agent. They wanted to know everything about me except for my DNA. "Why do you want to talk to her? Do you want to bond with her?"

I mean, they asked all these stupid questions. I said, "No, I don't want to bond with her, I just want to talk to her." It was so weird. So I couldn't get an interview with her. And they said that Lisa was not going to be doing public appearances anymore because she wanted to resume a normal life. Which then posed the question: why does she need a lecture agent? Subsequently, she has made some public appearances, but what's interesting is that her husband's burial was rather private, very secret. In fact, it was very difficult to locate where he was buried. It was also hard to find his actual obituary, because the online obituary is very generic, like it is for many of the other victims. They don't provide specific details.

Keith Hansen: What are you saying about that?

Lisa Guliani: I had to contact *The Cranbury Gazette* to get their internal archived obituary for him. They don't keep that online, available to the public. They sent it to me before I told them who **I** was.

Victor Thorn: The big thing here—and this is the question everybody always asks—if these people didn't

die on the various 9-11 flights, where are they? And I don't know if anybody can legitimately answer that, but it shouldn't matter because when we look at this case—whether it's the Pentagon, the WTC towers, or Shanksville—what we try to show is that the government lied 100% about this story. Regrettably, we can't yet fit all the pieces to the puzzle, so subsequently we don't know what happened to these people.

Lisa Guliani: Supposedly, they recovered some remains of the bodies of the deceased. But there's really nothing of the plane. What we see looks to be staged, like somebody planted little parts and debris. How could human remains survive when the plane didn't? Here we *go* again, just like the Pentagon.

Keith Hansen: Well, come on (sarcastically). The physics change in certain locales in the United States. For instance, how can you have the trade towers be reduced to powder and still be able to find two pristine passports sitting on top of the rubble? Let me go back to playing devil's advocate for a minute. I'm thinking back to the way the World Trade Center was before 9-11. Is it possible, and you know I don't believe there were 19 Arab hijackers on the planes that day—but is it possible that as far as the way things were back then with regard to airport security, was a person still allowed to go down to the departure gates without being a passenger, to see off whoever was leaving?

Lisa Guliani: Yes.

Keith Hansen: For instance, I'm leaving, and you guys are going to see me off, and all three of us go down to the gate.

Lisa Guliani: Right, I've done that in the past.

Keith Hansen: So, if that's true back then, could it possibly be that the hijackers were not passengers, but they went down and somebody handed their tickets to them before they got on the **plane**.

Victor Thorn: The thing is: it would be nice if we had 19 photographs of these "hijackers." just show us one picture of them in the airport anywhere. I don't care if they're walking somebody down to the gate. I don't care if they're the passenger. I don't care if they're dressed up as a bellhop. Show us a picture anywhere of these 19 people and maybe we'll change our minds.

Lisa Guliani: There weren't any videos of the hijackers at any of the three originating airports. There's one video showing some purported hijackers at one airport, but it's kind of blurry and grainy.

Keith Hansen: There is a supposed video of them in Logan [International Airport]. But let me say this to you: I can also walk into the concourse, and then walk out. I can show up, be seen as if I were going to a counter, and then turn around and walk out. Now, Oprah [Winfrey] ran a segment about a month or so ago with a ticket counter attendant in Portland, Maine. I guess they were with American Airlines. Now, I'll give them this—whatever the supposed hijackers did at the counter made this gentleman remember them. And I don't believe for a second that he didn't see them. The thing is, they checked their luggage, but nobody knows if they went from Portland, Maine to Logan [International Airport] in Boston. So this guy fixes them at Portland. Fine, I have no problem with that. That doesn't put them in Logan. They very much could've been in Portland. What I thought was really squirrely was that this guy reports that they found

in the luggage an airline outfit and name badges. Now I'm thinking to myself: okay, I'm going to be a suicide hijacker, right? Why would I pack a phony airline captain's uniform in my luggage? I'm dying. What do I care?

Victor Thorn: Exactly. And another thing, since you mentioned Portland, in the hours ensuing after everything happened on 9-11, when they started "identifying" these guys and putting their pictures on TV, they said: we know it was this one right here because he used an ATM machine in Portland, Maine. I Googled how many ATM machines there are in this country, and there's hundreds of thousands of them. Yet just like that, out of all these hundreds of thousands of ATM machines, they somehow pinpointed this guy at an ATM machine within hours without supposedly knowing who he was. It all becomes a little too convenient.

Lisa Guliani: I agree, and they haven't shown any real hard evidence for the people they claim are hijackers who were to have been involved. Several of them have been reported to still be alive after 9-11. That would be a physical impossibility, don't you think?

Keith Hansen: It would, but I can also look at that as identity theft and nothing else. These guys just rip off names, so I don't necessarily believe that those people are who they're presented to be.

Lisa Guliani: Unfortunately, the solid majority doesn't look at it that way.

Keith Hansen: No, without a doubt. I just want to clarify—Atta and his sidekick, who people have thought very strange because the guy was making quizzical looks—and Atta was very militant and condescending to his sidekick. The sidekick was rolling his eyes and giving

him this kind of personal look. It's so strange that somebody would act like that knowing they were going to their death. Yeah, that is really strange, because it wouldn't be like that. So again, these are two people making themselves very memorable. Maybe Atta and his sidekick did fly that leg of the flight. That doesn't put them on either of the planes that went into the World Trade Center towers afterwards. And just like you said about the ATM's, you can have a very credible link there, very concrete. It doesn't put them on the leg from Logan to New York.

Victor Thorn: It's called creating a legend. They literally created a legend for these guys for years before 9-11. The funny thing is, people can get sucked into this legend, like Daniel Hopsicker. We had him on our show, and he still believes that 19 hijackers were the ones that actually masterminded 9-11, and the reason why is that he's either spreading disinfo, he wants to sell more books, or he wants to divert people's attention away from the fact that this was an inside job from the government. It's simple to research these hijackers and see the legend that's been created. They were followed around, the government knew what they were doing before 9-11, and that's what was necessary to create a patsy. It's exactly the same as what happened to Lee Harvey Oswald.

Keith Hansen: That's right. You make yourself very memorable so that finally—when the event happens—everyone can go back and say, "Oh, I remember that!" The thing is: we've always said that if they think there were 19 Arab hijackers, and it's Bush's fault, then they're just disinfo.

Victor Thorn: That's one of the big litmus tests.

Lisa Guliani: When we had Hopsicker on our show,

he had a meltdown. We were asking him questions he really didn't want to answer because he wanted to stick to the hijacker theory at all costs, no matter what... even if it didn't make any sense.

Victor Thorn: Yeah, especially when we asked him about Hani Hanjour, the guy that supposedly flew Flight 77 into the Pentagon.

It's absolutely impossible for it to happen that way, especially a guy whose flight instructors called him "Dumb & Dumber" because he didn't have the ability to drive an automobile, let alone do Top Gun maneuvers at the Pentagon.

Hanjour wasn't even allowed to rent a Cessna prop plane in August 2001 because the airport flight instructors deemed him unqualified to fly. This is one month before 9-11! Yet we're supposed to believe that Hanjour was capable of executing all these highly complex maneuvers at the Pentagon? It's impossible. And that's when [Hopsicker] started freaking out and swearing and having a meltdown.

Lisa Guliani: I think that was when we were talking about pilot Russ Wittenberg, who previously flew those exact planes himself. He said the planes were totally incapable of performing those military jet-type maneuvers. Hopsicker sounded like he was eating glass when we said that.

Keith Hansen: That's true.

Victor Thorn: After we establish what the government's official version is and what we know about the Boeing 757, we have to look at the physical evidence. This is where it really starts getting deep, because the first thing is the grass. It's very similar to the grass at the

Pentagon. There are no scorch marks, no burn marks. It's perfectly pristine.

Lisa Guliani: And the tree line is only partially burnt.

Victor Thorn: Then you look at the crash crater. It's funny because the networks aren't going to replay any of their footage from Shanksville. That's a certainty. They don't want to go there with a ten-foot pole. But we can go onto the Internet and locate numerous pictures taken directly after this event happened, and one thing you notice is this crater, and also the lack of a gully leading up to it. We're supposed to believe that a jetliner approached this area at 500 mph, so you'd think there should be a perfectly dug-out channel leading up to the crater, but there was grass growing where the gully was supposed to be.

Lisa Guliani: The crater itself is pretty interesting because the smoke rising from the supposed crash resembles that of an ordnance blast more than it does a burning jet fuel column rising into the air.

Keith Hansen: Its appearance is very mushroom-like.

Victor Thorn: Exactly. We're going to touch upon the woman who took that picture a little bit later, but since we don't have any noticeable fire damage at Shanksville, we have to ask ourselves how this can be when we know that Flight 93 was scheduled to travel cross-country. At the point when it went down in Shanksville, at best estimates, it would've been carrying about 9,000 gallons of fuel. Someone on the Internet wrote an article and said that this amount would fill about 500 automobiles. So, imagine putting 500 automobile gas tanks in Shanksville and detonating them. Imagine what kind of crater and fire damage would result.

Lisa Guliani: In other words, there's not enough burnt area for the amount of fuel that they say burnt up.

Victor Thorn: People can also do a Google search for "rural plane crashes" that have happened around the world. You can see pictures of how much debris there is. If you go back to Shanksville, there is nothing even remotely resembling any of these other pictures of plane crashes.

Lisa Guliani: In fact, we're supposed to believe that they extracted the pieces of an entire 757 with small "kitchen buckets" workers at the site were shown using.

Keith Hansen: If we could, let's *go* back for a second to what happened to the passengers if they weren't on the planes. We know about Operation Northwoods in 1962—the Joint Chiefs in their little diabolical minds had already thought about shooting down an actual aircraft or swapping one out and shooting it down. Somebody might wonder: why would you swap it out? Well, if you have a remote control fly-in, you don't have any human beings trying to save themselves. There are no variables. This thing is on track, and that's it. But the Joint Chiefs of Staff in that Operation Northwoods document (which is declassified and available on the Internet) never said what they did to the people. Use your imagination. You don't have to go too far to figure out they're not coming back. Flight 77 is what they say hit the Pentagon. They had a high percentage of top secret people—top secret clearance individuals—and Barbara Olson as well. Maybe they go off to a super secret place, some top secret witness protection program up in Montana or something like that.

Other than that, there were executions. I mean, come

on folks. What else can you say?

Victor Thorn: I agree. If they're going to kill nearly 3,000 people in New York City, what's a few more hundred? You're right about Flight 77. It had the highest percentage of military, DOD, and intel personnel on the flight, which makes it convenient for Flight 77 because it didn't hit the Pentagon.

Keith Hansen: Or else if they did nail everybody and Barbara Olson was collateral damage, I mean, they're not going to save the whole flight for her, and the section where the missile hit the Pentagon (as Rumsfeld said), maybe that was a hit job on certain people who might've known whatever they knew.

Lisa Guliani: Or, as the question has been posed, if they're willing to fake the physics of 9-11, why wouldn't they be willing to fake the number of people who died that day?

Victor Thorn: Plus, lucky for us, Barbara Olson has been arrested (laughing).

Keith Hansen: Yeah, I know. Thanks to Tom Flocco for that breaking news.

Lisa Guliani: At the Polish-Austrian border. (laughing)

Victor Thorn: Yeah, thank God. At least we can fall back on his sensationalized rubbish to get some straight answers.

Keith Hansen: So where is she right now? In some Polish jail dining on kielbasa?

Lisa Guliani: In Costa Rica.

Victor Thorn: I'm sure we'll hear some more "revelations" in the near future.

Keith Hansen: One of the disturbing things about 9-11, and especially Flight 93, is this whole situation about

cell phone conversations. Todd Beamer supposedly talked to a GTE supervisor in Chicago, Ms. [Lisa D.] Jefferson. She doesn't know what Beamer sounds like. Todd Beamer's wife never heard anything, and there's no record of it. So somebody who said he was Todd Beamer talked to Jefferson, who related what was said. Again, you have a disconnect between the wife of the deceased hearing her own husband's voice. Also, and I find this very troubling, *The New York Times* on September 12, 2001 carried a number of stories about cell phone calls, especially on Flight 93. Principal among these individuals was Jeremy Click, whose wife Elizabeth had this prolonged conversation on a cell phone with him. The *New York Times* was very explicit that these cell phone calls took place at 33,000 feet or better, which is impossible, by the way.

Lisa Guliani: I find the veracity of those calls extremely doubtful. First of all, look at how many people have trouble getting a signal from the ground. How often does this happen? The cell phone calls don't hold water because of the cruise altitude that the plane was at, the shielding of the aircraft skin, and the cell-tower switching technology of the day. It wasn't as advanced as **it** is now, post 9-11. Most of the calls made that day have been attributed to Flight 93. They had the highest percentage of cell phone calls.

Victor Thorn: And to show how short people's memories are, it wasn't more than a year or so ago that a cell phone company reported that they had now developed the technology so that cell phone calls *could* be made from an aircraft.

Lisa Guliani: I remember us talking about that the

day the announcement came out. Everybody was buzzing about it on the Internet, but you didn't hear anything about it on the nightly news.

Victor Thorn: Nobody in the mainstream said, "Well, wait a second: if we didn't have the technology to make cell phone calls from airplanes until now, what about three years ago?" The only people who realized it were those in the alternative media that were paying attention; everybody else in the mainstream media just buzzed right by it.

Lisa Guliani: What about Mark Bingham's phone call? He called his mother and told her his full name. Hello Mom, this is Mark Bingham? Who does that? Who calls their mother and says their full name?

Keith Hansen: Going back to the Jeremy Glick situation, his wife talked about the cell phone calls in a *Readers Digest* interview a year or two ago. She was recounting something where there was this dashed-off parenthetical phrase, "Oh, oh. He wasn't on his cell phone; he was on one of those seat-back phones." I was thinking: why in the world is she injecting that now, and what about the way she went on *ad infinitum* in *The New York Times* story about her husband being on a cell phone? What is the real story?

Secondly, I talked to [Phil] Hirschorn and [Evan] Berlin of CNN and AP respectively, and the latter was a really nasty guy. He asked me, "Well, who are you?" I said, "What do you care who I am? I'm calling you and asking you a question, alright? What do you care who I am?" He said to me, "Who are you with?" I told him, "I'm with nobody." Well, anyway, they went down to Princeton to this big airing of the cell phone calls, and

they both admitted they never heard a thing! They themselves never heard a thing. And do you know who they brought to the podium to be a spokesperson? Good 'oie Mrs. Bingham, who was popping off on Sept. 12 about her conversation with Mark. I find it very interesting that she would again be the individual that comes out as an official spokesperson. It's almost like she was "tapped" to be the one.

Lisa Guliani: She's not the only one who looks like she was "tapped." Lisa Beamer looks like she was really tapped. You know, the "noble widow" of 9-11.

Victor Thorn: Well, how about the Jersey Girls—these infamous widows that are supposedly trying to find all the answers. But over the summer when they had the D.C. Truth Convergence [July 24, 2005], it was the Jersey Girls who wouldn't allow David Ray Griffin to appear on stage with them to give a speech because they said he talked too much about government conspiracy theories. So a lot of these victim family members who supposedly want to do everything in their power to get the truth seem like they don't want any answers at all.

Lisa Guliani: This is odd, too. I talked to a few people in Cranbury, New Jersey, where Lisa Beamer lives. They're pretty mistrustful of her. That's the definite impression I got. They think she's capitalized on her husband's death, and what's interesting is: it took me about 16 hours to get somebody to tell me where he's buried. Finally, a little old lady at the Cranbury Post Office told me. He's buried in a very remote, old cemetery. You would think a national hero like Todd Beamer would've been buried in one of the newer, larger cemeteries in the area. Instead, Lisa Beamer picked this out-of-the-way,

obscure, not-too-kept-up old cemetery that's hard to find, and no one's supposed to know about it. No one will tell you. What I was told is: they're not supposed to tell you.

Keith Hansen: What's the implication, Lisa?

Lisa Guliani: I talked to the superintendent of the cemetery. It's Brainerd Cemetery, behind the Presbyterian Church. He said the service was very private. Lisa Beamer didn't want anybody there. He gave me directions to walk right to the headstone. So we sent 9-11 researcher Vinnie Sammartino to check it out and see if anything was there. There's a headstone, but we don't know what's under there. But they do have a headstone.

Victor Thorn: I guess the implication is, of all the 9-11 heroes, Todd Beamer would probably be at the forefront of all of them, yet he's stuck in this sinner's graveyard. You know; the kind where people are buried on *the other side of the road*?

Lisa Guliani: It didn't look like the grave had been kept up. You'd think, he's a national hero, right? She paraded herself in front of the world and did the TV circuit. I don't understand how this man ends up in a neglected cemetery.

Keith Hansen: Are you canvassing the possibility that he's not dead?

Lisa Guliani: Well, we have to take into account every possibility in the case of 9-11.

Victor Thorn: When it comes to the bodies, in the years since 9-11, nobody has any conclusive answers. Some people say they're all out in the Atlantic Ocean, and you can conjecture as much as you want.

Lisa Guliani: I think it took Lisa Beamer two weeks to

incorporate the words "Let's Roll" ... to trademark that phrase. Two weeks. And she's got products to sell.

Keith Hansen: There's something else that troubles me about the cell phone calls. I tracked this down through *The LA. Times*. I'll go through this little story about why this name meant something to me. There was a flight attendant on UA 175, Amy Sweeney, who gave a play-by-play, apparently saying, "I see water and buildings, etc...." Are you familiar with this?

Lisa Guliani: Yes.

Keith Hansen: The reason this caught my attention was that there were two hockey players connected with the deceased. One was a former player for the Bruins named Bailey. He perished on Flight 175. Miss Sweeney was also the sister-in-law of another long-time player for the Bruins, so when I saw the name Sweeney—I checked out the story in *The LA. Times*. It said that the FBI didn't really hear anything [because, according to American Airline officials, cell phone calls generally aren't recorded], so they did an interview [with manager Michael Woodward, who took the call] and constructed the dialogue from that. Once again, nobody heard anybody say anything.

Lisa Guliani: The families were dissuaded from asking questions. Like whatever little lame evidence was brought forth, they were assuaged with that, and I think the closure was actually manufactured, too.

Victor Thorn: When Vinnie [Sammartino] published his article, I started tracking down some of the survivor families and talked to them on the phone. It's unbelievable how little they knew about anything that actually happened on 9-11. I explained the most basic inconsis-

tencies, and they were clueless. Either they're playing really dumb, or they didn't have a clue. If this had happened to someone in my family, I'd spend the rest of my life trying to get to the bottom of it. But these people simply bought the official story hook, line and sinker; and that was it—nothing more.

Lisa Guliani: Not only is it hard to contact the people who are actually involved, like Lisa Beamer, but you could not even get to people who have written about Lisa Beamer, who are supposedly her friends, or to Todd Beamer's friends. How do any articles get written when you don't have access to these people? How do journalists who write these articles get access to the individuals? I tried to find Todd Beamer's parents. I couldn't get hold of them. I did contact a Greek man who wrote an article about them, and he was supposedly passing my inquiry on to them. I never heard back from the Beamers. Once they find out what you want, they shut down. Just like the Cranbury newspaper did. When I got the obituary from them, I had some questions afterward. I said, don't you think it's odd that Todd Beamer isn't listed as dead on the Social Security Death Index? After that, the communications shut down.

Keith Hansen: Without a doubt, they're all afraid.

Victor Thorn: It's like William Rodriguez, who's known as the last man out of the World Trade Center towers. Before he came out publicly questioning the official version of events, he was speaking to a slew of mainstream media sources. And of course, he was one of the point men because he was the last guy out. He'd been employed there for twenty years, and you'll notice that every single article that was written about him,

they conveniently left out a lot of key points. You could say, well maybe it was just because of space constraints. But Rodriguez noticed after dozens and dozens of stories were written about him, every single one of them left out his comments about hearing internal explosions. Finally, he said that the only way he could get his story out was to actually publicly contradict the government's official version.

Keith Hansen: Flight 93 has gotten lost in the sauce, and it is now looming as an even bigger mystery than the Pentagon because you have the invisible plane.

Victor Thorn: You were talking about how nobody heard any conversations from these cell phone records. That's because there was no plane called Flight 93 at the crash site. If you start looking at the pictures, there's no tail, no wings, and no damage consistent with anything involving a 757.

Lisa Guliani: There's no engine.

Victor Thorn: We have some quotes that really sum it up. The first comes from the mayor of Shanksville. His name is Ernie Stull. He was asked by German television, in March 2003, what happened to the physical wreckage of the plane. His answer was short and to the point. He said, "There was no plane." Within hours of this event taking place, he said his sister, along with a friend, were some of the first people to arrive at the site. He said everyone was puzzled because it had been reported that a plane had crashed, but there was no plane. Then a reporter asked: if they had been sent there because of a crash involving a plane, was there actually a plane? The mayor finished up by saying, "No, nothing. Only this hole." There was also a woman named Nina Lensbouer

who said that the hole supposedly created by this crashed plane was smaller than the 24-foot trailer she had in her front yard. Now remember the dimensions of this plane: 255,000 pounds, 155 feet long, with a 124 foot wingspan. But the hole was only five to six feet deep. And she said that it was smaller than the 24-foot trailer she had in her front yard. Now how does a 255,000 pound airplane fit into a five-foot or six-foot crater?

Lisa Guliani: Not only that, but the flight recorders were supposedly recovered from 25 feet underground. But there's no sign of the tail section that should have housed them. 25 feet down? How did they get that deep and survive enough to yield data?

Victor Thorn: The funny thing about that is that this plane only created a five- or six-foot-deep crater yet its voice recorder was found 25 feet under ground. And that's because, of course, the plane supposedly liquefied in this soft dirt at the abandoned strip mine.

Keith Hansen: What do you make of this? I remember CNN said that the black boxes from Flight 93 had been found. Then, a couple of days later, we're told that we can't listen to them because of security issues.

Lisa Guliani: What a shock.

Keith Hansen: The thing that strikes me very strangely is that the crash scene doesn't look like a crash scene whatsoever. Years ago when this first happened, I told a pilot: they talk about the witnesses, and here we go again with stories that this plane was teetering at 200 feet, and then 100 feet at the treetops. I looked at this and said to the pilot, "Hey Butch. Look at this site. This thing only fell from 100 feet and the plane's only 100 feet long. Isn't that a great deal of destruction for a plane that just dropped

from 100 feet?" He replied, "Yeah, it is." We both just said, "Yeah, okay." And we walked away.

Lisa Guliani: The government wants us to believe we have the cleanest crash sites in the world, but only on Sept. 11.

Victor Thorn: Here's a quote from *The Washington Post* in the days following 9-11. They described the crash site like this: They said it looked like someone took a scrap truck, dug a ten-foot ditch and dumped all this trash into it. We have one person describing the crater as being ten-feet deep, another person said it was six-feet— and it's not adding up.

Lisa Guliani: And we also want to know where the plane is.

Victor Thorn: The thing is, if all this fuel was in the plane and it either hit the ground or was shot down in mid-air, wouldn't you see a massive fireball that's reminiscent of WTC 2 when it was hit obliquely by Flight 175 and the jet fuel splashed outside? That was dramatic. But not one eyewitness saw anything of the sort.

Lisa Guliani: And wouldn't we expect to see a trail of debris if there was an in-flight explosion and/or it was shot out of the sky?

Keith Hansen: Actually it was CNN who said there were two debris fields separated by however many miles. You never saw that story again. I don't know what that means. Maybe there was.

Lisa Guliani: Supposedly debris was found about eight miles away.

Victor Thorn: Yeah, that's one of the things they don't bring up. Plus, we're also told that they found whole engines from this airplane thousands of feet away.

Lisa Guliani: Big plane parts don't bounce that far. They can be thrown certain distances by an explosion, but I would say it's unlikely to happen because of a plane crash. A plane crash is going to bounce an engine several miles away?

Victor Thorn: Imagine how long a football field is— 300 feet. Now imagine a 1,000 pound engine bouncing through the air, thousands and thousands of feet away.

Lisa Guliani: Just bouncing through the air eight miles away.

Keith Hansen: That brings us to another point: what exactly brought the plane down? That's another whole ball of wax. 9-11 researcher Vinnie Sammartino is now joining us in this discussion.

Vinnie Sammartino: Hello, people! You know [joking], I tried to call in, but it was kind of hard. Cell phones aren't easy to use. Unless you're on a 757, it's almost impossible.

Victor Thorn: Vinnie, would you tell us about the flight index that you've been studying?

Vinnie Sammartino: What it all comes down to is that only 11 of 266 possible passenger families took any money from the government. And by the way, they had to take the money from the government under a special program. They couldn't sue independently. That was the point of the Victims Compensation Fund. It was to steer people away from lawsuits. Now I don't know about you, but it seems odd that only 11 of 266 people took that money.

Lisa Guliani: Tell them how we were looking for Beamer.

Vinnie Sammartino: Well, that's a story in itself. Lisa did most of the legwork on that, but these people are like

ghosts. You can't find anybody. It's almost as though the people who died on those planes never existed. I went to his [Beamer's] gravesite just to find it. For the amount of money that Lisa Beamer made on the book and everything else that she was involved with, her husband's tombstone was about 30 inches high and 25 inches wide. All I can say is, compared to the other stones, it's kind of meager. Now the thing is: I didn't have a shovel with me, so I couldn't dig up the grave to see if there were actually any bodies under there. But I have my suspicions. I'm sure there's something in there, but whether it's Todd Beamer or not, I don't know. I'm pretty sure there wouldn't have been a body in there.

Lisa Guliani: And do you know what else is curious? According to Vinnie's research, of all the people on Flight 93, none of them show up on the Victims Compensation Fund list. None of their families.

Victor Thorn: Vinnie, tell them about the Social Security Death Index and how there's only a small percentage that show up there.

Vinnie Sammartino: I don't have the numbers on me at the moment, but it's not very many people at all. I want to tell you something else that I found odd. As Victor and Lisa know, I don't believe in coincidence. On the day my essay hit the Internet, the major news media were running a special on the World Trade Center. They were talking about the fact that approximately 1,000 people could never be identified. They could never figure out who these 1,000 people were, nor could they find evidence of their deaths or a body or anything. Lisa and I thought that was kind of strange. And then other people who know about 9-11 contacted me, saying how odd

it was that this information was coming out. My essay had nothing to do with the World Trade Center. But if you realize that 9-11 was done more or less to get the emotions of the American people on the side of the administration—to get people behind the war—it's possible that the numbers at the World Trade Center may have, in fact, been inflated.

Lisa Guliani: Vinnie, tell them about the *Black Op Radio* show—the one where Ellen Mariani was on with Phil Berg.

Vinnie Sammartino: Ellen was on *Black Op Radio* saying that her attorney, Phil Berg, had tried to contact all the relatives of the people who died on Flight 175. She said they couldn't contact anybody, and that she was the only relative. When I heard that, it all started to make sense, because before that time I was trying to figure out why the government was lying about what happened at the Pentagon and at Shanksville. As in, why wouldn't they show us the crash of these two planes? I couldn't figure it out. When she said that, it all started coming together. At about that time, they were talking about Operation Northwoods, and well, I think that's what they basically did—they pulled off Operation Northwoods.

Lisa Guliani: And do you know what else we found: an article about Lisa Beamer running for state representative in New Jersey against some other woman.

Vinnie Sammartino: Yes, well, they've got to pay them off some way, Lisa. That's the way they do it.

Lisa Guliani: She received a lot of donations, too.

Vinnie Sammartino: I'm sure a lot of people gave her plenty of money. There are also ties with Todd Beamer's father.

Lisa Guliani: Right. Beamer's father is a population reductionist.

Vinnie Sammartino: Yeah, he's all for it. The ties that Beamer's father, plus Todd and Lisa Beamer have, lead right back to the Pentagon.

Keith Hansen: Why do you say that, Vinnie? Why does it lead back to the Pentagon?

Vinnie Sammartino: David Beamer [Todd's father] was the COO of Legato Systems, while Todd worked for Oracle. They both have ties to the government, and David Beamer was involved in a no-bid contract for the restoration of the Pentagon. That was the spot where the plane supposedly hit. I mean, everything is all tied together. Look at the names of these people that all start coming together. They're all inter-connected somehow.

Keith Hansen: Vinnie, please state that again very clearly about the relationship between Todd Beamer and his father and what was going on with construction at the Pentagon.

