

Dr. Stefan Grossmann

# Twenty two and a half Planes at the World Trade Center

Secrets of the September 11, 2001 Attacks



The graphic shows the two entry holes that the airplane at North Tower made.

The airplane was American Airlines flight 11, serviced by a Boeing 767.

The hit was between floors 93 and 99. The time was 8:46:30 a.m.

The pilot was a Pakistani ISS officer, Mohammed Atta.

Atta learned at the Dekker flight school, Florida.

Atta was not a good pilot, however.

The two holes prove that.

I count the North Tower airplane (see on the front cover) as two planes. That still leaves twenty and a half planes to go.

Here is the half plane (approximately half since it has one wing only):



That is taken from a still frame of the Luc Courchesne (Cheney Hit) video. The terminology follows Marcus Icke at <http://www.911research.dsl.pipex.com/> Here is the entire still frame:



I am unsure as to the registration number of this half plane. It should have been eligible only for half a registration number (presumably, the back end).

The flight was United Airlines 175, serviced by a Boeing 767, with five student hijackers on board. The still frame precludes the possibility of the hijackers being at the front in the cockpit. The whereabouts of the front end (and of the left wing), if any, are unknown. That gives a possible alibi to the benefit of the hijackers.

I count the South Tower half airplane (see foregoing) from the Luc Courchesne (Cheney Hit) video as a half plane. That still leaves twenty to go.

The following is no plane that hit South Tower, and protrudes visibly from the right wall of the left tower (as seen by the viewer of this still frame). It would be counted as a missile, but this volume does not cover missiles:



I count this no plane as zero planes. It's not that it didn't hit the tower, but it did not do so *as a plane*. Instead, it did so *as a missile*, which is the reason why I am not counting it here. If one were to count it, the title of this volume would be:

Twenty-two and a half planes plus one missile at the World Trade Center

That's too cumbersome for a title, though.

Disclaimer: By counting planes, I do not imply that they are "real" planes. Planes are counted in this volume regardless if they are real planes or are merely fictional planes (visual fiction of 9-11). I generally abstain from comment on the question if, and to what extent, the planes are, or may possibly be, or have been, real in a physical sense.

Incidentally, talking about missiles: Have you updated yourself where another missile was caught on video during the attacks on the morning of 9-11?

Right: At the Pentagon. The U.S. government confiscated the videos, from a nearby filling station, hotel, etc., just minutes after the passenger plane (flight American Airline 77, a Boeing 757) rammed into the side of the Pentagon so hard that the plane disappeared.

During the following years, as the result of a lawsuit, a small part of the video material was released by the government. It shows a small and very fast missile hitting the Pentagon:

CRUISE MISSILE STRIKES PENTAGON

<https://www.youtube.com/watch?v=6fumivnGTPE>

LEAKED VIDEO OF CRUISE MISSILE HITTING PENTAGON ON 911

<https://www.youtube.com/watch?v=ZUNngyhZQrk>

Video shows evidence that a missile hit the Pentagon

<https://www.youtube.com/watch?v=iVHHGsNy9J8>

The Pentagon security cameras did not photograph any large passenger plane. Even at the initial explosion, no plane is to be seen:

Pentagon 911 Surveillance Camera

<https://www.youtube.com/watch?v=ZUNngyhZQrk>

A French Press Agency photographed the crash site just a minute or so after the large passenger plane that the government says hit the Pentagon hit the Pentagon:



Daryl Donley SIPA-N0116740

Here are some still frames from the withheld and then released Pentagon missile footage (near bottom left):





There is sufficient detail to show that there was no plane, but there was something smaller, whitish, not in an AA livery. That is obviously the reason why the government refuses to this day to release, on its own accord, more material about this that it confiscated from nearby camera systems looking unto the Pentagon. The material shows that the government lied, and that it has deep secrets to hide.

Some call the relatively small but very fast flying object a cruise missile, some a Global Hawk drone. According to FBI information that came to me via contacts in the German police, the Pentagon was hit by a U.S. Air Force cruise missile, not by a passenger plane. That is confirmed, now, by the material released due to a court order.

The SIPA Press (French) photo shows that the missile exploded at the strongly reinforced outer wall of the Pentagon. The piercing of building rings A through C as alleged by the government came from a different angle, which is also indicated by a marking in the lawn. That, and the outer wall and the building rings were prepared by Pentagon insiders to simulate the hit by a large passenger plane; the large entry opening (still not big enough for a Boeing 757) resulted from internal explosives. If indeed a nuclear device was found at the Pentagon impact site, it was most likely placed there by Pentagon insiders. It was not delivered by the missile that exploded at the outer wall, which would have created an uncontrollable danger. The nuclear device did not detonate, and was probably not meant to detonate. It was meant to convince the government to give clearance for the nuclear demolition of the Twin Towers and WTC building 7 in Manhattan. This is partly after D[i]mitri Khalezov; see in my updated (October 2015) 9-11 Science Report, Appendix A, Forgotten Bombs, published on October 22, 2015 at:

<https://archive.org/details/GrossmannAppendixAForgottenBombs2015Update>

I received information after the December 2000 Bush v. Gore election litigation that a nuclear submarine of the U.S. forces had broken loose from the command chain and, through subterranean seaways beneath the continental U.S.A., had found its way into the Great Lakes by Chicago, at the deepest point. I heard nothing more of that, since, as I assume, the situation was brought under control.

The plans for a 9-11 type operation were developed, according to related information, by Al Gore's security specialist Leon S. Fuerth since 1995. The eye of national security was blindfolded by the Clinton administration, engineering specific blind spots of the intelligence community. This phenomenon was later noticed with astonishment by reporters and authors.

The split was mainly, but not only, in the Federal Reserve System, which is the actual seat of power of the U.S.A. The Al Gore faction was aware that the David Rockefeller faction was out to monopolize all power in time for the passing of a planet, called Nibiru, Planet X, Wormwood, and other names, that was being observed since the early twentieth century. It actually did pass, with its perihelion relative to Earth on 26 December 2013. It was reported, but under a false heading, namely as a comet (ISON). ISON was not a comet but was a planet with a diameter (50 000 km) four times that of Earth (12 500 km). Key features of ISON do not match a comet, but do match a planet. See at Youtube (preserve spelling):

*Fantastic and Unsurmountable...Nibiru-ISON*

*Insider Speaks Out about Nibiru, Planet X and Elenin*

*Neumayer Station III Showing Enormous Celestial Object*

*Solar System is Changing - A Review*

*Pseudo Comet ISON Perihelion Solar Radiation Pressure* (two short clips by me)

I situate this, and describe this in some detail, in my book on Atlantean philosophy,

<https://archive.org/details/StefanGrossmann2AtlanteanPhilosophyNineBodiesOfManCRC>

on pp. 389 ff. See there for initial details, with more in other parts of the book.

The 9-11 type plans as prepared by the Al Gore faction were, under the given situation, then implemented on an auspicious date, September 11, 2001. Neither one of the two factions of the occult banking elite won that financial war; but the planned monopolization of state power by the David Rockefeller faction was averted, without destroying the U.S.A. or any of its major cities. Much of secondary importance in this extremely convoluted problem still remains unclear in my mind, however. One major victim was apparently JP Morgan of the Rothschild interests. Even prior to 9-11, the internecine warfare was being conducted on the brink of financial meltdown. After 9-11, the situation deteriorated, leading into the meltdown of 2008 and the bankrupting of the Federal Reserve system, as pried open to the public eye through the lex Ron Paul (first-ever audit of the Federal Reserve, showing red figures to the tune of more than 16 trillion \$\$ as a result of the banking meltdown, with a global banking collapse avoided on the narrowest of margins.)

Essentially, staring hypnotized at the pending transit of Nibiru (Planet X), the occult banking elite has bankrupted itself. The terminal crash is being delayed with aches and pains. There is no doubt left in my mind, however, that the Titanic will be sinking sometime in the foreseeable future (or even, possibly, sometime soon).

What happened with the extremely dangerous Nibiru passage situation? That is a different story for a different time. It is closer to Star Wars than to 9-11, even though 9-11 could be seen as a key part of Star Wars. That is one issue that I will not touch again in this volume, however.

The full list of links to my current publications is in:

<https://archive.org/details/StefanGrossmannReptilianQuestion>

plus the most recent addition of:

<https://archive.org/details/GrossmannAppendixAForgottenBombs2015Update>

Back to the Twin Towers and the plane details that merit study. I count the South Tower half airplane (see foregoing) from the Luc Courchesne (Cheney Hit) video as a half plane. That still leaves twenty to go. (There was none at the Pentagon.)

The following is an anomaly insofar as it shows a plane that was *actually real* at the Twin Towers at the time of the attacks. It is undisputed in the research community that this particular plane, sometimes called the Camera Planet plane, albeit rarely mentioned, was indeed real in a physical sense:

Mystery White Plane at the WTC

<https://www.youtube.com/watch?v=14M08plhUJs>



The white plane may be an E4-b government Boeing 747. It was filmed six minutes after North Tower (Tower 1) hit. The utterly corrupt 9-11 Commission said, falsely, that such a plane did not exist. It actually was the only plane around (in reality, outside of the 9-11 media fiction sphere.)



After counting the one doubtlessly real plane, that leaves us with nineteen more to go.

All the remaining nineteen planes hit South Tower. That proves why South Tower, second to be hit, collapsed before North Tower, the first tower to be hit, which was hit by only two flight 11 Boeings (see above).

Marcus Icke has done outstanding work in distinguishing and classifying the nineteen different planes that hit South Tower (World Trade Center Tower 1) on the morning of September 11, 2001:

The WTC2 Media Hoax

<http://www.911research.dsl.pipex.com/ggua175/>

Peanutbrain911 (Youtube Channel)

<https://www.youtube.com/user/peanutbrain911>

One of the nineteen planes shapeshifted into the half plane that was already mentioned above.

I was partly responsible for some of the seed ideas of this analytical and media-critical project more than ten years ago. I would like to go through this work again today, in October 2015.

Prepare yourself by familiarizing yourself with the coincidental audio recording of a business meeting near the WTC at the time of the attacks. Both “plane impact” explosions (for Tower 1/North Tower, and for Tower 2/South Tower) are to be heard. See, to start your research:

[http://www.911encyclopedia.com/wiki/index.php/Ginny\\_Carr\\_WTC\\_Audio\\_Recording](http://www.911encyclopedia.com/wiki/index.php/Ginny_Carr_WTC_Audio_Recording)

This priceless authentic audio recording informs us that there were two explosions at Tower 1 hit (separated by several seconds). That conforms with other evidence. That proves how the official hijacker, the Pakistani ISS agent Mohammed Atta, was able to create two entry holes with only a single hijacked Boeing 767, flight AA 11 (as shown above in this volume), which thus have to be counted as two planes and not merely as one plane. (“Official” here excludes the FBI who do not have any hard evidence against Mohammed Atta. Only the government, without the FBI, has such hard evidence, but it is being kept secret for national security reasons.)

Carr’s audio recording of Tower 2 hit (South Tower, UA 175, another Boeing 767) suggests only one single impact when the plane hit the tower. That is not in agreement with the visual evidence that the TV hammered into the heads of the American nation and the rest of the world on Terror Tuesday, 9-11-2001. There was a whole swarm of planes flying into people’s heads on that day, and on following days. Marcus Icke has analyzed the swarm and convincingly shows that there were nineteen different planes hitting and re hitting South Tower, visually (versus, acoustic hits, being fewer, or one, or perhaps just zero if missiles are counted out.)

I would like to start by presenting a critique of Marcus Icke, namely, by Eric Salter.

Then follows a critique of Eric Salter, namely, by Spooked (an internet blogger).

# A Critical Review of WTC 'No Plane' Theories

By [Eric Salter](#)

Version 2

29 September 2006

This is a condensed version of the original and now updated article at [www.questionsquestions.net/WTC/review.html](http://www.questionsquestions.net/WTC/review.html)

## Overview

With the amount of attention that the [Pentagon no-plane theories](#) have received, it shouldn't be surprising that some would also make the bizarre claim that no 767s hit the World Trade Center, despite voluminous video and photographic evidence to the contrary. [My previous articles](#) dealt with the core of these claims at length. Those articles were lengthy, so the purpose of this review is to provide a somewhat condensed and updated summary for those new to the subject or lacking in the time to delve into the details of the image analysis.

There have been two no-plane hypotheses put forward: The first, that small planes or missiles hit the towers and these were covered over in the videos and photos of the impact by synthetic 3D graphic images of 767s (including real-time superimposition of these images on all live TV footage as it was broadcast). The no-planers have labeled this scenario "TV Fakery." The second argument holds that the planes (at least the second plane) was in fact a hologram generated by classified technology. This hypothesis has since been abandoned. The proponents argue that anomalies in the visual record indicate the fraudulent nature of the computer generated second plane and show that the plane in the Naudet video of the first hit was not the size or shape of a 767.

The over-arching weakness of the TV fakery argument is this: how could the perpetrators have ensured control over all the images taken of the planes that approached the WTC? Only one unmodified image posted to the web would have exposed the operation. New York is a media capital of the world, with national networks, local network affiliates and independent TV stations, international media bureaus, and many independent video companies like the kinds I've worked for, and professional photographers. Professionals would have been rushing out to document whatever they could, through professional pride or the hope for making a buck off it. Evan Fairbanks and war photographer James Nachtway are some examples. And then there are also cameras in the possession of ordinary citizens and the thousands of New York's ever-present tourists. In addition, one should consider the possibility of foreign intelligence assets acquiring their own images of the attack (which so many knew was coming) which could be used for blackmail.

The following 3D relief diagram from "One Nation" shows how many vantage points were available to capture the approach of flight 175:



The plane would have been clearly visible over most of the southern tip of Manhattan, from the streets in a wide area of shorter buildings just south of the towers, the majority of the southern and eastern facing windows of the buildings south of the towers (such as this photo from [hereisnewyork.org](http://hereisnewyork.org)), the rooftops of those buildings, the Manhattan and Jersey shorelines along the Hudson, any boats on the water and Ellis Island, where camera toting tourists visit the Statue of Liberty. Moreover, since the plane, hitting at floors 77-85, was above most of the tall buildings on the East side, the plane was visible from higher vantage points all over midtown, Brooklyn and large parts of Queens.

What we have of images of flight 175 from 9/11 is exactly what we would expect: a great variety of still and moving images from a variety of angles from near and far and from mainstream media down to amateurs. There are absolutely no images of missiles or small planes. So, were these photographers and videographers all agents? There has been no research into their backgrounds. If they weren't, then what was the chain of custody of the tape before being aired? Was the allegedly modified footage the original or a duplicate of the original (as one would expect) supplied by the videographer? Who now has the original? If the photographer has the original, then are we to believe he or she does not care that their image showed something different than was on TV? None of these questions are answered. The default explanation, and the only answer possible, is the bug-eyed assertion that somehow the perps of 9/11 controlled all the cameras in NY on 9/11.

Perhaps, like the movie *Minority Report*, they had pre-cogs who intuited exactly where each and every person videotaping the plane would be standing.

In reality, the perpetrators would have found out about each image that they didn't control only after the image appeared on the web or in the media. And then it would have been too late to alter the image. The TV fakery hypothesis, therefore, is utterly absurd.

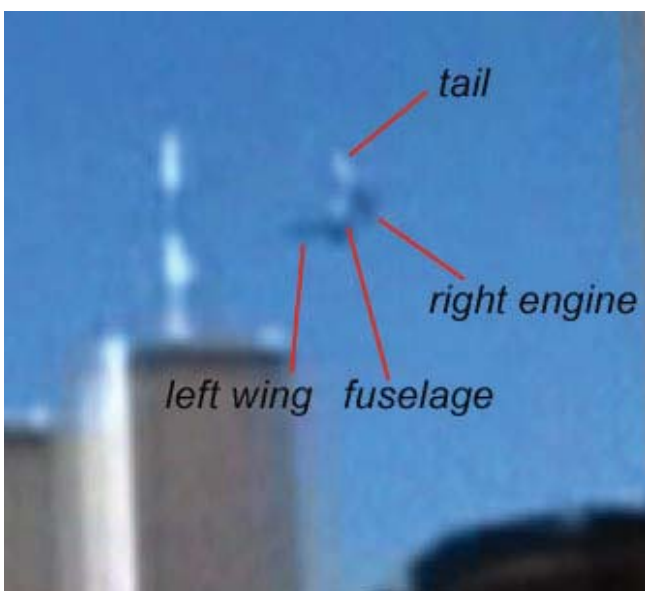
#### The Naudet Footage of the First Impact

In the case of the first impact we have two known pieces of footage. The better one, the Naudet video, is not good quality. This has led to a wealth of speculation that the footage does not show a 767 because the plane is not immediately recognizable as a 767. The reason for this is simple: [the plane is very small and the footage is out of focus](#), as one can see about 10 seconds after impact when the camera briefly zooms all the way in to the tower. It was adjusted for the firemen 10 or 20 feet away. But even if it was in focus, an object as small as the plane was in that footage would still not have been very clear, because video is not perfectly sharp down to the individual pixels, the square or rectangular blocks that make up digital images (at least in the type of cameras the Naudet crew used). The plane in the Naudet video occupied a space only about 20 by 20 pixels, not enough to show much detail even if the video were in focus. You might as well try to duplicate Michelangelo's "David" using bricks. The claim that the video should have clearly shown a 767 is an amateur argument born out of a lack of understanding of how [resolution](#) affects the clarity of that image. And this misunderstanding continues, at least in the case of Gerard Holmgren, [more than a year later](#).

Compounding the misinterpretations due to blurry footage, the no-planers were [originally using a half size, compressed mpeg movie to conduct their analysis](#). Moreover, Webfairy performed processing on this low quality movie which created even [more degraded images](#), aptly described by Mark Bilk as "abstract video art." The no-planers, not knowing what full quality video was or what compression artifacts were, claimed these muddy, altered images were proof of the absence of a real plane.

In reality, what can be seen in the unsullied Naudet footage shows [what a 767 should look like at that small resolution and out of focus](#).

The object clearly [does have wings, a fuselage and a tail](#), ruling out the absurd missile hypothesis.



