

Shanksville and Cleveland on 9/11

Why carry so much interest in an eight-year-old crime? Why am I so concerned about 9/11 when most people, all politicians and the press are not? In answering, I must turn the question around: why are people not deeply concerned over being lied to by press and politicians? 9/11 is so obviously a state-terror (with two states involved) that only utter stupidity (upon spending an hour with the facts) or superfluous behaviour (avoiding that, possibly under influence of liars and idiots) can prevent honest people from recognizing that they are fooled. To me, 9/11 was the proof that something is wrong with both the press and our politicians. It even led to the recognition that similar misdeeds happened before and in particular after. And believing in good qualities in the majority of humanity, I recommend them to deal with the slow process of analyzing 9/11, too.

Doing so, however, start with the most evident, the World Trade Center's demolition or the strange flying object hitting Pentagon. If you want a deeper introduction, there are several films, books and internet articles, and I have myself produced a survey [1]. If you are in a hurry, just look at some of the many coincidences that happened that day [2]; that should stimulate further curiosity. However, the present stage is not suitable for beginners (i.e. people who did not doubt the 9/11-story before).

Shanksville and Cleveland are the least well-known stages of 9/11. In New York, the World Trade Center collapsed claiming ~2,750 victims, and in Washington, something flew into the Pentagon, killing 125 people on the ground. Shanksville is the place where the fourth plane (UA93) allegedly crashed, while Cleveland is the place where possibly all four planes landed (further fate unknown, but I allow some hypotheses to be raised).

Shanksville findings

Normally, a crashed plane leaves conceivable wreckage, possibly also damage on the ground. In Shanksville, we find a hole in the ground, where it is claimed that a Boeing 767 disappeared.

What disturbed me until 2007 was the 'wing scar,' as if the plane on its way to the underworld had made an impression of the wings (opposite Pentagon, where no such impression after wings, tail and engine was made, as seen on the photos before the building's partial collapse). Then an aerial photo from 1994 was found, which shows a



ridge on the place, which was later to be considered the crash-site. The round hole, therefore, can be judged to originate from a recent impression.

There were no direct witnesses to the collapse. Somebody claim that they saw a jet, but more consistent is the observation of the small white jet, soon to be mentioned under hypothesis 2. Whatever caused the 'crash-site' left only one photo (not considering manipulated pictures), that of a dark cloud, as seen following a grenade's

explosion but not a longer fire, as would be expected following a plane crash.

1 <http://www.schou.de/terrorwar/Responsible%20for%209-11.pdf>

2 http://www.schou.de/terrorwar/100_Questions_to_9-11.pdf

We can thank a single person for disclosing the hoax around Shanksville. The German journalist Gerhard Wisnewski made a brilliant TV-documentation for the German regional channel WDR. He could then read in the formerly respected news magazine 'der Spiegel' that he was fired. In an interview with Ernie Stull, the mayor of Shanksville, this person confirmed that they had not found any metal part greater than a plate and no body remnants at all; later he denied this claim (to be compared with Arlington's fire chief in command, Ed Plougher, who saw no plane or bodies in Pentagon on 9/11 but the day after had the appropriate 'vision'). In Wikipedia [3], which adheres to the official fairy-tale, you can read that a pathologist "found and identified 1,500 pieces of human remains totalling about 600 pounds (272 kg), or eight percent of the total." It may have been a vision, but the bill he later sent was real.

Hypothesis 1: Shanksville was Set-Up in Advance

It can be regarded a fact, not a hypothesis, that there was no Boeing dived down in Shanksville. When later generations read, how you thought different, they will be reminded of the 'Emperor's New Clothes,' which were only revealed by a small boy who had nothing to lose by telling what his eyes saw. The presence of the wing-scar does, however, stimulate the phantasy beyond the proven facts. It would further fit the choice of a remote area (hardly any witnesses to be overturned) and hypotheses 2 also demands a previously fixed 'crash-site.' Compared to the preparations made in New York and Washington, this was only minor labour.

Hypothesis 2: Purpose of the White Jet

The white jet, which of some was identified as a Thunderbolt, joined the pseudo-UA93. Six witnesses saw it: "The unmarked military-style jet swooped down at high speed through the valley, twice circled the smouldering black scar where Flight 93 had careered into the ground just seconds earlier and then hurtled off over the horizon." FBI first refuted the very existence of the plane but "then they changed their story and tried to say it was a plane taking pictures of the crash 3, 000 feet up." I combine this really existent, small but powerful jet with the luggage found over 8 miles (by others seen as an indication that UA93 was shot down). My theory is, that some of the luggage from the real UA93 was reloaded on the small white plane and dispersed near the 'crash-site' to enforce the belief that this was really where UA93 ended (concept further developed in a fiction, 'A Long Way Home' [4]).