Vinnie Sammartino: There's a tie between the companies that both Todd and his father, David Beamer, worked for. Furthermore, there was a no-bid contract given out to that company, and he [David Beamer] was its COO. And it was a no-bid contract for the restoration of the Pentagon in the exact same area where the plane supposedly crashed. It's unbelievable when you start looking into these things. They're all inter-connected.

Keith Hansen: Now this is speculation, and I'm going to ask you to float this by me. Can we have a woman who's not a widow with a husband that's not married to her? Is that possible?

Vinnie Sammartino: People have been speculating

why there was no marriage between the two of them in New York City. I mean, there's a possibility that these people are acting as relatives and family members, and some of them may not have any connections whatsoever. Why wouldn't the marriage of Lisa and Todd Beamer be listed? In other words, the more people are digging, the more they're asking: why isn't this here? This should be here. There should be a marriage certificate somewhere saying that they were married. You have a lot of people out there in the 9-11 community doing wonderful work, but the problem is, it's hard to get it all together in one place. And these "truth movements" aren't helping either.

Keith Hansen: One of the things I thought about is: you have to wonder if there was an agenda, if things weren't taken care of for some kind of reunification. We're really out there on a limb right now, I know. But Flight 93 is a real ethereal situation. It's a conundrum inside a puzzle.

Vinnie Sammartino: What's amazing to me is that this wasn't brought out in the beginning. I mean, this is one of the most obvious things about 9-11. They didn't show us anything that day. They showed us half a hole on TV. It's very difficult to find any pictures of both Shanksville and the Pentagon.

[NOTE: At this point in the interview, Keith played an audio clip from 9-11 researcher Dylan Avery's DVD *Loose Change*.]

Keith Hansen: When you listen to the Pittsburgh videographer on Avery's DVD, when the guy refers to Shanksville, he says, "There's nothing there."

Victor Thorn: Think about the odds with these sup-

posed crash sites at both Shanksville and at the Pentagon. There's no tail, no wings, very few parts from the airplane, no dead body parts, no cargo, and no seats. What are the odds that two planes crashed within an hour of each other and there's no wreckage at either **site**? The odds are infinitesimal that something like that would happen.

Keith Hansen: This brings us to a point now where we have to speculate. Planes don't just get absorbed into the ground. The one time when there seemed to be a disappearance of a plane to a certain extent is when a jet went down in the swamps outside Miami. They had oxygen on board (which they shouldn't have had), and it started going up in flames and eventually did a nosedive in the Everglades. You couldn't make out much of the plane because it crashed from a very high altitude down into the Everglades. The gators had their day.

Lisa Guliani: But we're not talking about quicksand or swampland.

Keith Hansen: No, we're not. So, how does the Pentagon absorb a 757? How does the ground in Pennsylvania absorb a 757?

Lisa Guliani: I believe the witnesses that day talked about seeing two planes—a small white plane, and then the big 757. Only one of them supposedly saw both planes. The rest either saw one or the other.

Victor Thorn: And I don't have any doubts that there were flyovers. I don't doubt that at all, because they had to have something going on there. There's a researcher on the Internet who compared Flight 93 to a wreck that recently happened in Nigeria. He described that wreckage site, saying there were dismembered and burned

body parts everywhere the eye could see. He said you could see the fuselage and engine parts. He said it was strewn over the size of a football field. He described other things found there such as wigs, human intestines, clothes, foam seats, and human hair. He said all of these things were there. The wreckage burned for over 24 hours because of all the jet fuel. But none of these things happened in Shanksville. The preponderance of evidence keeps piling up to such an extent.

Lisa Guliani: The burn pattern was symmetrical. It wasn't elongated. It's a whole weird scenario we have going here, just like at the Pentagon.

Victor Thorn: One last thing before we move on. We have a very reputable source, State Police Major Lyle Szupinka, who went to the Shanksville site shortly after this supposed event took place and said, "If you were to go down there, you wouldn't know that was a plane crash. You would look around and say 'I wonder what happened here.' Your first impression looking around, you wouldn't say it looks like a plane crash. The best I can describe it is, if you've ever been to a commercial landfill when it's covered and you have papers flying around."

Lisa Guliani: According to research that's on the Internet, the parts that they supposedly did find have missing serial numbers. How convenient.

Keith Hansen: Yeah. And it's not really for you to speculate, but...

Lisa Guliani: But that's what we're left to do: speculate.

Keith Hansen: I know.

Lisa Guliani: If you look at pictures of the smoke

coming from the "crash" site, then compare them to pictures of bomb blasts in Iraq and Afghanistan, they look eerily similar. One might say the pictures of the smoke look almost identical. The smoke coming from the Shanksville site looks like that of an ordnance blast.

Keith Hansen: And the thing is: they did this in a place that wasn't in sight of anyone. Of course now we're left with the question: was a 757 in the air? Was it shot down by an unmarked jet? And if it was, where is that plane, and how could they have kept that whole crash site secret?

Victor Thorn: I'm glad you brought that up, because if we go back to the things that we know as far as the government's official story, they said that Flight 93 crashed at 10:03 a.m. Now, there's a seismic recording facility near Shanksville, and they recorded a major event at 10:06 a.m. So we have a three minute discrepancy, and this was reported in *The Philadelphia Daily News*. We have a three minute discrepancy that the government absolutely refuses to confront or explain.

Lisa Guliani: Right, and it looks like they—the 9-11 Commission—faked the timeline.

Keith Hansen: Hmm. And what do you make of the eyewitnesses who said they saw the plane descend slowly ... it was at 200 feet and then 100 feet? And I'll say again, if that is true—if it did come down in a manner which wouldn't be unusual if it was disabled—then the plane has to nosedive from only 200 or 100 feet—that altitude is only the length of the plane, or double it. How does a plane gain that kind of momentum to become atomized?

Victor Thorn: And then liquefy into the ground? It

absolutely doesn't coincide. *On* December 27, 2004, Donald Rumsfeld made another one of his infamous Freudian slips where he said that they shot down the plane over Pennsylvania. At that point, a lot of 9-11 conspiracy researchers said, "Aha! That proves that the plane was shot down!"

Lisa Guliani: Like he "accidentally" slipped and told **the** truth?

Victor Thorn: 9-11 researcher Vinnie Sammartino said that this may have been an intentional slip; that Rumsfeld deliberately did this to make it appear as if the plane was shot down. Then, of course, the Pentagon came out a few hours later and said, "No, no, no, he didn't mean that." But the seed had already been planted that this plane was shot down. Was Rumsfeld simply adding another layer to the legend to create more confusion?

Keith Hansen: It gets even weirder. If you do **an** Internet search on Donald Rumsfeld, you'll come to the transcript of an interview he did with *Parade* magazine where he talked about a missile that went into the Pentagon. So is that a deliberate slip, too? It gets more and more curious.

Lisa Guliani: Victor was talking about the seismic record, which indicates that the impact time was 10:06 a.m. The press reports, the radar reports, and Cleveland air traffic control lost radar contact all at the same time—10:06 a.m. Yet NORAD and the 9-11 Commission continue to say that Flight 93 crashed at 10:03. Why?

Victor Thorn: If the plane was shot down and had 9,000 gallons of jet fuel in it, where's the massive fireball

that would have been similar to the one we saw exploding outside of WTC 2? There's not one eyewitness report anywhere saying anything about a massive fireball. If it was shot down, there would've been burning debris all over the place from this plane. There's none to be found in Shanksville. There are no fires anywhere. What we think happened is that the area was later salted with aircraft wreckage and a few parts without serial numbers.

Lisa Guliani: Remember, there was nobody there, and emergency crews didn't show up immediately on the scene like they did at the Pentagon.

Keith Hansen: Again, we're dealing with witnesses. We have people saying that they saw a plane, a 757, that took a hit. Again, can you trust that?

Victor Thorn: We have to go back to the physical evidence. Where is it? Where's the fireball, where's the burning debris? Even with the tree line; you have a few little trees taken out, but nothing that looks like the wingspan of a 757.

Lisa Guliani: And while eyewitness testimony can't be discounted, the physical evidence must always take precedence over eyewitness testimony. If there is a void of evidence; then that raises questions regarding the eyewitness testimony. Eyewitness testimony is often subjective and tends to shift and change. We know this and have seen this with other aspects of 9-11 as well.

Keith Hansen: Could it be that they were making something conspicuous so it would be remembered? Maybe, in fact, we did have a white jet that made itself pretty well seen. In essence, there may have been no 757 to shoot down, but we have enough questions to make it look like it did. It's like Atta making himself conspicuous

before an event in which he was not involved. Maybe we have a plane that was just there and didn't really shoot anything down. I came to this late, but even to me it's obvious that there's nothing at Shanksville. There's just nothing there.

Victor Thorn: I have to admit that this is the area of 9-11 which we least investigated ourselves.

Lisa Guliani: We focused so much attention on the World Trade Center towers and the controlled demolition so that we'd know every single aspect of that story. Delving into the Shanksville scenario makes it even more fascinating and adds to the whole disgusting horror of 9-11. A lot of researchers have addressed the Shanksville event quite a bit, but we focused heavily on what actually happened—and didn't happen—at Ground Zero.

Victor Thorn: For people who haven't yet investigated this scene at Shanksville, when they do look closely at it, they're going to come away saying that none of it adds up. None of it.

Keith Hansen: Maybe that was part of "the plan." That is, [the masterminds of the 9-11 plan] would bait you with the most visible scenario that day, which was New York City. And then they would back off to what was a somewhat less visible situation in D.C., and then to what was perhaps the least seen event, which supposedly happened in southwestern Pennsylvania. We must remember: I believe we had three hits while Flight 93 was still in the air. 93 is the one that crashed—or didn't—in Shanksville. It seems that 93 stayed in the air an awful long time. Now, one might say that's because the hijackers were doing this convoluted thing. But Flight 93 wasn't tracked for quite some time. So we really never know.

Lisa Guliani: Supposedly some air defense planes were within range and could've reached it in around ten minutes, but they didn't.

Victor Thorn: There's been a gag order put on all the air traffic controllers, telling them under threat of prosecution that they're not supposed to talk about this event. But there was a New Hampshire air traffic controller who told a reporter at the *Nashua Telegraph* that there was an F-16 fighter close in pursuit of Flight 93. The F-16 made 360 degree turns to remain close to the jet. He must've seen the whole thing. So why haven't they released the flight data recorder information?

Lisa Guliani: Why are they threatening people not to talk?

Victor Thorn: It's the same scene with the Pentagon. FBI agents immediately confiscated videotapes from a Citgo gas station, Sheraton hotel, the DMV, and the Pentagon cameras themselves. Yet, the public was only shown five fuzzy frames, and one of them even had the wrong date stamped on it.

Lisa Guliani: They certainly look like they've been doctored.

Victor Thorn: So there's more information here, but because of a gag order which is reminiscent of what happened in New York City with the firemen and police officers, we have little to work with. People constantly ask: why don't you have more of this information? It's because the physical evidence has either been destroyed, there was no physical evidence in the first place, or nobody's allowed to talk about it.

Lisa Guliani: I think it's reasonable to assume now that whenever the government declares a site a "crash

scene" that we should expect evidence to be disposed of, or suppressed, or that a cover-up will ensue where people are threatened with gag orders.

Victor Thorn: Professor Jim Fetzer wrote a great book about the death of Paul Wellstone. Again that's another crash scene that was tampered with before the official story was released.

Lisa Guliani: How about the case of Ron Brown?

Victor Thorn: Yeah, Ron Brown too.

Keith Hansen: Going back to Wellstone, Professor Fetzer came on this show to address that issue a couple of months ago. It's the same old story. The FBI beat everybody there. That's kind of strange. And again, with all the 9-11 sites, if there was anything there that could substantiate the government's "take," then they would've shown you. If they had it, you would've seen it.

Lisa Guliani: Didn't the FBI supposedly extract all the alleged 757 parts at Shanksville, too?

Victor Thorn: I believe so. But in regard to Wellstone, Professor Fetzer said that the FBI office was located three hours away from where Wellstone's plane crashed. Yet the FBI was on the scene less than an hour after the crash site had been located.

Lisa Guliani: Yes, they already knew.

Victor Thorn: They knew where the plane was going to go down and boom! They were there awfully quickly.

Keith Hansen: And to clarify, people have to know that FBI agents were driving to the Wellstone crash site. They didn't fly, so they had to get a good head start on it.

Lisa Guliani: Our FBI agents are pretty psychic, aren't they?

Keith Hansen: I've received some e-mails from people who are a little hesitant, and that's understandable. When you're presented with a situation like this, and things don't add up, you're left to look at your government and ask: what are you about? We've said it before on this show. Folks, wake up. You're alone. The government has given themselves over.

Lisa Guliani: We have disproven the government's official version of the World Trade Center collapses using physics and mathematics. Physics is absolute. So if that aspect of the story is discredited, you have to look at other aspects as well, including the other crash sites.

Victor Thorn: And when we say "the government," another area we have to look at is how much involvement there was beyond our government. 9-11 researcher Nico Haupt and historian Webster Tarpley have been looking into this aspect of the case. I'm talking about companies like SAIC, Raytheon, TRW, and other defense contractors. The real culprits were a small cabal within our government, along with other defense contractors. These are the ones who were ultimately behind it. Bobby Ray Inman, Dov Zackheim—these are the people behind it, the ones that did it. It's easy to say the government, but actually it's a small cabal of operatives inside and outside the government.

Lisa Guliani: We're certainly not saying George W. Bush, because Bush doesn't have the wherewithal to tie his own shoes.

Victor Thorn: But to implicate the rest of the government, they've all bitten their tongues. Even the supposed "heroes" in Congress like Ron Paul and Cynthia McKinney only briefly touch upon 9-11. They certainly

don't go into anything beyond the superficial. If they were really the heroes that a lot of people in the alternative media and truth movement make them out to be, they'd be standing before Congress saying there is no evidence of Flight 93 in Shanksville, and that a controlled demolition destroyed the World Trade Center towers.

Lisa Guliani: At the very least, they should be demanding to see the plane.

Keith Hansen: Remember something else too: if they were to do that (and I'm not saying they shouldn't), they would be dealt with the same way as James Traficant. Or as they say: "Traficanted."

Lisa Guliani: But if more of us would start saying these very things, they wouldn't be able to "Traficant" all of us.

Victor Thorn: Ron Paul's a doctor who's been in Congress for a while now. He doesn't need money, and from what I know about Ron Paul, he's pretty squeaky clean, so they might not have an easy time coming up with something to hold over his head. If he came out and spoke very publicly and had a lot of people behind him like Morgan Reynolds and so forth, it'd be real hard to railroad him like they did to Traficant.

Keith Hansen: I rescued this book at the library that was about to be thrown away, and it's a paperback from 1967 which was a first edition of *The Report from Iron Mountain*. It's very prophetic, yet this report was later denigrated, for obvious reasons, as a hoax. It wasn't supposed to get out.

Victor Thorn: I devoted an entire chapter of my book, *The New World Order Exposed*, to *The Report from Iron Mountain*. This was a study that was done to determine

the desirability of peace. The organizers brought together people from all walks of life and wanted them to study this subject and see how desirable peace was for the human race ... for the planet. And their conclusion was that it is not desirable. War is better, at least for the people in control.

Keith Hansen: Well, I'll tell you what. This study was a projection for when war would finally end. But when I look at it, it's exactly what they're doing now, and what they'll do afterwards. I'm going to read one paragraph, and I would ask people to consider what's going on today and see if this fits the bill as written in *The Report from Iron Mountain*. Consider this paragraph: "The existence of an accepted external menace is essential to social cohesive-ness as well as to the acceptance of political authority. The menace must be believable. It must be of a magnitude consistent with the complexity of the society, and it must appear, at least, to affect the entire society." I ask you folks, what in the world is going on now? Zbigniew Brzezinski said the same thing.

Victor Thorn: You're correct, and George Orwell said the same thing, too.

Lisa Guliani: That's true. And do you know what? Orwell was right.

Victor Thorn: If you take a look at Orwell's book, *Animal Farm*, it's a blueprint for the New World Order. After reading the first seven pages, your mind is completely blown away.

Keith Hansen: His book *1984* is as well.

Victor Thorn: You made a good point, Keith; the threat has to be believable.

Lisa Guliani: And of such a magnitude.

Victor Thorn: And it has to relate to the society at hand. We went from the Cold War to the epitome of what Orwell called the perpetual enemy—al Qaeda, the war on terror. You can't pinpoint them because they're not from any specific nation.

Lisa Guliani: The elusive al Qaeda.

Victor Thorn: Anything that happens, blame it on al Qaeda.

Keith Hansen: I wonder, since Orwell died within a year of the publication of *1984*, if he just said a little too much and they didn't want that to happen. He was pretty intelligent, and like Ian Fleming and the James Bond movies, you have to think about what you saw in those films, and what eventually came to pass. I'm not saying they were part of some dark cabal, but they may have been privy to the shape of things to come, to coin another Wells' book.

Lisa Guliani: The bottom line is that there are so many unanswered questions swirling around all aspects of 9-11, and we aren't asking anybody to just believe what we're saying here, but rather to please check out the information for yourself. Come to your own conclusions. See if the government's story holds water.

Victor Thorn: That's where we have to start. We must always begin with what the government has said, and then take it from there.

Chapter 2

Keith Hansen Returns

From the Grassy Knoll

Victor Thorn

December 16, 2005

Keith Hansen: Last month we spoke for a little over two hours about Flight 93 with Victor Thorn, Lisa Guliani, and Vinnie Sammartino. Victor is with us again for this particular segment, so thanks for being with us. What are you telling me, we have Flight 93 on steroids now?

Victor Thorn: There's a lot more information than what we covered about a month *ago*. That interview laid a good foundation so that anyone who heard it realized that not only was there something very awry with the government's official story, but we established that Flight 93, or something purporting to be Flight 93, didn't crash land in Shanksville, Pennsylvania. Today, I'd like to use this interview as a springboard to jump into further information.

Keith Hansen: Alright, let's do a recap. With Flight 93, we had our eyes in other places, on the Pentagon and

the World Trade Center. Then when you look back at Flight 93, I think we agree that it might be the strangest trip of all. Now Vinnie [Sammartino] called in that particular night with information that's hard to digest. I was sitting here going, holy mackerel! What are we talking about here? I mean, we can talk about Beamer, the supposed cell phone calls, and I pulled some stories from *The New York Times* in the days afterwards where there were all these eyewitness reports with people saying they saw the plane at various elevations and altitudes. So, where are we going to open this next chapter?

Victor Thorn: If people didn't hear our initial broadcast, the first thing we have to re-establish is that in Shanksville, all we had was a crater. We have to remember that Flight 93 weighed 255,000 pounds, was 150 feet long, and had a 124 foot wingspan. I just want to reiterate a few more quotes from eyewitnesses who saw what happened in Shanksville. First, there's a guy we already mentioned on the previous show, Ernie Stull, the Mayor of Shanksville. He said that everyone was puzzled because it had been reported that a plane had crashed, but there was no plane. This is coming straight from the Mayor. Also, there's a woman named Nina Lensbouer. She called 911 after this event took place and got within 15 feet of the crater. She said there was no evidence of a plane then, or at any time during the clean-up.

There was also a guy named Bob Leverknight, who was in the Air National Guard. He said the plane liquefied into the ground, but then he also added that one of the engines bounced off the ground and landed 1,800 feet away. There's another man named Yeats Caldwell. He was a pilot for a 10-seat corporate passenger jet who

said there was a hole in the ground and that was it-nothing more. He went on to say that there was no way to know what it was; then concluded, "I didn't know there had been a crash until I landed the plane sometime later." So here's a pilot supposedly looking at an airplane crash and he didn't even know that a plane had crashed until he landed and someone told him about it.

We also have another guy, Lieutenant Steve O'Brien, who was with the Minnesota National Guard flying a C-130 cargo plane that day over Shanksville. He said that he hoped it [the crash site] was just a tire fire, so that's how he characterized the supposed wreckage. Brian Cabbell from CNN was one of the correspondents on the scene, and every time he referred to Shanksville, he didn't call it a crash site. He simply called it "the crater." You have to admit that the type of language people used that day was very peculiar.

Captain Frank Monaco of the Pennsylvania State Police said that the crater was eight to ten feet deep. *The Cleveland Plain Dealer* said that it was 15 feet deep. *The LA. Times* described it as eight feet deep. COX News Service said it was ten feet deep. And finally, on Pittsburgh's WTAE, a woman named Michelle Wright said that it was 18 feet deep. So this is the range in description of how deep the crater was. None of the above witnesses reported the crater being more than six yards deep.

But then we come to the coroner, Wallace Miller. He said that they found human remains 50 feet deep in the ground! Now every single person who appeared at this site said that the deepest the crater went was 10 to 18 feet, but Miller says that human remains were found 50

feet in the ground. Authorities also said they found the black boxes 15 feet in the crater, and the cockpit voice recorder 25 feet deep in the crater. So right off the bat, we have many things not adding up. Everyone assumes that Flight 93 crash landed there because that's what we've been told.

Keith Hansen: I'm going to read something from *The New York Times* (September 14, 2001), for it becomes problematic later on, as you'll see. We've got a guy named Rodney Peterson, and another named Brandon Leventry; both auto mechanics at a Ford dealership in nearby Roswell. They were crossing Main Street at 10 a.m. Tuesday morning when they noticed a jetliner appearing to lumber through the sky at 2,000 feet. Alright, that's the highest we've got it sighted so far. "Check that plane out!" Mr. Peterson recalled telling Leventry while noticing that the engine seemed to be throttled back. I don't know how he knew that. Both men said the aircraft then dipped sharply to the left, then to the right, casting a blinding glare from the sun. "Something ain't right," he said. The plane leveled off, then began descending away from **the** airport. Mr. Peterson said five minutes later he learned that the plane had crashed.

Next we go to Highway 30. Terry Butler was at Stoystown Auto Wreckers when he saw the jetliner about 500 feet off the ground. Mr. Butler said he saw no other plane near the jetliner, nor any smoke or fire coming from it. You got that? He saw the plane with nothing coming from it. We've got another account. A truck driver said that he was in his garage when the jet banked and arced to the right only 100 or 200 feet off the ground as it crest-

ed a hill to the southeast. "I saw the top of the plane, not the bottom," Mr. Kimball said. The fourth account: the last person on the ground to see the plane may have been Paula Pluta, who said she heard a roar about 10:15 a.m. and rushed to her front porch to catch a glimpse of a jetliner at treetop level as it dived toward the ground a mile away at an angle of 60-70 degrees. Witnesses who worked at a nearby strip mine told a Johnstown television station that the plane rolled on its back before nose-diving. Mrs. Pluta said she did not believe the plane had rolled over. She was shielded by trees from the crash, but saw a huge fireball ascend.

There's one last one, Victor. This is a Mr. Jim Brandt who, along with two of his employees, arrived at the site within minutes to **help** survivors. He said he noticed a white plane, perhaps a jet, circling the wreckage. "It reminded me of a jet fighter." He said he could neither confirm nor deny reports that an F-16 had been in the area.

Now here's the problem I've got with this. You've got all these people saying that they saw a plane at all sorts of low altitudes. But some say it was on fire, while others say it wasn't. If you nose-dive from 2,000 feet or 500 feet or 200 feet, you don't have enough energy behind you to decimate a plane into the ground. So, what is the story, and are we to believe all these eyewitness accounts?

Victor Thorn: You said one woman gave a time of 10:15 a.m., which was patently wrong because the plane crashed at 10:03 a.m., and we have the explosion—the seismographic event—at 10:06 a.m. But I want to excuse the eyewitness testimony for a moment because we're going to get to an explanation as to why they're seeing

different things and there are conflicting reports. Instead, I'd like to go over these last few accounts of the crater. This is vitally important in the bigger picture of what was, and wasn't, there.

One person said if they hadn't been told that a plane had wrecked, he wouldn't have known. Number two: "You couldn't see nothing." Number three: "When I got there, there was nothing. Nothing but charcoal." And I'm thinking to myself, charcoal from metal? Now the next one: "It didn't look like a plane crash because there was nothing that looked like a plane. Just a big pile of charcoal."

Again, they're talking about charcoal. The next one: "You couldn't see the cockpit or wings or nothing. Everything was shredded." Then, Captain Frank Monaco said, "We haven't seen anything bigger than a phone book. Certainly nothing that could resemble a part of a plane." He continues, "If you go down there, it would look like a trash heap." And finally, there's a man that we mentioned during our last interview, Lyle Szupinka, who said, "If you go down there, you wouldn't know it was a plane crash."

This is an immense amount of testimony from quite a number of different people, all saying the same thing: that there was nothing at the Shanksville "crash" site other than an eight- to 10-foot crater with no wreckage. But on September 25, 2001 the FBI said they recovered 95% of Flight 93. My big question is: where is it? This explanation sounds exactly like the Pentagon because the first story the government told us about the Pentagon crash was that the plane had vaporized inside the Pentagon. That's why there was no "wreckage." Then

they came back and said they'd collected nearly all of the plane's debris and had it stored inside a hangar somewhere outside of Washington, D.C.

So we have the same exact modus operandi here. First they say it liquefied into the ground, and then they say 95% of the wreckage was recovered. It doesn't add up. So you have to ask: what about the plane liquefying? I thought the plane was completely destroyed? But then we go back to the coroner, Wally Miller, who said only 8% of the wreckage was recovered, and that everything else was vaporized. Which one is it? We have a huge discrepancy, and it lays the foundation for me to say there was no Flight 93 in Shanksville. That has to be the first thing we establish. And I think from all of this testimony, we've done that.

Keith Hansen: Also, during our interview last month, we played a couple minutes of audio from Dylan Avery's *"Loose Change"* in which FOX USA interviewed a FOX Pittsburgh affiliated videographer. The guy was at ease when being asked, what did you see? He said, "A crater." It eventually gets so ridiculous because you know what happens when you see these interviewers asking the same questions over and over again. Finally, they asked: what did you see besides a lot of ash and people walking around? And the guy said, "I saw a big hole and ash and people walking around and nothing that bears any resemblance to a crash site."

And as you know, we've talked to Sergeant Matthew Tartaglia, former U.S. Search & Rescue Team member who worked at Ground Zero, and I've talked with a number of pilots from Delta and Continental, all of whom said that if you've ever seen a crash site, you'd never forget it.

They say it's a rag and bone shop. It's foul, it's gross, and it's all over the place. And of course, living up in New York for a long time, I saw a number of crashes, and it's not a pleasant sight. So all of a sudden on 9-11, planes atomized. Vaporized. So I have to ask: what do we make of all these people who say they saw a plane at different altitudes, going left, going right, nosing down. What do we make of that?

Victor Thorn: If we hold that thought for a few minutes, we need to discuss some other issues first to keep laying a foundation so everyone gets it clear in their head what we have here. We need to establish what actually happened in Shanksville. When it comes to the remains of the people who were supposedly on Flight 93, the official government story said that the remains of those people in the cockpit were found outside the crater. But the passenger remains were found inside the crater. Now what does this mean? Are they trying to tell us that when this plane supposedly crashed at Shanksville (when we already know that no plane hit there) that the nose broke up and everyone in the cockpit got scattered outside the crater, but the rest of the plane was swallowed up by this hole? It defies logic because the nose and the fuselage either went into the ground, or they didn't. Plus, there are all these very small pieces lying around the crater, but there's nothing large—no seats, no tail, no wing, and no fuselage. It's like everything disintegrated into unrecognizable pieces.

The plane was supposedly going 500 miles per hour, right? They say that among **all** this disintegrated metal—along with bone and flesh that they supposedly recovered but nobody saw—they also found a hand-

written letter by Mohammad Atta.

Keith Hansen: Not him again. Oh no.

Victor Thorn: We're going to touch upon that again, so please keep it in mind. But what *should* happen if this plane crashes in Shanksville? It would either explode upon impact so you have large pieces strewn everywhere, or it barrels into the ground and all you'd see is a tail sticking out of the ground. But of course, we don't see either one of those things. So, the government allegedly found the remains of these passengers and the supposed terrorists, but there's still hardly any wreckage. Meanwhile, the government says that they were able to ID the passengers on this plane ... these mysterious passengers ... by their DNA, their dental records, and their fingerprints. But the plane itself vaporized, according to the government's first story.

