

September 11, 2001

THE 9-11 TERROR TRAGEDY SEVEN YEARS LATER: AN AFP SPECIAL ANNIVERSARY REPORT: SECOND PRINTING

Israel's Role in 9-11 Attacks Explored

By Victor Thorn

Clear Channel is America's largest radio conglomerate, and apparently they don't want anyone to know about Israel's central role in the 9-11 terrorist attacks. Therefore, they've taken great efforts to ensure that this information is suppressed. What follows is a firsthand account of how high-level censorship works in this country.

On the 5th anniversary of 9-11, Lisa Guliani and I were invited to appear as guests on George Noory's *Coast to Coast AM* radio show (which is owned by Clear Channel). He had originally scheduled us to speak about our activism at Ground Zero and other venues, but instead during this half-hour slot a historic event took place: For the first time ever on nationwide radio, the subject of Israel's involvement in 9-11 was discussed.

What made this evening even more remarkable was that *Coast to Coast* is simulcast on over 500 radio stations across the country. So, approximately 8 million listeners nationwide were exposed to the most dangerous and taboo subject in the field of 9-11 research—Israel's key role in the attacks on America.

Two days later, we posted a link to this show (from an independent source) on our website, thus making this information available to an even larger audience.

That's when our troubles began. On November 21, 2006 we received a letter from Alissa K. Fanning—corporate counsel for Clear Channel—informing us that we must immediately remove the link to our appearance on George Noory's radio show. The main reason provided for their action was “infringement of intellectual property.” Their rationale seemed flimsy, however, since dozens of other websites also post clips from *Coast to Coast AM*.

Over the next few days, I spoke with Ellen Lockwood, who represented Ms. Fanning, and tried to work out a solution to this problem. After being told that we didn't have copyright permission to offer Clear Channel programming, I asked if there was some sort of other arrangement that we could reach.

Ms. Lockwood informed me that Clear Channel has allowed others in the past to establish a franchise agreement to offer Clear Channel programming, so I

told her we would be willing to enter into such an arrangement. Regrettably, I received a phone call the next day informing me that Clear Channel would absolutely not allow me to pay for the right to link to a show that we were invited onto by George Noory himself, even though we were deriving no monetary gain from the link, and there was nothing slanderous said against Clear Channel or *Coast to Coast AM*. In essence, we were offering to give money to a multi-million-dollar corporation for the right to host a single half-hour broadcast, and they flat-out refused.

Furthermore, Ms. Lockwood explained that if we did not immediately remove this link, she would not only attempt to have our site taken off the Internet, but there would be legal action taken by Clear Channel against us in the future.

One must wonder: what had we discussed that made Clear Channel take such extreme measures? For starters, we spoke about a number of points contained in our book *9-11 Evil*, such as: the “Dancing Israelis”; how the first suspects arrested after 9-11 were Israelis; Michael Chertoff's dual Israeli/American citizenship; Urban Moving System's role as a front for the Mossad; and WTC owner Larry Silverstein's



links to Ariel Sharon and Benjamin Netanyahu.

In addition, there were two other revelations never before made public on American radio. First, Ehud Sprinzak, a terrorist expert at Hebrew University in Jerusalem, said that from Israel's perspective, 9-11 was the most important public relations act ever committed in their favor.

Secondly, a man named Ami Ayalon, head of the Israeli military, disclosed that since Sept. 11, their leaders have been euphoric. Now ask yourself: how many other people anywhere on the globe were ecstatic about 9-11? These Israelis were because this joint neo-con/Mossad terrorist event laid the framework for our current war in Iraq, Afghanistan, and potentially Iran.

Both of the above statements coincide with former Israeli Prime Minister Netanyahu's sentiments when asked by *The New York Times* what the attacks of 9-11 would mean for American-Israeli relations. He replied, “It's very good. Well, not very good, but it will generate immediate sympathy.” ★

The Ultimate Plan Behind the Attacks: Global Police State

By Victor Thorn

When author Jim Marrs sent me a copy of his book *The War on Freedom: The 9/11 Conspiracies* in 2003, his inscription read: “Always question authority—and the higher the authority, the harsher the questions!” To this day, he still asks those tough questions, as do many other independent researchers.

During an August 10 conversation, Marrs told me an interesting story about what happened shortly after he watched the twin towers collapse on TV in New York City. While driving in his truck and listening to the radio, he heard a news conference by President George W. Bush, who told all Americans, “We must not rest until we find out who did this to us.” Jim Marrs thought about that statement for a moment and agreed. For the past seven years he's tried to find out who masterminded and orchestrated the 9-11 attacks—just like the president asked us to do.

Marrs told me, “Every trail leads back to the federal government. September 11 was an inside job that makes the JFK assassination look like a [cakewalk]. Immediately after the strikes, you had all these guys from the Council on Foreign Relations like Gen. Wesley Clark, Henry Kissinger, and Al Haig telling us we had a new kind of warfare—international terrorism—that would bind the nations of the world together. It's like they were all reading from the same script, pushing the same agenda, saying how we'd have to give up some of our liberties.”

