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Fog, Fiction and the Flight 11 Phone Calls, by LoopDLoop (+ “SnakeDo...

The “hijacking” of American Airlines Flight 11 is the opening event in the orchestrated chaos of September 11 2001. It is the first of the four flights to take off, the first to be taken over, and the first to crash, into the North Tower of the World Trade Center.

Flight 11 was crucial to the success of the entire operation. Many different elements had to come together. It was a masterpiece of planning.

What happened on Flight 11?

After recent discoveries made in the threads here, particularly on [John Ogonowski, the captain](#), and on Daniel Lewin, the Israeli antihijacking Special Agent genius billionaire with the “[Hijacker](#)” model [Swatch](#), I became very curious about Flight 11, and decided to read, and reread everything I could find online.

I came loaded down with the usual accumulated prejudices of ten years on the 911-was-an-inside-job. There was no flight 11. There were no hijackers. The phone calls were faked. These were my mantras. Except that I’ve learned since I came to Let’s Roll that everything I thought I knew about 9/11 was wrong, so I was ready to unlearn what I thought I knew.

And I was right: I was completely wrong.

I found that there was a lot of fresh material on Flight 11 which seemed to have made it’s way online relatively recently, within the last year it seems. It’s a huge trove: full transcripts of many phone calls, including the two which were said to be from the flight itself, detailed phone logs, and most fascinating of all, many original FBI interview notes

from the days and weeks immediately after 9/11. I don't know who has uploaded these materials, or when, but they have done a huge service.

I realised that I had no idea how little I really knew about flight 11 and the two phone calls. What I thought I knew was part of a jumble of things I'd read about all of the flights, and all of the calls. I decided to focus. Rather than try to understand all of the flights, and all of the calls, I would focus on Flight 11, and the two calls from Ong and Sweeney. As I began to read, and compare, and cross-correlate, a picture began to slowly come together.

By comparing the various accounts from different participants, taken in the days immediately after 9/11, it's now possible to recreate in detail the circumstances surrounding the two phone calls from Flight 11. What emerges is a story which is different in many key respects not only from the government narrative (no surprise there), but also to much that has been written by 911 researchers over the last ten years.

In this series of posts, I am going to work slowly through a fairly lengthy catalogue of inconsistencies, oddities and downright impossibilities. There's a lot of material, and, frankly, it's a little boring I fear. To get to the bottom of all this, there's no alternative but to go into the fine detail of these calls. Hopefully, however, it's worth it, because hidden in the details are the keys to understanding what happened on Flight 11.

Because there is so much material, I am going to present it as a series of posts. While I do this, I am holding off on allowing comments in the thread. Once the series is complete, I will open the thread up for discussion.

A final comment before beginning. I'm not setting out to prove anything. As per the loopDloop doctrine, as Culto has kindly called it, I'm just going to try to let the evidence speak for itself. But I think it might help at the start to simply state the conclusion that I have come to after immersing in these materials. It can be summed up in one word.

Confusion.

Everything about Flight 11 is designed, from the get-go, for maximum confusion. The reason that all the clues don't seem to add up is that they were designed that way. The confusion is a deliberate signature of the design of the exercise.

Many researchers have already come to the conclusion that Flight 11 was a live hijacking exercise conducted as part of the wargames under way that morning, including Vigilant Guardian and Virgo Amalgam. This seems to be exactly where the evidence that I present in this series leads. But there's something more.

The deliberate confusion seems to be intended to conceal the fact that what appeared to be "Flight 11" was not a normal airline flight at all. It is a whole sequence of substitutions and doublings designed to create an illusion. It is a theatrical presentation of a flight, assembled out of props.

"Flight 11" is, in reality, a multiplicity of events, operations, equipment. It's a magic trick, an illusion, in which the appearance of a flight is created by combining different elements originating from multiple locations and sources. It is, yet again, a pea and thimble game.

There's a new model here which goes beyond the familiar planes versus no-planes argument. What we have here in Flight 11 is multiple events, multiple flights, stitched together, with the edges blurred.

But if we follow the details closely, it is possible to see the seams.

In this series, I am going to bring forward various details which have been lost, overlooked, forgotten. The story of Flight 11 as it has been told, by all sides, has been smoothed over, and it's the bits that have been left out which turn out to be the most fascinating.

So, it's all about the phone calls, and the details of how these were handled.

Everything we know about what happened on Flight 11 comes from the two phone calls received from flight attendants Betty Ong, and Amy Sweeney, (with the exception of some brief transmissions received by air traffic control). There was much controversy for many years about whether these were cell phone calls or airphones. This was resolved by release of the airphone records, which can be seen [here](#). These show exact details of the start and end of each call, and other technical information, so that there's no doubt as far as the official narrative goes: the calls were made from the onboard airphones installed in the back of passengers seats.

Earlier this year, a blog entry appeared on LetsRoll by rwagner66, which contains a fascinating snippet of information. If this insight is true, then it may be the key to unlocking the mystery of Flight 11.

” These are calls that went through the “Claircom box” on AA77, the plane that hit the Pentagon. This is the box that handles seatback phones, **but calls did not originate from seatback handsets**. It appears they came from something plugged into external port #4 of the Claircom box.

My hypothesis is someone put a picocell (cell phone base station) on the plane and plugged it into Claircom box in order to get a connection to ground stations. The implications are:

.. Someone other than hijackers was involved. The Claircom box was not accessible from the passenger compartment. The picocell must have been installed days beforehand.

.. Cell phone calls were legit. The calls seen here were operator assisted, but calls from United planes, which used a different seatback phone system, might have passed through normally so as to show the caller's cell phone's number on the recipient's CallerID.

I believe calls did not come from seatback phones because HandsetID shows ffff, computer code for -1, meaning unknown. I believe they came from port #4 because Originating # shows 9045550004. The 555 in the middle (NXX) indicates is not a working telephone number, but rather for *internal use*. Area code (NPA) 904 is in Jacksonville FL. They had to put some three digit number to fill the space. Perhaps software was developed in JAX. The last four digits (NNNN) contain the useful information. I think 0004 means external port #4.

This information about the originating call number seems crucial, and, if it is true, it gives the game away. This “Claircomm” box is the control box from which the airplane calls are sent to the outside world, from the plane, or wherever it is installed.

The phone number from which the calls originated decodes how they were made: via external port #4 on the Claircomm box.

This means that the calls were not made from the body of the plane, via normal installed airphone headsets installed in the backs of the passengers seats, but from a specially prepared location.

This is a crucial clue, particularly in light of further clues to come, as we shall see.

But for now, lets just observe that at the beginning of the Betty Ong call, the operator asks repeatedly what seat she is sitting in. Ong has to be prompted several times before she eventually replies, and says that she is sitting in her flight attendant's jumpseat, 3R.

You can listen to [the tape](#) that has been released of this call on YouTube here.

It is obvious that she doesn't want to answer the question about her seat number. Why?

Airphones are fitted in front of the passenger, mounted in the rear of the seat in front. Are airphones fitted in the rear of the last row of seats? Surely not. Why would they be? There would be no way for any seated passenger to use them.

If this is correct, then how could a flight attendant sitting in the jump seat make an airphone call?

Flight personnel are actually forbidden under regulations to have any contact with anyone outside of the plane without going through the cockpit, so there would be no circumstances under which a flight attendant would need an airfone. So jump seats dont have airphones, and neither do the rear of the back row of seats. These kinds of details are hard to verify, but it's not important. It's the phone number that blows her cover.



It's the little things which give the big picture away. Betty Ong was talking into a headset which was plugged into external port #4 on a Claircomm box. She wasn't anticipating the question about her seat number. It took her a while to formulate her answer. It was a pretty good response given the circumstances. Jump seat is a logical place to be. Except that there is no airphone there. Still, good attempt "on the fly".




Betty Ong was taking part in a simulation, an exercise. These transcripts and interviews prove it. To do so, in the posts that follow, we're going to take a long, detailed, possibly even boring look at the circumstances surrounding this phone call, and the other one from Flight 11, from Amy Sweeney.

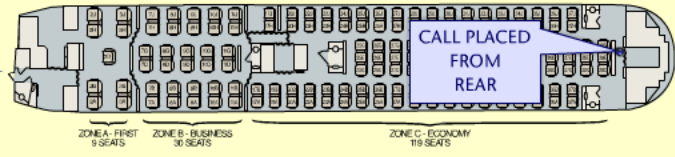
Did I say Flight 11? There was some confusion about that on the morning of September 11 2001. The two flight attendants on the plane both made a persistent error that day. They both referred to the flight as “Flight 12”. Was this a case of multiple slips-of-the-tongue? Or was it part of the deliberate confusion that marked the day? In the next post, now that the introduction is out of the way, this series will begin by taking a close look at the question:


Flight 11, or Flight 12?

Here’s the location in the rear of the plane, the jumpseat 3R, from which Betty Ong is said to have made the call:

**American Airlines Flight #11****Telephone Calls**
BOEING 767

Betty Ong


BACK INFO


ZONE A - FIRST 9 SEATS ZONE B - BUSINESS 30 SEATS ZONE C - ECONOMY 119 SEATS
CALL PLACED FROM REAR

08:18:47 1620 SECONDS
(800) 433-XXXX
AMERICAN AIRLINES
RALEIGH RESERVATION CENTER


If she made the call from an airphone, it would have had to be in the rear of the last row of seats, which seems wrong, and is proven wrong by the phone number.

Here’s the airphone call record:

Flight #11:

```
Call records for American Airlines Flight 11
Ship 334
ATID'a 332/333

selon201--> more *.cdr | grep "(41332)" | more | more
*****

Record Type.....=0
Release Num#.....=0
CSC call ID.....=10003107728159
GS Call ID.....=AD12040148464083000005
Start Time.....=Tue Sep 11 06:19:47 2001
End Sta ID.....=22
Current End Sta ID.....=24
Airline ID.....=4
Air Terminal ID.....=332
Handset ID.....=ffff
Language.....=5
Event Type.....=Handoff Started (1)
Call Type.....=Free (4)
Call Service.....=Voice (2)
Call Domain.....=LCC (4)
Class Class.....=Free (1)
Billing Start.....=Sun Sep 11 06:19:02 2001
Answer Supervision.....=Wed Dec 31 18:00:00 1969
Duration.....=0
Event Time.....=Tue Sep 11 06:21:09 2001
Originating #.....=9045550004
Terminating #.....=8004337309 - AA Charlotte
Passenger ID.....=
Ground Calling PTy Id.....=
Card Type.....=ATW CSD (4)
Card #.....=8440417162
Card Exp Date.....=
Auth Code.....=
MCI.....=
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You can see that the number from which the call is made as the same as rwagner66 discusses for Flight 77. Both the calls from Flight 11, or I should say, all the calls, from the two flight attendants, are made from this same number, 904 555 0004.

If these calls were made from genuine seat-back airphones then they would have shown different, genuine originating phone numbers! It was perfectly possible to make a call to these airphones, and each had its own number. But not these calls apparently.

Here's the screen grab of the transcript showing the pause when asked which seat she is in:

A.A. OPER. CENTER: What flight
are you on?

BETTY: Flight 12.

A.A. OPER. CENTER: And what
seat are you in?

[Brief Silence]

A.A. OPER. CENTER: Ma'am, are
you there?

This is from the beginning, or near the beginning, of the call. The pause is even more pronounced when you listen to the call. She ignores several requests to state where she is sitting.

Notice also the "Flight 12" response. Have a listen also to that on the tape. Notice anything odd? That's where the next post begins....

Two flight attendants from Flight 11 made contact with the outside world via airphone: Betty Ong and Amy Sweeney. Both identified the flight as Flight 12, at least twice, each, at the beginning of their respective conversations. Once would be a slip-of-the-tongue. Twice would be carelessness. But when two flight attendants both make the same "mistake", at least twice, in circumstances where accuracy is of the utmost importance, this is beyond the possibility of error. Why did they do this?

To try to answer the question, we are going to look at each of these calls, and the circumstances surrounding them, including the flight 12 references, in close detail. The first call received was from Betty Ong. It came in at 8:18am that morning. It seems Betty

called the general American Airlines reservation number. Her call went into the system, and was randomly routed to a reservations center in North Carolina.

The call was answered by Vanessa Minter. We're going to be hearing a lot from her later on, and she has some fascinating things to share. After all, she happened to be in a very special time and place in history. When the call came in, and Betty Ong told her there was a hijacking underway, this was the very first moment when the world received the first notice that the 9/11 event was underway. Vanessa was at the pointy end of it all, chosen by fate and destiny to be the one that Betty Ong was connected to that day.

Did she do America proud?

Errr, not exactly, as far as the story goes. She panicked. She knew what she had to do. She had to push the emergency button. But there was a problem: she couldn't find the emergency button. It had to be around here someplace. Big red button on the front of the phone. Nope. Can't see it.

WINSTON COURTNEY SADLER, white male, date of birth [REDACTED] was interviewed at his place of employment, AMERICAN AIRLINES AA SOUTHEASTERN RESERVATION CENTER SERO, Cary, North Carolina. After being advised as to the identities of the interviewing agents and as to the nature of the interview, SADLER provided the following information:

SADLER stated he was currently employed with AA in their International Resolution Department. SADLER stated he was charged with being a "HELP DESK" for complaint calls coming into the SERO. SADLER stated that on September 11, 2001, at approximately 8:20 A.M., Customer Service Agent CSA VANESSA MINTER came to him stating that she had a lady on the telephone line calling from an AA flight that was being hijacked. SADLER stated that MINTER seemed to be panicked and stated she could not find her "emergency button" on her telephone. SADLER offered to take the call so MINTER transferred the call to SADLER. SADLER explained that the telephone system operated by AA allowed for him to be connected onto a line from one of the agents and the agent still remain on the line. Once this was established, SADLER immediately activated his emergency button which further allowed the Operations Center to monitor the telephone call. SADLER stated the individual on the telephone identified herself as BETTY ONG phonetic. SADLER stated that she identified

Unable to find the emergency button to activate the emergency, Vanessa did what anyone would have done. She called someone. That was Winston Sadler, in a department on the other side of the building. Vanessa explained what was going on. There was a hijacking, and could Winston help out here because Vanessa couldn't find the emergency button? Winston said, put the call through to me, which she did. Then, Winston finally hit the emergency button.

The reason that this emergency button is so crucial to our story is that when it is pushed it automatically begins the recording of the conversation. So this is where the tape that you can listen to on Youtube begins: at the moment when Winston Sadler pushes the emergency button which Vanessa Minter couldn't locate.

The tape ends exactly four minutes later, so that only those four minutes of the entire conversation are said to have been recorded. The reason given why the entire conversation was not recorded is that the Rockwell system had recently been upgraded, and as a result of the upgrade, the automatic recording facility for emergency calls had been changed so that instead of recording the entire call, it now recorded only the first four minutes. This is, of course, scarcely believable, as no one would ever "upgrade" a system that way, or design an emergency phone recording system designed to shut off after four minutes, but let's leave that aside for the moment.

The point is that the recording does indeed go for four minutes, and we've been told that the system automatically shut off after four minutes: so the clear and inescapable implication is that the four minutes of audio released to the public, the four minutes that you can hear on youtube, is the complete audio recording made that day.

Except that it's not. There's a problem. To see the problem, we now turn our attention to the exchange about "flight 12", right at the beginning of the tape. Actually, it's not quite at the beginning. There is a short exchange beforehand. Before we get to that, it's important that you listen to Betty Ong saying "Flight 12", if you can. When you do, you will hear something very odd: it sounds like her voice splits into two different voices when she says it. Have a listen a couple of times, and compare it with the audio either side. There is clearly something unusual about the way she says "Flight 12". It's as if two people are saying it at the same time.

Indeed, that's what the official story actually says. Even though the transcript shown above taken from the youtube on-screen transcript shows "Betty Ong" said those words, the official transcript shows something different. Have a look. First, here is the link to two documents with the transcripts discussed in this post:

Here's the way the transcript (in the first document linked above), describes it:

It says that Betty Ong and Vanessa Minter said Flight 12 at the same time!

Just imagine for a moment that the government transcript is accurate: that it really is both of them saying those words at the same time. What is happening? Recall Vanessa has taken the call, and then involved Winston Sadler. It is Sadler who is asking which flight it is. It is now several seconds after the emergency button has been pushed. Now, if both Minter and Ong answer at the same time, this means that Ong must have already identified the flight as flight 12 to Minter!

Let's just be clear about this. Flight 11 was an institution at Boston Logan Airport. The daily morning flight to LAX was one of the prestige routes. It had been flight 11 for many years. This is not like getting bus routes mixed up in a city you've never visited. Flight 11 was part of the professional furniture of these people's lives. They knew it was Flight 11. And it was, supposedly, being hijacked, so accurate information is of the essence. Under the circumstances, the idea that Ong could have clearly identified the flight as Flight 12 TWICE during the first minutes of her phone call, is very strange.

But does Vanessa Minter really say flight 12 at exactly the same time as Ong? Have another listen to it. The two voices are so in sync that it is hard to believe it could be two people. It sounds rather like some weird effects filter has been applied to Ong's voice to make it sound doubled. Could the tape have been manipulated in any way?

Yes, it was.

As I mentioned in the first post in this thread, there is now a cache of materials online, including interviews and transcripts dating from the first days after 9/11. Two of these documents are linked above. This is the one we are going to be looking at now:

If you scroll down to page 11 of this pdf, you will find a transcript of the Betty Ong phone conversation that was made by the FBI investigation on September 12, 2001. The next day! You can go through line by line and compare it with the transcript made available today, and the audio which you can listen to on youtube, and it is all the same. No problem there. To be clear: the transcript from September 12, 2001 is identical to the transcript we have today, and to the audio.

Now scroll back up to the beginning of the document that I linked to above. Beginning from page 2 is a transcript of a phone call that took place on September 11 2001, at

12:28pm. On one end of the line was Larry Wansley, managing director of corporate security for American Airlines. On the other was Nydia Gonzalez. Nydia was the supervisor that morning. When Winston Sadler hit the emergency button, Gonzalez was notified and was able to take part in the call also.

At 12:30pm on the day of 9/11 itself, Nydia took part in a recorded phone conversation with Wansley, during which she played the tape of the Ong phone call from that morning. The entire phone call between Wansley and Gonzalez, including the playing of the Ong phone call tape, was transcribed, and appears following page 2 on the above linked document.

This gives us the opportunity to compare the transcript of the Ong phone call recording made on 9/11, with the transcript released the next day. Are they the same? Were any changes made in the transcript between the two versions?

To find out, I printed out both transcriptions, laid them out side-by-side, and started to compare the two, from the beginning. But there was an immediate problem. The beginnings of the two transcripts are completely different! What was going on?

It took me a while to sort out the confusion. I had to get highlighters in different colours, and several cups of coffee before I had figured out what was going on. Here's what happened: the tape of the Ong call played on September 11 consists of two copies of the four-minute audio spliced together. This double-loop (dare I say loopDloop?



) was then played from a point about one-third of the way into the four-minutes. It then plays through to the end of the four-minutes, but instead of ending there, the audio loops back to the start of the four-minutes. It then plays through the full four-minutes to the end, where this time it stops.

As a result, the tape of the Ong call played by Gonzalez for Wansley on 9/11/2001 consists of the equivalent of about seven minutes of audio.

I hope I have described this clearly! To recap: when Gonzalez played the tape of the Ong call to Wansley, it began, not at the beginning, but a third of the way through. It played to the end, and then looped back and played the complete call a second time.

You can verify this for yourself by going through the two transcripts line by line, but it is certainly not obvious. Neither Wansley or Gonzalez seemed to notice. Neither did the transcriber. No one did. But there's no doubt about this. The Ong call was played on a loop.

How could this have happened? There's only two possibilities, isn't there. It was either an accident, or it was deliberate. But let's not get hung up on this point for now, because there's more.

I've previously commented somewhere on a thread that, for the perps, the anxiety is in the transitions. The moments of greatest stress for the operation are the scene changes. Pay close attention to the points in the story where the shifts occur, and you can often glimpse the mechanics of the illusion. And so it is here.

What we are going to do now is to focus in on the "beginning" of the Ong phone call, as it appears in the Gonzalez-Wansley transcript of 9/11. By "beginning", I mean the beginning of the four-minute call as we have it today, but of course, if you've been able to follow the above, you will be clear that this "beginning" actually occurs in the middle of the "looped" version of the call on 9/11.

There's no ambiguity about where this "beginning" occurs. We know exactly where the four-minute version ends, with Betty Ong saying they have tried to get medical help, "but they can't get a doc....". She is cut off half way through the word "doctor".

Here's the end from 9/12:

**BETTY ONG TO VANESSA MINTER, WINSTON SADLER AND
NYDIA GONZALEZ (AA RALEIGH RESERVATIONS OFFICE)**

BETTY ONG: Yes and I have ...

NYDIA GONZALEZ: And this is Flight 11?
From where to where?

BETTY ONG: Flight 11.

NYDIA GONZALEZ: Have you guys called anyone else?

BETTY ONG: No.

4:00 Somebody's calling medical and we can't get a doc -
(Beep)

Now let's go to the point in the Gonzalez-Wansley 9/11 version where the tape loops back to the beginning. Here it is: you can see where the "ending" should be..."ah somebody's calling medical and we can't get them". That's the end right there, where the four minute tape finishes. But of course, it keeps going in this 9/11 transcript. Let's have a look:

something. Nobody can call the cockpit to see if
we can get inside. Hey, is anybody still there?

WINSTON: Yes, I'm still here.

ONG: Okay, I'm staying on the line as well.

WINSTON: Okay.

VANESSA: UI, who is calling reservations? Is it a flight
attendant, or who? UI

WINSTON: We need for UI call.

ONG: I'm number three. I'm number three on this
flight. UI on this flight and UI Flight 11
UI. Have you guys called anyone else? You
know, ah somebody's calling medical and we can't
get them.

UNIDENTIFIED MALE

UM: UI Is anybody there? Is anybody there?

WINSTON: What, what seat are you in? What seat are you in?

ONG: We've just left Boston and we're up in the air.
We're suppose to go to LA and UI.

WINSTON: But what seat? What's the number of your seat?

ONG: Okay. I'm in the jump seat right now. 3R

WINSTON: Okay, are you the flight attendant? I'm sorry,
did you say you're the flight attendant?

Now let's have a comparison with the first few lines of the transcript as it appeared from 9/12/01 onwards. Here's the beginning of the conversation again, from 9/12

BETTY ONG:	... number three in the back. The cockpit's not answering, somebody's stabbed in business class and ... I think there's mace ... that we can't breathe ...
	I don't know, I think we're getting hijacked.
WINSTON SADLER:	Which flight are you on?
BETTY ONG: (UNISON)	Flight 12.
VANESSA MINTER: (UNISON)	Flight 12.
WINSTON SADLER:	And what seat are you in? ... Ma'am are you there? ...
BETTY ONG:	Yes.
WINSTON SADLER:	What ... what seat are you in?
VANESSA MINTER:	Ma'am what seat are you in?
BETTY ONG:	We're ... we just left Boston we're up in the air.
VANESSA MINTER:	I know, what ...
BETTY ONG:	We're supposed to go to LA and the cockpit's not answering their phone.

Compare the two version closely and you will see the problem. The 9/11 version has an unidentified male saying, twice, is anyone there, then immediately follows the exchange about which seat she is in.

But in the 9/12 version, this unidentified man's voice is missing. Instead we have a line from Betty Ong which she seems to repeat several times during the conversation, (" the cockpits not answering" etc).

The two versions are so different that it cannot simply be that lines were overlooked. Somethings been spliced. And in particular:

The exchange about "flight 12" which occurs in the 9/12 transcript is completely missing from the 9/11 transcript!!!

Now, in this case, there is no chance that the lines could simply have been overlooked, or, omitted by the 9/11 transcriber. We also can be sure that there is not some kind of confusion over the exact start point of the recording.

There can be no doubt: the “flight 12” exchange was simply not on the tape as it was played by Gonzalez to Wansley on 9/11/01 in the place where it can be heard in the 9/12/01 version!

In fact, the Flight 12 exchange is absent not only from the “beginning” of the conversation, but it does not appear anywhere in the entire tape of the call played on 9/11.

This observation has far-reaching implications. What is happening here is this: the flight 12 exchange between Sadler and Ong (and Minter?) does not occur within the four minutes of recorded audio of the call, as transcribed on 9/11/01. It does however appear, right at the very beginning, in the transcript released the next day.

The conclusion is unavoidable. The transcript and audio were altered between 9/11 and 9/12. The recording of the flight 12 exchange has been inserted into the four minutes, but it must have come from outside the four minutes, originally.

What I am trying to say here is this: the information that only four minutes of the call was recorded must be false. The exchange about flight 11 which is now part of the four-minutes, was not originally part of the four-minutes, and therefore, more of the phone call than just four minutes must have originally been recorded.

Here is what I think happened. The beginning of the genuine recording is earlier than what has been released. The story about Vanessa Minter being unable to locate the big red flashing button on the front of her telephone is obviously bogus. They are trying to buy a little time here, because there were things said at the beginning of the call which were not entirely suitable for public release. So they had to start the supposed recording some little way in.

This decision was hurriedly made on the morning of 9/11. Perhaps the looping of the tape was deliberate confusion to blur over this difficulty with the beginning. But then, by the next day, when they had some time to think about, someone decided that one piece of the tape had to be inserted into that “beginning” section. For some reason, it was critical to splice in the exchange between Sadler and Ong about flight 12.

Why bother? If it was just a slip-of-the-tongue, why not just leave it out? Why was it necessary to cut and splice this exchange about flight 12 into the “beginning” of the Ong call recording? Surely it just makes Ong look momentarily clueless?

Unless what we are seeing is a deliberate plan to create confusion.

We'll continue on the "flight 12" theme, and see how Amy Sweeney was caught up in the same confusion.

That last section was not easy to follow, so here is a summary, with colour coding.

The Betty Ong call transcript, in every version you will see online, since 9/12/01, begins like this:

BETTY ONG:	... number three in the back. The cockpit's not answering, somebody's stabbed in business class and ... I think there's mace ... that we can't breathe ...
	I don't know, I think we're getting hijacked.
WINSTON SADLER:	Which flight are you on?
BETTY ONG: (UNISON)	Flight 12.
VANESSA MINTER: (UNISON)	Flight 12.
WINSTON SADLER:	And what seat are you in? ... Ma'am are you there? ...
BETTY ONG:	Yes.
WINSTON SADLER:	What ... what seat are you in?
VANESSA MINTER:	Ma'am what seat are you in?
BETTY ONG:	We're ... we just left Boston we're up in the air.
VANESSA MINTER:	I know, what ...
BETTY ONG:	We're supposed to go to LA and the cockpit's not answering their phone.

and ends like this:

**BETTY ONG TO VANESSA MINTER, WINSTON SADLER AND
NYDIA GONZALEZ (AA RALEIGH RESERVATIONS OFFICE)**

BETTY ONG: Yes and I have ...

NYDIA GONZALEZ: And this is Flight 11?
From where to where?

BETTY ONG: Flight 11.

NYDIA GONZALEZ: Have you guys called anyone else?

BETTY ONG: No.

4:00 Somebody's calling medical and we can't get a doc -
(Beep)

So the red box shows how it begins, and the blue box shows how it ends.

Now lets look at the transcript that was made on 9/11/01, from the Wansley-Gonzalez phone call. Here we are in the middle of the transcript, where the tape of the Ong conversation loops from the end to the beginning.

something. Nobody can call the cockpit to see if we can get inside. Hey, is anybody still there?

WINSTON: Yes, I'm still here.

ONG: Okay, I'm staying on the line as well.

WINSTON: Okay.

VANESSA: UI, who is calling reservations? Is it a flight attendant, or who? UI

WINSTON: We need for UI call.

ONG: I'm number three. I'm number three on this flight. UI on this flight and UI Flight 11. UI. Have you guys called anyone else? You know, ah somebody's calling medical and we can't get them

UNIDENTIFIED MALE

UM: UI Is anybody there? Is anybody there?

WINSTON: What, what seat are you in? What seat are you in?

ONG: We've just left Boston and we're up in the air. We're suppose to go to LA and UI.

WINSTON: But what seat? What's the number of your seat?

ONG: Okay. I'm in the jump seat right now. 3R

WINSTON: Okay, are you the flight attendant? I'm sorry, did you say you're the flight attendant?

Look at the blue first, and see that this is indeed the end of the conversation.

Now compare the two red boxes. To create the 9/12 version out of the 9/11 version requires first removing the "Unidentified male", then splicing in new material: the first line of Betty Ong followed by the flight 12 exchange. After that, the two versions are the same, with Sadler asking Ong repeatedly which seat she is in.

So there is no doubt at all: the transcript of the Ong call was altered between 9/11/01 and 9/12/01, with the purpose of the alteration being to insert the "flight 12" reference.

With that cleared up, we turn attention to the Amy Sweeney call. Again, as with the Betty Ong call, we are going to go into extensive detail about the handling of this call, but let's just start with the basics. Sweeney made two phone call that were connected that morning. She called into the American Airlines FLight Services office at Boston Airport. There has been considerable confusion over the years as to what time the first call was made. Even today, if you look at some of the 9/11 timelines online, you will read that the call was made at 8:20.

But it was much later than this: her first call was made at 8:29, according to the records of the call released. What happened as a result of this call is one of the most fascinating episodes of the entire day, and that will be the subject of the next post, but just before we look at what happened there, I want to ask the question:

Why did Amy Sweeney make her call at 8:29am?

Think about it for a moment. There are 81 passengers is it (?something like that). There are 9 flight attendants. Two of these have been stabbed. So now we are down to 7 active flight attendants. One of those (Ong) is on the phone. She's been on the phone since 8:18am, and is connected, and is now dealing directly with the Dallas Operations Control Center. She's been assured by this time that security, and everyone, has been notified. So with Ong on the phone, that leaves just 6 flight attendants now, to keep the calm, deal with the situation, including two stabbed flight attendants and a dying passenger.

You would think there was plenty to do. You would think that placing a second, entirely redundant phone call, to the flight services office at Logan, would be an entirely pointless exercise. But that's what Amy did with the last ten minutes of her life. She sat, according to her own reported account, next to Betty Ong, so she knew that Betty had the situation covered, but instead of re-assuring passengers, helping save lives, Amy's decided there are things to be done on the phone.

So she gets herself composed, ready, makes the call: and what do you know, identifies the flight as "flight 12" yet again. It's now ten minutes since Betty made the same mistake. It's almost as if, gee, do you think, they were trying to tell us something. Let's take a close look at Amy Sweeney's first phone call.

In this section, we'll look at the circumstances surrounding the first of two phone calls that Amy Sweeney made from flight 11 on 9/11/01.

At 8:29am, after a first failed attempt which did not connect, Amy Sweeney made a successful airphone call. She reached Evie Nunez, a manager in the American Airlines flights services office at Boston Logan Airport. This call lasted just over a minute before it was cut off. A few minutes later she made a second call to the same office, but we are not going to discuss that call in this post. We are going to focus in on this short, one-minute, phone call, and what happened as a result.

To recall the timeline: Flight 11 is said to have taken off at 7:59am. The “hijacking” took place at 8:13. Betty Ong placed her phone call at 8:18. This first call of Amy Sweeney’s began therefore about half an hour after take-off, 16 minutes after the hijack commenced, and 11 minutes since Ong had been on the phone.

Amy had plenty of time to prepare herself, and to think about what it was she needed to say. She was a professional, and knew that her actions were critical to the safety of the passengers and crew.

So why did she tell Evie that she was on ***flight 12, and that it was parked at Gate 32?***

Here’s the excerpt from the FBI interview with Evie from 12th September 2001:

” After 8:30 AM on September 11, 2001, NUNEZ received a telephone call from a AA flight attendant who did not give her name and stated that Flight 12 at Gate 32 had two flight attendants stabbed. In addition, there was a passenger in row 9 who had their throat cut by a passenger in seat 10B. NUNEZ also learned the hijackers said they had a bomb. The flight attendant was talking fast and then got disconnected.

B17 FBI 302

Amy Sweeney told Evie Nunez that they were on Flight 12, at Gate 32!

Gate 32 was one of the two gates from which Flight 11 is said to have taken off. It is certainly the gate at which the passengers boarded, according to the FBI interviews of two flight attendants who were present at the boarding.

But of course, the flight was in the air, and had been for 30 minutes according to the official story, so why would Amy Sweeney say it was parked at Gate 32?

Did she really say it was at Gate 32, or did Nunez somehow misunderstand what Sweeney was saying?

This is an impossible question to answer, because we don’t have the recording of the phone conversation, but it does seem very odd that Sweeney would even feel the need to

mention the departing Gate number for any reason. It is completely irrelevant to the situation. This leads me to suspect that Sweeney did indeed tell Nunez that the flight was parked at the gate, as Nunez thought, because otherwise there does not seem to be any sensible reason to even mention the gate number. As we shall see though, it doesn't matter that we cannot be sure if Nunez understood Sweeney correctly or not, because it is what happens next which clarifies the situation.