This is the same thing they said happened at the Pentagon. They said they were able to identify the passengers by their DNA and fingerprints, yet the plane's metal and aluminum was vaporized into nothingness. They also said that they found the following types of items 50 feet deep in the crater: jewelry, credit cards, shoes, a wallet, money, purses, and a badge belonging to someone in the Department of U.S. Fish and Wildlife. The badge was returned to a family member who described it as being almost completely undamaged and looking like it hadn't gone through anything at all.

It was actually ejected from the plane at the time of impact. Again, where did they find it—inside the crater, or ejected outside of it? Nothing is adding up whatsoever. Then we've got the black boxes which were supposedly found inside the hole, but there's no tail section

found near the crater; and as far as I know, the tail is supposed to hold the black boxes.

Keith Hansen: I have in front of me two articles from CNN. This is in regard to the Flight 93 tape. In an article entitled *Recorder Reveals Details of Flight 93 Struggle*, it says officials familiar with the cockpit voice recorder on UA Flight 93—the hijacked jet that crashed on September 11, 2001 in Shanksville, Pennsylvania—said there was a "definite struggle" described as desperate and wild, between hijackers and some of the passengers. It continued, "We in the NTSB are in the process of transcribing, and in certain cases translating the dialogue, what little dialogue there is, on **that** voice recorder." However, a couple of days later, it says that the FBI wouldn't release the Flight 93 tape.

What a surprise! "The FBI's refusing to release the cockpit voice recording from UA Flight 93 that crashed September 11th in Pennsylvania after being hijacked by terrorists, denying a request from at least one victim's family." And do you know what? This woman pops up time and time again. This is Dena Burnett, wife of passenger Mark Burnett. She had been asking the FBI to let her hear the cockpit tape.

Now, the reason I bring this up is because, unless you let someone hear it, you don't have anything. You can say you've got an elephant. It doesn't make any difference. And that's what they're doing. They're creating this fiction, and then of course when they're called out, it never really happens, does it?

Victor Thorn: Let me tell you something about these radio transmissions. The people that analyzed the recordings said that the messages or transmissions com-

ing from Flight 93 before any "hijacking" occurred generated a signal strength of "5." So, it was a "5" out of "5," which would be the strongest signal they could get. Yet, when they start getting these "bomb" transmissions, the signal strength drops to a "1." They categorize that as a 5/1. So we go from a 5/5 (the strongest signal) down to a 5/1, and the experts said it's ridiculous to claim that the transmission quality dropped by 80% just because the plane had all of a sudden been hijacked. They also said it's clear that these transmissions could have easily been performed from the ground. Just like the telephone calls. So what we have here is Flight 93, or what's purported to be 93, when they're talking before anything happens, full strength on the radio transmissions. Then all of a sudden the signal strength drops 80% to the lowest quality. What do you attribute that to?

Keith Hansen: You said this could be the same thing as the cell phone calls. Meaning what? Could they have faked those?

Victor Thorn: That's exactly what they're saying. This could've easily been done somewhere from the ground, which would account for the change in signal transmission strength and quality.

Keith Hansen: Are we dealing with people who really are who they say they are?

Victor Thorn: Well, that's the thing. What if the whole hijacking scenario wasn't happening on the plane, but was being "created" from the ground? When we start talking about the timeline, you're going to see there's a point of panic by those who were the ultimate masterminds behind this tragedy.

They started scrambling and came up with a plan,

and that's why we see so many holes in it. They got nervous and had to do something quickly to come up with a cover story, and when you were talking about the voice cockpit recordings, the refusal to release them came straight from FBI Director Robert Mueller.

This went right to the very top. This wasn't just some **air** traffic controller saying oh no, no, no. This came straight from the head of the FBI saying we're not releasing these tapes. And again, we have the three-minute gap from 10:03 to 10:06 a.m. The families that listened to these tapes in Princeton, New Jersey all said that the transmissions stopped at 10:03 a.m., and they also added that there was no sound of impact at the end of it. This came from a guy named Kenneth Nacke, whose brother Lou Nacke, Jr. supposedly died on Flight 93. He said there was no sound of impact. It just abruptly stopped at 10:03, and that was it. There's been total secrecy around not only the flight data recorder, but the cockpit voice recorder also. And it goes all the way to the top.

Keith Hansen: For all those people who say: why don't you leave those grieving families in peace, I'll tell you what: if I lost Lady Vyz on that plane, I'd want the truth. Don't protect me from anything. Tell me the truth.

Victor Thorn: It's like the "Jersey Girls" that are supposedly doing everything humanly possible to find the truth, yet at every turn they turn their back on any kind of information that would open the door to expose a cover-up, so there's something fishy going on. And you're right; any reasonable, normal human being that lost someone—especially in the most horrible terrorist attack ever in our country—would want to know the truth. And yet they're all turning their backs and saying,

we're not really all that interested in the truth.

While we're at it, I'd like to bring up a few miscellaneous bits of information. Do you remember how I mentioned Mohammad Atta? Well, one of the terrorists who supposedly took over the plane was named Ziad Jared. He was the only one who had a pilot's license. The CIA denied any knowledge whatsoever of him before 9-11 — never heard of him ever, ever, ever.

Yet on January 30, 2001, he was stopped by the CIA in the United Arab Emirates at the Dubai Airport, and it was discovered that the CIA had actually called in advance of his plane landing, letting the authorities know that it was coming in from Pakistan and that a guy named Ziad Jared was on it. This guy was also stopped by the Maryland State Police on September 9, 2001—two days before 9-11—for speeding on I-95 through Cecil County in Maryland.

Subsequently, they now had a picture of both Jared's passport and drivers license. So, when the wreckage of Flight 93 was investigated at this crater where there was no plane, guess what they found—a fragment of his passport in the "wreckage." They found Ziad Jared's passport there—but supposedly the CIA had no knowledge of this guy beforehand—which is amazing in-and-of-itself because the plane liquefied, right? That's what we're told. Yet here they find this license, and it's just like Mohammad Atta at the World Trade Center where, amidst this smoldering wreckage of the towers coming down, they found his pristine passport a block or so away. As I *said*, they also *found* a letter from Atta *on* Flight 93, and this is the same letter found in Atta's suitcase, and also in Atta's rental car that he supposedly

had before 9-11. So they found the same letter in all these places.

Keith Hansen: He made copies?

Victor Thorn: Yeah [laughing]! How do we put all this together and figure it out?

Keith Hansen: Let me roll back a little bit to the Jersey Girls. Watching them over the years, the one I thought was probably the most malcontent was [Kristen] Breitweiser. Finally, when they made their last appearance on *The Today Show* and Katie Couric was interviewing them, I was disappointed. She [Breitweiser] looked like she wasn't buying it and wasn't playing ball with whomever interviewed her. And I watched NBC exclusively because I wanted to use that as a litmus test, so I'm not hopping channels.

I watched everything that came through there. During her appearance on NBC, Breitweiser seemed very recalcitrant. She shook it loose a little bit and said, "Well, I think we [the U.S.] have to do more to protect ourselves." And I'm thinking: you don't believe that, do you? They're probably all bought off. I would love to have five minutes in an elevator with her and ask her what in the world is going on. I think she really knows and she's shutting up.

Victor Thorn: For weeks Lisa and I made a concerted effort to track down the Jersey widows, and a few other ones. But we were never successful in contacting any of them. We left phone messages on answering machines, sent e-mails, and did everything we could to talk to them. We didn't hear a word back from any of them. Any of them! We were dangling the hook in front of them, saying we've got material that would blow their minds. This is good information that they needed to know—but not a

word from any of them.

With this in mind, I'd like to move forward so everyone can get the full picture of Flight 93. You know a guy named Warren Buffett, right?

Keith Hansen: Sure.

Victor Thorn: Supposedly he's the second richest man in the world, at least as far as those who appear on the *Forbes 500* list. Anyway, he was hosting a golf charity event on the morning of 9-11 at Offutt Air Force Base. Now some people might say: who cares? Well, where did George Bush go after he left Florida? He hopped onto Air Force One and was flying around the United States, and finally ended up at Offutt Air Force Base.

A woman named Anne Tatlock, who was the CEO of Fiduciary Trust located in the World Trade Center towers, also flew into Offutt Air Force Base that day. We interviewed a man named Scott Forbes for my book *9-11 Exposed*, who was an employee of Fiduciary Trust. He was the first person to talk about the 9-11 power-down. This all becomes important because many people saw a small white jet that was tracking Flight 93. Well, later this was identified as an executive jet from a place called NetJet.

Keith Hansen: Let me stop you right there to get a little bit more specific. It was tracking Flight 93—do we know when it started, when it stopped, or where it picked it up?

Victor Thorn: This small white plane was an executive jet that belonged to Netjet. Now, Berkshire Hathaway is one of the companies owned by Warren Buffett, and guess what company is under their corporate umbrella. Netjet! And it's been admitted that one of Warren

Buffett's executive private jets (via the subsidiary NetJet) was tracking Flight 93, which is very weird.

There's also another subsidiary that Warren Buffett owns called Flight Safety International, Inc., which is a flight training school that (ta da!) trained some of the "hijackers" before 9-11.

Berkshire Hathaway also has a large stockholding company called SunTrust Bank, Inc. How does this fit in? We heard about money being funneled to the "hijackers." How were these Arab cave dwellers—these "hijackers"—able to set up bank accounts and cash their checks when they weren't even citizens of the United States? They set up most of their banking accounts with fake social security numbers at SunTrust Bank, owned by Warren Buffett. CNN even reported that they relied most heavily on SunTrust Bank for the movement of their funds through bank accounts opened up in Florida. The FBI told *The New York Times* that the hijackers moved \$325,000 through 14 bank accounts at SunTrust Bank, making it the most relied upon bank that they used.

This executive jet that we're talking about, this white jet that everyone saw, they admitted that it was owned by Netjet, which is owned by Warren Buffett. There were also additional recordings derived from the cockpit on October 9, 2002—additional recordings from the cockpit of an executive jet that tracked Flight 93 on September 11th. It has been confirmed that it was owned by Netjet, and that Warren Buffett first bought this stock in 1995; then outright purchased Netjet in 1998.

Now this is a private corporation, and coincidental-ly it's Buffett's jet that's tracking Flight 93 as it goes down. Furthermore, he's at the same Air Force base that

George Bush goes to on 9-11.

Keith Hansen: So they see a jet, and we have the accounts. Susan McElwain said she saw the jet and it came so low she ducked in her own van. Some have even said that this was a shoot-down jet. In essence, it may not have been a shoot-down jet, but what?

Victor Thorn: I actually interviewed Susan McElwain and spoke with her husband a few days before that. And this is the key to everything. But first let's get to Cleveland, okay?

Keith Hansen: Oh, you're teasing me. Okay.

Victor Thorn: We have to cover everything, Keith, so people know where we're heading with our analysis. A lot of people said that Flight 93 landed in Cleveland. Well, we have to look at a statement made by Mayor Michael R. White, who said: "A Boeing 767 out of Boston made an emergency landing Tuesday at Cleveland's Hopkins International Airport due to concerns that it may have a bomb aboard." Authorities went on to say that United Airlines identified this plane as Flight 93. There's a problem, though, because first of all, Flight 93 didn't depart from Boston. It came out of Newark. They also said that it was a 767.

Well, Flight 93 was a 757. They also said that there were 200 people aboard this plane. But there were supposedly only 45 people aboard Flight 93. So right off the bat we have so many discrepancies that we don't know if it's real or not.

Also, the mayor supposedly evacuated quite a few of the major public buildings, including City Hall, the Justice Center, the Convention Center, the Rock & Roll Hall of Fame, and Browns Stadium. But this morning I spoke to

someone who lives in Cleveland and asked him if he was there on the morning of 9-11. I asked him if it was mass chaos and pandemonium. He said, "No, absolutely not." He told me they did evacuate one building downtown, but by the time this happened most of the places weren't even opened yet, or were about to open. He said it wasn't a mass pandemonium scene.

So again, we have another discrepancy, and I don't know what to make of it other than in the reports they gave, everything was wrong. All of the information— where they took off from, what kind of plane it was, and how many people were aboard—was wrong. And then of course, the mayor retracted his statement.

Now that's not strange, because whenever officials speak out of line, they quickly retract it and say oh no, no, no; that was wrong. Just look at the statements Donald Rumsfeld made. So, from this point forward, I'm going to refer to the plane in question as either Flight 93, or a plane purporting to be Flight 93.

Keith Hansen: Aren't we aware of a news report out of Cincinnati that said 93 had actually set down in Cleveland on 9-11 ? I think it originated from a Cincinnati broadcast station who said that 93 set down, and that Flight 175 was also in the area. The thing that strikes me is that this is the last of the supposed four planes that behaved strangely.

So by now, everybody knows that if a plane was doing some kind of radical deviation, it was probably subject to some close scrutiny. And that plane was probably in the air for 55 minutes after everybody knew that this was a real-time event and not a drill. That's a lot of time to be hanging in the air with nobody intercepting it or coming

alongside it saying identify yourself. So what was going on during those 55 minutes? Are we looking at a set-down someplace? You know where I'm going with this— a replacement with another plane. Nearly an hour after everybody knows something's not good, that's too long to go without some scrutiny by the Air Force.

Victor Thorn: Well, let's get down to the meat and bones of it. Let's figure out what happened. I have to give credit for most of the following information to Dave McGowan. He's written the definitive article on the timeline and what he thinks went wrong. He's the one who figured out why there were so many gaffes and holes in the official story of 9-11, what went wrong, and why these attacks were executed so shabbily. And Keith, this could've been picture perfect if everything would've worked out the way they wanted. We wouldn't be having this conversation right now if every piece of the puzzle had fit together. So let's go through it, okay?

Keith Hansen: Absolutely.

Victor Thorn: 7:59 a.m. Flight 11 takes off from Boston. That's one of the planes that eventually hit the towers.

8:01 a.m., two minutes later, Flight 93 was supposed to have taken off from Newark, but it didn't. This is crucial.

At 8:10 a.m., Flight 77, the plane that purportedly hit the Pentagon, was supposed to take off from Dulles, but it didn't right then. This is the second of two delays; one is very important, while the other was a minor delay.

At 8:14 a.m., Flight 175 took off from Boston. This one's also heading toward New York City.

At 8:20 a.m., Flight 77 finally takes off, 10 minutes

late. This plane is supposed to have hit the Pentagon, but it begins by flying westward across West Virginia and beyond. That's not what it was supposed to have been doing at that time. Rather, what it was doing was waiting for Flight 93. These two were supposed to have worked in tandem like Flights 11 and 175 did.

At 8:42 a.m., 41 minutes late, Flight 93 finally takes off. According to McGowan—and I think this is right on the mark—Flights 93 and 77 were supposed to take off at 8:01 and 8:10 a.m., and they were both supposed to head into D.C. and take out strategic targets. One was supposed to strike the Pentagon, while the other either the Capitol building or the White House.

This is vital because one of the biggest gaffes in the official story is the military stand-down. You brought it up earlier. How can these planes be flying around for over an hour with no response whatsoever from the Pentagon? Jim Tucker from the *American Free Press* recently wrote an article that said over 1,000 times since the World Trade Center towers were erected, planes flew into their restricted space, and every time they were intercepted. 1,000 times! Yet on the morning of 9-11, four planes were flying around forever with nothing happening.

This is crucial because 93 and 77 were both supposed to go into D.C. One was supposed to take out the Pentagon. With the Pentagon taken out, that explains why there were no planes sent to intercept Flight 11 and Flight 175 when they got to the World Trade Center towers. There would have been so much chaos and pandemonium going on at the Pentagon that they couldn't scramble the planes. Plus, they wouldn't have had time

to, anyway, because at 8:42 when Flight 93 finally took off, Flight 77 was out past West Virginia until it finally turned back to D.C.

Four minutes later, guess what happened? Flight 11 hits WTC 1. So the games began. Flight 77 and Flight 93, which were supposed to have already taken out the Pentagon and another strategic target, were nowhere to be found. One's out in West Virginia, while the other was just taking off. They weren't doing what they were supposed to do.

At 9:03 a.m., Flight 175 hits WTC 2. So both towers are now hit. Everybody's contacting the Pentagon saying what the hell is going on? There's a terrorist event taking place. Where the hell are your planes?

At 9:36 am—almost an hour after the first tower is hit—Flight 93 finally turns around at Cleveland.

At 9:40 a.m., we have the Pentagon event. I call it an event because I don't believe Flight 77 struck the Pentagon. As everybody knows, there are tons of holes in the story. No plane on the lawn, etc. At this point, we have Flight 93 out in Cleveland turning around, and if you look at the flight path, it's headed straight back to D.C. So the people running the show are getting worried now because the Pentagon's been hit, both towers have been struck, and what the hell are they going to do with this plane that's heading back towards D.C?

So between 9:45 and 9:58 a.m. we have these mysterious cell phone calls, yet everybody knows these calls couldn't have been made from the altitude at which the plane was supposedly flying.

At 9:59 a.m., WTC 2 finally falls to the ground. Things are now out of control.

At 10:03 a.m., Flight 93, or one purporting to be Flight 93, is shot down and crashes.

At 10:06 a.m. (three minutes later) a dramatic seismic event is recorded at a facility near Shanksville. Now what does this all mean?

Keith Hansen: Seismic event where?

Victor Thorn: The seismographic data was recorded at two earthquake monitoring stations located in Millersville, Pa., and Standing Stone, Pa. Plus, William Bunch of the *Philadelphia Daily News* reported in September 2002 that several seismologists were commissioned by the Department of Defense (DoD) to investigate when Flight 93 actually crash landed, and they all agreed that it was 10:06 a.m. In addition, a site called *FlightExplorer.com*, which tracks flights around the world, stated that the doomed jetliner made a dramatic mid-air 90 degree clockwise turn at exactly 10:03 a.m.

Now isn't this the time when it was supposed to have already been crashed on the ground? Thus, we now have definitive proof, especially from the DoD, that the government is lying about its timeline.

So, here's what I think happened. Look at a map. When you examine testimony relating to the Shanksville crash, you see three different events taking place. Naturally there's the crater at Shanksville where there was an explosion and a 200 foot mushroom cloud rising up into the sky. That's what caused the seismic event at 10:06 a.m.—three minutes after Flight 93 crashed.

But when you look at a map, you also see wreckage and a lot of testimony from a place called Indian Lake, which is northeast of Shanksville. Then 6 to 8 miles away from Shanksville, you have a town called New Baltimore.

Immediately after people started seeing flaming wreckage falling from the sky in New Baltimore, the FBI and state police went into New Baltimore and cordoned off a huge area to the southwest of Indian lake.

If you go from Cleveland to D.C. and draw a straight line, it goes through two places: Indian lake and New Baltimore. This would have been the flight path. Flight 93 became a liability. Everything's already been done. They didn't take the Pentagon out when they were supposed to, nothing hit the Pentagon, and so they have this big disaster on their hands. Then they have another plane flying toward D.C. It wouldn't have been good at that point for our military to shoot down an American plane, considering everything else that was taking place. That's why you have all these vehement denials from the Pentagon that nothing was shot down.

So what I think happened was: Flight 93, or what purported to be Flight 93, was shot down. It was first struck over Indian Lake, and that's why you see wreckage coming down over this body of water.

Then it finally crashed in New Baltimore at 10:03 a.m. This is six to eight miles away from Shanksville. Now the people in control must have said, nobody can be allowed to find this plane. Either because they didn't want anybody to see what was on the plane, or they didn't want to admit that they had shot it down. So they had three minutes, in which time they sent in another plane and created an "event" in Shanksville as a diversionary tactic. They shot some kind of missile which hit at 10:06 a.m. and created a big seismic event. People saw the huge fireball and mushroom cloud go up in the sky. As we know from the eyewitness testimony we've

recounted, people were seeing planes flying at low altitude all over the place. So they say, "A plane wrecked!" Where did the wreck occur? Well, everybody saw this big mushroom cloud, so it must've wrecked in Shanksville, right? Wrong. Shanksville was nothing but a diversion to keep people away from the real crash site, which was New Baltimore. That's what happened.

Keith Hansen: I've been to New Baltimore a number of times in my life. It's an exit off the Pennsylvania Turnpike. So what we're looking at, from what you've concluded, is that Shanksville was a ruse. You think that the white jet didn't necessarily shoot down Flight 93, but instead probably put a missile into the ground, resulting in the crater.

Victor Thorn: Yes. Something shot down Flight 93, or what purported to be Flight 93. In New Baltimore there's a CNN reporter named Brian Cabbell who said, and this is really important, that the FBI and State Police confirmed that they cordoned off a second area in New Baltimore six to eight miles away. Why are they cordoning off an area so far away from the supposed crash site?

Keith Hansen: I remember a CNN report about two supposed debris fields six to eight miles apart, and I'm assuming, if my memory serves me correctly, this is exactly what you're saying. In fact, that report never saw the light of day again.

Victor Thorn: Well, there were actually three debris fields, or more. We have Shanksville, which wasn't really a debris field, but just a crater. Then there's Indian Lake, New Baltimore, and the areas in between Indian Lake and New Baltimore.

Keith Hansen: But Indian lake is notable because of

what the marina owners said about debris falling into the lake?

Victor Thorn: Correct. And I'm going to get to that in a second. CNN aired a show called *America Under Attack* in which they confirmed that both the FBI and State Police cordoned off a debris area six to eight miles away; so that fact has been established. Now, Brian Cabbell stated in his CNN report that this was not typical for a plane crash to be spread across an area that large. Imagine how far that was—eight miles from point "A" (Shanksville) to point "B" (New Baltimore). It's a huge distance. Plus, we know that the wind that day was only blowing at nine to 10 miles an hour.

There's another man named Bill Crowley from the FBI who told the *Pittsburgh Tribune-Review* that he confirmed that debris was found in New Baltimore six to eight miles away. The *Mirror-UK* also confirmed debris was found in New Baltimore.

I'm mentioning this so everyone knows what was there. The Pennsylvania State Police confirmed it, and also there was a local media quote from people in New Baltimore who said that they saw flaming debris falling from the sky. Flaming debris!

That's vital, because would there still be flaming debris if the plane hit in Shanksville eight miles away? There was an eyewitness in New Baltimore named Melanie Hankinson who I tried to contact, but both numbers I found for her were no longer in service. She said she heard a loud "bang," and then saw smoke and papers blowing through her yard. What she found were in-flight magazines, a pilot's manual, and something she called black webbing, which ended up being the

insulation that lines the belly of a jetliner. This is material that would absolutely be found inside a jetliner. Add this testimony to the fact that there was an area cordoned off in New Baltimore where people saw flaming debris, plus items and contents that would be found right inside a plane.

Keith Hansen: I'm looking at a *New York Times* article from September 12, 2001 which said that a bartender at the Indian Lake Resort two miles from the Shanksville "crash" site said, "My mom and I were sitting at home watching the news. We saw the first explosion on TV, and then the second one at the Pentagon. A few minutes later, there was this incredible shockwave that hit the house. It was undoubtedly a massive explosion. After watching what I saw on TV, the power went off, the TV went out, and the phones went dead. The only thing we could assume was that we were under attack." What's the first thing terrorists do? They take out our communications. I'm saying that only because this guy is talking about explosions, not about a crash.

Victor Thorn: That's interesting because it confirms what I found people in Indian Lake were saying. They said they saw a jetliner flying at a very low altitude, and they described it as falling apart on top of their homes. They're talking about debris raining down on their houses. There's also a guy named Tom Spinelli who worked at the Indian Lake Marina about a mile and a half away from Shanksville, and he described this white plane again. He said it was flying all over the place like it was (as he put it) "looking for something." He reported that he saw this plane before, and then after the explosion. The debris that rained down on this lake was mostly

mail, magazines and seat scrap.

Again, the wind was blowing at 10 miles per hour, so for materials to be carried aloft all the way to Indian Lake from Shanksville isn't going to happen in the snap of a finger. Then on September 12, the day after 9-11, crash debris started washing up on shore at Indian Lake Marina and people said they found seat pieces, melted plastic, checks and also a rib bone. So now they're finding actual human remains, as well as interior plane contents. They said the FBI carted away bags and bags of evidence from this area.

Also, people at Indian Lake said that their buildings shook, they heard an explosion, and then they saw the mushroom/fireball go into the sky. And most importantly, the debris started falling before the mushroom cloud appeared.

Keith Hansen: Say that again. Debris fell before the mushroom cloud became evident.

Victor Thorn: Yes. Here's the most important thing about Indian Lake. There's no continuous debris trail from Shanksville to Indian lake. So what does that mean? If a plane was shot down—and you have to look at a map—Shanksville is southwest of Indian Lake and is not in the direct flight path of where this plane would be coming from Cleveland to D.C. The direct path would be through Indian Lake into New Baltimore. If you look at a map, Shanksville would be to the left and to the bottom of Indian Lake, outside of the flight path. If they're saying the plane wrecked in Shanksville, and the wind blew the debris over to Indian Lake, there's no continuous trail between the two. There was no debris found between these two points.

Keith Hansen: Geographically, Indian Lake is to the north/northeast of Shanksville, and it's probably a mile-and-a-half to two miles away.

Victor Thorn: On the other hand, New Baltimore would be to the southeast of Indian Lake in direct line of Washington. The logical conclusion is that the plane was flying over Indian Lake when it was initially hit, then crash landed in New Baltimore. Shanksville, then, was used as nothing more than a diversionary "crash" site. We have to go back to Shanksville again, because everyone assumes that there was a plane there, but what if we can determine that this was simply a missile? Once I tell you about Susan McElwain, we're going to know for sure that's what happened.

But first, one eyewitness at Shanksville said they were astounded that there wasn't a single drop of blood anywhere. The thing they did notice was that there was a strong smell of fuel oil in the air. But if there would've been people in the planes, the total weight of all the passengers combined would have totaled about 6,000 pounds. If they had all burned up, can you imagine what the stench of 6,000 pounds of human flesh would have smelled like? But nobody remembers smelling burning human flesh.

Keith Hansen: If you've ever smelled the stench coming from a slaughterhouse or any place where they destroy animals, then you know it's a very bad smell. I used to live near one of those places in New Jersey.

Victor Thorn: Even though people saw a huge mushroom cloud reaching 200 feet into the sky, a guy named Lee Purbaugh, who is probably the most important person in this whole scenario, said that the field reeked of jet

fuel. He said the trees were singed a little bit and there was some underbrush aflame, but that's all there was— a smoking hole in the ground. Why wasn't there more fire? When Flight 93 left Newark it was supposed to be traveling cross-country to California, right? Therefore, it would have been carrying a huge amount of fuel, but there's no fire at the spot, again confirming that this specific plane didn't crash there.

If we go back to the World Trade Center towers, do you remember when WTC 2 got hit at an oblique angle on its corner? There was a huge fireball. That was all the jet fuel splashing outside of the tower—some 10,000 gallons of jet fuel blowing out of there. Yet, there was no fire at Shanksville, just a big mushroom cloud, indicative of some kind of missile, but nothing more than that. There's no fire, there's no burning flesh, there's no wreckage, there's no anything.

I believe during our first show, Keith, we talked about a crash in Nigeria that most resembled what should have happened with Flight 93. When that plane crashed, it was on fire for over a day, more than 24 hours. It didn't disappear into the ground. There were large pieces of wreckage lying there that were easily seen. There were body parts scattered everywhere, and they too could be easily seen. But this is not the case in Shanksville. So let's finally put this part of the equation to bed. There was no plane crash in Shanksville—none whatsoever. I think between the first interview and this one, we've proven it now beyond any shadow of a doubt. So how do we explain all of these people seeing planes upside down, belly-up, wobbling, in distress, flying over the treetops, crashing? How do we explain all that? Something had to

have crashed somewhere, especially when we see all this debris falling over Indian Lake; then between Indian Lake and New Baltimore—especially when witnesses saw flaming debris coming down in New Baltimore. That's where whatever was purporting to be Flight 93 crashed into the ground.

Keith Hansen: You're saying it might very well have been downed with a missile, is that correct?

