

Liberty Tree

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Last month I started laying out my own theory about the criminal

conspiracy that culminated in the collapse of three skyscrapers on September 11, 2001. As I said then, I have no proof that it's what really happened (which doesn't actually distinguish it much from the government's own theory). It's just my way of accounting for various aspects of what was reported. Of course, at the heart of the whole affair is the fact that it involves a major conspiracy, the full extent of which has never been reliably established. What's more, it's unlikely that it will ever be known, since a large component of the conspiracy is to prevent its discovery. Therefore, the control of evidence and information becomes a tool in the furtherance of the ultimate outcome — that being the accomplishment of the goals of the conspiracy without ever being identified as a conspirator.

As a refresher, the type of conspiracy involved in the 9/11 attacks is a wheel conspiracy, which is: "A conspiracy in which a single member or group (the 'hub') separately agrees with two or more other members or groups (the 'spokes')." ¹In part one, I identified the plan to hijack four planes simultaneously as one of the spoke conspiracies. As is likely often the case in wheel conspiracies, this spoke was manipulated into furthering the efforts of the

Continuing Criminal Conspiracies

hub conspiracy, without its knowledge. That is, the spoke not only

by Dick Greb

didn't realize it was being manipulated (through the use of *agents provocateur*), but wasn't even aware of the larger conspiracy of which it was merely a part. That made it a perfect dupe and fall guy for the hub.

Another spoke of the wheel was arranging war game exercises to coincide with the hijacking of the planes. The implementation of these exercises (including simulations of hijacked planes) introduced a level of confusion into the handling of the situation by air traffic controllers, and drew off military assets that could otherwise have been brought to bear on the hijackings. Thus, this spoke served to increase the probability of success for the hijacking spoke. And yet, the official story is that it was mere happenstance that these two spokes occurred on the same day.

... You have to do it yourself

We also looked at a couple of prior attacks against buildings, including the 1993 attempt to topple one World Trade Tower into the other, and the bombing of the Murrah Federal Building in Oklahoma City in 1995. Despite the opportunity to substitute non-explosive material for the explosives used to produce the bomb in 1993, the FBI declined

to do so, and the resulting blast killed six and injured about 1,000 more. But the truck bomb got parked in the wrong spot, minimizing damage to the building. In 1995, Timothy McVeigh's fertilizer bomb in a Ryder truck parked at the curb was supplemented by "sophisticated" explosives (according to local TV news interviews with experts) planted inside the building. If not for the fact that some of those explosives failed to detonate, the whole Murrah building would have been demolished, and no one would have been the wiser about the inside bombs.

And so a progressive pattern starts to emerge. Instead of simply taking advantage of "terrorist attacks" or other crises after the fact,² the shadow government actively participates (as the hub) to make the crisis worse, and to ensure that it is accomplished. After all, the larger the crisis, the more draconian the changes that can be implemented as a 'remedy.' And as was shown by the 'mistake' of the 1993 WTC bombers, it's hard to find good help these days. As the adage says, "If you want something done right, you have to do it yourself." So, even though the *appearance* of control is left in the less reliable spoke (in this case the hijacking spoke, which will be the fall guy), very little of that control actually exists. Instead, the hub con-

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Don't
Call 911

Part II

1. *Black's Law Dictionary*, 8th Edition (2004).
2. As Rahm Emanuel said, "You never want a serious crisis to go to waste. And what I mean by that is an opportunity to do things that you think you could not do before."

trols all aspects of the plan through other, more reliable spokes.

What are the odds?

The reliability of the spoke to accomplish its goal is important when you consider the general hijack plan. Four groups of five men each (apparently there was one no-show) planned to take control of four commercial airliners, not only within a relatively short span of time, but within a short period of time after take-off. The conception of this plan is fraught with problems right from the start. In ordinary circumstances — that is, if everything worked as it usually did — this plot had virtually zero chance of success.

