

Planes without Passengers

The Faked Hijackings of 9/11
2ND EDITION



Dean T. Hartwell



<p style="text-align: center;">Planes without Passengers</p> <p style="text-align: center;">The Faked Hijackings of 9/11</p>
<p>SECOND EDITION</p>
<p>Dean T. Hartwell</p>

This book includes the original Planes without Passengers and adds the author's new work presented at the Vancouver Hearings June 2012

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Table of Contents

Preface to Original Planes without Passengers
Introduction
 Why the Official Theory Is False
The Foundation of My Theory:
 Bureau of Transportation Statistics
American Airlines Flights 11 and 77
United Flights 175 and 93
Flight 89: The Key to Understanding Flight 175
The Real Terrorists
Summation
Dead or Alive? How to Decide
Passenger Fiction

New Information for 2nd Edition
Facts about the Flights
The Cleveland Question: Was It the
 Final Destination of the Passengers?
Challenge: Finding Falsifiable Assertions
The Mayor and the Media Created
 the Cleveland Airplane Mystery
Timeline

Afterword

Also by Dean T. Hartwell

Truth Matters: How the Voters Can Take Back Their Nation

Dead Men Talking: Consequences of Government Lies

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

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Preface

I do not know if we can ever discover the whole truth about 9/11. I simply present my work as a report that tells what most likely happened to the planes and passengers associated with the event. I have limited my scope to ascertaining what planes were used, how they were used and the role that the passengers played.

One reading my work will NOT find out, for example, what hit the World Trade Center buildings or the Pentagon. These and other issues like it are best left to those with specific scientific knowledge and aptitude.

We are about to observe the tenth anniversary of this horrific event and attention given to it may never be higher for all we now know. It is simply a matter of catching that attention while I can.

So now that I have your attention, here is my hope for you: Take this book seriously enough to read it and critically enough to challenge it.

What distinguishes this book from others on 9/11?

The book takes risks to present its case to the reader. For instance, by suggesting that the passengers were not victims but rather people who knew something about the plot ahead of time will not make this book popular for those who find this sort of talk unsettling. I follow what I sincerely believe to be the truth knowing that the truth is not always kind because I want to know what happened to the passengers.

What led me to write this book?

In the ten years since the events of September 11, 2001, I have seen those events from different angles. Until 2005, I never seriously questioned the official version of nineteen Al-Qaeda hijackers and four flights of passengers smashing into landmark buildings and into the ground in Shanksville, Pennsylvania. After reading books by David Ray Griffin, Michael Ruppert and others, I started to

formulate questions about the Bush Administration's handling of the events.

By 2006, I started to write critically of the official story, citing, among other things, the Bush Administration's failure to keep its initial promise to provide proof of Osama bin Laden's guilt. The following year, I wrote a long essay about Vice President Cheney's involvement in the crimes of 9/11. This essay, "Indictment of Conspiracy," became a chapter in a book I published in August 2009 *Dead Men Talking: Consequences of Government Lies*, which also criticized the official theories of the Kennedy brother murders.

Readers of my previous efforts, such as *Dead Men Talking* and the essay *Misdirection: Following the Plot, Execution and Cover-up of 9/11 Crimes*, will note that I have changed my point of view on some issues. Truth seeking is usually a process of sorting through assertions and I made it a point to post my essays (the drafts of this book) on the Internet to get feedback from people with differing viewpoints, some of which began to appeal to me.

Since the publication of *Dead Men Talking*, I have focused upon what happened to the planes and the passengers. My key determination was the significance of Bureau of Transportation records indicating that, of the four alleged flights, only United 175, which allegedly hit the south tower of the World Trade Center, and United 93, which allegedly crashed in Shanksville, Pennsylvania, were scheduled and recorded as having taken off that day.

The Burden of Proof Is on Me

As I have selected the topic and have chosen to indict the official theory with my accusations, I accept the burden of proof. In general, I will prove that no passengers were hijacked or killed on September 11, 2001.

Specifically, as a way to prove this proposition, I will answer the following questions and more:

How many planes were used in the plot?

Which ones had passengers and which ones did not?

What happened to passengers from these flights after they left the planes?

So here I am with the best story that I have come up with yet about the issues that I believe are most important. The reader is invited to think critically and

make their own conclusion.

My special thanks to Professor Jim Fetzer, Bill Giltner and Nick Hill for their help.

Introduction

In determining what happened on 9/11, I first consider key aspects of the official report. I conclude that there are too many falsehoods and I disregard the official theory and start from scratch. I then make a number of conclusions, most notably the assertion that no hijackers participated.

I rely upon Bureau of Transportation Statistics (BTS) records, which indicate clearly that two of the flights associated with 9/11, United 175 and United 93, were scheduled to fly that day and that the other two flights, American 11 and American 77, were not scheduled.[\[1\]](#)

The BTS records are half of the key to determining where the planes went. The other half is the proof that none of the targets (World Trade Centers One and Two, the Pentagon and Shanksville) were struck by any planes resembling the ones allegedly used for these four flights.

I have established a series of if-then propositions which have guided my framing of evidence as to the planes and passengers. My initial analysis of each proposition follows:

IF Flights 11 and 77 were not scheduled, then they may have been planes without passengers, such as decoy planes

IF they were scheduled, then there were likely passengers on all four planes

Plotters may well have used plane flight numbers that were not scheduled on September 11th. But even if the plotters arranged to use unscheduled flights, how would the passengers have learned of them without being suspicious or without being involved?

Of course there are plane manifests which state which persons were scheduled to be on the flights in question. There is also some evidence of tickets bought by the some of the alleged passengers, evidence of boarding passes for Flight 93, but no authenticated videotape from surveillance from any of the airports where the alleged passengers left from.

I feel confident that passengers named in the manifests actually boarded Flight

93 to go to San Francisco and feel fairly certain as to Flight 175. As to the other flights, it is hard to give credibility to a manifest from unscheduled flights. It is more logical to refer to the passengers of Flights 11 and 77 as having been “associated” with them.

But discussion of these two manifests gives way to an even more important issue.

The real problem is the lack of evidence that any passengers died at the crime scenes that we have been told about. Though official reports give summaries of how passengers were accounted for, no *independent* expert has ever verified any remains of any of the alleged passengers at any of the “crash sites.” The best evidence that passengers did not die at the crime scenes comes from eyewitness accounts of passengers at the Cleveland Airport that morning.

IF about 200 passengers were seen at Cleveland Airport following an emergency landing by their plane, they came from a flight not acknowledged by the official reports

IF these passengers were not in Cleveland, then my theory about United 175, to be shown later, is most likely false, as would be any theory regarding Cleveland

A careful reading of radio, newspaper, Internet, and eyewitness accounts reveals the presence of approximately 200 people at the Cleveland Hopkins Airport in the late morning of September 11th. The evidence is more circumstantial than direct, but other researchers and I have verified the stories with those who wrote them.

I set out to determine who they were and what they were doing there. They could not have come from another flight that made an emergency landing in Cleveland that morning. That flight, Delta 1989, landed earlier and had only 69 passengers.

Verification of a plane’s landing time by reporters thirty minutes apart from the official Delta landing time and a 1989 passenger recollection of a two hour detention on the plane, during which time another group of passengers have been reported as deplaning, make the two plane story probable.

IF there were Cleveland passengers from an unacknowledged flight, Flight 175 is most likely because Flight 175 had the capability and the opportunity to take Flight 11 passengers (to make 157) and its whereabouts were

reasonably in question

IF it was not Flight 175, other planes are possible but do not make as strong a case

I give solid reasons to believe that Flight 175 took in the flightless Flight 11 passengers to have enough passengers to make a 200 approximation plausible. Also, the use of 93 to pick up the 157 passengers from Flights 175 and 11 would have produced a number close to 200 but likely been too time-consuming given the facts of plane's landings.

IF Flight 93 did not land in Shanksville (which had little evidence of a plane crash involving passengers), then, given its known path, it probably landed safely elsewhere in Pennsylvania.

IF Flight 93 ended in Shanksville, this facet of the official story would be true and would work against my proposition.

This refers back to my earlier argument that the lack of plane evidence at the sites where planes were alleged to have struck gives credence to the idea that the planes that flew actually landed elsewhere. Flight 93 was tracked going east away from Cleveland and was subsequently seen by witnesses in Western Pennsylvania. If this flight did not crash or get shot down, one logical place would be Pittsburgh Airport, about 80 miles from the alleged site of Shanksville.

IF Flight 77 were not scheduled, then the flight had no passengers that day. The whereabouts of passengers on the Flight 77 manifest is then open to speculation.

IF Flight 77 were scheduled, the flight likely had passengers, but their whereabouts would most likely depend upon whether a plane struck the Pentagon (an issue discussed further)

The passengers for Flight 77 did not fly but instead may have assisted the plot. Given the planting of evidence of which I provide evidence, they could have gone to the Pentagon to help make it look as though a plane struck the building.

Why the Official Theory Is False

Like most people, I did not question whether planes were used in the events of 9/11 when I heard the news. In all of the news, much was made of the flight numbers, specific passengers and the image on television screens of a plane striking the south tower.

But after researching the matter, I discovered by 2005 that the official story simply had too many holes in it to be accurate. It was when I decided the official theory was wrong that I could devote my attention to what more likely happened.

Here are some reasons why I reject the official theory:

Reason #1) Conclusions that the “official planes” were flown by suicide hijackers hitting the WTC towers, Pentagon or Shanksville, PA are based on shaky eyewitness reports.

Proof: Andrew Johnson, in a study of witness reports in New York, found they were all over the place and did not afford a consistent story of what had happened. He studied over 12,000 pages of witness testimony and determined that most witnesses reported a "small flying object" like a small commuter plane. Johnson also stated that "there are 18 videos [of planes hitting the towers] and every one of them is either anonymous posts or people who are connected to the main stream media."[\[2\]](#)

Significance: This evidence calls into question the idea that hijacked planes crashed into the World Trade Center.

Proof: The Citizen Investigative Team has found that a large plane approached north of the Citgo station, which is inconsistent with the official account. They interviewed several witnesses who stood at locations with a vantage point as to a plane that approached the Pentagon. Each witness reiterated earlier claims of the plane’s north passage toward the Pentagon.[\[3\]](#)

The Citizen Investigative Team also provided reasons to question the words of those who said a plane hit the Pentagon.[\[4\]](#)

Significance: This evidence calls into question the part of the official theory that states that a hijacked plane crashed into the Pentagon.

Proof: Pilots for 9/11 Truth has confirmed that the plane was traveling impossibly fast if one went by the official flight data.[\[5\]](#)

Significance: This evidence calls into question whether the planes used in the official Flights 11 and 175 could possibly have been used in this crime.

Proof: Pilots for Truth has also shown that, according to data provided by the NTSB ostensibly from Flight 77, it was traveling on a different trajectory at a higher speed and did not hit the Pentagon.[\[6\]](#)

Significance: This evidence calls into question whether the official Flight 77 had the ability to be used in this crime as stated.

Reason #2) Pieces of planes found on the ground which were said to be from the flights involved in the plot have never been matched positively to the said planes. The argument that the federal authorities responsible for investigating air crashes only check airplane parts thought to be responsible for the crash miss the point that identifying the airplanes, if any, at the scenes, was a central issue to understanding what happened.

Proof: Col. George Nelson, USAF (ret.), an expert on air crashes, has observed that the government has never produced even one of millions of uniquely identifiable parts from any of the planes that allegedly flew.[\[7\]](#)

Significance: This evidence shows a lack of acceptable proof from the official theory in establishing what weapons were used to commit the crime.

Reason #3) Cell phone calls associated with the flights could not likely have been made at the heights the planes reportedly went to.

Proof: Recent research by David Ray Griffin sharply questions the authenticity of the calls allegedly made on board the flights.[\[8\]](#)

Significance: This evidence works against the key official theory assertion of hijacking, as all evidence of the hijackings came from the calls.

Proof: A.K. Dewdney lists several ways that a person's voice can be mimicked or transformed to the point of fooling people close to the one impersonated. He also describes a telephone facility headquartered in Israel that could have eavesdropped on calls made before 9/11.[\[9\]](#)

Significance: This evidence offers a better theory than the official one regarding passenger "calls."

Reason #4) The government has not responded to reasonable requests for information about this event, often by denying Freedom of Information Act

requests.

Proof: Researchers such as Aidan Monaghan have filed Freedom of Information Act requests to get answers to questions on several issues. He has for example asked for “records that confirm the recovery and identification of terrorists accused of hijacking American Airlines flight 77 and United Airlines flight 93 on September 11, 2001.” The following link shows denial of this request:[\[10\]](#)

This link shows the affirmation of the denial linked above:[\[11\]](#)

Significance: The government, in trying to prove its case via the official theory, has no business covering up counter-evidence.

The reasons given for denial include “Exemption (b)(6) prohibits the disclosure of an individual's personal information viewing it as an invasion of their personal privacy; Exemption (b)(7)(a) which prohibits disclosure of information which would interfere of information that could reasonably be expected to constitute an unwarranted invasion of personal privacy” and Exemption (b)(7)(a) which prohibits the disclosure of information whose release could reasonably be expected to interfere with an on-going law enforcement investigation.”