Victor Thorn: Yes. I mentioned Susan McElwain earlier, so let's go over her published reports, and then I'll tell you what she said to me personally. She described a white plane, or what she thought was a plane initially, that rocketed directly over her head. She was in her mini-van at the time, and described seeing this rocketing object 40-50 feet above her head. Susan said it was so close that when it passed over her van, she actually ducked because she thought it was going to hit her. She said there was hardly any sound whatsoever, and then it disappeared behind the trees. Momentarily after that, she heard a great explosion which she claimed occurred less than a minute later. She said it was heading directly toward the Shanksville site. She says it must have been right at that very moment that this object went over her head and through the tree tops, then it crashed. But she doesn't ever describe seeing Flight 93. In published reports, she said it was white with no markings, definitely military, a big fin on the back like a spoiler, and she insisted it wasn't an executive jet. That's what this woman is saying.

Then when I spoke to her directly on the telephone and asked her some questions, she said that it was a small plane at first. I asked her if she saw Flight 93. She

said, "No, absolutely not." She added—and this is very bizarre—that somebody who worked in the emergency unit at Shanksville said that there were radio calls into the emergency room alerting them to be prepared for two plane crashes. Two plane crashes! Hang onto that for a second. I asked her again about the object that went over her head. She described it as kind of looking like a Lear jet, but not exactly. She said it had no wings, and that it was all molded as if in one piece. It was tubular. No rivets, all in one piece, with a fin on the back, pure white, without any markings of any kind. Now what does that sound like?

Keith Hansen: Unmarked—a military aircraft?

Victor Thorn: I don't think it was an aircraft because she said, when it went over, it made no sound whatsoever and no leaves fell, and there was no disturbance of the trees. There were no wings on it, and it was all molded as if it were one piece. No rivets. It was tubular.

Keith Hansen: I think I know where you're going now. She gave a report in the *Bergen Record*. She said it had a spoiler.

Victor Thorn: When she spoke with me, she called it a "fin" on the back. In her published reports, she called it a spoiler. A fin, a spoiler—similar.

Keith Hansen: I have no expertise in this, and I don't know if you do or not. Are you saying she saw a Tomahawk or a cruise missile?

Victor Thorn: Some kind of missile. And she said many people have shown her pictures of small aircraft like Lear jets, military jets and private jets. She said none of those pictures resembled what she saw that morning on 9-11. I also asked her how soon after the object flew

over her head that she had to duck down, and how soon afterward did she hear the explosion? Her reply was, "Within seconds." If this would've been a missile that hit Flight 93, it means that they both would have had to coincide within seconds of when she saw this object go over her head, right? Okay, you know how huge a 757 is. But she didn't see anything like that. I asked her, "Did you see Flight 93 or anything that looked like a commercial passenger jet?" She said, "Absolutely not." She saw this missile-like object flying over her head, and within seconds there was a massive explosion and the resulting mushroom cloud.

Keith Hansen: So what you're saying is that the plane was probably some distance away from her, but what she saw was whatever craft there was that might have brought it down.

Victor Thorn: No, she saw a missile going into the ground in Shanksville. What she saw going over her head was what created the crater! This wasn't a plane, and it didn't shoot anything down. This was what was shot to create a crater at the diversion area to get people away from paying attention to what happened at New Baltimore. That's why Susan McElwain is so vital, because she saw the missile!

Keith Hansen: Okay, let's reconstruct this event. We believe that what McElwain saw was something that shot a missile into the ground. This created the crater at Shanksville, which is officially called the crash site.

Victor Thorn: No, what she saw was the missile itself. She saw the plume go up in the sky—that would have been the mushroom cloud—but she calls it a plume. Her yard is located less than one mile from the crater site.

She said that the mushroom cloud went straight up, and then when coming straight down it looked like glitter. She said it wasn't blowing anywhere. When I told this to Lisa [Guliani], she said the "glitter-like" material was bits of metal from this ordnance that hit the ground. It probably looked like "glitter" because of sunlight reflecting off of the metallic pieces as they fell. Remember, September 11, 2001, was a very sunny day.

Keith Hansen: So what about the New Baltimore crash site? How did they secure that and keep people from responding to that as they would to Shanksville? What about the EMTs, etc.?

Victor Thorn: I'm sure what happened in New Baltimore was that they brought their own people in, such as military personnel, etc. The population of New Baltimore is less than 200, so it's not a heavily populated area. Since everybody was focusing their attention on Shanksville, they just assumed that's where everything was happening. So these other people are in New Baltimore. Another thing that is very interesting about Susan McElwain—and this is in a published report that I asked both Susan and her husband about—is that they received a phone call within hours of this event taking place. It was from a family member that knew someone in the Air Force. This family member was told that they had just shot down a plane in Pennsylvania. Here's the exact quote from the published report. "She said her husband had called her this morning and said, 'I can't talk, but we've just shot down a plane.'" Susan said, "I presumed they meant Flight 93." But they never said Flight 93. They just said they shot down a plane.

McElwain's husband also stated the same thing. They

received a report from a family member that knew somebody in the Air Force, **but** after that, they never heard anything else from them. So it was either a gag order or whatever. Michael McElwain also mentioned the hospital receiving a call to expect victims from two crash sites. So even though I believe only one plane was shot down, it seems as though they were trying to cover every base at that point. But there were no remains coming from Shanksville, because there was nothing there except for the ordnance.

Keith Hansen: That's where they corralled all the media. Even the videographer, who was on Dylan Avery's DVD *Loose Change*, said, "What do you want me to talk about? There's nothing there."

Victor Thorn: On 9-11, at 11:30 p.m., Susan McElwain was still awake, obviously frazzled, sitting in her bedroom when she heard a loud knocking on the door and someone yelling, "Open up! FBI! FBI!" So she opened the door and there was an FBI agent and a police officer standing there. I asked her where the FBI agent and the police officer were from, but she said she didn't even ask. Instead, she told me that she's big on eye contact, and she noted that the policeman (we're assuming he was a local officer) was real nervous, pacing around and very uncomfortable—so much so that he wouldn't make eye contact with her. Plus, she said that the FBI agent was treating her like she was a buffoon. Despite his behavior, she told him exactly what she said in the published reports, and then added that she hasn't changed her story once in four years. Susan said the FBI agent treated her like she didn't know anything at all—and that everything she saw was completely wrong. His reaction

was so out-of-line that the McElwains actually called the FBI the next day and filed a complaint. But the authorities obviously didn't want her story making it out to the public.

Another guy that is very important (I mentioned him earlier) is Lee Purbaugh. He is possibly the only guy in Shanksville who has had a gag order placed upon him. He worked at a place called Rollock Scrap Yard, and he may have been the only person who saw both Flight 93 going over and the missile coming in to Shanksville. Now we can see why he would be the recipient of a gag order, because he saw the whole thing. He saw everything.

Keith Hansen: So in his vision, he's seeing a missile being shot independently of Flight 93.

Victor Thorn: Right. Purbaugh served three years in the U.S. Navy. Some people might say that discounts him because they tend to think all people with a military background who provide information regarding 9-11 are "plants." But I'm throwing that information on the table because it provides us with a little bit of background on Purbaugh, and for no other reason. He's a metal worker, he worked at a nearby scrap yard, and now a gag order has been placed upon him. I tried to contact him, but he has an unlisted phone number. Right now, I have no way of contacting him, but in the future I have a feeling we're going to track him down.

The way I see things, they had to get rid of 93 because it had become a liability. There were already so many things that weren't working out right. The controlled demolition was obvious. They didn't want those towers to come down in such an obvious fashion. Another thing that is way off topic has to do with WTC 7. They wanted

that one to come down at about the same time as when WTC 1 and WTC 2 fell, or at least shortly thereafter. But something malfunctioned inside the structure, which was where the command center was located. So they had to go in and somehow rewire it, or reprogram it, and the building finally dropped at 5:20 p.m. This was perhaps the most damning part of the whole screw-up. Here's a 47-story building that wasn't hit by an aircraft, had one or two tiny little fires on one or two floors, and out of nowhere it falls straight to the ground into its own footprint. So they have all these problems in New York City, they have this problem at the Pentagon where no plane hit the building, and now they have Shanksville. All the while they're scrambling between 9:45 and 9:58 in the morning making these hoax phone calls to phone operators and family members, saying, "Hey, this is so and so." The whole thing was a massive screw-up.

Keith Hansen: I don't want to disagree with you, but I think WTC 7 was brought down at the exact time they wanted to bring it down, because they orchestrated the drops of 1 and 2. You would have to let that happen, then after the fact, blow yourself up to remove any kind of connection to that. See what I'm saying?

Victor Thorn: No, I think that when WTC 1 and 2 came down, there was a massive dust cloud in lower Manhattan, and after they brought the two towers down, they'd want to get rid of the evidence inside WTC 7. So when all this ensuing chaos is going on, they'd evacuate WTC 7, the command center, and then "boom," they'd hit the panic button, bringing that one down too, then they would say afterward it fell because of damage from debris that fell from the north or south towers, or due to

fire. But nobody would've been able to see it or film it because of all the dust that had fallen at the time. Somehow, it didn't come down when it was supposed to in the morning, so they had to go back in because, they thought, if we leave this building standing, people will go in there and find a whole hell of a lot of incriminating evidence that we don't want them to find. They had to get the building down that day, so they went back in, lit a few fires, and rewired or reprogrammed whatever didn't function correctly the first time.

Then in a panic, at 5:20 p.m., the building was finally rigged the right way to bring it down. The problem at that point was that cameras were now on them. I think they wanted to bring WTC 7 down while it couldn't be filmed, because nothing hit 7. At least with the north and south towers, they had excuses—the plane impacts and the fires. However, there was no excuse for WTC 7 to collapse. So they wanted it to happen while all the dust was in the air obscuring the view and covering Manhattan. But it didn't *go* according to plan, because the building wasn't wired correctly, or the demolition wasn't programmed properly.

Keith Hansen: I'm not going to split hairs, but if the American people are gullible enough to buy the story that these two buildings melted, then they might be gullible enough to buy that WTC 7 melted, too. Either way you want to cut it, that's okay. I'm not thinking along the same lines, but regardless, Americans had to buy a lot of bad goods to believe what happened with the physics of 9-11, without a doubt.

Victor Thorn: Well, most Americans don't even know about WTC 7. I talk to people every single day and when

I bring up WTC 7, I'll bet 95 out of 100—maybe even more—never even heard of it. They weren't even aware of WTC 7 coming down, so it's almost a moot point because it just disappeared.

Keith Hansen: Revisiting New Baltimore—and I want to make this very clear—if they've got a decoy site in Shanksville, you believe they knew beforehand exactly where they wanted to drop that plane?

Victor Thorn: It would be naive to say they knew exactly where it'd crash, but they knew it was going to come down somewhere near there. This plane was supposedly coming in at 500 mph. New Baltimore is six to eight miles away from Shanksville. So if you do a few calculations and divide 500 mph by six miles, there's only going to be a couple of seconds difference if the plane would've hit in Shanksville or if it would have hit in New Baltimore. Coming in at that speed, six miles is almost nothing. It's only a matter of a few seconds. That's why they knew they had to shoot something in Shanksville to keep it close enough. They couldn't shoot a missile 80 miles away because all the eyewitness accounts wouldn't have added up. They had to have something happen within the same proximity, and a plane coming in at 500 mph is only going to be a few seconds apart in time. When people saw all these planes flying through the sky, upside down and in distress, and they blew the ordnance up in Shanksville, it was "okay" because it was close enough to New Baltimore that they weren't really sure because of the treetops and so forth. They were close enough, yet far enough away to keep curious people out of that area. Since there are less than 200 people living in New Baltimore, and it's a rural area, all they had to do

was go in there and cordon it off. When they cordoned it off, nobody was able to get in there.

Keith Hansen: So do you believe that those people (the eyewitnesses) really did see what they said they saw?

Victor Thorn: I believe so, yes. There's so many of them. I must have read 200 pages of various reports and facts of this case. There are so many different people with similar stories, and even though they all don't jibe direction-wise and so forth, a lot of people aren't really good with directions anyway. I think most people couldn't tell you which way is due north. So when you start looking at directions, that part doesn't add up because some witnesses provided conflicting directional accounts. But they're all talking about white jets, a plane in distress, falling debris, and they're talking about some kind of missile overhead that's not making a sound. When you have that many people describing the same things, something happened there.

Keith Hansen: So we've got a jet shooting a missile into the ground at Shanksville. Do we see anything shooting Flight 93 down?

Victor Thorn: There's nothing that I've come across —not one person I have any record of saying they saw Flight 93, or what was purported to be Flight 93, being shot down. As to where this happened, and at what altitude, I can't give an answer.

Keith Hansen: If Flight 93 is in distress, could it have been due to something internal?

Victor Thorn: Possibly.

Keith Hansen: We know we can't trust all these accounts of cell phone calls, but there was one individual

apparently on 93 who said he sequestered himself in a bathroom when the hijackers were out in the cabin. He said he heard an explosion and that there was smoke. Of course, we can't trust that transmission, but if we only have one aircraft other than 93 in the sky that created a dummy crash site, then why does Flight 93 go down? What caused Flight 93 to go down?

Victor Thorn: Well, there are only two possibilities. It was either shot down, or there's some kind of bomb or device on board the plane. Regardless of which way it came down, or what the cause was, we know that something came down simply because of all the debris. How often do people walk outside their houses and see flaming debris coming out of the sky?

Keith Hansen: We've talked in the past about how Elizabeth Glick changed her story from what she reported in the *New York Times* on September 12, 2001, and what she said to *Readers Digest* in 2004. She switched her story from cell phone to seatback phone. Is there any chance there was at least a semblance of hijackers on board and this thing really got played out? I don't know.

Victor Thorn: That's the big thing, because without seeing the actual evidence—the real evidence of whatever came down in New Baltimore—then we can't know the ultimate truth. It's the same with people who say: if there were bombs in the World Trade Center towers, why don't you just get pieces of steel and show the explosive residue on them? Believe me, there's nobody in the world who would love to do that more than I, but the problem is: the government immediately got rid of the evidence. And in New Baltimore, they didn't allow anybody to see the remains. They carted the wreckage out of there

quicker than lightning, so there was no evidence.

So you have to ask yourself: why are they doing what they did there? Why did they create this diversionary site in Shanksville, and why did they want to keep everybody away from New Baltimore?

Well, first of all, they didn't want any incriminating evidence. Whatever it was, whether it was Flight 93 or something purporting to be Flight 93, they didn't want people to see it. Secondly, they didn't want people coming into New Baltimore before the authorities arrived and began photographing it. So, by creating the diversionary site in Shanksville, they got everybody away from the area where the real crash occurred.

Then they weren't able to take photographs, collect the parts, or interfere. And lastly, as I said earlier, it didn't look good from a public relations standpoint to have the American military shooting down our own plane. What happened in New York City and at the Pentagon was already bad enough. They didn't want more headaches. The government didn't want to say they had shot down an American plane. Even if it was loaded with terrorists, it wouldn't have looked good.

Keith Hansen: Okay. I can buy that. Still, I'm wondering about Flight 93—supposedly the most chronicled flight of 9-11—because of all these cell phone transmissions, which we know couldn't have happened from that kind of altitude.

Victor Thorn: Another big question is: if Flight 77 didn't hit the Pentagon, where did it go? Did it overshoot the Pentagon and land at Reagan National, or did they simply take it out into the ocean?

Keith Hansen: I know that was one of the scenarios,

but do you know what? Airline components float, and it will stay on top of the ocean for a long, long time. That's probably not going to be covered-up as easily. Who knows? I suppose if you want to cover something up, it can be. But I've asked you before if you thought certain witnesses were alive, and you said: why would the government risk telling somebody to go away forever under a witness protection program when he might pop-up sometime in the future and blow his cover? So when you're talking about debris, and any kind of trail that might lead back to something nefarious, why would you want to leave stuff floating on top of the ocean for anyone to see?

Victor Thorn: That's a good point, and I brought it up because when you have planes that aren't accounted for, people start asking questions. Whatever the case, something was shot down near Shanksville because too many people saw too many things, and there is too much physical evidence. When you're finding rib bones floating up on shore at a marina near Indian Lake, rib bones don't just float up on shore every day ... especially, coincidentally, on the day after 9-11.

So there were human remains falling from the sky, and there were seats and cushions and different pieces of metal and so forth. These were falling from the sky on 9-11. A plane was shot down, but it didn't happen in Shanksville. We've established that now, ad nauseam. So where did it ultimately land? The only logical place, considering the flight path, is New Baltimore. Why would the FBI and the police cordon off an area near New Baltimore? Why would they do that? Because that's where the wreckage was.

Keith Hansen: I remember back four years ago to the original report from CNN which is making a lot more sense to me now. And I'm thinking: how did we get this disparate debris field? This could be the answer, without a doubt.

Victor Thorn: When I first started investigating this matter, I thought there were two event sites. But the deeper I delved into it, the more I began to realize that there were actually three event sites: Indian Lake, New Baltimore, and Shanksville. I hope I did a good job of describing this. Shanksville was the diversion, Indian Lake was where debris first started falling to the ground, and New Baltimore was ultimately where the crash took place.

Keith Hansen: Can we then say that whatever happened at Indian Lake was Flight 93 on its way to New Baltimore?

Victor Thorn: Yes, correct.

Keith Hansen: That's a sensible continuum.

Victor Thorn: Yes, because that's in the flight path. I'd also like to mention one more thing in regard to flight direction. There are at least 15 different witnesses—and of course I don't put full faith in people when they talk about directions—but at least 15 witnesses were adamant that the plane they saw coming down was traveling from the northwest.

There were at least 10 witnesses who saw it within the last five minutes and said it was flying eastward to the southeast, flying very low and wobbling, like a plane in distress. It even got to a point where it supposedly turned upside down. It was going belly-up when it actually hit the ground. So direction-wise,

there are over a dozen people who were adamant that it was coming from the northwest, which would've been from the direction of Cleveland toward D.C., which fits exactly into my theory.

Keith Hansen: Without a doubt. That makes perfect sense. It also makes perfect sense when you factor in the various accounts I read about the different altitudes people saw the plane at.

Victor Thorn: Right.

Keith Hansen: Let's take a moment and interject this from Vinnie [Sammartino]. He says, "I don't remember if I mentioned this little tidbit concerning Todd Beamer, but a couple of researchers at Democratic Underground (DU) had been looking into the online memorials for 9-11 passengers. It seems they tracked down one of the supposed high school classmates of Todd Beamer. The girl who supposedly posted a comment about going to school with Todd doesn't remember him and didn't post the comment." Isn't it interesting that they're fabricating all these false remembrances to create a vision of Todd Beamer being a hero that day? I'm not saying he wasn't, but didn't Vinnie tell us that there was some kind of strange relationship between Todd and his wife? Was he even married to her? Do I remember that correctly?

Victor Thorn: There was also something about Lisa Beamer working at Oracle. So they're both employed by this mysterious Oracle company. It would be wonderful to have a chat with Lisa Beamer, but as Lisa Guliani has said, she's basically been fortress off. There's no way of accessing her, especially if they think something's up.

Keith Hansen: Speculating on this whole relationship, could it have been an artificial relationship created so

that when this happened, they could revert back to this very heartstring-pulling story?

Victor Thorn: On 9-11, the only glimmer of light came from Flight 93—the big hero episode. There's all this tragedy, all this disaster. But then we have these Americans who fought off the terrorists, and, damn it, they almost saved the day.

If you look at that time, from 9:45 a.m. to 9:58 a.m. when these supposed calls were being made, I'll bet the people behind it were absolutely frantic, saying, "We're running out of time, and we have to come up with some kind of cover story to cover our [rear ends]!" So they started making these calls to operators and so forth, and I don't think they were worried about whether they could physically make these calls from 30,000 feet. At that point, I think they just wanted to lay down some kind of cover story, something that the media could latch onto, something for the American people—a glimmer of hope in the face of tragedy; something positive to come out of that God-awful day.

Keith Hansen: It's the same old story, too. Lisa Beamer never heard that call to Miss Jefferson in Chicago. Jefferson is a GTE supervisor who supposedly spoke with Todd Beamer on the morning of 9-11. So, what does Miss Jefferson know? Here's somebody who says, "I'm Todd Beamer." But Lisa Beamer never heard that conversation. It's the same old story, Victor. I talked to a person who talked to a person who talked to a person. In other words, we've got nothing.

Victor Thorn: Yeah, these were nothing but spook calls made from inside the Puzzle Palace [NSA]. That's all it was—part of the legend that was created that day.

Keith Hansen: We later heard about these garbled transmissions which were supposed to have been recorded during the cockpit fight. But you know, it was so long after the fact they could've done anything they wanted. This could've been done in a garage.

Victor Thorn: That's what I meant when I said that the transmissions before the 'hijackings' were 5/5, at the highest signal strength, yet when these bomb transmissions were supposedly coming through, the signal strength dropped to 5/1, the lowest quality. So something dramatically changed from the previous transmissions to when the "hijackers" supposedly took control of the plane. But at that point, nothing different was happening inside the cockpit, right? So why would the transmission quality drop from its highest level to its lowest level, unless it was coming from somewhere else?

Keith Hansen: Do you remember the mysterious Michael Elliott?

Victor Thorn: Yes, I do.

Keith Hansen: He made a lot of good points about the NSA's capability to take samplings of our voice patterns, and after 15 seconds or so, technologically, they can recreate a voice.

Victor Thorn: Considering the billions of dollars at their disposal, that doesn't surprise me in the least. It seems like it'd be something that's pretty easy to do.

Keith Hansen: Especially after the fact that they had three years to come out with this stuff. They had all the time in the world to doctor whatever they wanted to doctor. And what we hear is garbled while they're playing it on NBC News. Plus, there's a translator telling us what we're supposed to be hearing. Well, whatever happened

in southwest Pennsylvania with that ghost flight just might hold the key.

Victor Thorn: We're going to take a trip to Shanksville this spring once the weather breaks. People are talking to us about it. There are people that know-absolutely and positively—that what we've been told isn't what happened.

Chapter 3

Deconstructing 9-11: What Went Wrong?

BY VICTOR THORN

WHEN THE PSYCHOPATHIC MASTERMINDS WHO were ultimately behind 9-11 planned their "terrorist" strikes on America, they wanted it to be executed with lightning-quick precision, and they wanted it to appear as if 19 suicidal Muslims—unbeknownst to any governmental entity—coordinated the nefarious hijacking attacks entirely on their own. On paper at least, the entire event would have been over before anyone knew what hit them, and there wouldn't have been a plethora of glaring errors which ultimately allowed people to realize that 9-11 was an inside job.

But lo and behold, as was the case with previous examples of state-sponsored terrorism, the "brains" behind the military might fell prey to utter incompetence and failed to pull-off their caper without a hitch. What, you may wonder, do I precisely mean? Well, on April 19,

1995, the Alfred P. Murrah Federal Building in Oklahoma City was supposed to have been completely demolished by ordnances set-off inside the structure by government operatives who were working out of Elohim City (namely Andreas Strassmeir and his henchmen). But much to their dismay, many of the explosives inside the building didn't detonate, so they had a disaster on their hands when bomb squads were filmed by local television cameramen carrying these unexploded devices out of the building. At that moment, the whole cock-and-bull story of Timothy McVeigh being a lone-nut madman in a rented Ryder truck filled with ANFO (ammonium-nitrate-fuel oil) became a joke.

Similarly, an Egyptian Army officer named Edam Salem was recruited as an informant by the FBI to infiltrate an extremist organization that intended to bomb the World Trade Center towers in 1993. He was also—at least according to the original plan—to have helped them build their bomb, then clandestinely substitute a harmless powder for the real explosives. But at the last moment [verified through hundreds of hours of secret tape-recordings Salem made of his conversations with law enforcement officials] FBI Supervisor John Anticev told Salem not to interfere with the plan, and thus on February 26, 1993, the WTC complex was bombed for the first time. The biggest problem, though, was that the saboteurs did not properly position their explosives, and the resulting damage was only minimal (at least in comparison to that which occurred in 2001).

In addition, how could we forget Israel's deliberate, savage attack on the USS *Liberty* which took place on June 8, 1967? Ideally, the Israeli military sought to bombard

this American ship (which floated peacefully in international waters) by air and sea; then blame it on the Egyptians, against whom they were fighting during the Six Day War. But miraculously the *Liberty* stayed afloat, and an incredible embarrassment and cover-up developed which implicated President Lyndon Baines Johnson, Defense Secretary Robert McNamara, and Israel's Moshe Dayan, among others.

Last but not least, who could overlook the logistical nightmare which grew out of the John F. Kennedy assassination? Lee Harvey Oswald was supposed to be implicated as another lone nut assassin who offed the commander-in-chief, no questions asked. But after this slaying in broad daylight took place, the culprits had to dance around Arlen Specter's preposterous Magic Bullet theory, a last-minute motorcade alteration with no secret service protection around the president's limousine, a triangulation of multiple shooters, and then the ludicrously sloppy hit on Oswald by long-time mobster Jack Ruby (Rubinstein). Again, another unmitigated public relations disaster.

This same amateurishness is applicable to the 9-11 terrorist attacks in New York City and Washington D.C.; for, if the planners had nailed everything perfectly, I wouldn't be writing these words today, and hundreds of "conspiracy theorists" worldwide wouldn't have exposed their crimes for everyone to see (at least those who care enough to see).

Yes, if only six simple factors had worked according to plan, the bloodthirsty monsters behind 9-11 may have gotten away with their treasonous betrayal against our nation without anybody being the wiser. Then they could

have conveniently blamed it on their fall guys (Osama bin Laden and al Qaeda), and since there would be no loose ends or unanswered questions, everyone would simply accept their "official" explanation of events (no questions asked), and that would be that.

But whether its bad karma, a negative fate associated with doing evil, or simple ineptitude, yet again the brain-trust behind this state-sponsored terrorist attack screwed-up! Yes, they dropped the ball so horribly on the morning of September 11, 2001, that their bloody hands and dirty deeds will forever haunt them, just as it did with OKC, WTC '93, the USS *Liberty*, and JFK (not to mention other botched operations such as the murders of Robert Kennedy, Martin Luther King, Waco, and the deliberately allowed attack on Pearl Harbor by Franklin D. Roosevelt).

With this introduction in mind, let's examine the six primary tactical blunders which transpired on the morning of September 11, 2001:

One: Flight 93 Delayed Take-Off: In the perfect (albeit grotesquely twisted) world of those atop the global-government organized crime syndicate who planned 9-11, Flight 93 and Flight 77 were supposed to have taken off almost simultaneously (at 8:01 and 8:10 a.m. respectively) from Newark and Dulles International Airports. This way, according to researcher Dave McGowan, whose work we are greatly indebted to, they both could have struck their targets in Washington, D.C.—specifically the Pentagon and quite possibly the White House or Capitol Building—before the World Trade Center towers were hit in Manhattan. This point is of vital importance, because if the Pentagon was hit at or before 8:46 a.m. when Flight 11 careened into

WTC 1, the government would not have had to deal with an enormous problem—the military's inordinately lengthy stand-down where jet fighters were grounded for over an hour instead of being immediately dispatched. This major snafu resulted from Flight 93's takeoff being delayed from 8:01 a.m. to 8:42 a.m.

As you will see, Flight 93's delay affected the scheduled course for Flight 77, which was supposed to strike the Pentagon at or around 8:30-8:40 a.m. Then, with chaos and pandemonium surrounding the Pentagon, they had a ready-made explanation as to why no pilots were dispatched—there was nothing but bedlam and confusion in our nation's capitol with the dual strikes (remember, Flight 93 intended to take out another strategic target). Plus, if the Pentagon was hit at 8:40 a.m., and WTC 1 at 8:46 a.m., there wouldn't have been time to intervene anyway. Then, only 17 minutes later—at 9:03 am—Flight 175 barreled into WTC 2, and the entire scenario would have been over within the span of 23 minutes.

Subsequently, the government wouldn't have had to worry about a military stand-down, "hijacked" planes flying around the eastern portion of the United States until 10:03 a.m. without any defensive response, or any of the other debacles which plagued their official story. Instead, they had wanted four strikes by 9:03 a.m., with pre-arranged explanations at the ready as to why these attacks could not have been prevented. Quite simply, the military would have been temporarily stymied by the attack of Flight 77 on the Pentagon before the Towers were attacked, while the White House and/or Congress would be scrambling for protection after Flight 93 hit

them. In the meantime, only minutes later, New York City's twin towers would have been hit, and nobody could have done a thing about it.

That's the way the masterminds wanted events to transpire, but with the 41 minute delay in takeoff of Flight 93 from Newark, their entire timeline got confounded. Therefore, Flight 93 is the key to everything, for its belated departure set-off a chain of events, which would prove disastrous for the effectiveness of this inside job to be pulled-off without a hitch.