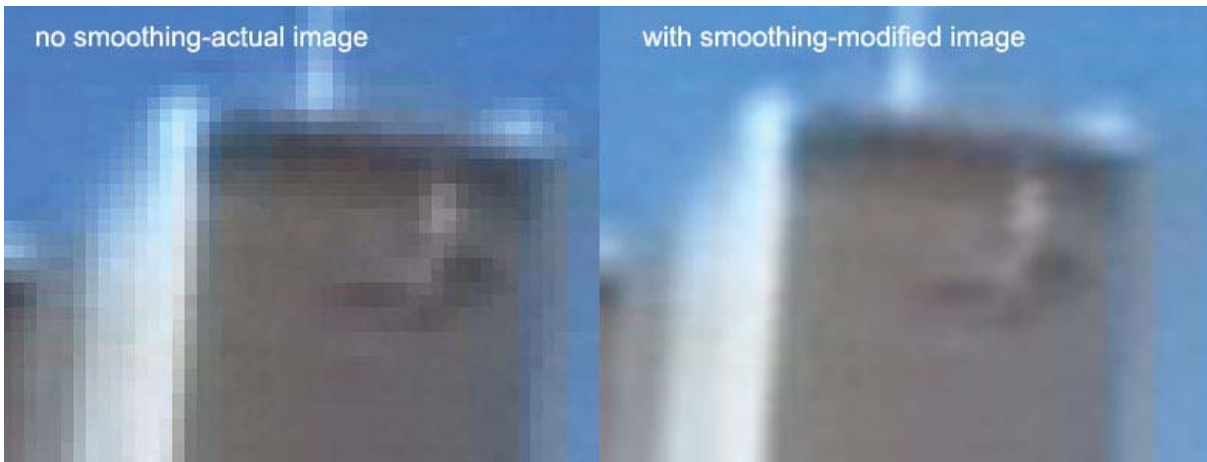
The fuselage, as best can be ascertained in the blurry footage, is [roughly the expected length of a 767](#).

The shadow of the plane, as seen below, tells us several things:

- this is an airplane, with a fuselage and wings.
- the wingspan is about 75% of the width of the WTC, the expected size of a 767.
- the wings are clearly swept back, refuting the claim that the wings extend straight out from the fuselage.



It should be noted that the magnified images of the Naudet video have been subjected to "smoothing" to blend the information between pixels, making it seem like there is more detail in the enlargements than there really is. This may contribute to the impression that a 767 should be more discernible. Scaling without smoothing shows the true lack of detail available to show the plane:



### The WTC1 Hole

None of the arguments against a 767 can adequately explain how a hole in the building was created that fits a 767 perfectly, including widening of the hole where the engines were located. Here is a 767-200 diagram (with the wings tilted upwards 3 degrees to simulate flexing due to aerodynamic lift (aeronautic

experts will have to determine the exact amount of flexing), sized to 75% of the width of the WTC and rotated to fit over the hole in WTC1:



The [diagram from the NIST](#) report shows the same alignment:



No other plane fits the hole as precisely as a 767, down to the narrow grooves created by the wings on either side of the impact hole, especially visible on the right. Attempts at overlaying diagrams by no-plane advocates, such as [Stefan Grossmann](#) and the [German Engineers](#), are flawed, using inaccurate diagrams of 767s, aligning those diagrams incorrectly and/or using photographs from angles that appear to show debris where the engine holes should be.

Combined with the certainty that the large plane in the Naudet video has wing mounted engines, there is absolutely no rational reason to bother with considering planes other than a 767. Substituting another airliner with wing mounted engines gains the perpetrators nothing but the risk of exposure. Could it be a 767 other than flight 11? Possibly, but there is no physical evidence to prove that substitution. The claim that flight 175 was [a windowless 767 tanker is also baseless](#), since none of the images available are high enough resolution to discern the presence or absence of windows.

#### 2nd Hit TV Fakery?

Unlike the first hit, the multiple videos and photographs of the second hit clearly show a 767, so the no-planers are forced to claim that these videos were faked with computer graphics, overlaid in real-time on live TV or on tape afterward. Why the perps would resort to this risky operation when there was no technical obstacle to flying a plane into a building is never credibly explained.

Not surprisingly, the anomalies turn out to be amateurish image analysis mistakes.

The observation of wings "flickering" on and off is one good example. These "flickering wings" only occur in the poorer quality video in which the brightness of the wing closely matches that of the background. What is happening is simple: noise and compression artifacts blur what little visual data there is of the edge of the wing. The wing then becomes indistinguishable from the background in that frame, hence the "disappearing wing" anomaly. Whether it happens or not in a particular frame is determined by random dispersal of noise and compression artifacts. But stepping back from the technical analysis, the flickering wing claim itself is fundamentally illogical: Other video angles show no flickering wing, undercutting the idea that the hologram was malfunctioning. And flickering like this simply does not happen in 3D animation unless the artist programs it to happen, thus eliminating the TV fakery hypothesis.

Markus Icke's argues that the plane was misshapen, with a "port-wing anomaly" that resulted in a droopy left wing. This argument arises from the fact that he used two images that had differing aspect ratios: one was stretched vertically compared to the other, creating a difference in their shapes. [When this is corrected, the "port wing anomaly" disappears.](#)

In the videos and photos, including the [Park Foreman footage](#) and the [CNN Battery Park footage](#), we can see detailed, realistic phenomenon occurring: the shadow of the smoke cloud, the reflection of the ground below on the bottom of the plane and water vapor condensing above the wings. In addition, the plane matches the motion of the cameras perfectly and disappears cleanly behind buildings. Yet the no-planers contend the shape of the plane is distorted, meaning the perps used a misshapen model, something that in the world of digital imaging can only happen on purpose. Given the accuracy of the other aspects of the images, this is grossly illogical.

Differences between the images in the color or brightness of the sky or plane are not necessarily indications of fakery. These differences can be caused by different lighting conditions, camera exposure levels or adjustments to the contrast, brightness or color of the images. Besides, someone who had the skill to create a photo-realistic plane, matched to the movement and focus of the camera and reflecting light from the surrounding environment, would have easily handled these much simpler aspects of digital image manipulation.

A key claim of the no-planers is that the plane did not decelerate as it should have when it hit the building. Hence, their oft repeated accusations of a fake "butter plane" melting into the building. This claim is easily disproved by [a visual examination of the motion of the 767 in the Evan Fairbanks footage](#). The plane does decelerate as it enters the building, losing about 12% of its speed and 25% of its kinetic energy as it passes through the outer wall and office space.

The no-planers have raised concerns about explosion not occurring at exactly at impact. But even if combustion started at impact, forward momentum would carry fuel further into the open interior space of the building as it started to spread and ignite, and the expanding gases of the explosion would only push back out through exterior walls a split second later, as we see in the video.

Those of us who have video production experience have been amused by the term "bluescreen fakery" used by the no-planers to describe the allegedly faked footage. Bluescreen is a technique used for keying real-life objects, not computer generated images, over other images. Computer graphics (CGI) use what is called an "alpha channel", a sort of virtual stencil, to overlay the image digitally. If bluescreen was used, this would mean that the plane we saw was a model on wires.

#### Faulty Physics

Morgan Reynolds cites the no-plane arguments of the "[German Engineers](#)" in his widely distributed article "[Why Did the Trade Center Skyscrapers Collapse?](#)" Jim Hoffman [deconstructs this easily rebutted material in his response to Reynolds' piece](#), so I won't go in depth with it here. The central argument of



the "engineers" is that the holes created by the impacts are simply not large enough to be made by 767s. There is no computer modeling of the physics involved. The authors simply draw circles around the areas that look open and note that a 767 doesn't fit within these circles. The impact areas are, in fact, easily explainable: the heavier, denser central parts of the planes penetrated the outer wall of the WTC but the thinner, lighter wings did not, leaving tell-tale indentations but not holes. And the debris occluding the holes could be either material that fell down from damaged areas just above the impact or flaps of wall or floor that folded to the side when the plane entered but then fell back once it had passed.

The German Engineers don't offer any structural analysis to support their claim that the wing tips should have penetrated the WTC outer wall. However, the NIST computer models testing the dispersal of kinetic energy on impact showed that every part of the airplane except for wing sections with empty fuel tanks would penetrate the outer wall of the WTC. This scenario explains the shape of the impact area perfectly. No-plane advocates have not conducted their own computer impact modeling, and until they do the NIST report remains the authority on the subject. Grossmann has stated his intention to conduct such a computer analysis, but I'm not going to hold my breath waiting for a complex model of the physics of impact from someone who can't even properly align a diagram of a 767 over the entry hole.

The attempt by the "engineers" to create doubt by showing differently shaped impact holes in buildings made of different materials and construction techniques than the WTC demonstrates nothing and is a waste of time.

Reynolds' more recent article ["We Have Some Holes in the Plane Stories"](#) contains numerous factual and analytical errors.

He mentions several times that there is no sound from the plane impacts. This is false. On the Naudet and CNN footage of the two impacts, we hear not only the sound of the jet engines (exhibiting the expected Doppler effect) but the sound of the impact (delayed slightly by the time it took the sound to reach the camera).

Also mentioned numerous times is the false claim that the plane did not decelerate. [As I showed above](#), the plane decelerates.

Reynolds presents a long-winded argument that posits that it was against the laws of physics for the plane to easily penetrate the outside wall and then be stopped further inside the building. This analysis demands the assumption that the central core has the same strength or stopping power as the outer wall when the core columns were thicker than the exterior columns and the plane had already lost 25% of its kinetic energy penetrating the outer wall and floors. It is only an illusion that the plane entered the building intact (more on this below). In reality it would have been partially fragmented (how much is hard to tell, as the MIT study points out) so the plane debris would have been spread out over a greater area, lessening the kinetic energy applied per unit area of the core columns, allowing the columns to better withstand the impact.

So why didn't more wreckage exit the other side of the building? In addition to the steel columns, the central core had a great amount of gypsum wall paneling. The NIST report states:

The stairwells and elevator shafts were surrounded by 2 in. thick, tongue-and-groove, cast gypsum panels, covered with two or three sheets of 5/8 in. gypsum board. The demising walls were made of two sheets of 5/8 in. thick gypsum wallboard on each side of steel studs.

We can estimate the total weight of the gypsum walls (from Jim Hoffman):

Assume a wall area on one floor of the core of  $40\text{m} \times 3\text{m} \times 10 = 1200\text{m}^2$

Assume it's all 3cm thick gypsum, then it's  $36\text{m}^3$  or  $36,000,000\text{cm}^3$

Gypsum is  $2.31\text{g/cm}^3$ , so the total mass is  $83,000,000\text{g}$ , or about 91 tons (US).

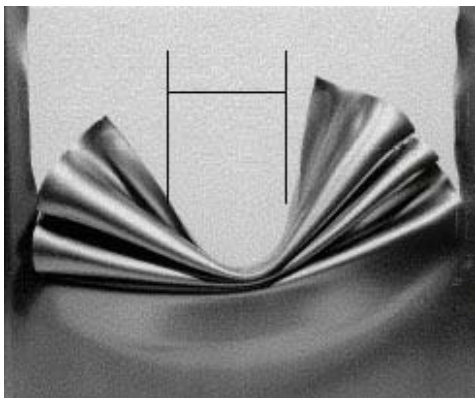
And given that the plane was spread over two floors or more, the total weight of the gypsum in the impact area probably outweighed the plane. The presence of this quite significant mass would have:

- helped convert the kinetic energy of plane parts to other forms, eg. heat and pulverization.
- transferred the momentum of the plane parts, moving at high speed, into the combined momentum of plane parts and building materials, moving at a much lower speed, and having a much greater frontal area. The south wall may have absorbed a good fraction of momentum, but by that time the material had a large frontal area and very little structural coherence, and was thus unable to puncture the wall, with a few exceptions.

Reynolds later concedes that the core is strong and might have stopped the plane, but changes his argument. He claims that if the core stopped the plane we should have seen the tail sticking out of the hole because planes don't fold up "accordion style". [A test run by Sandia laboratories \(alternate link\)](#) disproves this claim: the plane in that test, travelling at 480 m.p.h., was completely pulverized into small, confetti-like pieces as its forward progress was stopped by a concrete barrier. The speed of the 767 in the second impact has been measured at 500-590 m.p.h. At the point of collision with an object sufficiently strong to stop forward motion the structure of the plane would be broken apart instead of remaining whole to transmit a stopping force to the rest of the plane. Too much kinetic energy was being dissipated at the point of collision for the plane to retain its structural integrity. This fracturing process would continue with the impact of the rest of the plane. Only a more gradual deceleration through weaker material (such as the office space) would leave larger pieces intact ([such as the fuselage section](#)). In the Sandia test, we see the same illusion of the plane "melting" into the barrier—without any compression or distortion of the fuselage—that we see in the collision of the 767 with the WTC. If this illusion could happen with a solid concrete block, it should be obvious that it could happen with the WTC.

Strangely, Reynolds makes his "accordion" argument despite showing pictures of other plane crashes where the fuselage has come into pieces.

Reynolds states several times that the wing tips should have "bounced off" the building in larger pieces than we see on the images of the impact. In support of this he cites what he calls the "shredding mechanism" proposed by the [MIT damage analysis](#) (Wierzbicki et al). His argument distorts and misrepresents information presented in the MIT study. This image that he shows



is not a modeling of how the airplane wing material would wrap around the exterior columns as he claims. It is a photo of a laboratory demonstration of a phenomenon called "concertina tearing" seen in a metal sheet cut by a blunt object. The black line figure represents the blunt object in the test, not a exterior WTC column. The MIT study mentions that lower velocity impacts (like car crash tests) are characterized by deformation or bending of material while higher velocity impacts have fracturing as well. The above image only shows deformation, but the MIT study states that the collision of 767 and WTC is a "problem of interactive failure and fragmentation of two deformable and fracturing bodies." The study actually does

not specify the exact behavior of the wing segments hitting the exterior columns, but we already know from the real-life Sandia test the very large amount of fracturing that happens in a collision of this speed. The outer parts of the wings that hit the columns would not have remained in large pieces that wrapped around the columns, but instead would have been fractured into small pieces. The segments of the wing over the windows would have continued into the building. The wing material left outside would fall to the ground as small particles.

To put it another way: Technically, it was not the hardness or thickness of the concrete block that caused the complete pulverization of the airplane in the Sandia test. The kinetic energy of the plane itself caused the disintegration (and certainly some heat energy as well). The cement block merely facilitated that conversion of kinetic energy. Any object that could stop the forward motion of a plane (or part of a plane) moving at that speed would cause the same amount of fracturing. The outer wall columns of the WTC completely stopped the forward progress of the outer half of the wings. Thus, the wings were pulverized. The concrete floors would have had a similar effect on any parts of the airplane whose forward motion was halted. Thus, the videos of the second impact are totally realistic and are simply a verification of the results of the Sandia test. Those who have denounced them as showing impossible "melting planes" are simply displaying a lack of understanding of physics.

Reynolds goes on to argue that the shock of impact should have caused the wings to break off and move forward. The study he cites is a simulation of a 747 whose forward progress comes to a complete stop. Obviously, the mere 12% reduction in speed of the 767 on penetrating the outside of the building was not sufficient to make this happen.

More detailed analysis of the physics and material science involved would have to be done by someone with more knowledge than me, but it should be clear at this point that Reynolds' core arguments fall apart merely by the application of elementary principles and existing test results.

Near the end of the article, Reynolds cites a series of alleged anomalies in the images of the impact that supposedly indicate fakery. As shown above, I've already [addressed the majority of these "anomalies"](#) and they turned out to be amateurish misrepresentations of normal video phenomena.

Reynolds says: "Sorting out theories of 'what really happened' awaits another day..." No doubt he wants to put off explaining the impossible: how the perps of 9/11 could have controlled all the cameras present on 9/11.

Unfortunately, Reynolds' contribution to 9/11 truth effectively functions as a Trojan horse, sandwiching bogus no-plane theories between more reputable data, like the tower demolitions. Undoubtedly, the black ops behind 9/11 must be pleased when Reynolds talks about the no-plane theories [on national TV](#).

#### 767 Debris

Wheels, engine parts, a piece of a fuselage and other 767 debris were [found in and around the WTC](#). The argument that there is not enough wreckage to account for a 767 crash is purely speculative: We don't know how much plane debris was recovered from the rubble of the WTC. The government refuses to allow independent access to all the debris collected, and they may even be deliberately withholding evidence to create suspicions and encourage no-plane claims.

#### Movement of WTC2

Image analysis of the Scott Meyers footage of the second impact in the [NIST report](#) shows that the entire south tower swayed back and forth in an oscillating motion for at least 4 minutes after the impact, something that certainly couldn't have been caused by explosives inside the building and presumably not by the impact of a relatively small-mass object like a missile.

## Radar Data

With the combination of the civilian and military radar recordings from 9/11, either the transponder or primary radar returns from flights 11 and 175 were recorded for the entirety of those flights, according to [documents recently released by the NTSB](#) which show both the complete flight path and the altitude profiles of each flight. It doesn't appear that either plane was missed by primary radar for any significant length of time during the flights.

If the data presented is authentic, two things are clear: The flights started and ended where they were claimed by the official reports, and the altitude profiles show that neither plane was anywhere close to the ground except at takeoff and the termination of flight at Manhattan, which would rule out substitution scenarios involving landing at some other unknown airport along the flight path.

It is true that the [civilian flight controllers lost track of flight 11](#), but it seems this happened for the following reason: civilian radar apparently did not have full primary radar return coverage, so flight 11 would have disappeared from their scopes (because the transponder was turned off) and would have been difficult to re-identify when it reappeared later without the transponder signals (which broadcast the identity of the flights). But this loss of identification does not support plane swapping. The entirety of the plane's flight path has been plotted with the recorded radar data, eliminating the possibility that the plane deviated from the course described in the official reports. Whether a plane swap was achieved by two planes coming close together and switching flight paths is something that cannot be discerned from the data available and will always be nothing more than speculation unless someone can get access to the original radar data recordings and demonstrate through expert analysis that the data supports this possibility.

The burden of proof now lies on those who wish to support plane substitution to prove that the information provided by the NTSB is inaccurate.