Apparently dead persons have privacy rights that outweigh the public’s interest in learning the truth of what happened even though people were sent to fight wars based upon the story that the official theory supports.

Also, even though it has been years since the events of 9/11, the government still has an on-going law enforcement investigation. What would stop them from continuing the investigation indefinitely?

So, we cannot get answers to questions such as these:

Who did the matching?

What procedures did they use?

How did they obtain the exemplars?

Dr. Robert Shaler, former director of the Forensic Biology Department at the New York City Office of the Chief Medical Examiner, wrote the book *Who They Were: Inside the World Trade Center DNA Story: The Unprecedented Effort to Identify the Missing*. He writes mostly of his staff's efforts to identify those who had worked in the World Trade Center buildings.

He says that he met with families of passengers, although this was late in the investigation. And although he mentions a few matches made with passengers and shows a chart of the number of passenger matches, he does not specify anyone.

The information above gives sufficient basis in fact to reject the official story and start anew by looking at the most relevant evidence. So I selected a new main source by which to build my own theory. This source is responsible for recording on a daily basis the type of information we most need to know.

The Foundation of My Theory: Bureau of Transportation Statistics

What really happened to the people said to have been passengers on four flights on 9/11? We first need to establish the most relevant facts about the issues surrounding the "passengers": the planes, the flights and the airports.

American Airlines Flights 11 and 77: Unscheduled

Fact: Bureau of Transportation Statistics (BTS) shows that United Airlines Flight 11 and American Airlines Flight 77 were not logged as having taken off that day from Boston or Dulles, respectively, as the official theory states they do. [\[12\]](#)

Fact: The official story says that these two planes hit the North Tower at WTC and the Pentagon, respectively.

Conclusion: There may have been flights identified as flights 11 and 77 on 9/11, but how would passengers find out about it?

Note in the link below that the late Gerard Holmgren, a researcher, discovered records which made no mention of 11 or 77 flights before apparent subsequent

tampering of the records indicated that all four flights were listed as not having been on record because of hijackings.[\[13\]](#)

The idea that the BTS simply made a mistake about such an important piece of information, and failed to correct it, seems highly unlikely.

American Airlines Flight 11

The evidence supporting the idea that there was a single plane for American Airlines Flight 11, a Boeing 767-2233ER (tail number N334AA) headed for Los Angeles on the morning of September 11, 2001 falls apart under close examination.

It appears that there were two planes so identified by sources other than the Bureau of Transportation Statistics, which has no record of the flight being scheduled or taking off. There is no credible evidence of passengers boarding a Flight 11.

According to the National Transportation Safety Board Flight Path Study, "American Flight 11 took off from Runway 4R at Boston's Logan Airport at approximately 8:00 A.M."

This information was obtained from radar data obtained from the Federal Aviation Administration and the United States Air Force.[\[14\]](#) No gate number is mentioned.

Which Gate Did Flight 11 Leave From?

Several news sources, including the September 12 edition of the *Boston Globe*, report that Flight 11 took off from Gate 26.[\[15\]](#)

However, a team of investigators from the German magazine *Der Spiegel* interviewed witnesses who said they saw passengers waiting in front of Gate 26.

The magazine later published a book called *Inside 9-11: What Really Happened*, gives a 7:30 A.M. account of witnesses who reported that "passengers for American Airlines Flight 11 assembled at Gate 26. Eighty-one people with purses, carry-on luggage, newspapers."

Der Spiegel reports that Flight 11 took off at "exactly 7:59 A.M." but gives no attribution as to the source of this assertion. It also does not coincide with an earlier *Globe* story that an unidentified airport employee said a plane left Gate 32 at 7:45 A.M.

The most likely conclusion regarding the gates and take-off times is that though passengers were seen around 7:30 A.M. at Gate 26, the plane seen taking off at

7:45 was the one from Gate 32. The evidence for a plane take-off from Gate 26 at 7:59 is simply too thin to form adequate proof.

What happened to the passengers seen at Gate 26?

The passengers had just ten minutes from the time they were seen at Gate 26 to get to Gate 32, where Flight 11 has been reported to have “pushed off” from the gate. As this was too little time, given the distance between the two gates, it can be ruled out.

One logical place for Flight 11 passengers to have gone would be to join the passengers of United 175. The Bureau of Transportation Statistics has recorded Flight 175's boarding time as 7:58 A.M.[\[16\]](#)

The passengers seen waiting at Gate 26 at 7:30 A.M. would have had about 30 minutes to get from that gate to Gate 19. They would have had to go across a large parking lot and likely would have attracted attention, given the size of the group.

The distance and the time involved also make such a move by the passengers highly unlikely.

One possibility is that they boarded a plane at Gate 26 but the plane never took off. This would account for the lack of clear record of a plane leaving Gate 26 at this time and would also account for the appearance to those who spoke to *Der Spiegel* that the passengers were preparing to board a plane.

Then the plane could have used the runway to take the passengers around a corner to Gate 19 and the passengers then quickly departed the Gate 26 plane.

While it is true that no one has gone on record as having noticed passengers getting off a plane near Gate 19 at this time, the sight of passengers walking or even running in airports is common and would not likely have caught attention.

The Flight 11 passengers could then have joined the Flight 175 passengers on Flight 175.

Interestingly, History Commons' timeline notes that United 175 took off 16 minutes late, time that could be attributed to the Flight 11 passengers arriving.

[\[17\]](#)

The Actual Flight of "Flight 11"

Researcher David L. Graham has noted that "During this entire flight, as confirmed through interviews with an [sic] air-traffic controllers, there was no (direct) verbal communication from the pilot or co-pilot. Although some semblance of radio contact was (purportedly) initiated by the pilot, it consisted

of nothing more, than surreptitious transmissions from the cockpit mike, [sic] that (supposedly) revealed the voices of the hijackers."[\[18\]](#)

Investigators suspect that the flight was hijacked fifteen minutes from takeoff, which caused the ground control to tell the pilots to move higher in altitude. But ground control received no message back and at this point the transponder was out. The plane changed course and went toward the World Trade Center.

Sweeney, the flight attendant, made a call to her ground manager, saying that hijackers had stabbed three people. Unbelievably, her account indicates that the hijackers had not yet broken into the cockpit[\[19\]](#), which should make us wonder why, with the commotion that stabbings would undoubtedly create, the pilots never took a few seconds to enter the emergency code.

With no eyewitness accounts of anyone going on board the plane at Gate 32 and yet an account of the plane taking off, there is little reason to believe the plane actually had passengers. This plane may have been identified as Flight 11 and flown near the World Trade Center.

Furthermore, there is evidence of Flight 11 flying well past the time it allegedly struck the World Trade Center. In an ABC News special a year later, Lt. Colonel Dawne Deskins of the Air National Guard said that "They [the FAA] told us that they showed the American Airlines Flight 11 was still airborne.

And the *Guardian* reported that "General Richard Myers, vice-chairman of the Joint Chiefs of Staff, said that before the crash into the Pentagon, military officials had been notified that another hijacked plane had been heading from the New York area to Washington."[\[20\]](#)

Conclusion on Flight 11

It is worth noting that the only direct sighting made of American Airlines 11, according to the official story, was made by the pilot of United 175.[\[21\]](#) In view of the questionable flight status of American Airlines 11, it looks like a suspicious way to confirm the plane's position. It is one more reason to believe that plotters used misdirection to help sell their plot.

American Airlines Flight 77

The official theory states that American Airlines Flight 77, Boeing 757-223 with tail number N644AA, took off from Gate D26 at Dulles International Airport at 8:20 A.M., ten minutes later than scheduled.[\[22\]](#)

Here in this footnote is the flight path of AA77 as determined by the National

Transportation Board.[\[23\]](#)

In spite of its official absence from the Bureau of Transportation Statistics, there are reasons to believe that a plane identified as Flight 77 flew on September 11, 2001. The expected sources, the Washington Air Traffic Control Center, the Indianapolis Control Center, the Herndon Command Center and the FAA have all been cited as having identified and/or contacted the flight while it was airborne.[\[24\]](#)

Where Were the Passengers?

As with Flight 11, the issue is not the existence of the plane, but rather of the passengers boarding. Unlike Flight 11, there are no credible sources that account for sightings of passengers, either waiting for the plane or boarding it. Attempts by Elias Davidsson, a leading 9/11 researcher, to obtain permission from American Airlines to interview employees who saw the passengers off have been declined by the airline for reasons of privacy.[\[25\]](#)

The Armed Forces has released a document (see page 21 of footnote 25 below) as to the number of people whose remains they identified among the American Airlines 77 passengers, but has never released names. It is hard to accept that a need for privacy could be more important than informing the public as to one of the reasons we went to war. Viewing the passengers as people rather than the accumulation of numbers would be much stronger evidence that they were on the plane.[\[26\]](#)

A look at the backgrounds of the alleged passengers reveals something interesting. At least sixteen of the 58 passengers worked in classified positions in the defense sector. It should make us wonder if these passengers were perhaps blackmailed into their participation in the plot or if they had the confidence of the plotters not to reveal their true roles.[\[27\]](#)

No One Breached the Cockpit!

According to declassified data obtained by Pilots for 9/11 Truth, a data parameter known as “CI” recorded no movements from the cockpit door throughout the flight.

Simply put, this means that no one could have gotten inside the cockpit during the flight. No one could have hijacked it.

In fact, the 9/11 Commission in their report acknowledges that no air traffic

controllers identified Flight 77 as a hijacked plane while it was airborne.)[\[28\]](#)

Two unidentified military aircraft were tracked on radar and flew near the Pentagon at the time the Pentagon was struck. What were these planes doing so close to the Pentagon?

The late photograph expert Jack White identified inconsistencies in pictures purportedly taken at the Pentagon shortly after the crash and those taken a few days later. In one comparison, he shows differences in the shade of the color of the grass on the lawn outside the building and in another, he demonstrates that a steel guard rail was either retouched or that photos were composites.

White also identified objects that were most likely planted or inserted into photos after the fact. He raised the obvious question as to why the Pentagon would tamper with the scene or the pictures if Flight 77 had indeed struck the building.[\[29\]](#)

Conclusion on Flight 77

The conclusion that best fits the facts is that Flight 77 made it into the air on September 11th without passengers and did not strike the Pentagon.

United Flights 175 and 93

The other two planes from the official theory, United Airlines 175, a Boeing 767-222 with tail number N612UA (from Boston) and United Airlines 93, a Boeing 757-222 with tail number N591UA (from Newark), were logged by the BTS as having taken off that day. These planes are mentioned in the official story as having hit the South Tower at the WTC and crashed in Shanksville, PA, respectively.

United Airlines Flight 175

Two different sources give two different times for the “wheels off” for United 175 on September 11, 2001. The Bureau of Transportation Statistics indicates that the time was 8:23 A.M. But other sources, including the air traffic control/pilot radio transcripts and *Washington Post* wire reports from the following day, say that the wheels-off time was 8:14 A.M.[\[30\]](#)

One might simply write off this discrepancy as a simple mistake. But there are

reasons to believe the sources refer to different planes.

One reason is that the BTS indicates the tail number of the plane, N612UA. The media sources make no mention of the tail number on the 8:14 A.M. plane.

Also, Lynn Spencer quoted Stephen Miller, the pilot in a US Airways in line behind a United flight on the runway, in *Touching History* as saying he waited three minutes after the United plane took off before he lifted off with his plane. [\[31\]](#)

Given that Miller's flight USA 6805 took off at 8:28 A.M. according to BTS records and that no other United flights show up in the BTS records during this time period, it is likely that he saw United 175 take off at 8:23 A.M. The air traffic control/pilot radio transcript indicates that United 175 took off at 8:14 A.M. (Times shown on this transcript are UTC, which is four hours ahead of east coast time).[\[32\]](#)

As noted in the discussion of American Airlines Flight 11, passengers from that flight likely took United 175. The question of which of these two United 175 flights they boarded may never be answered, especially because only the 8:23 flight has a recorded "push back" time (7:58 A.M.).

Of course, the possibility exists that passengers got on both planes, but the plotters likely had no interest in allowing the chance that passengers would be seen or caught on an unscheduled flight. That revelation would have given away the plot outright.

Conclusion on Flight 175

The most logical conclusion, then, is that the Flight 11 passengers joined the Flight 175 passengers on board the 8:23 A.M. flight and that the 8:14 A.M. flight was a decoy (plane without passengers) which attracted the attention of the computer screens and controllers and which flew near the World Trade Center Two to lead those screen observers to believe that 175 struck the South Tower.