He continued: “The Bush's closest friends are the bin Ladens and the Saudi royal family. On the other hand, it doesn't take Sherlock Holmes to figure out that 9-11 was a U.S. operation—with Israeli assistance. . . . Soon, they were rushing through the Patriot Act, and Attorney General John Ashcroft was publicly calling for concentration camps. In no time, the U.S. waged two wars of aggression as the mainstream media blended with the government into what is commonly known as fascism.”

As Marrs explained, the effect was Orwellian. “War equals peace, and slavery equals freedom. The neo-cons behind 9-11 and our current wars are . . . socialists in real life who seek more central authority, higher deficits, and want to shred the Constitution. The same families and corporations that created communism . . . also created the neo-cons and Obamites.”

I can't imagine a better overview of 9-11 than the one given in *Rule by Secrecy* by Jim Marrs.

In the articles that comprise this special 7th anniversary report, we're going to do precisely what the president asked of us—find out who attacked us on 9-11. After all, if the absolute truth about 9-11 doesn't matter to a person, what does? ★

Second Flight 93 Debris Field Suppressed by FBI, Major Media

By Lisa Guliani

Seven years ago, CNN news correspondent Brian Cabell reported a breaking story from the crash scene of Flight 93 in Shanksville, Pennsylvania on the morning of Sept. 11, 2001. During a live, televised exchange with CNN anchor Daryn Kagan, Cabell stated that the FBI and Pennsylvania State Police had confirmed the discovery of a second debris field in New Baltimore, Pa.—an area approximately eight miles from the Shanksville crater. According to his report, this second location had been cordoned off by authorities, who subsequently confirmed that debris discovered there originated from the purported crash of Flight 93. Cabell commented during this live feed that the information didn't make sense and led him to a number of questions. Listeners were given the impression that more information would be forthcoming. But that's not what happened.

During a telephone conversation with this reporter on August 4, 2008, Cabell attempted to clarify the situation. "Initially, we thought it was a much bigger story, but the feds soon explained it away. We thought it was some kind of explosion or crash because of the debris. But the authorities informed us that this was all just part of the Flight 93 crash scene. We weren't allowed in the New Baltimore location. Yes, this looked a little strange."

While reporting this story, the puzzled reporter questioned how debris from Flight 93 could find its way to such a distant location, adding that a news crew was on its way to the cordoned-off area to obtain photographs. Curiously, the above news item then disappeared off mainstream media radar. No follow-up was ever done and no New Baltimore 9-11 photos emerged. Federal authorities took complete control of the investigation and the media. According to Cabell, authorities subsequently told the press that the New Baltimore debris was part of the same event that happened at Shanksville—and then

shooed them away.

New Baltimore is eight miles away from Shanksville. Given the fact that on 9-11 the wind was blowing at a mere 9 mph, I had to ask, "How could debris from an event that happened in Shanksville end up so far away when only a slight breeze was blowing? What was found at New Baltimore?" Cabell fails to answer these questions. He does say, "I didn't see any wreckage at Shanksville. I wasn't able to get real close to the crater. None of the media were able to go right up to it. We were being spoon-fed information by the feds. I think they were FBI. The press was kept at a good distance from the crater by federal and local authorities. They were calling the shots."

Cabell recalls his initial reaction upon arrival at the Flight 93 crash site in Shanksville: "Hey, what happened here? Was there an explosion? This looks like something else, I recall the feds took us on a little tour of the crash site, but I didn't see what I thought I'd see. I had assumed there would be obvious wreckage, but there wasn't. There wasn't much of anything to see." He added: "There were reports coming in to the press from all over the place, people seeing one thing or another. But I had to stop covering the story because the feds waved us off. They didn't want us there."

Cabell never pursued the story further. Federal authorities controlling the Flight 93 investigation proclaimed there was no news, so Cabell and his crew simply left. Despite the fact that the CNN reporter was clearly curious and had many questions, he immediately backed off as directed.

Common sense asks that even if the federal version were true and the New Baltimore debris really was part of the Flight 93 crash, why didn't anyone in the establishment press corps possess a shred of journalistic curiosity as to what had been recovered, then report those findings to the public? This is supposed to be the role of our press. It's chilling to consider that major news net-



CNN "reporter" Brian Cabell has said about Shanksville, "I didn't see any wreckage. . . . I wasn't able to get real close to the crater. None of the media were able to go right up to it. We were being spoon-fed information by the feds. . . . The press was kept at a good distance from the crater by federal and local authorities. They were calling the shots." Even though he sensed something was wrong, Cabell walked away from the story.

works allow the U.S. government to determine what is—or isn't—news. Yet, this is precisely what happened with the New Baltimore story, by Cabell's own admission.