For example, United flight 175 had a capacity of 168 passengers, seven flight attendants and two pilots. If the plane had been full (and how could the plotters know that it wouldn't be?), the hijackers would have been outnumbered by over 30 to 1. As it was, with only 51 other passengers, they were still outnumbered 12 to 1! And they were armed with fairly small (even if very sharp) knives and maybe pepper spray. On American Airlines flight 11, the ratio was 17 to 1; on AA 77, 12 to 1; and the best odds for them, on United 93 (the one where the passengers purportedly tried to retake the plane, only to 'crash' anyway), was 10 to 1.

To make it even harder, FAA rules required that cockpit doors remain closed and locked during flights. According to the *9/11 Commission Report*, American Airlines flight attendants all had a key to the cockpit, but United attendants did not — their keys were stowed in the overhead compartments of seats 1A and 1B. This kind of inconsistency between airlines makes planning tough, unless you somehow know these details in advance. On the one hand, a hijacker could kill an AA attendant and get a key, but every other attendant would also have one, and so he could never be secure in the cockpit. In each of the four

planes, at least one attendant was reported to still be alive at the time of its crash. And even if you obtained a key to the cockpit, it would be foolish to believe that you could enter it without a struggle. So, in each scenario, hijackers would have to fight to get a key, fight to get in the cockpit, fight the pilots to wrest control of the plane from them, and then fly the plane, all the while fighting against steep odds to keep others out.³

Finally, although the hijackers were purportedly certified as commercial pilots, they had only simulator experience for large airliners. So, in the midst of all the hubbub going on around them, these inexperienced pilots had to fly actual jets into actual buildings under extremely stressful conditions, and get it all right the first time — there would be no reset button this time.

Where's that remote?

The point is that this hijacking operation, having the odds stacked so high against it, needed the outside help of the hub conspiracy for it to succeed. At the same time, since it was the cover for the hub's ultimate plan, the hub positively needed the hijackers' job to get done. But, this is where the next step of my theory comes in. Because the hub doesn't need the hijackers to fly the planes, it only needs them to implement the attack against the planes, so that the protocols for hijacking can be put into play, and so that any information coming from the planes in the mean time supports the hijacking scenario. Because (drum roll please) the planes were taken over remotely, and the pilots — both the original pilots and the hijackers — were reduced to observers, with literally front row seats for the action to come. Now, some of you may think such a thing is unthinkable⁴ or impossible, but I assure you it's neither. On December 1, 1984 — 17 years before the WTC attacks — NASA's Dryden Flight Research Center and the Federal Aviation Administration (FAA) con-

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ducted a remote-controlled experiment called the **Controlled Impact Demonstration**. The purpose of the experiment was to test an additive designed to minimize the explosiveness of jet fuel in crash situations.

On the morning of December 1, 1984, a remotely controlled Boeing 720 transport took off from Edwards Air Force Base (Edwards, California), made a left-hand departure and climbed to an altitude of 2300 feet. It then began a descent-to-landing to a specially prepared runway on the east side of Rogers Dry Lake. ... The aircraft was remotely flown by NASA research pilot Fitzhugh (Fitz) Fulton from the NASA Dryden Remotely Controlled Vehicle Facility. Previously, the Boeing 720 had been flown on 14 practice flights with safety pilots onboard. During the 14 flights, there were 16 hours and 22 minutes of remotely piloted vehicle control, including 10 remotely piloted takeoffs, 69 remotely piloted vehicle controlled approaches, and 13 remotely piloted vehicle landings on abort [sic] runway.⁵

It has also been claimed that in early 1995, German air carrier "Lufthansa discovered that its new Boeing 747-400 aircraft had been fitted with flight directors [auto-pilots] that were *vulnerable to American remote-control*, ostensibly designed to 'recover' hijacked aircraft ... Lufthansa was not informed about this 'free extra' in advance, and was furious that its sovereign aircraft might be covertly 'rescued' by America, without the knowledge or permission of the Ger-

