

# NINE-ELEVEN TWENTYEFOUR-SEVEN

Anomalies of the September 11th Attack, its Run-Up, and Response  
The official story of the 9/11/01 attack contains a long series of anomalies, contradictions, extremely improbable events and some amazing coincidences...

## Run-Up to the Attack

Numerous incidents preceding the attack indicate many people had advanced knowledge of the attacks.

• Put Options  
Stock trades on the fall in share value for the two airlines whose planes were used in the attack.

Put options purchases on United Airlines and American Airlines struck rate to six times normal levels in the days preceding the attack.

• Anomalous oil tank analysis, run WTC, and the Parsons Government officials and executives avoided the targets of the attack.

Pentagon officials cancelled travel plans on September 10th. Ariel Sharon, Prime Minister of Israel, cancelled plane to address Israeli support groups in New York City on September 10th. Barrister executives, some of whom worked in the WTC, caught early plane to attend a meeting at Offsite Air Force Base on the morning of September 11th.

**Hijacking Scenario**  
The attack scenario was irrational on the part of the alleged hijackers and execution is incongruous in light of their behavior. There is no credible evidence that Arab hijackers were involved in the September 11th attack.

## ATTACK PLANS

By flying from remote airports and going far out of their way, the attack planners expected their plan to almost certain ruin, had the air defense system operate normally.

The originating airport for flights 11 and 175 was Boston Logan instead of any of several airports near New York City. This created about 40 minutes of exposure to interception for each flight.

Flight 77 flew to the Midwest before turning around to return to Washington D.C. It was airborne an hour and 23 minutes before allegedly attacking the Pentagon. It would provide ample opportunity for interception even if the air defense system were 95% disabled.

Flight 93 flew to the Midwest before turning around to fly toward Washington D.C. Had it reached the capital, it would have been airborne over an hour and a half. The odds of escaping interception with that plan would be infinitesimal under Standard Operating Procedure.

## BENIGNITY OR VILLAINS

The behavior of the alleged hijackers preceding the attack is inconsistent with skill and discipline needed to have a hope of pulling off such an attack. The odds of hitting the target with all four hijacked planes was nearly 1 in a thousand.

None of the flight crews punched in the four-digit hijacking code. The alleged hijackers failed at least two and think about, despite being notorious as fundamentalist muslims, for whom such behavior would be surprising.

• Evidence void  
There is no hard evidence that any of the alleged hijackers were on any of the domestic flights.

No video of any of the 19 hijackers at any of the three originating airports of the four flights has been made public. None of the alleged hijacker's names appeared on the airline's passenger lists.

Eight of the alleged hijackers have turned up since the attack. The success with which hijackers allegedly took over 4 jets with knives and then placed the jets to small targets is simply miraculous.

None of 4 flight crews rallied Air Traffic Control about hijackings in progress.

None of the flight crews punched in the four-digit hijacking code.

No remains of any of the hijackers was identified at any of the crash sites.

• PUNISHERS SUCCESS  
The success with which hijackers allegedly took over 4 jets with knives and then placed the jets to small targets is simply miraculous.

None of 4 flight crews rallied Air Traffic Control about hijackings in progress.

Despite normal interception times of between 10 and 20 minutes for commercial flights, the defenders commanded on 9/11/01 round the skies for over an hour without interference.

• FAULTS TO REPORT

Interceptors were only scrambled from distant bases after long delays. According to NORAD's timeline the F/A reported errant fighters after inexcusable delays.

Despite the fact that Flight 11 and 175 were headed for New York City, no interceptors were scrambled from nearby Fort Dix or Langley, or from Langley, Virginia.

• FAULTS TO INSTRUCT

One in the air, interceptors flew at only small fractions of their top speeds, assuming they would fail to intercept the aircraft.

The two F-15s scrambled from Langley to protect the capital at an average of 447 mph, about 23.8% their top speed of 175 mph.

The two F-15s scrambled from Langley to protect the capital at an average of 410 mph, about 27.4% of their top speed of 1500 mph.

• FAULTS TO REACT

Nochka fighters, on routine patrol, were not re-deployed to intercept the fighters, nor were fighters that had already reached Manassas sent to defend the capital.

Two F-15s flying off the coast of Long Island were not deployed to Manassas until after the second tower was hit.

The two F-15s scrambled from O'Hare to protect Manhattan could have reached the capital in 26 minutes once deployed over New York City. They were still 34 minutes before the Pentagon was hit.

Building Collapses  
Building 7 experienced total collapse, allగෝ, because of fire given to oil or propane tanks. Fires and bombing alone never before or since caused steel-frame building to collapse.

• BUILDING 7

Building 7 imploded late on 9/11/01. It was not hit by an aircraft.

Building 7 experienced total collapse, allగෝ, because of fire given to oil or propane tanks before or since has ever collapsed totally (or even partially) due to fires. Building 7 was an over-engineered 47-story steel frame skyscraper, standing over 350 feet from the nearest of the Twin Towers.

Only small fires burned in it on September 11th.

Building 7 collapsed in a nearly perfectly vertical fall,



Are you fed up of constant war? Pissed off about pollution? Mildly frustrated by state terrorism?  
Maybe you're bored with the pathetic lies in the newspapers?