The truth of the purported crash of UA Flight 93 was buried by the government with cooperation of mainstream media in 2001. This aspect of 9-11 has also been largely ignored by most of the independent media on the patriot side of the street, but let's be very clear on one point. Flight 93 has always been the smoking gun of 9-11. Cabell's report is significant because it has led us much closer to the truth than our government wants us to be. With one single scoop, Brian Cabell wandered into 9-11 no-man's land and—whether realizing it or not—handed us the key to what really happened in Pennsylvania on Sept. 11, 2001. ★

50 Unanswered Questions About 9-11

Here's the exclusive 20-page newspaper report that blows the lid off the federal government's "official" 9-11 case and answers questions you probably have about the tragedy. Where does the real evidence lead? Find out in *50 Unanswered Questions About 9-11* from the staff of *American Free Press*.

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Shanksville Witness Gets Visit from 'the Bureau'

By Lisa Guliani

One of the most overlooked eyewitnesses of Sept. 11, 2001 is Susan McElwain, who AFP readers will recall is the woman who saw a flying object pass low over her van as she was driving on the morning of 9-11. Within seconds, the tubular, wingless object soundlessly cleared an approaching tree line and then crashed in Shanksville, Pa.

So disturbed and upset was McElwain by this experience that she contacted federal authorities to report it. The FBI responded to her report—not once, but twice. On the night of Sept. 11, Mrs. McElwain heard a loud knocking on her front door, followed by a man's voice yelling, "Open the door! FBI!" She proceeded to tell authorities what she'd witnessed that morning, but to her dismay, instead of taking her statement seriously, she was ridiculed, then told she did not see what she said she saw. They then left the McElwain home, only to return the following morning, on Sept. 12.

On their second visit, the FBI apparently had another purpose in mind. No longer mocking, but now *reassuring*, the agents said, "Don't lose faith in your government. We're going to take care of it." That was all they



The AGM-158 stealth cruise missile—manufactured by defense contractor Lockheed Martin—shows a sleek, white profile. It is about 14 feet long and weighs approximately 2,250 pounds. Was this what several witnesses say they saw flying low over the ground near Shanksville, Pa. on Sept. 11, 2001? Above, U.S. military personnel prepare an AGM-158 for deployment.

said. "They didn't visit with any of the neighbors on my street. I didn't know what to make of it," said McElwain. This is very interesting since she didn't think they believed what she'd reported the previous day. Yet, here was the FBI, just one day later, singing a different tune.

Why did the FBI return to Susan McElwain's home on Sept. 12? Why should we pay attention to what they said? Remember that at the time of her report, Susan McElwain wasn't a "conspiracy theorist." She didn't accuse the U.S. government of any wrongdoing or lay any blame. She also wasn't suspicious of any government involvement in the events of 9-11, and didn't suspect anything contrary to official news stories being publicized at the time. Most importantly, McElwain never once used the word "missile" in her FBI report. She described to the Feds a plane without wings that had flown without a sound, and then crashed. Why would this sighting have caused McElwain to lose faith in her government, presuming she'd had any to begin with?

Think about the words of the FBI. "Don't lose faith in your government. We're going to take care of it." With those words, the Shanksville 9-11 damage control machine was set in motion. The FBI must be true to their word, too, because it appears that this is precisely what they have done. They've taken care of it. ★

Freelance Photographer Says Pa. Crash Site 'Staged'

By Lisa Guliani

On Sept. 13, 2001, William Wendt, a Massachusetts freelance photographer on assignment for *The New York Times Magazine*, was arrested at the UA Flight 93 crash site, charged with criminal trespass for walking into a restricted zone, escorted to an unmarked car and whisked off to an undisclosed location. There, he and assistant Daniel Mahoney were subsequently detained for several hours.

"It was not obvious where the plane had crashed, which is why we started walking around—to find it. We didn't know we'd wandered onto part of the crash site because that area was unmarked by signs or crime scene tape." He added, "When we returned to take our photos, what struck me the most was that it seemed like I was photographing a staged crime scene. I'm a little hesitant to comment on it. Strange things happened that day." So said William Wendt, in two separate telephone interviews I conducted in August 2008.

According to Wendt, the media was required to first register at press tents and then wait to be ferried by bus to the Flight 93 impact zone. The press pool was made to wait long stretches of several hours for the bus, which only seated about 50 people. It made three or four trips back and forth, said Wendt, and that was it. The photographer recalls that the feds created delays with the bus. "The media was pretty upset. Only a small percentage actually took the bus ride because most refused to wait

around that long. There was an outcry from the press."

Wendt and Mahoney never did get to ride that bus and, like the rest of the media present, were not allowed to get very close to the crater. "I spoke with people who returned from the bus ride. They came back to report that there was a pit, but no visible plane wreckage. I remember a lot of talk amongst the press about the plane being in several pieces over a stretch of land. Yet the evidence seemed to suggest something else. People around me were saying that a fisherman had found a fuselage in a lake eight miles away from the crater. There was a big buzz about that."