Purpose of UA93

United Airlines regular plane from Newark to San Francisco should have taken off at 8 p.m. but was delayed 42 minutes – possibly a coincidence with a deeper purpose, of which this day was so rich. The 289 seats were shared by only 45 passengers (16%), mostly transferred from overbooked planes with a similar destination. The official fairy tale speculates if UA93 should hit The White House or Capitol, I am convinced that both were safe for it. It was reported hijacked 10-20 minutes past 9, thus after the WTC was hit 'successfully' (from the point of view of the still unpunished initiators of 9/11) by two planes, and it crashed by Shanksville at 10:06. Perhaps it should represent a spare assault on the targets in New York or Washington DC, perhaps it should distract any attention to Cleveland, another scene of irregularities on 9/11, or perhaps it should simply fuel the story with some heroic patriotism, as reflected in the impossible 'mobile phone' stories, equally demanding some preparation – on the ground.

3 http://en.wikipedia.org/wiki/United_Airlines_Flight_93

4 http://www.schou.de/literature/Tunnel_Cave.pdf - P. 260 ff.

Did All Four Planes Land Elsewhere?

With the categorical claim, that AA77 (American Airlines) had no contact with Pentagon and UA93 did not disappear in Pennsylvania's soil, the organizers of 9/11 were saved the problem of an ingenious pilot, disturbing the plot to save plane, crew and passengers, would manage to alter the planned destiny. This was rather essential, since there were probably no hijackers onboard the original flights. In the later course, 11-12 'alibi-hijackers' disappeared while 7-8 later reported alive from abroad [1]. The 4-plane theory relies further on the following considerations:

- Also in New York, there was a risk that a desperate pilot could prevent the attack
- The conversations with the stewardesses of AA11 were invented.
- Provided the planes could be collected at one place, further logistic covers all, in particular while one of the larger planes (AA11 or UA175) is capable of transporting all, passengers, crew and 'alibi-hijackers'
- AA11 was at 08:40 (5 min. before it should have hit WTC) observed in 29.000 feet height of US Airlines 589 – on its expected course.
- The jets from Otis were probably hunting the real plane and thereby 77 miles away when Pseudo-UA175 hit WTC-2. No jets from Otis seen (or heard) in New York.
- The photos of the two planes hitting WTC have no windows, are smaller than AA11 and UA and have a device suggestive of remote control underneath.

The theory of independent landing of the four planes was raised soon after 9/11. Various airports have been suggested: Harrisburg; Stewart Int. Airport (the place, where the tracks of AA11 and UA175 seem to meet); La Guardia (New York's second airport); McGuire Air Force Base in Philadelphia; and John Hopkins Int. Airport in **Cleveland**.

Cleveland as Scene of the Crime

What makes Cleveland a most probable (though largely ignored) scene of the crime are the following facts:

1. A so-called bomb-threat with a well-prepared FBI-mission is a crucial proof.
2. The airport is connected to the NASA Research Center.
3. The route from Boston and Newark lead closely over Cleveland (which has superregional strategical importance)
4. Cleveland is also a good starting if the following evacuation leads northwards.

In Cleveland, they had been lucky to follow the last plane on the radar for some time, but then the FBI rushed in with a fake bombing alarm and demanded that all controllers should leave. The two, who were keeping an eye on UA93, refused but were then removed by force. Shortly after, but considerable time after the turning off of the transponder, the plane should have changed direction, but there were also two planes which landed in Cleveland, and one of these, of obscure identity, was taxied over to the NASA-airport.

Seen from their point of view, the action of FBI was a success. There is no reliable data on, which planes may have landed in Cleveland when their action took place.

The Fate of the Crew and Passengers

This remains speculative. Possibly apart from some superior guides, the remaining humans are probably killed – somewhere, somehow. The criminal potency of the initiators behind 9/11 is proven. Therefore, there is currently no proof for my personal theory of a northern route over Hudson Bay in one of the bigger planes.

How to silence crews and passengers in seconds

There is a simple way to commit this mass murder in a moment. It does not require toxic agents or violent methods. 1. Let the remotely controlled plane ascend to 10 km. 2. Release the pressure in the cabin and adjust to the surrounding. 3. Oxygen masks will fall down, but no oxygen is flowing. 4. None of the passengers will complain further and nobody will find the plane after it dives to the Arctic Sea in the night. But that is, of course, only a hypothesis. There is no evidence connected to the whereabouts of the passengers. 9/11 was, seen from its culprit's point of view, a successful coup.

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