Two: **Flight 77 in Limbo:** With Flight 93 sitting on the runway in Newark, American Airlines Flight 77 was faced with a problem when it lifted off 10 minutes late from Dulles International Airport in Washington D.C. If we return to Dave McGowan's rationale, both planes were supposed to have converged on D.C. prior to 8:40 a.m., then "unexpectedly" make strikes before the towers in New York City were hit.

But since Flight 93 was delayed, whoever was in charge of Flight 77 made a drastic mistake. Rather than going ahead with their initial plan of a two-pronged attack, they should have commanded (or commandeered if you're partial to the remote-control angle) Flight 77 to go solo and target the Pentagon anyway. This way, at least a tactical excuse could be given as to why there was no military response to the WTC strikes. They had been temporarily disabled and thrust into chaos, so their response times were hindered and therefore lacking. Plus, the Manhattan events would have taken place within minutes anyway, so they wouldn't have been capable of initiating any type of reasonable response.

But that's not what the coordinators chose to do.

Instead, Flight 77 took off at 8:20 a.m., and rather than quickly setting its sights on D.C., it flew across Virginia, West Virginia, into Ohio and Kentucky—simply buying time until 8:42 a.m. when Flight 93 finally departed.

By now—41 minutes behind schedule—Flight 77 turned around in Kentucky and made a beeline for D.C. But at this juncture things were already running afoul, for at 8:46 am—only four minutes later—Flight 11 hit WTC 1 in lower Manhattan. Obviously, the Pentagon was immediately notified, and at that precise moment—within minutes of 8:46 am—the Department of Defense should have sprung into emergency action mode, dispatching planes with an urgency that was unparalleled in American history.

But they didn't. Rather, a massive military stand-down resulted because Flight 77, which was only now en-route to D.C, had been lollygagging for the past 22 minutes waiting for Flight 93 to take-off. This chaos of events proved extremely embarrassing for the government, because how could they explain their inactivity for what seemed like an eternity, especially under such dire conditions?

After all, doesn't the National Military Command Center (NMCC), which is located in the Pentagon's basement, monitor every inch of airspace over the northeastern seaboard, while the White House has anti-aircraft missiles mounted on its roof? Furthermore, haven't fighter jets been dispatched thousands of times before 9-11 when aircraft flew into restricted air space, with nary a failure once? But now, on the morning of 9-11, four supposedly hijacked planes were flying around all over the place, and nobody at the

Pentagon was doing anything about it. Why?

In simplest terms, the 9-11 masterminds blew it when they didn't send Flight 77 into the Pentagon right away, as was planned. Once they hesitated (or flinched) when Flight 93 was delayed, they opened a can of worms that was impossible to close back up (or be logically explained, for that matter).

Three: Lack of Fire at the WTC Towers: As I mentioned in the introduction to this book, many people who witnessed the complete destruction of the WTC towers live on television (or later on the nightly news) realized instantly that structures such as these simply couldn't fall like that, especially when the fires inside them were dwindling and/or near the point of extinction. In other words, steel buildings have never in the history of the world collapsed due to fire. [For a full technical explanation of this subject, see *9-11 on Trial*. See back of this book for ad.]

To make this scenario more plausible, the planners need to have created rip-roaring infernos inside each tower that rivaled the Meridian Plaza fire in Philadelphia (1991) or at the First Interstate Bank in Los Angeles. And even though we know such fires could not have leveled these steel towers [as was proven by the survival of Madrid's 32-story Windsor Hotel in February 2005, which stood for two days without falling as uncontrollable fires ravaged the structure], it would have at least made the scenario more believable.

But neither tower was even remotely consumed by blazes. In fact, since WTC 2 was struck at an oblique angle on its corner and 90% of the jet fuel splashed outside the building (creating a massive, albeit temporary, fireball), firemen were able to easily reach the 78th floor

and stated unequivocally that they could have doused the flames within an hour.

Such an outcome would not have sufficed for the 9-11 masterminds, for (due to a massive insurance scam) the towers had to completely collapse. But since Thomas Eager of MIT has admitted that the plane's impact was not sufficient to destroy the towers, and the fires were waning only minutes after being ignited, what we saw was an unmitigated controlled demolition live on national television. What the government actually needed that day to preserve credibility were out-of-control hell-fires that literally consumed the entire structures. Such a scenario never played out, and people soon knew that the wool had once again been pulled over their eyes. Harking back to a bad pun by attorney Johnny Cochran: If there was no fire, you know that they were liars.

FOUR: No Flight 77 at the Pentagon: If the government truly wanted us to believe that Flight 77 struck the Pentagon on the morning of September 11, 2001, all they'd have to do is show us the videotapes which FBI agents immediately confiscated from a Citgo gas station, Sheraton hotel, DMV, and from their own on-site cameras. It's that simple.

Similarly, after initially claiming that Flight 77 was "vaporized" upon impact with the Pentagon, they later changed their story and said that virtually all the wreckage had been collected, and was now stored in an undisclosed warehouse. Subsequently, after being bombarded with an array of questions about the lack of physical evidence from a Boeing 757, the small (almost non-existent) entry hole, the pristine Pentalawn, etc—one may ask: why doesn't the government simply get a few news

reporters with cameras, then open the doors of this "hangar" and show us the wreckage from Flight 77? Then everything would be cleared up.

But they can't do that because Flight 77 never hit the Pentagon, and thus the official story is enveloped by even more doubt. To parrot a line from a recent Hollywood movie, "Show us the money" has now been replaced with "Show us the plane!"

FIVE: The Shoot-Down of Flight 93: To reiterate what was revealed during our Keith Hansen interviews, here is what happened in southwest Pennsylvania on the morning of 9-11. Since Flight 93 was delayed for 41 minutes, by the time it departed and reached Cleveland at 9:36 a.m., it had become nothing more than an albatross—a literal liability on the game plan.

My reasoning behind this conclusion is based upon a premise developed by Dave McGowan, which maintains that Flights 93 and 77 were supposed to depart at nearly the same time on the morning of 9-11, and then simultaneously strike strategic locales in Washington D.C. before the WTC towers were attacked.

The primary target in this scenario was the Pentagon, for if this venue was disabled or cast into chaos, then the government had a ready-made excuse as to why they weren't able to intercept the jets heading for New York City. Therefore, the military stand-down which became such an enormous embarrassment for them would have been rendered non-existent.

But since Flight 93 was delayed for so long, by the time it lifted-off, then turned-around at Cleveland, it had no usefulness in regard to the plot. Still, Flight 93 was heading directly for Washington D.C, and consid-

ering the melee that had already ensued in NYC and at the Pentagon, it would have been a public-relations disaster for the U.S. military to shoot down an American passenger jet over our nation's capitol.

Thus, from the mastermind's perspective, since their plan already had more holes in it than a huge block of Swiss cheese, the government surreptitiously shot down Flight 93 over Indian Lake, then immediately cordoned-off the area where it crash-landed in New Baltimore. But being that they absolutely did not want anyone inspecting the wreckage, a second plane shot an ordnance into an abandoned strip mine near Shanksville, Pa., which was subsequently used as a diversionary site to keep the public (and media) from the actual crash site in New Baltimore.

SIX: The Delayed Destruction of WTC 7: The controlled demolition of WTC 7 at 5:20 p.m. has become, quite possibly, the greatest smoking gun in the entire 9-11 inside job scenario. It has turned into such an embarrassment that the 9-11 Whitewash Committee didn't even confront the issue in its quasi-Warren Report. Why? Because there is no defending the indefensible, and there is no way to logically explain the destruction of this 47-story building other than via controlled demolition.

With this notion in mind, one has to ask: why would the devils who were ultimately behind 9-11 put so much at stake by flagrantly imploding a building in broad daylight, especially after WTC 1 & 2 were felled seven hours earlier?

The answer, quite honestly, is that they didn't want WTC 7 to fall at 5:20 p.m., but instead wanted it to come

down much earlier ... within an hour of when the first two towers were destroyed. But here's what happened. As many people know, WTC 7 served as the 9-11 command center, or strategic headquarters, for those who were in charge of logistically destroying the WTC towers. This site was selected because the 23rd floor of WTC 7 was Mayor Rudolf Giuliani's \$15 million dollar emergency bunker, so it was already outfitted for such maneuvers. Plus, the 23rd floor was perfectly suited to view both WTC 1 and WTC 2—a quality of no small importance.

So, after Flights 11 and 175 crashed into the towers, the planners realized that not only weren't the resulting jet fuel fires large enough to destroy the structures, but firemen were quickly ascending the steps of WTC 2 and had reached the point of impact on the 78th floor. Their radio dispatches even conveyed the fact that if a couple of extra units were sent, they could completely put the fires out within an hour. In addition, the "cap" of WTC 2 suddenly began to topple from its base and actually fell 23 degrees past vertical.

Such a scenario was disastrous beyond comprehension for the 9-11 criminals, because if the cap plunged down onto the streets of Manhattan, it would look entirely farcical for the rest of the tower—the lower section which hadn't been struck by an airliner and wasn't on fire—to suddenly collapse in broad daylight for no apparent reason in front of millions of live TV viewers.

At that precise moment, the 9-11 implementers in Rudy Giuliani's 23rd floor bunker pushed the panic button for WTC 2 and began a controlled demolition, bringing the tower to its knees. Only 56 minutes had passed

since Flight 175 had struck it. Shortly thereafter, WTC 1 experienced a similar fate via a series of pre-planted explosives, which were initiated (or set-off) from the 23rd floor bunker in WTC 7.

Naturally, all hell broke loose in lower Manhattan, which, if you remember correctly, was enveloped by enormous clouds of smoke, most of which came from the WTC towers' pulverized concrete. This time would have been ideal for the controllers to destroy their final bit of evidence—WTC 7 and the 23rd story bunker which served as their nerve center. After all, they could simply evacuate the building, then, under the cover of concrete dust and smoke from the fires, simply perform their third and final controlled demolition. And, with so much bedlam surrounding the towers—fire engines, police sirens, and screaming citizens fleeing in all directions—they could explain that falling debris from the other towers struck WTC 7, and therefore it crashed to the ground. Best of all, at least from their perspective, due to thick cloud cover blanketing the area, there would be no snooping cameras to record this obvious controlled demolition.

But something went wrong. Once the psychopaths exited WTC 7 and hit the panic button, the building didn't fall! There had been some sort of malfunction. So, with time not being on their side, they had to frantically send a crew of technicians back into the tower and figure out what went wrong (and then re-wire their screw-up). I wonder if they used the same personnel as those who foiled the OKC Bombing.

Obviously, though, this mistake put the planners in a quandary. First of all, they had to destroy this tower, for

if investigators ever made it to the 23rd floor and discovered the command center which was used to destroy WTC I and WTC 2 via controlled demolitions, their entire conspiracy would be exposed. But with the concrete and smoke clouds quickly dissipating from the streets of Manhattan, their cover would soon be blown. I mean, how do you just destroy a 47-story building for no apparent reason in broad daylight?

Well, as we all know by now, that's exactly what they did, for the evidence on floor 23 was so damning to the plotters that they'd risk anything to destroy it. So, at 5:20 p.m., WTC 7 was imploded via a controlled demolition that took approximately 6.6 seconds. Out of the blue, with only small, negligible fires on the 7th and 12th floors that could hardly have been seen from the streets, this structure fell into its own footprint. And worst of all, the government has not to this day offered any explanation whatsoever for how it collapsed. Not only is this scenario the height of depraved arrogance, **but** it's incredible beyond words that they've gotten away with this crime for so long.

A 'PERFECT CRIME' GONE HORRIBLY WRONG

As you can easily determine for yourself, if the 9-11 brain-trust had not allowed any of the above six logistical errors to take place, they very well could have gotten away scot-free with the crime of the century. But as it stands now, their unforgivable deeds have been revealed for anyone who wants to see them.

Thankfully for us, these individuals who lurk behind-the-scenes are not "ubermensch," nor are they infallible and beyond error. Instead, they are the epitome of evil,

and due to their allegiance with the darkest of forces, they have been exposed for their role in planning, coordinating and executing the greatest betrayal against this nation that we have ever seen.

May each and every one of them burn in hell for eternity for their crimes.

Chapter 4

Passenger List Oddities

BY VINCENT SAMMARTINO

AS EVERYONE WHO is INVOLVED in exposing the 9-11 cover-up knows, nothing concerning 9-11 is as it seems. Whether it's the magic jet that our government told us crashed into the Pentagon, the obvious missing jet at Shanksville (Flight 93), the three perfect demolitions of the World Trade Center towers, or the fact that Arab hijackers are still alive and their supposed ring leader Osama bin Laden has the ability to change his facial features at will. Nothing about the government and controlled-media version of 9-11 makes any sense.

So, let's get one thing straight and out of the way right now. We can always depend on the laws of physics to be consistent and unchanging. Coincidence is a self-contained human concept; and the real world—the atoms, molecules and planets that whiz around—don't care if you understand them.

Likewise, they aren't concerned if their movement happens to favor you or not. I say this because it is the

key to understanding what is real and what is contrived.

With that said, let me go back to sometime in February 2004. At that time I had pretty much figured out that what had happened at the Pentagon and the WTC was a lie. I was still toying with the idea, though, that maybe our government had shot down Flight 93 in Shanksville in order to protect us from the real terrorists.

Then a few web sites started to pop up showing videos of what appeared to be a "pod" under Flight 175, along with an unexplained flash that happened just before the jet hit the South Tower. To me, this was just as damning as the Pentagon and the WTC collapses. There is no good reason for us to be seeing what we saw if the official government story was true. Think about this point for a minute. If what we saw was just an anomaly, then there must be millions of photos/videos of 757s taking off and landing at airports all over the world that look just like that! If anybody has any jet photo anomalies they would like to share with us, please send them to Victor and Lisa at WING TV so we can clear this stuff up.

Which brings me to Ellen Mariani: she's the woman who lost her husband, Louis, on Flight 175 that crashed into the South Tower on 9-11. With the help of a lawyer named Phil Berg, she filed a lawsuit against President Bush and company under the RICO act. Also, she refused to take the hush money that was offered to her under the 9-11 Victims Compensation fund.

In addition, I had just discovered *Black Op Radio* earlier in the year and found an interesting show in their archives (#156) on which Mrs. Mariani and Mr. Berg appeared as guests. This may be the single biggest point concerning 9-11, and hopefully the last nail in the coffin

of our government's lies. During this broadcast, Mrs. Mariani said that she was the only relative of all the passengers that died on Flight 175 that crashed into the South Tower. Her lawyer, Mr. Berg, repeated this statement.

I listened to this show over and over again and couldn't believe what she had just said. Everything came together at that point. That's when it dawned on me that not only had our government lied about the physics of 9-11, they may very well have taken it one step further by faking the number of people who died that day. I believed what she and Mr. Berg had just said. Nothing about 9-11 made any sense. Why should it start now?

Not knowing then what I know now, Mrs. Mariani and Mr. Berg believed that for some reason the government was holding back the names of the people who had died on Flight 175. She had tried to get in touch with the relatives of other family members, but to no avail. You see, she and her lawyer believed, just like most other people believe, that four jets had been hijacked by Arab terrorists and crashed into buildings and into the ground at Shanksville. I, on the other hand, had already swept those lies aside.

Their statement also gave credence to a Fox News reporter who said that the jet which crashed into the South Tower had no windows. Hey, this jet appeared to have a "pod" under it anyway. The pieces of the puzzle were starting to fit.

Now, we come to the most interesting part—the Social Security Death Index (SSDI), and thanks to Victor Thorn's idea, the September 11 Victim's Compensation Fund. After all, it's one thing to say that the flight lists are

not on the up and up, but it's another thing to prove it.

The SSDI is a privately-owned web site that is not affiliated with Social Security. It boasts an accuracy rate of about 83% (email them any questions you may have). To check its reliability, I inputted the names of people I knew that had died in my family, along with friends and neighbors. Being a true skeptic, I had no way of knowing whether they were telling the truth or not. With the exception of a cousin, I found everyone I was looking for. (Be sure you have the person's true first name—they may not be listed by the state they last lived in, but can be found in the state where their Social Security number was issued.) By all means try it yourself.

Which brings us to the 9-11 Victims Compensation Fund (also known as the Shut Up and Take the Money Fund), which most of you have heard about.

This is where our government opened up the Treasury and gave family members of those who lost their lives that day lots of money. In return, these families were basically told to shut up about anything else concerning 9-11. (Considering all the lies surrounding this horrific event, you can see why.)

At this point there is one thing we should never forget, and that is how powerful the notion of human greed is. Remember this concept as you read the number of victims whose family members sought compensation.

The names of the victims can be found on the CNN web site. Here are the results:

Flight 11: of the 92 people who are listed as dying on this flight, only 20 are listed in the SSDI (22%)

Of these 20 people, only three are on the 9-11 Compensation Fund list:

- Judy Larocque
- Laurie Neira
- Candace Lee Williams

Flight 77: of the 64 people who are listed as dying on this flight, only 14 are listed in the SSDI (22%)

Of these 64 people, only five are on the 9-11 Compensation Fund list:

- William Caswell
- Eddie Dillard
- Ian Gray
- John Sammartino
- Leonard Taylor

Flight 175: of the 65 people who are listed as dying on this flight, only 18 are listed in the SSDI (28%)

Of these 65 people, only three are on the 9-11 Compensation Fund list:

- Michael C. Tarrou
- Gloria Debarrera
- Timothy Ward

Flight 93: of the 45 people who are listed as dying on this flight, only 6 are listed in the SSDI (13%)

Of these 45 people, *none* are on the 9-11 Compensation Fund list.

Have you noticed anything strange yet? Of the passengers and crew of Flight 11, 77, 175 & 93, only 22%, 22%, 28% and 13%, respectively, are in the SSDI.

Remember human greed? Of the 266 people that we

were told died on those jets, only 11 relatives applied for compensation. Can you believe that not a single relative from Flight 93 applied for compensation? I can't. Were all the relatives of the victims so rich that they weren't eligible to receive compensation? No, that's not it. (The minimum federal award was \$250,000, and the average payout was about \$1.8 million. The recipients only had to make an agreement: they couldn't sue the airlines.)

You should also know that most lawyers told their clients to take the money and run (which is what most lawyers would do—take the sure money). Mrs. Mariani clearly elaborated on this point during her appearance on the radio show mentioned previously.

Finally, thanks to Lisa Guliani's insatiable quest for the truth, the 9-11 Victims Compensation Final Report has come to light.

See the 9-11 Victims Compensation Final Report on the Internet.

Oddly, but consistent with everything concerning 9-11, the actual complete list of people who benefited has been omitted from this report. Even without this, it does contain an interesting fact. According to the report, 98% of all the people who suffered a loss on 9-11 took the fund money. The average payment was \$1.8 million.

But here's where it gets strange. According to the government, here are the number of people who accepted the compensation fund:

Out of a total of 92 people on Flight 11, only 65 accepted the 9-11 fund (71 %)

Out of a total of 65 people on Flight 175, only 46 accepted the 9-11 fund (71 %)

Out of a total of 64 people on Flight 77, only 33

accepted the 9-11 fund (52%)

Out of a total of 45 people on Flight 93, only 25 accepted the 9-11 fund (56%)

Does any of this seem a little odd? Or is it possible that not only were the jets on 9-11 magical, but their passengers as well? So there you have it; yet another glaring 9-11 inconsistency—just maybe the biggest of them all.

Chapter 5

Pentagon 101: Show Us the Boeing 757

BY VICTOR THORN

SO, IF A BOEING 757 REALLY DID HIT THE PENTAGON, and the Bush administration wants everybody to be 100% assured that it did, why don't they do two simple things:

1) Show us the numerous videotapes that were confiscated within minutes of the attack from the Sheraton National Hotel, Jose Velasquez' Citgo gas station, and the Virginia Department of Transportation (VDOT), along with all footage which was captured by a plethora of cameras situated around the Pentagon.

2) Better yet, after the government rescinded their original story that the 757 was "vaporized" into thin air upon impact, they claimed to have most of the wreckage stored in a warehouse. Why not simply open the doors to this hangar and let everyone see the parts? Think how easy that would be.

But for some strange reason, no one from the U.S.

government is stepping forward to quash all these pesky "conspiracy rumors" that Flight 77 never hit the Pentagon. Why? Think about it. The guilty parties responsible for carrying out the 9-11 terror attacks are loathsome mass murderers of the worst kind. If they were found guilty of committing these crimes, the citizens of this nation would scream for their heads on a silver platter.

With this simple premise in mind, if Osama bin Laden's al Qaeda terrorists were indeed behind the Pentagon attack (and not a cabal of bloodthirsty psychopaths within the U.S. government), don't you think George Bush and his military brass would do everything in their power to prove it? This isn't rocket science, folks. Wouldn't they show us each and every confiscated videotape and say, "There, now you can see it with your own eyes—a Boeing 757 flying into the Pentagon." To lend even more credence to their argument, they'd breakout every other video until there was such a preponderance of evidence that even the most hard-core conspiracy theorist would be convinced.

Or else they'd get Dan Rather, Bill O'Reilly, Wolf Blitzer, Lesley Stahl and Tom Brokaw—along with teams of cameramen—and parade them through this mysterious hangar filled with parts from Flight 77. Then we could see the evidence in full-color on ABC, CBS, CNN, NBC and Fox News.

But guess what. Despite how utterly simple this solution would be, the government isn't doing it. Why? Because they know the videos would show that a Boeing 757 did not hit the Pentagon, and there is no warehouse filled with the legitimate wreckage from Flight 77.

It's that simple; and if you disagree with this premise, ask yourself one question: how many mass murderers want to be arrested and convicted for their crimes (especially one as notorious as 9-11)? The answer is: none of them. So, if our government could undeniably prove their case once-and-for-all, they would do it in a heartbeat. But they can't. Thus, everything else—including the PentaLawn, Hani Hanjour, the 18-foot impact hole and the lack of debris—is icing on the cake further proving their guilt.

In the end, I only have a few simple words to say to my government: show us the videos, and show us the hangar filled with wreckage. That's not too much to ask from someone who is innocent, is it?

Chapter 6

United 93: A Movie Review

BY VICTOR THORN

Leni Riefenstahl, the Third Reich's famous moviemaker, would have smiled approvingly at Tinseltown's latest example of heavy-handed brainwashing— *United 93*. But this state-sponsored propaganda didn't originate in Nazi Germany, but instead Jewish-dominated Hollywood, which has frequently been used throughout its history to conceal the government's crimes. In fact, a good determinant of how frightened D.C. has become in regard to being exposed can be gauged by how strenuously it uses the studios to hoodwink the public. If this is the case, then the actual conspirators behind 9-11 must be running scared because *United 93* is classic propaganda that would make Edward Bernays proud.

The film opens with a shot of four Muslim men praying in Arabic, immediately letting the filmgoer know who "the enemy" is. Yet all available evidence, including a lack of Arab names on the passenger lists and an absence of photographs showing any of the 19 "hijackers" in the air-

port terminals that morning, doesn't qualify or reinforce this premise.

But such oversights become standard fare in *United 93*, for not once is the significance of a nearly empty airliner explained (Flight 93 had a seating capacity of 289, yet only 37 paying customers were aboard—an 87% vacancy rate—see *9-11 Exposed*), nor is its 41 minute takeoff delay (see *Deconstructing 9-11* for more information on how vital this was to foiling the "master-plan").

Likewise, the smokescreen continues with the military's blatant stand-down being portrayed over-and-over again as incompetence, confusion or a lack of communication. Not only weren't any times shown onscreen to convey how long our fighter jets were grounded, but the movie makes it seem as if key personnel didn't even know which airliner struck WTC 1 (or when). Of course, for a 91-minute stand-down to occur there had to be direct sabotage from the highest corridors of power.

But what we see instead is:

- No scramble authority for Otis fighter pilots
- Huge amounts of blame placed on the FAA
- No clearance or authority for shoot-down orders
- Long-standing protocols, rules of engagement and chains-of-command inexplicably disregarded
- Unarmed planes, a lack of available aircraft and jet fighters sent in the completely wrong direction (all this from a multi-billion dollar military within the world's most heavily-guarded airspace).

The cover-up doesn't end there; for once we step inside Flight 93 the myth-making becomes legendary.

Most obvious is how readily nearly all the infamous "cell-phone calls" have been flushed down Orwell's Memory Hole, replaced by more plausible "Airphones." But initially, and for years afterward, the public was inundated with stories of heart-touching cell-phone calls made at 35,000 feet (a physical impossibility in 2001).

In addition, the cinematographers conveniently overlooked Mark Bingham's absurdly laughable line ("Mom, this is Mark Bingham"), or why the most famous phone call in three decades (Todd Beamer's 15-minute conversation with GTE operator Lisa Jefferson) has never been released to the public to verify its authenticity. Then again, why would this film concern itself with such matters when it was too busy creating passenger dialogue out of thin air?

There are many other glaring inconsistencies in this flick, but in the end what we're shown is a piece of fiction which reinforces a legend that was created to coincide with the government's "official" version of events (i.e. their conspiracy theory). As Lisa Guliani so aptly commented as we left the theater, this movie was a lie used to commemorate another lie.

Chapter 7

Shanksville: The Lingering Questions

BY LISA GULIANI

ON MAY 1, 2006, after a 24-hour respite following our participation in New York City's huge April 29th anti-war rally, WING TV returned to the road once again with three destinations in mind: Shanksville, New Baltimore, and Indian Lake, Pennsylvania. Victor Thorn and I wanted to spend a couple of days in these locations and re-tread some of the area covered in our earlier interviews with Keith Hansen on his radio show, *From the Grassy Knoll*.

NEW BALTIMORE

New Baltimore is a scenic wilderness, accessed via one long narrow road that stretches for miles, descending deeper with every twist and bend while fringed by dense woods, fishing holes and wide swaths of forested mountain landscape. Eventually the winding country road brought us to a small street dotted with a few hous-

es. We saw a man in his yard and pulled into the driveway to ask him a few questions about 9-11.

The man's name was Dave, and he works as a prison guard. After giving him a brief overview of why we were there, he invited us into his home for coffee. We spent the better part of an hour asking him about 9-11, and Dave openly expressed his doubts as to the official government version of events. He told us not to expect to see much of anything at the temporary memorial site for Flight 93 in Shanksville, because there isn't much of anything to see. Dave was very intrigued by all we related to him regarding the anomalous nature of the official story and equally perplexed by the lack of wreckage and debris shown in the photos on the cover of our book. We could see the wheels turning in his head. He said he would ask around to try to learn more information and get back with us. Dave directed us to speak with a woman who works at the post office just down the road from his home who could point us in the right direction for information.

The post office was nothing more than a pint-sized white shack, and the worker there told us we needed to head over to St. John's Church and speak with a woman named Melanie. This would be Melanie Hankinson, to whom we refer in our earlier interviews. We found Melanie inside the lovely church and she related to us her story of 9-11. Melanie says the lawn maintenance man from Beauty Lawn heard a loud "bang" and subsequently informed Melanie that there were papers blowing all over the churchyard. Upon inspection, she found not only papers littering the property, but also small pieces of metal. Melanie also told us that the FBI had set up a trailer in New Baltimore after Flight 93 purportedly

crashed in the field at Shanksville. Locals were advised to bring all recovered debris to this trailer and hand it over to the Feds. Subsequently, she and other residents of the community dutifully delivered bags of debris to the FBI as directed. Along with papers and checks, Melanie also found small pieces of metal in the churchyard, which she said the FBI identified as pieces of the plane's underbelly. Keep in mind that New Baltimore is roughly six to eight miles away from Shanksville and the wind speed on the morning of September 11 in that area was only nine to 10 mph.

Prior to leaving New Baltimore, we spoke with a woman named Mrs. Oster, whose husband Charlie saw two additional airplanes in the vicinity of Flight 93 (or something purporting to be Flight 93) on the morning of September 11. After asking a few questions, she very undeniably said that she, as well as her husband, felt that this airliner had been shot from the sky. Victor then spoke with Mr. Oster via telephone, and he confirmed the sightings of other small white planes flanking Flight 93.

INDIAN LAKE

Indian Lake resembles a picture postcard. It's sprinkled with nice looking homes, a marina and a couple of sprawling golf courses. We spoke with several folks at both the marina and the private golf course. Please keep in mind that Indian Lake is one to two miles from Shanksville.