Wendt also photographed the Pentagon crash site. "I stopped my vehicle on the Beltway, told my assistant to wait there, and then ran down the hillside. I had to jump over some fences, too. There was no way I was going to miss getting that shot. For me, it was the opportunity of a lifetime. The image I got was captured commando-style, and I'm surprised I didn't get arrested doing that. Right off the bat, I thought there was no way a jetliner made that hole. I found it unbelievable that people actually believed that's what happened."

When asked why he thought the media is apparently uninterested in seeking truthful answers to the many questions swirling around 9-11, Wendt responded, "Maybe the media is too frightened to pursue it. Actually, I'm very surprised that they've failed to do this. I remember press people talking at the time about how the whole thing looked like an American-Israeli operation, like the Mossad had a hand in it. That was the word on the street.



All available evidence seems to indicate that Flight 93 did not crash at a strip mine in Shanksville, Pa. on Sept. 11. There has also been no answer given by the government as to why debris from Flight 93 was found near New Baltimore, miles away from Shanksville.

Do I believe the government's version of what happened that day? Let's just say there are all these stories that make you think one thing, but the brunt of what you see hits you and then common sense tells you it's got to be something else. I think there's been a cover-up."

Wendt's voice was tinged with sadness as he told me, "9-11 was a turning point for this nation. I'm still haunted by it." ★

Did 'Doomsday Plane' Direct 9-11 Attacks?

By Victor Thorn

Was a mysterious white jet photographed over the White House on the morning of September 11th the actual flying command center for the 9-11 attacks? When this question was asked of Mark Gaffney on August 9, he replied that it is “certainly one of the implications” posited in his new book, *The 9/11 Mystery Plane*.

This large white aircraft was later identified as an E-4B, a modified Boeing 747-200 that is also known as the “doomsday plane.” During our discussion, Gaffney said the E-4B has “the ability to communicate with all military commands worldwide” and that it is a “complete substitute for the Pentagon—the world’s most advanced plane.” It can also send launch codes for missiles and communicate with submarines.

The reason for its moniker—the doomsday plane—is explained by Gaffney in a must-read article entitled, *Why Did the World’s Most Advanced Electronics Warfare Plane Circle Over the White House on 9/11?* He says the E-4B is officially designated as the National Airborne Operations Center and “serves as a flying command, control and communications center in the event of a nuclear war, or during a national emergency.” Only four exist in the U.S. and each E-4B cost \$800 million. The E-4B is stacked with a communications satellite dish, electronics that cover the entire radio spectrum, 48 antennae and can produce its own electricity. It’s also shielded from the electromagnetic pulse produced by a nuclear explosion. As a part of Nightwatch and the First Airborne Command and Control Squadron, its motto is

Videmus omnia—“We see all.”

So, if the doomsday planes are America’s aerial command center during a nuclear war, would it be safe to say that in a staged terrorist attack involving four different aircraft and four different targets such as what we saw on 9-11, the masterminds would rely on this fleet of planes to commandeer the operation from above? Or, if their calculations got thrown off course (i.e. the delay in takeoff of Flights 77 and 93), would doomsday planes (there were three used that morning) then coordinate the

“The E-4B has the ability to communicate with all military commands worldwide and is a complete substitute for the Pentagon. It is the world’s most advanced plane.”

contingency plan? When asked if this were likely, Gaffney said he didn’t want to speculate, but “it was certainly possible.”

Indeed, because even after the FAA grounded all U.S. flights at 9:26 a.m., a white doomsday plane was photographed and witnessed directly over the White House and Lafayette Park by CNN’s John King, NBC’s Bob Kur, Linda Brookhart of the Taxpayer Federation, unnamed Secret Service agents, and the BBC. The sense of urgency was so immense that another source—a private pilot and independent researcher—told me, “it’s pretty hard to believe that two huge E-4Bs could be

“scrambled” from Andrews AFB in only 17 minutes while [hostile] planes were in the air headed for Washington, but Andrews could not put up a single combat fighter to defend the city until it was all over.” At least one E-4B stayed in flight over D.C. because at 9:41 a.m.—after the Pentagon strike—ABC’s Peter Jennings reported that this mystery plane was circling the White House.

This fact in and of itself is amazing because most of the Washington area—including the White House and Pentagon—is contained within the most restricted airspace on Earth—Area P-56. Yet here it was—after the FAA grounded all flights—very slowly circling 1600 Pennsylvania Avenue while below the White House was being evacuated and Vice President Dick Cheney was hunkering down in his secured Emergency Operations Center bunker.

Why was it there? In actuality, Mark Gaffney informed me that these three E-4Bs were directly involved in a massive war game called Global Guardian (later confirmed by the *Omaha World-Herald*). Along with NORAD, STRATCOM, and other agencies, this exercise was fully operational on 9-11; with one of the E-4Bs originating out of Edwards AFB.