GIVE PIECES OF EIGHT A CHANCE  
PARTY WITH THE PEACENIK PIRATES  
Sunday 29th August 2004

# CARNIVAL FOR PEACE

*Meet at midday at the Abbey Courtyard, Bath*

Bring your sense of adventure, fancy dress & a picnic - yes, pirate costumes do make everyone look fabulous...

The emergency command centre was pulverized along with the rest of the building, even though it was constructed as a bomb-hardened shelter. The remains of Building 7 were rapidly removed and the steel, recycled, evidently without any on-site and only extremely limited off-site examination. The rapid disposal operation proceeded despite the fact that no one was believed buried in the rubble, and the tidy rubble pile was not blocking efficient roads.

• TWIN TOWERS  
The Twin Towers exploded into dust and shattered steel, a holocaust in comparison with the known behaviour of steel structures outside of explosive detonation.

The South Tower was struck 17 minutes after the North Tower, and in a less damaging manner, and it had two severe fires, yet it collapsed 25 minutes before the North Tower.

The South Tower's core structure was largely undamaged by the off-centre jet impact, unlike the North Tower, yet it collapsed sooner.

The South Tower had much less severe fires than the North Tower, and they collapsed sooner, severer fires than the North Tower.

Smoke from the fires in the South Tower became progressively darker over the time it collapsed.

Firefighters reached the trade zone of the South Tower and calmly described controllable fires.

Both towers started to crumble at regions well above the crash zones in the first seconds of their fall.

Both towers fell straight down, through themselves, following the path of maximum resistance, a behaviour never before observed in spontaneous collapses of large vertical structures.

Pentagon Attack

The damage to the Pentagon and absence of significant aircraft debris is inconsistent with the impact of a large jetliner.

• EXPLOSIVES  
No public physical evidence shows a 757 approaching the Pentagon, nor remain of such an aircraft.

There are no photographs showing a 757 approaching the Pentagon, five security cameras photos released in 2002 show nothing like a 757 but show a vapour trail like that of a missile.

Video recordings from adjacent buildings a 757 approaching the FBI church across the street and never seen since.

The same five Pentagon outside the main wall was free of any large aircraft parts identifiable as belonging to a 757. One of these parts was a tail section, similar to an American Airlines 747 tail section, yet the part was far to the left of the plant's path.

• CONSTRADICTORY

The official story that the over 60 tons of aluminum in the plane burned up is both ludicrous and contradicts other parts of that story.

When aluminum burns it generates extremely dense smoke (aluminous oxide) which is highly toxic and deadly in even low concentrations. Photographs taken just to the right of the plane burning, show smoke, not smoke, nor were any fragments or charred remains of the plane visible.

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• DEATH TOLL

The death toll of the attack, though horrific, was much lower than would have been if not for numerous aspects of target selection and training.

• FLIERS

All four flights were unusually empty.

Flights 11, 15, 77, and 91 were only at 47%, 31%, 28%, and 16% occupancy, respectively.

• WORLD TRADE CENTER

The towers were attacked before most people had arrived, and were high enough to allow most people to escape.

When Flight 11 hit the North Tower at 8:46 AM, the World Trade Center buildings were at least half the occupancy of a typical field office. The first tower to be attacked was hit just 15 stories below the top, and many people were still working.

125 people were killed in a building with 20,000 people.

The portion of the Pentagon that was attacked had only 3 stories below the top, and the plane missed the core, allowing people to evacuate from above the impact zone. The minutes that elapsed since the first hit allowed many people to escape the second tower while the towers were still working.

125 people were killed in a building with 20,000 people.

The portion of the Pentagon that was attacked, the West Block, was in the process of being renovated, and so was at low occupancy.

No high-level Pentagon officials were killed in the attack.

• RESPONSE

Despite the worst failure in history of the military to protect American civilians, there were no consequences for the responsible authorities, and no honest investigation.

• PASTORAL

No one was held to account for the numerous unpreceded failures in air defence.

• AIR DEFENCE FAILURES

No one was held to account for the numerous unpreceded failures in air defence.

• GENERAL RICHARD MAYER

General Richard Mayer, Acting Chairman of the Joint Chiefs of Staff, on September 11th, was confirmed as Chairman of the Joint Chiefs of Staff in spite of being unable to provide any meaningful answers to questions regarding the air defence failure.

American civilians, there were no consequences for the responsible authorities, and no honest investigation.

• NORAD

No one was held to account for the numerous unpreceded failures in air defence.

• 9/11 COMMISSION

How was it investigated? The report states the cause of the collapse remains unknown at this time.

FEEMA was given sole authority to investigate the collapse even though it is not an investigative agency.

The investigating team assembled by FEEMA consisted of unpaid volunteers.

The investigators were not allowed access to Ground Zero.

The total collapse of WTC 1, 2, and 7 were the three largest engineering failures in history (based on the official story).

How was it investigated?

The report was released on the official story.

Even though it is not an investigative agency.

The investigating team assembled by FEEMA consisted of unpaid volunteers.

The investigators were not allowed access to Ground Zero.

The investigators were not provided with the blueprint of the building.

How was it investigated?

The report states the cause of the collapse remains unknown at this time.

By this time the report was released the building had been entirely destroyed.

The fact that Building 7 (nearly) failed in a way that contravenes 100 years of engineering experience makes it the largest and least understood structural failure in history.

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