So, what exactly did Evie Nunez do next. Here is the continuation of the quote above taken from her FBI interview:

” NUNEZ immediately called flight operations for AA to determine the status of Flight 12. NUNEZ learned that it was Flight 11 that had just left and she ran a computer check to determine the identity/of the passenger in seat 10B on Flight 11. NUNEZ determined it was SATAM AL SUQAMI, who purchased an E-Ticket in Fort Lauderdale on August 28, 2001. NUNEZ provided the investigating Agent with the printout on AL SUQAMI.

Actually, no she didn't. This is bullshit right here. Evie Nunez is leaving out the crucial part of the story.

Before she called flight operations and checked the computer, Evie Nunez did something else, which she couldn't bring herself to tell the FBI that morning. Why? Well, let's take a look, and see.

What did Nunez do? She spoke to Michael Woodward, flight services manager, (whether by phone or in person it is not possible to be sure from the transcripts) and asked him to go down to Gate 32 and see what was going on. Michael, in turn, asked his colleague Elizabeth Williams to accompany him on this mission. Together, the two of them then walked to Gate 32, which was only a matter of two minutes walk from their office.

What did they find when they got there?

There were only two people there who can tell us: Michael Woodward, and Elizabeth Williams.

Michael Woodward, as we will see in posts to come, has an exciting morning ahead of him, but he does not realise that yet, at 8:31am on the morning of September 11, 2001.

He will be interviewed several times over the next few days by the FBI, and several more times over the years since then. We will be looking at these interviews in detail in later posts, but at this point let's take a look at what Michael Woodward has said, in several different places, about what he and Elizabeth Williams found when they got to Gate 32 that morning.

” On September 11, 2001, WOODWARD came to work at Logan Airport at 6: 45 .AM. WOODWARD was one of three managers on duty in the AA office. Sometime after 8:00 AM, EVELYN NUNEZ, one of the other managers, told him that two flight attendants had been stabbed and were administered oxygen. NUNEZ stated the plane was at Gate 32 and he went with BETH WILLIAMS to see if the plane was still there. They went to the gate, realized the flight had left and came back downstairs. Upon returning to the flight service office, WOODWARD learned that the call between NUNEZ and the flight attendant had been disconnected.

Let's just get that straight. The order of events is:

1. Nunez tells him about the plane at gate 32.
2. He and Williams go to the gate. They “realized the flight had left” and return.
3. ON returning to the office Woodward learns the call between Nunez and Sweeney was disconnected.

Notice here that Woodward doesn't actually say what they saw at Gate 32. He just says that they realised the flight had left.

Woodward was interviewed again two days later, and now the story was morphing:

” At some time between 8:15 a.m. and 8:45 a.m., WOODWARD was contacted and asked to go to one of the departure gates. WOODWARD had trouble recalling which gate he went to, but he believes he went to Gate 31 or 32. Shortly, thereafter, WOODWARD realized a flight attendant on board one of the flights had called the Flight Services office to report trouble on a flight. WOODWARD then proceeded to the Flight Services office, where he

took a phone call from ANY SWEENEY (True Name: MADELINE SWEENEY), a Flight Attendant on AA Flight 11. The following information was relayed to WOODWARD by SWEENEY via telephone (WOODWARD was unsure whether SWEENEY was on the on-board phones or a cellular telephone):

Now he's not sure if it was Gate 31 or 32. No mention at all of what they saw down at the gate. And oddly, he now reports that he became aware of Sweeney's first call only AFTER going to the gate.

Fortunately, he is interviewed again in January 2004, and has a chance to clear up the confusion:

25th of January, 2004:

” When flight services were in order, he returned to his office around the departure

time (he is not sure whether it was the scheduled time or the actual time of take-off). He said the walk from the departure gate to his office was only a few minutes long. He was in his office doing paperwork. Around 8:30 a.m. (he is not sure of exactly when) he heard Evelyn Nunez, whom he shared the office with, taking a call. She was rather loud.

She kept saying “What, what, what? ... Who's hurt? ... What?”

He got up and went into the MOD office and Woodward asked MOD Nunez what the problem was.

She said she didn't know. She had gotten a weird phone call. The caller said that someone was hurt on Flight 12. She indicated that someone had been hurt, stabbed. The call had gotten cut-off.

Woodward remembers thinking that perhaps it was air rage because there was a lot of that type of thing going on at the time. He thought that maybe there was a disturbance in the terminal. He and Beth Williams (who is another AAL employee) went to the departure gate where nothing seemed amiss. All the flights in the “morning bank” had left. At this point, he commented to Beth, “wait a minute – Flight 12 comes in at night. It hasn't even left Los Angeles yet.”

He remembered thinking that sometimes the AAL Operations Center will call when there is a problem on a flight and tell them to meet it when the aircraft lands. After checking out the gate area, Williams and Woodward returned to the office. It was about a two-minute walk from the gate area back to their office.

Now that he's had a couple years to think about it, Woodward has it all smoothed out. He was right next to Nunez when the call came in. He heard her on the call, and knew that the line had been cut-off. All this before he went down to the departure gates. He mentions that the caller said "flight 12", but doesn't mention the gate number. Nor does he say, again, exactly what he saw when he got there except to note that "nothing was amiss". They "checked out the gate area", but that's all we learn.

There seems to be some evasion going on here. Woodward can't get straight when he learned of the call being made, or cut off. And he can't bring himself to remember the gate number easily. He gets it right the first day, then after that it's "31 or 32", then it's gone completely.

There's a reason why Woodward is reluctant to really spell it out that he went down to Gate 32 to see Flight 12 at 8:30am that morning. It's because, approximately one hour earlier, Woodward had been down to this same gate to check out the departing flight 11! He visited the plane at the gate while it was boarding. He went on board. He spoke to several flight attendants and remembered them by name. He noted that everything was fine. Then he went back to his office.

So, why, one hour later, when Nunez told him there was a problem with flight 12 at gate 32, did Woodward not immediately realise that there must be an issue with the flight number? Woodward, if he was on the ball that morning, in his position as flight services manager, should have responded to Nunez, "hang on, it's flight 11 which was at Gate 32 this morning, and it has left about half an hour ago".

Perhaps Woodward hadn't had his second cup of coffee yet for the morning. I know I'm only firing on half cylinders until my caffeine levels are up to par. In any case, Woodward didn't twig, and this might explain why he didn't go out of his way to make it all crystal clear to the FBI that he was asked to go to flight 12 at gate 32, when he had only just got back from visiting flight 11 at gate 32.

In any case, let's move on, because while Woodward might have been reluctant to tell us plainly what happened that morning at gate 32, the same was not the case for his colleague Elizabeth Williams. When she was interviewed by the FBI the next day, she didn't try to avoid the issue. She told them plainly and clearly what she saw that morning down at gate 32, but you won't find this reported anywhere subsequently in any of the accounts of the day. If you read about this seemingly minor incident anywhere, it's always Michael Woodward's accounts which are quoted. They went down to gate 32. There was nothing to see there, so they kept moving, according to Woodward.

Not so fast.

What Elizabeth Williams saw that morning has been dropped down the memory hole.

For very good reason: it blows the lid on 9/11.

And here is her interview, describing what happened when they went down to Gate 32.:

” WILLIAMS stated on September 11, 2001, at approximately 8 a.m, she was working in her office at LOGAN AIRPORT when MICHAEL WOODWARD, Manager of Flight Services for AMERICAN AIRLINES AA, advised her that they needed to go to Gate 32 because two flight attendants had been stabbed. Upon arrival at the gate, WILLIAMS and WOODWARD found an empty airplane. WOODWARD then got on the phone and contacted EVELYN NUNEZ, an employee of AA at LOGAN AIRPORT. While WOODWARD was on/the phone, WILLIAMS searched the gate-side computer for information for the flight time of the airplane at Gate 32. WOODWARD then told WILLIAMS that NUNEZ was on the phone with a flight attendant that was in trouble. Shortly thereafter, WOODWARD relayed to WILLIAMS the fact that NUNEZ had lost contact With the flight attendant. At this time. WILLIAMS and WOODWARD realized they must have received the wrong information. Both WOODWARD and WILLIAMS speculated that the individuals they were looking for were the individuals on the flight that NUNEZ had spoken with. WILLIAMS and WOODWARD then proceeded to the location of NUNEZ.

Elizabeth Williams saw: ***an empty plane!*** This is so exciting let's have it again:

” Upon arrival at the gate, WILLIAMS and WOODWARD *found an empty airplane.*

Was this possibly a slip of the tongue, or a misunderstanding, or a transcriber's error? Certainly not, because she says it again:

” While WOODWARD was on the phone, WILLIAMS searched the gate-side computer for information for the flight time of the airplane at Gate 32.

At 8:30 am on the morning of September 11, 2001, Elizabeth Williams went down to Gate 32, where Flight 11 had boarded an hour previously, and she saw there, with her own eyes, an empty plane.

A plane. That was empty. That is: empty of passengers.

“Flight 11” had not taken off, but the passengers were gone.

Simple as that.

“Flight 11” was still parked at the gate, half an hour after its alleged take-off, but the passengers were gone.

If Elizabeth Williams is telling the truth, if she is not mistaken, or deluded, or mis-reported, then we may have here the the key which unlocks the entire 9/11 puzzle.

Is there any other evidence that “flight 11” simply never took off?

There certainly is: it's the famous NTSB database entry which lists no wheels-off time for the flight for that day.

There have been two explanations for this oddity in the official record: the NTSB say that the data was not reported, in the confusion of the day. The conspiracy theorists say that it proves flight 11 never existed.

But the data does not say either of these things. If we just take the data at face-value, rather than assuming it is incorrect, or misreported, or falsified, what does the data tell us? It tells us that flight 11 existed but that it never took off!

The wheels-off data is recorded automatically and electronically, even if it is not automatically reported. The fact that the entry exists shows that the flight was scheduled. The fact that the data shows the time as 00:00 indicates that the wheels never moved. This corresponds exactly to what Elizabeth Williams saw and described. The plane was there. It had not taken off.

If Elizabeth Williams is correct in what she saw, not mistaken or misreported, then the entry in the NTSB database for Flight 11 exactly matches what she described.

So we have two witnesses now who testify that the plane labelled as flight 11 never took off that morning: Elizabeth Williams, who says it twice, unambiguously, and the NTSB data, which shows that the plane never moved from the gate.

Let's just summarise now the bullet points of the story that is emerging about flight 11 in this thread:

1. The originating number on the airphone records show that the calls were placed from a prepared location, via an external port on the Claircom box, and not from a seatback phone handset.
2. Betty Ong identified the flight as "flight 12" at the beginning of her call
- 3 .The transcript of the Betty Ong call was altered in the first 24 hours after 9/11, so as to make the "flight 12" exchange appear at the beginning of the four-minute recording, when it was not there on 9/11 itself.
4. The information that only four minutes of the Ong call was recorded must be incorrect.
5. Amy Sweeney also identified the flight as "flight 12" on her first phone call, and said it was parked at gate 32.
6. Woodward and Williams went to Gate 32 to check, and found an empty plane.

What's intriguing is that this tale hangs together as a coherent narrative. Here's a possible scenario: the doors of the flight are closed at 7:40 am. As soon as that happens, a man stands up on the plane and explains the passengers and crew that they are now involved in a military drill. They are asked to disembark the plane, through the rear doors, where a bus is waiting for them on the tarmac.

They are taken somewhere. I have no idea where, but in that location is a prepared Claircom box. Sweeney and Ong are selected, and convinced, to play roles within the

simulation, pretending to phone in the details of the imaginary hijacking. It is impressed upon them that they must not give the game away.

Betty Ong does pretty well, but in the end, there is really only four minutes near the beginning of the call which could conceivably ever be released into the public domain, so they make up the story about the four minutes of recording, and after a false start, settle on an acceptable transcript by the second day.

Amy Sweeney's first call is a complete botch up, and the controllers have to pull the plug on the connection after about a minute, because she is taking too much creative license with the script. They give her a quick pep talk, and then she reconnects for the second phone call (which we haven't discussed yet, but in which she, yet again, misidentifies the flight as flight 12, as we will see). All these flight 12 references are deliberate, to ratchet up the confusion.

The above is just an attempt to fit the facts to a scenario. What's important are the facts, not the scenario. The repeated flight 12 references. The empty plane.

Elizabeth Williams still works for American Airlines. Many of the others in this story were let go in the aftermath of 9/11, as the airline industry went through massive restructure. Woodward left. Vanessa Minter left. Minter comments in an interview that it surprised her to be laid off, as "if they wanted to control what I say about 9/11, it would be better if they left me on payroll". Well, they didn't keep Vanessa on payroll. But they have kept Elizabeth Williams on payroll. She has a LinkedIn. Here it is, and her photo.



Human Resources Specialist

American Airlines

Public Company; 10,001+ employees; AMR; Airlines/Aviation industry

July 2011 – Present (1 year 1 month) Dallas/Fort Worth Area

Purser Manager

American Airlines

Public Company; 10,001+ employees; AMR; Airlines/Aviation industry

May 2001 – June 2011 (10 years 2 months) Boston, MA

Someone might try to contact her and ask her: did you really see an empty plane that day at Gate 32, but my guess is that she won't be talking.

As mentioned in previous post, the reason that they came up with as to why only four minutes of Betty Ong's call was recorded, is, supposedly, because of a recent upgrade to the Rockwell system. Previously, a call in which the emergency button was depressed, would automatically be recorded in its entirety. But after the "upgrade", the recording would shut down after four minutes. I can't find the quote now, but it's covered in one of these FBI interview documents in an interview, with, I think, a guy called Troy Wregglesworth, who ran the system at American Airlines.

In any case, you can also see that they are not completely convinced that this cover story is going to stick. Here is Nydia Gonzalez, from the phone call to Larry Wansley, corporate security head at American Airlines, on 9/11/01, at 12:38 pm. Here's the exchange that took place between them, after the Ong tape stopped playing.

” Recording concluded.

GONZALEZ: That's as far as it goes.

WANSLEY: Okay. The conversation lasted another five or ten minutes but that's all the recording we have?

GONZALEZ: Right.

WANSLEY: Okay.

GONZALEZ: Communications is checking into it to find out why cause the emergency button was on the whole time.

As far as Gonzalez was aware, and she was the supervisor in operations, so she should have known, if the emergency button was on, then the entire conversation should have been recorded.

Winston Sadler thought so too, and assured Betty Ong that:

” WINSTON SADLER: Yeah. I'm taking it down. All the information.

We're also,

you know, of course, recording this. At this point...

So as far as Winston Sadler was concerned, there was no issue with recording being shut down after four minutes. “Of course”, they were recording the conversation.

Now look at the exchange that immediately follows this line of Sadler’s:

” NYDIA GONZALEZ: This is operations. What flight number are we talking about?

WINSTON SADLER: Flight 12.

NYDIA GONZALEZ: Flight 12? Okay. I’m getting ...

BETTY ONG: No. We’re on Flight 11 right now. This is Flight 11.

This is the moment in the conversation when Nydia Gonzalez breaks in. As we will see later, she has just phoned Craig Marquis at the Dallas Fort Worth Operations Center for American Airlines, so she is trying to get her information correct. She asks for the flight number, and Sadler tells her it is flight 12, before Ong corrects him. “No, we’re on Flight 11 **right now**.” (i.e. it’s “11” now, but a little while ago it was called “12”....)

Here is the reason why they had to splice in the “flight 12” reference at the purported beginning of the recording of the four minutes. If that initial reference is missing, as it was on the version of the tape played 9/11/01, then Sadler’s comment seems extremely odd. Why would he suddenly blurt out that it was flight 12, when that had not been mentioned yet (according to the 9/11/01 transcript)?

It would seem that someone realised this on the afternoon of 9/11/01. If Sadler was the first to make the flight 12 reference, then where did that come from? They had to make sure that it was clear the origin of the error was Betty Ong. Otherwise, it looks suspiciously as if Sadler already knew about the flight 12/flight 11 labelling discrepancy. This would have looked pretty bad once the flight 12 references from Amy Sweeney were made public also. It would have looked as though Sadler had advance knowledge that there was a drill involved.

So they decided to risk exposing the fact that they had more than four minutes of recording. They retrieved the exchange about flight 12 which occurred earlier, before the tape was supposed to have started, and spliced it in there at the “beginning” of the tape. And no one noticed until now.

There is yet one more indication that there was some anxiety about the four minutes. On the first couple of pages of one of these FBI documents are some hand written notes. They are clearly written by someone inside the investigation, because some of the handwritten names have been redacted in the same style as throughout the rest of the document. One of these notes is intriguing. It's from the document called "Team 7 Box 13 Flight Call notes and 302s". A "302" is an FBI term for an interview, or something like that. In any case, the handwritten line, in between a note about Daniel Lewin serving in the IDF, and a comment about Vanessa Minter and Betty Ong, reads:

“Have a 302 that explains the 4 minutes”.

It's not clear whether this means they "have" the explanation yet, or they need to "have" it, but either way, someone felt an explanation was going to be needed.

One last observation about the flight 12 references in the Betty Ong conversation. After the initial reference to flight 12, she uses "flight 11" throughout the rest of the conversation. She corrects Sadler when he responds to Gonzalez that it is "flight 12".

So what is going on here? If that recording and transcript of Betty Ong saying flight 12 is genuine, in the sense of being part of the entire conversation, then she started off saying "12", then changed to "11". On the other hand, if that flight 12 exchange is faked, synthesised, inserted from another source entirely, then perhaps Betty Ong wasn't confused.

They just wanted us to be.

Consider that it was a mighty feat of logistics and planning that morning, and there was no guarantee it was all going to work out as the perps planned. They needed to leave a clear trail of apparently genuine alerts from within the planes, from flight attendants, (and on other flights, passengers), trying to call for help. But at the same time, they did not want to trigger too efficient a response from the authorities that were not in on the plot.

So one of the purposes of this "flight 12" business was to inject a measured amount of confusion into the picture; to leave a believable trail of emergency phone calls, but to put a few banana skins on the road, as it were, to slow down any would-be heroes.

We're still not quite done with the flight 12 references, and that's before we start looking in detail at the rest of the contents and circumstances of the Ong and Sweeney phone calls. I did give fair warning this might get boring. But the only way to make sense of this material is to go slowly through it with a fine tooth comb. So we need to go through all of the "flight 12" references, and there's still a couple more to go...

To quickly recap: at the start of her phone call, at 8:18am, to the North Carolina Reservations Center, Betty Ong told Vanessa Minter she was on Flight 12, and then repeated it to Winston Sadler.

Then, Amy Sweeney, in her first phone call at 8:30am to Flight Services at Boston Airport, told Evie Nunez that she, too, was on flight 12.

Remember how Nunez described it?

” NUNEZ immediately called flight operations for AA to determine the status of Flight 12. NUNEZ learned that it was Flight 11 that had just left

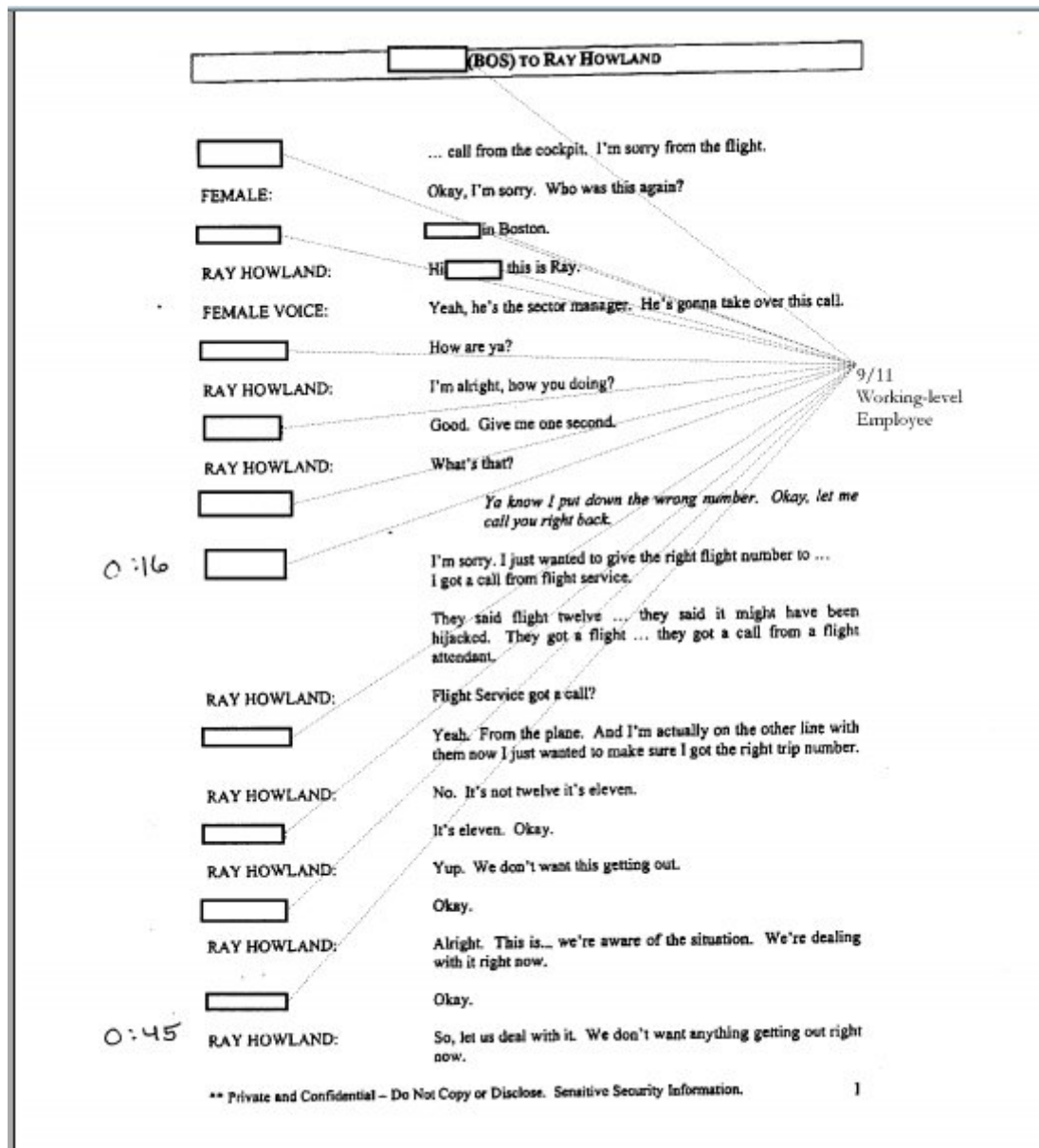
As I noted, she omitted the entire part about sending Woodward and Williams down to Gate 32, but it is also interesting what she says she did do: she made a phone call, to flight operations, and she looked up the computer to check the flight details.

There is, amazingly enough, a transcript of this phone call that she made in the FBI files, but it is not obvious. In this document [here](#), are transcripts of the phone calls involving Betty Ong, and then a whole series of internal phone calls between employees at American Airlines. Many of these involve Ray Howland, who was a manager at the Operations Centre in Dallas Fort Worth. We are going to be looking at some of these calls in more detail later. However, there is a problem with trying to understand these transcripts: there are no times given for when the calls took place. And most of the names, other than Ray Howlands, have been redacted. So it is not easy, if not impossible, to tell who the calls are between and exactly when they took place.

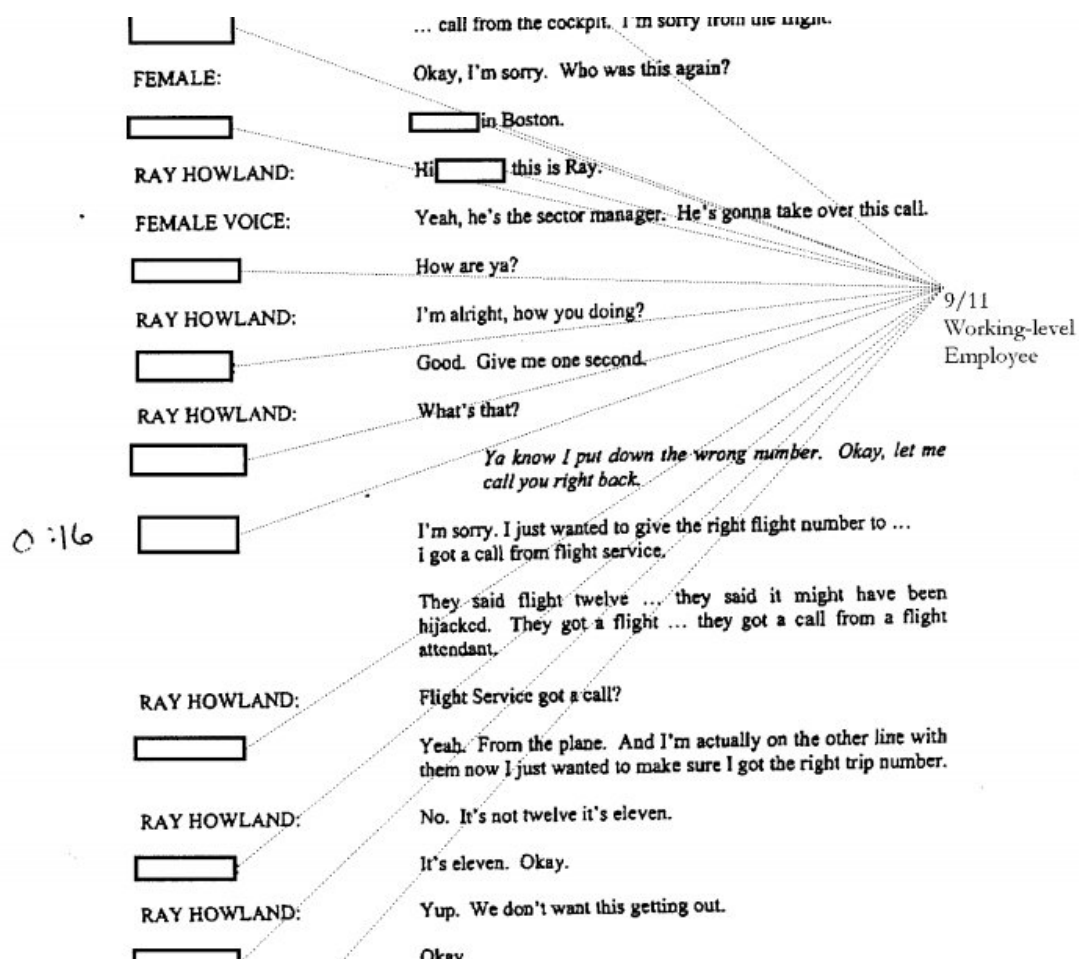
But there is one call where it is possible to figure it out with a little sleuthing. The two names redacted are both shorter than "Ray Howland". This means both participants must have short names, of 7 or 8 characters or so. I will spare you the full Sherlock Holmes

details, but in this case the two names are Evie Nunez and Kelly Cox, who was the base manager for American Airlines flight services in Boston.

It makes perfect sense that Nunez would place her first call to Cox, who was her supervisor. Cox then immediately phones Dallas Fort-Worth, and is put through to Howland. The time of the call is therefore just after 8:30. Here's the full page of the call (actually theres a little more on the next page, but not relevant).



In the middle of this call, this fascinating exchange takes place:



Here's what's happening. Cox has Rowland on one line, and Nunez on the other. Cox tells Rowland that flight 12 has been hijacked. Then, the transcript records Nunez, on the other line, in the very moment of looking up the flight details on the computer and realising there is a problem. Read her reaction again, above, in italics. It is telling.

Nunez has realised with a shock that the flight is actually flight 11, but she had thought the called had said flight 12. Her instinctive reaction is that she, Nunez, must have made the mistake. This is an entirely natural human reaction. It would seem impossible that the flight attendant could have made the mistake. So she doubted herself. And there we have the moment, recorded on the transcript, Nunez in the background, suddenly realising that something isn't right.

Then Howland quickly corrects Cox, all at the same time, and everyone then is on the same page, referring to it as flight 11.

Is it possible that Nunez could have mis-heard, or mis-understood?

Consider what an extraordinary co-incidence this would be, given that Ong had already, 12 minutes earlier, identified the flight incorrectly as flight 12, possibly as many as two

times.

But in fact we can be certain that Nunez did not make the error. It was definitely Amy Sweeney, and the reason we can be certain is that she did it again, when she called back the second time. Again, we are going to pull this second call apart in detail later on, but for now, we're just looking at these flight 12 references. Without going into the details then, it's Michael Woodward who (eventually) takes Amy Sweeney's second call, at 8:34am. Recall that it was Woodward who went down to Gate 32, to check on "flight 12", and then realised it was "flight 11", and returned to the office.

So Woodward is primed now to not be fooled a second time. He knows this is flight 11. He knows there is an issue. He might not have had his second cup of coffee, but he is alert and on his A-game now, surely. He takes over the second Amy Sweeney call. Instinctively, he grabs notepaper to make important notes of the call. Also a pen. All set. Talk to me Amy, I am ready.

And what is the very first thing he writes down.

Check it out.

— 12 Amy Sweeney

~~BS/LA~~ 767 - Betty on b. -

= MAN BUSINESS -
CLASS #

STAR #1 -
KAREN MARTIN

COCKPIT BOMB

CAN NOT CORK

OK. KAREN OZ
BOBBY OK

BACK

Betty - maintain

— Michael W. W. W.
9-11-01

— 12 Amy Sw

~~BS/LA~~ 767 - Bet

= MAN Bk
CLASS #

— 12
~~BS/LA~~

He wrote down 12!

Then crossed it out and wrote 11!

So, don't worry Evie, you didn't make the mistake. You didn't take the flight number down incorrectly. That would be an astronomical co-incidence, because Betty Ong gave it as flight 12 (twice), and Amy Sweeney gave it as flight 12 on her second call, or at least, that's what Michael Woodward wrote down. Before she corrected it to 11. It was definitely Ong and Sweeney who were the ones referring to flight 12, before they corrected themselves.

Eleven, twelve. Twelve, eleven. Flight 11, flight 12. Flight 12, flight 11.

There really was a flight 12, by the way. Flight 12 was the afternoon flight which came in to Boston from LAX. It was normal for the same aircraft to be used. So, a particular airplane would be flight 11, flying from Boston to LA. Then it would turn around, and become Flight 12, and make the trip from LAX back to Boston.

Flight 11, flight 12.

Here's my take on it. I think that "flight 11" on September 11, 2001, was a scripted exercise.