The real headquarters for STRATCOM, however, is Offutt AFB near Omaha, Neb., which directed all of the bombers, missiles, and submarines used in Global Guardian. As such, the doomsday planes acted as an “alternate command post for top government officials from where they [could] direct U.S. forces and execute war orders.” Again, does this description fit perfectly into what was transpiring on 9-11—in essence, a “war” against America?

9-11 EVIL

ISRAEL'S CENTRAL ROLE IN THE 9-11 TERROR ATTACKS



Finally, a book about 9-11 that actually talks about the real perpetrators of that bloody swindle! Victor Thorn’s exciting blockbuster, *9-11 Evil*, bills itself as the most dangerous 9-11 book ever written and is exactly that, because it blows the lid off the media suppression of ZIONIST involvement in the greatest crime ever perpetrated against the American people.

Thorn writes: “The attacks on New York and Washington were only the beginning, if we don’t fully recognize who the real enemy is and stop it dead in its tracks right now.” What does Thorn’s book do that all the other voluminous examinations of 9-11 don’t do? It points the finger squarely at Israel. What did happen on 9-11? The WTC Towers collapsed due to “controlled demolitions that were well planned in advance.” Flight 77 did not strike the Pentagon.

The crash site in Pennsylvania was not caused by Flight 93. Thorn lists the best 9-11 books that form the core of his research and sources the most reputable empirical 9-11 researchers, those who don’t wander into fanciful theories. Find out the truth about 9-11 from by far the most accurate, hard-working, dependable and CONTROVERSIAL 9-11 researcher—bar none. Softcover, 123 pages, #1513, \$15.

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Offutt plays an even more essential role because when George W. Bush—along with Karl Rove, Andy Card, and Ari Fleisher—left Florida on 9-11, *Air Force One* eventually transported them to the U.S. Strategic Underground Command Center at Offutt, which, according to Gaffney, is the exact same location to which the doomsday plane that hovered over the White House returned. Coincidence? Hardly, because also at Offutt were Adm. Richard Mies, commander in chief of STRATCOM, as well as Warren Buffett, who was hosting a charity golf event. Now, of all the locations on our planet, what are the odds that the world's second richest man would be at Offutt for a round of golf, along with his special guest, Ann Tatlock, CEO of Fiduciary Trust, located in the WTC towers? According to *The Journal Star*, Offutt is also the “military nerve center that is the eyes and ears across the globe” with a direct line to the National Military Command Center in Washington. It has likewise been confirmed that Offutt directed the Global Guardian exercises. Could this be why George W. Bush made a beeline to Offutt—he had to receive his marching orders

after the attacks were carried out?

In addition, Mark Gaffney has proof of a deliberate 25-second time lag for all radar over the eastern seaboard on 9-11, and that none of the E-4Bs showed up on radar. Further, former Marine intelligence officer and *Black Ice* author Dan Verton identifies one of the doomsday plane passengers as none other than Brent Scowcroft, who was national security advisor under presidents Gerald Ford and George H.W. Bush; chairman of the Foreign Intelligence Advisory Board under George W. Bush; a member of the Trilateral Commission and Council on Foreign Relations; a Bilderberg attendee on multiple occasions; and an employee of Kissinger Associates. If an individual such as Gen. Scowcroft was aboard one of those crafts on 9-11, it wasn't to take a joy ride.

The above-mentioned pilot source also presented the following information to me.:

Since both Rumsfeld and Cheney were involved in COG exercises [Continuation of Government] in the 1990s using the E-4Bs as their flying command posts, it certainly

seems that they were orchestrating a COG operation of some kind while apparently not concerned that more “hijacked” planes might get through to Washington. This could indicate either foreknowledge of the attack or a real time decision to allow the attack to proceed so they could switch control of the entire government to a “unified authority” when the smoke cleared. If more planes had been “hijacked” and hit targets in Washington, the disruption might have been large enough to enable an all-out takeover by self-appointed officials onboard the E-4Bs, along with Bush, Cheney, Rumsfeld and a few others.

With these words, we have now reached the critical mass of 9-11 and what truly happened that tragic morning. Was the mystery plane documented in this article an all-seeing eye in the sky that coordinated the 9-11 terror attacks? Considering the high-level military men involved, the top-secret programs which were in operation, and the various agencies directly linked to Global Guardian; it seems more than likely that it played a central role—even as it hovered above the White House immediately prior to a missile striking the Pentagon. ★

Japanese Legislator Demands Bush Tell Truth About Sept. 11

By Lisa Guliani

Does the whole world—minus a few chronically myopic Americans—know that the U.S. government lied about 9-11? More and more, this appears to be the case. Take Japan, for example. Earlier this year, Yukihisa Fujita, a member of Japan's Democratic Party, blew the truth wide open before the Japanese version of our Senate. His testimony was also broadcast live on nationwide television.

At this hearing, Councilor Fujita questioned whether or not his country should be participating in the U.S. “War on Terror.” During a 30-minute presentation, he challenged the committee to consider the “official” version of 9-11, presenting compelling information that runs counter to what the U.S. government claims happened on that horrific day.