3. And don't forget that the people trying to get back in have ready access to cockpit keys.
4. Or as my late buddy Jim Kerr would say, "the most unheard-of thing you ever heard of."
5. <https://www.nasa.gov/centers/dryden/multimedia/imagegallery/CID/ECN-31803.html>

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man Government.”⁶ Although I was unable to verify the existence of the cited article, or to find any other reference to Lufthansa swapping out Boeing autopilots, there is no question that Boeing had been designing systems for flying pilotless aircraft since at least 1959, when it received Patent #US2883125 A: “This invention relates to a method and means for controlling aircraft flight, and more particularly the flight of a pilotless airplane. ...*The guidance of aerodynes, such as pilotless airplanes by remote control* through radio means and the like *has reached an advanced stage* but is not well suited for long distance flights.”⁷ And a mere *nine* days after the 9-11 attacks, a patent application was filed for an “anti-terrorism aircraft flight control system,” which “incorporates an override system which will take control of an off-course aircraft which has entered or is about to enter a designated prohibited three-dimensional area.”⁸ The bottom line is that the ability to remotely fly jet airliners existed well before September 2001.

We don't need no stinkin' pilots

The implications of this are huge. First, and most important of course, is that this action more assuredly guaranteed that the planes would crash into the buildings. And while that may have been the end goal of the hijacking spoke conspiracy, it was merely a preliminary — albeit a necessary — step in the overall hub conspiracy. Since control of the plane can be taken from the real pilots as easily as from the hijackers, it didn't matter if the hijackers ever made it into the cockpit, or even if they intended to crash the planes at all. Their fate was sealed when they boarded the planes that morning.

Second, but also important is that these remote controllers *did not die*

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in the plane crashes! Instead of suicidal hijackers, you have homicidal psychopaths, who were willing to murder at least hundreds of passengers on the jets, as well as unsuspecting office workers in the towers.⁹ And unless they have fallen prey to one of the ‘cleanup’ spokes of the conspiracy and been killed themselves, they're still walking around free.

I'll be addressing the cleanup spoke later, but for now, I just want to point out one of the consequences of a remote takeover of the planes, and how that relates to another unbelievable aspect of the official conspiracy theory: the purported failure to recover the ‘black boxes’ from the crash sites. These flight data recorders — particularly the cockpit voice recorders — document the last hour or so of flight. So, in the scenario I've described, they may well have recorded pilots (or hijackers) voicing their surprise and concern that the plane's controls no longer responded to them. The real pilots may even have recognized, and perhaps mentioned, Boeing's Uninter-

ruptible Autopilot system as the likely reason for the loss of control. Certainly, such a recording would be a major contradiction to the official story, making non-recovery of the boxes (or the purported inability to extract the information from them) a necessary factor in the success of the hub conspiracy.

Bombs away

The next spoke in the hub conspiracy to consider is the destruction of the buildings. As learned from prior experience, explosives secreted inside buildings are more likely to bring them down than outside explosions. But just like in Oklahoma City, outside explosions provide the necessary cover for the ones inside. So, once the remote-controlled certainty of planes crashing into them has been secured, the real demolition preparations can begin. Much has been said about ‘controlled demolition’ and the technical expertise necessary to cause buildings to fall into their own footprints. However, a point I want to make is that the less averse you are to collateral damage to surrounding buildings, the more leeway you get in the demolition. Thus, some of the critical (and obvious to

6. This quote is cited as coming from a 2001 article by Joe Vialls, titled “France, Russia, Germany Responsible for 9-11.”

7. <https://www.google.com/patents/US2883125>.

8. #US20030055540 A1, <https://www.google.com/patents/US20030055540>

9. Of course, one shouldn't forget that subjects of MK-ULTRA mind-control experiments might be useful — though unwitting — candidates for such a nefarious job.

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an observer) steps in a controlled demolition (as used in the technical sense), such as removing stairways and load-bearing supports, would become less necessary. The most important thing then is that the collapses need to appear related to the plane crashes.