### Was the Second Plane a 737?

Jon Carlson and others have claimed that the [second plane to hit the WTC was in fact a 737](#). This claim is easily dismissed. The jet that hit WTC2 was much too large to be a 737. 737s have a much narrower fuselage than 767s, and a 737 that has the same proportions of fuselage length and width to wingspan size as a 767-200 videos is much smaller than the plane seen in the images. Additionally, 737 engines are mounted flush with the wings and are closer to the fuselage than they are on 767s. Several images of the WTC2 hit show a plane with engines that hang below the wing and which are mounted farther apart than 737 engines. Additionally, 737s do not fit the entry holes: even the largest 737 model has a wingspan that is about 40 feet too short.

This claim is also poorly considered. Making measurements of the size and proportion of the plane in the videos is extremely easy and would invariably and inevitably expose the identity of a 737. The perps of 9/11 would never have made this substitution unless they deliberately intended to blow their cover.

### The Flashes

The flashes that occur at the beginning of both impacts have been the object [of much speculation](#). While it is difficult to say exactly what the flashes are—and this is not my area of expertise—it is easy to say what they are not. There are no missiles visible in any of the pieces of footage. The flashes appear and disappear within 1/30th of a second in both collisions, ruling out some kind of missile exhaust or explosion. The flashes do not seem to cause damage to the building, apparently contradicting the claim that the flashes were the result of some destructive weapon used to clear the way for the penetration of the planes.

The flash at the collision of flight 11 and WTC1 did not happen before impact, as some claim. The nose of the plane was almost touching the building in the frame (field, actually) before the flash making it a

certainty that in the next frame showing the flash contact was occurring. Additionally, the claim made in the "In Plane Site" video that the flash in the second hit is separated from the fuselage is not reliable. The appearance of a space in between is probably a result of the [shadow of the building on the plane](#).

### Eyewitness Testimony

Since we have so many good images of the second hit, and because physical evidence is profoundly more reliable than witness testimony, investigations into this aspect of the case are largely irrelevant. The only potentially meaningful study of eyewitnesses would be a survey of a substantial number of the witnesses who were observing the tower at the time of impact. And it's very easy to surmise that the number of witnesses should be, at the very least, in the thousands, and more probably in the tens of thousands due to the attention the smoking north tower was receiving from a city of millions and the vast number of potential vantage points with a view of the second plane's trajectory. A study with a large sample would minimize the influence of either planted testimony or erroneous reports.

What we do know of eyewitness testimony so far supports the scenario of 767s hitting the towers. In addition to accounts from civilians like [Evan Fairbanks](#), the [oral histories](#) released by the New York Times show that at least 50 FDNY firemen [saw planes or plane debris](#) in the streets. The no-planer treatment of eyewitnesses is as weak as their physical evidence analysis. The second plane was not visible from some vantage points because downtown buildings or the WTC themselves were in the way. Therefore, some people only saw the explosion. Not surprisingly, the no-planers have [tried to present these accounts](#) as no-plane testimony. Morgan Reynolds [told MSNBC](#) that he doesn't "believe anyone in Lower Manhattan" and implies that anyone who saw a plane was an actor on the government payroll.

### The Database Errors

Perhaps the only interesting bit of data that has come from the no-planers has been the [discrepancies in the BTS database](#) involving the airline flights involved in 9/11. The problem with this evidence is that databases can be hacked, as any computer programmer can tell you. This evidence can't be regarded as reliable, let alone unimpeachable. That anyone would make it a centerpiece of an investigation is baffling. And even if the database anomalies were reliable, it would only establish the possibility of plane substitution, and would shed no light at all on what type of plane actually hit the North tower.

It is standard operating procedure for false and misleading evidence to be planted to discredit conspiracy researchers. We can be nearly certain that this has been done with 9/11 evidence and these database errors are a leading candidate for suspicion.

Additionally, Paul Zarembka has analyzed the BTS database and found that data for four other flights on 9/11 (which were not involved with the attacks) was also missing from the database. This demonstrates that there are errors in the database and supports the possibility that the missing data for flights 11 and 77 is simply due to a mistake.

Still, there is documentary evidence for at least the idea of flight substitution in the Operation Northwoods documents, which call for the substitution of a chartered airline flight to be substituted with a drone. This drone was to be shot down and the downing of the plane blamed on Cuba. What has seemingly been lost on the 9/11 plane substitution advocates is that the Northwoods plans called for substitution because this was to be a fake plane flight to begin with, a charter full of intelligence assets who would be quietly and secretly disembarked later. The whole point of substitution was to avoid real casualties. The perpetrators of 9/11 obviously did not care about casualties so why would substitution be necessary? In a substitution scenario they would need to divert the original flights, so logically they would have had full control over those planes. There was no technical obstacle to flying the planes into the towers, so if they had control why didn't they do that and avoid all the risks? And it should be noted that Operation Northwoods calls for the drone to be a copy of the airliner, not a missile or smaller aircraft, even despite the fact that it was not going to be flown over a populated city whose attention-and cameras-were riveted on the target. To

suggest that the perps of 9/11, with the resources at their disposal, would have taken the risk of using an airplane other than a 767 is nonsensical.

### Do Anomalies Constitute Proof of No-767 Hypotheses?

The possibility that anomalies that defy easy explanation might exist in the visual record must be considered when analyzing the no-plane hypothesis. It may very well be that the explanation of some alleged anomalies might require a level of technical capacity far beyond any researchers in the 9/11 movement now dealing with this issue. For example, a professional 3D modeling of the plane's approach to the WTC with photo-realistic lighting combined with simulation of physics properties such as momentum or aerodynamics and using research into the exact location and lens type of the camera in question might be needed. But even if a confirmed anomaly in the visual record were someday found, it would not constitute proof that no 767s hit the towers: It would prove only that that particular video was faked, and the perpetrators of 9/11 could have distributed faked videos to encourage the no-plane hypothesis. Given that the perps couldn't have controlled all the cameras in New York on 9/11, and that absolutely no images showing something other than 767 impacts have surfaced, it is arguable that anomalous videos shouldn't even be considered compelling evidence, let alone proof, of no-767 claims.

### Conclusion

There are many solid pieces of visual evidence—video recordings and photos—that show 767's impacting the World Trade Center towers. If only one of these images is authentic, the entire no-plane hypothesis is invalidated. There are absolutely no images of anything else hitting the towers despite the attention the burning WTC1 tower was receiving from a city of millions. The attempts by the no-planers to create credibility for their hypothesis by citing purported anomalies in the visual record have been characterized by a high degree of technical incompetence and illogical thinking. Because an authentic visual anomaly would only prove that that particular image was faked, and would not prove that something besides 767s hit the towers, it is clear that there is no supporting physical evidence whatsoever for the no-plane hypothesis.

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### Commentary

When I told friends who were open to 9/11 skepticism that I was working on some articles critical of these no-plane theories, they looked at me askance, as if to say "why are you even wasting your time on that?" Overall their reaction was appropriate. Frankly, I've been embarrassed to admit to ordinary folks that I've been working on these articles and have begrudged every moment of time I spend on it. These theories never were and never will be broadly accepted among the 9/11 skeptic community, let alone the broader public, even with the attention of high profile figures like Morgan Reynolds or Jimmy Walter. But that doesn't mean that they are not a threat, especially to a particular minority segment of the 9/11 skeptics community.

The treatment of the pod issue by Popular Mechanics should be a warning.

The pod theory was never supported by any more than a small minority of 9/11 researchers. But as a result of Von Kleist's error-ridden "In Plane Site" DVD and forwarding of pod articles by naive individuals

who thought they were encouraging dialogue, enough noise was built up around the issue to give PM the justification to portray the "pod" as a widely-held view. And their treatment of it was a master stroke. They gave it marquee position at the beginning of the article: a first impression tainting all the other stronger evidence to follow. And then their debunking was weak, simply a one-liner from an expert claiming it was an illusion, allowing the pod advocates to declare victory and continue to push their theory. Overall, a lose-lose scenario for 9/11 truth.

One has to wonder, with the no-plane theories gaining the support of big shots Morgan Reynolds and Jimmy Walter, if a repeat of the pod debacle is in the cards.

If so, there are many reasons why it has progressed to this point. The phrase "Fools Rush In" has never been so appropriate than in describing the rougher edges of the 9/11 truth movement, in which we've seen all sorts of instant experts talking about technical subjects far removed from their expertise. Some researchers who are quite good at tracking down information have proven themselves completely incompetent at making a sound technical analysis. It's a completely different skill set.

The no-plane ideas are a manifestation of an epidemic of "smoking gun fever," the rush to see promising evidence in any and every perceived anomaly. One could chalk this up to technical incompetence, reckless enthusiasm, or a desperate desire for ammunition to use against a terrifying conspiracy, but the problem is deeper. It is often driven by a partisan imperative to pursue a more radical case. And by radical I don't mean "leftist" but simply more divergent from the official story. If you look at the rhetoric of a no-plane supporter, such as Nico Haupt, you see an attempt to make accepting no-plane claims synonymous with pursuing the "real truth." Likewise, the "[Gatekeepers](#)" [research of Bob Feldman](#) (for which I helped build the flowchart graphic) has been hijacked and transformed from a complex analysis of elite control of lefty media into a simplistic ideological litmus test: "If you don't support my spurious physical evidence claims you're a 'gatekeeper.'"

The discussion of physical evidence has been politicized, subject to the old and tiresome radical-moderate dialectic. I worry that the 9/11 truth movement is devolving towards a predictable, manufactured divide: moderates who treat physical evidence responsibly but who advocate limited-hangout analyses of both 9/11 and world politics, and radicals who pursue a deeper and more accurate overall analysis but who lunge after spurious and sensational physical evidence claims in the name of exposing a deeper truth. For example, you can find Haupt questioning the "peak oil" theory one minute and posting the [windshield UFO garbage the next](#). That behavior discredits those who are pursuing more radical analyses.

Discussion of physical evidence should be egoless and non-ideological, characterized by stark realism. First the evidence has to be demonstrated simply to be reliable. Then it must be decided whether there is enough evidence to make a convincing case. The no-plane theories don't even make it past the first test. Every day prosecutors drop charges in criminal cases because they don't have enough evidence to go to trial, and they may do this even though they know the suspect is guilty as sin. Why? You pick your battles carefully, pick those you can win. In the end, the physical evidence may only support a limited hangout. If that is the case the answer is not to give up and go home but to augment the physical evidence with research about the past history of elite manipulation. Despite some forays into questionable evidence, Webster Tarpley has done exactly this in his book "9/11 Synthetic Terror."

On the other hand, massaging the evidence to fit a more radical analysis is exactly what the perps of 9/11 want: It leads to straw man arguments that the debunkers can knock down.

It should go without saying that an investigation of a conspiracy like 9/11 will always be a two-front war against disinformation: On one side are the gatekeepers pursuing a limited hangout. On the other side are crackpots and disinfo agents pushing bogus, discrediting evidence. . Weeding out bogus claims is neither gatekeeping nor censorship but an absolutely critical activity. In defending no-planers and pod people, some who don't even support the theories have cited "freedom of speech" in defending those

theories' place at the table, evidently feeling that if there is any tendency to reject any lines of inquiry, then there will not be an atmosphere conducive to uncovering the full truth. This attitude simply ignores one front of the two-front war we're involved with. The treatment of the "pod" issue by PM is a perfect example of how this "freedom of speech" argument can backfire. It's clear the advocates of certain theories have shown themselves to be completely egotistically and ideologically attached to those theories. They'll never change.

So if this breaks through and embarrasses us like the pod issue did, the real responsibility will be with those who kept forwarding or tolerating the no-plane material in the interest of "dialogue" or "exploration" or "askin' questions" and who failed to use their powers of discernment to see through a baseless argument.

In between the two fronts of this information war there is a lot of grey area, with quite a bit of room for principled disagreement about both evidence and tactics. Of course, principled disagreement is exactly the opposite of the obnoxious behavior of the no-planers, some of which [I've documented in my articles](#), and which has included [aggressive bluffing](#), [bald-faced denials of obvious mistakes](#) and [personal attacks upon critics](#) of the theories. This behavior creates an acrimonious and divisive atmosphere in a movement that prevents productive work, and is usually the MO of deep cover agents. But I'm not suggesting no-plane advocates are agents. In fact I believe that most are deluded "useful idiots," as the terminology goes. As such, their offerings are misinformation, not disinformation. But that doesn't mean that the spooks wouldn't flood lists and forums with vociferous multiple-pseudonym supporters of these theories, in a tactic similar to the [astroturfing](#) of mainstream politics. If I were in charge of the cover up I would let the authentic fools emerge and then use mind control to encourage egomaniacal, narcissistic, and aggressive tendencies. But while general comments on what theories constitute disinfo are reasonable, it's useless to let fly specific accusations of disinfo activity regarding individuals. There is never any evidence. Charges going back and forth is what the cover-up crew wants: Divide and conquer. And given the historical record of COINTELPRO, the ones making the accusations are most likely to actually be the agents.

Of course, the no-planers have been constantly accusing other activists of being agents, always without proof and based on the most tenuous of reasoning. Simply working at a university that received government funding is [cause for suspicion](#) in their eyes. Imagine what they would say if a 9-11 activist used to work for the Bush administration itself. They would go ape, slandering that activist incessantly, accusing them of posing as a defector to be able to encourage the most unproductive areas of 9-11 research. But wait, I forgot: Morgan Reynolds IS from the Bush administration. But, of course, for the no-planers he's completely above suspicion because he supports their arguments. Just goes to show the incredibly biased thinking going on in those quarters. (This is not to say that I am accusing Morgan Reynolds of being an agent.)

If this is a disinfo operation we can expect that more "defectors" from high places will come forward to support it. The ongoing strategy will not be to win over the entire 9/11 truth movement, but simply to establish the legitimacy of investigating it so that people like Morgan Reynolds or Jimmy Walter will have just enough political support to give the impression to the general public that this is a key issue to 9/11 research. Therefore, the action for 9/11 activists to take now is not just to oppose the no-plane garbage but to shun the figures who promote it. After all, the success of the Loose Change DVD showed us (despite its [flaws](#)) that you don't need to be famous or rich to have a profound influence. We don't need standard bearers who push discrediting ideas, no matter how fortuitous their support seems.

Eric Salter has more than a [decade of professional video experience](#), which has included editing, 3D animation, compositing, motion graphics, image retouching, and camera operation.



SUNDAY, OCTOBER 29, 2006

## A Critique of Eric Salter's Article on the No-Plane Theory in "The Journal of 9/11 Studies"

Salter's article is here: [Journal of 9/11 Studies, October 2006/Volume 4, page 1-14](#). Alternatively, [here](#).

The article is slick, and Salter exemplifies exactly the reason of why the 9/11 perpetrators would want to play mind games with the planes: not using planes is such an effective tool for the perps -- for keeping the truth from getting out because no one wants to believe they were lied to about the planes in such a big way. In other words, someone has to be *crazy* to believe that no real planes were used for the 9/11 attacks.

One merely has to witness the vitriol of a 9/11 "truther" against the "no-planers" to realize how effective this big lie about the planes is. The idea of course, is that since "everyone" thinks no-planes is crazy, that people who talk about no-planes are "hurting the movement"-- a standard mind-control technique. And of course die-hard activists would HATE to see their movement mocked or made fun of! Like that would NEVER happen if we never talked about the no-plane-theory!

Salter's main reasoning that the WTC attacks involved real planes is essentially that we have all these videos of the plane hitting the South tower and how therefore could the perpetrators ever possibly control all these videos?

Let me address this first by stating the facts of the 2nd hit videos:

- 1) the two known "live" videos show a plane that is clearly too small for a Boeing 767-200 (Salter does not address this issue)
- 2) many videos and photos of the 2nd plane show abnormalities in the plane such as a deformed tail section, a dropping port wing or the "pod". (Salter does not convincingly explain away these issues)
- 3) very few if any videos show a relatively normal Boeing 767-200 in unambiguous United Airlines livery (Salter does not address this issue)
- 4) some videos show plane approach paths that differ from other videos (Salter does not address this issue)

- 5) many videos have suspicious zoom-ins or zoom-outs right before the plane hits (Salter does not address this issue)
- 6) several videos show the plane entering the South tower with no significant decrease in speed (Salter only partially and incorrectly addresses this issue, see below)
- 7) extremely little plane debris was recovered from the two extremely large jets that hit the WTC, including the black boxes, officially (Salter does not really address this issue)
- 8) one of the larger pieces of plane debris, a several hundred pound engine section, ended up UNDER a construction canopy (Salter does not address this issue)
- 9) the planes left cut-out shapes of themselves in walls constructed of large steel columns and the planes then themselves disintegrated, a physical impossibility (Salter does not address this issue directly)

Salter either pretends all this evidence doesn't exist or he presents bogus arguments against it.

Objectively, we have rather strong evidence for video fakery, fake plane crashes, and planted evidence. We are most likely either talking about all the plane videos being faked and the building damage done via special mechanisms, or about some sort of non-conventional 767-like plane being used for the attack and where some videos of this plane were later edited to show a more correct 767. These ideas are discussed more at the end of this piece.

As for ALL the 2nd hit videos, video fakery is not hard these days, and a team of select camera operators and video animators would obviously be recruited for the task. Some of the animators may not have even know exactly why they were making plane images. The camera operators would be in on the plot "big time", and would undoubtedly have the threat of death over them if they confessed. As far as innocent camera operators who happened to capture either 1) a weird plane or 2) no plane, these people could be dealt with relatively easily. In the former case, their videos would be left alone or modified slightly before dissemination on the internet. In the latter case, they would have to be silenced, possibly under the threat of death. We don't really know what happened in the early days after the attacks, and certainly it is possible incriminating videos turned into the authorities were destroyed or manipulated and their owners threatened. Finally, the chance of some random person filming no plane before the South tower exploded would be minimized by the fact that if there was no plane, there was nothing for them to film! Remember two other points: 1) the South tower attack could not be seen well by most people in and around Manhattan, 2) at the time, the 2nd hit was completely unexpected (officially) so there would be no reason for people to be focusing on the South tower. Indeed, several videos have come to light where the person was filming the North tower, and then was totally surprised by the South tower hit, thus missing filming the 2nd plane. Either the person was bored and turned off the camera before the South tower was hit, or they simply did not see a plane and didn't focus on the South tower.

Now, Salter's article is filled with many apparent truths, and in general much of his logic is persuasive to someone who isn't familiar with the details of the no-plane theory. But Salter is very selective in what he talks

about, as is the case with most people who try to spin something a certain way. And boy, does he spin!