In his opening remarks, Fujita described 9-11 as the origin of the war on terrorism. He then told Prime Minister Yasuo Fukuda, “We only *think* it was caused by al Qaeda because President Bush told us so.” He pressed the prime minister to explain why the Japanese government thinks al Qaeda was responsible for the events of 9-11. It turns out that Japanese officials merely went along with what they were told by the Bush administration without question in the days following 9-11.

Fujita demanded to know if his government had conducted any 9-11 investigations of its own, stating emphatically that 9-11 was a crime against Japanese citizens as well and thus requires a direct investigation. According to Foreign Minister Masahiko Komura, “We found the bodies of over a dozen Japanese following the simultaneous terror attacks . . . and we were also informed about the death of 11 more people by the U.S. authorities. In total, 24 Japanese died in those attacks.”

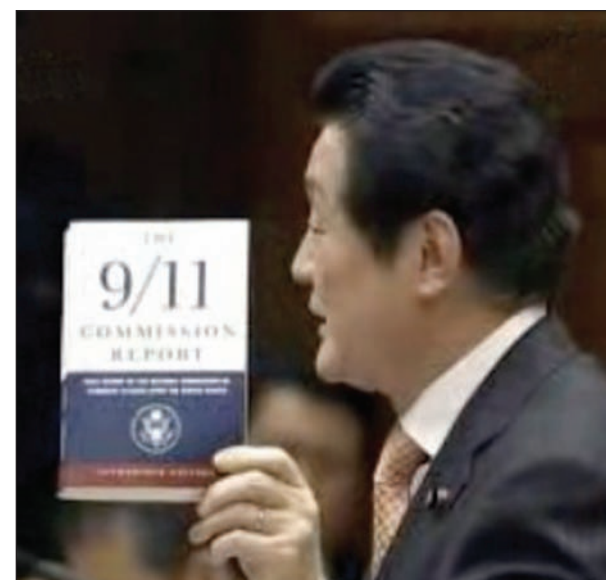
Fujita's line of questioning put Japanese officials on the spot on national television, forcing them to publicly explain how—and if—they'd confirmed the information they'd received from American authorities. It turns out, Japan has not confirmed it, and has yet to conduct its own investigation into what really happened. Conveniently, the Japanese government simply accepted that they were being told the truth by the U.S. government and never bothered to check its veracity. Sound familiar?

Armed with a list of 9-11 talking points culled from various sources, enlarged “crash scene” photos of the Pentagon and Shanksville, WTC towers 1, 2, and Building 7 (which was never hit by an airplane), Fujita proceeded to lay out a brief presentation before a stonefaced Japanese Parliament and a nationwide Japanese television audience. People got to hear about pristine plane crashes that defied the laws of physics and left behind no wreckage.

Fujita referred to a growing body of credible information circulating on Internet websites and also in print, telling listeners about suspicious 9-11 “put options” and the three physics-defying “collapses” of 9-11. He used the words “professional demolition” and remarked about the 9-11 Commission's failure to even mention World Trade Center Building 7 in their final report.

“I do not believe the [Japanese] government has acted properly by investigating this incident or asking the U.S. government for an explanation. . . . I think we need to go back to the beginning and not just simply and blindly trust the U.S. government explanation and indirect information provided by them.”

Fujita wasn't finished. All of Japan got to hear about vanishing black boxes, vanishing airplanes, vanishing human remains and vanishing buildings. He also spoke about how a commercial airliner could not have fit through a 16-foot hole at the Pentagon, or how an airliner



Outspoken Japanese politician Yukihisa Fujita does not buy the U.S. federal explanation of 9-11. Fujita chastised his fellow Japanese parliamentarians for accepting the Bush administration September 11 tale without any investigation. Here he holds a copy of the 9-11 Commission report which he ridiculed for entirely ignoring the collapse of Building 7.

made of relatively light material could have pierced its inner rings. Fujita also asked why “there were more than 80 security cameras at the Pentagon, but they have refused to release almost all of the footage.” In regard to the World Trade Center towers, the Japanese legislator mentioned “huge explosions which caused objects to fly through the air, and how firemen described these explosions as they went off.” Fujita's testimony was never aired in the United States, but video clips are available on YouTube.com.

Fujita said: “We need to ask who the victims of this war on terrorism are. I think the citizens of the world are its victims.” Just think if we had even *one* Congressional member who possessed the courage to stand on the House or Senate floor and deliver 9-11 truth like Fujita did. Where is that person? ★

News Outlets Reported Events of 9-11 . . . Before They Had Even Happened

By Victor Thorn

Proof that the mainstream media had foreknowledge of 9-11 has now been definitively verified. On the morning of Sept. 11, at 9:04:15 a.m., webmaster Liz Foreman of WCPO Channel 9 in Cincinnati posted an article that stated, "Plane Crashes into Pentagon."