United Airlines Flight 93

United Airlines Flight 93 was scheduled to depart Newark at 8:01 A.M., according to Bureau of Transportation Statistics records. The BTS shows that this flight took off at 8:28 A.M. but the History Commons, citing several news sources, declares that the takeoff time was really 8:42 A.M.[\[33\]](#)

Various sources give different reasons as to the delay. The Pittsburgh Post-Gazette said it was in part because of a fire two days before that created new construction that passengers had to walk around.[34]

USA Today blamed the delay upon a runway line of a dozen planes ahead of United 93.[35]

The Official 9/11 Report says the problem was the ordinary flow of morning air traffic.[36]

Conclusion on United 93

Unlike other flights which had conflicting information, there appears no reasonable way to clarify the discrepancies. No reliable eyewitnesses have contradicted the consensus 8:42 A.M. takeoff time. Nor can the BTS time be easily dismissed.

There may well have been more than one plane for this flight, but I cannot prove it. The delay appears to be about matters that not even the plotters could control which likely affected their plans.

Discovery of Passengers in Cleveland

To determine where these planes actually went, we could look to an airport which had unusual activity that day: Cleveland. Authorities ordered emergency landings based on what turned out to be a false report of a bomb on board one of the planes.

I theorize that two planes made emergency landings there. One was Delta 1989, scheduled for Los Angeles, at 10:10 A.M. The other was an unidentified plane at 10:45 A.M. Early press reports said a plane at the airport had 200 passengers.[37] A passenger from 1989 said there were "sixty or so" passengers on her plane.[38] This newspaper article in the Akron Beacon-Journal mentions 78 people on board:[39]

These reports, given the large discrepancy in the number of passengers and other factors, likely refer to two separate planes and passengers. Other facts reported make this conclusion clear.

For instance, the reports show different times for plane landings. For example, the press reports state that a plane landed at 10:45 A.M.[40] However, Delta, which tracked Flight 1989, says it was 10:10 A.M.[41]

The passenger says that “after our emergency landing, our plane was directed to go to an isolated area of the airport, and we waited for **over two hours** in quarantine.” (Emphasis mine). That would be around 12:30 PM.[42]

But the *Akron Beacon-Journal* reports the passengers were released from the plane at 11:15 A.M.[43] So, Delta 1989 landed at 10:10 A.M. and the other plane landed later at approximately 10:45 A.M.

The researcher Woody Box further concludes that the 1989 passengers went to an FAA building at the south end of the airport and that the second plane passengers went to a NASA facility on the west end of the airport.[44]

The flight manifests used at the Moussaoui trial in 2006 offer the official account as to the number of people on each plane, including the crew members. These manifests show that 92 people were on Flight 11, 65 for Flight 175 and 45 for Flight 93.

Though the total number for all three flights (202) is much closer to the estimate, a reasonable person could look at a group of 157 (the number on Flights 11 and 175 combined) persons and estimate 200.[45]

Were Cleveland Passengers Tied to the Plot?

The passengers in question likely arrived in a plane that flew out of Boston. And they can be distinguished from another group (of 69 passengers) whom we can confirm took Flight 1989 and made an emergency landing earlier in Cleveland.

There is not much in the way of physical evidence. The best evidence is the determination, by the process of elimination, of which planes were in the Cleveland area in time to make an emergency landing at the times that witnesses specified that flights landed.

Acknowledgment that this theory is correct nullifies the most important points of the official theory, such as the presence of hijackers, the idea of four specific planes taken over and the four crashes involving those four planes. If this theory is true, the cover up team has every interest to destroy paperwork and even alter official records.

According to available information, Flight 93 turned south away from Cleveland and then east toward Pennsylvania.[46]

Furthermore, as noted above, Flight 175 had the number of passengers to match the estimate of passengers seen in Cleveland with a direct flight. On the other

hand, 93 would have to add to its passengers with a stop, which would make it highly unlikely it would have time to make it to Cleveland to be the second plane at 10:45 A.M.

The Confusion over Flight 93

It is still reported by some sites on the Internet that United 93 landed in Cleveland. This is probably because on September 11th, United Airlines identified a plane that landed there as being Flight 93.[\[47\]](#)

But according to Liz Forman, who originally posted the link for a website to an Associated Press story about United 93 landing in Cleveland, she retracted the link after the AP retracted the story. She has since called the posting of the story "in error."

The same site that quotes Forman also claims scientists used a KC-135 to simulate zero-gravity and that this plane had to "return to the hanger."[\[48\]](#) But Woody Box has responded by stating that the capacity of a KC-135 is only 80 people and that witnesses saw 200 people.

Furthermore, the KC-135 landed at the airport at 10:08 A.M. according to FAA records, quite different from the 10:45 time reported by observers of the plane. Also, the scientists who left the KC-135 were taken to hotels rather than to the NASA center, as witnesses said about the passengers.[\[49\]](#)

The Landing of Flight 93

Woody Box writes an article that explains that Flight 93 became confused shortly before 10:00 A.M. with yet another airplane near the Pittsburgh area. The traffic controllers had lost track of Flight 93 but later recaptured it when 93's transponder came back on. By that time, an eyewitness had described an airplane they later realized was another plane.[\[50\]](#)

The second airplane was seen flying twenty miles to the north in a parallel (southeastern) direction. Could this plane have been the decoy United 175, last seen in the area of the World Trade Center at about 9:00 A.M. confusing the air traffic controllers? It certainly had the time to be in both places as seen by observers.

The real Flight 93, could not likely have crashed or been shot down near the official crash site in Shanksville. As previously stated, no plane parts found were ever traced to it.

The other plane most likely flew near Shanksville to misdirect attention away from the South plane, which landed safely in a remote location.

Flight 89: The Key to Understanding Flight 175

The approximately 200 passengers who flew into the Cleveland airport at 10:45 A.M. on September 11, 2001 make no sense from the official theory point of view because that theory says the passengers all died further to the east and because no one has reported being one of these passengers.

They have the appearance of passengers whose sighting was a mistake made by the plotters. If that is the case, it is of vital importance to determine their role, witting or unwitting, in this plot.

Determination of which plane they came into the airport on would assist in answering that question.

According to Woody Box, there was another plane in the area which had also started the day in Boston. It was headed for Las Vegas. The flight was Delta 89 and there was something different about it.

The Northeast Air Defense Sector (NEADS) picked it up on its radar screen and received information via the plane's "squawk code" of 7112 which signaled a hijacking. The plane was not confused by NEADS with a plane nearby, Delta 1989. Woody Box points out that the two planes were going in different directions and that NEADS never received a "hijack" signal from Delta 1989.

[\[51\]](#)

The two planes were near one another in the Cleveland area. But no one has ever confirmed an actual hijacking in that area nor did the official report even mention Flight 89. We know that Flight 1989 touched down in an emergency landing at 10:10 A.M. in Cleveland on that day. So what was Flight 89?

A check of the BTS records shows that Delta 89 was a civilian flight, scheduled to depart from JFK airport, New York, at 3:00 p.m. for Los Angeles. (See BTS).

[\[52\]](#)

Given the government order earlier in the day against planes taking off, it should be obvious that Delta 89 never took off!

Woody Box reasons that the Delta 89 referred to in NEADS records was "neither Delta 89 from JFK nor another civilian flight. [It] was the code name for a plane participating in the ongoing war games."[\[53\]](#)

Researchers, including Michael Ruppert, have uncovered several flight simulations taking place that day. At least one of them was a "live fly" exercise, which involves an actual plane in a simulated hijacking. Delta 89 appears to have been such a flight because records indicate a hijacking code used and yet no one reported it as a hijacking.

Because Delta 89 was not the actual plane with that flight number, the "Delta 89" must have been a code name and the plane may not have even been a Delta flight. Could Delta 89 have been a code name for United 175? The answer to a simple question helps us get an answer.

Why would plotters use United 175 but refer to it as another name? It would be a good way to promote the false story that United 175 hit the World Trade Center and hide the plane by giving it a new identity.

The plotters, under this theory, were further able to hide Delta 89 in Cleveland under the ruse of an emergency landing. That is to say, until some people noticed the passengers.

To recap, the 175/89 theory goes like this: the 157 passengers for American 11 and United 175 get on United 175 in Boston and take off from there en route to Cleveland.

Along the way, the plotters adjust the plane's "squawk code" from a number showing ordinary circumstances to a number coded for a hijacking. The controllers receive a message that the plane is identified as Delta 89 and they communicate for about a minute-and-a-half.

Cleveland Airport authorities mistakenly tell 1989 to make an emergency landing in Cleveland, which it does at 10:10 A.M. Delta 89 (United 175) follows about thirty-five minutes later.

Having participated in a simulated hijacking, the United 175 passengers were not likely surprised by the emergency landing, nor by their detainment at the airport, first at the hanger and then at the NASA building. This theory explains the lack of any reported phone calls from them.

How the Air Traffic Controllers Got Flights Confused

Dewdney has pointed out in his essay "Operation Pearl" that two planes could become confused with one another on a computer screen if they became within

approximately one kilometer (about three-fifths of a mile) of each other. The two blips would likely be seen as one, which would disguise one of the planes. The plotters could have had United 93 fly close enough to Flight 1989 to “hide” it on the screens.

The air controllers received a message about a bomb threat that they believed came from United 93. They mistook Delta 1989 for United 93 and directed it to make an emergency landing in Cleveland. The plane, Delta 1989, turned around and worked back east toward Cleveland and made the landing at 10:15 A.M. there. During this time, the airport ordered most of its personnel to evacuate. Because of the evacuation, few noticed a second plane's arrival at the same airport thirty minutes later.

No one now disputes that the first plane was Delta 1989. Some have assumed that, because of the confusion over United 93 and the fact that United 93 was, according to records, in the area, the second plane must have been United 93. This assumption appears to have "trumped" the possibility that the second plane was, in fact, United 175.

The Pilots of Flights 175 and 93

The pilots of the Flights 175 and 93 could have been unwitting participants. They would have had to have been unaware of any air phone calls made during the flights.

In the essay, “9-11: Flight of the Bumble Planes,” Carol Valentine related that Snake Plissken had told her that plotters within NORAD could have sent a message like this one to the pilots:

"THIS IS THE NORTH AMERICAN AEROSPACE DEFENSE COMMAND. THERE IS A NATIONAL EMERGENCY. WE ARE UNDER TERRORIST ATTACK. TURN OFF YOUR TRANSPONDERS. MAINTAIN RADIO SILENCE. HERE IS YOUR NEW FLIGHT PLAN. YOU WILL LAND AT [NAME] MILITARY AIR BASE."

In this scenario, the two pilots simply followed what they believed were legitimate orders. Any records of these orders would, of course, have been destroyed.

Also, the pilots could have been a part of the plot, which would remove the need for the false orders. They could have flown their flights under prior plans or they could have been in communication with plotters outside of official

equipment or by using official equipment whose records would be destroyed.

How the Phone Calls Were Made

Professor Griffin and others have disputed the alleged phone calls, as noted above. He details the strong probability that none of the cell phone calls were on the flights and notes the official change of story as to which calls were done by air phones. Air phone calls can be made during a flight at most altitudes, whereas studies have shown cell phones to be highly unreliable, at best, even at low altitudes.

It is reasonable to assume, then, that cell phone calls were made from the ground, either by the person said to have called or a voice synthesizer widely thought to be available at the time.

There are two reported calls from Flight 11, from Betty Ong and Madeline Sweeney. Their calls are reported as starting at 8:19 A.M. and 8:25 A.M.

Regardless of what types of phones were used, Ong and Sweeney could have made or had their calls made from another location (perhaps the actual Flight 11 plane on the ground) and continued until word came that the South Tower had been struck at 8:46.

Three calls are reported from Flight 175, starting at 8:52 A.M., 8:52 A.M. and 8:59 A.M. Air phone calls could have been made onboard, while cell phone calls would have had to have been made from the ground.

There are two from Flight 77, starting at 9:12 A.M. and 9:16 A.M. We know that Flight 77 had no passengers that day, so these calls were probably made from an onground location, perhaps even from the actual plane for Flight 77.

Twelve are reported from Flight 93, starting at a range of (before) 9:30 A.M. to 9:58 A.M. Air phone calls from this flight could have been made onboard, with cell phone calls from the ground.[\[54\]](#)

Cleveland Passenger Debriefings

According to eyewitnesses, debriefings took place in Cleveland. The plotters likely gave them new identities and places to live, along with instructions for changes to their appearances. This conclusion comes not from eyewitness or other solid evidence, but rather logic.

One may ask why a person would leave their family and friends and take on a new life or why they would agree to participate in a plot such as this one. Still others would wonder what would keep these “passengers” from revealing what they knew about the plot itself.

These are fair questions. To answer them, we need to consider that some people in our society would see 9/11 not as the horror that most of us do, but an opportunity to change United States policies and fight what they perceive as a greater evil than the plot.

If soldiers are willing to give up their lives for our nation, why would it be surprising that others would give up their identities? Some passengers could have been blackmailed into participating.

We also should consider that these “passengers” may not have been told the whole story before they became involved. It should be recalled that there were flight simulations going on in the same parts of the nation that the “flights” took place (revealed in several sources, including Paul Thompson’s “Complete 911 Timeline.”):[\[55\]](#)

The “passengers” may well have believed it was all a simulation until they learned the real news later. The documented “live-fly hijacking” provides evidence of this theory. Consider also that the ones making the phone calls may have stayed behind, leaving a much larger number of passengers who may not have understood what happened.