Stephanie Childers works in the pro shop at a private golf course. She told us that she saw Flight 93 intact and in the air on the morning of 9-11 from Hoffman's Nursery, approximately three to four miles away. She

drew us a diagram to illustrate the plane's approach and described how she saw it descending as it flew, and then how it abruptly went into a vertical nosedive and subsequently crashed. She claims to have seen the windows of Flight 93. Stephanie said that at the time it impacted, she thought there was a bomb on the plane.

Standing next to Stephanie Childers was a man named Bob Pile, who had been listening to our discussion. Bob recalled "what seemed like buckets of gravel" hitting the roof of his house on the morning of 9-11 around the time of Flight 93's reported impact. Bob says his home is one mile away from the crash site. He thinks it is very odd that gravel would reach his home over that distance, and had no explanation as to how this might have happened. We asked him how an airplane as large as Flight 93 could fit into a hole of such significantly smaller dimensions and showed him a representative diagram of the plane and crater dimensions. He shook his head, unable to reconcile the disparity in dimensions.

Another local named Charles McCauley chimed in at this point. McCauley described the debris he'd recovered from his property—black seat backings that the FBI identified as coming from Flight 93. He had no idea how these pieces of plane seats could have traveled miles to his house. McCauley, like many others, turned this debris over to the FBI. Both Pile and McCauley described lots of paper, parts of magazines, some solid matter (pieces of seats and metal) and checks carried by the wind in the days following 9-11, all of which was determined by the FBI to be from Flight 93.

After touching base with some more folks at Indian Lake, we then proceeded to Shanksville. The people at

Indian Lake had advised us to contact local realtor Valencia (Val) McClatchey, who took the infamous photo of a red barn with the mushroom cloud behind it, which appears on the cover of our book and has made its way through the vast spectrum of mainstream and alternative media venues since the events of 9-11.

SHANKSVILLE

We spoke with a number of people while in Shanksville, none of whom recalled smelling the unmistakable odor of burning human flesh on 9-11. We did call Mrs. McClatchey and met with her at her real estate office. She was initially pleasant and businesslike, but as soon as we showed her our Flight 93 book, Mrs. McClatchey became very surly, hostile and defensive. During the first few minutes in her office, she described being at her home on the morning of 9-11 and hearing the purported plane crash. She said she ran and grabbed her camera, which was sitting right by the front door. She then snapped her famous photo at a distance of one mile from the crash site. When questioned by us, she abruptly pooh-poohed the possibility that Flight 93 might have been shot down or brought down by some other means on the morning of 9-11 and became irate when we again produced our diagram, asking how such a massive plane could fit entirely into a crater of such small proportions. We explained how scientifically and physically impossible it would be for this to happen. At this point, Mrs. McClatchey's eyes began shooting daggers at us, and she became positively livid when we pointed out that the mushroom cloud in her photo is more reminiscent of an ordnance blast than a jet fuel column. She seemed more

inclined to discuss the supposed lawsuit she has brought forth against the Associated Press over her 9-11 photo, apparently in an attempt to intimidate us. Mrs. McClatchey has previously threatened to sue at least one other 9-11 researcher known as "Killtown" regarding this same photograph, a threat which has thus far not amounted to anything.

She then stated that she "didn't want to be around any people who question the government." Incidentally, her photo is prominently displayed throughout the city of Shanksville, in Somerset County, and is being sold at Ida's Restaurant for \$20. Mrs. McClatchey funnels \$18 from every photo sale to the Todd Beamer Foundation. But I digress. Approximately 10 to 15 minutes into our interview, Mrs. McClatchey suddenly and unexpectedly jumped from her seat and rudely threw us out of her office, mocking and labeling us "conspiracy theorists." We point out that this realtor had no intelligent or coherent responses to the valid questions we raised, nor was she able to explain the anomalous nature of the purported plane crash. In fact, she simply dismissed the discrepancies regarding the plane and crater. Why muddy the water with facts, right Val?

We were quite intrigued by this woman's responses and her absolute unwillingness to consider inconsistencies with the official story. Our visit with Mrs. McClatchey has served to fuel our interest even further as to just what is going on in Shanksville. In its wake, 9-11 has provided some interesting "opportunities" for at least some Shanksville locals, and the recent release of Hollywood's *United 93* movie promises a potentially lucrative future for the previously unknown (pre-9-11) community. Mrs.

McClatchey made it unmistakably clear to us that she intends to milk her 9-11 claim to fame for all it's worth, truth be damned.

Ironically, we tried to use a cell phone several times while in Shanksville and the surrounding areas. We couldn't get a signal at all, no matter where we were, from the ground. This in itself is pretty interesting, considering all the supposed phone calls made at 35,000 feet on the morning of 9-11?

Also, every person we spoke to told us a different rate of speed regarding Flight 93's final moments prior to impact—the speeds ranging from 330 miles per hour to 700 miles per hour. We couldn't get the same story twice. The more people we spoke to, the more it appeared that hardly anyone actually saw anything firsthand other than multiple sightings of Flight 93 in mid-air on the morning of 9-11. We have located no one to date who actually witnessed the plane crash-landing. Instead, we listened to many accounts from locals who appeared to be repeating what they had been told.

MORE COMMENTS FROM SHANKSVILLE LOCALS

Firefighter Rick King, owner of Ida's Restaurant, couldn't explain how such a huge airplane could fit into such a small sized crater either, but quickly added that he doesn't see anything "unusual or out of the ordinary" about the official story. When asked if accident reports were filed by the National Transportation Safety Board for Flight 93, he stated in the affirmative. We told him the accident report, if any was filed, has not publicly emerged. He had no comment. When asked, he denied noticing any stench of burning human flesh on 9-11.

However, he was able to parrot the now ail-too familiar unsubstantiated tale of how debris, wreckage and human remains were found at the crash site. Naturally, he had no qualifier for this tale, and no plausible explanation as to why such a seeming wealth of wreckage, remains, and debris is mysteriously absent in publicly available photos of the Flight 93 crash site. We asked how we could locate the mayor of Shanksville, Ernie Stull, and were advised that the mayor was in poor health, suffering from congestive heart failure. We decided not to try to question him because of this information. Another interesting observation about Mr. King: The entire time we spoke with him, he kept looking nervously from side to side and peering behind him, as if concerned about who might be watching or listening to him talk with us. Less than 15 minutes after coming out to speak with us on the sidewalk, he abruptly ended the interview and ran back into Ida's Restaurant.

Bob Schmucker, "ambassador of Flight 93 temporary memorial," told us that the entire fuselage of Flight 93 had been pulled from the crater, describing it as "looking crumpled-up like aluminum foil when they took it out." He told us three local excavating companies were used to dig out whatever was allegedly in the smoking hole, and the excavators had gone as deep as 50 feet. He could not or would not name them. Schmucker understood that we had valid, serious questions and directed us to speak to Somerset coroner and funeral director, Mr. Miller, who appears to be the point man in this whole mess. Schmucker also stated that a mound on the property allegedly contains both human remains from Flight 93 and ground tree limbs. He cited Wally

Miller as the source of this information. This mound is located within the fenced-in area adjacent to the temporary memorial, behind the spot where the crater used to be. The crater is now completely filled in and inaccessible to the public. In fact, they don't even want you walking up to the fence line.

Vicky Rock, correspondent for *The Daily American* (Somerset County), told us that not all of the people allegedly aboard Flight 93 had been identified in the analysis of human remains after the crash. She related to us that a Disaster Mortuary Operational Response Team (DMORT) had assisted the FBI and the coroner Mr. Miller in making positive identifications. DMORT's own web site states that all of the people onboard Flight 93 were ultimately identified. However, this local correspondent firmly stated otherwise to us. She suggested we speak with Wally Miller for further clarification, which we did later.

I spoke again with Ms. Rock on May 10, 2006, and once again she refuted Mr. Miller's statement regarding the Flight 93 identifications. This time, she cited a recent comment made by a victim family member, Betty Kemmerer, who was related to Flight 93 passenger Hilda Marcin of Mt. Olive, NJ. At a meeting, Mrs. Kemmerer wanted still unidentified human remains to be entombed at the memorial site. According to Ms. Rock, Mrs. Kemmerer was told by officials that "they would take care of it."

Curiously, we could not purchase a copy of the September 12 issue of *The Daily American* from the newspaper's circulation department. We were told these issues are inaccessible and in storage, and we were not allowed to photocopy the framed article from that specif-

ic date which hung on the wall of the newsroom. So, we had to make a trip to their local library, where we photocopied all of the librarian's collected news clippings pertaining to the days immediately following 9-11. Ms. Rock expressed little—if any—interest when we informed her that several of the purported passengers of Flight 93 have yet to appear on the Social Security Death Index listed as deceased, despite Mr. Miller's issuance of presumptive death certificates shortly after 9-11. She did not give us the impression that she was curious about this strange phenomenon, and during my telephone conversation with her on May 10, she stated that neither she nor the newspaper intends to investigate the passenger list oddities, saying, "We don't think there is any story there." No story there? People issued death certificates who were purportedly killed during a "terrorist" attack in her own community, yet not showing up on official sources as deceased years later—and this is not worthy of a second look or minimal investigation on the part of the local newspaper? Seems to me the flags at the memorial aren't the only things flapping in the wind. Speaking of furious flapping....

Wally Miller, Somerset coroner and funeral director, was the man we'd been itching to meet, since Mr. Miller was the point man who should have been able to tell us all we needed to know about Flight 93 wreckage, remains and debris. You would think so, right? We thought Mrs. McClatchey's behavior was suspect, but let me stress to you that it was nothing compared to what we've encountered with Mr. Miller. Mr. Miller was easy enough to find, but we weren't exactly given the hometown welcome or

a civil greeting for that matter. We distinctly got the impression that he had been tipped off that we were coming to talk to him, and he grew increasingly agitated during the three to four minutes we were graced with his presence while standing at the side doorway of his funeral home. We had just finished walking through Miller's funeral home looking for and calling out to him, with no response. The whole place appeared shut-down and by all appearances, nothing was going on there that day in the way of viewings, etc. All the lights were off, no chapels were set-up for wakes, no flowers delivered or set-out in chapel rooms; nothing one would typically expect to see preceding such funerary-type events. When he finally answered the side door, Miller was dressed in jeans, not the somber attire of a busy funeral director. Still, Mr. Miller stressed to us how busy he was, how he had a lot going on that day, and how he had no time to talk to us. He made it sound like there were viewings scheduled and families arriving (May 2), yet there were zero signs of any of this during our previous walkthrough of the funeral home. Plus, our car was the only one in his parking lot.

Mr. Miller immediately said he did not want to answer any questions about the movie (which we hadn't intended to ask him about anyway) and followed that up with, "I don't want to answer any questions about the remains or the wreckage." Odd, no? Who else should we ask about the remains and the wreckage if not the man who was one of the first to arrive upon the crime scene and who had jurisdiction over it? He spent the first two-and-a-half minutes of our attempt to speak to him trying to convince us how extremely unavailable he would be that

day. We tried to schedule him for later on in the afternoon to no avail. I then asked Mr. Miller if he would be open to talking to me on the phone, and he agreed to this. During our final 30 seconds at Miller's side door, I did manage to ask him if all the people aboard Flight 93 had been identified, and he agitatedly said "yes."

I then repeated the contradictory comment made to us by correspondent Ms. Rock, whose statements refuted Mr. Miller's. Remember, Ms. Rock told us on that same day (May 2, 2006) that the Flight 93 identifications were incomplete and not everyone had been positively identified. Mr. Miller became even more flustered when I questioned him about this contradiction, barking out, "Yes, yes, everyone was identified." Since Mr. Miller was supposedly in charge of the Shanksville crime scene, in our view, he is a man with some answers. Strangely enough, many people had told us to go see Mr. Miller and they said he would be happy to talk to us. He has been described as a solid rock of the community and "Mr. Unflappable." Yet clearly Mr. Miller was not happy to see or talk to us. From his demeanor, we might as well have been trying to sell him encyclopedias. Mr. Miller is cited in several 9-11 reports as having jurisdiction over this crash site, at least until the FBI descended upon the scene and claimed authority over the investigation.

I have spoken with Mr. Miller via phone twice since May 2, 2006. On May 10, during the first call attempt, Mr. Miller pretended not to remember his agreement to talk to me by phone from just a few days ago—and when I refreshed his memory, he promptly snarled, "Nahh, nahh, I've got nothing to say to you people." He then hung up on me. This took place within the span of about

33 seconds. I waited a while and then made a second call to Mr. Miller, and this time I managed to keep him on the phone a bit longer. However, Mr. Miller was fit to be tied during this second call. He raised his voice, "What questions? What questions?" And instead of allowing me the time he had previously agreed upon days ago and allowing me to ask my questions, he interrupted repeatedly with, "*What is your theory?*" I tried to explain that all I wanted to do was ask him some basic questions that really need answers, but he kept yelling instead of answering. In response to the above bellowing, I calmly stated that I didn't think the government has been entirely truthful about the events of 9-11. He responded with, "That's a bunch of hooey!" He used words like "half-truths" in reference to the comments made to us about the fuselage by Mr. Schmucker at the memorial site.

Due to his apparent and unconcealed agitation, it was very difficult talking with Mr. Miller, or even asking any of the questions I'd compiled. I brought up the matter of how *several* people from Flight 93, for whom he had issued presumptive death certificates shortly after 9-11, have not appeared listed as deceased on the Social Security Death Index. He became irate, and his answer was, "I don't work for the Social Security Administration." It's kind of hard for me to believe that Mr. Miller has conducted himself in this same fashion during countless hours of interviews he'd given in the past to scores of media correspondents. So why would Mr. Miller flip out like this with me before I even had an opportunity to ask more than one or two of the 22 questions I'd compiled? In fact, he acted in this manner from the very first second he saw us at his door. The question is, why?

Considering his strange responses, I asked him if he was under a gag order and unable to talk to me about the wreckage or the remains. He quickly denied this, stating that he'd given many interviews before; and then in the same breath he proceeded to hurl a name at me in between the yelling. He told me to contact Bill Crowley from the FBI and ask him my questions. Bill Crowley, eh? So, Mr. Miller isn't under a gag order, but he immediately referred me to the FBI for information. This is very interesting, especially since Mr. Miller has remained accessible for so many previous mainstream interviews and has spoken at length with journalists over the last four or so years. He apparently felt comfortable enough in doing those interviews, but curiously, *not* this *one*.

Moreover, if you examine those past Mr. Miller interviews, they are all pro-official story, pro-government conspiracy theory. They were softball fluff interviews, all vomiting the same questions and canned responses like a script. Obviously, he had no problem maintaining his composure or modulating his voice during those Q & A sessions. You see, those reporters asked Mr. Miller the "right" questions. And you can bet your bottom dollar he didn't send mainstream reporters scurrying off to the FBI for answers to their fluffy questions. Nope, he simply fielded them himself. Yet, he became obnoxious, uncooperative and high-pitched with me on the phone in a matter of minutes, and then punted me to Pittsburgh FBI agent Crowley. Now remember, Mr. Miller denies he is under a gag order.

Suddenly during our second phone call, Mr. Miller barked out, "I've read your business card! Citizens to Discredit (unintelligible word). Are you kidding me?" I

thought for a second and replied, "Sir, I don't think I gave you a business card. In fact, I know we never gave you a business card." There was a brief pause on the line, and then Mr. Miller proceeded to hang up on me once again. How odd is this? In addition, my business card does not bear the words "Citizens to Discredit...."

It's noteworthy that I had never met or spoken to the Shanksville coroner prior to May 2 and have only achieved three minutes of actual face time with him thus far beyond the very few minutes he spent yelling at me and hanging up on me on two separate occasions on May JO, 2006. I have come away from these three interactions with a very distinct impression: Mr. Miller is afraid to talk to me for some reason, and from where I sit he's not handling the pressure of potentially "dangerous" questions too well. I have never handed him a business card, so if he did manage to see my card, there are only a few possibilities as to where he might have seen one. Greg Chiapelli and Ms. Rock are two names that immediately come to mind, since we gave these individuals business cards. Mr. Miller must have realized he slipped up, and so he hung up instead of explaining how he could have read a card I never gave him.

From what we could determine from those we spoke with, the FBI took control over everything involving the crash of Flight 93 from the second they arrived. They reportedly remained on the scene for approximately two-and-a-half weeks according to locals. Yet, Mr. Miller also must know what was there at the crash site. He's the man who can tell us what we need to know about the plane wreckage, debris field and human tissue remains identification. Yet, Mr. Miller isn't talking. He's flapping

and balking, but he sure isn't talking. It seems to me that Mr. Miller is owned by the FBI. All indicators point to a cover-up. Not surprisingly, all roads are leading toward the FBI.

Corporal Buncich, Pennsylvania State Police—We asked Officer Buncich if he had any information regarding an area of New Baltimore being cordoned off by the FBI and state police on 9-11. He did not deny that this may have happened, but said that they had to report to any and all areas where debris, wreckage and remains had been reported on the morning of 9-11 and the days that followed. When asked if we could see copies of the state police reports, he stated there were no reports filed by the state police regarding 9-11, which we found most peculiar. No reports filed by the state police? We were told that the FBI had taken charge of the crash site and investigation, and that they were the information gatherers. Buncich, with a knowing smile, coyly suggested we inquire with the FBI, adding that they would most likely be uncooperative with us.

Greg Chiapelli, Somerset Hospital, director of media relations—Mr. Chiapelli advised us that Somerset Hospital received no bodies from the purported crash of Flight 93 on 9-11. We asked him if he knew of any area cordoned off in New Baltimore by the Feds and State Police, and he denied any knowledge of this. I asked him if he knew of any phone call made to Somerset Hospital on the morning of 9-11, during which emergency room personnel were advised to prepare to receive victims from two separate plane crashes. He was silent for a moment,

and then stated he was unaware of any such call. He then proceeded to tell us that he felt very uncomfortable talking to us and would need to check us out and get clearance before he could speak any further. We asked him why he needed to "check us out" before he could talk to us about 9-11, and he replied "I have never heard of you. I need to check you out first." We provided him with our business cards for this purpose. We couldn't get him to say anything else except that he would contact us once he checked out who we were and what we do. Not surprisingly, we haven't heard from him at this point, so I will now be giving him a call to follow up.

Somerset County Volunteer Firefighter—One unidentified volunteer firefighter remarked to us that the FBI seemed to know what was going on from the minute they arrived upon the Flight 93 crash scene. He was very suspicious of this at the time and remains so to this day. He told us that the information we want to know is most likely in the hands of the FBI or CIA and will probably never be made public. He didn't actually see anything himself, but simply repeated to us hearsay from other firemen and locals. Over and over, we listened to locals telling us about body parts and fingers being found and how human remains and *plane* wreckage had been discovered hanging in the infamous Shanksville crash site tree line. Yet, no publicly available photographic evidence to date supports these assertions. We wonder why so many people are trying to push the notion that debris and remains would only be ejected onto one side of the crash site (the tree line), rather than on all sides, which makes much more sense. They claim that the reason we

can't see any debris, wreckage or remains is because these materials are "obscured" by the trees. Yet, there should be ample evidence of debris, remains and wreckage on the other three sides of the crater as well as the tree line location. Available photos do not show any significant damage to the trees themselves, presenting only a partially burnt tree line. We have looked at some close-up photos of the trees, and no human remains wreckage, or debris is visible. The damage presented in photos is, just as is the case with WTC 1 and 2, asymmetrical and leaves us with more questions than answers.

CONCLUSION

We also spoke with dozens of other Somerset County locals during our trip, including Terry Butler from Stoystown Auto Wrecker; two different employees of Rollock's Scrap Yard (one of whom said he saw the plane flying belly-up); and the night auditor at a motel in Somerset who provided us with some very interesting information. Needless to say, we will be returning to Shanksville in the near future to do some more digging into this puzzle. Furthermore, if our experiences in the last two weeks are any indication, this mess is going to get even weirder as the days roll by. WING TV will be heading back to Shanksville in the days ahead. The truth is out there somewhere.

Chapter 8

22 Questions for Flight 93 Coroner Wally Miller

BY LISA GULIANI

WALLY MILLER is the Somerset County coroner and a Somerset funeral home director who was the local point-man in charge of the Flight 93 crash site until the FBI took control of the crime scene. I tried on three different occasions to ask Mr. Miller the following questions: once in person *at his funeral parlor*, and twice during telephone conversations on May 10, 2006. Mr. Miller refused to give me more than three minutes of his time on the telephone, then unceremoniously hung-up on both occasions even though he previously agreed to grant us an interview during our trip to Shanksville. What follows are my questions to Mr. Miller.

1) You have stated: All human remains of Flight 93 were identified. Did the FBI or other federal intelligence agencies help make these positive identifications? Vicky Rock at *The Daily American* newspaper in Somerset stat-

ed to us that not all of the purported passengers/hijackers were able to be identified. Can you explain why there is a contradiction between your statement to us on May 2, 2006, *and* the statement made to us by the above-named Somerset newspaper correspondent?

2) Bob Schmucker from the Shanksville Memorial Site told us that the entire fuselage from Flight 93 was pulled from the crater and that it looked like a crumpled-up piece of aluminum foil. Is this accurate? We've received varying accounts of the crater depth. How deep would you assess it, and can you confirm that the entire fuselage was extracted from this crater? What other wreckage or remains (if any) were extracted?

3) Many people we've spoken to in Shanksville, Indian Lake and Somerset County have told us that human remains and debris were discovered hanging in the trees at the crash site. Yet, no publicly available photos show solid evidence of any of these types of debris—either hanging in the trees, in the viewable portion of the crater, or on any of the surrounding landscape of the field itself (in any direction). In fact, we see nothing in photos to suggest the expected kinds of plane wreckage, a significant debris field, or evidence of human remains on any of the four sides bordering the crash site. Typically, a plane crash resembles a "rag and bone shop." Yet, this crash site appears inexplicably "clean." Why is that?

4) How long did you hold onto evidence before turning it over and relinquishing control of the crime scene? To whom did you release this evidence, and what specifically did you release?

5) Can you tell me if any accident report for this crash was filed with the NTSB? We cannot find any accident

reports for the purported 9-11 crash sites.

6) On the morning of 9-11, how long did it take for the FBI to arrive on the scene in Shanksville, and how long did they remain in the area?

7) Do you have any specific knowledge of the FBI and Pennsylvania State Police cordoning off an area in New Baltimore on the morning of 9-11 as reported by Brian Cabell of CNN?

8) Do you have any information about a phone call to the Somerset Hospital on the morning of 9-11 in which hospital personnel were advised to prepare for victims from two separate crash sites?

9) In your opinion, is there anything to suggest that this plane might have been shot down? Several people we spoke with reported two military fighter jets trailing behind Flight 93 on the morning of 9-11.

10) Can you please explain how solid debris from the crash (gravel, seat backings, pieces of plane metal) could have ended up at Indian Lake (one to two miles away) and New Baltimore (six to eight miles away) when the wind speed that day was only nine to 10 miles per hour?

11) The government has said that Flight 93 liquefied into the ground, yet an MIT scientific analysis shows that the plane would have to be coming in at Mach 4 or thereabouts in order for this liquefaction process to occur. Can you explain how this would be physically and scientifically possible given the speed capabilities of a commercial jet airliner such as the one alleged to have crashed in Shanksville?

12) We have come across some passenger list oddities regarding Flight 93. Several of the purported passengers do not show up listed as dead on the Social Security

Death Index. Considering that you issued presumptive death certificates for all of the passengers alleged to be on the flight that day, can you tell me how it is possible that people are not listed as dead many years later. Examples: Todd Beamer, Mark Bingham, Tom Burnett, Jeremy Glick.

13) Todd Beamer's father, David Beamer, has been linked to a previous no-bid contract with the Pentagon Reconstruction project—the same part of the Pentagon that was struck on 9-11. Do you find that at all strange?

14) We've asked many locals if they smelled the unmistakable stench of burning human flesh in Shanksville on the morning of 9-11—in total, all of the purported victims' bodies would have weighed approximately 6,000 pounds.

So far, not one person we've questioned says they smelled anything foul like that on 9-11—some have recalled smelling only jet fuel. Can you explain the absence of this distinctive odor, which should have been pervasive given the situation? Also, why wasn't there even one drop of blood at the crime scene?

15) There seems to be some confusion regarding the actual rate of speed of Flight 93 in its final moments. In talking to Shanksville locals, the Somerset newspaper, volunteer firefighters, an ambassador at the Flight 93 memorial, and other official sources, we were given six or seven different rates of speed. Do you know what the actual rate of speed was, and why does there seem to be so much confusion regarding this aspect of the story?

16) Different individuals in Shanksville and the surrounding area have told us that some fairly large pieces of wreckage were recovered from the crater. One person

told us that a three-foot by one-and-a-half-foot piece of plane wreckage was extracted. Another person told us that the largest piece of wreckage was the size of a Volkswagen! Do you have any photos we can view of actual plane wreckage from this crash site?

17) A volunteer firefighter in Somerset told us that the FBI seemed to know what was going to happen in Shanksville before they even arrived on the scene, and we spoke with many people at Indian Lake and New Baltimore who seemed to be very suspicious of the FBI's role in this matter. Even a Pennsylvania State policeman gave us that distinct impression. What was your impression of the FBI's role in this matter and how they handled the crime scene, evidence, etc?

18) Why has there been so much secrecy regarding the plane wreckage, if indeed there was plane wreckage? Why are there no publicly available photos of this alleged wreckage and debris?

19) Bob Schmucker, "ambassador" of the memorial site, informed us that the mound located behind the fenced-in area of the crash site contains ground tree limbs and human remains. When questioned, he cited you as the source of this information. Can you please confirm if this is accurate; and if so, why would human remains be allowed to sit in a mound on the open field when you have been quoted in the past as saying that at least one tissue sample could not be identified due to weather degradation? Are there human remains in the mound? If so, can you explain why? If not, why would this individual make that statement and attribute you as the source?

20) Two of the purported Flight 93 hijackers have

been reported to be alive after 9-11. How is this possible when they allegedly died when Flight 93 crashed into the field in Shanksville? You previously stated to me on May 2, 2006, that everyone aboard Flight 93 had been positively identified. Yet, we have contradictory information that suggests otherwise. Please explain how you managed to identify the alleged hijackers and what role DMORT played in the aftermath following the alleged crash of Flight 93.

How do you explain the following: The Flight 93 hijackers in question are:

SAEED ALGHAMDI

Saeed Alghamdi, a Saudi Airlines pilot, was identified by the FBI as being a hijacker of Flight 93 which crashed in Pennsylvania. Alghamdi was "shocked and furious" to learn this three days after the attack, noting that his name, place of residence, date of birth and occupation matched those described by the FBI. "You cannot imagine what it is like to be described as a terrorist—and a dead man—when you are innocent and alive," said Alghamdi, who considered legal action against the FBI.

AHMED AL-NAMI

Al-Nami was identified by the FBI as one of the hijackers of Flight 93. Al-Nami said: "I'm still alive, as you can see. I was shocked to see my name mentioned by the American Justice Department. I had never even heard of Pennsylvania where the plane I was supposed to have hijacked." References:

- Revealed: The Men with Stolen Identities

- Hijack "Suspects" Alive and Well
- Dead Saudi Hijack Suspect Resurfaces, Denies

Involvement

- "Suicide Hijacker" is an Airline Pilot Alive and Well in Jeddah

21) We were told that local excavation companies were utilized to excavate the crater. Will you please identify these companies for us?

22) Will you release all reports compiled by you and your office from the Shanksville Flight 93 crash, including medical and any other wreckage and debris reports so that they can be publicly examined?

Chapter 9

The Killtown Interview

BY VICTOR THORN AND LISA GULIANI

September 15, 2006

Victor Thorn: Let's start this discussion with a woman named Val McClatchey. Anyone who has studied Flight 93 is aware that she became well known for her picture of a mushroom cloud that supposedly arose from the wreckage of Flight 93. Let's go over what she was doing on the morning of September 11, 2001.

Lisa Guliani: Yes, the *official* version of events as they've been related to us.

Victor Thorn: According to reports, she was supposedly watching the *Today* show when she saw reports about the World Trade Center towers being struck. Then she called (or tried to call) her husband, but said there was some bad cell phone reception. Then she heard a jet going overhead.