So, recapping a bit from above, here is what Salter does NOT talk about at all in his article:

- 1) the evidence against a Boeing 757 hitting the Pentagon, which supports the no-plane theory.
- 2) the almost complete lack of plane wreckage for flight 93 and the strangeness of the crash crater, which supports the no-plane theory.
- 3) the wreckage from the WTC attacks that appears to be planted-- e.g. an engine section under a construction canopy.
- 4) that no black boxes were officially found at ground zero (the various articles that appeared a year and a half ago saying the FBI really found the boxes and were keeping them secret is likely disinfo, but in any case needs to be taken with a fair amount of skepticism).
- 5) the overall LACK of plane debris found at Ground Zero, which is striking considering the rubble was carefully sifted for human remains (as described in the book "9/11 Revealed").
- 6) the idea, that no one YET has refuted, that a plane cannot leave a cut-out shape of itself and a hole in a building and at the same time have the plane be completely destroyed by the building. This concept is based on solid physics and is one of the strongest arguments against real planes hitting the WTC.
- 7) the MULTIPLE abnormalities in the visual record of the planes that hit the WTC (see this blog or Marcus Lcke's Ghost Gun article for multiple examples. Salter states at one point that no one filmed a smaller plane than a 767 hitting the South tower. But this is simply false! Salter doesn't mention the plane path inconsistencies, even though this is a true smoking gun for fakery.
- 8) the idea that if no plane was flying towards the WTC, then no one except an agent specifically waiting for the South tower attack would be there to film the explosion; the chances that someone would be filming the WTC from the other side of where the first plane hit and capture open sky before the explosion are minimal. In general, the vast majority of people in Manhattan would not be able to see a plane approach from the south. People in New Jersey or Brooklyn would have had a better view, but it is not clear how many of these witnesses were legitimate.
- 9) the actual reasons the 9/11 perps might not have wanted to use real planes: a) the psy-op effect, b) various technical reasons made it easier logistically to fake the planes than use real commercial aircraft, c) a real plane would have exploded much more on the outside of the tower and not penetrated completely, this would be a problem with selling the idea that the plane crash caused the WTC to completely collapse, d) a fake plane would not have a chance of getting intercepted by the air force.

10) Salter claims to be a video expert, but does not note any of the many video oddities of the 2nd hit, such as zoom-ins and zoom-outs just fractions of seconds before the plane appears-- suggesting some level of video fakery. Most remarkably, Salter seems to be completely unconcerned with the major oddities of his unique 9/11 footage of the 2nd hit, for instance, that there are a series of zoom-ins on the South tower before it is hit, and the plane is never seen until the last zoom-in.

Salter very sloppily wand-waves around several key points:

1) Salter says the outer halves of the wings on "UA175" fragmented upon hitting the tower. The parts of the wings that hit the windows went in, and the parts of the wings that hit the columns shattered into aluminum confetti and fell to the street below. The problem is: 1) there is no evidence for this and no video shows the wings fragmenting at all, 2) no video shows pieces of the wing deflecting off the building as would be expected for this theory, 3) no video shows the fuel-filled wings exploding as they are torn apart by the outer columns, and 4) since Boeing 767 wings are swept back at a 35 degree angle, the wings would not hit flush. Thus even if a wing fragmented at one section first, the rest of the wing should have broken off and ricocheted away from the building.

2) Salter says the length of the plane that hit the North tower is about the right length for a 767, but his "analysis" is rough and imprecise in the extreme. Both Marcus Icke and I have done more careful assessments of this 1st hit "plane", and found that it is clearly too small to be a 767. In one of his articles, Salter says he did not do a careful measurement of the 1st hit plane, because the image was not good enough quality for a proper measurement. But clearly he could have done a much more precise measurement than what he showed.

3) Salter says that since the South tower swayed after the attack/impact/explosion, it had to be a plane that hit the tower, not a bomb. It is obvious that some sort of directional explosion could have produced the tower sway as well, and thus in no way does the fact that the tower swayed mean that a plane hit it. The sway is CONSISTENT with a plane, but does not PROVE a plane (much in the same way the Naudet 1st hit flying blob is consistent with a plane but does not prove a plane).

4) Salter naturally places some emphasis on eye-witnesses. Eye-witnesses are notoriously fungible, and most 2nd hit witnesses saw the building explode. At least 99.9999% of the people who saw the South tower explode on 9/11 saw it on TV with a plane going into it. Curiously, Salter counts 2nd hit videographer Evan Fairbanks as a reliable eye-witness, even though Fairbanks should be viewed with extreme suspicion given what I outlined above. Eye-witnesses can be important, but since the video of a plane hitting the South tower was played over and over and over on TV it's hard to trust the eye-witnesses. "Ear" witnesses are even less reliable, as no doubt, whatever happened at the South tower sounded loud and could pass for a jet engine.

5) Salter seems to think that the people who videotaped UA175 are normal everyday innocent people. This is possible, but there is simply no evidence for this. In fact, we know VERY little about the videographers of UA175 and especially their history.

6) Salter brings up the Sandia labs experiment with the F4 jet to show how a plane can disintegrate upon impacting a solid object. Unfortunately, this experiment doesn't really help Salter's case and at best is ambiguous. First, if a plane can disintegrate so easily, it stands to reason the 2nd plane would have disintegrated upon the outer wall of the tower. Second, if there was disintegration of the plane, one would expect a large amount of "deflection" of debris away from the tower-- but this was not seen in any video. Third, the F4 experiment ultimately is ambiguous as it is not at all clear how much of the plane disintegrates into small pieces versus a mixture of large and small pieces.

7) Salter tries to explain how the plane apparently enters the building intact but then disintegrates inside by saying that the core of the WTC had a 3 cm thick GYPSUM WALL that destroyed the plane! He seems to be actually saying it was 3 cm thick gypsum that tore apart the plane-- NOT the 13/16 inch thick steel outer columns nor the 3 inch thick concrete floor slabs plus steel trussing nor the steel spandrels between floors! It was the gypsum!!! Does anyone believe this?

Finally, Salter is still wrong about the idea that the 2nd "plane" slows as it impacts the building, as I and Rick Rajter have showed. The plane simply does not slow to any significant degree.

Overall, Salter is extremely unscientific and biased in his analysis, and essentially refuses to give any credit to any argument that is not his own or any argument that goes against a 767 hitting the South tower. He seems to leave open the possibility that a drone 767 was used for the WTC attacks, though he clearly prefers the official story of AA11 and UA175 hitting the towers.

I know Salter has had some bad blood with "no-planes" Webfairy and Gerard Holmgren, and indeed those two can be difficult-- though to a certain extent the frustration of Webfairy and Holmgren is understandable since they have had to put up with a lot over the past few years. On the other hand, I have had run-ins with Holmgren and Webfairy myself and they can be fairly obnoxious if you disagree with them. So I think part of Salter's attacks on the no-planes derives from his bad interactions with Webfairy and Holmgren. Salter also critiques Scott Loughrey, one of the earliest proponents of 2nd hit video fakery. While Loughrey makes many good points overall, he also makes some sloppy mistakes and these are what Salter seizes upon. A glaring problem with Salter's critique is that he dismisses much too easily all of Marcus Icke's excellent analysis. He simply doesn't even mention much of Icke's work. Importantly, the no-planes/video fakery researchers have expanded quite a bit from the early small group and Salter is simply not aware of the more recent work done by myself and several others. As a group we have analyzed the all existent

2nd hit videos and found multiple severe flaws and irregularities.

In general though, Salter displays such an extreme amount of bias against the "no-plane theory" that it is hard to take his analysis very seriously. His ending analysis on the psychology of the no-planers is clearly speculation that can just as easily be turned around on the "plane-huggers".

To summarize, I think Salter is being terribly disingenuous in this article. I don't know if he himself is a "useful idiot" or whether he is an agent whose main job is to undermine the no-plane theory, but he is NOT BEING HONEST HERE and just as important, not weighing the evidence for and against planes fairly.

WHAT DO I THINK HAPPENED WITH THE PLANES?

I've gone over the odds of various 9/11 scenarios here.

In terms of what happened at the South Tower on 9/11, I have outlined five basic possibilities here. Basically, as I mentioned above, I think the most likely explanations for the South Tower are: 1) attack with a non-conventional plane, meaning there was flying mechanical object of some sort that didn't act like a normal plane (along with some digital fakery), or 2) that all images of the plane are digital fakery and that there was no mechanical plane (and that the plane-shaped hole was created through alternative means, such as internal bombs or some sort of beam weapon). I've gone back and forth on these two possibilities quite a bit, and currently I am leaning toward the idea that all images of the plane are digital fakery and that there was no mechanical plane.

UPDATE (10/30): Marcus Icke has an excellent and much more extended take-down of Salter here. There are many good points there including some discussion of the idea that a 767's wings simply would not penetrate the WTC.

UPDATE 2 (11/1): Rewritten extensively in parts to hopefully achieve greater clarity.

POSTED BY SPOOKED AT 8:56 PM 

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***WTC2 Witness Reports***  
***by Marcus Icke (from his website)***

Here are some witnesses who claim to have seen the WTC2 aircraft collision. Many of these reports were recorded immediately after the WTC2 impact while others were recorded some time after the event.

„Disappearing Plane“ Witness



*„The **airplane** just came in on itself, you heard the **scream of the plane**, then a crack crack crack, boom boom boom and **the plane just disappeared**, you **didn't see the plane any more**, and then you saw the blow-out from the other side.“*

From CNN News.

Steve Gill

*„**the second plane passed literally over my head**. I turned and **saw it disappear into World Trade Center No. 2.**“*

From 'New Yorkers Try To Carry On' by Linda Bloom.

<http://www.wfn.org/2001/09/msg00170.html>

Stanley Praitnath

*A gray shape on the horizon. **An airplane, flying past the Statue of Liberty.** The body of the United Airlines jet grew larger until he could see a red stripe on the fuselage. Then it banked and headed directly toward him."*

From 'Fighting To Live As The Towers Died'. New York Times. 26th May 2002.

[http://www.mishalov.com/wtc\\_fightingtolive.html](http://www.mishalov.com/wtc_fightingtolive.html)



In „9/11 - The Twin Towers“ (Dangerous Films, 2006) Praitnath recalls...

*„And I'm looking toward the Statue of Liberty, the direction of, with my phone in my hand. That's when the plane caught my eyes. And this planes' bearing down on me, eye level eye contact. I'm hypnotised standing up there, I'm not having time to react. All I'm looking at is this plane and it's getting bigger, bigger, bigger [unrecognisable] and I dove under my desk.“*

It would appear from the visual reconstruction (shown above) that Praitnath was protected from the incoming Boeing 767-200 solely by his desk.



Mr Arraki

*„Yeah. I--I saw--yeah, **I saw the second plane**, it go boom. I--I heard, you know. I just wake up my head like that I saw the side, too“*

Arraki claims that the plane that hit WTC2 was identical to the plane that hit WTC1. Arraki's description of the first plane is reproduced below:

*„I saw it come up from the left, and I saw the plane coming through to the building, go inside, a small plane, no, no, it was plane, you know, like they teach the people to pilot plane, small plane, you know, it was that kind of plane, yes, going into the building, and I never saw that plane before. It's like something, I don't know, it's like they work with the motors, I never saw a plane like that before!“*

From an ABC News Special Report at 9:08 am on Tuesday 11th September 2001.

<http://emperor.vwh.net/9-11backups/abc911.htm>

<http://www.fromthewilderness.com/timeline/2001/abcnews091101.html>

Reverend Doctor Daniel P Matthews

*„We were on the 24th floor, which has a view of the World Trade Centre, when we heard the sound, and looked up to see a ball of fire coming from one of the towers. A few minutes later, we **saw the second plane hit**, and again a ball of fire erupted.“*

From 'Eyewitness To Disaster' by John Allen. Tuesday 11th September 2001. Episcopal News Service.

[http://www.episcopalchurch.org/3577\\_20738\\_ENG\\_HTM.htm](http://www.episcopalchurch.org/3577_20738_ENG_HTM.htm)

Mr Tractsonburg

*„And we went to a high point in our building, which is on the 25th floor, and you had a clear view of the both World Trade Centers and the one that was smoking hard, and there was **another plane that was flying low**, and we just looked at it, and before we know it, it was just kamikaze, boom, right into the other tower... but it didn't seem like a big passenger jet. **It was smaller type plane**, because it made some pretty radical turn, and flying low...“*

From CNN News. Tuesday 11th September 2001.

Mark Burnback

*„...there was definitely a blue logo, it was like a circular logo on the **front of the plane**, er...toward the...er...towards the front, um... it definitely **did not look like a commercial plane**, I didn't see any windows on the sides and definitely was very low... it was not a normal flight that I've ever seen at an airport...“*

WCBS/Fox News. Tuesday 11th September 2001.

Teresa Renau

*„...there's another one, another plane just hit. **Another plane has just hit**, it hit another building, flew right into the middle of it. Explosion, it's right in the middle of the building... yes that was definitely looked like it was on purpose. **I just saw a plane go in to the building**... it didn't look like it was...er...it didn't look like it was a commercial a jet...**it was a smaller plane**. It was **definitely a smaller plane**...“*

CBS News. Tuesday 11th September 2001.

Haleh Nazeri

*„Then all of a sudden **I saw another plane**, it was so loud and so low and so wrong. I knew before it even hit in the fraction of a second that something was terribly wrong and that my world would never be the same.“*

From 'The Iranian: Eyewitness, Attack On New York', 21st September 2001.

<http://www.iranian.com/Features/2001/September/911>

Evan Fairbanks



*„It just disappeared. It disappeared like a, like a, bad special effect. Disappeared right into the building.“*

KETV/ABC News.

Dr. Suzan Russell

*„Being a few blocks away from the site, Ms. Russell said she **saw the second plane fly by**, turn around, then hit the other tower.“*

From MyWestTexas.com. By Nora Frost, Midland Reporter-Telegram  
10/17/2002.

<http://www.mywesttexas.com/site/news.cfm?newsid=5734620&BRD=2288&>

PAG=461&dept\_id=475621&rfi=6

„Rick“

*„Rick saw the WTC disaster from his bicycle on West Side H/way. **He saw the second plane coming for some moments**, coming over the Statue of Liberty and people ran, screaming...“*

<http://www.newcleanwars.com>

Saw Teen See



*„...we saw the, this **blue and red plane** coming by and er... smash into the, er... south tower...“*

From 'How The Twin towers Collapsed'. A Darlow Smithson production in association with Channel 4 Television. Channel 4 Television Corporation 2001.

Karen Lane Gilseman

*„Then, it happened again. **We saw an airplane**, coming from the south and headed right toward the second WTC tower. It looked so odd there“*

<http://www.wheaton.edu/front/911/eyewitness.html>

Rita Lasar



*„I ran across the hall to my friends apartment. Her windows looked out on the World trade Centre and I got there in time to see the **second plane** hit the second building.“*

From 'Breaking The Silence' by John Pilger. Transmitted in September 2003 on ITV in the U.K.

Andrea Refol

*„We were driving down Sackett Street in Brooklyn, and we **watched the second plane make contact.**“*

From 'The New York Metro: WTC Testimonials 6 Months Later'.

<http://www.newyorkmetro.com/news/articles/wtc/6months/testimonials/3.htm>

Dr. J. Atlasberg

*„I'm actually uptown at 86th and Riverside. I can see the World Trade Centre from about half the building up to the top. And about five minutes ago, as I was watching the smoke, **a small plane -- I did -- it looked like a propeller plane**, came in from the west. And about 20 or 25 stories below the top of the centre, disappeared for a second, and then explode behind a water tower, so I couldn't tell whether it hit the building or not. But it was very visible, that a plane had come in at a low altitude and appeared to crash into the World Trade Centre..“*

From a CNN news report on Tuesday 11th September 2001.

<http://transcripts.cnn.com/TRANSCRIPTS/0109/11/bn.01.html>

Rose Arce



*„I got within a few blocks of the World Trade Centre when suddenly there was this second sort of, um, roar that came out of the sky and everyone just looked right up and **another plane** just barrelled into the other tower.“*

From 'CNN Tribute - America Remembers' - Produced by Ken Shiffman and Brian Rokus. 2002 Cable News Network.

Mitchell Simmons

*„As we watched the building burn, **we saw the second plane come around**. It was very surreal because it felt like a movie, but it was reality.“*

From 'Marketers Are Eyewitness To History', September 12th 2001. By Kris Oser and Richard H. Levey.

[http://directmag.com/news/marketing\\_marketers\\_eyewitness\\_history](http://directmag.com/news/marketing_marketers_eyewitness_history)

Delirium Tremens NY Report

*Then one of the workers yelled, „**Look, another plane...**“ Before the sentence was finished there was another massive „Boom“ and the flames blew out windows from the east face of the second tower and within seconds a huge fireball enveloped the upper portion of the building in heavy black smoke. **The plane had completely disappeared inside the building**. LeHavre couldn't believe his eyes - **he had seen the plane for a second, or less** - it had curved in a beautiful arc and crippled the building by tearing out the corner and had then been swallowed whole.“*

From 'Delirium Tremens NY' by James Graham.

[http://directmag.com/news/marketing\\_marketers\\_eyewitness\\_history](http://directmag.com/news/marketing_marketers_eyewitness_history)

Owen May



*„As I'm standing there and all of these things going through my mind I'm **watching a plane** come in from the Statue Of Liberty... and as the guy got closer and closer I'm saying „Oh you know what, he must be here to drop water"... so as **this plane starts coming closer** I'm wondering „Where's the water? **Doesn't look like one of these water planes**“ and I remember the **engines just roaring** and I could kind of hear this guy like hit the throttle and all of a sudden he starts to **dip his wing**...”*

From 'A Tale Of Two Towers' - Michael Attwell Productions Ltd. Produced and directed by Michael Attwell. Channel 5 Broadcasting Ltd 2002. First transmitted in the U.K approximately 1 year after 911.

#### „Woolworth“ Witness

*„The first one they think was a guy shooting the missiles off the Woolworth Building and the second one they think is an **airplane that was circling to watch it, and hit the WTC.**“*

Philadelphia Inquirer 8/29/03.

#### Park Foreman

*„I heard a plane fly overhead,“ said Park Foreman, 37, an Internet security consultant. „Then I looked out the window and saw the first tower on fire. **I saw another airplane approaching from the south. I put my camera on it and followed it straight into the building.** It looked like it went right through.“*

From The Solupress Journal. Hijacked Jets Fly Into Trade Center, Pentagon. Tuesday, September 11, 2001.