As for giving up the secret, who is to say that some of the “passengers” have not already done or attempted to do so? Who would listen to a confession from someone whose name has been stated publicly as a deceased passenger from one of the flights? Better yet, who would air this confession?

And as I noted in *Dead Men Talking: Consequences of Government Lies*, large groups of people have kept sensitive matters secret.

Consider that the government’s lie about North Viet Nam instigating the Gulf of Tonkin incident, which precipitated our involvement in Viet Nam, was kept secret by those who were there for decades. And the public still does not know the secret behind the eighteen-and-a-half minute “gap” of silence on a 1972 audio recording of a conversation between President Richard Nixon and an aide.

The mainstream media responds to those in power. It is how they get their sources of information. They have no interest in jeopardizing that. So forget

about Barbara Walters talking to someone claiming to be Todd Beamer (who allegedly sounded the battle cry, "Let's Roll"). Maybe we will see a confession on YouTube, but those who believe the official story would likely say it was an attention-hungry actor.

Others ask why the plotters would not kill off the passengers. Undoubtedly, the plotters had the criminal mentality to kill innocent people.

I simply believe it would have been in their best interests, however, to work with familiar agents who had a track record of following orders.

And, of course, surviving agents could be used again in the future.

How the Plotters Used the Planes and Passengers

In the "live-fly hijacking" exercise, "hijackers" announced falsely that a bomb was on board and took the passengers through a drill that included a debriefing at the airport after the emergency landing. Not having heard any reports of hijacked planes, they went to the NASA building.

At this point, it might make sense for the plotters to acknowledge this story, state through the media that similar exercises are conducted on a routine basis and dismiss any connection with the events of the day as coincidental. Perhaps that was the plan. The problem likely lay in unexpected events elsewhere.

We now know that United 93 was delayed by over forty minutes on the runway, leaving at 8:42 A.M. instead of its scheduled departure time of 8:00 A.M. Because Flight 175 was also scheduled for an 8:00 A.M. departure (it left at 8:23 A.M.), United 93 and United 175 may have had the same cover story: they were the planes that would be alleged to strike the World Trade Centers.

But shortly after United 93 actually got off the ground, the real attacks, perhaps by timed plan, on the two buildings began, with Building 1 hit at 8:46 A.M. and Building 2 at 9:02 A.M. Obviously too late to safely be accused of striking the WTC, the name United 93 was set aside for later.

Here is my hypothesis: The plotters, learning of the delay, had to create a story shortly after 8:00 A.M. that they would not have to change later. They later got the message to the media that American Airlines 11 and United 175 were the two planes that crashed at the Center.

The real United 175 was en route to Cleveland. The real United 93 would trail

behind, close enough to be confused with it. Fake phone calls were set up for all flights.

The second United 175 and American Airlines 11 went in the direction of the World Trade Center and appeared on the screens.

At pre-arranged "cut-off" points, the plotters sent drones or other aircraft which appeared as Flights 11 and Flight 175 on the screens. These aircraft took short flights to strike the World Trade Center towers.

Having been forced to use one phantom flight, the plotters were now willing to use a second: American Airlines 77.

The plotters arranged for a plane similar to American Airlines' 757 to fly toward the Pentagon. As the plane got close, a missile appearing to have the American Airlines logo and colors was fired.

The missile struck the Pentagon simultaneous to the plane swerving to avoid the Pentagon at the last second. The resulting commotion gave rise to the common belief that a Boeing 757 hit the Pentagon, a belief updated when the plotters got the message to the media that Flight 77 had caused the damage.

The plotters had to make the name United 93 disappear even as the real United 93 was in the sky. They used a remote area in Shanksville, Pennsylvania and they arranged for a shoot-down of an unmanned plane to create the impression of a crash.

Dewdney points out that Susan McElwain, a Shanksville resident, and other witnesses saw an aircraft flying overhead. Some of them saw another aircraft matching the description of an A-10 Thunderbolt both before and after an explosion.

The plotters intended to go with the "shoot-down" of United 93 until they realized that concocting a story about passengers fighting back against the "terrorists" would divert attention from the fact that no remains of passengers ever turned up in Shanksville.

All named planes had to be hidden from public view so as to maintain the cover story. United 175 was already linked to World Trade Center 2. So the real United 175 was given a new identity as Flight 89 and under the false pretense of a bomb threat, it performed an emergency landing at Cleveland. The plotters also had United 93 turn back from Cleveland and land quietly in an airport in

Pennsylvania.

The Passengers as People

Did the Flight 11 passengers really exist? All we have is the manifest, released by the Boston Globe on September 13, 2001, the names on passenger lists provided by the media and, in some cases, a brief description of their lives:[56]

Some of the people listed had some status or fame so as to be missed by the general public rather than merely family and friends. For the names unknown to the public, the plotters could simply hire actors to play the roles of grieving family and friends or simply give false stories of them to the media.

But the plotters would risk giving away the plot with a fake death of alleged passenger David Angell, the creator and executive producer of the hit NBC sitcom “Frasier” because the public could recognize him.

However, Web Fairy and others have researched the Social Security Death Index, a privately-owned website which records the dates of those deceased. This site claims an 83 percent accuracy rate.[57]

The records show that of the 78 passengers allegedly on Flight 11, 36 were not found, 18 had died on other dates and only 24 died on September 11, 2001.[58]

Perhaps unsurprisingly, the other alleged flights also show remarkably low percentages of passengers on this index. According to Vincent Sammartino, “Of the passengers and crew of Flight 77, 175 & 93, only 22%, 28%, 13% respectively are in the SSDI.”

As with Flight 11, some, but not quite as many by percentage, of those from the other flights declared dead were listed with a date other than September 11, 2001. Here are the indexes of Flights 175, 77 and 93, respectively:[59] [60] [61]

Sammaratino goes on to say that the percentage of passengers whose families took the 9/11 Victims Compensation Fund money is even lower. In fact, of all 266 of the alleged passengers, only ten appear on this list![62]

If the index is accurate with properly entered names, then it is clear that the public has been given names of people who (1) did not exist, (2) were still alive and (3) had already died!

Passenger Names, Plots and Planes – Plotter Options

The idea that fake names were used in place of actual passengers is otherwise

hard to prove or disprove. The key for the plotters to make this plan work would have been to select a handful of the approximately 200 passengers to make the phone calls or otherwise serve as visible "victims" like Beamer. Maybe twenty would work.

The plotters would then have had to come up with fake names for the remaining passengers, photographs (the "Let's Roll" online Forum suggests that old, blurry photographs of actors or others in the public domain could have been used) and contacts who could "vouch" to the public for certain passengers as friends, family, etc.

It would mean keeping tabs on the contacts but these contacts would have little information. Also, investigators would not have the proper name to look up.

But an even better strategy would have been to have nearly all passengers buy tickets and board the plane under their true names. The public is likely to trust a manifest in which the names appear to be real and which can even be verified.

The exceptions would be nineteen passengers of Arab appearance who would steal the names of people who had attended flight schools or who had infiltrated groups who could be blamed for the plot. The fact that the victims of this identity theft would complain later would only be a minor problem. The plotters knew that giving these false names to the FBI quickly would get the official story of 19 hijackers moving throughout the world.

The other passengers could simply get new identities. All they would have to do would be to wait out at nearby hotels for the immediate shock of the day's events to subside, and then report to their new assignment with a new identity.

What about the planes?

Each plane alleged to have crashed into the World Trade Center, Pentagon or Shanksville had to be hidden, defaced or destroyed. Plotters simply had agents posted at the airports direct the planes into old hangers to await further instructions. Over the next four years, each plane's status changed to "de-registered" in the Federal Aviation Administration database as either canceled or destroyed.

Whereas the actual disposition of these planes matters little, some may ask why the plotters allowed so much time before making the disposition official.

My answer is that the plotters knew that bureaucratic delay is so common that no

one regards this fact as important.

Why didn't the plotters hide the passengers better?

I have made some other assumptions that the reader can judge for themselves about. I believe that the forced landings of Delta 1989 and United 175 at Cleveland airport were events planned ahead of time. Personnel connected with the plot were needed to promptly greet the passengers and to detain them properly before others could get there to talk to them, for example.

United 93 should have gone to Cleveland. Its small number of passengers (perhaps around 40) would not attract attention and could blend in with other passengers before going to the NASA building individually. The report of 200 passengers attracted the attention of the local media. That is why someone reported on them.

As soon as United 93 reported delay, the plotters “pinned” the blame for the World Trade Center strikes on 11 and 175. They then changed the flight plan for 93 and 175. United 175 went on to Cleveland. United 93 would instead be alleged as the Shanksville plane.

The 93 pilot received instructions to go toward Cleveland but then come back and landed at an airport in Pennsylvania. The group managed to handle its debriefing and disperse later quietly.

The Real Terrorists

We need to hear the whole story about what happened on 9/11/01. But no one is going to give it to us. This is my story, which is at least plausible and probably quite more than that. I am sure it is not perfect and would welcome new, more relevant facts or corrections.

Here are the kinds of people necessary to carry out the plot that I have just described:

Plotters – Obviously, 9/11 was the result of much planning. No one, not even those who support the official theory, disputes that this event was the result of a conspiracy. And those who conspire are criminals. We need to find those who fit the typical definition of a criminal suspect, those who had the means, the motive and the opportunity to commit the crime:

Means – They had to have the ability to jam or confuse air defense, schedule

simulations, directly influence or control mass media, control public opinion and federal courts over a close election (2000) to ensure George W. Bush's installation as president, place explosives and/or use new technology to demolish WTC buildings.

Motive – They had to belong or sympathize with groups like PNAC, the Project for the New American Century (which wanted a “New Pearl Harbor” to give the government latitude to start perpetual wars), declare our enemy (Osama bin Laden, Muslims, Arabs, etc.), unite the nation behind the radical neo-con/PNAC strategy, and put the public in emergency mode where they are susceptible to drastic measures like Patriot Act.

Opportunity – They needed to take advantage of one day when the plan came together without warning to everyone but them.

Who has all three of these factors? – One person has all three factors without a doubt and should be the leading suspect: then-Vice President Dick Cheney. He also had access to help from several groups of people, such as neo-conservatives and Mossad agents, who had access to airports and airplanes used in the plot. So, what was their plan? Obviously, we cannot go inside their minds as they prepared the plot, but we can look back at what happened and surmise their intentions.

The Plan – The plotters used a handful of intelligence agents to flights and who secretly went to operation center to fake cell phone calls to family and friends of the fake passengers. They made sure enough people were killed at the World Trade Center and Pentagon to scare the public into accepting “retaliation” on new enemies like Afghanistan (whom the Bush Administration had already secretly planned to invade). They covered up evidence that contradicts the official story. They may have used mock funerals (based on the Operation Northwoods plan) to convince the public of plane passenger deaths.

Let's consider a condensed version of the official or “cover” story so that we can begin to consider what really happened.

The Cover Story – The nation was attacked by suicide terrorists who hijacked airplanes and flew them into landmark buildings, causing approximately 3,000 deaths. Osama bin Laden directed these attacks, which caught the United States air defense completely off guard, by using members of his terrorist group Al-Qaeda, who hate the United States for its freedom.

To get the public to believe the cover story rather than the truth, the plotters

needed to take action to cover up the truth and to misdirect the public's attention. Here are some facts relevant to this issue:

The Cover-up – They got the Mayor of New York City to order removal of all debris from demolished buildings promptly (a crime) rather than sending samples for investigation. They told the media to use second-hand sources to get “passenger lists” so as to avoid disclosure of who really flew and on what planes they flew. They publicly blamed Osama bin Laden and al-Qaeda quickly to unite public behind the war strategy and to discourage a true investigation.

Besides Cheney, who were some of the key players in the plot?

The Agents – Cheney, like any high-ranking leader, had a loyal “Praetorian guard” who could lie for his whereabouts and report to him. Mohammed Atta served as a scapegoat in order to create a false lead on al-Qaeda. The intelligence agents discarded their old identities which were used to create heroes. High-ranking producers of main media got news anchors to speak of planes matching description of official flights and may have even put false planes on screens for WTC2. Other agents planted plane items at WTC and Pentagon. Others used high-security computers to put “blips” on the screen, known to be used in simulations, in order to confuse the Federal Aviation Administration. And Larry Silverstein appears to have allowed the use of his building, the World Trade Center, for the centerpiece of the attacks (in exchange for a multi-billion dollar insurance recovery).

Summation

There is no credible evidence that any planes were overtaken by anyone. The “evidence” of hijackings came through the phone calls, which have been proven to have been made under false pretenses.

Furthermore, no credible videotape of any of the so-called “hijackers” at any of the airports in question has ever surfaced (a 2004 tape purportedly of hijackers at Dulles has been challenged widely for its lack of date and time of recording), nor has any independent authority ever established the finding of the remains of any of them at the crime scenes.

