

HOW THE 9/11 ATTACKS ACTUALLY HAPPENED

I was led to contact a coworker from the Army. It was September 2001 and the last time we spoke was back in 1976. Todd had stayed in the Army as a civilian and was working at the Pentagon. We spoke for about 25 minutes.

During the conversation he mentioned just moving his Pentagon office for the third time, due to construction being done on the building. Todd said this had been ongoing for three years. They were reconstructing the building by sections, to make it able to withstand a missile attack.

Three days later it was September 11, 2001. Realizing the crazy flight path taken by the Pentagon plane had ended up hitting the very wall under construction, was like a smoking gun. Whoever planned the attack was intent on hitting the Pentagon, not on creating the greatest degree of destruction possible. This information prevented me from believing the official explanation of what happened on 9/11.

This article focuses on the first two planes to hit New York. The official explanation for the tower attacks claimed: Each tower was hit by a commercial aircraft full of fuel for a trip to California. The fuel caused structural failures resulting in the entire collapse of both 110 story towers.

We all saw it happen and the National Commission on Terrorist Attacks Upon the United States, the government's hand-picked group to investigate the event, told us what we saw. There was something relieving to have The 9/11 Commission Report come out 442 days later. As horrendous as the event was we could let it go. We now knew what we had lived through. Problem is the event of collapsing floors is not only a fabrication, it is an impossibility.

The Big Lie

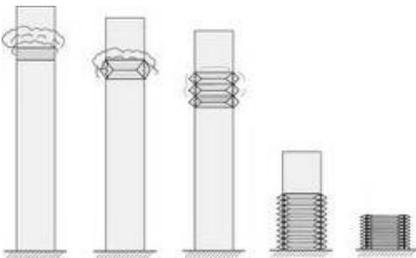
(http://en.wikipedia.org/wiki/Big_Lie):



Adolf Hitler

The Big Lie is a propaganda technique. The expression was coined by Adolf Hitler, in the dedication of his 1925 book *Mein Kampf*. The term refers a lie so "colossal" no one would believe anyone "could have the impudence to distort the truth so infamously."

Read that a few more times. It exactly describes the epic lie perpetrated on the world regarding 9/11.



Think of each tower as being a silo within a bigger silo. The two silos were tied together by steel beams called "trusses". The floors on top of the trusses comprised an acre of office space. Aircraft fires were suppose to have melted steel, causing trusses in the impact area to fail resulting in the floor to begin falling. All of the floors above this collapsing floor went with it. This combined weight caused the floor beneath the impact area to fail. And in a cascading effect, all the lower floors also collapsed due to the falling upper floors. That is the official version.

Page 305 of The 9/11 Commission Report states, "At 9:58:59, the South Tower collapsed in ten seconds...." The South Tower was impacted between floors 77-85. So let us just think about the collapse of 77 floors or 77 hits. Clap your hands 77 times in 10 seconds. If you cannot find anyone who can accomplish this task, then the official U.S. explanation for the collapse of the Twin Towers is impossible.



Our government told us such a colossal lie we had to believe, because our imaginations could not possibly comprehend someone distorting the truth about such a world changing event, watched by billions over and over again. But they did.

Someone banked on the American people being so traumatized by the events of 9/11 that an epic lie could be told and believed by those who desperately needed an explanation, no matter how impossible. It worked.

Already America is being seen as the world's aggressor. The United States treasure has been thrown into the fire of multiple wars. All this was possible because of all the lies begun on September 11, 2001. We were suckered by a propaganda technique devised by Adolf Hitler. And the lies were repeated over and over again by Mass Media - including the History Channel.

So what did happen?



AA11 flight path

American Airlines AA11 took off from Boston's Logan Airport on a flight to California. Twenty-one minutes into the flight the aircraft was detected going off course by ground based radar. Not only was there no response to radio calls, AA11 had stopped transmitting its transponder signal. AA11 was no longer sending its identification signal providing information on location and speed. Ground controllers guiding the flight paths of all aircraft were not able to accurately track the Boston airliner. All that was being seen was the radar return signal providing an inaccurate location. AA11 was now a danger to all other aircraft in the area.