<http://www.inspironetworks.com/solupress/solupress/news/articles/article48.asp>

From Polytechnic Online. Hijacked Jets Fly Into Trade Center, Pentagon. 09-12-2001, 2:02PM.

[http://poly.union.rpi.edu/article\\_view.php3?view=793&part=1](http://poly.union.rpi.edu/article_view.php3?view=793&part=1)



Click here for an analysis of the Park Foreman Video.

Amanda Mark



*„Someone’s like...a plane hit the World Trade Centre... so we all go into the conference room to look at this, and you can’t really tell, it’s burning, whatever. We’re all watching that and **another plane goes in...**“*

From ‘9/11 The Plane That Fought Back’. Directed by Bruce Goodison.  
Produced and written by Phil Craig.

Barry Mawn

*„We were observing the evacuation when **we actually saw the second plane come down**, flying north to south, actually turn around. And then we lost it momentarily behind the buildings, and then the next time we saw it, it was headed straight for the south tower.“*

From ‘CNN Live Today’. February 18, 2002 - 13:34 ET

<http://www-cgi.cnn.com/TRANSCRIPTS/0202/18/lt.17.html>

Richard Polatchek



*„Then I heard this terrible roar, just over my right shoulder. **The plane was so close** I could read the **BOEING 767 painted under the cockpit window**. Then all of a sudden, the pilot cut the engines. That’s what no one talks about. He just glided in for the last couple hundred yards. There was this weird, **horrible silence right before that plane hit.**“*

Examination of United Airlines Boeing 767-200 photographs show that there is no „BOEING 767“ marking under the cockpit windows. The closest text is „WORLDWIDE SERVICE“ and is located behind and below the cockpit windows.



From 'The New York Metro: WTC Testimonials 6 Months Later'.

<http://www.newyorkmetro.com/news/articles/wtc/6months/testimonials/3.htm>

Kerry Cashelof

*„At this point I was still under the impression that this was an accident and after **watching and filming this other plane make a U turn and head back towards the towers** nothing in the world could have prepared me for what would happen next.“*

<http://forums.ebay.com/db2/thread.jspa?threadID=58174&start=200>

Svetlana Finkelshteyn

*„I turned right to hear their response; just then I heard a sonic boom. I turned back and saw the second tower engulfed in flames. By then a group of 10-12 people had gathered to watch this. Two people said they **saw another plane go into the South Tower...**“*

From '9/11 forces student to think about the thinkable' by Svetlana Finkelshteyn.

<http://www.pacepress.org/media/storage/paper424/news/2002/09/11/WtcFeatures/911-Forces.Student.To.Think.About.The.Thinkable-269953.shtml?norewrite=200604040851&sourcedomain=www.pacepress.org>

„U-Turn“ Witness

*„On September 1, my buddy and I went to NYC to work as Ironworkers. We got dispatched to work on a high-rise in Queens. We stopped working for about twenty minutes as the first building burned wondering what we could do, when **we saw the second plane come around the corner of the other tower. He made a u-turn and crashed into it right before our eyes...**“*

<http://www.journalregister.com/towntalk/html/messages/4>

## Saw Teen See



*„...we saw the, this **blue and red plane** coming by and er... smash into the, er... south tower...“*

From 'How The Twin towers Collapsed', A Darlow Smithson production in association with Channel 4 Television. Channel 4 Television Corporation 2001.

## Tanya Lett

*„I was on my way downtown for the second time. I parked my car and entered the train station to catch the PATH, and I missed it. I caught the next train, and as we pulled off from Newark we noticed that the first tower was on fire...we pulled into Jersey City, and before we pulled up **we saw the second plane hit the second tower...**“*

Tanya Lett, Hillside, N.J. USA Today. 09/27/2001.

<http://www.usatoday.com/news/nation/2001/09/17/where-were-you.htm>

## Jennifer Spell



*„...just about 5 minutes after I got outside and was shooting, the second plane...circled around and it flew over New Jersey and it came in and just...“*

How was Spell able to film the aircraft and watch it at the same time and why don't we see video footage of the aircraft as it „*circled around*“ and „*flew over New Jersey*“?

From '7 Days In September' - 2002 CameraPlanet Inc. Produced and directed by Steve Rosenbaum.

Anonymous Report From WNYW

*„We saw clearly -- we didn't see the first one, but **we saw clearly that a plane deliberately crashed into the -- one of the upper floors of the World Trade Centre, that was the second plane...** I don't know whether we've confirmed that this was an aircraft, or to be more specific, some people said they thought they saw a missile. I don't know how people could differentiate, but we might keep open the possibility that this was a missile attack on these buildings“*

CNN (airing feed from WNYW[TV] New York) at 9:08am on 11th September 2001.

<http://transcripts.cnn.com/TRANSCRIPTS/0109/11/bn.01.html>

Anonymous Witness

*„As I watched the first tower burn from 24th Street & Madison on the 28th floor, a colleague said, „**Looks like that other plane is going to fly into the other tower.**“ I said, „No way because that would mean that the first one was no accident.“ My co-worker fell to his knees in front of the window as **we watched the plane hit the second** and I began to cry.“*

Anonymous, Manhattan - Nymag.com.

<http://www.newyorkmetro.com/news/articles/wtc/1year/survey/2.htm>

„Airbus Or 767“ Witness



*„It was either an **Airbus or a 767**, just came up, swerved, aimed right into it... was not an accident, absolutely not, aimed right to the middle, aimed right to the middle of the second building.“*

From New York 1 News.

James Murphy

*„We were watching it. We could see it from here. We have an unobstructed view. The other guys came up too. All six of us were on the roof. Then **we saw the second one come up.** It looked like it was coming up the East River from here. I guess it was coming from the south. I thought it banked over the East River, which is what it looked like. I thought it made a left over*

*the East River and went right into it going from east to west. But as it turns out, it came from the south.*

*Then **we saw it just go right into the building and explode.** I remember talking to Eric. I remember Eric saying something, „Oh, my God, there’s another plane.“ I was saying to him, „That plane is closer to us. It’s really not a big plane going towards the building.“ Two seconds later it rammed into the building. „*

Firefighter James Murphy.

<http://www.flcv.com/wtcplane.html>

Brian O’Flaherty

*„Just then out of the corner of my eye could **see this plane** just remember the dark it was in the shadow it looked low thought what the heck is the guy doing watched it watched him turn and crash right into the south tower. I said thought that that second plane that went into the south tower was military plane like transport or small cargo military.*

*The reason thought that found out later the sun never shined off it was dark color plane it ended up found out later it was why it was United Airlines. They paint their planes dull gray and blue didn’t see any shine off the plane when it went from dark to sun.“*

Battalion Chief Brian O’Flaherty.

<http://www.flcv.com/wtcplane.html>

Kenneth Davis

*„As we were driving over the 59th Street bridge, just looking out the window, **we saw a plane hit the World Trade Center**, what we thought was a plane. When they looked, you could see the flames and the smoke starting and they’re like, wow, it must have been one of the little planes. I said, no, **it looked like a jet.**“*

Paramedic Kenneth Davis.

<http://www.flcv.com/wtcplane.html>

### „Frenetic“ Witness



*„...this is a U.S. airliner, **it was a plane, commercial plane** coming towards us. I said „it's going to hit my building, it's going to hit my building!“. All of a sudden it made a left hand turn then a right and then hit. All of a sudden the whole downtown area just shook, it just literally, I though it was an earthquake...“*

From '9/11: The Firefighters' Story' - Anglia Television LTD 2002. Filmed, Produced and Directed by Paul Berriff. Narrated by Battalion Chief Mike Puzziferri with support from Assistant Commissioner Stephen Gregory and Battalion Chief Arthur Lakiotes. Transmitted in the U.K. approximately 1 year after 911. Recorded prior to WTC2 collapse at 9:59am.

### Craig Gutkes

*„After the first plane hit the World Trade Center, New York City firefighter Craig Gutkes was part of a ladder company in Brooklyn that was called in to Manhattan. When he was still on the Brooklyn side, **his company saw the***



**second plane roar over their heads**, „It sounded like a freight train,” he said. **They watched that plane plow into Tower No. 2...**“

<http://www.asne.org/index.cfm?ID=3426>

Rich Bautista

„Bautista’s co-worker Ernie Kneuer, 29, saw flames pouring out of the building. They went up to the 40th floor of their building just in time to **see the second plane collide.**“

From the New York Metro - ‘The Longest Week’.

<http://nymag.com/nymetro/news/sept11/features/5183/index.html>

Victor Rao

Victor Rao had just stepped off the elevator on the 11th floor of a building a block away at the corner of Murray and Church streets, humming a „silly Beatles song,” when he heard a sound like a low-flying plane.

„I turned and said to my friend, ‘Man, that plane is flying low,’ „ he recalled hours later. „Before I could even get the last word out, **it hit the side of the building and just blew the other side out.**“

From Terror and Response - ‘Not In Our Backyard, It Couldn’t Happen Here’.  
By Ryan Teague Beckwith.

<http://www.jrn.columbia.edu/studentwork/terror/sep11/backyard.asp>

Tom Vallebuona

„After I hang up the cell phone, **a plane came over our heads.** I watched it sort of lumber around on a turn. It was almost over our heads...So **the plane seemed to come**, but it was in front of us, really close. **You couldn’t get the perspective of the size of the plane** because I saw two engines.

*It seemed to make a turn and it was coming over our heads, and it seemed to go slow and I'm saying to the aide, Steve, what's going on, **what's that plane doing** because it still hasn't registered. We were there for a couple of minutes. And all of a sudden, it was like it just took off across the bay. I couldn't believe how fast it went. At first, I thought it was just somebody trying to take a look at Manhattan. And it just went right across right into the building. It looked like it got sucked into the building. You couldn't even see it disintegrate. It just went so fast and it looked like it just disappeared in the building and I heard it seconds later."*

From the August 2002 Firehouse Magazine.

<http://www.firehouse.com/terrorist/911/magazine/gz/vallebunoa.html>

Stephen Gregory



*„The building material was sort of gray and you could see it, you know, how it differed from the plane. I was listening to the tape this morning of the people calling up and they were describing the plane that hit the building. Actually, so many people saw it. They actually described the plane as it came in. They said it was a **military-type plane and it was green and it was this**. I mean, I never saw the color of the plane.“*

Assistant Commissioner Stephen Gregory, FDNY.

<http://www.flcv.com/wtcplane.html>

None of these witnesses report seeing a United Airlines 767-200 collide with the WTC2 tower but they all appear to have seen some sort of aircraft fly directly into WTC2.

*Comment on the Eyewitnesses*  
*by Stefan Grossmann*  
*2015-10-24*

It is quite clear from the eyewitnesses that a flying object did in fact collide with South Tower (WTC Tower 2). None of the eyewitnesses is so clear as to enable us clearly to identify what was seen. Among the eyewitnesses, details such as size and color, when mentioned, are not consistent.

The fact that a flying object hit South Tower is supported by the Ginny Carr audio recording (see earlier in this volume).

Eric Salter does not rely on eyewitnesses for his conclusions. Indeed, eyewitness testimony can be unreliable and misleading, starting with the simple fact that witnesses can get confused, shocked, etc., especially when something very unusual, and/or complicated happens.

Eric Salter points to the photographic and videographic evidence. He writes (see his article, full text above), in his opening sentence:

“(…), despite voluminous video and photographic evidence to the contrary.”

The issue to this day remains the question: Is the video and photographic evidence reliable? Important answers, either pro or con, can follow from the presence, or the absence, of internal consistency of the video and photo evidence. The work of Marcus Icke, which extended over several years, makes it very clear that the body of video and photo evidence for the flying object that hit South Tower (WTC Tower 2) on the morning of 9-11-2001 is replete with internal inconsistencies. That speaks out strongly against the reliability of the video and photo evidence, and suggests that the video and photo evidence was manipulated and tampered prior to being released to the public. Against that clear and detailed finding, the presumption that Eric Salter wants to establish (namely, that such a group action to forge evidence is unlikely, if not impossible) is not feasible.

That is why I speak of nineteen different planes that all hit South Tower. Their discrepancies impeach the visual media evidence that was foisted on the world. That illustrates the scale of the inside operation of 9-11.

I would like to present the quick essence of the long article series of Marcus Icke. Perhaps it is sufficient to hold a parade of the images that he uses to distinguish the nineteen different South Tower planes.

*1. Michael Hezarkhani Video / CNN Best Angle*







Details are explained on the website of Marcus Icke:

The WTC2 Media Hoax

<http://www.911research.dsl.pipex.com/ggua175/>

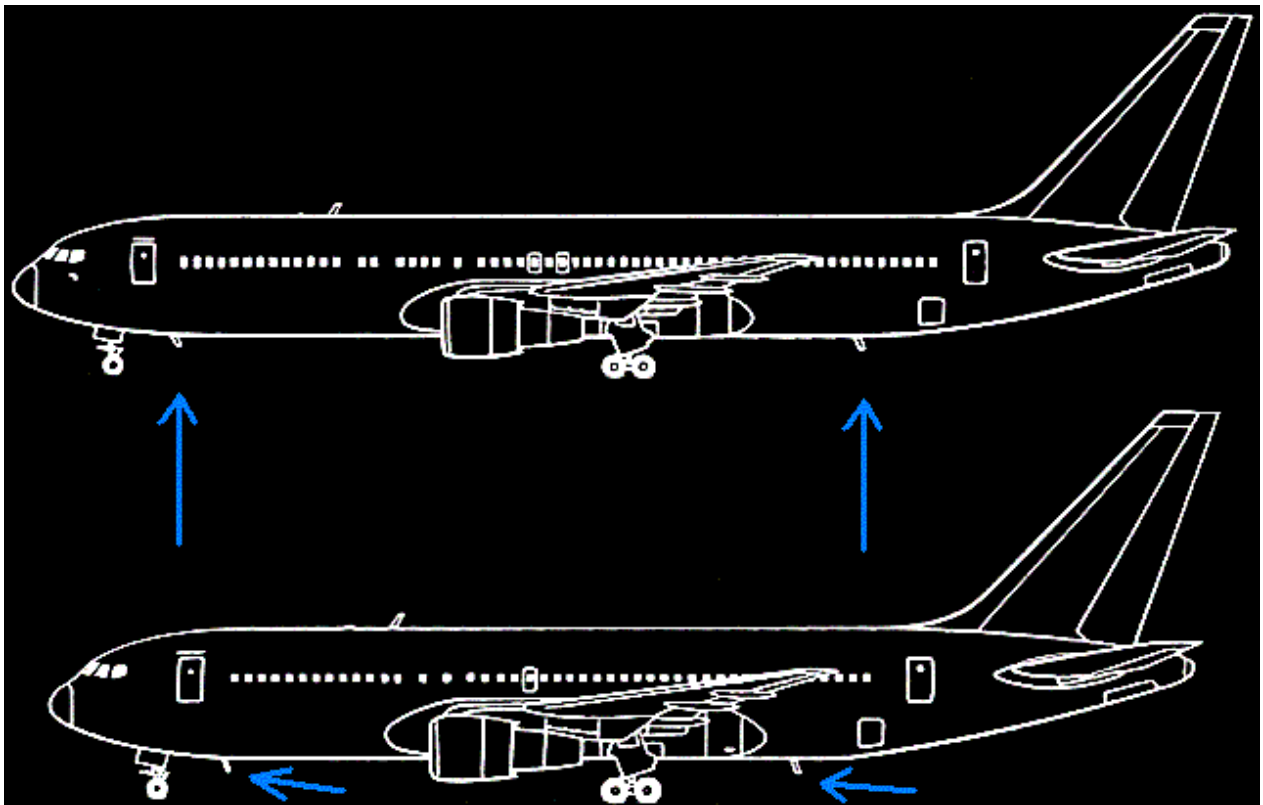
Peanutbrain911 (Youtube Channel)