And there is no record of any pilot taking a few seconds to punch in the emergency code that pilots are taught to use in hijackings. Instead, the plotters spread the phony story of nineteen hijackers to scare the public into believing that a group of Muslims, acting under orders from United States-hating radicals, committed an atrocity on our soil.

The official story needed scapegoats and a motive for them to act against us. The use of hijacker names and pictures in the mainstream media shortly after the event also locked up a verdict of guilty against Osama bin Laden, al Qaeda and all other “terrorists” in the public mind without a trial by reasoned inquiry.

Other planes besides the official ones were used to assist in the plot. But the additional planes cannot answer the question of passengers, who by logic must be accounted for. We have about two hundred names of those who were said to have boarded one of the planes in question that morning.

That means the approximately 200 passengers from Flight 175 who landed in Cleveland were, in some way or another, part of the plot. Officially, they would be known as the passengers in the airplane that struck World Trade Center Two, or the south tower. Because the official story is a fiction, the plotters needed to find a place for the passengers on the plane that would not contradict the story. So they landed them as a part of an emergency ruse in Cleveland and ordered agents of the plot to take them to the NASA room.

Dead or Alive? How to Decide

A few basic questions for the reader:

Do you believe the passengers died at the World Trade Center, Pentagon and Shanksville, Pennsylvania?

If your answer is yes, I cannot let you go without asking you one more question:

What is your reasoning in asserting that they died at the crime scenes?

I have offered evidence of two unauthorized flights, evidence that none of the parts of planes said to have carried the passengers to those sites has ever been traced to official records of those planes and evidence that no independent expert has ever confirmed the identification of remains of any of the passengers at any of the sites.

If you do not believe the passengers died at the scenes, then I expect that you will ask the same question so many people ask me: **if the passengers survived that day, where did they go?**

Though I have provided a partial answer (for most of the passengers), Cleveland Airport, the reader knows that the passengers could not have stayed at the airport for all of this time.

The “footprints” appear to end at the airport. The rest is a matter of logic: if the passengers were innocently involved and completely unconnected to the plot, it would make sense that they would call their family and friends. But no one has ever reported receiving or making such a call.

If, on the other hand, they had a role in the plot, it would be logical that they keep their role secret from others, as disclosure of their role would conflict sharply with the official theory advanced by the plotters through the media.

At this point, some argue that the plotters would need to kill the plotters in order to maintain that secrecy. But of course, the murders would be a new secret for others to keep.

We might ask how they became involved with the plot. Plotters would be highly unsuccessful if they chose agents who were likely to talk. They would select people in whom they had confidence or whom they otherwise knew they could rely upon to keep the secret.

Some may have been blackmailed, as I suggested of many of the Flight 77 passengers who worked in top-secret defense programs. The plotters probably had access to confidential information about the passengers and could have used improprieties against them if they did not cooperate.

The bottom line is that the passengers are still among us. They have different names and live in different places and are monitored by those who ran the plot. I know I cannot prove this last part but I truly believe that it is the most likely possibility.

Some may wonder how these passengers, all of whom have been presented to us as victims, could be involved in something so wrong. But the power of evil is not in the hands of those who perform the acts, but in the ability of immoral people to persuade the good to do wrong.

Passenger Fiction

This part of the book is fictional. Its purpose is to demonstrate how the passengers, identified here by their flight numbers and the letter “X,” were likely convinced to go on the flights and to show what likely transpired on each of the planes used.

11X felt a chill sitting in his office. When he had opened his wallet to look for a password to a computer program, he has caught sight of his ticket. American Airlines Flight 11 for Tuesday, September 11, 2001. Reading over the itinerary brought back memories of the meeting that led him to this airplane trip. A man who only identified himself as “Rod” had approached him as he sat alone on the bench waiting for his bus to work.

“How did Rod know I took that bus?”

But he strongly suspected what he could not prove for certain. Rod’s appearance of casualness, his command of facts about 11X and his quick disappearance after their brief conversation led 11X to become convinced that Rod had done this sort of thing before. And that Rod had been following him.

“The ticket is already paid for in your name,” Rod told him.

Rod had done all of the talking. He had told 11X he knew about his mistress and went on to name her, how long their affair had gone on and her term of endearment for him. 11X could only sit there and stare back in shock.

“We could tell Josie but we know you don’t want that. She will never know about her if you will take this plane flight. Just act normal and your handler will identify himself at the end of the flight and assist you.”

“Oh, and don’t worry. Your boss knows it’s a business trip to Los Angeles.” Then Rod was off to wherever he came from.

He wondered now, two weeks later, as he decided when he would leave for Boston Logan Airport the following morning, who “we” referred to. He also pondered not showing up before dismissing that thought. If Rod could find him at the bus station and tell him so much about himself and get the ticket under his name, then he could find him if he failed to make the flight.

And the boss knew something. He couldn’t help but think that getting his job some years before was all a big set-up and he was simply now a pawn in some game he did not understand.

He had to turn these thoughts off before Josie returned to the bedroom from reading a story to their 3-year old son, Jakob. 11X had already kissed Jakob goodnight and said he would be gone but he would be back soon. But questions kept coming up:

“Is this our last goodbye?”

He thought again about Rod’s comment about the “handler” and how the handler would “assist” him. If he got to come home, would all really be well? And what about his mistress? Who would make sure she didn’t talk?

He knew people like Rod had ways to make sure no one talked. He just hoped it wasn’t the permanent way.

He heard Josie's footsteps and set the alarm clock for 5:30 A.M. He stepped off the bus and walked toward the airport entrance. He couldn't ask Josie to get up to give him a ride. He couldn't risk blowing the cover that this flight was not about business, but about some indiscretions he had committed.

He also didn't want to get into a conversation in which Josie might ask where he was staying in Los Angeles. Rod had only said his handler would take care of him.

So when he first told Josie of this flight, he had simply said that his employers were handling the arrangements. And she had seemed satisfied.

Gate 26. He followed a sign. He found the check-in counter and received his boarding pass. He noticed some other passengers waiting at the gate and his mind started racing again: "Who else is here because of Rod or someone like him?"

Trying not to look suspicious, 11X sat down in a seat and pulled out his *Sports Illustrated* magazine and started reading about his beloved Boston Red Sox' chances at catching the New York Yankees in the baseball race.

A plane taxied on the runway toward Gate 26 and came to a stop. 11X and the group that had formed near him stood up and went through the usual procedures.

Children and elderly people got to go on first, then first class, then coach. 11X went on board the Boeing 767 and found his seat. After putting his luggage above him, he sat down and thought about the Red Sox some more.

After all passengers had boarded, he waited for the usual warnings about wearing seat belts and what to do in an emergency. Instead, as the plane began to taxi again, a man in a blue suit put down his cell phone, stood up and addressed the passengers and crew:

"Ladies and gentlemen, there has been a change in plans. All of you will now report to Gate 19 and join the passengers of an under booked flight, United Flight 175, which is about to leave for Los Angeles.

American Airlines and United Airlines have a reciprocal agreement so just get off the plane in a minute and go directly to Gate 19 and board that plane."

The passengers around him started to get their bags together. As soon as the plane stopped, the door opened and everyone, including the pilot and crew, filed

out the door and walked back into Logan Airport. They made their way to Gate 19, where the United crew welcomed them.

Each Flight 11 passenger got their new seating assignment on board the plane. The woman in front of 11X said someone had said to the man in front of her that they needed to take off soon but didn't say why. The plane was still but the speed in which passengers were being told of their new seats confirmed the urgency. Everyone was also told not to use their cell phone as a safety precaution.

After some delay, 11X got his new seating assignment and walked down one of the aisles. He looked up and could not miss seeing her.

175X squirmed in her seat when she saw her boyfriend approach her. It crossed her mind when the overhead speaker said something about passengers from another plane boarding, but now the message was clear: both of them had been caught and both were in this together, whatever this was.

She saw his forced smile at her as he walked toward the back of the plane. She pulled out some aspirin and asked one of the stewardesses for a cup of water.

The plane started to move down the runway faster and faster until it left the runway and hurtled into space. 175X put her head back and thought of all the lies she told to people about her trip to Los Angeles.

She had told her boss that she needed a few days off to see her deathly ill brother in Los Angeles. The fact is that she had two brothers, but neither of them were near California. She hoped her boss did not conduct some background check on her.

She had told her best friend she had to interview a professor at a college in Southern California about some research she was conducting on solar energy. Fortunately, her friend had not asked her for any details, such as which college.

175X was always afraid someone would find out about her and 11X, but she did not expect to get a message on her voice mail from a strange voice. The voice told her that they knew about the two of them and that she must buy a ticket to fly to Los Angeles on Flight 175 on Tuesday, September 11, 2001. Or else Josie would find out.

She thought about taking her phone to see if the call could be traced or the voice identified, but thought better of it. Not only would the people investigating hear

the message, but there was also the concern that the person behind the voice would learn of her efforts to track them down. Them...whoever they were.

And she had no clue as to what this flight to Los Angeles was about. The realization that she was literally putting her future in the hands of another person had come over her, and blackmailers at that, but she felt powerless given the information that this person obviously had.

And now these new passengers from another flight? This thing was much bigger than she thought.

Looking at his plane ticket, 77X smiled. Another assignment from his friend and now, with the money he expected, he could send his kids to college and start thinking about retirement.

He had done these assignments well. One time his friend tipped him off to a crime scene before the police arrived and 77X had planted a weapon on a dead man to throw the authorities off. His friend told him that a very good confidential informant would have been arrested for killing a drug dealer, so he thought it was justified.

“Desperate times call for desperate measures.” It was something 77X found himself thinking often.

Anything to keep drug dealers and other unsavory people away from his family. He enjoyed the assignments because they made him feel patriotic.

The friend, who had never given him a name but always wired the money promptly to a special account, had contacted him by cell phone early in the morning. He had gotten right down to business and said that 77X would be on “standby” to take the flight.

77X often asked himself why he did not trace the calls he got from his friend. He had eventually decided not to bite the hand that fed him all he really cared about. Amazing how that friend had gotten to him through a person he had met at a victim’s rights rally. It was kind of scary but 77X never minded living a little on the edge.

The cell phone went off again and 77X let it ring twice. The ringing stopped. It was their pre-arranged code for 77X to gather at the secret site.

After walking past the construction at Newark Airport to get to the right airplane, 93X got on board United Airlines 93. And judging by the queue of planes in front of hers, it was obvious that the flight wasn't going to leave anywhere close to its scheduled time of 8:01 A.M.

93X nodded to the stewardess and smiled. She went to the back restroom of the plane, closed the door and pulled her cell phone out.

“Bet on the dark horse in the first race.”

The co-pilot of a Boeing 747 clicked off his air phone.

“Rod, we are the decoy for WTC 1.”

“No problem. I guess our work will be a little longer today. Tell Jed the news.”

Jed received the call and informed his pilot.

“WTC2 it is.”

11X looked up from his *Sports Illustrated* long enough to notice a man stand up in the front of the plane. Thinking nothing of it, 11X kept on reading about the Red Sox.

“Stewardess, I need a new seat. This man keeps poking me on purpose!”

Two men jostling up front kept 11X's rapt attention until he heard the woman next to him scream:

“He's got a gun!”

Looking behind him, 11X saw a man in a ski mask pointing a gun in his general direction and then heard two more guns click in the area behind the man.

By now the two men supposedly fighting with one another up each front pulled out guns and headed for the cockpit.

11X thought, “Do something. Do something.” But he froze, just like the passengers he saw. Except for one.

A crashing thud could be heard up front. Someone had taken their luggage and smacked one of the gunmen, jarring his gun loose. They picked up the gun and pointed it at the other man.

“Time out! This is a game! The gun isn’t loaded!”

All of the people with guns and ski masks dropped them and went over to the brave woman who had used her wits.

The pilot’s voice came over the loud speaker:

“You have all just participated in a hijacking scenario. The federal government requires us to run simulations to determine ways to prevent hijackings. With an injury to one of the participants, we must make a short landing in Cleveland. We apologize for any inconvenience.”

The men who had worn ski masks all huddled together with the brave woman and appeared to make reports on what had happened. 11X wondered if Cleveland was a part of the plan all along.

“77X, you have got to keep track of all of the photographers at the Pentagon. Get their names, their phone numbers and most of all, get their film. Your FBI contact will get it from you and you will get your pay.”

“Roger that.”

Summoned to the cockpit, 93X faced the pilot.

“Is your betting done?” he asked her with a smile.

93X laughed.

“Listen, 93X, they changed the box over at 175. We are in the clear. Where can we park our passengers?”

New Information for the 2nd Edition

Facts about the Flights

I have made it my mission for the past two years to discover as much as I could about the alleged planes and passengers of 9/11. I have written books, submitted articles online and discussed the matter with people from different backgrounds. The following is my conclusion in August 2012 as to what really happened to them and why.

The Official Story – United 93

According to the official version[63] of events, forty-three people, including the crew members, boarded United 93 on the morning of September 11, 2001. The flight took off from Newark airport with San Francisco as its destination.