At 8:20, when AA11 began to go off course, the airliner started veering north of its scheduled flight path. The plane was located between Albany and Lake George, New York when it suddenly took a 100-degree turn to the south. AA11 was headed directly toward New York City. For the next 26 minutes the aircraft flew south, above the Hudson River, following the river until the north side of the North Tower of the World Trade Center was visible. AA11 flew directly into the center of the glass wall and disappeared forever.

The impact came at 8:46:26. The North Tower had been hit between the 94th and 98th floors. AA11 had been flying an estimated speed of 490 miles per hour when it collided with the tower. A vibration ran through the building into the ground and was intercepted by seismographs at a number of locations. It was equivalent to a magnitude 0.9 earthquake and too small to be felt on the streets of New York.



United 175 flight path

The second airliner to take off from the same runway as AA11, was United Airlines Flight 175. It had also taken off for California, fifteen minutes after AA11. All communications were also lost with this aircraft. United 175 flew southeasterly along the east edge of Pennsylvania. As it crossed into New Jersey airspace, United 175 reversed course, turning back toward New York on a northeasterly heading.

It then began descending at 10,000 feet per minute toward the city, again endangering numerous other aircraft. The last radar reading on United 175 showed the plane to be at an altitude of 18,000 feet and descending in a power dive. It was United 175 that flew into view on millions of televisions and impacted the South Tower between the 77th and 85th floors at a speed of over 500 MPH.

Now stop and think about this scenario. How is it possible for men who had never even passed pilot school in a small, one engine plane to have accomplished either of these flights? Well guys, that was the second colossal, impossible lie.

Don't believe me? Go visit <http://pilotsfor911truth.org/> where professional pilots will explain why none of the three flight paths could likely have been executed by even trained pilots.

So if there were not terrorists flying those planes, who or rather what was?

Waypoints, GPS, WAAS

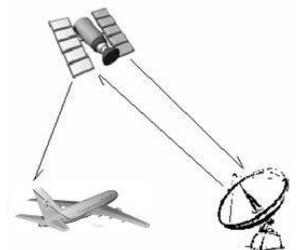
An attack against a military target might not be enough to infuriate the American public. There had been dozens of terrorist attacks against American military forces that made very little impact upon the American psyche. It was then the Twin Towers became targets, and that was primarily because the towers were navigational "waypoints".

Waypoints have been around ever since mankind began navigating. Early hunters followed routes marked by trees, rocks, water or a variety of natural objects. Early pilots followed roads or rivers and water towers with names of towns painted on them were real favorites. With the advent of radio signals, waypoints took on new dimensions.

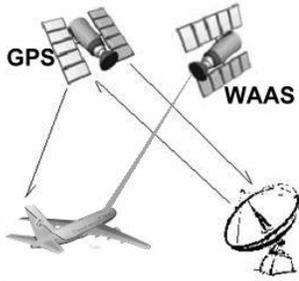


It began in World War II. Aircraft receivers would pick up radio signals from ground based transmitters. If the signal got stronger, the plane was flying toward a given transmitter. As electronic systems improved, speed and location of the plane became determinable. By the end of the Twentieth Century, radio navigation systems were all over the world and the primary way of navigation for both air and sea.

With the advent of satellites, Global Positioning Systems or GPS became a reality. The U.S. Department of Defense began development of GPS in 1973 to enhance both air and sea navigation. Instead of land based transmitters, a 24 satellite system would be created. Congress agreed to fund the massive project because of Cold War military navigation by submarines and aircraft with missiles and the missiles themselves.



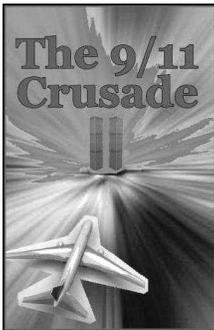
The first GPS satellite was launched in 1989 and the twenty-fourth in 1994. By September 2001 GPS navigation was providing civilian aircraft precision of 65 feet (20 meters).