There seems to be a theme, or a pattern, running through the elements of this script, if that's what it is. Here's a list of things about flight 11, or flight 12 as it was called.

It boarded from two gates: Gate 32 and gate 26, according to the various discrepant reports.

There were two security checkpoints, (at Gate 32) according to the 9/11 Commission report.

There were two flight attendants who made phone calls, one of whom made two calls.

There were two flight attendants stabbed.

There were two rental cars associated with the "hijack team" on this flight.

Mohammad Atta checked two bags which were not transferred to Flight 11.

Ong reported two hijackers were involved.

Two of the “hijackers” sat in seats 2A and 2B.

The flight makes two course corrections.

The alleged security photo of Atta and his partner, the two of them, going through the security checkpoint, shows two date stamps.

Atta. American Airlines AA. 11.

Do you see a pattern here? .

Everything that happens to do with flight 11 happens in pairs.

Confusion.

If there's two of every thing, it's always harder to keep track.

It's almost as if there is a Script Director behind the scenes working to a formula.
Deliberate confusion by doubling.

Now, of course, I could be overthinking this. Perhaps this run of pairs is indeed just a co-incidence. Nevertheless, it's an interesting idea, isn't it, that a professional scriptwriter could have been engaged to co-ordinate these complex, psychologically-crucial storylines.

Wait a minute: there was a scriptwriter on Flight 11: David Angell. There is an excellent thread here on David Angell. There is also an excellent page at Clues Forum here:

Clues Forum have archived the clip from Frasier which mentions Flight 11. This is absolute dynamite as far as I am concerned. [Here it is.](#)

There is no chance that this is a co-incidence. Co-incidences don't smell like this. Genuine co-incidences have their own unique peculiar fingerprint, and this is not one of those. This is a complete set-up, a blatant calling-card left in the filing cabinet by David Angell. Forgetaboutit. This phone message, repeated twice, do you notice, is completely unnecessary to the plot. For the script to specify American Airlines flight 11, and then for Angell to meet his demise in that very flight, is out of the realm of co-incidence.

Indeed, let's really work this point. Angell and his wife had a lifelong relationship with Cape Cod, and Massachusetts. They would commute back and forward between LA and Boston. Obviously, David Angell knew all about the institution of flight 11, the morning flight from Boston back to LA.

So when the scriptwriters of Frasier had American Airlines flight 11 coming into Seattle, where Frasier is set, David Angell knew full well that there was a double meaning here, and there's that word again.

So what was David Angell doing putting the AA flight 11 into Frasier?

Ahuh, so, bit of an obsession here apparently. As Clues Forum astutely observe:



“My number is 11”

~ Aleister Crowley,*The Book of Law

“Frasier*actor Kelsey Grammer has purchased a \$6.5 million four-bedroom apartment for his new mistress, without the knowledge of his soon-to-be-ex-wife Camille, the New York Post reported. The new apartment is at 100 11th Avenue.”

~*TheRealDeal.com

So co-incidence piles on co-incidence. David Angell, celebrated scriptwriter, dies in American Airlines flight 11, and has the flight inserted into an episode of Frasier four years earlier. He is sitting, with his wife, next to Mohammad Atta, in business class. And right behind, in 9B, is Daniel Lewin, wearing his titanium swatch, which only he knows is actually the “Hijacker” model.

So there's a whole bunch of co-incidences all sitting there next to each other up the front of flight 11.

you know what, I'm going to come out and say it: I think David Angell wrote this script that has the back-and-forth between flights 11 and 12. I think it's a tall story.

Now here's a funny thing. Look at this quote, from a friend of David's, made at a memorial service, September 16, 2001. He tells an anecdote, about David the scriptwriter coming in to pitch his ideas.



Which gave me lots of time to notice that the page he was reading from was atop an alarmingly tall pile of identical pages.

I think he came in with 11 or 12 stories.

His First Meeting

Written by Les Charles

(From the October 2001 issue of "Written By")

This is a transcript of remarks made on September 16, 2001, at a memorial service in Los Angeles for David and Lynn Angell. Thanks to Sally Reeder for contributing personal photos of the Angells.

I think he came in with 11 or 12 stories.

Tall stories, that would be.

Yes, I think David Angell came in with the 11 or 12 stories too. I'm not sure that's what Les Charles meant, but he said it. Just another one of those co-incidences I guess...

Ok, well, that's the introduction out of the way. I'm not necessarily claiming to be breaking new ground here. What I want to do is tell the flight 11 story in such relentless detail as to leave no possibility of doubt.

Ah, I try to stay rational, with jokes, but there's a burning white-hot anger here too. Flight 11 is pivotal. The entire plot telescopes down to Flight 11. It had to work. It opened the show. In many respects, it didn't matter if things went pear-shaped after that. As long as flight 11 stuck to the script, it would play out.

Flight 175 is really the flipside of flight 11. Both take off from Boston Logan. They actually cross paths in time and space, which is an interesting moment. The other two flights are almost besides the point. American Airlines were so preoccupied with flight 11 that they barely registered flight 77. And flight 93 was off on it's own trip.

So in many ways, it all came down to flight 11, just as in terms of the towers, it was, in a strange way, all about the north tower. The south tower is in the middle of some kind of

vacuum, or vortex, or something, because no one at all is in it, or leaves it, or goes into it. It's kind of like it doesn't even exist.

So everything telescopes down to flight 11. And it is locked down tight. This is a military operation, let's not fuck around shall we. Nothing is as it seems. It's theatre, in both senses of the word: it's military theatre of operations, and it's the theatre of dreams, the theatre of make-believe.

And it's a pea and thimble game. You have to be paying attention, and watching carefully, and alert at the transitions.

So we've cracked the lid off it. The Claircom box. The flight 12 recording spliced into the transcript after the first 24 hours. The stabbing at gate 32. The constructed confusion over the flight 12/flight 11 references. We know it's a nest of lies. David Angell, and Daniel Lewin. David Angell with his Flight 11 references woven into Frasier, and Daniel Lewin with his Hijacker swatch watch.

Like I say there's a white hot anger here which burns in my breast, and has done since the first week of 9/11, and the more I learn, the more I discover, the fiercer my anger grows.

Culto's work. The Connections documentary. October 17 1978. Do you remember where you were then? The empty towers. The "flight 911". The blackout on 9/11, if you write the date as the English do.

OK, I think we're ready for the next installment. Let's shine the spotlight on: Vanessa Minter.

I want now to focus on the Betty Ong phone call.

There are so many people involved in both phone calls that we really need a white board to keep track. So let's just start out here by laying out who was involved in the call.

Betty Ong called, supposedly, the general reservations number for American Airlines. Her call was then randomly assigned to one of six call centres, and it went through to Raleigh, North Carolina.

It was answered by Vanessa Minter.



As we've seen, Vanessa panicked when she could not find the emergency button (the big red button on the front of the phone), so she called Winston Sadler, in International Department, and asked him to help out. Winston was patched into the call, and hit the emergency button.

This alerted Nydia Gonzalez, who was then able to listen in to the call. After about 2 minutes, Nydia then placed a call through to American Airlines Operations Center in Fort Worth Dallas, where she was connected to manager on duty Craig Marquis. Gonzalez stayed on the phone with Ong on one line, and with Marquis on the other, until the call was disconnected, which was about 40 seconds or so before so-called "impact" of flight 11 into WTC1 at 8:46am.

One other person listens in on the phone call, without saying anything. His name is Ray Scott, and he is the general manager of operations at Raleigh.

There's nothing particularly suspicious about these various handovers, as such.

Huh! As if that would be true. Just kidding round, there is something utterly suspicious about these handovers, as you would by now expect.

To find out what it is, you have to subject yourself to listening to a 15 minute interview with Vanessa Minter. Now. I don't want to be rude. {snip: bit harsh}

Anyway, it's madness to even try to parse what Vanessa Minter says because she is one of those people who just makes shit up as they go along.

For example, for Vanessa, Betty Ong's call came in at "approximately 7:59am".

Ok, well, excuse me, but come on. If it's 7:59am, it's not approximate, and if it's approximate, it's 8am. So this is just crazy talk, but that's her claim: Betty Ong phoned in at 7:59am.

Now, if you want, you can pick this up and run with it as some kind of evidence of some kind of cover-up, but it's not evidence of anything except Vanessa Minter's grasp on reality that morning. Seriously. It was 8:18am forgetaboutit, when Ong phoned in, from wherever, or whatever, but it wasn't 7:59am, so well done Vanessa, great contribution there to the faithful recording of world history.

Oh there's more. Do we have to catalogue it? Vanessa was on the phone to Betty, but, get this, she didn't find out what happened to the flight till 4pm that day. Say what? She must have been the last person in Christendom to hear what happened. Did they put her in a pit? Seriously wtf?

Anyway, where was I: oh yes. She does offer one fascinating snippet. Vanessa Minter says that the FBI arrived, on the scene, in person, at the Rayleigh facility, within five minutes of the Betty Ong call being received!

With all due allowance for Vanessa Minter's bizarre recollections, this one sticks. The FBI were on the doorstep. Straight away. Huh.

Well how did that happen?

How did the FBI come to be at the Raleigh Reservations center of American Airlines within five minutes of the Betty Ong call being received?

Vanessa Minter doesn't know. Don't ask her.

How? How did they get there so fast? It wasn't even really clear in the first five minutes that it was a hijacking.

I have a suggestion.

The whole thing is a faked, scripted, bullshit exercise, like the rest of the 20th century, and the 21st the way it seems to be panning out.

FBI turning up within 5 minutes. And what did they do? They pulled Vanessa Minter off the line, and put Ray Scott, manager, on instead. His role was to listen. And he did. Didn't say a word.

Didn't say a word. Not a word. Just listened.

Here's the link to the Vanessa Minter interview:

Vanessa and her husband worked for the US military in Japan. She had undergone anti-terrorist training or some such. But I highly doubt she was selected for this special role. I think it was just Vanessa's lucky/unlucky day.

But whether she was picked or not to play this role, she has provided a valuable clue. The FBI were on site within 5 minutes.

Like the Angell flight 11 video, like the Connections documentary: that's foreknowledge.

So Vanessa Minter was pulled off the call after five minutes by the FBI, according to her own recollections of the day. What else does she say in the interview? Oh yes, a great quote about being laid off by American Airlines, and how if they had wanted to control what she said they should have kept her on payroll.

Yeah, that's great Vanessa. I don't think they were too concerned for some reason.

Elizabeth Williams they kept on payroll. Vanessa Minter, they let go.

This thing about Vanessa Minter bugs me. It might seem like she is playing a minor bit-part in the drama of the day, but there is a moment in space and time when Vanessa Minter IS 9/11.

When she answers that call from Betty Ong, it is the very first notice that the rest of the world has received that something is happening, and that the 9/11 event has begun.

Very shortly, there will be a huge number of people responding to the unfolding events, but in those initial moments, there is only one. Fate is a funny thing. For that first minute or two, Vanessa Minter is the window between the 9/11 operation and the rest of reality.

During those short moments, she is, in a sense, the representative of all of us. She took the call on behalf of humanity.

It might seem like I am making too much of this point, and perhaps I am, but I confess to being fascinated by these sideplots, these seemingly insignificant details, in the unfolding drama of the day. Was it Confucius, or Chairman Mao, who said, a journey of a thousand miles begins with a single step? Well, the journey of 9/11 began with a single phone call, and just like the entire thousand miles is encapsulated in that first step, so the entire operation of 9/11 is contained like a seed in the exchange between Ong and Minter.

What I'm trying to get at is this: Vanessa Minter was a metaphor that day for America, for the world. We took the call as she took the call. How she responded is a litmus test of how we responded. Her response IS our response. On 9/11, we are all Vanessa Minter.

So, how did we respond?

You know how we responded, and how we are still responding. We didn't get it then, and we aren't getting it now. We had no clue what was happening. And we still don't. We didn't see it coming, and when it did, we had no idea what to do, and we couldn't even find the big red flashing emergency button right in front of our eyes.

As Vanessa Minter goes, so we all go.

So let's now go through in way-too-much-detail the circumstances of the Ong-Minter portion of the call. It only lasts for a very short time, but it is long enough to catch the reflection of the group mind. Here we go then:

VANESSA MINTER advised that she arrived at work at the American Airlines Southeastern Reservations Center around 6:30 a.m. on Tuesday, September 11, 2001. She showed her security badge to access the facility and was at her work station by about 7:00 a.m. MINTER normally works a shift from 7:00 a.m. to 3:30 p.m. MINTER stated that things were going pretty slow on the morning of September 11, 2001, and that she was not receiving many calls.

At approximately 7:59 a.m., MINTER received a telephone call at her work station from a female caller. The caller's first words were, "I think we're being hijacked." MINTER asked the caller if she could hold for a moment. MINTER looked for, but was unable to find, the emergency button on her phone pad. MINTER then speed dialed the American Airlines international resolution desk. Her call was answered by WINSTON (Last Name Unknown) (LNU). MINTER told WINSTON what the caller had said. MINTER then told WINSTON that she

There's the "approximately 7:59" quote. Elsewhere in these interviews, the FBI actually comment that they tried to explain to her that this time was way off, but she insisted on it. Can't put my finger on the quote right now, but they just shrugged. Ong's call came in at 7:59am, approximately, according to Minter.

Seriously, who does this? Misremembers a key time from a crucial event, so drastically, when surrounded by clocks and timepieces and other people? We do, it seems. Is this not remarkable, that the very time of this first contact between the operation and the outside world should have such drastic confusion attached to it?

Ong's first words apparently, here we go, the very first words of the very first communication: "I think we're being hijacked". Consider the circumstances of the story as we are asked to believe it. The "hijacking" commenced four minutes earlier. Two people have been stabbed, and another has had his throat cut. Mace has been released into the cabin. The cockpit has been stormed, and the controls taken over.

Ong makes her call, gets through, and what does she say: "I think we're being hijacked".

She "thinks"? She's not sure? She's still trying to figure it out?

This is a very strange thing to say. You don't say in english, "I think we're being hijacked". You say: "we are being hijacked".

OK, well, perhaps it's a figure of speech, or Minter hasn't quite remembered it right. But, no, here it is at the very beginning of the recorded section, in the transcript from the second day: "I don't know, I think we're being hijacked".

This line in the transcript is very curious. It's the line that does not appear in the transcript from the first day. Like the line about "flight 12", it has been spliced into the audio tape and transcript as it appeared on 9/11/01.

So let's break this down: either Ong said twice "I think we're being hijacked", the first time to Minter before the emergency button was pushed, and then again after the emergency button was pushed, OR: she said it once at the beginning to Minter, when the call was supposedly not being recorded, but it actually was being recorded, and this part of the tape was spliced into the alleged four-minutes of recording before the 9/12/01 transcript.

So she said it twice, or she said it once, and they're lying about the four minutes.

Once, or twice, consider again those words: "I think we're being hijacked". Why does she say "think"? I have a suggestion. Betty Ong was real, and she was, like all of us, a fundamentally good person, a decent human being. She is honest, and she is not used to lying. She doesn't like to lie. She's been brought up to believe in telling the truth.

On the morning of 9/11/01, Betty Ong has been persuaded to play a part in a military drill simulating a hijacking. It's acting, which is different from lying. But, still. A part of Betty's mind is uncomfortable, at some level, with lying. So it's not easy for her to simply come out and say "we are being hijacked". It's a bald-faced lie and a bit brutal.

Betty is working from a script, or a prompter, but she's been encouraged to put the lines into her own words. So that's why "we're being hijacked" comes out as "I think we're being hijacked". It's a psychological escape clause.

Nobody would say, in a real hijacking, with throats cut and mace and screaming and pilots being overpowered, "I think we're being hijacked". Just wouldn't happen.

Betty Ong's very first words, "I think we're being hijacked" tell the whole story. It's a cry for help alright. She's telling us that it's make-believe.

was going to "open up the line," which resulted in she, WINSTON, and the caller all being on the telephone line at the same time. MINTER indicated that WINSTON was physically located on the other side of the building from her. WINSTON asked MINTER if she had pushed the emergency button on her phone. When MINTER responded negatively, WINSTON pushed the emergency button on his telephone. MINTER explained that pushing the emergency button causes the call to be recorded and also alerts the operations area so that one of their personnel can pick up the call. MINTER advised that she could tell from a light on her telephone that a supervisor from the Operations Department had gotten on the line. MINTER informed that BRENT (LNU) initially picked up the call for Operations. However, BRENT apparently quickly handed the call off to NYDIA GONZALES. MINTER advised that BRENT did not say anything while he was on the phone call.

MINTER stated that the caller was calm but scared. The caller identified herself as (First Name Unknown) (FNU) ONG. ONG initially said she was on American Airlines flight #12. ONG then amended her statement and said she was on flight #11 from Boston to Los Angeles. ONG said, "We're in the air." ONG told MINTER that she was sitting in a jump seat in the coach cabin in the back of the plane. When ONG said she was sitting in the jump seat, MINTER realized that ONG was either a crew member or crew-qualified. ONG stated that the #5 and the #1 had been stabbed. MINTER assumed that ONG

The button, the button, she couldn't find the button. Have you pushed the button? No, I couldn't find the button.

This is insane. Think about it. Cubicle. PC. Telephone. That's it. It's not the deck of the USS Enterprise. It's not the warp drive controls you're looking for. It's a big, red, illuminated button on the bottom right of the phone. There. Right there. What do you mean you can't see it?

Remember, as Vanessa goes, so we go. We couldn't find the emergency button. We were taken completely by surprise. Oh, sure, we've all done the training, yada yada yada, but we weren't really paying too close attention were we. So when the real thing happened, we panicked. We literally metaphorically anyway-you-like were unable to see the big red flashing button right in front of our noses. We panicked, and we didn't know what to do.

So we let Bush and Cheney and the criminal psychopaths invade Afghanistan, then Iraq, and unleash insane surveillance in the USA, and then around the world, and mostly we cheered them on as they did it. We couldn't find the emergency button.

In another alternative timeline of human history, Vanessa Minter could have stopped the entire operation in its tracks, right there. She could have replied "you think you're being hijacked? That sounds bogus. Who are you? What is going on? Do you understand that false reporting of an incident like this is an extremely serious criminal matter. Please immediately clarify yourself ma'am". And Betty Ong might have replied "oh crap, you know what, I can't do this. Listen, they're forcing me to do this, it's a military drill, quick, let the world know there's a false flag operation under way".

Well, probably that's too much to ask or expect, but locating the big red flashing button, that should have been a given. Just like it should have been a given that the people of the USA, and the world, should have realised immediately that there was a massive problem in the narrative, and refused to go along with it. But we didn't. We went along with it. Oh yes, I know you twigged at a certain point, and we went to the anti-war marches for a while, or whatever, but mostly, it's been iphones and flatscreen tvs since 9/11 and that's what's really got us excited.

MINTER stated that she thought ONG was relaying information that was being provided to her. She did not believe ONG could actually see what was going on. ONG did not indicate how she came to be sitting in the jump seat at the back of the plane. ONG stated that the passengers in the coach section of the airplane did not know what was going on.

Ong was relaying information. Couldn't see what was going on.

MINTER advised that GONZALES broke into their conversation and asked if the pilot had made any announcements. ONG responded that no announcements had been made and added that they could not get through to the cockpit. ONG said they could not reach the co-pilot and stated something to the effect of, "They're (the hijackers) already in the cockpit." After telling GONZALES that they could not get through to the cockpit, ONG said that the plane was descending. ONG stated that the airplane was "flying sideways." WINSTON asked if she meant the plane was flying erratically. ONG said "Yes." MINTER remembered ONG saying the plane was leveling off and then that the wings were tilting. MINTER also recalled ONG saying that the airplane was "going down" but thought she meant the plane was just descending rather than about to crash.

MINTER stated that ONG kept repeating herself during the conversation. ONG said repeatedly that there were stabbings. MINTER recalled hearing references to the hijackers sitting in seats 2A and 2B in the first class cabin of the aircraft. MINTER was not sure whether she heard the references to seats 2A and 2B during the phone call with ONG or later while people were talking in the American Airlines operations area. At one point during the phone conversation, ONG requested MINTER and the other parties on the call to pray for them. MINTER recalled that, toward the end of the conversation, ONG said "Oh my God!" MINTER could not recall whether she heard the "Oh my God!" exclamation directly or was told that by someone after she got off the call. MINTER also remembered ONG saying that some of the passengers were moving because they were having difficulty breathing.

Kept repeating herself

Ok, now let's look at the movements of Ray Scott. First according to Nydia Gonzalez:

[U] Ms. Gonzalez subsequently learned that Vanessa Minter (Raleigh center) had initially answered the Ong call but she was "shaken" by it and immediately transferred it to Winston Sadler, who is the resolution agent. Sadler hit the emergency button and that triggered the recording of the call and the alarm to notify Gonzalez. Then she was paged following the alarm. Ray Scott was the supervisor on duty at the call center and he joined Minter at her desk, where they both continued to monitor the call. Sadler and Gonzalez were nearby, but were each in a separate area of the Raleigh office while they monitored the Ong call. Only Gonzalez was on the simultaneous call with Marquis.

Compare to how Minter tells it:

MINTER advised that she did not hear the end of the phone conversation with ONG. Near the end of the call, MINTER gave her headset to RAY SCOTT who was standing near her. SCOTT could not use MINTER's headset, because she had a custom-made earpiece. SCOTT went and got his headset. When SCOTT returned, he got on the line with ONG. MINTER stood by SCOTT as he listened to the conversation. After a short period of time, SCOTT took off his headset. When SCOTT took off his headset, MINTER realized that the plane had crashed or they had lost communication with ONG. MINTER stated that she was still going over in her mind what she had heard. MINTER estimated that she was on the telephone call with ONG for over 20 minutes before SCOTT took over for her.

Now Scott in his own words

RE: LEAD CONTROL NUMBERS: DL267 AND CE66

RAY CORNELL SCOTT, date of birth [REDACTED]

[REDACTED] telephone number [REDACTED] was interviewed at his place of employment, AMERICAN AIRLINES AA SOUTHEASTERN RESERVATIONS OFFICE, 500 Gregson Drive, Cary, North Carolina, telephone number [REDACTED]. SCOTT was advised of the official identity of the interviewing agent and the nature of the interview. He then provided the following information:

On September 11, 2001, SCOTT was the manager on duty at the Information Center when he received a report of an emergency telephone call which was being handled by a representative in the International Department.

SCOTT was informed the call concerned a hijacking and went to the station of VANESSA MINTER whom he replaced on the telephone call. When SCOTT began listening to the call, Operations Specialist NYDIA GONZALEZ was already on the line. GONZALEZ was handling the dialogue with the individual who placed the call and SCOTT simply listened.

SCOTT learned that the individual who placed the call was a Flight Attendant named BETTY. BETTY further identified herself as being Flight Attendant Number 3 on AA Flight 11. Flight Attendant Number 3 was the AA designation for the attendant who serviced the coach section of the plane and was typically stationed in the rear of the aircraft. BETTY (LAST NAME UNKNOWN)(LNU) was questioned as to whether there were any injuries. BETTY stated the individual who was seated in 9B, further described as a Mr. LEWIN, appeared to be dead. Flight Attendant Number 1 was stabbed and in serious condition. Flight Attendant Number 1 had been placed on oxygen. Flight Attendant Number 5 had also been stabbed, but was not described as being in serious condition. SCOTT explained that Flight Attendant Number 1 is the Head Flight Attendant and typically services the First Class area of the plane. Flight Attendant Number 5 could be responsible for working anywhere on the cabin.