During the flight, four hijackers took over the aircraft. After making calls from the airplane to relatives, several passengers rushed the hijackers in an attempt to wrest control of the plane back. Ultimately, the plane crashed in a field in Shanksville, Pennsylvania, killing everyone on board.

Investigators found human remains in Shanksville and declared that the remains matched DNA samples given by the passengers' families. Copies of the manifest[64] and boarding passes[65] show the names of passengers who took the flight.

Facts That Contradict the Official Story

The flight was airborne over the Midwest after the alleged crash[66] in Shanksville.

Wallace Miller, Coroner of Somerset County (which includes Shanksville) and one of the first to arrive at the “crash” scene, said of the area,[67] “This is the most eerie thing,” he says. “I have not, to this day, seen a single drop of blood. Not a drop.”

Miller also reportedly said[68] that it “looked like someone took a scrap truck, dug a 10-foot ditch and dumped all this trash into it...I stopped being coroner after about 20 minutes, because there were no bodies there. It became like a giant funeral service.”

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

Did the alleged hijackers use their real names?

David Ray Griffin speaks of the “hijackers” (whose names appear on the manifest available) in his first point in his book *The 9/11 Commission: Omissions and Distortions*. [69] He states that at least six of the hijackers showed up alive and well after 9/11! Do we need any further reason to believe that anyone took over planes and used them in suicidal attacks that day?

MOST LIKELY SCENARIO: The fact that several of the “hijackers” turned up alive makes it obvious that some passengers boarded using the “hijacker” names. Instead of relatives saying that the “hijackers” called them, some of them said their relative was alive!

How Do We Know Who Boarded This Plane?

The late Jack White quotes expert pilot John Lear,[\[70\]](#) who shared information that calls into question whether the manifest available for Flight 93 is the final one.

He says that passenger flights have, as required by the Federal Aviation Administration, what is called “The Envelope.” The Envelope contains “the final passenger manifest, the destination, the amount of fuel on board, the names of the pilot and flight attendants, etc., and the time the DOOR OF THE AIRCRAFT WAS CLOSED.” According to Lear, the chief pilot signs the document.

Could changes in the flight manifest have been made between the time of the generation of the publicly available manifest, noted above, and the time of the aircraft door’s final closing?

White continues his recitation of Lear’s words:[\[71\]](#)

THE PASSENGER MANIFEST (A PRINTOUT OF PRE-TICKETED PASSENGERS) MAY BE AUGMENTED BY THE CHIEF FLIGHT ATTENDANT IF PASSENGERS DO NOT SHOW UP, OR LATE ARRIVALS ARE ADDED. THE MANIFEST IN THE ENVELOPE WOULD INCLUDE THE NAMES OF HIJACKERS, IF PRE-TICKETED, OR THEIR WRITTEN IN ALIASES IF ADDED AT THE LAST MOMENT BY HAND. IN ANY EVENT, EVERY PERSON ON BOARD WOULD BE ACCOUNTED FOR.

Was there a second boarding or deplaning of any passengers before take-off?

This looks possible when a newspaper account comes into consideration. According to media reports,[\[72\]](#) a witness (NY Giant football player Clayton

White who took flight to New Jersey after Monday Night Football in Denver the prior night), said later that he saw passengers on the tarmac during this time.

This report has apparently been taken offline and cannot be corroborated. However, it should be noted that other documents thought to be reliable been taken offline as well.

The callers could have used cell phones from a ground location, which had a much greater chance of working than calls from the airplane. Some of these calls were recorded and provide evidence that calls were made. Alternatively, the calls could have been recorded prior to the flight and played to relatives.

The callers then could have gotten up to leave. Furthermore, new passengers could have boarded from the tarmac at this time.

MOST LIKELY SCENARIO: Passengers boarded the plane but some of them deplaned from and others boarded United 93 before the departure time of 8:28 AM. The manifest and copies of boarding passes show the names passengers gave to the airline. Lear's assertions on manifests and flight policy show the opportunity of how passengers could have boarded under false names and how names could have been altered. Further corroboration of White's statements would be most helpful to confirm a shuffle of passengers at the tarmac.

Who allegedly made phone calls, what types of phones were used and were the calls recorded?[\[73\]](#)

Todd Beamer (air phone)

Mark Bingham (cell to aunt and air phone to mother)

Sandy Bradshaw (cell)

Marion Britton (cell)

Thomas Burnett (cell, recorded?)

Joseph DeLuca (?)

Edward Felt (cell)

Jeremy Glick (recorded?)

Lauren Grandcolas (air phone, recorded)

Linda Grunland (?)

Cee Cee Lyles (cell, recorded)

Honor Wainio (?)

Were Calls Possible from United 93?

David Ray Griffin^[74] explains the utter lack of consistency in the official explanations of phone calls on the planes associated with 9/11. He does a great job explaining how the FBI at first remained silent as to what phones were used from the planes.

He then shows the chronology of A.K. Dewdney's report (which made it clear that cell phone calls at that time in history were only reasonably possible at altitudes of less than 2,000 feet) to the subsequent FBI report which changed many of the calls from cell to air phone.

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

More issues about the alleged phone calls from United 93 arise upon inspection of information provided by the government at the Moussaoui trial in 2006:^[75]

(1) One call allegedly went past the time of the Shanksville "crash", Todd Beamer's last call on United 93. Furthermore, Beamer's call could not have happened when it purportedly did because the government's own records show him making this call and another call from the same phone AT THE SAME SECOND!

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

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

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

(5) The government, without saying as much, switched several calls[76] in the official account from cell to air.

MOST LIKELY SCENARIO: There were no cell phone calls from the airplane of United 93. And air phones were not available on Boeing 757s in 2001. The additional consideration, even if one were to believe those calls were possible, regardless of type or where they came from, is in the substance of the statements alleged and their inconsistencies. The callers, whoever they were, whatever phones they used and wherever they called from, gave false information to passenger relatives at the behest of the plotters. No reliable records show any calls having gone to Lisa Jefferson. It is likely that Jefferson was persuaded or coerced to give false reports to the media.

Who are the Relatives?

The reaction of the relatives of the passengers to the news of the plane crashes can best be described as perplexing. None of the passenger's relatives arrived at San Francisco airport, as is common when plane crashes take place. In an accident that took place in Taipei involving a plane that was destined for Los Angeles, the airport set up a Counseling Center [77] for the relatives of the victims.

Why Would People Give False Information in the Phone Calls?

The callers may have been asked to participate in a simulation of a plane hijacking. It would have required some acting skills. This challenge would explain several questionable statements allegedly made by some of them. Here are some examples that do not by themselves prove the calls were fraudulent, but certainly suggest it:

A caller claiming to be passenger Mark Bingham said:

Caller: "MOM? THIS IS MARK BINGHAM. I WANT YOU TO KNOW THAT I LOVE YOU. I'M ON A FLIGHT FROM NEWARK TO SAN FRANCISCO AND THERE ARE THREE GUYS WHO HAVE TAKEN OVER THE PLANE AND THEY SAY THEY HAVE A BOMB."

Alice: "WHO ARE THESE GUYS?"

Caller: (AFTER A PAUSE) "YOU BELIEVE ME, DON'T YOU?"

Alice: "YES, MARK. I BELIEVE YOU. BUT WHO ARE THESE GUYS?"

Another supposed caller, Jeremy Glick said, when asked if he and others were going to fight back against the hijackers, "I have my butter knife from

breakfast.” According to Dewdney:

“THIS IS STRANGE BECAUSE IT IMPLIES THAT THE CALLER HAD ALREADY FINISHED BREAKFAST, WHEREAS MEALS ARE NOT NORMALLY SERVED UNTIL THE AIRCRAFT REACHES CRUISING ALTITUDE, ABOUT THE TIME THAT THE ALLEGED HIJACKING BEGAN.”

A caller who said he was Todd Beamer[78] talked to a Verizon operator, Lisa Jefferson, for fifteen minutes instead of preparing to take on the “terrorists” with other passengers.

MOST LIKELY SCENARIO: The callers more likely made the calls as part of a simulation than as a flat-out deception of relatives. To believe in the theory of the use of deception, one would have to believe that (a) none of the relatives discovered they had been lied to and (b) the same relatives would agree to keep silent about the deception.

Why were the calls so important?

If the hijackings and plane crashes never happened, then what were the phone calls all about?

The calls were used to advance the “fact” that the hijackings and crashes happened. Of secondary importance are what phones were used and where the calls were made from.

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

Whose Remains Were at Shanksville?

Here are the most relevant facts about the “crash scene”:

There were no traces of the United 93 plane[79] at that location.

Officials claimed there were sufficient human remains to match with DNA samples even though UA93 and UA175 were airborne [80] after the times of their alleged “crashes”.

Several news articles report human remains[81] identified at the scene of Shanksville.

We also know that the FBI was in charge of the area,[82] giving the agency the

authority to declare who could and who could not either approach or photograph the “crash scene”.

How were the victims at the Shanksville “crash” scene “identified” by DNA?

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

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

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

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

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

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

Elias Davidsson^[83] points to a lack of a “chain of custody.” This is a legal principle which directs those who investigate a crime to document (1) how and where they find evidence and (2) how the evidence got to the point of the hearing.

He states that “there is no indication that a proper chain of custody between the crash sites and the final disposition of bodily remains had been established by the FBI, as required in criminal cases. The 9/11 Commission did not refer to any such documentation.”^[84]

With no solid chain of custody, a prosecutor (the state) can conceivably bring just about any piece of evidence to the attention of the jury. And when the public is the jury with no judge to referee, the state can use this opportunity to perpetuate a false story.

Davidsson names the evidence that the government should have shown to us^[85] if it really had a case that could be proven as to the people that boarded the planes:

IN ORDER TO PROVE THAT PARTICULAR INDIVIDUALS ACTUALLY BOARDED THE AIRCRAFT AND DIED AT THE KNOWN CRASH SITES,

AT LEAST THREE TYPES OF EVIDENCE COULD AND SHOULD HAVE BEEN PRODUCED: AUTHENTICATED PASSENGER LISTS (OR FLIGHT MANIFESTS) DISPLAYING THEIR NAMES, IDENTIFICATION OF THE SUSPECTS AS THEY BOARDED THE AIRCRAFT AND IDENTIFICATION OF THEIR BODILY REMAINS FROM THE CRASH SITES.

What appearance did the remains at Shanksville have?

Miller said it took several days to get good samples (i.e. body parts not recognizable) and that the passengers were “essentially cremated upon impact.”[\[86\]](#)

The cremated remains could have been distributed around the Shanksville site with some FBI agents allowing the plotters onto the land.

Could the United 93 passengers have been killed and cremated for this purpose?

Probably not. Cremation by law must be done one body at a time and each body takes several hours.[\[87\]](#) Even an unofficial “cremation” would take too long for the plotters, considering the number of bodies (43) needed.

Hypothesis: The plotters used cremation remains of those who died before 9/11.

Issue: How would plotters get the DNA “samples” of the same deceased persons?

Answer: The plotters could have run a phony company that provides or cleans ceremonial caskets for the deceased prior to cremation. The company could have collected “hair samples” that would match those recently cremated:[\[88\]](#)

“MANY FUNERAL HOMES OFFER A HARDWOOD CEREMONIAL CASKET FOR VIEWING OR FUNERAL SERVICES PRIOR TO CREMATION. THE CEREMONIAL (OR RENTAL) CASKET IS SPECIFICALLY DESIGNED TO PROVIDE A VERY AESTHETICALLY PLEASING, AFFORDABLE AND ENVIRONMENTALLY PRUDENT ALTERNATIVE TO PURCHASING A CASKET FOR A CREMATION SERVICE.”

MOST LIKELY SCENARIO: The remains were planted at Shanksville. The remains could not have been those of the passengers. No plane with passengers crashed at Shanksville. It would also be hard to deceive the DNA testers.

What happened to United 93?

What if we could find out if messages were sent to the planes that flew and pinpoint when they were sent? What if we could ascertain whether the plane corresponding to this flight received any of these messages? What if any of the messages were AFTER the time the plane allegedly crashed?

We can do that! There is a device used to send messages to and from an aircraft. It is called ACARS, the Aircraft Communications Addressing and Reporting System.

Thanks to the work of Pilots for 9/11 Truth and others, we know that the ACARS messages sent to Flight 93 indicate that the plane was heading west over Illinois several minutes after it supposedly “crashed” in Pennsylvania! Pilots for 9/11 Truth found that messages sent after the time of the crash were received by United 93 at ground stations far away from Shanksville. They said that the aircraft would not have had messages routed through the ground stations that were actually used “if it were en route to crash in Shanksville, PA.”[\[89\]](#)

For that reason alone, we know that United 93 did not crash in Pennsylvania. For that reason alone, we know that 43 people were not killed in a Shanksville crash. For that reason alone, we can call off the official story and continue our search for the real history of this day’s event.

There are other reasons to disbelieve the crash story. In the words of Col. George Nelson, USAF (ret.),[\[90\]](#) had United 93 crashed in Shanksville “there would have [been] literally hundreds of serially-controlled time-change parts within the hole that would have proved beyond any shadow of doubt the precise tail-number or identity of the aircraft.” Yet, as with identification of the passengers, our government has not shown what would be easily understood and conclusive evidence.