So, the question is whether explosives could be hidden in strategic places within the two World Trade towers and set off in a manner that it would resemble a non-explosive collapse. And thanks to the work of other spokes that would actively cover-up the existence of the hub conspiracy, the resemblance would only need to be superficial. The official conspiracy theory is that the fires from the crashes weakened the steel support structure and caused the initial failure, and ultimately the whole building “pancaked,” as each floor dropped onto the one below. Opponents argue that the building collapsed at ‘free fall’ speed, and thus couldn’t have resulted from each floor hitting the one below.

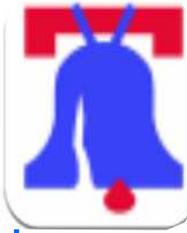
My theory lies somewhere in the middle. Looking again at OKC, consider how those inside bombs got triggered. In order to look like McVeigh’s truck bomb was the cause of the destruction, the inside bombs had to be triggered almost simultaneously. But how could anyone know the exact second the truck would detonate? Was someone sitting around watching for it, so they could push a button? I suggest that the truck bomb created a pressure wave that was used as the trigger for the ones inside.¹⁰ Likewise, I suggest that the pancaking floors of the two towers created pressure waves that were used to trigger the explosives on the floor below. Boyle’s law says that if you halve the volume of an enclosure, the pressure will double. Not only should that much of a differential in pressure be high enough to use as a trigger, it would be unlikely to occur by accident before the appointed time (thus allowing more lead time for preparation).

Using this ‘double pressure’ would time the triggering such that subsequent floors would start to fall before the floors above reached them, and the effect would be the near free-fall speed collapse that was seen.

Let’s roll

When it comes to the Pentagon, a different dynamic existed, since total destruction of the entire building was apparently not part of the plan. However, a *particular* section of the building certainly seems to have been targeted, because the plane didn’t crash into the face directly in front of it as it approached, but did a 330-degree downward spiraling turn before it hit. Perhaps it’s just a coincidence that the Office of Naval Intelligence had only recently been moved into that area of the Pentagon. Or was that group investigating something that the hub conspirators wanted to remain concealed? Could it have something to do with the several trillion dollars Donald Rumsfeld admitted the Pentagon couldn’t account for? These considerations are another example of not wasting a good crisis, but instead, using it to accomplish things you would not otherwise be able to do.

And that brings us to World Trade Center Building 7, the 47-story building that collapsed without being hit by a plane. On the one hand, we have a building collapsing without a plane, and on the other hand, we have a plane (United flight 93) crashing without a building. Another coincidence perhaps? Or could it be that U93 was supposed to hit 7WTC and ‘cause’ it to fall down like its bigger brothers? Why then didn’t it reach its destination, given my theory that it was being controlled remotely and wouldn’t have been susceptible to interfer-



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ence from anyone inside the plane?

For this, keep in mind that the spokes, while being manipulated by the hub, are not necessarily under full control by it. As I mentioned with respect to the hijack simulations, the air traffic controllers were not in on the conspiracy, but were manipulated by those who were involved through the introduction of false radar targets and such. Likewise, the military was also being manipulated, with scheduled war games in other parts of the country, unclear protocols for hijackings, and untimely and conflicting information being supplied from the FAA and civilian ATCs. They were being ham-strung from the outside so they couldn’t be effective, and that was enough to keep them out of the way for the most part. However, eventually they were able to arrive in time to take action, and they shot down U93 over Pennsylvania, leaving a miles-long trail of debris. But rather than admit that it was responsible for the deaths of 40 innocent people, a cover story was fabricated about the heroic passengers trying to regain control of the plane, but not being able to prevent the dastardly hijackers from killing them all.

I’ll pick this thread up again next month, and round out the rest of the hub conspiracy in the exciting conclusion to my version of Conspiracy Theory 9-11.



10. Perhaps improper positioning of the truck again foiled a total collapse, this time by failing to trigger the inside explosives that were farther away.