According to the official government story, Flight 77 purportedly crashed into the Pentagon, but this did not take place until 9:37 a.m.—nearly 33 minutes after Ms. Foreman made her post.

Anyone who has studied the 9-11 Pentagon case quickly realizes that from all available evidence, there is no possible way that a 757 commercial airliner weighing over 250,000 pounds could have fit into a 16-foot-hole without leaving any visible wreckage. Nor was supposed hijacker Hani Hanjour—who could barely drive an automobile—capable of executing the highly complex "Top Gun" maneuvers that the U.S. government said he did.

Still, how could Liz Foreman have known about this event 33 minutes prior to it actually happening? On August 4, 2008 I phoned her at *The Cincinnati Inquirer*, and she readily admitted making the above post at 9:04 a.m.

When further questioned about how she obtained this information, Ms. Foreman explained that the Associated Press (AP) fed this story through the news wire, whereupon she posted it on the WCPO website. She has also publicly responded to this point in print, saying that she is not going to be blamed for the AP story simply be-

cause she posted a press release that *they* originally ran.

Also included in this same 9:04 a.m. article was further proof that AP was operating from a predetermined script: "The Federal Aviation Administration has shut down all aircraft takeoffs nationwide." Again, this event did occur, but not until 9:26 a.m.—22 minutes later than AP ran their story.

Not so coincidentally, AP wasn't alone in its foreknowledge of 9-11. The transcript of a BBC broadcast at 4:57 p.m. reads, "The Solomon Brothers Building in New York (WTC 7), right in the heart of Manhattan, has also collapsed." Even earlier, at 4:14 p.m., Aaron Brown of CNN reported, "one of the other buildings, Building 7 in the World Trade Center complex, is on fire and has either collapsed or is collapsing." WTC 7—which was not struck by any airliners and had only one relatively small fire burning on the 12th floor—did collapse via what appears to have been a pre-planned controlled demolition, but the time was 5:20 p.m.—much later than when the BBC and CNN made their initial reports.

The importance of these revelations relating to the 9-11 attacks confirms information that the masterminds plotting 9-11 didn't recognize the threat to their timeline when Flight 93's takeoff from Newark was delayed 42 minutes. This, in effect, I believe, foiled the precise timeline of their original plan. Since a script had already been written and fed to the major news outlets, some—such as the AP—failed to be notified that their schedule was unraveling, and thus they prematurely announced that the Pentagon had been struck 33 minutes before any such event took place. ★



About the Authors Of This 9-11 Report

Victor Thorn is the founder of Sisyphus Press, co-host of WING TV from 2003 to 2006, and the author of numerous books including *The New World Order Exposed*, *The New World Order Illusion*, *Phantom Flight 93*, *9-11 Evil: Israel's Central Role in the 9-11 Attacks* and *9-11 on Trial* which have also been translated and published in Japan and France. All of Thorn's books are available from AFP, 645 Pennsylvania Avenue SE, Suite 100, Washington, D.C. 20003. The WING TV web site can be found at www.wingtv.net.

Lisa Guliani, a former Internet radio talk show host and the author of four books (including *Hunters of Souls*, about CIA mind control) has spent the past five years as an outspoken political activist and independent journalist who has worked diligently to expose the government's lies about 9-11 and other related topics. She has been Thorn's co-author on several of his books including *Phantom Flight 93 and Other Astounding 9-11 Mysteries Explored*.

CAPTURING POLLARD:

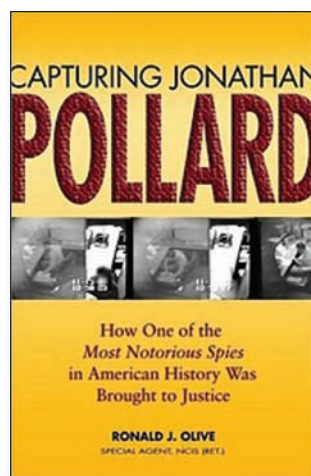
How One of the Most Notorious Spies in American History Was Brought to Justice

Over the course of 18 months in the mid-1980s, Jonathan Jay Pollard, an intelligence analyst working in the U.S. Naval Investigative Service's Anti-Terrorist Alert Center, systematically stole highly sensitive national security secrets from almost every major intelligence-gathering agency in the United States. He sold Israel more than one million pages of classified material—enough to fill a six-by-ten-foot room stacked six feet high. No other spy in the history of America has stolen so many secrets, so highly classified, in such a short period of time.

Pollard was caught, arrested, and sentenced to life in prison. But because his case never went to trial—and so much of the information surrounding it remains classified—many questions have arisen about it.

Here are the answers: Author Ronald J. Olive was the assistant special agent in charge of counterintelligence in the Washington office of the Naval Investigative Service who led the investigation against Pollard, and got the confession that led to his arrest in November 1985. Here is Olive's account from deep inside the espionage investigation that gives details of Pollard's confession and describes Pollard's behavior around the time suspicion about him was mounting. Revealed are countless details that have never before been made public.