MOST LIKELY SCENARIO: The evidence proves that United 93 flew to the Midwest and was positively traced over Illinois minutes after the “crash” in Shanksville. The “footprints” of the plane and passengers end here.

Can anyone tell us what happened to the passengers?

The passengers have not spoken and the plotters will not speak. That leaves the relatives as the only group of people who may know what happened.

Hypothesis I: THE RELATIVES RECEIVED NO NOTICE BEFORE RECEIVING THE CALLS FROM THE PASSENGERS.

If that is the case, then the relatives were left out of the plan and thus had no leverage as to the fate of the passengers. Most likely, the passengers are dead.

Hypothesis II: THE RELATIVES RECEIVED NOTICE ABOUT THE CALLS BEFORE RECEIVING THEM.

If that is the case, then the relatives may have been (coerced?) into a deal: for their silence, they would receive assurances that the passengers would not be harmed.

MOST LIKELY SCENARIO: Unknown. Only the relatives can tell us anything about this topic.

The Official Story – United 175

According to the official version^[91] of events, fifty-six people, including the crew members, boarded United 175 on the morning of September 11, 2001. The flight took off from Boston Logan airport with Los Angeles as its destination.

During the flight, five hijackers took over the aircraft and breached the cockpit and took over the controls. Some of the passengers made calls to family members. Ultimately, the plane crashed into the World Trade Center (south building), killing everyone on board and some people who were in the building.

Investigators found human remains at the World Trade Center and the immediate area and declared that the remains matched DNA samples given by the passengers' families. A copy of the manifest^[92] shows the names of passengers who took the flight.

Facts That Contradict the Official Story

United 175 flew[\[93\]](#) over Pennsylvania after it allegedly hit the World Trade Center.

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

No debris from the scene at the World Trade Center has ever been traced[\[94\]](#) by serial number to the plane that allegedly flew on 9/11 as Flight 175.

Similarities of United 175 to United 93

As with Flight 93, ACARS messages were sent to Flight 175 that indicate that the plane was heading far away from its "crash" scene. Pilots for 9/11 Truth discovered that Flight 175 was tracked[\[95\]](#) in western Pennsylvania several minutes after it allegedly struck the World Trade Center.

There were fewer alleged phone calls from United 175, but the calls, echoing the same story as the calls from United 93, were about hijackers. Furthermore, according to phone records, one of the callers, Peter Hanson, spoke past[\[96\]](#) the time that the "crash" happened!

The Official Story – American 77

According to the official version[\[97\]](#) of events, sixty-four people, including the crew members, boarded American 77 on the morning of September 11, 2001. The flight took off from Dulles airport with Los Angeles as its destination.

During the flight, five hijackers took over the aircraft and forced the passengers to the back of the aircraft. Some of the passengers, including famed political commentator Barbara Olson, made calls to family members. Ultimately, the plane crashed into the Pentagon, killing everyone on board and some people who were in the building.

Investigators found human remains at the Pentagon and the immediate area and declared that the remains matched DNA samples given by the passengers'

families. A copy of the manifest[\[98\]](#) shows the names of passengers who took the flight.

Facts That Contradict the Official Theory

Media sources reported within days of 9/11 that American 77 took off ten minutes late but no source named what gate[\[99\]](#) it left from.

Researcher Elias Davidsson asked American Airlines for permission to interview employees who saw the passengers off but the airlines denied[\[100\]](#) the request on grounds of privacy.

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

No debris from the scene at the Pentagon has ever been traced by serial[\[101\]](#) number to the plane that allegedly flew on 9/11 as Flight 77.

The Bureau of Transportation Statistics (BTS) originally did not show American Airlines Flights 11 and 77 as having been scheduled or having taken off on September 11, 2001. The late researcher Gerard Holmgren identified this fact[\[102\]](#) and made it public on November 13, 2003.

By 2004, the BTS records showed something completely different about these flights. The new explanation said the following:[\[103\]](#)

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

David Ray Griffin revealed[\[104\]](#) that American Airlines Flight 77 did not even have air phones. Furthermore, the records of alleged air phone calls from American 11 and 77 are not specific as to the seat from which the calls were made, making even stronger the possibility[\[105\]](#) the records were concocted.

As for Barbara Olson, the FBI records reveal[\[106\]](#) that one call was made during the time of American 77 to the Justice Department (where Olson's husband Ted worked as the Solicitor General) but that the call was "unconnected."

What Happened to Those Who Were Officially on the Flight?

With no facts of any flight, passengers or phone calls, it is obvious the whole story of American Airlines 77 is fiction. The best start for analysis is with the alleged passengers.



The most famous person allegedly on the plane was Barbara Olson. Theories range as to her whereabouts. Some say she was killed off by the plotters while others say she went away, perhaps to come back later with a new identity.

Hypothesis I: Olson was killed

Reasonable Doubts: Olson could have been an asset to the plotters alive. As a political commentator, she knew the media well and could have advised them as to where to “place” stories supporting the official theory. Also, the plotters would have had trouble convincing Ted Olson to go along with the plan to tell a false story about Olson’s calls unless they could assure him his wife would live.

Hypothesis II: Olson lived

Reasonable Doubts: If a publicly well-known “passenger” like Olson ever showed up, the official story would collapse. Keeping her alive would be a great risk to the plotters.

If the plotters approached Ted Olson, or if he was with the plotters, then it seems reasonable to believe that the parties worked out a deal whereby Ted would agree to tell the media about Barbara’s phone calls from the plane and to include statements from her about box cutters and knives. The plotters would agree to place Barbara safely with a new identity.

MOST LIKELY SCENARIO: Barbara survived September 11, 2001. It is highly unlikely that an “insider” like Ted Olson would tell lies to the public about a flight that did not exist unless he could get something in return. Barbara had enough of a profile to command leverage as well. She and Ted made a deal that allowed Barbara to go somewhere else with a new identity.

The Official Story – American 11

According to the official version^[107] of events, eighty-one people, including the crew members, boarded American 11 on the morning of September 11,

2001. The flight took off from Boston Logan airport with Los Angeles as its destination.

During the flight, five hijackers took over the aircraft by breaching the cockpit. Two of the flight attendants, Amy Sweeney and Betty Ong, made calls to American Airlines and reported the hijacking and injuries to passengers. Ultimately, the plane crashed into the World Trade Center (north building), killing everyone on board.

Investigators found human remains at the World Trade Center and the immediate area and declared that the remains matched DNA samples given by the passengers' families. A copy[\[108\]](#) of the manifest shows the names of passengers who took the flight.

Facts That Contradict the Official Theory

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

No debris from the scene at the World Trade Center has ever been traced by serial number to the plane[\[109\]](#) that allegedly flew on 9/11 as Flight 11.

The Bureau of Transportation Statistics (BTS) originally did not show American Airlines Flights 11 and 77 as having been scheduled or having taken off on September 11, 2001. The late researcher Gerard Holmgren identified this fact and made it public[\[110\]](#) on November 13, 2003.

By 2004, the BTS records showed something completely different about these flights. The new explanation said[\[111\]](#) the following:

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

The records of alleged air phone calls from American 11 and 77 are not specific as to the seat from which the calls were made, making even stronger the possibility[\[112\]](#) the records were concocted.

Conclusion on the Planes

Of the three flights of 175, 77 and 11, two were unscheduled and never recorded officially as having taken off; and one flew far away from the site where the official story says it crashed. With these facts in mind, it is hard to take the idea of passengers on any of the planes seriously.

What real passengers there may have been could have flown on United 175 and/or United 93.

As for American 77 and American 11, there were clearly no flights and thus no passengers. The names we have been given could be the names of real people who went underground, the names of real people who died either prior to or on 9/11 or the names of people who do not exist.

But they certainly did not fly on those planes on that day and this fact forms one more nail in the official story coffin.

The Cleveland Question: Was It the Final Destination of 9/11 Passengers?

Newspaper reports[\[113\]](#) mention approximately 200 people in an airplane on the west end[\[114\]](#) of the airport, close to the NASA building, in late morning. These people had gotten on a plane that has not been accounted for.

Two writings provide evidence for this conclusion:

- 1) An article[\[115\]](#) from researcher “Woody Box” from which I used many of the facts and opinions to form my conclusion regarding the events of 9/11 in Cleveland.

- 2) My article from September 2010 in which I endorsed[\[116\]](#) the account that passengers landed in Cleveland on 9/11 based in part on the above Woody Box research and my own.

What is the significance of the number 200?

First of all, it was an approximation with no apparent source.

It is, however, interesting to note that the total number[\[117\]](#) of alleged passengers on all alleged flights associated with the events of 9/11 is also approximately 200. Counting all crewmembers, passengers and alleged hijackers, the total number is 265. Of course, if only United 93 and United 175 flew, it may make sense to discount the crewmembers of American 11 and American 77 (11 and 6, respectively, or 17 total). This would lower the number to 248. Cutting out the number of alleged hijackers, 19, brings the total number down to 229.

Two of the flights were unscheduled and did not fly (American 11 and 77). A check of the Bureau of Transportation Statistics records, as noted earlier, in original and in “amended” form, proves this fact.

One of my articles[\[118\]](#) contains both the original and tampered sets of records.

It is possible that one or both United 93 and 175 landed in Cleveland. However, only United 175 could have made it to Cleveland in time to be the plane to which Mayor White referred. This conclusion is through the use[\[119\]](#) of ACARS, the Aircraft Communications Addressing and Reporting System used to track messages sent from on-ground locations to planes and vice-versa.

Add to this information the news reports of mysterious people, likely to have been passengers, in Cleveland, and the hypothesis of at least one of the planes landing in Cleveland is reasonable.

Why would the planes go to Cleveland?

Logic: They had agents present who obviously played or role in the plot or their presences makes no sense. With the fake passenger plane crashes having been accomplished, it appears likely the plotters needed help with the cover-up.

So the agents take the passengers to a place where no one would recognize them. Their identification would ruin the plot.

The media would soon report, falsely, that United 175 had struck the World

Trade Center Building Two and that United 93 had crashed in Shanksville, Pennsylvania. All passengers in each flight were said to have been killed instantly.

The plotters were likely concerned about what the public knew about the two flights. They would have to make sure the passengers did not communicate with the public nor have their identities revealed as that would tie the plotters hands as to what to reveal to the public about the flights. So, on the following page is a timeline of the events as they related to United 93 and 175 that day:

Timeline of Plane-Related Events of 9/11

Source: www.911timeline.net unless otherwise noted. All times Eastern

9:03 AM - United 175 allegedly crashes into World Trade Center 2

9:22 AM – United Airlines sends advisory to dispatchers that United 175 was involved in an “accident” in New York (HC)

9:23 AM – ACARS message receipt shows United 175 still flying near Pittsburgh, PA (Pilots for 9/11 Truth)

9:40 AM - Secretary of Transportation Mineta orders all planes to land

10:03 AM – United 93 allegedly crashes at Shanksville, PA

10:10 AM - The FAA orders all planes to land at nearest airports

10:10 AM – ACARS message receipt shows United 93 still flying near Champaign, IL (Pilots for 9/11 Truth)

10:15 AM – United acknowledges to employees that aircraft has landed near Jonestown, PA and “believed that this was Flight 93” (History Commons)

10:45 AM – Mystery plane arrives in Cleveland Airport. (Local Cleveland Media)

11:26 AM - United Airlines publicly reports that Flight 93, en route from Newark, New Jersey, to San Francisco, has crashed in Pennsylvania, southeast of Pittsburgh.

11:53 AM - United Airlines confirms that Flight 175, from Boston to Los Angeles, has crashed with 56 passengers and nine crewmembers aboard.

What happened to the passengers?

We could first ask what the plotters needed from them. We now know that the plotters would claim to have matched DNA samples from the “crash scenes” with samples given to authorities by the family members. Perhaps DNA samples (hair, blood, etc.) were taken here.

But even more importantly, the plotters needed to keep the passengers and the fact that they did not die in plane crashes an absolute secret. It boils down to how they could best do that.

The obvious solution would have been for the agents to kill the passengers. This would have kept the secret, but one might reasonably ask why none of the relatives have publicly questioned government involvement in the plot.

What could account from this silence? We are talking about people who say they have lost people close to them. The natural thing for those who have suffered a loss through murder is to find out who did it. It is not reasonable to believe that every relative believes the official theory without question, given the obvious holes and discrepancies in it.

Is it possible that the plotters struck a deal with the relatives ahead of time: they would promise to keep the relatives alive in exchange for the relatives’ agreement not to pursue the matter (and perhaps, some money). Maybe after some period of time, after the plotters reason no one would suspect anything, the passengers will be released back to the public.

Some might call this a Faustian bargain, the idea that the families made a deal with the devil. But there is so little we know about the relatives. Are they connected to intelligence or were they otherwise selected by the plotters? Are they just ordinary people whose relatives were victims of the plot?