SCOTT listened as BETTY relayed that a passenger who was seated in 10B was currently in the cockpit. This passenger's name was provided and phonetically reported as SAMIR AL ASAQUAMI.

BETTY informed the First Class passengers had been moved to the coach section but did not specify if this was done by the flight crew or the hijackers. It appeared to SCOTT that BETTY LNU was getting her information from another individual and relaying it to the Reservations Office.

BETTY began explaining that the plane was rapidly descending and that they were going down fast. Thereafter, the phone call was disconnected. SCOTT looked at the clock which indicated the time was approximately 8:43 A.M.

Throughout the conversation, Flight Attendant BETTY LNU provided no indication of where the aircraft was headed or the purpose of the hijacking attempt.

SCOTT estimated he listened to approximately ten minutes of a conversation which was reported to be in excess of twenty 20 minutes in length.

SCOTT overheard no reference to the total number of flight attendants, the total number of hijackers, or how soon the event occurred after takeoff.

SCOTT had no indication as to what was used to stab the flight attendants.

[PDF page 2]

It is not stated anywhere in these documents, but Vanessa Minter spilled the beans in her online interview (link above): the FBI were on site within 5 minutes of the Ong call coming in, and they were the reason that she was pulled off the call and Ray Scott put in her place. I have no idea what is going on here. Of course, how did the FBI get there so fast? But also: why was it so critical to take Vanessa off the call, and have Ray Scott listen in on her line? And what's with all the business about the headphones? Didn't Ray Scott have his own phone? Why did he need to listen in? What was his role in all of this? This whole passing of the line back and forwards between Minter and Scott, because of the FBI, makes no sense. Unless they were monitoring the whole thing from the beginning, and realised that Minter was making a hash of the whole thing and had to be whisked out of the frontline as quick as possible.

Another curiosity: Minter didn't find out what happened to flight 11 until 4pm:

Cary airline operator took call from hijacked plane on 9/11



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CARY, N.C. — An American Airlines operator working at a call center in Cary received a startling call from a flight attendant aboard Flight 11, bound for Los Angeles, Calif., on the morning of Sept. 11, 2001.

"The first thing out of her mouth is, 'I think we're being hijacked,'" Vanessa Minter recalled Friday. "There was something in her voice that said, 'Okay, this isn't funny. This isn't a joke. This is real.'"

Flight attendant Betty Ong told Minter that five men, who were later identified as al-Qaida terrorists, took over the cockpit within minutes of takeoff. Minter passed the call to her supervisor and it was 4 p.m. before she realized what had happened to Ong.

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But again: this is a metaphor. We, the people, didn't realise what had happened, until later. We saw, but we didn't see. We knew, but we didn't know. Vanessa Minter actually took the call from the flight attendant on the hijacked aircraft, and yet, did not know what happened until that aircraft until 4pm. That's self absorption right there. To be so wrapped up in your experience of the event that you actually have no conscious clue what actually happened. Except your own fuzzy inner world of half-baked emotions. All choked up. Couldn't find the button. And had no idea what happened until 4pm. That's Vanessa Minter. That's you and me, if you can handle it.

We've seen from the circumstances of the call that there are many anomalies which suggest that it was part of a drill, rather than a response to a genuine hijacking emergency. These include the confusions over flight 11/flight 12, the clear evidence that the transcript and audio recordings were altered in the first two days, and Vanessa Minter's recollection that the FBI were on the scene at the Raleigh call center within five minutes of the call coming through.

But what about the contents of the call itself?

To put it bluntly, it is impossible to reconcile Betty Ong's comments and description of what is happening with any kind of real-world, genuine, in-flight emergency.

But let's see what happens when we try, shall we.

Let's suppose for the sake of argument that the official story describes accurately what happened. The plane was taken over by hijackers. Two flight attendants were stabbed

and a passenger's throat slashed. The cockpit has been stormed. Mace has been released into the cabin. The plane is carrying 81 passengers, each of whom is sitting in front of a working airphone installed in the seat in front of them.

Now, let's have a think about that.

No passenger apparently placed a phone call. Not one. 81 people, sitting in front of working airphones. Hijack taking place. Stabbings. Mace. Should I call someone, or not? Might be expensive. Probably better not. Times 81.

So already there's a dog that didn't bark, or 81 of them. 81 passengers who didn't make phone calls to loved ones, despite having a working phone literally inches in front of their faces, and their lives about to end in troubling fashion. But we can't just give up here, we must go through this relentlessly, like a catalogue, no matter how boring.

Betty relates during the conversation that the passengers in coach aren't aware of what has transpired in first and business class. She also relates that the first and business class passengers have been moved into coach, because of the mace.

Do you suppose the first and business passengers preferred to keep their experiences to themselves, rather than sharing them with the riff-raff in coach? Perhaps they did. But the Mace? Mace does not respect the divisions between classes inside an enclosed space like an aeroplane. I can hardly believe this, but I seem to remember years ago they used to allow smoking on planes. But only up the back, in a special smoking section. Can that be true, it seems archaic? In any case, there was just one tiny flaw in the arrangement, unless I am making this all up, and that is the smoke did not tend to stay in the rows it was assigned to.

I'm guessing, because I don't have personal experience of this, but I would expect that if you let off a canister of Mace in business class, it is going to be detectable in coach. At the very least.

The only way the coach passengers could be unaware something was going on would be if the three stabbed people made no sound, the mace stayed in first class, and none of the business or first class passengers happened to mention what they had witnessed to any coach passenger when they were evacuated from the front of the cabin.

Obviously, all of this is ridiculous and impossible. If three people were stabbed, mace released, and the first/business class passengers relocated to coach, then everyone on the plane knows what is going on.

And people are going to start grabbing those airphones and frantically placing calls to loved ones. But as we know none do.

Obviously, clearly, beyond any shadow of doubt, Betty Ong cannot be describing a real world scenario. She's only saying no one in coach is aware to cover for the fact that no one is placing frantic calls to loved ones.

Winston Sadler said he thought she was relating things being told to her by someone else. Vanessa Minter said she kept on repeating the same things. Indeed she did. In the transcript, it is as though she has a list of talking points which she just keeps repeating, ad nauseum. Two flight attendants have been stabbed, we can't contact the cockpit, there's mace or something.

Funny thing though, in the midst of all her concern for the two flight attendants who've been stabbed, she never actually mentions Daniel Lewin, the passenger, who is dying from having his throat slashed, until much later in the conversation when she is asked about it specifically. Over and over she mentions the flight attendants, but doesn't mention the passenger. They're ok, but he's dying. You would think he would be mentioned.

If it was real. If it was real, and a passenger, a customer, a man, was dying from having his throat cut, you would mention it. It wouldn't slip your mind. There was plenty of time.

She uses many phrases which strike the ear as odd, if this was real-world. "Nobody knows who stabbed who", she says. That's a funny way to express it. Nobody knows who did the stabbing, and nobody knows who got stabbed. All a big mystery. All we know for sure is that there were stabbings, but as for the details, that's all a bit hazy.

Impossible. Ridiculous.

"The guys have jammed their way up into the cockpit".

The guys? Again, that's not real world. The hijackers aren't "guys". Guys are people on your team, on your side, part of your crew.

These “guys”, the hijackers, have disappeared from the cabin. They did some things, some stabbings, released some mace. We’re not sure who they were, or how many there were, but they have gone now. And we’re not totally sure where they have gone. We THINK they’ve gone up into the cockpit. We can’t be completely certain of that. They might, for example, have gone for a walk on the wing of the aircraft, though, admittedly that is unlikely. But, shoot, we just can’t find them around here anywhere.

We will get to the question of the identification of the hijackers in a post to come, but for now, it’s enough to note that the official story is a complete mess here. Supposedly there are five hijackers on flight 11, though neither Betty Ong nor Amy Sweeney ever identify that many. But let’s stick with the official story for now, five hijackers. The guys. Two, three, five, whatever.

According to Betty, all the hijackers are now missing, but we think they are in the cockpit.

Let’s go into the cockpit and have a look. Now, it’s pretty cramped in there. We have the pilot and co-pilot, and now, five additional individuals, or three, or two, who cares how many now, and we’re all squeezed in with the door shut and locked behind us. There’s been a struggle, with knives, and blood has been spilt. Arteries have been cut, so blood is squirting everywhere, on the seats, on the instruments, on the controls. Nevertheless, the five/four/three men are maneuvering the bodies of the pilots out of the way, so that they can take control...

OK, stop right there, this is just getting out of hand.

Obviously, five hijackers did not manage to “jam” their way into the cockpit because that is just an insane story. Or four, or three. Let alone do it on four aircraft.

Have you called anyone else, asks Nydia Gonzalez.

“No”, replies Betty, “someones calling Medical and we can’t...”

Click. Recording ends there.

No wonder. Say what again?

We haven’t called anyone, but someone’s calling Medical.

This was the point beyond which they couldn't let any more of Betty's comments through onto the tape. Actually, the entire transcript only runs to a few short pages. There are a lot of pauses, and back-and-forth clarifications in that four minutes. Hardly amounts to anything. But when she said that they were calling Medical, but they weren't calling anyone, that's when they had to pull the plug.

Nothing in this phone call sounds like it ought to, if it was indeed a genuine real world hijacking.

And it's not just the strangeness of the things that she does say. It's also the things that she doesn't say. For example: why is Betty even making the call? This is a fascinating question, precisely because we are not supposed to ask it. If this was a genuine hijacking, then Betty would be calling for one reason only: to get help. Of course.

But nowhere in her call does Betty even come close to asking for help, or advice, or information, or assistance. It is said she asked them to pray for her towards the end of the call. But nowhere in the transcript does she say anything like, help, or what should we do, what can be done, or really anything. She's just phoning in for a breezy chat. She's relaxed to the point where her tone of voice is as if she's placing her order at the Italian restaurant.

There's no urgency in her voice, and she's not calling to ask for anything.

In reality, she is not calling to try to obtain some assistance for her and the other passenger and crew on the plane. She is calling, from within the drill, to advise the world what is supposedly happening on flight 11. The purpose of her call is purely and simply to establish a narrative of what happened on the plane.

This is why she does not ask for help. She is not calling for help. She doesn't need any help. She is participating in a drill. She has a piece of paper in front of her with a list of talking points, and she has handlers by her side ready to provide answers to questions.

Looked at in that light, the transcript of the Betty Ong call makes sense. Considered as a true and faithful account of a call from a hijacked aircraft, it is impossible to take seriously.

We're not done with Betty Ong yet. The post above is only dealing with the four minutes of recorded conversation, but the call itself continues for another twenty minutes or so. In

the next posts, we will look closer at the rest of the call. As we do so, we are going to compare the timelines of the two calls with the timeline of flight 11 itself.

The times at which the Ong and Sweeney calls were made is well documented, but for some of the other related calls, the information is missing. It is however possible to work it all out by various events that happen simultaneously in different calls. So that's what I've done. I've put all the timelines together, and sorted out when all the different calls start and end.

At this point, I realised I needed to make myself a nice coloured chart to keep track of everything. Which I did, and it has turned out to be quite useful and revealing. In any case, it's essential for keeping track of the next posts.

So here it is below. It should be self-explanatory. It shows the time on the left in increments of minutes, starting from just before "hijack", to "impact". The Betty One related phone calls are in red. The Sweeney related calls are in yellow. The start and end time of each call is given in each coloured section. On the right are shown the events in the flight 11 timeline. Detailed discussion of this chart and what it reveals will follow. Click on the chart to open a better resolution version in separate window.



I'd like to pick the up the story again by going back to Betty Ong's phone call.

In an earlier post, in the discussion of the flight 11/flight 12 discrepancy, we saw that there was a major problem with the official claim that only four minutes of that phone call was recorded. In this post, I'd like to add to that pile of evidence, and prove beyond any doubt that the recording and transcript of the Betty Ong phone call which has been released has been, shall we say, *tampered with*.

It's worth going over this slowly and in detail because it really goes to the heart of the 9/11 coverup. Recall that this is the first phone call, from the first flight "hijacked" that day, and also the first flight to "crash into" the WTC. It's where the whole day began, and it's where the lies began.

The problem for the official narrative is that they've now released two different versions of the four minute conversation into the public domain. This is part of the document dump which took place a year or so ago, and comprises all kinds of interviews, transcripts and other materials from the early investigation. I really am not sure where or how all this material came to be online, but it doesn't really matter. It's all genuine, no doubt about it, and it is extremely revealing.

To recap from the earlier post: on the very morning of September 11, 2001, the head of security at Americam Airlines took a phone call from the supervisor at the Raleigh reservation center, who played for him over the telephone a recording of the Betty Ong phone call. We know this because the transcript of the conversation has been released. So within this conversation is contained the Betty Ong recording from the first day.

The next day, September 12, 2001, a second version of the conversation was transcribed. This second version is the one that has become the official version to this day. When the tapes of these conversation were released last year, or was it the year before now, the tape of the Betty Ong phone call that you hear is the same as the transcript from September 12, 2001. It is four minutes long. This is the length of time that the new improved system that had just been installed recorded emergency phone calls for, before shutting off. After all, why would you ever need any more than the first four minutes of an emergency phone call? The old system recorded the entire call, apparently, but due to a recent "upgrade", it now cut off after four minutes.

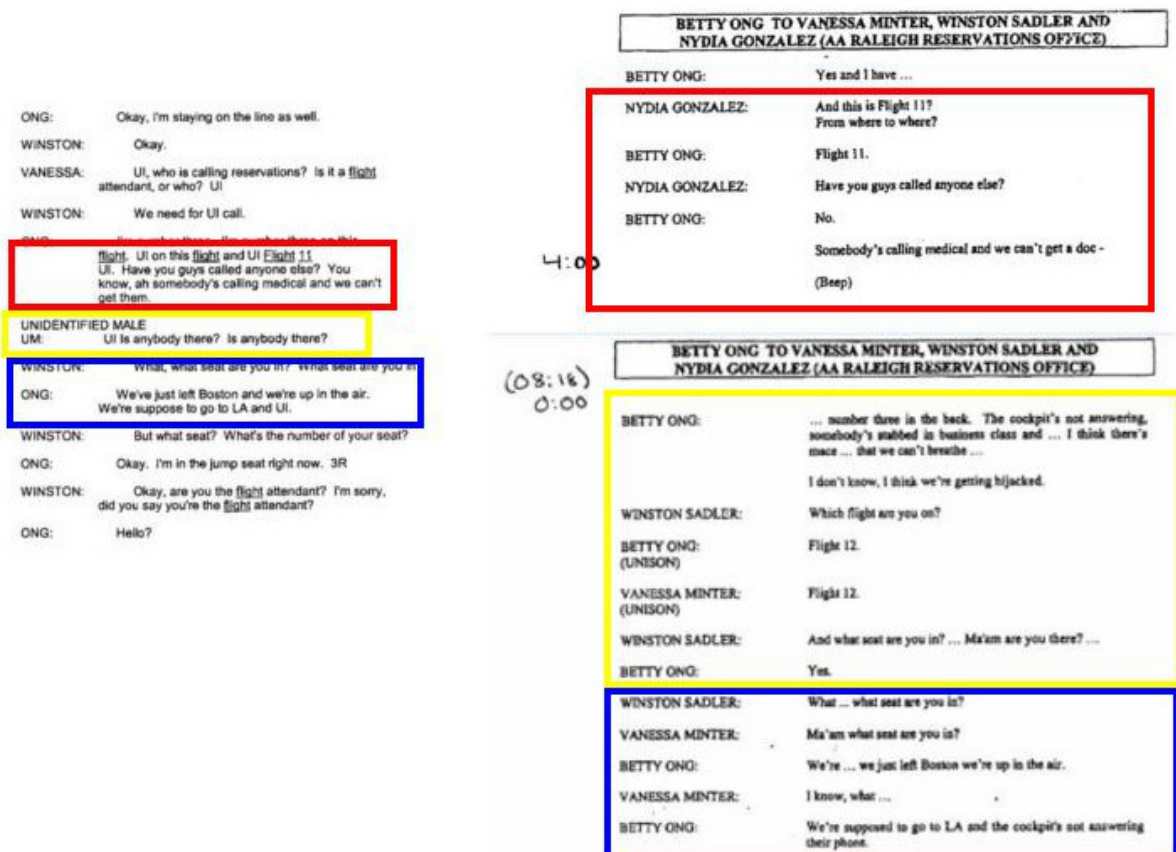
This rather unbelievable story can be now proven to be false by simply comparing the two transcripts. We started to do that earlier in the thread, but there is more to it than the flight

11/flight 12 reference. Before we get to that though, there is this very odd business of the tape being looped. If you'll permit me saying so.

It's hard to describe, but I'm going to try again. The transcript from the first day starts about one third of the way through the "four-minute" conversation as we now know it. It goes along then to the end of the "four-minute" transcript. Then it loops back to the beginning, and plays the entire four minutes, to the end, where it stops.

So this first transcript accounts for around seven minutes of dialogue, but it is simply the four minutes played through (nearly) twice. It's a very odd thing. When you first start reading these transcripts it throws you right off. It took me ages, and a bunch of coloured pencils to figure out what was happening, because it's actually still not quite as "simple" as I've described.

The interesting part is the seam where they have spliced the "ending" onto the "beginning", which occurs about half way through the first transcript. What's apparent when the dust has settled is that the two "beginnings" are not the same at all. Like I say, it's difficult to describe, so I made this graphic below so you can just see it in front of you.



On the left hand side is the section of the transcript from the first day where the ending has been spliced onto the beginning.

On the right hand side is the transcript from the second day. At the top is the end of that transcript. Then below it is the beginning of the transcript. You can see hand written annotations on the transcript which show the time that has elapsed. These annotations occur throughout the documents that were released, and they also contain some revealing information as we shall see.

I've boxed the ending of the conversation in red. If you compare both red boxes, left and right, you'll see that the transcripts are essentially the same. Betty Ong cuts off right in the middle of talking about calling a doctor.

Now please look at the yellow box on the right hand side. This is the beginning of the Betty Ong phone call as it appears officially today. It is what you will hear if you listen to the tape released by the government, which you can do on youtube.

Then below that I've put a blue box. If you now compare the blue boxes from the right side to the left, again, they are essentially the same, and you can see that the two transcripts track each other.

But if you now look at the yellow box on the left hand side, you can see the problem. It is **completely different** from the yellow box on the right hand side.

Let's recall who was talking to who. The call came in and was answered by Vanessa Minter. Now I owe Vanessa a huge apology for getting her name consistently wrong in the first part of this thread, an error I have now corrected. As for the rest, no apology though. Her story is a bizarre concoction full of hair-raising detail (like the FBI turning up within 5 minutes) and completely unbelievable twaddle (like having no idea what had happened until 4pm that afternoon). She gets crucial details completely wrong, like the time of the phone call, unless...no, she gets it completely wrong.

Now remember Vanessa had all that trouble finding the **big red button** on the telephone in front of her, so she got her supervisor involved. That's Winston Sadler. So maybe that's Winston Sadler in the yellow box on the left hand side picking up the phone and asking, naturally enough, is anybody there? or maybe it's someone else.

The point is this comment is entirely missing from the transcript on the right hand side, from September 12. And in it's place we have a bunch of dialogue which doesn't appear anywhere in the transcript from September 11.



There's only one possibility for how this could have happened: they had additional tape recording of the conversation which was not part of what was played on September 11, and which was spliced into the revised version of the transcript released the next day.



Nothing wrong with that. *Tampering* with evidence. Not as if this is a *federal crime*. Oh wait, yes it is.

So now let's look at the content of the yellow box on the right. We've already discussed the flight 12 weirdness. That leaves the first line, which is a variation on a list of things that Ong rattles off several times during the four minutes, *as if she's reading from a script*, or list.

But the comment I really want to shine a bright light on is this one:

“ I don't know, I think we're getting hijacked.

Let's just say this explicitly here: ***this statement was spliced into the tape here at the beginning.***

She must have said this at some other time. It must be before the call was handed over to Sadler. Which means that they must have been recording the phone call from the beginning, or soon after. Do you think maybe Vanessa's story of not being able to find the big red button might be a big fat cover story?

We can be certain that it is, because she tells it plainly, when she was interviewed recently by her local paper.

“The first thing out of her mouth is, 'I think we're being hijacked,'" Vanessa Minter recalled Friday. "There was something in her voice

that said, 'Okay, this isn't funny. This isn't a joke. This is real.'"

The "first thing out of her mouth" was a minute or so before Ong is supposed to be recorded on the tape. Vanessa spoke with her for some period of time before transferring her to Sadler, when the tape supposedly starts. Yet her opening words have ended up spliced into the beginning of the four minute conversation.

Tampering with evidence.



The FBI noticed this remark also. The person who wrote the annotations on the transcripts left this note on the front cover:

- Minter who took the call from Ong.
Said that Ong said "I think we're getting
hijacked"

So there can be no question about it. Between the first and the second day, someone created a fake version of the Ong phone call by splicing together bits of the tape recording which had been made on the first day. And they had plenty more than four minutes.

You can see that they were shaping the story from the get-go. Think of it as a little *creative license*. "All we were trying to do was clarify the narrative for the American people. It was a hijacking, we just needed that story line to be very clearly spelled out."

And what about this whole business of the tape being looped on the first day? What's that about? Who would have done that and why?

Well, I'm not sure why, but I think I know who...

Meet Troy Wregglesworth.

Troy is a deacon at the Walnut Street Church of Christ in Cary, North Carolina. Cary is right next to Raleigh.

Unless I have the wrong Troy, in which case, woops, he was the person who was in charge of the technical side of the telephone system at Raleigh Reservation Center that day. Here are the transcripts from his FBI interviews in the first days.

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/13/2001

RE: LEAD CONTROL NUMBERS: DL267 AND CE66

TROY WREGGELSWORTH, date of birth [redacted]
white male, home address [redacted] was interviewed at his place of employment, AMERICAN AIRLINES AA SOUTHEASTERN RESERVATION CENTER, 500 Gregory Drive, Cary, North Carolina 27511, telephone number [redacted] where he is employed as the Systems Analyst for the facility. WREGGELSWORTH, after being advised as to the identity of the interviewing agent, provided the following information:

WREGGELSWORTH stated the telephonic system utilized by the AA SOUTHEASTERN RESERVATION CENTER otherwise known as SERO, was an "ACD" switch that is produced by ROCKWELL INDUSTRIES and is known by the generic name of "ROCKWELL SPECTRUM". WREGGELSWORTH stated that ROCKWELL kept a full-time representative on premises who WREGGELSWORTH identified as LARRY YARBROUGH.

WREGGELSWORTH explained that airline reservations for the entire United States on behalf of AA is handled through one of seven 7 locations. Those locations are as follows:

- Hartford designated as ERO
- Cincinnati designated as CRO
- Dallas designated as DTRO
- Fort Worth designated as SRO
- Tucson designated as SWRO
- Las Vegas designated as LVRO
- Raleigh designated as SERO

265D-NY-260350-CE

Continuation of FD-302 of TROY WIEGGELSWORTH , On 09/11/2001 , Page 2

WREGGELSWORTH stated he was aware that a flight attendant FA on AA Flight 11 out of Boston placed a telephone call to the Reservations Center at SERO on instant date. WREGGELSWORTH stated that all incoming calls come into the telephone circuit and are routed to the appropriate Customer Service Agent CSA. WREGGELSWORTH stated the system did employ a recording ability and that agents merely have to push an emergency button which would record telephone calls for approximately four minutes in total. WREGGELSWORTH stated after 4 minutes, the system automatically shut off the recording. WREGGELSWORTH stated in instant matter, the telephone call from the FA on AA Flight 11 had lasted much longer than four minutes and that only the first four minutes of the telephone call had been captured by the system. WREGGELSWORTH informed that the telephone system would not erase the call in its main circuitry. WREGGELSWORTH and YARBROUGH made an off-line duplicate of the telephone call to ensure that the file was backed up. This file in its original format is in a ROCKWELL proprietary software format and can only be listened to through that format in its original state. WREGGELSWORTH copied the original ROCKWELL recording, converting it to a WAV format. WREGGELSWORTH stated he did this conversion to a WAV format so that he could e-mail a copy of the recording to his corporate security in Dallas, Texas. WREGGELSWORTH identified the individual in corporate security that he e-mailed the WAV copy to as LARRY WANSLEY, the Managing Director of Corporate Security. YARBROUGH routed original ACD call in the ROCKWELL format to a stand-alone computer connected to the phone system so it would be safe from any computer crashes. It is encoded in the exact ROCKWELL format that it was received.

[PDF page 2]

FEDERAL BUREAU OF INVESTIGATION
Date of transcription 09/13/2001
RE: LEAD CONTROL NUMBERS DL267 AND CE 66
TROY WREGGELSWORTH, date of birth [REDACTED]
home address [REDACTED]
telephone number [REDACTED] was interviewed at his place of employment, AMERICAN AIRLINES AA SOUTHEASTERN RESERVATION CENTER, SERO, 500 Gregson Drive, Cary, North Carolina, telephone number [REDACTED] where he is employed as the Systems Analyst. After being advised as to the identity of the interviewing agent and as to the nature of the interview, WREGGELSWORTH provided the following information:
WREGGELSWORTH provided to the interviewing agent three CD ROM recordings of a telephone call received at the SERO on September 11, 2001, at approximately 8:20 A.M., from a Flight Attendant FA aboard Flight 11. The CD ROM recordings made by WREGGELSWORTH were distinct. The first CD ROM recording of the telephone call was in the WAV format as an exact duplicate of the WAV format as it exists on the computer of AA at the SERO as produced by WREGGELSWORTH himself. The second CD ROM contained a copy of the WAV format recording and an exact duplicate of the original recording in its original recorded format which is a ROCKWELL INDUSTRIES proprietary software format. The third CD ROM is an exact duplicate of the second CD ROM. The first two CD ROMS were placed into evidence with the third CD ROM being placed in a 1A envelope as a work copy for investigative purposes.

Perhaps it was a simple editing error in the heat of the moment. That sounds plausible. Or maybe there is more to it. Maybe it's connected to the tape splicing that took place before the next day. Or maybe it's not. But I would imagine that if anyone knows how the tape ended up being looped on that first day when it was played for the head of security, he would.

To summarise the point of my last two posts, which were admittedly kind of long and a bit repetitive: the claim that the American Airlines system only recorded four minutes of the Betty Ong phone call is proven to be false. The clear implication of the four-minute cover story is that they cannot afford to release the tape of the full conversation because it contains details which will not easily support the official narrative of a hijacking.

That's because they weren't genuine hijackings but some kind of simulation. This all becomes even more obvious when we look at the Amy Sweeney calls. In this post, I'd like to discuss the second call she made.

We've already seen how in her first call, answered by Evie Nunez, Amy claimed that "flight 12" was parked at gate 32 and two flight attendants had been stabbed.



Nunez dispatched Michael Woodward and Elizabeth Williams to check out the situation by walking down to the gate. When they got there, Williams reported seeing an "empty plane" sitting at gate 32.



Woodward and Williams then returned to the office, by which time Amy Sweeney had phoned back again. This time the phone was answered by Jim Sayer, who also worked in the Flight Operations department.

The phone conversation between Jim Sayer and Amy Sweeney is one of those piece of the 9/11 story that have been dropped down the memory hole. Like Elizabeth William's report of the "empty plane", Jim Sayer's story that morning blows the cover off 9/11.

In a moment, we will read his FBI interview notes, but as his name is redacted out from that page, we first have to establish that it was actually he who answered that second call from Amy Sweeney. It is by no means reported in all versions of what happened that day.

To get it straight, here's Michael Woodward a couple of years later:

[U] As he went back into the MOD office, another call had come in and Jim Sayer, a staff assistant (base manager Kelly Cox's assistant) said that it was Amy Sweeney, a flight attendant aboard Flight 11. Amy's first call which Evy Nunez took had been cut off. She was calling back on a cell phone. Woodward, who had known Amy Sweeney personally for ten years, took the call over from Jim Sayer. Woodward added that Sayer, in his position, was not trained to handle emergency calls.

No doubt about that then. Woodward took the call over from Jim Sayer. But he hasn't told it like that every time. Here's Woodward in the FBI notes:

at Gate 32 and he went with BETH WILLIAMS to see if the plane was still there. They went to the gate, realized the flight had left and came back downstairs. Upon returning to the flight service office, WOODWARD learned that the call between NUNEZ and the flight attendant had been disconnected.

Shortly thereafter, the AA flight attendant AMY SWEENEY called on the airphone from Flight 11 and stated the flight had been hijacked. SWEENEY told WOODWARD the #1 attendant (KAREN MARTIN) and the #5 attendant (BOBBY ARUSTIGUE) has been stabbed. SWEENEY also stated that a business class passenger was stabbed and a doctor and nurse were caring for him. SWEENEY stated that three hijackers gained access to the cockpit and the flight crew could not gain access or communicate with the pilots or the cockpit.

In that version, Woodward manages to leave out Sayer's role. Here's another version, also in which Sayer is left out:

JANE ALLEN, Vice President Flight Services, American Airlines AA, AA Flight Academy, Systems Operations Center, 4601 Hwy 360, Fort Worth, Texas 76155, after being apprized of the identity of the interviewing agent, provided the following information:

On 09/11/2001, MS. ALLEN conducted a flight service system conference call. During the call MICHAEL WOODWARD, AA Flight Services Manager, Boston, told her that he received a telephone call from AA flight 11. The caller was flight attendant AMY SWEENEY. According to WOODWARD, SWEENEY's call came from either a cell telephone or an air phone on the aircraft.

The call from SWEENEY was initially received by EVY NUNEZ, manager on duty at AA Boston. NUNEZ became very distraught early in the conversation; WOODWARD took over the call from NUNEZ.

If you watch the BBC documentary, or look around on youtube, you will see plenty about Michael Woodward's involvement in the Amy Sweeney phone calls, but Jim Sayer barely gets a mention. To find out why, let's now look at Jim Sayer's interview with the FBI the day after. As noted, his name has been redacted everywhere it occurs, but this is Jim Sayer.

BEGPRODNO
BEGBATES
DATE
FBDESCR
FULLTEXT

: M-INT-00058948
: 265A-NY-280350-302-14510
: 09/13/2001
: [REDACTED]
:

9/13/01

[REDACTED] was contacted at the AMERICAN AIRLINES administrative office in LOGAN AIRPORT. After being advised of the personal and official identities of the investigating agent and the identity of Sergeant [REDACTED] MASSACHUSETTS STATE POLICE, [REDACTED] provided the following information:

9/11 Law Enforcement Privacy

On September 11, 2001, [REDACTED] reported for work at BOSTON's LOGAN AIRPORT at 7:05 AM. At approximately 7:30 - 8:30 AM, he walked into AA MOD office and heard EVY NUNEZ, an AA employee, state that two flight attendants had been stabbed on Flight 11 at Gate 32. NUNEZ called BETH WILLIAMS and MICHAEL WOODWARD to tell them what happened. WILLIAMS and WOODWARD, who are AA flight service managers, went down to Gate 32 and discovered there was no plane. NUNEZ checked the AA computer for flight information, and then she called someone on the telephone. While NUNEZ was on the telephone, another telephone rang which [REDACTED] answered.

On the telephone was female flight attendant on AA Flight 11 calling from the air who stated that two flight attendants were stabbed and a man in business class had been stabbed in the throat. A doctor and nurse, on board the plane, were caring for the injured man. The flight attendant stated that two people had gone in the cockpit and they said they had a bomb. The flight attendant had observed two boxes connected with red and yellow wire. The individuals who took over the plane had mace and pepper spray, and the flight attendant could detect an odor in the cabin. The flight attendant told [REDACTED] they were in the air over New York City. She also said the hijackers were sitting in seats 10B, 9C and 9G. [REDACTED] took some notes while he was talking to the flight attendant which he signed and dated and turned over to the investigating agent.

9/11 Personal Privacy

[REDACTED] turned over the telephone to MIKE WOODWARD who also spoke to the flight attendant. [REDACTED] then went to his desk

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265D-NY-280350

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to beep KELLY COX, his manager and the other AA managers who were not at work.

The following identifying information was obtained from [REDACTED]

Say what now?

On the telephone was female flight attendant on AA Flight 11 calling from the air who stated that two flight attendants were stabbed and a man in business class had been stabbed in the throat. A doctor and nurse, on board the plane, were caring for the injured man. The flight attendant stated that two people had gone in the cockpit and they said they had a bomb. The flight attendant had observed two boxes connected with red and yellow wire. The individuals who took over the plane had mace and pepper spray, and the flight attendant could detect an odor in the cabin. The flight attendant told [redacted] they were in the air over New York City. She also said the hijackers were sitting in seats 10B, 9C and 9G. [redacted] took some notes while he was talking to the flight attendant which he signed and dated and turned over to the investigating agent.

There are some problems here.

The first one is that there was a doctor and nurse on the plane caring for the injured man. No there wasn't. There were no doctors on board. Or nurses. The passenger lists do not list anyone with known medical qualifications. This was confirmed by Betty Ong in the other phone call.

That's where the "four-minute" tape cuts out, remember? "Somebody's calling medical and we can't get a doc-"

"Somebody's calling medical" is an interesting expression too. Who exactly would that be?

The point is they couldn't get a doc-.....

But perhaps this was true earlier in the flight, at the end of the first "four-minutes" of Betty Ong's recorded conversation, but maybe later they found a doctor and a nurse on board, and that was who Amy Sweeney was talking about?

No, that's not possible either, because Betty Ong confirms later that they do not have any doctor in attendance. This is on the conversation between Nydia Gonzalez, from the Raleigh reservations Center, and Craig Marquis, at the Dallas Control Center. The transcript also includes comments that Nydia was making while she was on the other line with Betty Ong and Winston Sadler, and Ray Scott, and possibly Vanessa Minter.

And here at the 16 minute mark of that conversation, which corresponds to about 8:39am, there is this:

were saying: Okay.

CRAIG MARQUIS: Who's helping them, is there a doctor on board?

NYDIA GONZALEZ: *Is there a doctor on board Betty that's assisting you guys? You don't have any doctors on board. Okay.*

16:00 → *So you've gotten all the first class passengers out of first class?*

CRAIG MARQUIS: Have they taken everyone out of first class?

No doctors on board.

I feel that it is absolutely necessary to really underline these points, to really push them home. Iraq. Afghanistan. Drones. TSA. The War on Terror.

There were no doctors on board. So what was Amy Sweeney doing when she was telling Jim Sayer that a doctor and nurse were attending to the man with the slashed throat?

She was *workshopping*.

Amy Sweeney was a trained professional. She would not have said there was a doctor and nurse if there were no doctor and nurse. And there were no doctor and nurse. So Amy Sweeney was not in a genuine hijacking situation. She was in some kind of drill, or exercise, but quite frankly, Amy was not *sticking to the script*.

In fact, Amy was just cold making stuff up. She was free associating. She was getting *waaaaaay* too into it. Next there was the bomb, with red and yellow wires. Like a cartoon, road runner style. Think about that bomb for a moment: what, exactly, were they going to do with a bomb? The pilots throats were going to be slit, wasn't it, with those boxcutters? So where do the bombs, with the yellow and red wires, come into the plot exactly? And what was that, cabin baggage?

There were no doctor and nurse. There was no bomb with red and yellow wires.

And then there's this: she told Sayer that they were *in the air over New York City*.



Here's where my colour-coded diagram above comes in handy. You can see where Amy Sweeney's second call begins: 8:32. Sayer is only on the phone with Sweeney for 2-3 minutes max, because Woodward is then on the phone with her for 12 minutes or so, until the "crash" at 8:46am.

So Amy Sweeney tells Jim Sayer that they are in the air over NYC at approximately 8:34am at the latest. At this stage, they are over 100 miles away from New York, at 29,000 feet. This is still before the plane has made it's final turn, to the south, and its descent, which begins at 8:37.

They weren't anywhere near New York City when Amy claimed to be in the air, above it, and they weren't even heading in that direction.

Indeed: no one at 8:34am had any idea at all that New York City was the target. But somehow, Amy Sweeney knew. And she told Jim Sayer. And he told the FBI. And they dropped it right down the memory hole.

Jim has kept a low profile since 9/11, but his story was told on the tenth anniversary:



Little noted or known, they bear scars of that day

At the ticket counter, baggage ramp, tarmac, and beyond, Logan workers were left to come to terms on their own, or to try, after the hijacked flights roared into history.

– See more at: <http://www.boston.com/news/local/mas….5DzZu3ty.dpuf>

IN AN OFFICE in the belly of Terminal B, Jim Sayer is on the phone, scribbling down everything Amy Sweeney says, trying not to miss a thing. Two flight attendants in first class stabbed; in business class, a passenger's throat slit. The plane is flying low, maybe toward New York.

Sayer, heart racing, hears and writes feverishly, no time to picture things in his head. Sweeney sounds so composed, he thinks.

A manager who knows Sweeney grabs the receiver, instructing Sayer to call their boss. As Sayer turns, the Flight 11 crew list catches his eye on a computer screen, Jean Roger's name standing out. Friends from the academy – Barbie boot camp, they called it – they shared a tender Christmas their first

year as flight attendants, alone in a leaky hotel on a Texas layover, exchanging goofy gifts as a Fort Worth rain turned into snow.

Sayer moved to the office the following year, becoming an assistant to Kelley Cox, who oversees American's 1,200 Boston-based flight attendants. He reaches Cox at home, about to leave. Air rage, she thinks, pounding the kitchen counter. She envisions an awful day, full of difficult calls, a media circus. She hopes no one is badly hurt.

....

JIM SAYER RETURNS to flying reluctantly, after American downsizes his office role in 2004. Given all the layoffs and cutbacks, he is glad to have a job.

Back on the line, as flight attendants call it, he sticks with narrow-body planes, 737s and MD-80s, when others bid to work 767s. Their lone aisle and their galleys are cramped, but they do not remind him of that day.

Much of the joy has been drained from flying, gone with the meals in coach. He used to think of it as customer-service work. Now, it is so much about vigilance and suspicion.

He holds it together, just as he had at Logan. He thinks of himself as having two brains, one to focus on the work at hand, one to sequester his emotions.

Sayer decides he has had enough. He returns to teaching, his first career. He takes classes to become a massage therapist, a thought entertained since visiting ground zero in 2002, and learning of the comfort massage therapists provided to rescue workers and volunteers.

He keeps in touch only with Cox, his former boss, the one who notified the flight attendants' families that day; she left the airline, too, moving to Washington, D.C. But no matter how much time elapses, the emotions and the memories remain; Sayer can still hear Amy Sweeney's voice.

More spiritual now, he believes that he, and everyone, was in a certain place that day by fate. "Every time something odd happens to me in my life I sit there

and think, 'What's the purpose, what's it trying to tell me?' " he says. "There has to be a reason."

Notice how the plane is now said to have been "flying low, maybe towards New York". That's not quite what Jim said that Amy said back on September 13 2001. The plane was *certainly not* low at that point: it had not begun its descent. And she said it was *in the air over New York*, not "possibly heading that way".

Jim asks himself: "*What is the purpose? What is this telling me? There has to be a reason.*"

I can't speak for Jim, but what all "this" is telling me is that Amy Sweeney was participating in an exercise, a drill, a simulation, a *fake hijacking*.



Gregory (Scotland Yard detective): "Is there any other point to which you would wish to draw my attention?"

Holmes: "To the curious incident of the dog in the night-time."

Gregory: "The dog did nothing in the night-time."

Holmes: "That was the curious incident."

– Silver Blaze, by Arthur Conan Doyle

In this series on the phone calls from flight 11, there is still one more conversation to be discussed. This is the final ten minutes or so of Amy Sweeney's second phone call, in which she talked with Flight Services Manager for American Airlines at Boston Logan Airport, and her friend and colleague of ten years, Michael Woodward.

Before we get to that though, in this post I would like to discuss the 72 phone calls from flight 11 which did not take place.

Just as in the Sherlock Holmes story, it is the equivalent of the curious incident of the dog in the night, which did nothing, which holds a giant clue for cracking the mystery of flight 11.

I'm talking about the 72 passengers on flight 11, who each sat with a working airphone directly in front of them, and yet who all separately decided to make no calls. The dog

who didn't bark is the 72 passengers who didn't make phone calls to loved ones in the final 30 minutes of their lives.

This is an important point which has been all but overlooked. On it's own, it solves flight 11. The passengers made no phone calls. In order to really break this down, let's start with a graphic showing where the passengers were seated.

American Airlines flight manifest

The seating arrangement of Flight 11, obtained by the Globe, shows where the five believed terrorists and other passengers were sitting.

SUSPECTED TERRORIST IN **BOLD TYPE**

Row PASSENGERS			
FIRST	2	A. Wail Alshehri	B. Waleed Alshehri D. Laura Lee Morabito
	3	A. Renee Newell	B. Carol Bouchard D.
BUSINESS	7	A. Paige Farley Hackel	B. D.
	8	A. David Angell	B. Lynn Angell D. Mohamed Atta
	9	A. Edmund Glazer	B. Daniel C. Lewin D.
	10	A. Ted Hennessey	B. Satam Al Suqami D.
	11	A. Andrew Curry Green	B. Chris Mello D. Carolyn Beug
MAIN CABIN	17	A.	B.
	19	A. Berry Berenson Perkins	B. Barbara Keating
	20	A. Peter Hashem	B. David Kovalcin
	22	A. Nicholas Humber	B. Jessica Sachs
	23	A. N. Janis Lasden	B. Donald Ditulio
	24	A. Candace Lee Williams	B. Mildred Naiman
	25	A.	B. Douglas Stone C. Christine Barbuto
	26	A.	B. Heather Smith C.
	27	A. David DiMeglio	B. Jacqueline Norton C. Robert Norton
	28	A.	B. Laurie Neira C. Myra Aronson
	29	A. Christopher Zarba	B. C. Seima Aoyama
	30	A. James Trentini	B. Mary Trentini C.
	31	A. Walid Ishkandar	B. Jane Orth C.
	32	A.	B. C.
	33	A.	B. C.
	34	A.	B. C. Anna Williams Allison
	35	A.	B. C. Michael Theodoridis
	36	A.	B. C.
	37	A.	B. C.
	38	A.	B. C.
	39	A.	B. C.

THE CREW

John Ogonowski, 52, Dracut, Mass., captain
Thomas McGuinness, 42, Portsmouth, N.H., first officer
Barbara Arestegui, 38, Marstons Mills, Mass., flight attendant
Jeffrey Collman, flight attendant
Sara Low, 28, Batesville, Ark., flight attendant
Karen Martin, flight attendant
Kathleen Nicosia, flight attendant
Betty Ong, 45, Andover, Mass., flight attendant
Jean Roger, 24, Longmeadow, Mass., flight attendant
Dianne Snyder, 42, Westport, Mass., flight attendant
Madeline Sweeney, 35, Acton, Mass., flight attendant

SEATING KEY

■ OCCUPIED BY SUSPECTED TERRORIST
■ OCCUPIED
■ VACANT

Row		
2	H. David Retik	J. Richard Ross
3	H. Carol Flyzik	J. Sonia Morales Puopolo
7	G.	H. J.
8	G. Abdulrahman Alomari H.	J.
9	G.	H. Peter Gay J. Robert Hayes
10	G.	H. Mary Wahlstrom J. Patrick Curri van
11	G. Philip Rosenzweig	H. Jeff Mladenik J. Albert Dominguez
17	H.	J.
20	H. Jeffrey Coombs	J. Karleton D.B. Fyle
22	H. Robin Kaplan	J. Alex Filipov
23	H.	J. Antonio Montoya
24	H. John Wenckus	J. John Hoker
25	G. H. Paul Friedman	J. Brian Dale
26	G. Kelly Booms	H. Carlos Montoya J. Judy Larocque
27	G.	H. Cora Holland J. Thelma Cuccinello
28	G.	H. J. Linda George
29	G.	H. J. Thomas Pecorelli
30	G.	H. J. John Jenkins
31	G.	H. Charles Jones J. Daniel John Lee
32	G.	H. Lisa Fenn Gordonstein J. Susan MacKay
33	G.	H. Neillie Casey J. Tara Creamer
34	G.	H. J. Xavier Suarez
35	G. Rahma Salie	H. J.
36	G.	H. J. Pandy Vamsikrish
37	G. Kenneth Walkie	H. J.
38	G.	H. J.
39	G.	H. J.

GLOBE STAFF GRAPHIC/
ED WIEDERER, DAVID BUTLER,
JIM KARAIAK, HWEI WEN FOO

Betty Ong told us in her first 4 minute



recorded phone call that there was mace or something like that in business class which was preventing them getting access to the front of the plane.

But then, at the 3.00 minute mark of the conversation in which Nydia Gonzalez is relaying what Betty is saying to Craig Marquis at Dallas SOC, Nydia says:

” OK no how are all the passengers?

So this is all happening in first class, coach is not aware of what's going on?
ok.

Then again at 7:00 minutes

” It seems like the passengers in coach might not be aware of what's going on right now

At this stage, it is hard to understand what exactly Betty means here. If the business class is full of mace, so that no one can breathe to get in there, then one would assume that the passengers must be out of there by now.

On the other hand, it is hard to imagine how the business and first class passengers could come back into coach, expelled by mace, having just witnessed three stabbings, and for no one in coach to suspect that anything out of the ordinary was happening.

So were the passengers still in first-class, or not? Finally, Betty clears it up, through Nydia, at the 16:00 minute mark

” So you've gotten everyone out of first class?

yeah she's saying that they have. They're in coach.

This is at approximately 8:39am, so there is still 7 minutes until impact.

We know that by this time, at the very latest, the first and business class passengers must have been evacuated to the coach class. If you go back and look above at the graphic, you can count 22 such passengers, not counting “hijackers” or Daniel Lewin. Now look at the seating in coach. Most of these first and business class passengers will have to move right through the cabin to the rear to find a vacant seat.

The point is, that by now, all of the passengers in coach surely know that something very strange is going on. But even this is besides the point: the business class and first class passengers certainly know what is going on, as they have witnessed the stabbings, the mace gas, and even the bomb with red and yellow wires which Amy Sweeney describes.

And now, with at least 6 minutes to go, all of those 22 people are now sitting in coach in front of a working airphone.

We know they were working because if there really were working airphones in the jumpseats for the flight attendants, then there certainly were working airphones for the passengers.

So, now, the dog that did not bark. The weak suggestion that the passengers in coach could not have known what was going on is impossible to sustain for more than a few minutes after the beginning of the event, but in any case, with 7 minutes to go, on Betty Ong's own account, every passenger knew for sure they were being hijacked, and was in a position to place a phone call to a loved one. Yet none did.

Consider also that there was certainly no hijackers in the cabin telling them what they could or couldn't do. All of the hijackers, according to both Ong and Sweeney, were in the cockpit. They assumed, because they certainly weren't in the cabin. So the passengers were free to do whatever they wanted.

It is just inconceivable that not one of those 72 passengers attempted to call a loved one. Actually, correction, I think from memory there is one call logged officially which did not connect and lasted for 0 seconds. That aside, none of the passengers made any attempt to phone home.

That is impossible, which means that the story that Betty Ong and Amy Sweeney were relaying was not what was happening. As is now becoming increasingly obvious, if not already proven beyond a doubt, they were participating in a drill, and working from some kind of script.

On July 18 2002, ABC's Primetime broadcast an item about the Flight 11 phone calls, which included interviews with Michael Woodward, Nydia Gonzalez, Vanessa Minter and others. Full transcript available [here](#).

In that interview, the following fascinating exchange takes place:

of the crew became the first soldiers in a war the rest of us didn't yet know we were fighting. Our awakening to this new era of terrorism began with two phone calls just minutes after Flight 11 took off. Michael Woodward, supervisor at American, an old friend of Amy and Betty, is at his desk in Boston's Logan Airport.

MICHAEL WOODWARD

I said, you know, 'This is Michael Woodward. Who is this?' And she said, 'It's Amy Sweeney.' And I said, 'Oh, Amy, honey, what's going on?' And she -- very, very calmly but in a way in which was quick but calm -- said, 'Listen, listen to me very carefully, I'm on Flight 11. The airplane has been hijacked.' It was very quiet, and I could overhear Betty seated next to her.

DIANE SAWYER

[VO] On board, murder, terror. But the passengers see only competence and calm.

MICHAEL WOODWARD

I specifically asked her, 'What's -- what's going on? What's the mood? And she said, you know, 'The passengers are calm. We're -- we're -- we're taking care of them. They're under the impression it's a medical emergency.'

HARRY ONG

The flight attendants train professionally and they did their best to keep all of passengers in coach as calm as possible, perhaps not letting them know what was really happening.

DIANE SAWYER

Because passengers read the faces of the flight attendants, looking for...

We still haven't begun looking at the Michael Woodward-Amy Sweeney phone call in detail, but notice: he says that Amy told him that the passengers were under the impression it was a medical emergency.

It seems important for them to establish that the passengers had no idea what was going on. So it's important for us to really demolish this idea.

Betty Ong told Nydia Gonzalez that they had evacuated everyone from first class, but what about business class? Perhaps she meant that only first class had been evacuated? That would make it less likely to arouse the suspicions of the other passengers. So is it possible that only first class was evacuated?

There were only five passengers in first class, not counting the "hijackers". They were said to be evacuated to coach class, which means they were not evacuated to business class. However, there were more than enough seats for them to have sat in business class. So, this can only mean that business class was also evacuated, which is what would make sense, if mace really had been let off in the front of the cabin.

There is also the small matter of three stabbed people, including the critically injured and dying, or possibly dead, Daniel Lewin. These people cannot have been left in business/first. They too must have been evacuated.

So this entire idea of the passengers being unaware of what was happening, or remaining calm in the face of an unnamed medical emergency, can only be a complete fantasy. If there really were two stabbed flight attendants and a passenger dying from a slashed throat, there would be extremely intense scenes in that aircraft cabin.

Taking it one step further, we have noticed that none of these passengers made any phone calls during this time, but there is something else that they also apparently failed to attempt to do, and that is to save themselves, to save the pilots, to save the plane.

Why not?