<https://www.youtube.com/user/peanutbrain911>

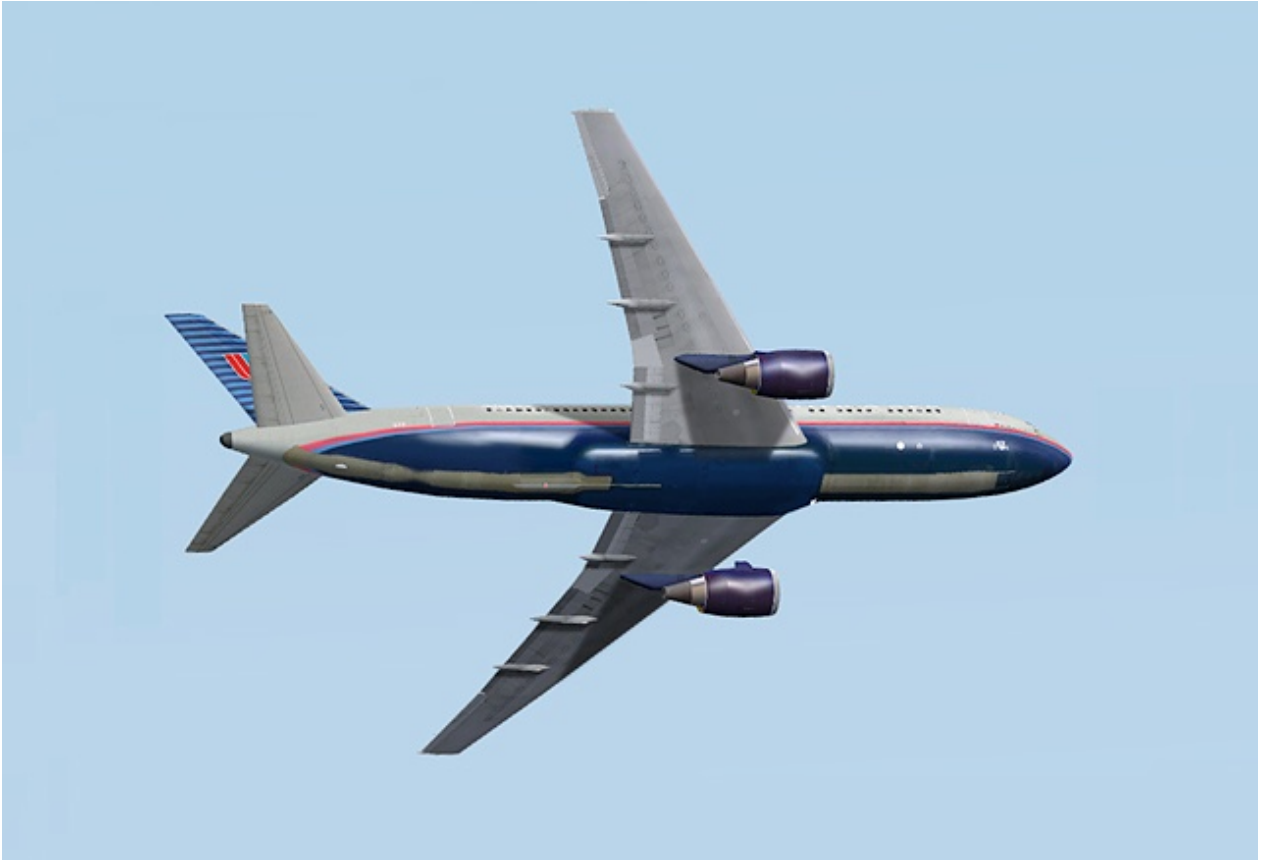
2. Carmen Taylor Digital Photograph



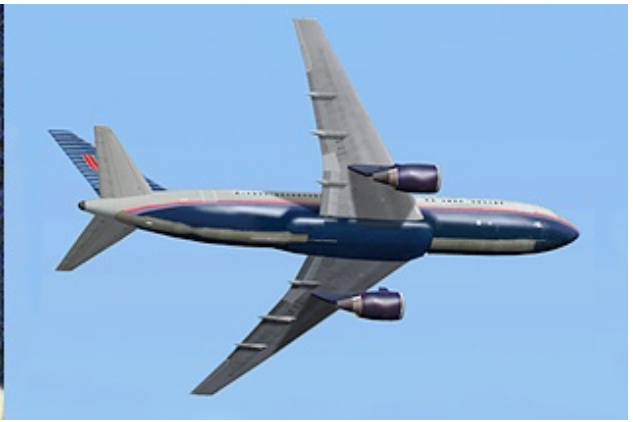
3. Brooklyn Heights Photograph





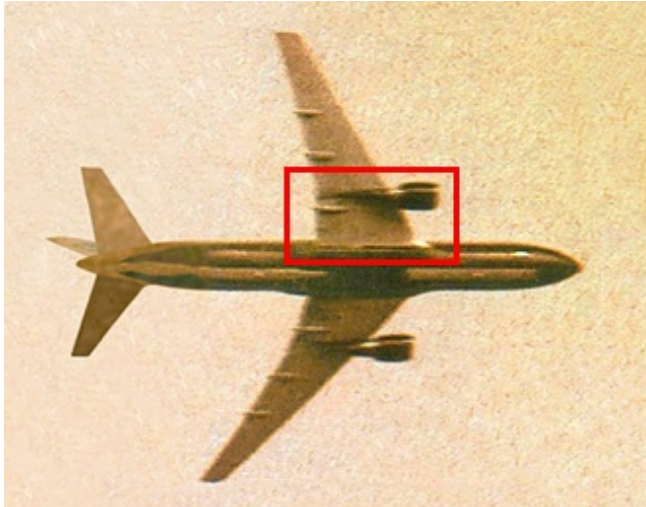




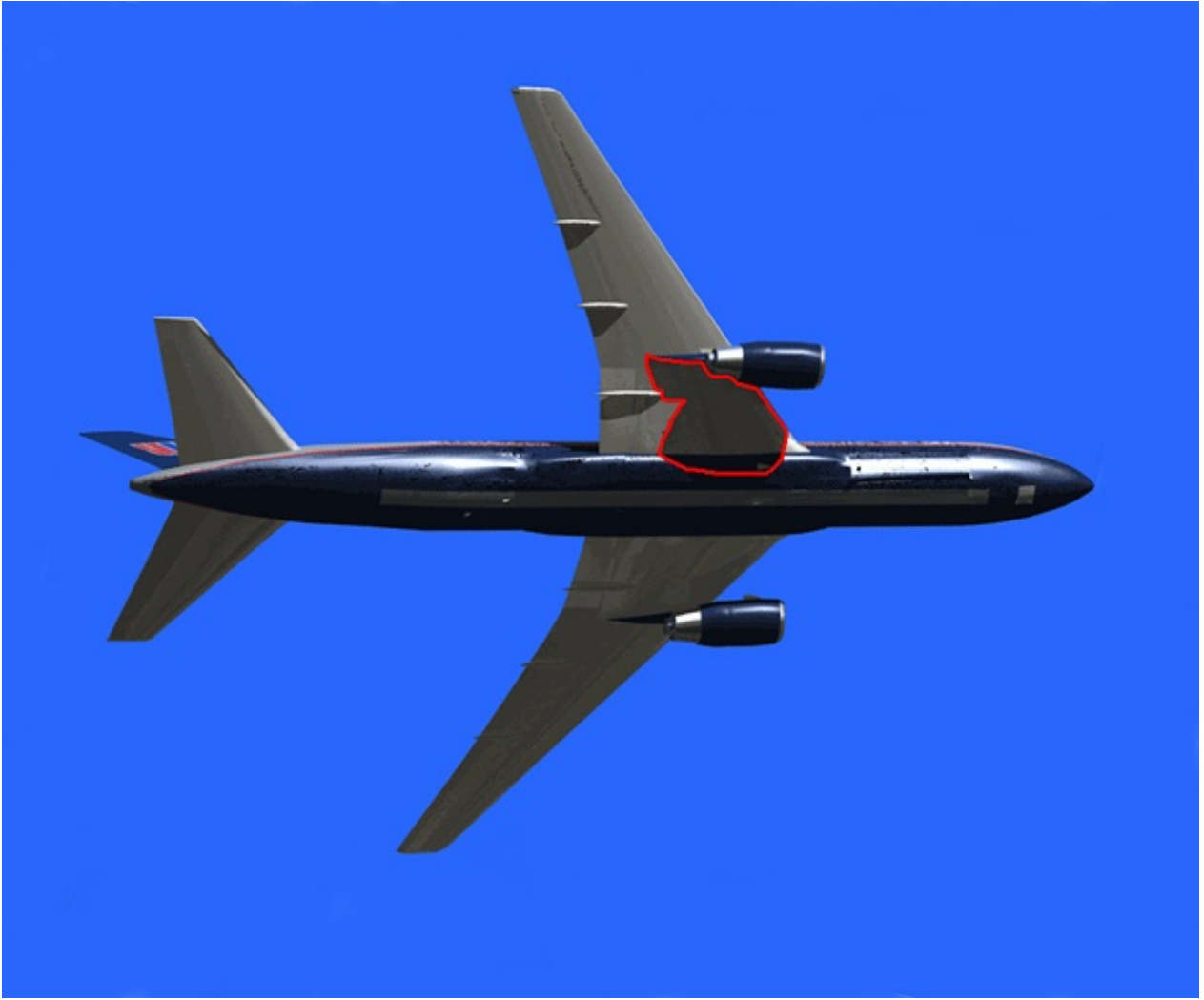


*4. Rob Howard Photograph*





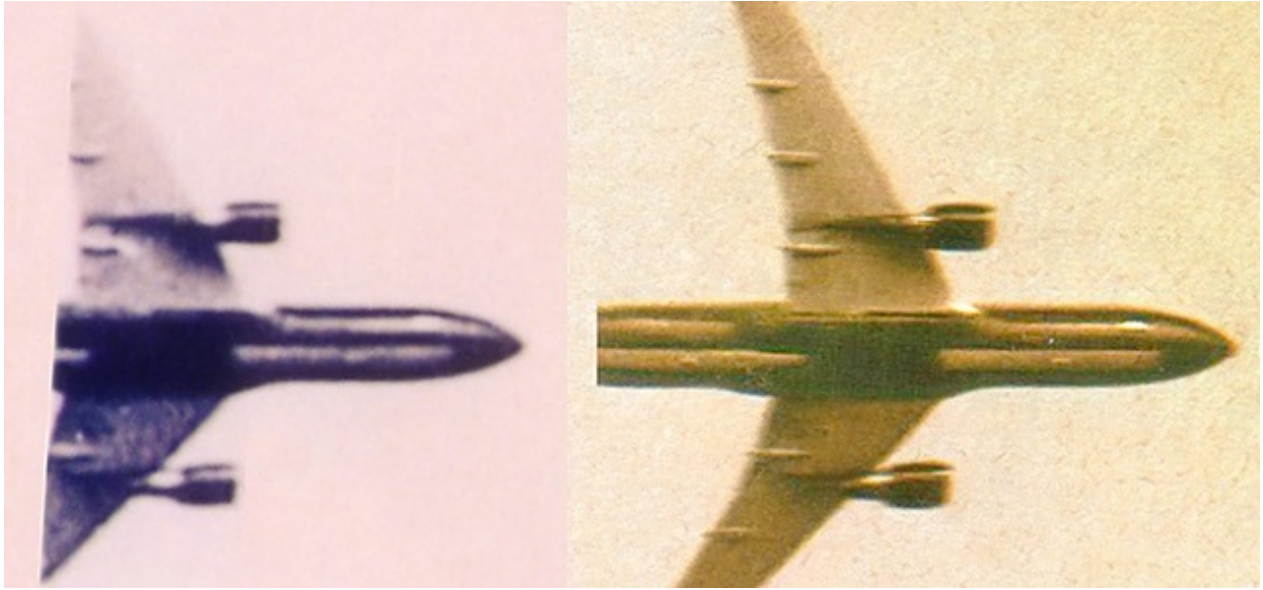




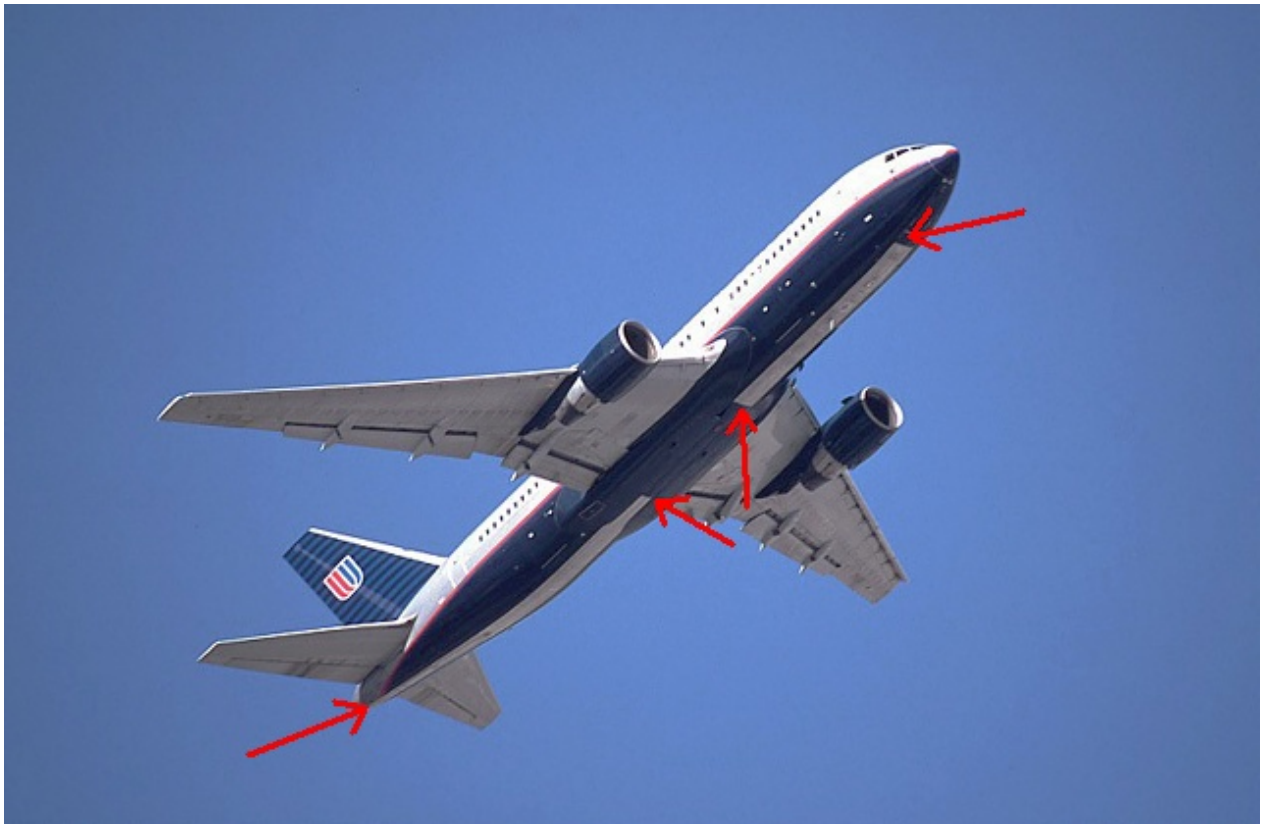


5. Letsroll911 Image





*6. Robert Clark Photograph*

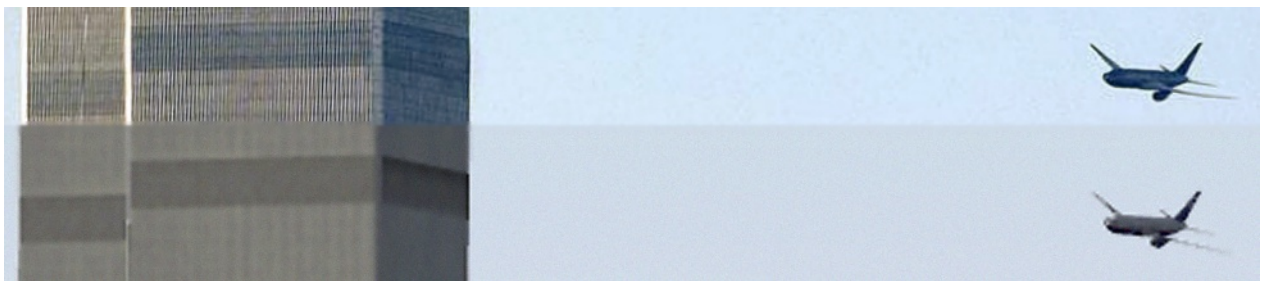


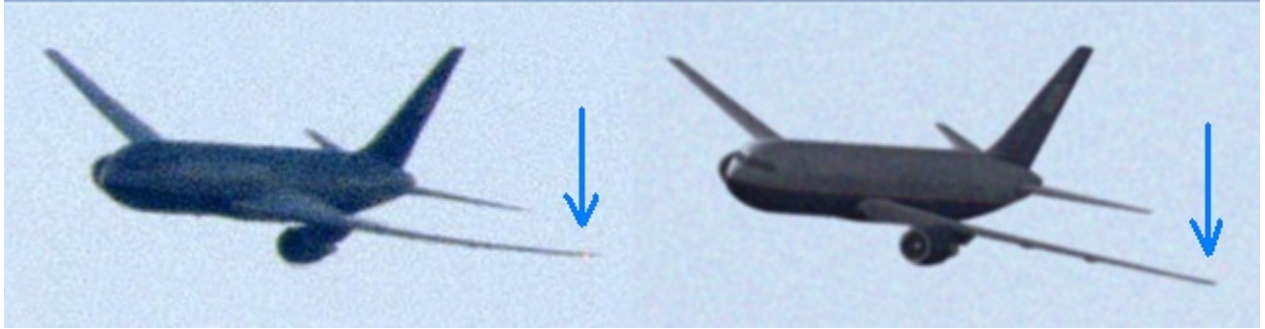




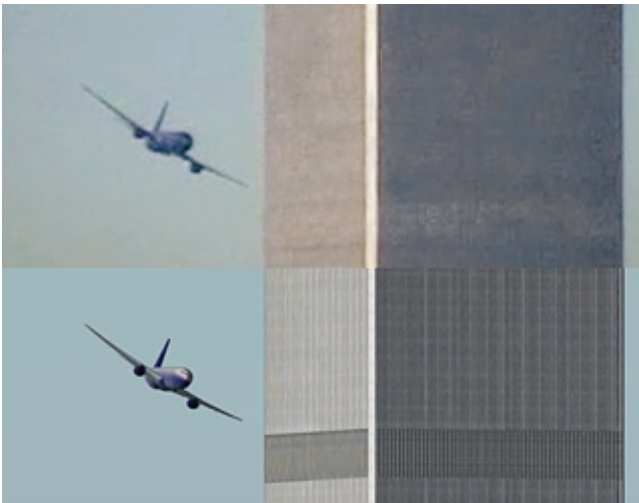
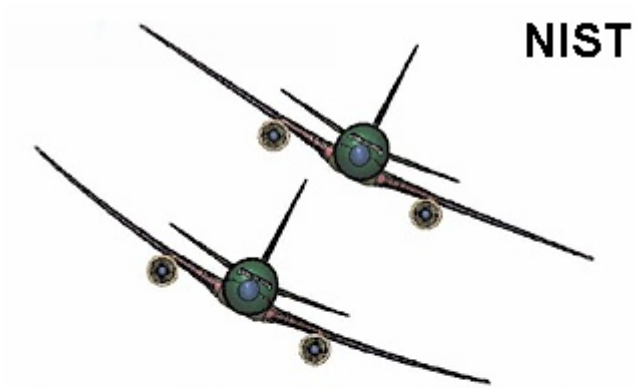


*7. Anthony Cotsifas Photograph*





8. Ronald Pordy Video





**This is an image analysis of the fake visual media that were shown to establish that a “Boeing 767-200” flew into South Tower on 9-11. In reality, we see nineteen subtly different planes, none of them real.**

Details are explained on the website of Marcus Icke:

The WTC2 Media Hoax

<http://www.911research.dsl.pipex.com/ggua175/>

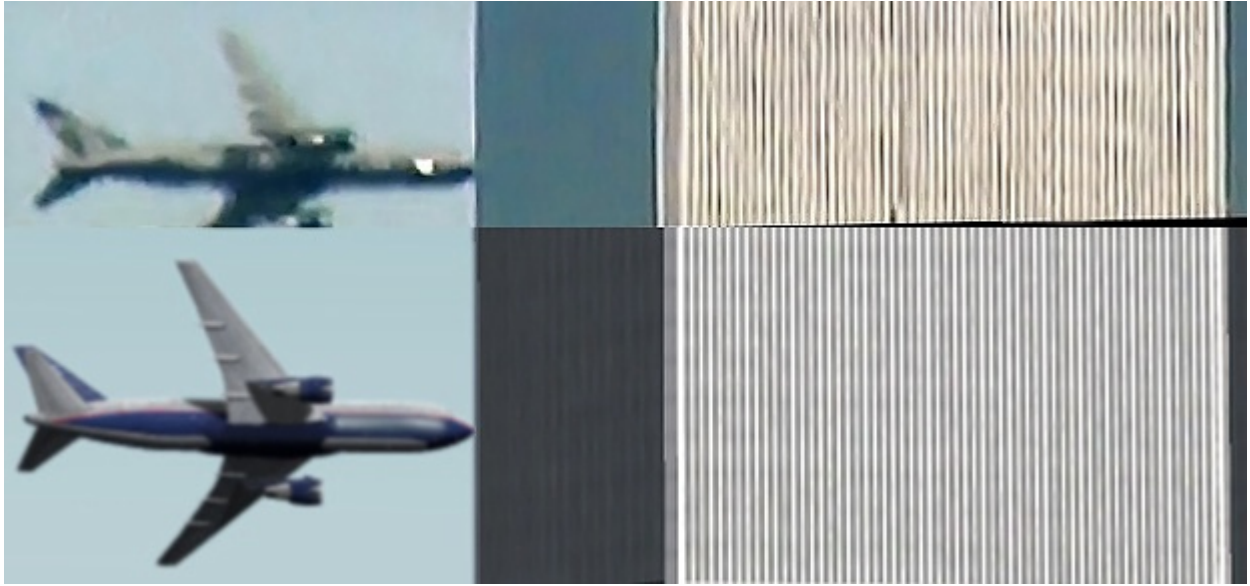
Peanutbrain911 (Youtube Channel)

<https://www.youtube.com/user/peanutbrain911>

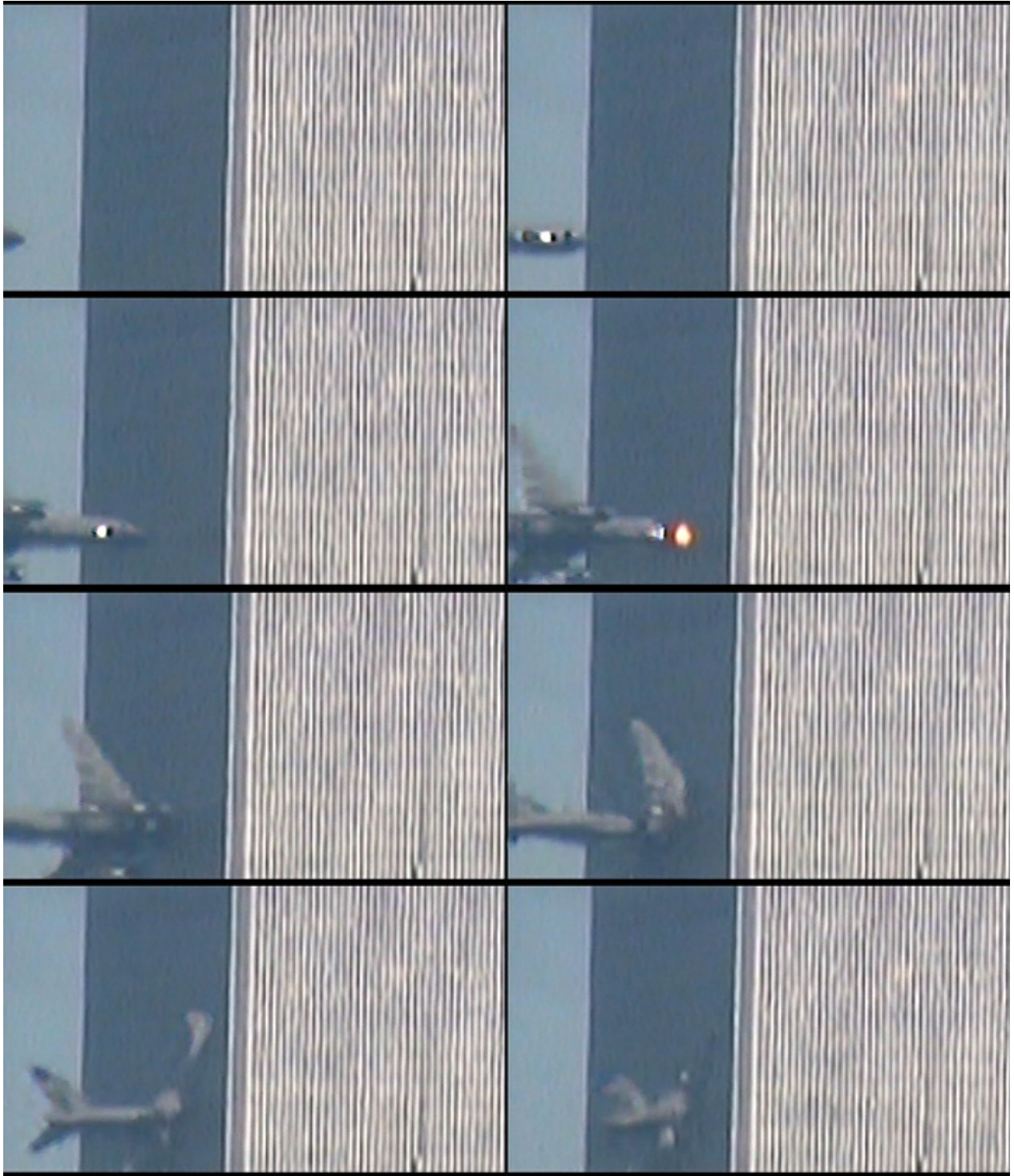
*9. NOVA Video*

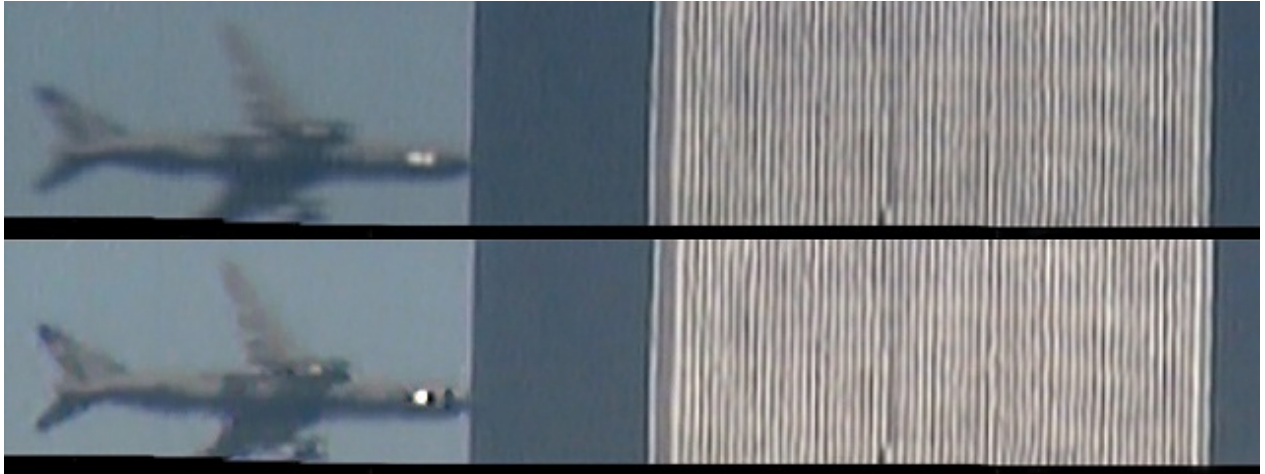


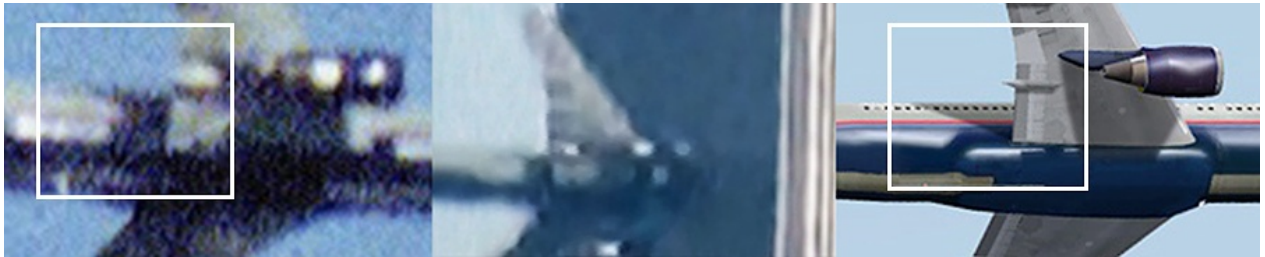










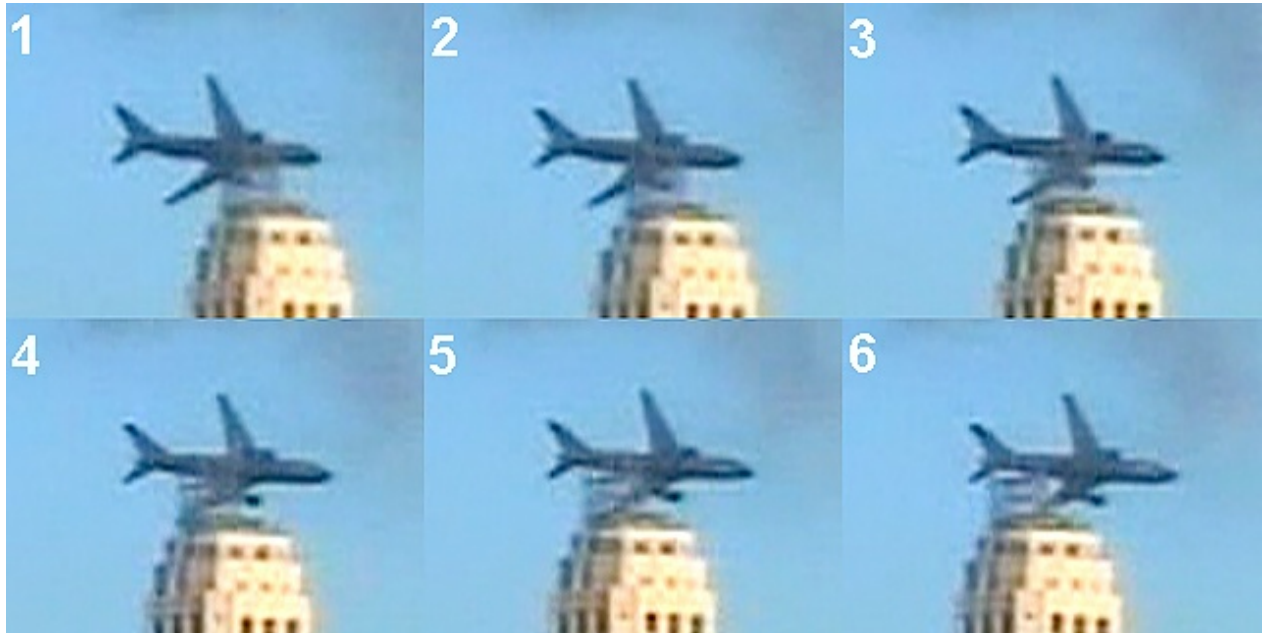




*10. Park Foreman Video*





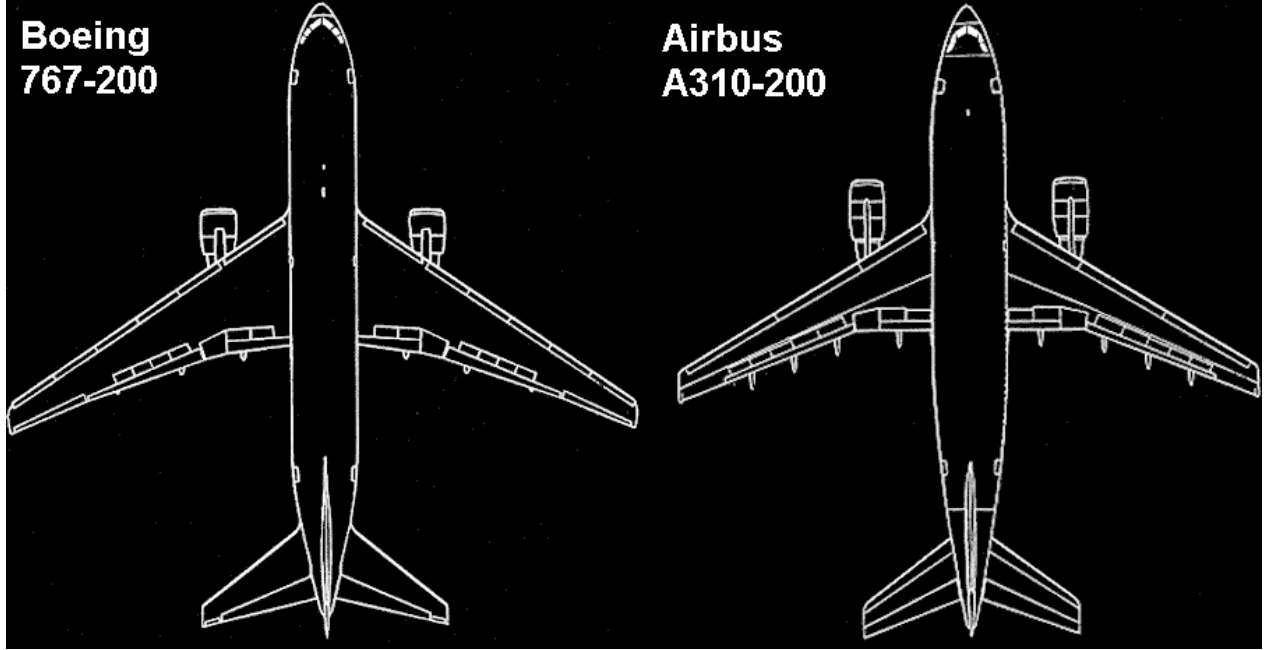


*11. Unknown Video*

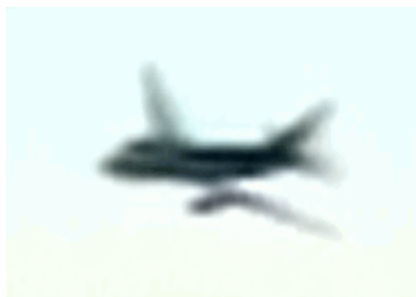
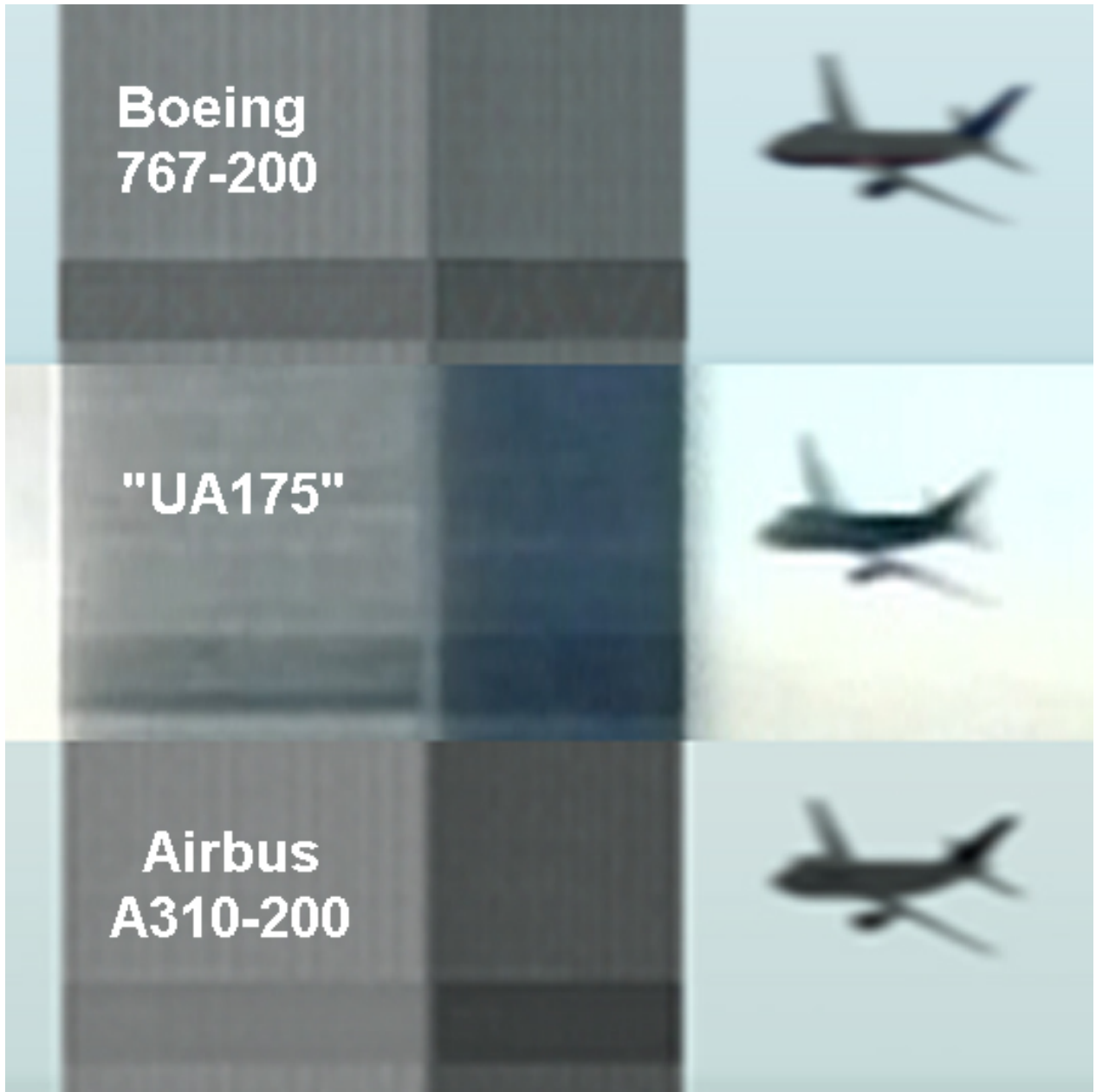
"Unknown" video shows horizontal flight path of UA175 prior to impact



12. Live Video







(Left is a gif animation of the skipping motion, see on M. Icke's website.)