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Pentagon Attack Anomalies Contradict Federal Sept. 11 Timeline for Events

By Victor Thorn

Was the Pentagon “attacked” on 9-11 at 9:37 a.m. as the government says, or did another major event occur at 9:31 a.m.—six minutes earlier—that they are trying to cover up? Official federal sources have placed a great deal of emphasis on their timeline, but a few glaring inconsistencies exist.

At 9:31:39 a.m., explosions rocked the west wing of the Pentagon which caused a calibrated Navy clock inside, as well as a standard-issue battery operated clock outside the Pentagon heliport, to be knocked from their respective walls and stop. This occurred six entire minutes prior to the crucial time of 9:37 a.m..

Meanwhile, two firefighters positioned near the Heliport—Alan Wallace and Mark Skipper—described seeing a large commercial airliner soaring toward them 25-feet off the ground. The time—9:31 a.m. It should be noted that neither Wallace nor Skipper actually saw anything hit the Pentagon because the deafening roar of the engines was so loud that they ran and ducked for cover, fearing for their lives. Seconds later they heard a loud explosion, which they presumed was the aircraft that just flew above their heads. But as we know from the physical evidence and complete lack of wreckage, neither Flight 77—nor any other large commercial airliner—ever struck the Pentagon.

These firemen weren’t the only ones to notice the event at this critical juncture. Soon-to-be Danish Foreign Minister Per Stig Moller told the P3 radio station in his home country he “saw fire and smoke rising up from the Pentagon at 9:32 a.m. I think that there has been a bomb detonated.”

Similarly, Army administrator April Gallop, who holds a top secret clearance inside the west wing, told author Barbara Honegger that she felt and heard a bomb go off. “Being in the Army with the training I had, I know what a bomb sounds and acts like, especially the aftermath, and it sounded and acted like a bomb. There was no plane or plane parts inside the building, and no smell of jet fuel.” The watch she was wearing at the time

read 9:30 a.m.

Other evidence corroborates this pivotal time. The official FAA timeline states, “0932 ATC AEA reports aircraft crashes into west wing of Pentagon.” Of course the “event” they’re referring to wasn’t an airliner crash, but instead some type of explosion. Still, their time precedes the government’s version by five minutes.

Adding to the intrigue are two statements made by DOD employees to NBC reporter Jim Miklashevski on 9-11. First, after the NYC strikes, a Pentagon officer gave the forewarning, “If I were you, I’d stay out of the E-ring today because we’re next.” Shortly thereafter, another official informed him that “a bomb exploded.”

The most obvious question is: why do authorities insist on the 9:37 a.m. timeframe? Since Flight 77 never struck the Pentagon, they needed a diversion to shift attention away from the initial 9:31 a.m. internal explosions. This distraction came in the form of a “flyover” that established the 9:37 a.m. benchmark.

In an August 17, 2008 interview, Pentagon filmmaker Craig Ranke informed me that he’s personally interviewed 13 witnesses who saw an airliner fly north of the Citgo gas station toward the Pentagon. This point is of the utmost importance because the government purports that Flight 77’s entry was south of the Citgo [at an entirely different angle]. Plus, although not a single one of these eyewitnesses actually saw a plane strike the Pentagon, they did describe hearing a loud explosion and saw a fireball and smoke rising afterward.

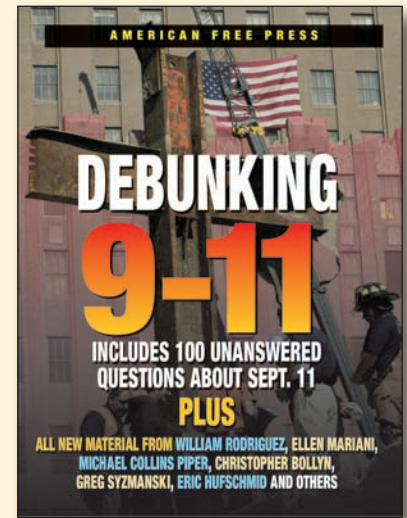
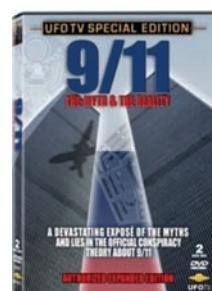
So, what we have is a perfect sleight-of-hand, smoke-and-mirrors scenario. Since Flight 77 never crashed into the Pentagon, there’s a strong possibility that at 9:31 a.m. conspirators used either a wall breaching kit or shape-cutter charges to create the first two inner-ring holes (those undetectable by the public). Then, to create the appearance that a commercial airliner slammed into the outer E-ring, they performed a “flyover” at 9:37 AM while simultaneously setting off a final, external demolition that resulted in the famous sixteen-foot circular hole. Such an operation would be extremely easy to facilitate since that section of the Pentagon had been under construction for “renovations” prior to 9-11. ★

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