

Has Government Earned Our Trust

Eighth in a series

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The September 11, 2001 attack on the World Trade Center. At 0845 hours American Airlines Flight 11 hits the North Tower. At 0903 hours, United Airlines flight 175 hits the South Tower. We believed it because we all saw it happen. We were told that 19 Islamic extremists were responsible, and our domestic and foreign policy changed based on this assertion. Since then, we have started two wars, killed thousands of people, and have plans to start a third war and kill more thousands of people. Thus it is prudent that we examine the story and the evidence to make certain what we have done, are doing, and planning to do is supported by the facts.

First, each of the two planes had two “black boxes” (recorders). One is a Flight Data Recorder (FDR) and the other is the cockpit voice recorder (CVR). *Ground Zero* firefighter Nicholas DeMasi, reports that he was tasked with driving government officials around in an all terrain vehicle to find the “black boxes.” And according to DeMasi, three of the four were found. This assertion confirmed by *rescue worker* Mike Bellone.

Author Dave Lindorff, a source at the NTSB (National Transportation Safety Board) also confirms these three recorders were recovered and given to the NTSB for analysis. However, the story ends there. The NTSB now claims that not one of these four recorders were recovered, even though these recorders can withstand 1100 degrees for 8 hours, survive an impact of 1000 gravities and withstand a penetration test of a 5000 pound steel bar dropped on them from a height of 10 feet. It’s amazingly convenient and mostly unbelievable that not one of these four devices could be found.

In a Freedom of Information Act (FOIA) request, the NTSB provided highly accurate ASR radar data. In this we find flight 175 was cooking along at 510 knots. Boeing rates the 767 at 360 knots below 22,000 feet, and 0.86 Mach above 22,000 feet (that’s 522 knots). The two ratings are due to air density. At sea level air is much more dense, thus the stresses it puts on an airframe are more than at higher altitudes at the same speed. The point here is that 522 knots at 22,000 feet will put the same stress on the airframe that 360 knots at sea level. Boeing also specifies the aircraft destruction speed to be 420 knots below 22,000 feet.

The crash of Egypt Air 990 provides a benchmark for determining performance of a Boeing 767. Egypt Air 990 was intentionally crashed by a crew member who pushed the airplane into a dive. The aircraft reached 0.99 Mach at 22,000 feet before it broke up. A speed of 0.99 mach at 22,000 feet translates to 425 knots at sea level, which is 5 knots above the speed Boeing set for aircraft destruction above. Egypt 990 is known to have broke-up because there were two distinct debris fields.

When maximum speed limits exceed the built in safety margin, the wings will begin to flutter, then flap, then break off the fuselage. While Egypt 990 broke up at 65 knots over maximum

operating speed and 5 knots over destruction speed, the NTSB asserts that United 175 was traveling 150 knots over max operating speed and 90 knots over destruction speed. A standard, unmodified Boeing 767 is not capable of achieving this speed even if the airframe could stay together, it does not have that much thrust (power). Therefore, whatever hit the south Tower was not a standard Boeing 767 airliner. Was it a modified or *beefed up* 767? Maybe. If so, did 19 Islamic extremists make the modifications in their cave in Afghanistan? The only other possible answers here are that the data for Egypt Air 990 is a fabrication, or the data related to UA flight 175 is fabricated, or both.

The 430 knot speed of AA flight 11, which hit the north Tower, does look marginally possible, although that is 10 knots over destruction speed.

Terrorist Hani Hanjour was the best pilot of the bunch, and he was refused rental of a Cessna 172, single engine propeller aircraft, because he could not control it at 65 knots. Yet the American people are to believe that these untested, untrained, no experience Islamic extremists, flew a Boeing 767 airliner and accurately hit a pencil at 430 knots and 510 knots respectively.

Dan Gavatos (I may not have spelled that correctly) is an individual responsible for airline pilot check and testing, and he determines whether a pilot passes or fails the flight tests taken in a cockpit simulator. In an interview with Dan Gavatos, he revealed that he set up a cockpit simulator to see if seasoned pilots could hit the twin towers. The primary difference being that they would only be able to fly the aircraft at the highest rated speed, and that the aircraft being simulated was a Boeing's 737, a smaller, much more maneuverable airplane.

These pilots had years of flying experience and thousands of hours in commercial air transport planes, yet not one of these pilots could accurately hit either of the Twin Towers until they slowed the aircraft down to landing speeds. And again, the American people are to believe that 19 inexperienced Islamic extremists were able to do what experienced pilots could not do.

In short, the data does not support the Government's story as to what occurred. As such, our current foreign and domestic policy is being based on a mountain of data with obvious conflicts and flaws, which government refuses to reconcile. Therefore, has this story been fabricated to support our current foreign and domestic policy as a reason to continue killing innocent people abroad and take freedom from the American people?

The bottom line is that the story the American people have been told by their government is, at best, wholly inaccurate, and at worst, an intentional fabrication and lie to support an agenda.

In effect, government, with the willing help of the *main stream media* creates the monsters from which they protect us and in so doing, have become far too comfortable that lies and fabrications are going to be believed by what they think are the ignorant American people.