By 9/11, 2012 the Federal Aviation Administration (FAA) had augmented the upgraded GPS system by adding the Wide Area Augmentation System (WAAS). WAAS uses two types of ground-based stations. One is a **reference** station monitoring GPS signals and the second type are master stations. Measurements from reference stations are for-warded to a master station that analyses small variations in GPS satellite signals due to atmospheric and other reasons. That analysis results in a correction message being sent to geostationary, orbiting WAAS satellites. These satellites then broadcast the corrected signal to obtain even more accuracy.

By December 1999 WAAS signals were being transmitted from WAAS satellites for testing purposes. By September 2001, aircraft equipped with a WAAS receiver could hit a target within 6 feet horizontally by 10 feet vertically. Each of the Twin Towers was 208 feet wide.

Highway In the Sky



The “Highway In the Sky” had also been developed during the 1990’s. Using the concept of waypoints merged with GPS and WAAS technology, aircraft began flying inside virtual tunnels. These virtual routes never vary more than half the wingspan of a Boeing 737.

Waypoints can be “fly-over” or “fly-by” and are simply coordinates of three dimensions. It was the old concept of a water tower marking the route. In 2001 it took a larger marker such as an airport or the highly visible Twin Towers that occupied waypoint coordinates. All that was needed on 9/11 was a command making the tower’s waypoint coordinate a termination instead of a fly-by/fly-over.

Just a month after 9/11, Cubic Defense Systems, Inc. applied for a patent on an anti-hijacking system capable of deactivating the onboard flight controls and remotely taking over control of a hijacked aircraft. It would simply take activation of a panic button by the flight crew.

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patent.ipexl.com/US/6641087.html

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Anti-hijacking system operable in emergencies to deactivate on-board flight controls and remotely

United States Patent 6641087

6641087 is referenced by 16 patents.

In an anti-hijacking system for autopilot equipped aircraft, a transceiver communicates with at least one remote guidance facility. A panic button is activated by flight crew in case of hijacking. A manager is coupled to the transceiver and the panic button, as well as existing avionics including the aircraft's master computer and autopilot. Optionally, a relay is coupled between the pilot controls and selected aircraft flight systems. The manager recognizes predetermined override inputs, such as activation of the panic button or receipt of override signals from the remote guidance facility. Responsive to the override input, the manager deactivates on-board control of selected aircraft flight systems and the autopilot system, and directs the autopilot to fly the aircraft to a safe landing. Flight routing and landing instructions are obtained from the remote guidance facility, or by self-evaluating nearby airports in view of the aircraft's position and various preestablished criteria.

Title	Anti-hijacking system operable in emergencies to deactivate on-board flight controls and remotely pilot aircraft utilizing autopilot
Application Number	9/974545
Publication Number	6641087
Application Date	2001-10-09
Publication Date	2003-11-04
Inventor	Douglas G Nelson
Assignee	Cubic Defense Systems
Attorney	Michael H Jester
IPC	B64D 11/00

Full Text at United States of America Patent and Trademark Office. Granted Patents (USPTO)

A virtual panic button was already an integral part of the aircraft. In case of a hijacking, pilots were trained to punch in four numbers that would add to the transponder's code a warning on the ground based radar screen. Next to the radar blip on the screens would be “HJCK”. On 9/11/2001 none of the Flight Control Centers received the hijack signal from any of the four hijacked planes.

I believe the flight crews did punch in the codes, but by then the code was linked to the anti-hijack system that had been secretly installed in their aircraft. Pilots of the Boston planes and the one that hit the Pentagon probably did send the code, only to realize they had lost complete control over their aircraft. The Pentagon plane American Airlines Flight 77 also went through a flight path that was so outrageous many think it was a missile flying and not AA77. Not believable that a novice pilot could have accomplished it.

It appears the take over of automatic control of the plane United 93 that crashed in Pennsylvania did not occur. My interpretation of the data is the terrorist patsies did actually try to fly the Pennsylvania plane.

If I am correct, the actual timing of the planned event would be dictated by satellite positions. The hijacking attacks required absolute electronic precision flying. To acquire that level of perfection the GPS/WAAS satellites would provide the required navigational control. The more satellites the more accuracy.