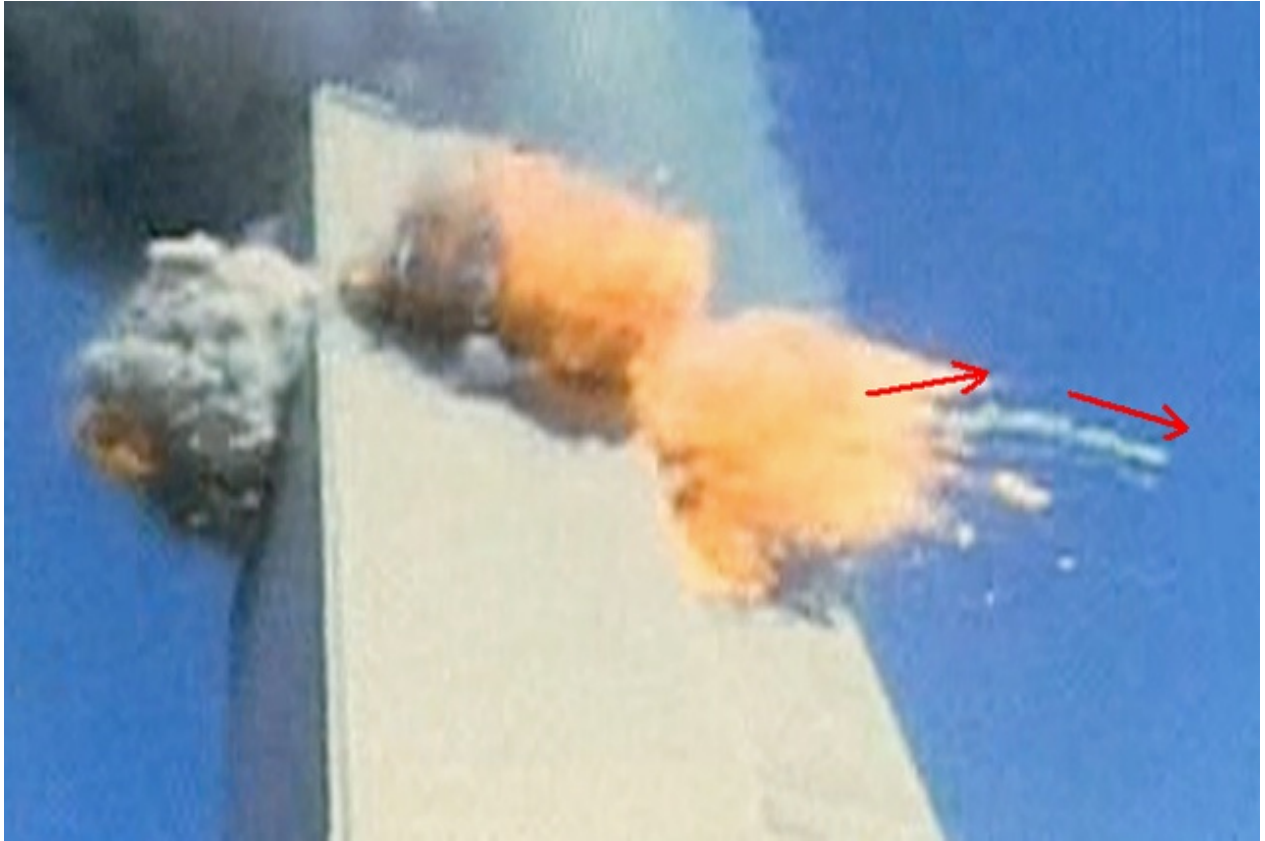
**CG Boeing 767-200**



**UA175 From DVD Cover**

*13. Evan Fairbanks Video*



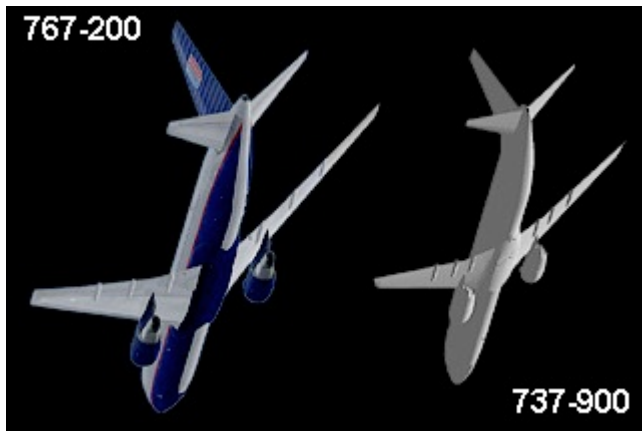




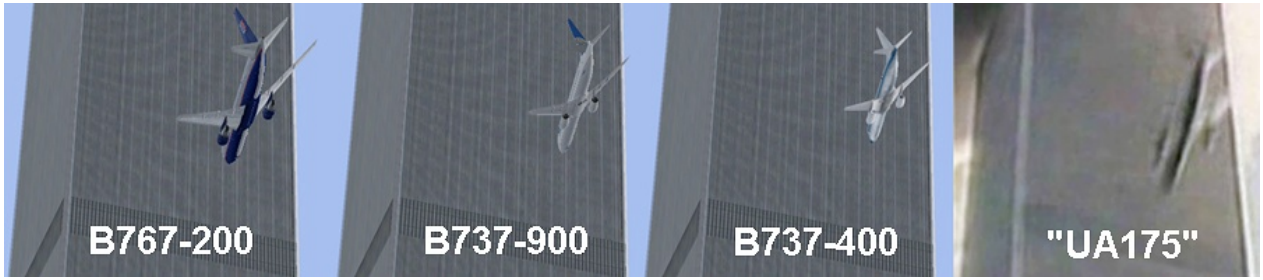
*14. Pavel Hlava Video*



*15. Courchesne Video (Cheney Hit)*





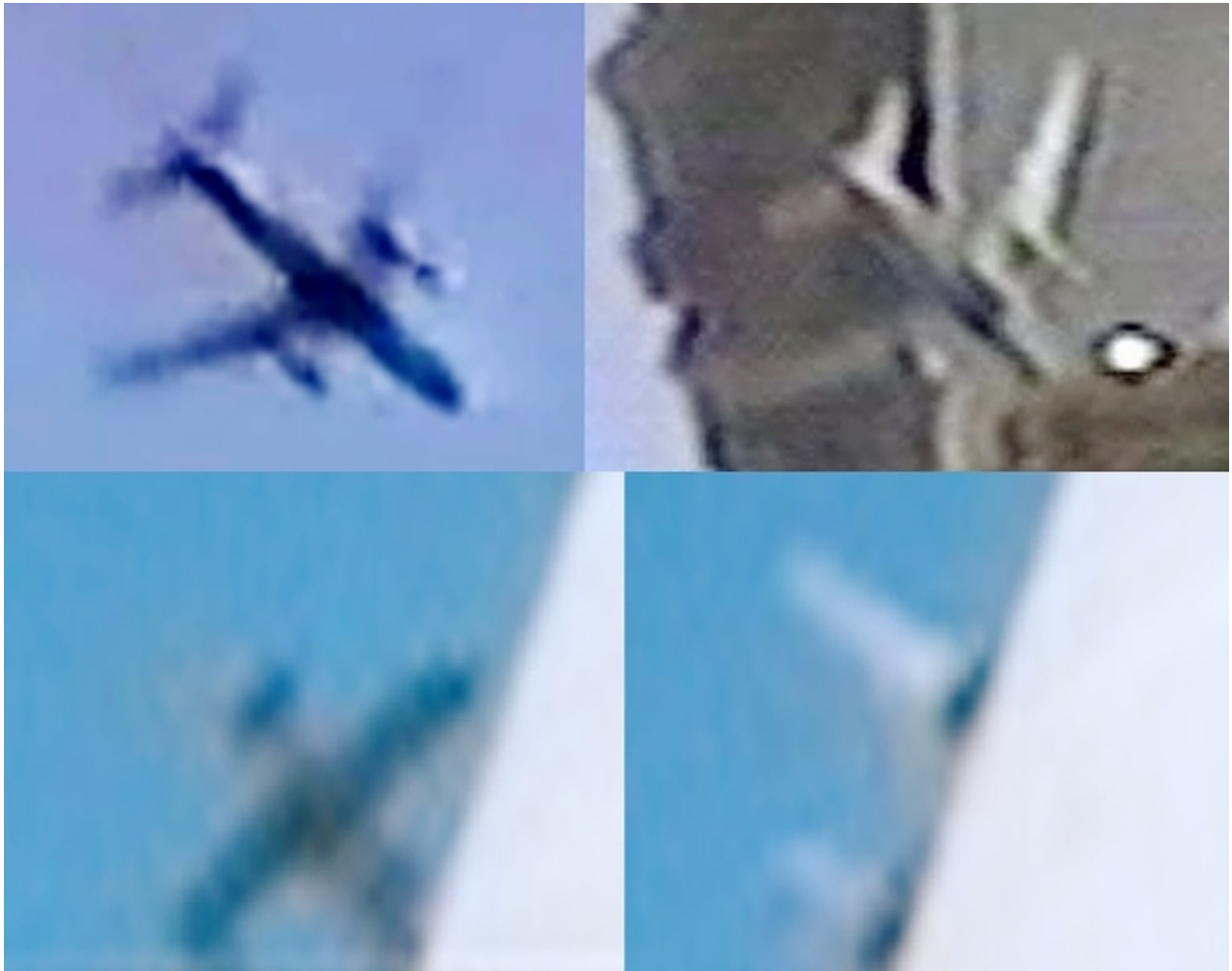




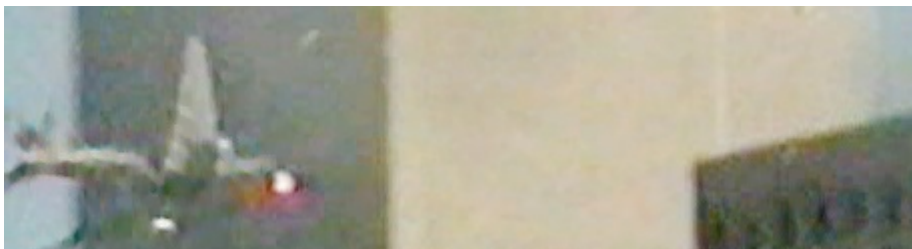
16. William Nunez Photograph

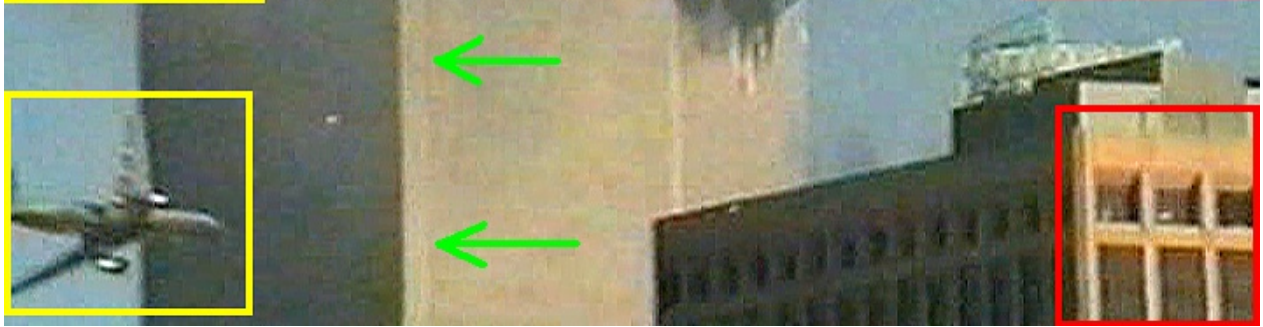


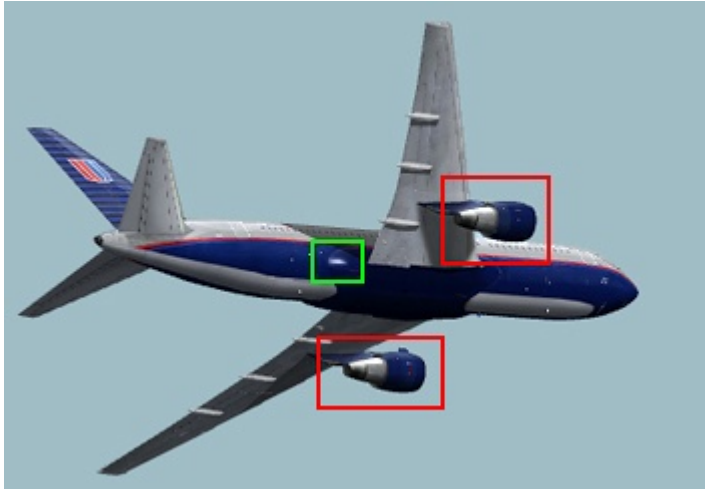
17. Gedeon Naudet Video (Naudet, South Tower Video)



18. Jennifer Spell Video

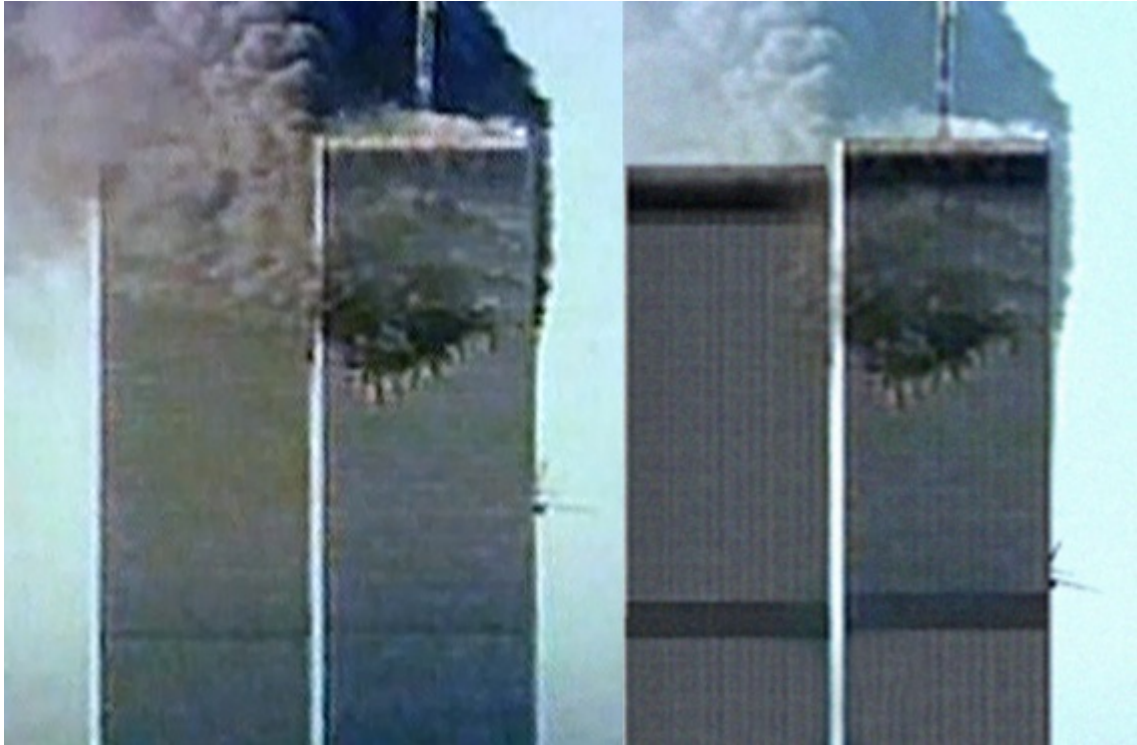






*19. Nose Dive Video*

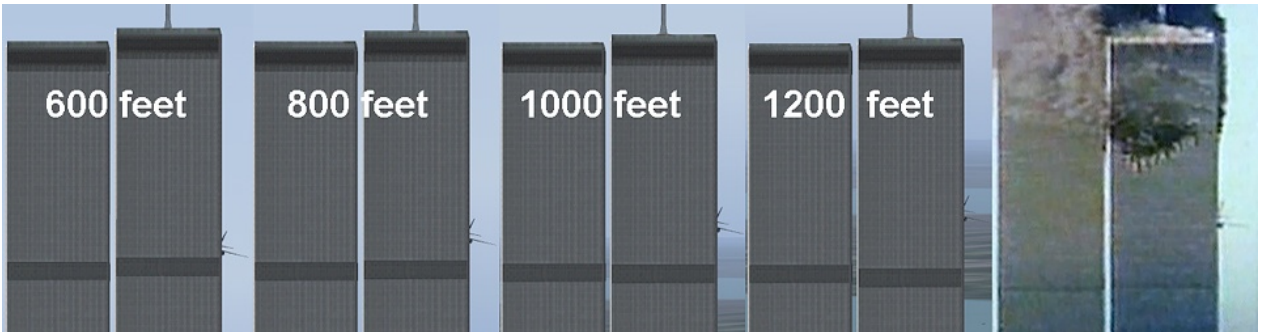




Park Foreman



CG "Nose Dive UA175"  
from Park Foreman  
viewpoint





*Conclusion*  
*by Stefan Grossmann*  
*2015-10-24*

After reviewing this again, I come to the conclusion that the bulk of the video and photo media that were used on and after 9-11-2001 to imply that a Boeing 767-200 hit South Tower are false and useless for finding the truth.

The only evidence that holds up to a reasonable standard of credibility is the following:

- Ginny Carr audio recording
- essential elements of the eyewitness testimony (that there was a flying object hitting the tower)
- footage showing a missile after penetrating South Tower, tip protruding on other side of tower
- the Camera Planet footage showing an unidentified white plane, purportedly a government plane (who else could have flown a plane into that area other than the government?)

The Pentagon cover-up suggests by analogy that, if a missile was covered up at the Pentagon, a missile, or two or more missiles (including such fired from the Woolworth Building, an issue not discussed herein), were also covered up at the World Trade Center.

The implication is that South Tower was hit by a U.S. government missile controlled by the white plane.

\* \* \*