Some mace was sprayed. Well, that must have been around 8:14am when the plane was taken over, because since then the hijackers have been absent. The airconditioning was working. After some time had passed, it must have been possible to re-enter the first class section. Why did no one try? The door was locked. They must have had a key. Why not have someone walk up into first class, unlock the door to the cockpit, and open it?

Worth a try? Apparently not. They all just sat in their seats, made no calls, made no attempts to retake the cockpit.

No wonder they have spun this idea that the passengers had no idea what was going on. And until you read the transcripts closely, and compare them with a fine tooth comb, it might seem vaguely plausible.



But the more we stack up the details of what is supposed to have happened inside flight 11, the more absurd it becomes. Five hijackers, all squeezed into the cockpit, with the door locked. 72 passengers, 7 crew still standing, all they have to do is open the door and kick these scrawny guys asses, and its game over.

Something's not right with the picture, is it.

Five hijackers? How did they come up with five anyway? That's not what Betty or Amy reported. In the next post, we'll take a look at the question of how they ID-ed the hijackers.

The official version of the flight 11 story is that five hijackers took over the plane. Let's keep it very simple, and refer just to the seat numbers that they supposedly sat in, which were:

2A, 2B, 8D, 8G and 10B.

How did they figure out that these were the seats of the hijackers?

Simple. They were the ones with Arabic names sitting in first and business.

But what did Betty Ong and Amy Sweeney actually describe? Keep in mind that they were sitting next to each other, according to Michael Woodward. They both had every incentive to provide true and correct information, which at the very least would suggest that they should relate essentially the same information. In fact, they gave very different versions of how many hijackers there were, and where they were seated.

First, the Betty Ong version: recall that while Betty Ong is on the phone to Winston Sadler, Nydia Gonzalez is listening in on the call and relaying the information to Craig Marquis, in Dallas. All through this call, Nydia keeps referring to Betty describing two men from first class who have apparently stormed the cockpit. She asks her about them a couple of times, then eventually at the 7:00 minute mark of the conversation, (8:27am), Nydia says "they were sitting in 2A and 2B".

She confirms again, that they are in the cockpit with the pilots. This continues to be a theme of the conversation as various others are brought in. But then, 7 minutes later, at around 8:34am, Betty tells Nydia that a passenger might be fatally stabbed. Clearly this is Daniel Lewin. She identifies the hijacker who stabbed him as Satam al Suqami in seat 10B. Then Nydia tells Craig Marquis the following:

“ Apparently one of the passengers that's in the cockpit the name that they got was Tom al Zukami, (Satam al Suqami) and he was in 10B not 9A and B as they previously stated

That's what it says. "Not 9A and B as previously stated". There are two odd things here. First of all, she had previously stated 2A and B, not 9A and B. So there is some kind of slip here. It's an odd slip to make when we review Amy Sweeney's version, but for now,

let's just note that in terms of the conversation between Nydia Gonzalez and Craig Marquis, they simply assumed that the reference was to the earlier 2A and B.

They then kept returning to this point, asking Betty for example at the 17:00 minute mark "do we know who the second passenger might be?" They kept on referring to two guys in the cockpit, but Betty never did clarify where the second one was seated.

It is perfectly clear from reading the transcript though that Gonzalez and Marquis interpreted what Betty was saying to mean that there were only ever two men who got into the cockpit, and that though she had initially reported these were from seats 2A and B, this information was incorrect. She now said one was from 10B, but never got around to saying where the other was seated.

So Betty Ong's final answer: 2 hijackers, from 10B and unknown seat.

Now Amy Sweeney. Still jumping ahead of the story a bit, but Sweeney talks to Michael Woodward, who makes notes, which are then used by Nancy Wyatt who phones Ray Howland. Wyatt tells Howland that Amy said the hijackers are in 10B, 9D and 9G.

These seats are reported in several slightly garbled versions by different participants, but Wyatt seems to get Sweeney's version right. Now let's just compare:

Government: 2A, 2B, 8D, 8G and 10B = total 5

Ong: 10B, ? = total 2

Sweeney: 10B, 9D, 9G = total 3

This raises several obvious questions:

Why did Ong revise her initial information about the men in seats 2A and 2B?

Why did Ong make a slip of the tongue and mention seats in the same row as Sweeney identified?

And why did they both mention seats in row 9, when according to the government, the hijackers were not in row 9 at all, but in row 8?

There was much talk about what a splendid job Ong and Sweeney did in conveying to the authorities the information they needed to identify the hijackers, but the transcripts tell a very different story.

Again, let's suppose that it was a real hijacking. The first and business class passengers have been evacuated. It is a very simple task to do a quick headcount and ID and work out exactly who is missing, and therefore who must have jammed their way up into the cockpit.

How could two flight attendants sitting right next to each other not even agree on the basic count of the number of hijackers? How could the seat numbers be off?

If this was real-world, then the flight attendants did about as poor a job as one could imagine in identifying the hijackers. Their answers were inconsistent with each other, changed over time, were incomplete and ambiguous. Almost a text-book example of sloppy communication. You don't think....



But it wasn't real world. In real world, if you are planning a hijack with five guys, you don't have it in the plan that everyone piles into the cockpit. That's a comedy movie, not a serious Bruce Willis action pic. Obviously, if we are whiteboarding this, we aren't going to get five guys into the cockpit, are we. It's just not going to work. But here's an idea: why don't we leave a couple of guys out in the cabin making sure everything stays calm and nobody tries any heroics. Or maybe I have been watching too many movies.

Someone has. Five hijackers in the cockpit is ridiculous. They didn't think that one through. Of course, neither Betty or Amy tried to sell such a nutty scenario. Two or three guys jamming their way into the cockpit, that's semi-believable. But five?

All they did was run the passenger list and count the Arab names in first/business. 1, 2, 3, 4, 5. Case closed, still time for lunch.

We've been working our way slowly through these phone calls from flight 11. Now it's time to take a close look at the final conversation which took place, between Amy Sweeney

and Michael Woodward, who was Flight Services Manager for American Airlines at Boston Logan airport.

Let's just first recap the various phone calls and how they play out.

Betty Ong, flight attendant on flight 11, called Raleigh Reservation Center at around 8:18am. Her call was answered by Vanessa Minter, but soon passed to Winston Sadler to handle. His supervisor Nydia Gonzalez listens in, and relays the information to Craig Marquis, at Dallas SOC. As we've seen, there are transcripts and tapes of the first four minutes of the Ong-Sadler call, and the full conversation between Gonzalez-Marquis, which includes overheard snippets of Gonzalez talking to Ong on the other line.

Amy Sweeney called Boston Logan Airport American Airlines Flight Services around 8:29am. The call was answered by Eve Nunez. Amy told her flight 12 (?) was parked at gate 32 and two people on board had been stabbed. Nunez sent Michael Woodward and Elizabeth Williams to Gate 32 to see what was happening. As covered earlier in this thread, Williams reported seeing the plane parked at the gate, and empty of passengers, a fact which does not seem to have received wide coverage over the years.

Woodward and Williams returned to the office. Meanwhile Sweeney had phone back again, after the first call was cut off. The call was answered by Jim Sayer. When Woodward returned to the office, he took the call away from Sayer, and then spoke to Sweeney for the next 14 minutes or so, until impact.

About 7 minutes after Woodward began talking to Sweeney, Nancy Wyatt who was in the office standing next to him, phoned Ray Howland, also at Dallas SOC for American Airlines. Wyatt first relayed to Howland the contents of some notes that Woodward had taken from the first few minutes of the call, and then she continued to relate information as Woodward and Sweeney talked up until the impact.

There are no tapes or transcripts of the Sweeney-Sayer, or Sweeney-Woodward conversations, but there is a complete transcript of the Wyatt-Howland exchanges.

Ok, so that's a quick overview guide to help keep track of the names. Essentially, for the last 15 minutes or so, there are two flight attendants phoning in to two different locations, neither of which is taping. However, these conversations are both being listened to by another person, who is relaying the details as they happen by phone to American Airlines

central command location Dallas SOC. Even here though, the two calls are not coming in to the same person, but to two different people.

So no apologies if this is all a bit boring, but I think it is important to see the overall architecture of what is happening here. There are two parallel, but isolated, channels, which I make into a simple diagram like this:

1. Betty Ong —> Winston Sadler :: Nydia Gonzalez —> Craig Marquis

2. Amy Sweeney —> Jim Sayer/Michael Woodward :: Nancy Wyatt —> Ray Howland

Amy Sweeney's calls are really very strange. Her first one, in which she says flight 12 is at gate 32 with two stabbed passengers, we have already discussed. But the second one is really even stranger. Let's just summarise what she said was happening on the flight, compiling the list from what both Jim Sayer and Michael Woodward have reported:

- two hijackers are in the cockpit but there were three hijackers total, in 10A, 9D, 9G,
- there are two attendants and a passenger stabbed and a doctor and nurse are attending to them. the passenger looked like he might not make it.
- the hijackers have a bomb consisting of two boxes interconnected with red and yellow wires, which they showed to her
- she was the first, around 8:32am, to name New York as possible target, and she claimed to be in the air over the city when they were still 15 minutes flying time away

In every respect, this information is all different from what Betty Ong was reporting, though Woodward says they were sitting next to each other. Ong said there were only two hijackers, and that they were both in the cockpit. Sweeney says two were in the cockpit, but gives three seats. She says to Woodward that Lewin is fighting for his life, whereas Ong says simply that he has died. Ong makes it clear that there are no doctors or nurses on board. This is correct: there are no known doctors or nurses listed amongst the passengers. Yet Sweeney told both Sayer and Woodward that a doctor and nurse were attending to Lewin.

And then there's this business of the bomb. There is no "mistake" here. She tells this to both Sayer and Woodward. Two boxes connected by red and yellow wires. A "bomb", that they showed her, and then took into the cockpit.

Again, this cannot be real world. There are no bombs required in the plot, so bringing one along for no reason is only going to attract attention from security and not contribute in any way to the overall success of the mission. You're not going to bring a bomb along on the hijacking.



You're not going to be needing a bomb. Leave the bomb at home.



Amy Sweeney is off on a tangent. It's as if she is observing a completely different set of events. Or making up a completely different version of the story. Which ever it is, they dropped her down the memory hole in those early years. Betty Ong was the hero, while Amy Sweeney's role was forgotten.

It's not hard to see why. Her role playing was a little over-the-top and didn't really help sell the official narrative with her timelines so mixed up. Over the years, they have eased her story back into the narrative a bit more, but they don't mention the bomb. Or the empty plane. Or being over New York. Or getting the number of hijackers and where they were sitting different from the official story.

They don't like to mention Jim Sayer either. Over and again when you read online about his phone call, he is not named, or described as "befuddled", and the impression is given that he only spoke briefly to Sweeney before Woodward took over the call. It's quite odd, this business of the handover from Sayer to Woodward, because in fact, Sayer managed to get nearly all of the information from her in his short exchange with her that Woodward then apparently managed over the next quarter of an hour. Sayer took notes on all of this, signed them, and turned them over the FBI, but very curiously, they are just about the only item missing from all of these now-released public records. No sign of Jim Sayer's notes. Woodward's notes however are easily found and very public.

There are some oddities about these notes, which will be the subject of the next post.

It's time now to look in detail at the circumstances surrounding Michael Woodward's interaction with the second Amy Sweeney phone call.

Recapping the story: after Amy Sweeney's first phone call at 8:29, to Evie Nunez, Michael and Elizabeth Williams went to Gate 32, then returned to the Flight Services office. In the meantime, at 8:32am, Sweeney had phoned back again, and the phone answered by Jim Sayer. When Woodward re-entered the office, he took the call over from Sayer and spoke to Sweeney then until the impact.

At 8:41 or so, Nancy Wyatt phoned Ray Howland to relay the contents of the Woodward Sweeney conversation.

What we are going to do now is carefully track the flow of information, from Sweeney, to Sayer, to Woodward, to Wyatt and to Howland, and compare this with the flow of events as they were unfolding according to the official narrative. As has been the flavour of this thread, there's quite a bit of detail to work through, but the results are worth it. Just as with the spliced opening to the Betty Ong tapes, there are some gaping anomalies in the Sweeney call which lay bare the entire operation.

Let's start with the two pages of notes that Michael Woodward made. Here they are, signed and dated:

— 12 Amy Sweeney

BS/LA 767 - Betty on b. -

- MAN BUSINESS -
CLASS #

STAR #1 -
KAREN MARTIN

COCKPIT BOMB

CAN NOT CORK

OK. KAREN OZ
BOBBY OK

BACK

Betty - maintain

— Michael Whitham
9-11-01

NO IDEA IDB
 What ~~was~~ ~~going~~
 - MIDDLE EASTERN
 - NO ENGLISH
 - RAPID DESCENT
 - AFTER M
 - / SEVERE BLEEDING /
 SLASHED THROAT
 Descending - YES
 F/A -
 Flying LOW

For now, these are just for reference. We'll come back to these in a moment, but first, let's back up the story to Jim Sayer's conversation with Amy Sweeney again.

Sayer answered the call at 8:32am. Woodward left the office around 8:30am, for the two minute walk to Gate 32, and back. Let's say he was back around 8:35am. This would imply that Sayer was on the phone to Sweeney for around 3 minutes. Certainly, he managed to get a good deal of information from her in that time. He also stated in his FBI interview that he made notes about the conversation, signed and dated them, and handed them to the investigation.

It would be interesting to see those notes, but as I mentioned, they don't appear to have been released. However, we do have Sayer himself describing writing those notes in an interview.

” IN AN OFFICE in the belly of Terminal B, Jim Sayer is on the phone, scribbling down everything Amy Sweeney says, trying not to miss a thing. Two flight attendants in first class stabbed; in business class, a passenger’s throat slit. The plane is flying low, maybe toward New York.

Sayer, heart racing, hears and writes feverishly, no time to picture things in his head. Sweeney sounds so composed, he thinks.

A manager who knows Sweeney grabs the receiver, instructing Sayer to call their boss.

Here are again is the page from his FBI interview:

BEGPRODNO : M-INT-00058948
BEGBATES : 265A-NY-280350-302-14510
DATE : 09/13/2001
FBDESCR :
FULLTEXT :
9/13/01

[redacted] was contacted at the AMERICAN AIRLINES administrative office in LOGAN AIRPORT. After being advised of the personal and official identities of the investigating agent and the identity of Sergeant [redacted] MASSACHUSETTS STATE POLICE, [redacted] provided the following information:

[redacted]

On September 11, 2001, [redacted] reported for work at BOSTON's LOGAN AIRPORT at 7:05 AM. At approximately 7:30 - 8:30 AM, he walked into AA MOD office and heard EVY NUNEZ, an AA employee, state that two flight attendants had been stabbed on Flight 11 at Gate 32. NUNEZ called BETH WILLIAMS and MICHAEL WOODWARD to tell them what happened. WILLIAMS and WOODWARD, who are AA flight service managers, went down to Gate 32 and discovered there was no plane. NUNEZ checked the AA computer for flight information, and then she called someone on the telephone. While NUNEZ was on the telephone, another telephone rang which [redacted] answered.

On the telephone was female flight attendant on AA Flight 11 calling from the air who stated that two flight attendants were stabbed and a man in business class had been stabbed in the throat. A doctor and nurse, on board the plane, were caring for the injured man. The flight attendant stated that two people had gone in the cockpit and they said they had a bomb. The flight attendant had observed two boxes connected with red and yellow wire. The individuals who took over the plane had mace and pepper spray, and the flight attendant could detect an odor in the cabin. The flight attendant told [redacted] they were in the air over New York City. She also said the hijackers were sitting in seats 10B, 9C and 9G. [redacted] took some notes while he was talking to the flight attendant which he signed and dated and turned over to the investigating agent.

[redacted] turned over the telephone to MIKE WOODWARD who also spoke to the flight attendant. [redacted] then went to his desk

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265D-NY-280350
[redacted]
[PDF page 1]
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[redacted] 9/11/01 2

to beep KELLY COX, his manager and the other AA managers who were not at work.

The following identifying information was obtained from [redacted]

9/11 Law Enforcement Privacy
9/11 Personal Privacy

If you go over what Jim Sayer describes, in both interviews, and then compare it to the list of items on Michael Woodward's two pages, they are almost the same. If anything, Sayer has additional details, but in general, they seem to have been given largely the same information by Sweeney.

There's some anomaly with hijacker's seat numbers, which we will come back to, but there is one glaring problem with one piece of information which appears in both Sayer's and Woodward's notes, and that is the report by Sweeney that the plane is flying low. In the FBI interview it is "in the air over New York City", and in the newspaper interview, it is "the plane is flying low".

The problem here is that Sayer was talking to Sweeney from 8:32 am to 8:35am during which time the plane is stable at 29,000 feet. It does not begin its steep descent until 8:37am, when it starts rapidly descending at 3,200 feet per minute.

To see this on Woodward's notes makes perfect sense. Betty Ong also reports this steep descent at the same time in the Gonzalez-Marquis transcript. Everything is in sync on this point, with the glaring exception of Jim Sayer's account, which has Amy Sweeney describing the plane much lower than it was, in addition to naming New York as the destination, something over which the guys at SOC were still speculating on 15 minutes later...

Of course, one possible explanation for this is that Jim Sayer was simply mistaken about Sweeney saying the plane was low, and over New York. But the fact that the rest of his information tallies with Woodward makes this seem unlikely. The other explanation then is that, somehow, Amy Sweeney's account was out of sync with the real-world timeline.

If this was the only glitch, then we'd have to put it down to Sayer getting it wrong. That's what they want us to think....

This is how it was put in the big reveal article in 2004 when the tapes were first played to the families:

” Sweeney slid into a passenger seat in the next-to-last row of coach and used an Airfone to call American Airlines Flight Service at Boston's Logan airport. "This is Amy Sweeney," she reported. "I'm on Flight 11-this plane has been hijacked." She was disconnected. She called back:

“Listen to me, and listen to me very carefully.” Within seconds, her befuddled respondent was replaced by a voice she knew.

“Amy, this is Michael Woodward.” The American Airlines flight service manager had been friends with Sweeney for a decade, so he didn’t have to waste any time verifying that this wasn’t a hoax. “Michael, this plane has been hijacked,” Ms. Sweeney repeated. Calmly, she gave him the seat locations of three of the hijackers: 9D, 9G and 10B. She said they were all of Middle Eastern descent, and one spoke English very well.

Seconds? Befuddled?

No, it was minutes, at least. And there is no sign Jim Sayer was befuddled. His recollection in the interview is detailed, lucid, orderly.

Lots to comment on in that article. Notice how they have Sweeney slipping into a passenger seat to make the call? Ong said however she was in her jump seat, and Woodward says Sweeney was sitting next to her. Perhaps someone realised that there were not two phones available for the two jump seats next to each other. Indeed right from the beginning Woodward reported that she called on either a cell phone or airphone. More ambiguity. So here is the first reports above, claiming it was a passenger seat. Finally, the story settles down: both on jump seats. We know the real answer of course: external port 4 on the Claircomm box.

But for now, notice that Sayer’s role is erased. They don’t want us to look too closely there, so naturally enough, that is exactly where we have to look hard.

We’ve seen that the Woodward note could almost have been written by Sayer, given that it contains nearly the same information. Nearly, but not quite. There are some fascinating differences between the two. There are some items on the Woodward notes which are not mentioned at all by Sayer. In the next post we will take a look at these.

Let’s zoom in now on the question of the hijacker’s seat numbers as reported by Amy Sweeney. We have four different versions of this! First, Jim Sayer reported that she gave the seat numbers as 10B, 9C and 9G. Then Woodward says that Sweeney told him “10B, 9C and 9G, or 9D and 9G”

Nancy Wyatt passes this information to Ray Howland as 10B, 9D and 9G

Next day, Jane Allen, VP of Flight Operations, tells the FBI in her interview that Sweeney told Woodward there were three hijackers, seated in 9B, 9E, 9G and 10C. Three hijackers and four seats but never mind.

With all due allowance for the chaos of the day, this is pretty sloppy work all round. For starters, seats "9C" or "9E" do not actually exist! You can confirm this with a glance at the seating chart posted on previous page, yet three of these four highly trained American Airlines professionals included one of these non-existing seats in their account of what Sweeney said!

Jane Allen's version is the wildest. She gives Daniel Lewin's seat number, 9B, just sayin'



, the non-existent 9E, and she has 10C instead of the 10B that all the others agree on.

Michael Woodward's version is a close second in terms of how rubbish it is. After 14 minutes on the phone with Amy, he gives the list of seat numbers as "10B, 9C and 9G, or 9D and 9G". I suppose what he means by this is that he is confident on 10B and 9G, but he was unclear whether she said 9C or 9D.

The American Airlines Flight Services Manager could have cleared up the confusion by consulting a seating plan of the American Airlines flight 11, which would have shown him that there was no seat 9C on that flight!

How could Michael Woodward have got so tangled up over this? After all, he took detailed notes didn't he? Why did he not just refer to his notes to clarify what she had told him? Let's have a look at the relevant section on those two pages he wrote down. It is at the top of the second page. Here is what Woodward wrote:

NO IDEA 10B
What 9B 9D 9G

The 10B is clear enough. But what is this chicken scrawl underneath? Seriously, wtf? It looks like “9D + G” at the end of the line, maybe, but what comes before that is indecipherable. These are numbers? Letters?

Why such endless confusion over the hijacker's seat numbers? Why so many versions, and why does every version differ?

And another question: why has Woodward written “No Idea” at the top left of the second page of notes? Have a look. He wrote: “No Idea 10B”.

This is one of those things you can look at a hundred times without stopping to notice.

No Idea.

What an odd thing to write down. It doesn't apply specifically to any of Sweeney's other comments on Woodward's notes. Was she telling him she had “no idea” about something, and he wrote this down? of course that is plausible, but it seems a strange thing.

It gets stranger. After Woodward had been on the phone for about 7 minutes or so with Sweeney, Nancy Wyatt placed a call to Ray Howland at Dallas SOC. She begins the call, after quick introductions, by telling Howland she is going to read out Woodward's notes. She then proceeds to read from the contents of the second page. Oddly, she doesn't mention anything from the first page of the notes at any time during the conversation with Howland. So, she begins to read out to Howland from the second page of notes. Here is the relevant section in the transcript:

RAY HOWLAND:	SOC, Ray Howland.
NANCY WYATT:	Ray Howland, Nancy Wyatt, Boston Flight Service.
RAY HOWLAND:	Yes.
NANCY WYATT:	Okay. We've got the flight attendants on the line here.
RAY HOWLAND:	You do have them on the line?
NANCY WYATT:	On the plane, yeah.
RAY HOWLAND:	Can you conference them in with us?
NANCY WYATT:	I have no idea how to do that. If you can help me out. Hold the ... he's getting some information here.
RAY HOWLAND:	<i>Boston Flight.</i>
NANCY WYATT:	I am gonna read his notes for you. It looks like he's Middle Eastern. Speaks no English. He was in 10B. Ten, Baker.
RAY HOWLAND:	Right.
NANCY WYATT:	9 D and G speaks no... speaks no English.

So she has taken Woodward's chicken scratch and extracted the only readable characters in regards to the seat numbers, and provided them to Howland as 10B, 9D and 9G. At least these three seats exist, which is more than could be said for the lists provided by Sayer, Woodward and Allen, just sayin'.

But notice something else, just in the line before, she says:

” I have no idea how to do that

Well, that is quite bizarre. Wyatt has in her hands the second page of Woodward's notes, which she is about to summarise and read out, beginning from the top, where Woodward has written the words “no idea”, and Wyatt's previous sentence before she starts reading out the note includes the words “no idea”.

I have “no idea” whether or not this is significant.



It could be just one of those quirky things, but here again, just as with Jim Sayer, we have a comment that appears to be out of time sequence. First Woodward wrote “no idea”, for no apparent reason. Then Wyatt happened to say “no idea” as she read the notes.



Normally, I wouldn't give something like this a second thought. It's just a co-incidence. Nothing to see here, keep moving. But then I noticed a second odd comment on Woodward's notes, and this one is a little harder to put aside so easily.