The Attack

They would have planned backwards from the satellite coverage. On September 11th they had a window in New York where fourteen to fifteen satellites would be visible providing a maximum coverage for navigation. They then would have determined which long-range flights coming out of Boston would be taking off in time to make it to New York to fit into the window. That window was only fifteen minutes.

Initially they probably would have settled for any aircraft flying near or toward New York City. But if they realized they could get maximum effect if the aircraft were fully loaded with fuel. Only an aircraft flying to California would fit that description. Luckily they had two California bound aircraft, scheduled to take off from Boston, that could make the fifteen minute window in New York City. One was American Airlines Flight 11 and the other was United Flight 175.

They would have planned for maximum satellite coverage because it was something they could count on. Weather was another story. Clouds could produce navigational errors. While fewer satellites could deliver acceptable navigational parameters in a cloudy atmosphere for aircraft with pilots or with targets that were much less narrowly defined, the goal was to plow two aircraft into the center of each of the Twin Towers without a pilot.

So what we have is the planes navigational and communication systems were replaced by an automated program when the hijack warning code was punched in. That system was using the GPS/WAAS Highway In the Sky system to dictate the flight path. Instead of the Twin Towers being Fly-By waypoints they became termination points.

While no pilot could have executed the flight patterns that allowed United 175 to hit the second tower, the automated system had only a slight problem. Instead of striking the tower in the center, it almost missed. At the last moment it adjusted enough to take out the corner section of the South Tower.

When the hijack code was put in by a pilot, a signal was broadcasted that may have activated something on-board or perhaps it was received by whoever was orchestrating the terror. It was like a knock on a door, followed by the door being opened. An automatic reply sent from the bad guys could have started up an entirely new set of electronic parameters through the open door.

Let us look at the first Boston plane after the hijacking code was punched in by the pilot. AA11 could no longer communicate normally nor be controlled manually and the automatic flight system data was replaced with new information. The aircraft was automatically turned to intersect an electronic virtual tunnel system. AA11 was on a preselected route being controlled by the automatic flight system, continually connected to the GPS/WAAS satellites providing exact navigational data. The aircraft was flying itself.

They did not have to do much to the weaponized aircraft at all. Since 1998 all Boeing 757 and 767 aircraft owned by American Airlines and United Airlines were upgraded with the Pegasus. The Pegasus Flight Management System was designed to fly virtual tunnels using the waypoint route concept. The Twin Towers were located on one of those waypoints. The Rockwell-Collins Multi-Mode Receivers had been retrofitted beginning in 1996, and that gave the aircraft access to both the GPS and WAAS satellite signals for navigation.

The only change required to electronically hijack the aircraft was to install an electronic module capable of connecting with the outside and then overriding the programmed flight systems with new information. Activation of that module was tied to the transponder system and would be activated upon entry of the hijack code.

Instead of flying a direct westward flight path across New York state, AA11 flew a more northerly westward flight path

toward Albany, New York. At that point it made an abrupt 100 degree turn to enter the southbound virtual tunnel that ended at waypoint Twin Towers. After the turn just north-west of Albany, it was a straight shot.

The second Boston plane United 175's flight was way more complex. The standard flight took United 175 through a virtual tunnel moving away from Boston southwesterly. It would pass over south central Massachusetts, the northwestern corner of Connecticut, over south New York State and north New Jersey. Just past Newark in north New Jersey, United 175 would normally pick up the westward virtual tunnel that it would take to California. However, on 9/11, at the juncture of the two virtual tunnels just southwest of Newark, United 175 left its designated flight path.

Having already flown southwest of New York City and Newark, the aircraft reversed course to attack the Twin Towers from the south. The aircraft made a 90 degree turn to the southeast flying over the far east edge of Pennsylvania. As it crossed from Pennsylvania back into New Jersey, the plane made another 90 degree turn and head directly for New York and waypoint Twin Towers.

The final moments of each airliner's flight path were controlled beyond just the waypoint location. AA11 was to hit the North Tower. United 175 was to hit the South Tower. This was to be truly precision bombing. And it was.

Hope this brings some clarity. You can find out more and reference information at <http://911crusade.com/>

- N.L. Hopkins