

Has Government Earned Our Trust

Seventh in a series

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It's beginning to happen. No longer are all Americans blindly accepting the official story, some are beginning to examine the evidence provided by government and very closely. We're going to join them.

American Airlines flight 77 (AA77) is the plane that Government has said hit the Pentagon. OK, we'll start by accepting this premise as we begin looking at the evidence that Government has provided us.

In a FOIA (Freedom of Information Act) request, the government provided the data from the *Flight Data Recorder* (FDR) in an Excel spreadsheet file, as a raw data file and as a video reconstruction of flight 77. The FDR records all kinds of data, air speed, thrust setting, yoke (aircraft steering wheel) position, compass heading, pitch (front to back tilt), horizon (left to right tilt), altimeter (height above sea level), current aircraft position and literally hundreds of other things. There is almost nothing that is not known about the aircraft by the FDR.

At 0846 hours flight 77 is airborne and the first of the *Twin Towers* is struck by an aircraft. At 0850 hours, the last radio communication with flight 77 indicates that everything is normal. By 0854 hours, Hani Hanjour has reportedly taken over the airplane with 'cardboard box cutters' and the plane begins its turn back to the Pentagon. At 0856 the transponder, which identifies the aircraft on radar scopes, is turned off and the aircraft disappears into a radar hole. This is an area which no radar in the United States currently covers. A few minutes later a blip reappears on radar, but this blip is never confirmed as being flight 77.

Hani Hanjour is reported to have a commercial pilot's license, yet he was denied rental of a Cessna 172 (a small 4 passenger single engine propeller plane) because he could not control it at 65 knots. Yet, we are to believe that he was able to control a 757, with no experience in this aircraft, for over a half hour. OK, I'm an idiot, I believe he could control a 757 and not a Cessna 172.

At 0903 hours, the second of the *Twin Towers* is hit by another airplane. By this time America knows it is under attack, and by now, it is known that flight 77 has been hijacked. The call goes out to the military for help, noting the hijacking of flight 77. Jets are scrambled. The Langley pilots told the 9-11 commission that they were never told they were pursuing hijacked airliners. They thought they were pursuing the Russians and expected missiles coming in over the sea. So flight 77 was never intercepted. Without pointing any fingers, Americans are to believe that their air defense system is this incompetent, as though radar is not tracking these scrambled jet fighters.

Meanwhile, back at the presidential command bunker, a soldier comes in to update Vice

President Cheney. “The plane is 50 miles out. The plane is 30 miles out. The plane is 10 miles out. Ahmmm, the young man also said to the vice president, ‘do the orders still stand?’ And the Vice President turned and whipped his neck around and said, ‘Of course the order still stands, have you heard anything to the contrary?’ ” - Testimony of Norman Minetta, Transportation Secretary. Although the 9-11 commission heard this testimony, they never asked what that “order” was!

At 0933 hours the *Flight Data Recorder* indicates the Pentagon is directly ahead, but instead of going directly to the Pentagon, the aircraft unexplainably engages in a 360 degree turn which provides an additional 4 minutes of exposure to possible intercept.

Then, according to the report released by the 9-11 commission, AA77 knocked down 5 light poles along the highway about 500 yards from the Pentagon. And there are light poles on the ground to prove it. But the *Flight Data Recorder* never brings the aircraft close enough to the light poles to have hit one of them. As a matter of fact, the raw data from the *Flight Data Recorder* has the aircraft at a very accurate height of 273 feet above ground and never leveling off, therefore it could not be the aircraft in the famous 5-frames of video shown by the Defense Dept. Additionally, the angle of descent and height above ground preclude a 757 from being able to level off before striking the ground. Therefore, whatever was in that video is not American Airlines Flight 77.

But it’s more than that. At the crash scene there was no landing gear, no Jet engines, no luggage, no wing or tail sections, not one shoe, no bodies, no aircraft seats, and not one piece of wreckage that could, through numeric identification, be traced through maintenance records to flight 77. All of that simply could not have just disappeared.

One day previous, on September 10, 2001, Donald Rumsfeld, Secretary of Defense, admits that the Pentagon can not account for 2.3 trillion dollars. The next day, what ever hit the Pentagon, blew up the entire accounting section of that facility, ending any investigation into the disappearance of 2,300,000,000,000 (two-thousand-three-hundred-billion) dollars.

Comparing the NTSB flight reconstruction with that of the 9-11 commission’s reconstruction:  
In the NTSB reconstruction the Navy annex is to the right of the aircraft and in the 9-11 Commission’s reconstruction it is to the left.

The same is true for the CITGO gas station.

The NTSB reconstruction does not bring the aircraft close enough to the light poles to knock any of them over. Yet this is a reconstruction from the very accurate data of the *Flight Data Recorder*.

Something hit the Pentagon, what was it? On television news eye witness Don Wright related that a small commuter plane flying just above the trees dipped down over [highway] 395, flying right into the Pentagon. Another witness reported that the plane appeared to be a small 20-passenger corporate jet with no markings on the side coming in at a shallow angle like it was

landing right into the side of the Pentagon.

“Thank God somebody else saw that. There was most definitely a second plane. It’s so frustrating because nobody knows about the second plane, or if they do, they are hiding it for some reason.” - Kelly Knowles (Witness).

I don’t know what hit the Pentagon, but given the data provided by the government, it was not flight 77. What happened to flight 77? I don’t know but it isn’t at the Pentagon.

The events of 911 are important because they are shaping our current domestic and foreign policies. It is important because we have started two wars as a result of these events and are planning on starting a third war. It is important because if the official story is a fabrication then these policies cannot be logically or morally supported. The evidence shows Americans have given up an enormous amount of our personal freedom in the name of fabrication. We need to know and it is not in the official story. To know more, there is a set of DVD video’s available from “<http://pilotsfor911truth.org/>”.

I believe government has become accustomed to lying to the American people. But even more, I think government has become far too accustomed to their lies being believed by the American people.