Challenge: Finding Falsifiable Assertions

Without cooperation from the alleged relatives, we cannot ascertain the identities or even the true number of passengers. The main problems of getting this conclusion revolve around the fact that there is no way to prove, or falsify, the most plausible hypotheses, while other hypotheses are untenable.

Hypothesis 1: The passengers and relatives are genuine (real people and real names used). The passengers boarded Flights 175 and 93 under their true names and went to Cleveland. The relatives sincerely believe them to be dead.

Problem: They most certainly did not die at the alleged crash scenes. So the authorities have lied to the families and yet we are expected to believe that none of them have figured this out?

Hypothesis 2: The passengers and relatives are genuine. The passengers boarded Flights 175 and 93 under their true names and went to Cleveland. The relatives are told the passengers died in Cleveland.

Problem: It would not take long for any of the family members to realize that the plotters would be responsible for their relative deaths. That they would keep quiet about such an outrage is laughable.

Hypothesis 3: The passengers and relatives are genuine but are also in on the plot. The passengers boarded Flights 175 and 93 under their true names and went to Cleveland. The relatives strike a deal with the plotters – silence in exchange for the promise that the relatives are somewhere, unharmed.

Problem: It is hard to believe that people would accept their relatives' absence unquestioningly, even for money. Also, how do we prove a deal was made, or even that there is a connection between the relatives and the plotters? If money

were involved, how would it be traced?

Hypothesis 4: The passengers use false names and/or false photographs are later used to “identify” them. The relatives are genuinely related and could use false identities themselves. The passengers boarded Flights 175 and 93 under false names and went to Cleveland. The relatives strike the same deal as in Hypothesis 3.

Problem: The same disbelief as to why the relatives would go along with this. The same questions as to proof, which are made more complex because of the use of false identities. The same issues over money linger as well. But the ease in which the passengers could be brought back to society increases as the identities make it harder for researchers to make connections.

Fake pictures (see the vicsim pictures on sites like Lets Roll Forums[\[120\]](#) and September Clues[\[121\]](#)) provide even more cover. The issue of proof involves the ability of researchers to find the fake identities and trace the people to find out if they had any history before 9/11.

Hypothesis 5: Variation of Hypothesis 4. The passengers could have all been agents using fake names and fake pictures. They could have gone to Cleveland and then checked in with a new identity after 9/11. But how can this agency be proven and why waste so many agents on these flights?

I refuse to give up. On a personal note, my parents are both computer programmers. One of the first words I learned as a child was “debug,” or clear errors out of a program. I would watch them make guess after guess as to what was keeping their program from succeeding until they found the correct one. It was very much like the idea of generating and testing hypotheses until one worked.

So I took another look at pictures on Let’s Roll Forums and September Clues. I re-read an article on the latter as to how a picture of one alleged victim, Honor Elizabeth Wainio, could be used to make several pictures of her. With her and with other alleged passengers, there are different pictures with the same lighting and facial expression, which would be highly unlikely of real people.

If even one picture and corresponding identity were faked, I reasoned, any or all of the others could be faked as well. So I came up with a new hypothesis based on Hypothesis #5 in narration form:

Early on the morning of September 11, 2001, approximately 200 intelligence agents showed up, some of them at Boston Airport and others at Newark Airport.

Upon orders from a connection to the plot, they take their false identities and board Flight 175 (Boston) and Flight 93 (Newark). In both cases, separate groups of agents arrive late and fill the plane with more passengers than are officially indicated. The high number of people on board (and their visibility) is designed to confuse the public into believing that neither plane could be United 93 or United 175 (which officially had 33 and 56 passengers, respectively).

Photographs and false identities have already been created for all of the alleged passengers. Some names of real people, like Barbara Olson, are used as well to create the impression that only real names are used. These photographs are kept handy until time to release some of them to the media.

The two flights clear the area and head toward Cleveland, where they land after the orders are given by the FAA for all airplanes to land as soon as possible. Flight plans are altered and images on screens are tampered with to create the impression that Flight 175 came back and went to New York and that Flight 93 came back and went to Pennsylvania. Similar trickery is done for the fake flights of 11 and 77.

At least one set of agents lands in Cleveland and, after a short time of detention on their planes, they head quietly to the NASA building. There some of the plotters de-brief the agents as to what has happened on the East Coast.

The plotters release the names of some of the passengers over the next few days and some of the “relatives” get clearance from the plotters to speak to the media. They create a narration of hijacked passengers who died as part of what would eventually become known as the “War on Terror” against Islamic fundamentalists. The relatives are so loyal to the official theory that one may reasonably wonder if they are themselves agents, perhaps even the same ones!

The agents wait in Cleveland for further instructions. During this time, some of the agents work with the plotters to knock down stories in the media, such as the one in which the Associated Press quoted United Airlines as saying that United 93 landed in Cleveland.

The Mayor and the Media Created the Cleveland Airplane Mystery

A message posted briefly on a radio station's web site on the day of September 11, 2001 continues to confound 9/11 researchers today.

The Mayor of Cleveland, Michael R. White, held a press conference at 11:00 AM and reported that a Boeing 767 out of Boston had made an emergency landing in Cleveland because of bomb threats and that it "had been moved to a secure area of the airport and evacuated."

WCPO radio of Cincinnati posted an Associated Press article[\[122\]](#) about forty-five minutes later quoting the Mayor and saying that in addition, United had identified the plane as United 93. United is also quoted as saying it was "deeply concerned" about United 175.

The link to the AP article was removed from the website minutes later for the reason that it was "factually incorrect." But no explanation was given as to what fact or facts were wrong.

Followers of the official theory will likely say that United 93 had crashed shortly after 10:00 AM that morning. But why wouldn't the site state this as the reason for the correction?

Furthermore, Pilots for 9/11 Truth and others have uncovered[\[123\]](#) information about a system of sending and receiving messages to and from airplanes in flight, the aforementioned ACARS, or Aircraft Communications Addressing and Reporting System, that United 93 used that day. ACARS indicates that United 93 was flying over Champaign, Illinois ten minutes after 10:00 AM – in other words, it was over 500 miles away AFTER the time of the alleged crash!

▲ So when did the AP get its information from United Airlines?

Officially, United did not acknowledge to its own employees, let alone the public, that United 93 had crashed until 10:15 AM. After that point, any communication from United about a bomb threat makes no sense.

The idea that United 93 flew to Cleveland before White's 11:00 announcement runs into problems as well. With United 93 over Champaign, Illinois at about 10:10 AM and with flight time from Champaign to Cleveland at approximately 1

hour and twenty minutes, the earliest it could have made it would have been around 11:30 AM. Furthermore, United 93 was a Boeing 757, not a 767 and it flew from Newark, not Boston.

It is undisputed that Delta 1989 (a Boeing 767) flew out of Boston, was thought to have a bomb threat, and made an emergency landing in Cleveland at 10:10 AM. But the idea that the Mayor and the AP referred to this flight runs into the newspaper report that Delta 1989 passengers were not evacuated^[124] for more than two hours, long after the AP posting.

Could the Mayor and the AP have been talking about United 175?

United 175 took off from Boston five minutes before United 93 took off from Newark (8:23 AM). United 175 was a Boeing 767. As with United 93, ACARS^[125] has placed United 175 as flying after its alleged crash.

The system shows United 175 over Pittsburgh, Pennsylvania at 9:23 AM, twenty minutes after it allegedly hit the World Trade Center. It could have reached Cleveland as early as 10:15 AM.

Of course, United is quoted as saying United 93 made the emergency landing and that it was “concerned” about United 175.

Hypothesis: Representatives from the AP and United had a conversation that morning before any reports got out about any plane crashes to either employees or the public.

This would explain the reference apparently left in the AP post in which the airlines expresses its concern for United 175, whose alleged crash United did not make public until 11:53 AM. It also explains the focus on United 93, about whose “crash” United did not tell employees until 10:15 AM.

Hypothesis: United originally told the AP that United 93 was the plane that landed in Cleveland. This was either a mistake or a plan by plotters using United as dupes to remove United 93 from the list of planes that would be “hijacked.”

This would explain the AP post as centering on United 93.

Hypothesis: United realized at some point subsequently that United 93 was nowhere near the Cleveland airport. It then heard Mayor White describe a plane with details unlike United 93. Relieved, United called AP and asked them to either drop the post or to clarify the earlier conversation by saying the plane was

Delta 1989.

This turn of events may seem a bit confusing, but the idea of the media and the airlines' employees feeling confused on 9/11 does not stretch the imagination.

Hypothesis: The AP probably rushed the job and corrected the initial post only partially. They got the Boeing 767 out of Boston edited but left [\[126\]](#) the rest of the message as indicating that it was United 93. They also failed to update the message to include mention of the events at the World Trade Center, the Pentagon and Shanksville.

Someone likely spotted the error quickly, which would account for the link to be removed promptly.

Hypothesis: United 175 landed at 10:45 AM.

United 175 had the time to make it. This gave United the opportunity to hide the plane away from its alleged crash at the World Trade Center.

Timeline

Here is a revised timeline of the events above:

(**Source:** 911timeline.net unless otherwise noted. All times Eastern)

8:23 AM – United 175 takes off from Boston Airport (Bureau of Transportation Statistics)

8:28 AM – United 93 takes off from Newark Airport (Bureau of Transportation Statistics)

9:03 AM - United 175 allegedly crashes into World Trade Center 2

9:22 AM – United Airlines sends advisory to dispatchers that United 175 was involved in an “accident” in New York (HC)

9:23 AM – ACARS message receipt shows United 175 still flying near Pittsburgh, PA (Pilots for 9/11 Truth)

9:30 AM – Cleveland air controllers mistakenly conclude that Delta 1989 has been hijacked (History Commons)

9:33 AM – FAA believes United 93 is a hijacked aircraft (History Commons)

9:40 AM - Secretary of Transportation Mineta orders all planes to land

10:03-10:10 AM – United 93 “crashes” at Shanksville, PA (Official theory)

10:10 AM - The FAA orders all planes to land at nearest airports

10:10 AM – ACARS message receipt shows United 93 still flying near Champaign, IL (Pilots for 9/11 Truth)

10:15 AM – United acknowledges to employees that aircraft has landed near Jonestown, PA and “believed that this was Flight 93” (History Commons)

10:17 AM – United Airlines notifies its employees of “crash” of Flight 93 (History Commons)

10:45 AM – Mystery plane arrives in Cleveland Airport. (Local Cleveland Media)

11:00 AM - Mayor White reported that a Boeing 767 made an emergency landing in Cleveland due to bomb threats. (No bomb was ever found). He said the plane was going from Boston to Los Angeles.

11:26 AM - United Airlines publicly reports that Flight 93, en route from Newark, New Jersey, to San Francisco, has crashed in Pennsylvania, southeast of Pittsburgh.

11:43 AM – WCPO radio of Cincinnati posted an AP article that quotes Mayor White as identifying the aircraft as a Boeing 767 out of Boston. The article says that United had identified the plane as United 93. The AP quotes United as saying it was “deeply concerned” about United 175.[\[127\]](#)

11:53 AM - United Airlines confirms that Flight 175, from Boston to Los Angeles, has crashed with 56 passengers and nine crewmembers aboard.

Afterword

I might as well have written this book for a time capsule. Few people accept the truth that no one died on any of the planes on September 11, 2001.

The reason is simple:

Most people start with a conclusion (i.e. the belief that the nation would never do something like that) and then look for whatever they can find to support it, often in the form of half-truths and lies.

Facts won't convince them.

The significance of the truth of the planes without passengers is startling. It means there were no hijackers, no hijackings and thus no Osama bin Laden/al-Qaeda involvement.

We declared war on “terror” for NO GOOD REASON.

It means someone else orchestrated the plot and has gone unchecked.

It means hundreds of people said to be dead did not die on 9/11.

Maybe between now and 2037 a majority of the public will question their leaders better when asked to support a story that makes no sense.

If they don't, our history of lies will become us.

3/ Planes without Passengers, 2nd Edition

[1] The official theory holds that American 11 and United 175 struck the World Trade Center, north and south towers, respectively, and that American 77 hit the Pentagon. United 93 is said to have crashed in Shanksville, Pennsylvania. Flights 11 and 175 left from Boston with Los Angeles destinations. Flight 77 left from Dulles Airport in Virginia, also headed for Los Angeles. Flight 93 left from Newark for San Francisco.

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- [4] <http://www.youtube.com/watch?v=j5FhQc-LJ-o>
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Table of Contents

Copyright

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Preface

Introduction

Why the Official Theory Is False

The Foundation of My Theory:

Bureau of Transportation Statistics

American Airlines Flights 11 and 77: Unscheduled

United Flights 175 and 93

Flight 89: The Key to Understanding Flight 175

The Real Terrorists

Summation

Dead or Alive? How to Decide

Passenger Fiction

New Information for the 2nd Edition

Facts about the Flights

The Cleveland Question: Was It the Final Destination of 9/11 Passengers?

The Mayor and the Media Created the Cleveland Airplane Mystery

Timeline

Afterword