Killtown: Yes, she mentioned that she heard a loud roar of an airplane going overhead from Indian Lake toward the crash center, which is funny because Flight 93 supposedly came in from the opposite direction.

Victor Thorn: It came in from the west going toward the east, heading toward Washington, D.C. So, right off the bat she's saying the plane is coming from the opposite—the wrong—direction.

Killtown: There have been many reports of a small white mysterious plane flying around the area at the same time. So it sounds like that was the plane she heard.

Victor Thorn: Okay, so then there's a big crashing boom causing her house to shake. Then what?

Killtown: Well, according to Mrs. McClatchey, she was sitting on the edge of her couch and instinctively she jumps up, runs out the door, having grabbed her camera, and takes a picture. This is weird. I don't know about you, but if I was on the couch and I heard a big blast that knocked me off the couch, my first reaction would be to duck for cover.

Victor Thorn: Didn't she say that her lights and phone also went out?

Killtown: Yes, she said that her lights went out and her phone service went out, but she didn't duck for cover or anything. She just jumps up, grabs her camera and runs out and takes this picture, a beautiful shot of the plume.

Lisa Guliani: She said that she got out the door within five seconds to take this photo. She says she didn't aim the camera at all, yet her shot comes out clearly for somebody who didn't aim. Conveniently, her camera was sitting right by the front door when this happened.

Victor Thorn: Tell everybody why the camera was so conveniently located.

Killtown: She had just purchased this camera—it was only about a month old. She'd been helping out a friend

who had apparently just moved to the area, and her friend was going to fly over her house in a helicopter. That's why she had her camera ready by the door, so she could grab it, run out and take a picture of him flying over in the helicopter. What happens instead is a most unusual terrorist attack—virtually in her backyard—and that's what she runs out and takes a picture of. Now what are the odds on that alone?

Victor Thorn: Yes, especially if she was watching the news reports on *Today*. And remember, when these reports first appeared on TV, we saw pandemonium, chaos and America under attack. Now if someone's sitting in their home and they hear a loud crash, big booms, their lights go off, the phone cuts out, and as you said, she didn't duck or think maybe they were coming to attack her house or her area. She just runs out the door and snaps a picture.

Lisa Guliani: She had the clarity and presence of mind to ignore all that was happening. Instead, she rushed for the front door, grabbed her camera, went outside and took a photo. Then what happened? She supposedly dropped the camera, correct?

Killtown: Yes. I always wondered why she only took one picture, the only one ever released.

Lisa Guliani: We've wondered that, too.

Killtown: Supposedly after she snapped this one-and-only photo, she dropped her camera and said the battery fell out.

Lisa Guliani: Now instead of picking the camera up, replacing the battery and trying to test the camera to see if it still worked, she just stopped right there.

Killtown: Yes, she stopped and said she tried to call

her husband on the cell phone, but cell phone reception in that area is very spotty and she couldn't get through. That's when she took off up the street to the sawmill.

Victor Thorn: When asked why she only took one picture, Mrs. McClatchey said she didn't realize the significance of this picture, which seems totally ludicrous to me, especially if she had been watching everything unfold on the *Today* show. After that, instead of walking up the road or trying to check out what happened, she goes in her house and starts doing what?

Killtown: She said she put on a barbecue for everybody, to help out the people at the crash scene.

Lisa Guliani: So she starts cooking after all that.

Victor Thorn: She says this was for the rescue workers, yet she didn't realize the significance—and how did she realize or how did she know that these rescue workers—of all the houses in Shanksville or that area—were going to come to her house?

Lisa Guliani: How did she know that rescue workers were going to show up? She supposedly didn't know what the big "boom" was at the time, right?

Killtown: Yeah, it's like she knew exactly what to do.

Lisa Guliani: So she ended up taking this printout of her photo to the police.

Victor Thorn: First of all, before that, this photo sat in her camera for a couple of days before she even did anything with it, didn't it?

Killtown: That's correct. The first article that was written about it said that after she took the picture, she printed out a copy and sent it to the police. The police had put out a call for any evidence in the area about the crash.

Well, I assumed that meant the same day. However, when an article came out in the *Pittsburgh Post Gazette* about me questioning the authenticity of her photo, the article said it was days (after the events of 9-11) until the police put out a call. So that's when she said she had this photo in her camera. Like she just forgot about it sitting in her camera and then all of a sudden she hears a call, prints it out and takes it to the police. Then she said that within a half hour or an hour, three FBI agents showed up at her house to examine her photo.

Lisa Guliani: Okay, what happened after that?

Killtown: They were looking at the photo in her computer and they give her this story that they see debris flying out from the plume. Now if you look at her photo, clearly nothing—no debris—is flying from the plume.

Lisa Guliani: We've never seen any.

Killtown: But that's the story that they gave her. And that's the reason why they took her memory card back with them. In a video interview, she mentions twice how they took her memory card. The second time, they do this re-enactment of somebody opening up her computer and removing her hard drive. So it looks like they not only took the memory card from her camera, but they also took her hard drive. Now why in the world would the FBI take the hard drive from her computer?

Lisa Guliani: The three FBI agents signed their names on her shirt, too. Tell everybody about that.

Killtown: Yeah, when they're talking there's a shot of her T-shirt and the signatures of three FBI agents. If I got the spelling correct, they're special agents David J. Hacker, Todd J. Brown, and Phil Lewzander. I thought that was kind of odd that they autographed her shirt for her.

Lisa Guliani: Yeah, we thought it was odd too.

Victor Thorn: Kind of like being "star-struck" or something. Now, there are people trying to corroborate her story. One woman is named Donna Glessner, and she says, "Oh well, you could find a hundred people around here that saw the same mushroom cloud that Mrs. McClatchey took a picture of." But she provides instruction to the Flight 93 Memorial ambassadors—we met one of these ambassadors when we went to Shanksville earlier this year—and she [Glessner] tells them to stick to the official 9-11 Commission Report version of events under all circumstances. So, how can we take her word for anything? She's part of the cover-up.

Lisa Guliani: And where are any other photos of this mushroom cloud other than the one from Val McClatchey?

Killtown: Exactly. If a hundred people saw this big huge smoke plume in the air, why is Mrs. McClatchey the only one who took a picture?

Victor Thorn: Since we're talking about this mushroom cloud, tell us about your analysis of this cloud or plume.

Lisa Guliani: What's wrong with the mushroom cloud in Val's picture?

Killtown: I first became suspicious about it when a friend of mine named Rumples sent me a Google satellite photo where he mapped out the direction of her camera and the plume. He noticed that the smoke plume according to her camera direction didn't line up over the crater.

Lisa Guliani: Say that again.

Killtown: My friend Rumples sent me a satellite photo and drew out the camera direction of where Val

took the photo. He says that according to her camera direction, the smoke plume wasn't located over the crater. It went over, almost behind the pond, which is about 300 yards away from the crater. So when I was updating my web page, I included a Google link just so people could see where the crater was. I decided to see if he was correct in his analysis, so I remember on one of the sites where Mrs. McClatchey had her photo advertised, she'd listed her home address, so I popped it in Google Map [an Internet mapping web site] and did an analysis. Sure enough, the plume in her photo doesn't line up over the crater.

Lisa Guliani: There's also something wrong with the size of the cloud and with the distance as well, correct?

Killtown: This is a huge find because this would mean that the explosion did not originate over the crater. I was looking very closely at her photo, and her house is about one and a half miles away from the crater. But if you look at the plume in her photo, it is huge. It looks like it just came over the horizon in her picture. So I did some calculations, and if the plume in her photo came from the crash site, it had to be about seven football field lengths wide.

Victor Thorn: Do you know when this photo was first released—on what date?

Killtown: No, I don't. I just saw it on the Internet when I started doing my research. I never found out exactly when it was first published. But what's funny is she [McClatchey] is supposed to be selling this photo for charity and not keeping any of the money; however, she's suing the Associated Press over it. Why is she suing the AP when all the money is going to charity?

Victor Thorn: We're going to delve into her financial dealings in a little bit. But first, I'd like to get back to the mushroom cloud because when we were doing our Flight 93 interviews last year with Keith Hansen, one of the things that struck me on your web site was when you showed this infamous mushroom cloud, and then you showed pictures of ordnance blasts from Iraq, I believe. This mushroom cloud in Mrs. McClatchey's photo looks exactly like an ordnance blast from a missile or a bomb.

Lisa Guliani: As opposed to a jet fuel column.

Victor Thorn: Talk a little bit about that element.

Killtown: Most 9-11 researchers are familiar with this photo and the plume. It looks just like what you'd think would come from an ordnance blast ... gray in color and not almost black as you would see from exploding jet fuel. Also, the column is really thin, meaning that it was a short, pulsed blast—something that just exploded and there's really no fuel underneath it fueling it upward. Normally, the column would be really thick if you look at an explosion coming from a plane crash. With a plane holding a lot of fuel when it crashes, you'd see this real thick column continuing upward until you see the plume. Well, this plume doesn't have that. It's very thin and it looks like all the fuel just burned off at once, which is more indicative of an ordnance blast or a fuel bomb blast.

Lisa Guliani: Now the question has been posed— could this mushroom cloud have drifted into position by the wind? I believe you and Rumpel analyzed that, and the answer is that it would have taken about 50 seconds for that cloud—at nine miles per hour, which was the

wind speed that day—to cause the cloud to drift over via the wind. So, she says she took her picture approximately five seconds after she heard this explosion, right?

Killtown: Yes, she said that when the FBI agents came, they timed her at about approximately five seconds from when she initially heard the blast, almost got knocked off the couch, and ran out and took the picture. Yes, about five seconds total from a mile and a half away. But it takes approximately eight seconds for the sound to even travel that distance. So that's about 13 to 15 seconds of time for the plume to rise up into the air before she snapped the photo. Rumpel was saying that it would take 50 seconds for the plume to drift over into her camera line. So obviously, the times do not correlate.

Victor Thorn: Now I want to read a quote that was attributed to you in a newspaper article fairly recently. You say, "If there really was an ordnance blast not too far behind the white barn, (and this is the mushroom cloud, of course) then this would be a true 'smoking gun' and one of the clearest examples of complicity in the 9-11 attack by the U.S. government, because what else could have caused such a large explosion and who else would have been behind it?"

I want to ask you—we have, and I believe this is true—a real smoking gun down here in Shanksville. Why isn't the alternative media and why aren't more people in the 9-11 truth movement covering this? Why is it being suppressed so much within our own movement?

Killtown: That's a good question. After this article broke in the *Pittsburgh Post Gazette*, every day I was trying to track and watch it, and I was surprised how little interest was being shown in the alternative press. Only a few

picked it up. You did. *9-11 Blogger* did, and a few others. But none of the big guys in the alternative media put it on their web sites. I couldn't understand why. There was such a great opportunity to jump on this and provide exposure—and they just suppressed it.

Victor Thorn: In my opinion, this is a true smoking gun. If Flight 93 obviously didn't crash in this 10- or 12-foot crater, and instead it was a missile or something else that created this ordnance blast, this is as much a smoking gun as the World Trade Center towers or what happened at the Pentagon. Yet all the big names are obviously suppressing this information. How can that be?

Killtown: I don't understand why they're not putting this information on their web sites and promoting it. I think that the Flight 93 crash research is the least looked at and maybe most important.

Killtown: It's because it's not sexy—you know, a crash in an abandoned area, how boring. There were very few witnesses; it didn't crash into our federal headquarters; and it didn't crash into one of the tallest skyscrapers in our country. I've even heard some people say that this is "low on the totem pole of evidence regarding 9-11." I couldn't believe what I was hearing.

Lisa Guliani: We disagree with that perspective completely because we are quite intrigued. This is perhaps one of the more challenging angles of 9-11 that needs to be addressed. Now, in addition to the obvious problems with the mushroom cloud, the distance, etc, there's also the matter of the color discrepancies between Mrs. Mc-Clatchey's photo and the one that was taken by a *Tribune* reporter recently with Mrs. McClatchey in the pic-

ture. Let's get into the color inconsistencies with the red barn in the photos.

Killtown: Over the past few weeks there has been a lot of talk about this in the mainstream media, and there was one mention in the *Tribune Democrat*, which is based in Johnstown, right next to Shanksville. Obviously the reporter went to Mrs. McClatchey's house and took a photo of Val clutching the alleged digital camera that she used on the morning of 9-11. The reporter's photo presents the same backdrop as Mrs. McClatchey's 9-11 picture does. What's interesting is: when you look at the reporter's photo compared to Val McClatchey's photo, the color contrast is so starkly different that it's not even funny. The colors in Val's photo are so bright and brilliant they'll burn your eyes out.

Lisa Guliani: That's true, they're very vivid.

Killtown: The barn in McClatchey's photo is totally bright red, whereas the color of the red barn in the photo from the *Tribune Democrat* is a dull red, like the paint has aged.

Lisa Guliani: Like old paint would look.

Killtown: So, in my opinion, the colors in Mrs. McClatchey's photo have obviously been manipulated.

Lisa Guliani: Well, somebody's photo colors are way off there, and the question is, how long before September 11 would that barn have been painted? One might think, the older the paint job, the darker/duller the red paint would tend to be.

Victor Thorn: Let me ask you point blank: what's the possibility that Mrs. McClatchey's picture was "Photoshopped" [altered using photo manipulation computer software]?

Killtown: Well, I posed this question because when I was looking at her photo and noticing that the plume was way too big, I also noted that when you look at the picture, you can see the details of the plume very distinctively. It's almost like this plume was taken at a closer distance than her photo. If you see the horizon, the tree line—the plume has a better detail than the tree line. So I was thinking that this thing was Photoshopped on there, because when you look at her story, it doesn't add up at all.

I also asked some of the members of the *Loose Change* forum to submit Photoshopped versions of Mrs. McClatchey's picture showing the plume to see how easy it would be to Photoshop a picture of this plume. I received about 20 submissions, and they were able to do this within 20 to 30 minutes. There were some really good Photoshopped smoke plumes in those submissions. I think it would be very easy to do.

Lisa Guliani: Actually, the people that responded to your request for Photoshopped versions of Mrs. McClatchey's picture said that they were able to accomplish this task in about five minutes, with the greatest amount of time being 30 minutes for one person.

Victor Thorn: For the record, how far away was Val McClatchey's house from the crater?

Killtown: It's about one and a half miles.

Lisa Guliani: She told us she took that photo at a distance of one mile.

Victor Thorn: We had a chance to meet Val Mc-Clatchey this past spring, and were subsequently kicked out of her office after 10 or 15 minutes. She was rude, to say the least. You've also had your run-ins with Mrs.

McClatchey. Please tell everyone about your dealings with her.

Killtown: I've already mentioned that she is suing the AP over the release of her photo. Well, I found her photo on various Internet web sites, and I put it on my own web site's Flight 93 page. A couple of months afterward, she sent me an email threatening to sue me over the copyright because I was using it. It was a mean-spirited email. She didn't ask me nicely or anything. If she'd have asked me politely, I would have taken it off, apologized and explained that I hadn't realized this. But no, she said if I didn't take it off the web site, she was going to sue me to the fullest extent of the law.

Victor Thorn: Nothing's happened since then, I take it. She hasn't sued you?

Killtown: No. I never bothered responding. I thought maybe she was bluffing or trying to bully me. I've never emailed her back; I've never called her up on the phone, and have never contacted her.

Victor Thorn: Well, I wish you could have seen her face when we were in her office and I showed her our material from *Phantom Flight 93*. There's just a small thumbnail picture of the mushroom cloud photograph, but if you could have seen her facial expression—her face started twisting and it looked like her blood was starting to boil.

Lisa Guliani: What's curious is that we have both experienced this aspect of Val McClatchey's personality. Yet in an interview she did with *Windsor Parks Stories* she presents a totally different Val McClatchey—very sweet and soft-spoken. She's supposedly there to talk about the 9-11 photo she took, called "End of Serenity";

but the interview ends up not really being about the photo so much as about Val McClatchey herself. They discuss her personal problems, her health issues, her money problems, etc.

Victor Thorn: And her husband's business going under.

Lisa Guliani: Talk a little bit about that.

Killtown: Obviously, if one thinks her photo may be faked, then you have to ask what would her reason be— what's her motive; does she have any? There really wasn't much motive to be found until I discovered this interview on video. She started talking, and my eyes were popping because she mentions that right before 9-11, she had suffered a severe financial loss to her business. The business was a sawmill owned by her husband, called JCM Industries. JCM are the initials for her husband's name, John C. McClatchey. She was saying how she had severe economic losses for her business and how they were about to file for bankruptcy. Nine days after 9-11 is when they officially declared bankruptcy on their business. Then she goes on to mention that it would officially close down at the end of the year—December 30, 2001. So, she was going through tough times financially. She also mentioned that she might lose her house, which is a horrible thing for anyone to experience. And then she goes on to describe these major health problems she's been having—not only by her, but also one of her children. So, she was in very dire straits financially and emotionally. You can't help but wonder if that is enough to make a person do something they normally wouldn't do?

Lisa Guliani: She also had a wedding she needed to

help pay for as well.

Victor Thorn: With all of these problems that would put most people under. However, in the spring of 2005, all of a sudden, she opens her own real estate business.

Lisa Guliani: Right after the bankruptcy, she took real estate classes. For free? Then she opened up her own realty office.

Victor Thorn: How does this all transpire?

Killtown: Well, you need to look at how much she sells her photo for. If you want to buy a computer copy of her photo, it's \$20. Now you'd think that for \$20 you'd get a real photograph on photo paper. But all you get is a computer generated printout which probably couldn't cost more than 25c to make. She's making at least \$19.75 profit per photo.

Lisa Guliani: This photo has appeared in newspapers and magazines from *Newsweek* to the *Pittsburgh Post Gazette* to the Internet. It's on display at the Smithsonian Institute. It's circulated all over the world. The photo also hangs on a wall at the Somerset County Hospital in Pennsylvania, and is being sold at Ida's Restaurant in Shanksville.

Victor Thorn: Plus, some of the money is supposedly channeled into the Todd Beamer Foundation, but Mrs. McClatchey said that she's taken some of the money out to help pay for her lawsuits. There's no accounting. How is the money getting to her? There's no answer to this.

Lisa Guliani: Hold on before you answer. Let's just say, too, in regard to Mrs. McClatchey's lawsuit against the Associated Press—the AP states that they had permission to distribute her photo. So the litigation there is ensuing, I guess. The question is: if she did all of this

out of the goodness of her heart, why is she suing them over this photo, especially if she gave them permission to use it?

Killtown: Exactly. That's what I'm thinking. If she's not in this for the money, why is she going after the money? Why bother suing a big media outlet like the AP if she's not keeping any of this money?

Lisa Guliani: She admits keeping some of the money to pay for her lawsuit—this unnecessary, frivolous lawsuit against the AP over a photo she allegedly gave them permission to use. So we're supposed to feel sorry for her because she has lawyer costs and fees.

Victor Thorn: And all this money coming out of the Beamer Foundation is supposedly on the honor system, so there's no way to even account for what's going in and what's coming out. Isn't anybody else asking these questions?

Killtown: Apparently not. I have a lot of questions.

Lisa Guliani: Yes, we do, too.

Killtown: Mrs. McClatchey says she pays them by the honor system, but she says she keeps a few dollars from each photo that she sells. I'm wondering: who is reimbursing her for the money? How is she getting the money? On her web site where her photo is advertised, the public is directed to make checks out to the Todd Beamer Foundation.

Lisa Guliani: By the way, the Beamer Foundation is called "Heroic Choices" nowadays.

Killtown: So if she's forwarding the checks to charity, how is she getting reimbursed for all this money?

Victor Thorn: It's almost impossible to penetrate the Todd Beamer wall. No one is talking.

Lisa Guliani: Right, I've tried that. And to get anybody there to tell you anything is virtually impossible. Also, we have to make it clear that Todd Beamer's name does not show up listed as deceased on the Social Security Death Index.

Victor Thorn: A couple more questions for you. First, the crater in Shanksville is located in an abandoned strip mine out in a remote field, and it's 10 or 12 feet wide and maybe 12 to 18 feet deep. You have a photo on your web site of what it would look like if a Boeing 757 went into this crater. It doesn't fit, does it?

Killtown: No, not at all. I'm in agreement with you guys. I don't believe a 757 crashed at Shanksville. But let's just say for the sake of argument that it did and try to determine how the plume could get so big. We're told that this plane crashed in the soft soil of an abandoned strip mine and leaves wing imprints and a tail imprint. And the new flight data recorders just came out on Flight 93, and it only had 5,500 gallons of fuel on board. So, if the plane totally bored underground like the official story is telling us, then I would assume that most of the fuel did too, because if you look at the crater, just right of the crater's rim, none of the grass is burnt. All of the grass around the crater is not burnt; only an odd section of forest at a weird trajectory is burnt. So where did all this fuel come out to make the plume in the first place? If the plume originated over the crash spot, I've estimated it would have to be six to seven football field lengths wide, which is huge. I mean, that's just a monstrous phenomenon.

Victor Thorn: Plus, we're told that the plane vaporized within this hole. I find that difficult to believe.

Killtown: I've been hearing so many different stories about what happened to the plane. But if it went in there, obviously a lot of the fuel would have to as well. So what created this huge plume that we see on Mrs. McClatchey's photo?

Lisa Guliani: Interesting question. The FBI says that this is a legitimate photo and it's the closest thing we have to showing us what happened in Shanksville that day. Val says she didn't have access to any Photoshop-ping software, but it's looking more and more like that photo was altered by somebody, isn't it?

Killtown: She'd just purchased both the computer and camera right before the attack. Her camera was about a month old at the time, and I'm assuming her computer was too because it's been said that the computer was brand new also. So she buys a new digital camera and new computer as her business is about to go under, and they might lose their house, which is odd, you know? Regarding the possible Photoshopping, I don't know if she could do it herself or not. She may not be a very computer savvy person, but we can't ignore that days went by before she brought the photo to the police. In other words, there was certainly adequate time for someone to Photoshop the picture. She said that she'd left it in her camera and forgot about it. But she takes this "miraculous" photo of an extremely odd event that happened practically in her backyard, and she just leaves the photo in her camera without even thinking about it?

Lisa Guliani: It seemed to me while watching her in the *Windsor Park Stories* interview that she was trying to generate sympathy from the public to feel sorry for her. She steered that whole interview to be about her

rather than about her photo and the actual event. I was just wondering if you got the same impression.

Killtown: Yes, that's the impression I got too. Another interesting thing is, if you read all the recent articles in the news about this controversy, she is saying that now she wishes she'd never taken this photo, and how this photo has become a curse. Well, if it's so horrible for her life, why is she still standing out in front of the camera doing interviews? Why does she continue trying to get more media exposure if this photo has become such a "curse" for her?

Lisa Guliani: You know why it's become a "curse" for her? It's because her photo's being questioned. That's why.

Victor Thorn: To close-out this interview, we concluded that Flight 93 did not crash land in Shanksville near an abandoned strip mine, and that instead a missile or some other type of ordnance created an event that caused the crater. We heard all these rumors about Flight 93 being shot down. Yet there are some people that say these shoot-down rumors were actually begun by the government itself to deliberately distract attention away from this crater because it's obvious that Flight 93 couldn't have crashed there. What are your thoughts on these shoot-down rumors, where they began, and the crater? Wrap it all up for us.

Killtown: Well, the shoot-down rumors were started that very day (9-11) and the government itself even mentioned it. I think the next day at a government hearing, one of the generals was asked if Flight 93 had been shot down. So this was started the very day of 9-11. And I think it was a distraction technique because my first page

on Flight 93 was asking if it was shot down or not. My whole focus and attention centered at the time around the shoot-down rumor. I had the crater pictures on there and I was staring at them all the time, but it took me months—over a year—to look at the crater pictures and say, "No plane crashed there!" I think it was just a distraction technique because their staged crater was so horrible that they needed to distract everybody's attention away from it.

Conclusion

Government Lies Exposed

BY VICTOR THORN

THE TRUTH IS, OF ALL THE ANOMALIES SURROUNDING the September 11, 2001, terrorist attacks against our country, none has been as overlooked and under-reported as the purported crash landing of Flight 93 in Shanksville, Pennsylvania. Even the 9-11 truth movement has turned a blind eye to this incident. Yet could Flight 93 be the biggest smoking gun of all; the key to exposing a plethora of lies in the government's "official" story?

Ponder this point: The government has stated that Flight 93 vaporized inside a crater at an abandoned strip-mine in Shanksville. Yet Rick Rajter—an MIT graduate student—calculated that a plane would have to be flying at Mach 4 for a jetliner's aluminum and steel to be vaporized. How fast, you may wonder, is Mach 4? Answer: 3,044 miles an hour! According to NASA, Mach 5 is near-ing the hypersonic stage. Obviously a Boeing 757 could not even remotely attain such mind-boggling speeds; yet the government wants us to believe that this aircraft

vaporized inside a hole, and that's why there was no physical wreckage surrounding the crater.

Incredibly, five and a half years after the tragic events of 9-11, this book is the first and only authentic one that has ever been published on this subject. Thus, what you have read in the previous interviews, reviews, and articles is the fact that—despite an enormous amount of state-sponsored propaganda—it was physically impossible for Flight 93 to have been swallowed into a 10-foot crater. Further, the delay of Flight 93 set-off a chain of miscues and miscalculations which foiled the actual masterminds' plan to create the "perfect crime." Lastly, you are now aware of possible faked photographs, concocted cell phone calls, NSA trickery, and a massive cover-up by officials in Somerset County, not to mention on a state and federal level.

The further one delves into Flight 93, the deeper they spiral into a rabbit's hole. Lisa Guliani and I discovered this fact when we traveled to southwest Pennsylvania to investigate this case. Although everyday people in the area were more than willing to admit that "things just didn't add up," the higher we got on the bureaucratic food chain, the more tight-lipped and evasive certain individuals were (including the coroner, medical representatives, the "official" photographer, newspaper reporters and the state police). At one point, Lisa Guliani even tried to make a cell phone call from Shanksville. Now remember: this is in the spring of 2006. And guess what? Nearly five years after 9-11 she still wasn't able to place a call from the ground in Shanksville. Yet the government wants us to buy their story that all these calls were made by passengers on Flight 93 from 33,000 feet

in the air on September 11, 2001, when the technology wasn't even available yet to do so? In fact, the first company to develop this new technology—Qualcomm—didn't even test it until July 2004.

The Flight 93 calls were a total ruse.

In the end, I think you will agree that not only is Flight 93 one of the keys to unraveling the truth about 9-11, it certainly merits further scrutiny by the alternative media. In addition, we would also like to take this opportunity in thanking a number of individuals who have contributed to this subject, including radio personality Keith Hansen, 9-11 researchers Killtown and Vinnie Sammartino, author Dave McGowan, and of course the *American Free Press*. Without their input, this book would not have been possible.

VICTOR THORN JUNE 2007

Appendix 1

Bios of Major Players Mentioned

Dave McGowan wrote the first article ever questioning the 9-11 terrorist attacks entitled "Welcome to the New and Improved Police State." He also authored a series entitled "September 11, 2001 Revisited" which not only debunked the government's official version of events, but also laid out a timeline showing why this act of state-sponsored terrorism failed. McGowan is the author of three books, including *Derailing Democracy*, which presents a portrait of our country that the corporate media doesn't want everyday Americans to see.

Dylan Avery created the highly successful and controversial DVD *Loose Change*, which has brought a significant amount of attention to the 9-11 truth movement. Avery is also an activist who has appeared at Ground Zero and other venues across the nation. In *Loose Change* he provided an audio clip where a Fox News reporter comments on the Shanksville site: "It looks like there's nothing there except for a hole in the ground," upon which photographer Chris Konicki responds, "There was nothing that you could distinguish that a plane had crashed there."

Matthew Tartaglia is a former U.S. Search & Rescue worker who was a first-hand witness to the aftermath at Ground Zero. Based on his professional experience, he has repeatedly stated that the World Trade Center towers were brought down via controlled demolitions, and not because of jet fuel fires or the plane's impacts.

Todd Beamer was listed as one of the passengers on United Airlines Flight 93, which purportedly crash-landed in Shanksville, Pa. He came to be celebrated as a national hero in the weeks following 9-11 due to his "Let's Roll" war cry, supposedly uttered during a mid-flight cell phone call. Independent researchers have raised serious questions about the veracity

of these calls.

Lisa Beamer, wife of Todd Beamer, is the founder of Heroic Choices (formerly known as the Todd Beamer Foundation) and the author of "Let's Roll: Ordinary People, Extraordinary Courage." Over the past few years, Mrs. Beamer has been criticized for capitalizing on her husband's death, and for how she has used the proceeds of her charitable organization.

Lisa Jefferson was a GTE supervisor based in Chicago, Ill., who allegedly spoke with "Todd Beamer" during his infamous in-flight cellphone call which took place shortly before Flight 93 met its final demise in southwest Pennsylvania. In the legend which evolved, she was the last person on the ground to speak with someone claiming to be Beamer while he was still alive.

Wally Miller is a Shanksville funeral director and Somerset County, Pa. coroner who had complete jurisdiction over the Flight 93 crash scene until FBI agents arrived and seized control of the investigation. Miller issued presumptive death certificates for all those aboard Flight 93 even before positive identifications were made of the passenger remains.

Val McClatchey, currently the owner of Mountain Lakes Realty, became known as the "official photographer" of the Flight 93 crash scene due to a single picture which she claims to have taken in the initial moments following the incident in Shanksville. Entitled "End of Serenity," her photograph has generated worldwide attention, and has appeared in numerous newspapers and magazines, as well as being exhibited at the Smithsonian Museum. In recent years, controversy has surrounded the validity of her photograph.

Susan McElwain is a Somerset County resident who described seeing something which appeared to be a missile heading directly toward what would later become known as the Shanksville crash site. She has also reported being told that Flight 93 was shot down, and that emergency personnel at a nearby hospital were told to be prepared to receive victims from two different crash sites on the morning of 9-11.

Vicky Rock, a reporter at *The Daily American* newspaper in Somerset County, covered the Shanksville crash and other 9-11 related topics. She later contradicted coroner Wally Miller on certain statements he made in regard to identification of the victim remains.

Appendix 2

The Cell Phone Calls: Why They Could *Not* Have Worked

BY LISA GULIANI

OFFICIAL SOURCES HAVE CONSISTENTLY claimed that 13 of the in-flight cell phone calls made on the morning of September 11, 2001, originated from United Airlines Flight 93 while it was in the midst of a terrorist "hijacking." According to researcher A.K. Dewdney, professor emeritus of computer science and adjunct professor of biology at the University of Western Ontario and a professor of computer science at the University of Waterloo, Flight 93, which was initially delayed in takeoff, would have reached its cruising altitude of 30,000 feet approximately 40 minutes into the flight, which coincides with the time the plane's alleged "takedown" was in progress.

In January and February of 2003, Mr. Dewdney launched a three-part series of experiments entitled "Project Achilles" in which he scientifically tested the U.S. government's claim that cell phone calls were made by imperiled passengers aboard the ill-fated flights of September 11, 2001. During these tests, he flew in a light aircraft at low altitudes in Canadian skies, which have a

technological base that is identical to its U.S. counterpart. On these flights, he repeatedly attempted to make successful cell phone calls at various positions and altitudes, using several cell phones of varying brands, via multiple operating networks. His web site lists the specific cell phones used, and notes that these devices were on the market in 2001 and were currently available at the time these experiments were conducted. Each call attempt was carefully monitored and documented as to quality of transmission, if any was achieved, as well as whether the call was a success or failure.

Mr. Dewdney's findings with respect to the functionality of cell phones at varying altitudes and speeds (excerpted below) should be of significant public interest, because his tests clearly showed that as the plane ascended in altitude, the cell phones decreased in functionality.

In brief, Mr. Dewdney concluded: "[C]ell phone calls from commercial aircraft much over 8,000 feet are essentially impossible, while those below 8,000 feet are highly unlikely down to about 2,000 feet, where they become merely unlikely. . . . Moreover, even at the latter altitude (and below), a handoff [i.e. dropped call] problem appears. Any airliner at or below this altitude, flying at the normal speed of approximately 500 miles per hour, would encounter the handoff problem. An aircraft traveling at this speed would not be over a cell site long enough to complete the electronic 'handshake' (which takes several seconds to complete) before arriving over the next cell site when the call has to be handed off from the first cell site to the next one. This also takes a few seconds, the result being, in the optimal case, a series of broken transmissions that must end, sooner or later, in failure."

In simplest terms, because cell switching technology in 2001 was not yet developed enough, the airplanes flew too fast between cell sites for the cell phones to connect.

Moreover, AT&T spokesperson Alexa Graf provided a very intriguing professional insight into this matter when she stated, "cell phones are not designed for calls from the high altitudes at which most airliners normally operate." Mr. Dewdney notes that Ms. Graf called it a "fluke" that so many calls were achieved on the morning of September 11.

The first two parts of Mr. Dewdney's experiments were conducted using a radio-transparent four-seat Diamond Katana aircraft constructed of fiberglass and carbon fiber. The third test utilized an aluminum-skinned Cessna. He is quick to point out (referring to the Katana, which is radio-transparent) that "failure to make a call from such an aircraft with any particular brand of cell phone spells automatic failure for the same cell phone from a metal-clad aircraft flying at the same altitude. A metal skin attenuates [weakens or reduces the strength of] all cell phone signals to a significant degree."

Mr. Dewdney further concluded that cell phone calls made from passenger lines, most of which are aluminum-skinned, have a significantly lower operational ceiling than the ones reported in his tests, and that cell phone calls are "physically impossible at 8,000 feet above ground altitude and unlikely [to be accomplished] below it."

During his third experiment, while flying in an aluminum-clad Cessna 172-R four-seat Empire Aviation aircraft and using several cell phones currently available today as well as in 2001, Mr. Dewdney found that the "probability of two callers will succeed is less than one in 10,000. In the case of a hundred such calls, even if a large majority

failed, the chance of 13 getting through can only be described as infinitesimal. In operational terms, this means 'impossible.'

It is worth repeating that residents of Shanksville and Indian Lake, Pa., who we have spoken to told us that cell phone usage in their area is spotty, sporadic and "not very good" from the ground. Even Val McClatchey, who snapped the infamous photograph of the Flight 93 crash site just moments after its alleged impact, has also publicly stated that her cell phone did not work when she tried to use it on the morning of September 11, 2001.

We add to the above information our own unofficial cell phone test findings conducted in Shanksville and Indian Lake in May 2006. Using two different cell phones operating via different networks (Verizon and Cingular) we could not attain a signal on two consecutive clear sunny days from various positions at differing locations from the ground.

I also attempted multiple cell phone calls in both November *and* December 2006 from aboard a Boeing Airbus flying at an altitude of 33,000 feet to no avail.

On July 15, 2004, American Airlines and Qualcomm, a digital wireless technology company, issued a curious press release which described a successful demonstration of "in-cabin voice communications using commercially available mobile phones on a commercial American Airlines aircraft. Through the *use of an* in-cabin third-generation 'picocell' network, passengers on the test flight were able to place and receive calls as if they were on the ground."

The press release further states: "During the approximate two-hour flight, passengers were able to place and receive phone calls and text messages on their mobile

phones. Passengers included members of the media and government representatives."

Then they added this gem: "Even though commercial availability of cell phone use in flight is approximately 24 months away, American Airlines knows that our customers want to stay connected, and this proof-of-concept event is an important step in bringing in-cabin wireless services to our customers."

Now let's get this straight. American Airlines aircraft were involved in the events of September 11, 2001. Two American Airlines planes crashed into the WTC towers. Strangely, American Airlines has not publicly disputed claims made over the last several years that passengers on board any of the four 9-11 planes made cell phone calls that morning. Yet amazingly, in 2004, American Airlines officials issue a press release proudly declaring that in-flight cellphone technology was now on the doorstep, whereupon they publicly demonstrated this technology for the first time on a two-hour demo flight.

In other words, in-flight cell phone use was previously not achievable prior to July 15, 2004. If this is what they're telling us, then how could the 9-11 cell phone calls have occurred? According to American Airlines and Qualcomm in 2004, this wonderful technology was still two years away from being made commercially available to the public. That would be 2006, folks.

You can read Prof. Dewdney's findings in their entirety by visiting his web site at the following link:

<http://physics911.net/cellphoneflight93>

Qualcomm press release:

qualcomm.com/press/releases/2004/040715_aa_testflight.html

Appendix 3

Shanksville Resident Claims Flight 93 Photo Faked

BY VICTOR THORN

ON MARCH 27, 2007, A MAN NAMED JEFF HILL from Sault Sainte Marie, Ontario, telephoned the Lever-knight residence in Stoystown, Pa., and spoke with someone who identified themselves as "Kelly Leverknight's daughter." The importance of this family in relation to Flight 93 will become apparent shortly, but in the meantime let's examine this very controversial phone call.

When Hill began questioning Ms. Leverknight about the possibility that Mrs. Val McClatchey's *End of Serenity* photograph had been faked, the following conversation took place.

Leverknight: It was a fake photo because it didn't have a mushroom cloud. **Hill:** It what?

Leverknight: There was no mushroom cloud? **Hill:** So it was a fake photo? **Leverknight:** Yeah.

Hill: Her photo's faked?

Leverknight: Yeah,

Hill: For what; for money?

Leverknight: Yeah.

Hill: You know that for sure?

Leverknight: Yeah.

From my perspective, this revelation is extremely important news because instead of originating from an anonymous Internet source, whose identity cannot be verified, it came from a resident of Somerset County, Pa., only miles from where Flight 93 purportedly crashed. Further, the person making the above comments is related to Bob Leverknight, who has been employed at *The Daily American* newspaper in Somerset, Pa as a freelance photographer since March, 2001.

If this photograph is indeed a fake or forgery of some sort, it would have a dramatic affect on the official story surrounding Flight 93 because the government has offered this picture as "proof" that the ill-fated airliner crashed in a field near Shanksville, Pa. In addition, Caitlin Cleary of *The Pittsburgh Post-Gazette* wrote on August 6, 2006 that "Mrs. McCLatchey's photo was included in the Smithsonian Institute's traveling exhibit" commemorating Flight 93; while Sandra Reabuck of Johnstown's *Tribune-Democrat* wrote on April 12, 2007, that "an enlarged version is on display at the Smithsonian Institute in Washington, D.C."

In this sense, Mrs. McCLatchey's photograph has become an historical document which is publicly displayed in the nation's most famous museum. If it turned out to be a hoax, the ramifications would be enormous. Therefore, I decided to embark upon another investigation of Flight 93.

My first phone call was to Mrs. McClatchey on the afternoon of April 16, 2007. After identifying myself, I explained that I would like to ask her a few questions regarding the comments made by someone at the Leverknight residence about how her photograph was faked. But before I could even begin another sentence, Mrs. McClatchey hung up the phone.

This scenario was reminiscent of our 2006 interview where she threw Lisa Guliani and me out of her office after we began asking her about the improbable physics of the supposed Shanksville crash. For someone who has invested so much time promoting her photograph and doing interviews with the mainstream media, Mrs. McClatchey certainly flees when any unscripted questions are asked of her.

I next spoke with Judy Ellich, staff writer for *The Daily American* newspaper, on April 16, 2007. Although unfamiliar with the above transcribed conversation, Ms. Ellich did confirm that the Leverkights have a teenage daughter, and that Kelly Leverknight "has definite opinions on Flight 93."

This point is important because ever since Hill posted the recording of his conversation with a female at the Leverknight residence, there has been a debate as to who it actually was. During their discussion, the woman in question stated that she was "Kelly Leverknight's daughter." Some have questioned the validity of this statement, however, because the Leverkights' daughter would have only been in grade school in 2001. What would she have known then, and why would a teenager today accuse Mrs. McClatchey of faking her photograph?

This scenario required more investigation, so on April 17 I spoke with Rob Gebhart, who wrote an article for *The Daily American* on March 31, 2007, entitled *Blogger Recording Phone*

Calls to Sept. 11 Witnesses. Although never specifically citing the Leverkusen phone conversation, Gebhart did mention that "starting about two years ago, claims arose that [Mrs.] McClatchey had faked the photo." After explaining why I was interested in this subject, I asked Gebhart if he knew with whom Jeff Hill had spoken at the Leverkusen residence. After all, that was the key to everything. Gebhart first said that it was pretty obvious who the individual was, but when pressed further, he stated that he preferred not to discuss the identity of this caller. A few moments later he asked if I had verified the authenticity of Hill's phone call to see if it had been modified or altered in any way. His question was legitimate, and since all bases must be covered in a situation such as this, I next spoke with Hill on April 18, 2007, whereupon I asked him if the recording of his phone call to the Leverkusen residence had been doctored. Hill told me that his recording appeared, "raw—as is," meaning without any modification. Personally, I can add that after listening to his audio posted on the Internet several times, I found no reason to believe it was altered.

With that matter resolved, one last variable remained: with whom did Hill speak at the Leverkusen residence? Both Judy Ellich and Rob Gebhart said that they would pass my question along to Leverkusen, an employee at *The Daily American*; plus, I also left numerous messages for Leverkusen on his company voice mail. As of this date, I have received no response from him. Even more curious is the fact that there are three Leverkusens listed in the white pages near Shanksville, and all three of them recently had their phones disconnected. Why?

What makes this situation even more interesting is that Leverkusen was the first person to say in print that "the

ground liquefied" when Flight 93 supposedly crash landed. As we've shown repeatedly throughout this book, such a notion is preposterous beyond words. We would like to see one verifiable instance in aviation history where a commercial airliner disappeared completely into the ground because of liquefaction. Just one.

Similarly, Kelly Leverknight—Leverknight's wife—also made some statements following the Sept. 11 tragedies. In regard to Flight 93, she said, "I was sitting in my living room when I heard a plane. I ran out to the front porch and watched it go down" (*St. Petersburg Times*, September 12, 2001). Mrs. Leverknight also disclosed that Somerset County is in a military flight path. This point is pertinent because, according to government sources, on the morning of 9-11 there were no other aircraft in the vicinity when Flight 93 crashed. Yet FBI investigator Bill Crowley revealed that a C-130 cargo plane was in the area flying at 24,000 feet, which would be consistent with this area being a military flight corridor.

Since Mr. Leverknight failed to answer numerous voice mail messages, I next contacted *Daily American* editor Brian Whipkey and asked him if he could assist me in determining who precisely made the "fake photo" comments to Hill, and what was her motive for doing so. Journalistically, this seemed like a fair line of inquiry. On April 19, 2007, Whipkey e-mailed me: "I think the family spoke out of turn/line and don't want to be used for the story." Although he didn't disclose the caller's identity, Whipkey's response confirmed that a member of the Leverknight family did make the provocative comments, thus authenticating Hill's online post. Also, let me stress one last time: the individual *who* said Mrs. McClatchey's photo was faked is an immediate

family member of Leverknight, who is employed at the newspaper which covered Flight 93 more than any other publication in the country. These are people in the know who live within a mile of the impact site.

What's most puzzling is: why won't anyone reveal who in the Leverknight family made the statement that Mrs. McClatchey's photograph was faked? It's a simple question, and the answer would put this matter to rest. Such a reaction (or lack thereof) seems to be a recurring pattern in the Shanksville area, especially among those in official positions of power. The closer anyone gets to the truth, or the tougher the questions become, the more likely it is that they circle their wagons and close ranks.

As one 9-11 researcher told me, it's almost like watching an old *Twilight Zone* episode where everyone is in on the hoax. If stonewalling independent researchers remains their *modus operandi*, then the public will continue to feel that quite a number of individuals in the Somerset County area have something to hide; and until they start talking, the Phantom Flight 93 mystery will persist.

Postscript

Smithsonian Admits: 'We Did Not Verify Exhibit'

BY VICTOR THORN

JUST AS THIS BOOK WENT TO PRESS, I was able to tie-up one loose end which cast an even more questionable shadow over Val McClatchey's famous Flight 93 photograph, entitled *The End of Serenity*. After contacting quite a number of individuals at the Smithsonian Institute, including the chairman of information technology and communications, David Allison, I spoke with Marilyn Zoidis on April 27, 2007. She served as lead curator for the Smithsonian's 2002 exhibit, *September 11: Bearing Witness to History*, which opened in the National Museum of American History on the first anniversary of 9-11.

Following a brief introduction, I asked Ms. Zoidis, who currently works with the Kentucky Historical Society, if any verification process was used by the Smithsonian to prove that Mrs. McClatchey's photo was authentic. Ms. Zoidis simply answered, "No," saying that they accepted this picture "at face value." She then went on to explain

that this particular 9-11 project began in February 2002 "before there were any conspiracy theories," and that *The End of Serenity* was selected for "the drama of the scene and the bucolic nature of the setting." Lastly, she added that the curators "felt a real responsibility to collect the history of that day, and that's why the Shanksville photograph was included."

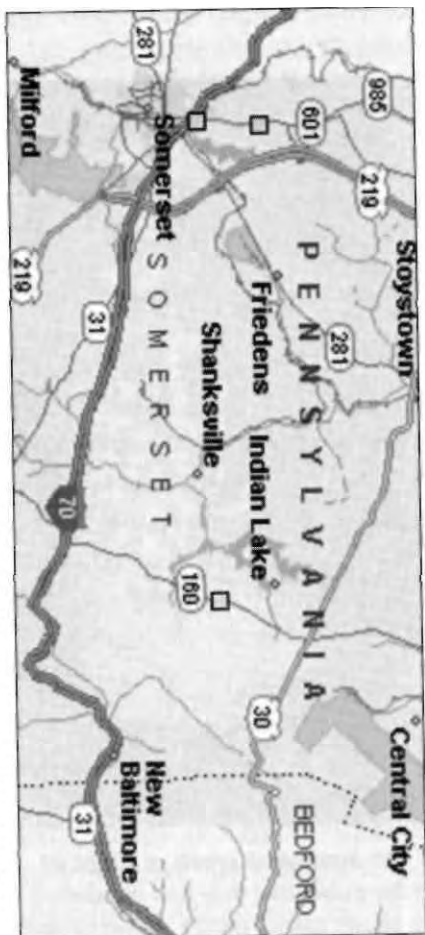
Unlike so many others who have engaged in a systematic cover-up of 9-11, Ms. Zoidis was especially helpful during our conversation, and I would like to commend her for being so cordial. The only statement I'd disagree with is when she said that in February 2002 there weren't any "9-11 conspiracy theories" yet. As we have shown in the introduction to this book, many astute observers were already questioning the official version of events within minutes of the first World Trade Center tower's collapse.

More importantly, it is now abundantly clear that Mrs. McClatchey's *The End of Serenity* has gone from being an historical document to an unverified historical document. This clarification is extremely important because one assumes that documents in our nation's most esteemed museum have undergone an extensive verification process before they are displayed. But as an employee in the archives division told Lisa Guliani, "It depends on the situation" whether an item is authenticated or not. Therefore, when millions of visitors stroll through the Smithsonian, they perceive the exhibits to be certifiably factual and exhaustively researched. But in regard to at least one display—*The End of Serenity*—we now know that it was simply hung on a wall without any verification process whatsoever.

Photo Gallery

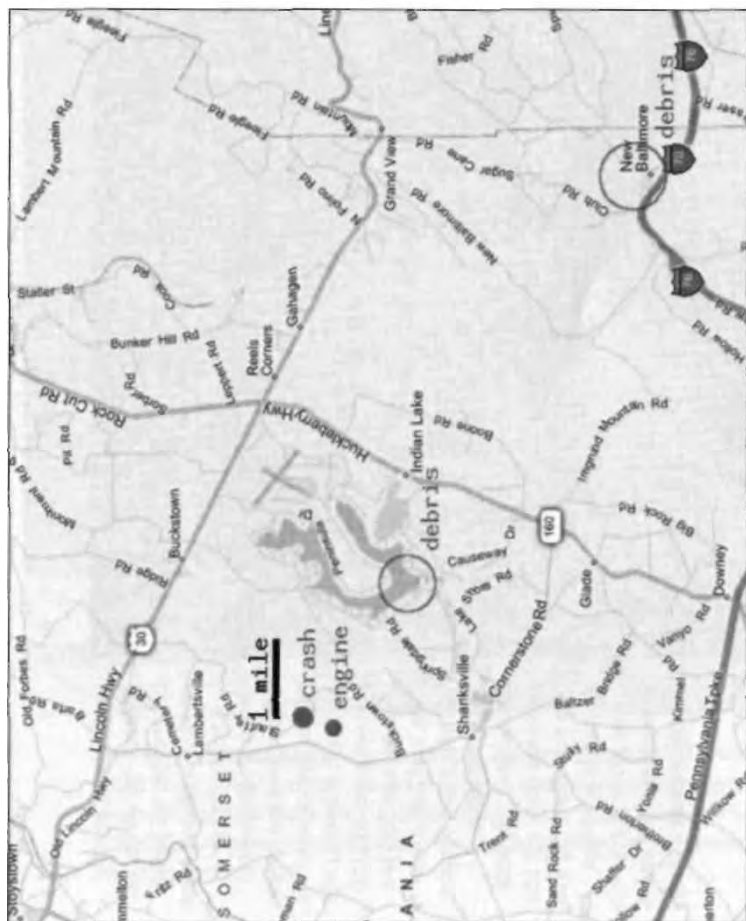


Shortly after the supposed crash of Flight 93, government officials informed the public that they had discovered the plane's flight recorders (one shown above) buried 25 feet beneath the ground; yet media sources described the crater as not being anywhere near that deep. Further, when government spokesmen were asked why there was no physical wreckage at the Shanksville site, they said the plane "liquefied" into the ground. Days after the crash, FBI Director Robert Mueller refused to release these recordings to the public.



Above, a general map of the Shanksville/Indian Lake/New Baltimore area.

The map at left shows the locations where debris from Flight 93 was found. The FBI cordoned off New Baltimore (circled lower right) after debris from the plane was found there. More debris was found at Indian Lake (circled center). Investigators want to know how debris could have been left at New Baltimore and Indian Lake when, according to the official federal story, the plane did not pass over either site. And why would debris be falling from the plane in the first place, unless it had been hit with a missile or an onboard explosion took place?





No fuselage, no engines, no wings, no tail section, no bodies, no seat cushions; hardly any physical evidence whatsoever except for a few "parts" without serial numbers. Although a Boeing 757 that weighed 255,000 pounds, was 150 feet long, and had a 124-foot wingspan supposedly crashed in Shanksville, physical evidence does not confirm this claim. All that we see is a 10-foot crater which purportedly swallowed the entire aircraft without a trace.



The above aerial photo demonstrates the unlikelihood that wind could have pushed debris to Indian Lake—and impossible to have moved it to New Baltimore (not shown on this map), where the authors say citizens recovered debris. The large arrow at top shows the alleged flight path.



The picture above has been used to "prove" that there was large debris from Flight 93 found in the Shanksville crater. Above is a photo of what purports to be one of the engines of Flight 93 being removed from that crater. If Flight 93 "liquefied" into the ground or burrowed 45 feet below the surface and its voice recorder was found 25 feet underground, how did one of its alleged engines—the strongest and heaviest part of the plane—barely manage to penetrate the "soft dirt," and why is there no other plane debris near it in the crater?

SOURCE: KILLTOWN.911REVIEW.ORG



Original FBI photo of Jarrah.

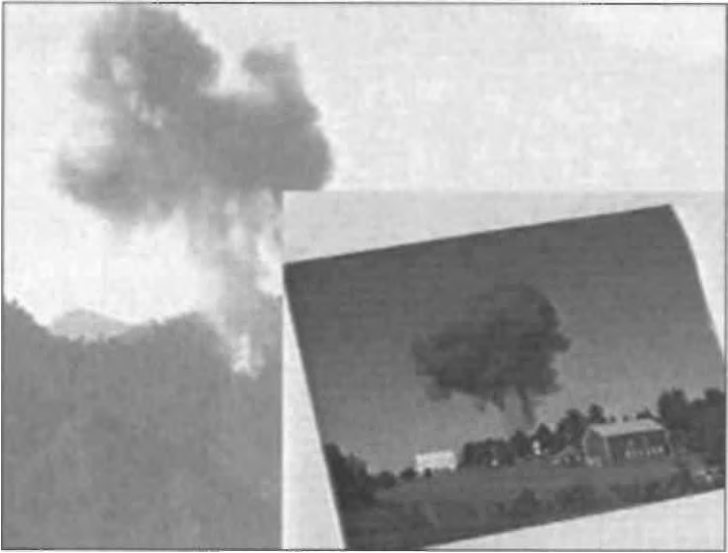


Jarrah passport found in Shanksville.

Similar to the pristine passport which was supposedly found near Ground Zero on the morning of Sept. 11, 2001, Ziad Jarrah's passport was "discovered" amid the virtually non-existent wreckage of Flight 93.



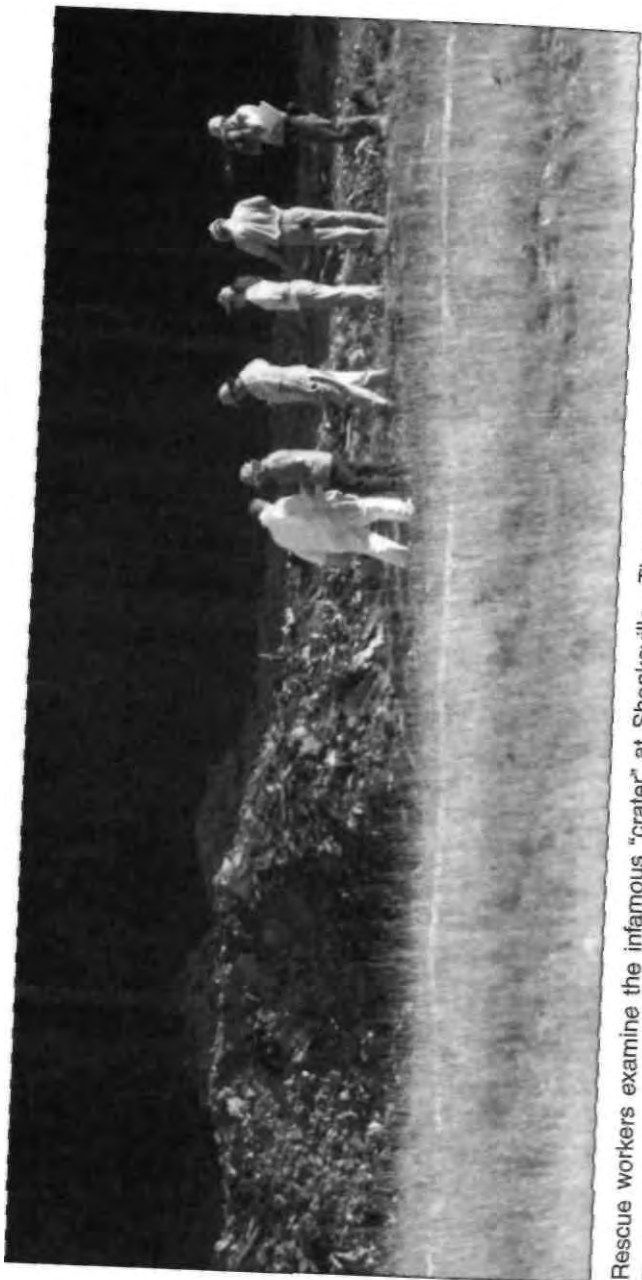
A partial view of Indian Lake, Pa. as seen from a nearby marina. The Shanksville crash site is located approximately one to two miles away. Debris and human remains (reportedly from UA Flight 93) were recovered at the marina on September 12, the day following the 9-11 terrorist attacks. (Photo by Lisa Guliani)



Many questions have been raised about the authenticity of Val McClatchey's infamous "smoke plume" photograph, which has been compared to that of an ordnance blast rather than what would result from a downed airliner. Above left, an ordnance blast. Above right, the blast captured by Mrs. McClatchey's photo. The similarity is intriguing.



The Flight 93 temporary memorial is located at an abandoned strip-mine outside Shanksville, Pa. People from all over the world have visited this site to pay their respects. A permanent memorial is in the works. (Photo by Lisa Guliani)



Rescue workers examine the infamous "crater" at Shanksville. The crash scene was quickly cordoned off by the Pennsylvania State Police and FBI, ensuring that very few people actually had an opportunity to see what was there (or what wasn't there). Could this "smoking hole" have been created by a missile—rather than by a large commercial airliner—as a diversion from the actual crash site?