What is this comment?

— IR Amy Sweeney
BS/IN 767 - Betty onb -
- MAN BUSINESS -
CLASS #
STAB #1 -
KAREN MARCH
COCKPIT BOMB
CAN NOT CORK
OR. KAREN OZ
BOBBY OK
BACK
Betty - maintain
— Michael Woodward
9-11-01

Betty – maintain.

Why has Woodward written “Betty – maintain” at the end of the first page of his notes?

Betty - maintain



It's not really proper information is it. Betty – maintain. It's hard to imagine this is something Sweeney is trying to convey to him. On the other hand, it's hard to imagine that Woodward just made these two words up and wrote them down.

What's left? Woodward has overheard the words “Betty”, and “maintain”, and for some reason, he has scribbled them down. Did Amy Sweeney tell Betty to “maintain” something perhaps? Or did someone else tell Betty to maintain something, and somehow Woodward overheard?

It's a slightly unusual word to use in normal conversation, maintain. Just sayin'.

So, anyway, I went searching to see if I could locate any use of the word “maintain” in the context of “Betty” in any of these conversations.

I found it. But it is in a surprising location. Recall the scenario: Ong and Sweeney are supposedly sitting next to each other, in jump seats. At 8:32am, Ong is on an airphone call to Winston Sadler and Nydia Gonzalez, who is another line with Craig Marquis. This is the time that Amy Sweeney is about to make her second call, to be answered by Jim Sayer.

Right about that time, 8:33am, the following exchange can be found on the transcript of the Nydia Gonzalez- Craig Marquis conversation. (Note: the timing written on the left margin of the transcript begins from around 8:21:30am approximately. The exchange of interest below happens between the 10:00 and 11:00 minute marks, which is therefore around 8:32 or 8:33am)

10:00 CRAIG MARQUIS:

Okay, so right now, the plane is being flown erratically, but that's all we know. I don't want this spread all over this office right now.

Any information that you get, send to me okay.

CRAIG MARQUIS:

Okay I'm back with you.

NYDIA GONZALEZ:

Hey Betty. Hang on one second. Who is the agent that's on the line with you?

Hey Winston, it's Nydia. Ray Scott should be there with you.

Okay, sweetie we want to ... we've got security working on it right now. We're gonna maintain this line open as much as we can. We don't want to spread anything around. Okay? Excellent.

NYDIA GONZALEZ:

I have, I'm talking to Craig Marquis. He's the manager on duty.

11:00

I'm sorry? Yeah, please. That's a good idea. I wouldn't close the blinds though. Yeah.

NYDIA GONZALEZ:

Betty, how are you holding up honey? Okay. You're gonna be fine.

There it is. There's the word "maintain". Gonzalez happened to use the word "maintain" when speaking to Betty Ong, right around the moment when Amy Sweeney phoned in the second time.

Is it possible that, somehow, when Woodward scribbled down "Betty – maintain" it was because he was overhearing Gonzalez telling Betty they were going to maintain the line open?

This seems very odd for two reasons: this exchange took place on the other phone conversation, the one between Gonzalez and Ong, not the one between Sweeney and Woodward. How could Woodward have heard what Gonzalez was saying to Ong?

And of course, there is the more severe problem of how Woodward could have overheard Gonzalez talking at 8:33am, when he was down at Gate 32 at the time, and still several minutes away from taking the phone call over from Jim Sayer.

So how do the words "Betty – maintain" turn up on Woodward's notes, supposedly made at least several minutes later?

It seems as if someone has got their wires crossed.

In this post, I want to step back a bit, and make some more general observations. It's been fascinating to me doing the reading for this thread, getting to the point where I come to know these conversations almost by memory, and comparing them to what has been written about them over the years. Watching people struggle to reconcile the contents of the phone calls with the supposed narrative of what happened on the plane, shows how strongly we see what we are told to see, not what we actually see.

I've been thinking about this lately as I've been watching episodes of Fool Us, the tv show with Penn & Teller, in which magicians attempt to perform a trick that the great magicians cannot figure out how they did it. It's a lot of fun. Sometimes we go back and replay, in slo-mo, the transition moments. Sometimes you can spot the sleight of hand, the misdirection, the feint, but many times it's invisible, seamless.

More and more I come to see flight 11 as a magic trick, but just like the best acts on Fool Us, I still can't quite figure out how they did it.

What is finally becoming clear is that what we are told about the flight, and what the phone calls tell us are two very different things.

But it's not only the mainstream narrative which has glossed over the inconsistencies in the stories, and found a way to shoehorn the Ong and Sweeney accounts into an endorsement of the official version of events. It's also the Inside Job crowd, who had it all wrong for many years, including (*cough*) me.

Remember those early years? Supposedly, the hijackers names were not on the flight manifests. And cell phone calls were impossible from planes therefore the calls were fake.

Neither of those ideas turned out to be useful. Firstly, the hijackers names were indeed on the flight manifests, and those lists of passengers issued by the airlines in the early days had the hijackers names removed because they were so easy to ID, on which more to say below. As for the cell phones on planes: for the purpose of this thread, in which we are only looking at Flight 11, it's besides the point. The calls were made from the plane's own airphone system.

So, it was easy enough to say in those early years, that there simply were no hijackers. And I used to say it. Many times. It may turn out to be correct, and it is correct, but not for the reasons that would have given ten years ago.

Now, in light of this thread, we can go back again and look at the whole issue of the hijackers. There are a couple of critical observations that can be made.

The first is that, contrary to most of what has been written about the phone calls of Ong and Sweeney, they absolutely do not endorse the official narrative of five hijackers, and they differ on almost all points with what the government describes.

Ong says there were two hijackers, specifically denies that they were the men sitting in 2A and 2B, and only gives one seat number, 10B, which co-incides with the government account. Sweeney, described in many accounts, including by her husband, of identifying four of the hijackers, does no such thing. She again describes two hijackers as having entered the cockpit, and gives three seat numbers, 10B again, and two seats which are described differently by different participants, but which either do not exist, or, were empty seats, according to the seating plan.

In no instance did either of them mention anything to do with row 8 in regards to anything, yet the government has two hijackers sitting here.

I mean, let's just really run back and forth over this a few times, because we are at the crux of the entire problem right here.

Betty Ong first said that the two men in seats 2A and 2B had invaded the cockpit, but later she specifically retracted this. It's true she mixed up the numbers and called them 9A and 9B the second time, but from the context, and certainly in the understanding of Gonzalez and Marquis, she was talking about her initial ID.

Now let's just consider what must have happened here, if this was real world. In the initial confusion, 2A and 2B are identified as the hijackers. But then, first class is evacuated into coach. Without any doubt, the first thing that is going to happen is a simple roll call of the passengers. That's all that had to happen to get a positive ID on the hijackers: simply check them off the passenger list.

If Betty Ong told Gonzalez that 2A and 2B were not the men she had earlier identified as storming the cabin, this can only be because they had been identified in coach as part of the simple roll call check.

There can be no other possibility, again, if this is real world. If it's a script then that's a different matter. But in realworld, the roll call would certainly have been made. If 2A and 2B were missing, then, they were the hijackers. If they were present, they were not. No alternatives. Ong reported that they were not the hijackers. This means that they must have been present in coach.

Remember, the other 7 passengers (not 5, I got it incorrect the other day) in first class must have seen what happened in first class. So there can be no question of any confusion on board.

Betty Ong specifically rules out 2A and 2B as hijackers, and Amy Sweeney never mentions them.

2A and 2B are of course Waleed Alshehri (Seat 2B), Wail Alshehri (Seat 2A). Both were reported to be alive after 9/11, though admittedly these stories are murky.

So what do we have: their names were on the passenger manifest. However, neither of the two phone calls ID the men in those seats as hijackers, and one actually rules it out.

The take-home point here is that the government had identified all 19 hijackers by 11am that morning, as claimed by



Is this just our speculation? No, not at all. Robert Bonner, head of Customs and Border Protection, explained that they had identified the likely hijackers by 11am on 9/11:

“We ran passenger manifests through the system used by Customs—two were hits on our watch list of August 2001,” Mr. Bonner testified. “And by looking at the Arab names and their seat locations, ticket purchases and other passenger information, it didn’t take a lot to do a rudimentary link analysis. Customs officers were able to ID 19 probable hijackers within 45 minutes.” He meant 45 minutes after four planes had been hijacked and turned into missiles. “I saw the sheet by 11 a.m.,” he said, adding proudly, “And that analysis did indeed correctly identify the terrorists.”

<http://www.observer.com/2004/02/stew...anscripts-show>

http://www.911myths.com/index.php/ld..._the_Hijackers

They did not do this based on the phone calls! They did it simply by looking at the passenger manifests supplied by the airlines. They took one look, at flight 11 in this case, and immediately saw five glaringly obvious terrorist arab hijackers names sitting in first class. As I said earlier, case closed, and it was still only 11am.

So perhaps now we are in a position to take a clearer view of what happened.

The hijackers existed as names on the passenger manifest. Sure, they had backstories, and immigration cards, and credit cards, and addresses and a whole thing going.

But they weren't on the plane. There was no plane. Or rather, the "plane" split into several components in the magic trick. The physical plane itself never moved, as proved by the NTSB data and Elizabeth Williams FBI interview. The passengers were taken to some other location where some kind of exercise or drill or simulation took place. Another object took off and was tracked on radar. This may or may not have been the same object which crashed into the WTC north tower at 8:46am, but in any case, there was an object on radar being tracked as flight 11 even after this.

The flight attendant who supervised the boarding did not recall any men of middle eastern descent. Just sayin'.

So when I used to say, there were no hijackers, because their names weren't on the manifest and cell phone calls were impossible, I was completely wrong I can now see and admit.

Now I would say instead: there were no hijackers, because their names were on the manifest, which is how they were "IDed" so quickly, yet the phone calls, made on inflight phones, and which do describe the events the passengers witnessed, flatly contradict the accounts of the hijacking that the government created. The phone calls were real, but the events they were describing were an exercise, an illusion, a piece of theatre. The key here is that the phone calls played no role whatsoever in identifying the hijackers. Instead, it has taken huge effort over the years to attempt to reconcile the phone calls with the official version.

Huge effort on both sides: for the official story and its supporters, the effort has been to re-interpret Ong and Sweeney's comments to back up the hijacking narrative. For the

conspiracy crowd, the insidejob crowd, people like (*cough*) me, much effort went into discounting the phone calls as genuine.

It is kind of tragic to watch the families of Ong and Sweeney struggle to do justice to their memories and try to make their accounts match up with the official narrative. It's not because they've been bought off. They don't need to be. It's human nature to defend one's family in such circumstances. But in this thread, for the first time maybe, we've really properly defended Ong and Sweeney as having giving accurate accounts of what they were witnessing. We've taken their words at face value, and paid attention to what they are telling us, and what they describe is a scenario which is impossible to reconcile with the government account.

Sweeney spoke to Michael Woodward. This guy:



He took notes and relayed comments to Nancy Wyatt, who was on another phone line to Ray Howland, at Dallas Fort Worth American Airlines SOC. Here's the part where Nancy is reading out Woodward's notes, and she gets to the reference to a slashed throat, so she checks for confirmation with Woodward, who is still at this point on the phone with Amy Sweeney. Here's the exchange.

” NANCY WYATT (BOS FLIGHT SERVICE) TO RAY ROWLAND

NANCY WYATT: Okay, they're ... we're not sure ... okay, it looks like there is severe bleeding.....That he's keeping them ... keeping her on the line. There is severe bleeding. There is a slashed throat.

(checking now with Michael Woodward Michael is that severe ...is that slashed throat a flight attendant?

MICHAEL WOODWARD: No, a passenger. Karen Martin's been stabbed. The first on your list. And this is a business class passenger whose throat ...

NANCY WYATT: Okay two flight attendants have been stabbed.

MICHAEL WOODWARD: Which two? Do you know?

NANCY WYATT: Pardon?

RAY HOWL AND: Which two?

There is no doubt that it is Daniel Lewin that Woodward is referring to as the passenger in business class who has a slashed throat. In this case he is said to be injured a few lines later, and not dead. But there's no doubt it's Daniel Lewin who had his throat slashed, according to Amy Sweeney telling Michael Woodward on the airphone, who in turn was relaying it to Nancy Wyatt, who was repeating it on the telephone to Ray Howland. Daniel Lewin.

Now, let's take a look at this part of the tape as released on the recent Lost Tapes of 9/11 documentary. It seems that for the purposes of the official tenth anniversary tape/transcript release, they have decided to released the Wyatt-Rowland phone call in two extended partial segments, rather than the complete call.

And wouldn't you know it, one of the two segments cuts off right in the middle of the passage above, in fact, right at the crucial point in the passage. Have a listen for yourself, from 8:26 onwards:

Then, when it gets to 9:32, you can hear the two lines in the above quote which are in bold. Here is the screen grab, with the transcription as shown in the documentary:



” Michael is that severe ...is that slashed throat a flight attendant?

MICHAEL WOODWARD: No, a passenger.

The tape is cut off half way through that word “passenger”, and instead of transcribing it as “passenger”, they have transcribed it as “captain”!

Surely this must be a mistake on the part of the documentary makers, right?

” Wyatt: Ok. Don't, OK got it. Ok there, ah, we're not sure. Ah, ok, looks like there's severe bleeding, that ah, he's keeping her on the line, there's severe bleeding, there's a slashed throat

Wyatt: Michael, is that severe, is that slashed throat a flight attendant?

[Background] Michael: No, the Cap—

Isn't that cute. They cut it off halfway through the word. Gee, what could it be I wonder? Anyone? What a darned pity the tape cuts off half way through the word. Except it doesn't, as the original transcripts on scribd show. They have this whole call complete on

tape. They have chosen to cut the tape half way through the word passenger and make it seem like he says Captain.

There are no reports of the captain having his throat slashed, or being stabbed, or anything at all about him in the original transcripts from Ong and Sweeney. But it seems like it suits the evolving narrative to add in this fake squeamish detail of the captains throat being cut, and to quietly take out of the spotlight and drop down the memory hole the supposed slashing of the throat of Daniel Lewin.

Here's a clip from the 9/11 Commission Report [here](#)

Under American Airline's policy in effect on 9/11, every crew member, including each of the flight attendants, had a key to the cockpit. The airline's Flight Standards Manual instructed the crews to guard their keys carefully.⁴⁰ Rules implemented in the 1960s required that air crews keep the cockpit door closed and locked during flight,⁴¹ though the requirement was not always observed by flight crews or enforced by the FAA.

So that's clear cut. Every crew member had a key to the cockpit.

So. They had the key to the cockpit. All it took was someone with balls to walk through a few wisps of mace, open the cockpit door, and save America.

What, was there no one on the plane up to the task?



Thinking about this for a moment, I suddenly realised why Daniel Lewin has to "die" in the script that was being relayed to us by Ong and Sweeney.

Imagine if Daniel Lewin had not been killed at the beginning of the attack. He is the superhero Israeli highly-trained anti-hijacking commando. If he wasn't dead, then he would be the first person you would suppose would be leading the on-board rescue effort. If he hadn't been "killed", then it would be an obvious question as to why he didn't play the hero and do what he was trained to do.

When you think about it like that, it's a very neat touch. For whatever reason, Daniel Lewin is present, and is part of the exercise, a player, maybe Director of Operations. But

someone is thinking. Someone is following through on the plotlines, and realises that it won't look good if Lewin is on the plane, and it gets hijacked, and two, three, or five hijackers lock themselves in the cockpit, and every flight attendant has a key, and all it needs is someone with balls to walk up front, unlock the cockpit door and kick ass. Won't look good at all.

So they write into the script that he goes down right at the beginning. A hero, no doubt, trying to prevent the hijackers storming the cockpit.



So far in this thread, the emphasis has been on the Flight 11 phone calls themselves. We've looked at the reactions to the phone calls from a long list of American Airlines personnel who were directly or indirectly involved in receiving the calls. These included, for the Betty Ong Call: Vanessa Minter, Winston Sadler, Nydia Gonzalez, and Craig Marquis; and for the Amy Sweeney call Evie Nunez, Jim Sayer, Michael Woodward, Nancy Wyatt and Ray Howland.

In the next series of posts I want to focus on the involvement of someone who has so far appeared in the story only in passing. His name is Larry Wansley, and he was Managing Director of Corporate Security for American Airlines.



Recall that it was during a telephone conversation between Larry Wansley and Nydia Gonzalez, (supervisor at the American Airlines Raleigh Reservations Center), around noon on September 11, 2001, that the tape of the Betty Ong phone call was played (twice, on a loop, starting from part way in), and a transcript made, which differs significantly from the official transcript released the next day.

Other than this reference however, Wansley's name has been absent from the story, as I've recounted it here so far, because he didn't appear to be directly involved. Frankly, I hadn't googled him.

So I want to thank **mrmysteryman** for bringing to my attention Wansley's interview with the 9/11 commission in 2004 recently, available online [here](#).

You keep thinking that there can't be any major surprises left in all of this material. It's 2014.

Larry Wansley's testimony to the 9/11 commission about his actions, his timeline, and when he first heard about the hijacking of flight 11 on that morning is jaw-dropping. In light of the recreation that's been put together here, it's possible to see in close-up slow-motion that Wansley's account of that morning cannot possibly be true.

In order to see this clearly, we need to gather up the web footprint of Larry Wansley. It's crucial to see his career, both before and after 9/11, to put his actions on that day in context. It's also some pretty exciting stuff. This guy has lived an incredible life, that is for sure. So first, let's review the made-for-the-movies life of Larry Wansley. Then we will move on to look closely at his account of his movements that morning, and compare it to the other timelines in the public record by the rest of the American Airlines staff.

The first thing I think that all online interviews, bios, accounts of his life will make you aware of is that Larry Wansley was an undercover FBI agent. And not just any undercover agent. He was really a pioneer of the deep undercover FBI agent. You could almost say he wrote the book on being an undercover FBI agent. Actually, he did, he did write that book:

Now there's lots more, and we will come to that, but as you may have noticed, I find myself fascinated by the seemingly insignificant details, and so before we launch into the full career of Larry Wansley, let's just talk about that nickname for a moment: Mandrake.

Who was Mandrake again?



” Mandrake is a magician whose work is based on an unusually fast hypnotic technique. As noted in captions, when Mandrake “gestures hypnotically”, his subjects see illusions, and Mandrake has used this technique against a variety of villains including gangsters, mad scientists, extraterrestrials, and characters from other dimensions. Mandrake also possesses psychic and telekinetic powers, can turn invisible, shape shift, and teleport periodically.

OK, we have our bearings. Let's continue.

” For a man whose adult life has played out like a made-for-television movie—filled with adventurous escapades from his detective days with the*Compton*(California) Police Department, a decade of undercover work as an FBI agent, player counselor and security director for the*Dallas Cowboys*and manager of security for pop-music diva*Whitney Houston's 1988 world tour—September 11, 2001, will forever be the day burned most indelibly into his memory

...

Before that infamous day, the journey of Larry Wansley, 60, to the American Airlines corporate headquarters had been one serendipitous adrenaline rush after another. The energetic and personable man from Festus, Missouri, who once dreamed of being an engineer, shakes his head as he admits that he arrived at his life's work by accident.

“I'd just gotten out of the*Marines,” he says, “and was delivering mail for the Los Angeles Postal Service while taking night courses at*L.A. City College. One afternoon after work I ran into an old service buddy and suggested we catch up over a couple of beers. He explained that he was on his way to the civic center where he was going to take an exam, never bothering to mention what it was for. With nothing better to do, I tagged along.”

Rather than wait outside, Wansley decided to also take the test—which, he learned only after entering the auditorium, was for admission to the*Compton Police Academy.

His friend flunked. Wansley passed. He reported to the academy in the summer of 1965 and soon became only the sixth black member sworn onto the Compton force.

For the next eight years he would help police some of the meanest streets in the country. The Compton homicide rate in those days was quite high; gangs terrorized the neighborhoods, the drug trade was rampant and a historic burn-and-loot riot in neighboring Watts, causing \$200 million in damage, spilled into

his jurisdiction. Deep-night gun battles were commonplace, visits to the coroner's office to witness autopsies routine.

” When Wansley's job was with the FBI, he did a lot of dirty jobs. He worked on the ABSCAM investigation and the Patty Hearst case. He was shot at. He was kidnapped. He was threatened. “Mandrake” the FBI called him. “Sam Spade” the Cowboys call him.

Wansley's career does, in fact, read like a chapter from a Mickey Spillane novel. He did most of his FBI work undercover. His identity was known to no one, which wasn't always easy.

One night he knocked on a door, he says, and accidentally stumbled upon one of the largest drug caches in California. But when he crashed the door, his leg became stuck in the plywood. Here he was, caught like a bear in a trap, and bullets buzzing around his head.

His backup people finally arrived and convinced the drug dealers they were outnumbered. They surrendered. The task then became to get his stuck leg out of the door. But he couldn't budge and a Los Angeles rescue unit finally had to be called.

But by the time he was freed, a large crowd had gathered and “Mandrake” had to assume a new identity for a while.

In 1983, it was reported that Mandrake had a new career:

” Poke ‘G-man’ says drugs not sole concern By JERRY WAGGONER
Harte-Blanks News Service THOUSAND OAKS, Calif. — After working on cases such as Patty Hearst, the Judge John Wood slaying in San Antonio, ABSCAM and surviving the Watts riots, Larry Wansley should feel his new security officer position with the Dallas Cowboys is a paid vacation. Wansley, a 10-year FBI veteran and police officer who assumed five separate identities, worked with SWAT and spent more undercover time than a Los Angeles streetwalker, nevertheless, has a new challenge. In another first by the

Cowboys, Wansley was hired from the FBI to become the team's new security officer. It is a misnomer, but some of the Cowboys already are calling him "Sam Spade." His hiring comes on the heels of the announcement that five Cowboys are under investigation, a pair who will testify at a drug trial, in connection with cocaine. There is an underlying resentment by the players, who feel the move is an invasion of their privacy. "It's the ones who have something to hide that resent the hiring of Larry," defensive backfield coach Gene Stallings said. "Those who have nothing to hide think it's a great idea." As for Wansley, though, he thinks their idea of his job is misconstrued considerably. "My primary interest is drugs," he said, "but that's just a tip of the iceberg. The job will be all-encompassing. I'll be an advisor, father confessor as well as working to help in any other areas possible. "For instance, have any of the Cowboys or their families ever been advised what to do in case of a fire in one of these high rise hotels they stay in? What should the wives do in case of attempted rape? The possibility of kidnapping? The things which might help are endless.

Newspaper:*The Paris News*>*1983*>*July*>*25 July 1983*> Page 6

Even then, there were other irons in the fire:

” “One of my undercover roles,” Wansley said, “was as a newspaper publisher. I really enjoyed that job because I learned a lot and I enjoyed laying out ads from my interest in painting.” He paints, writes poetry and loves music. His first interest was to become an entertainer.*

In 1992, he went to work for American Airlines. There was still plenty of excitement.

” One of the United States' leading airlines faced a blow to its image yesterday after almost 60 people were picked up in a cocaine sting, the second time in five days that the carrier has been linked to drug smuggling.

As many as 42 of those arrested in dawn raids in the Miami and Fort Lauderdale areas of Florida or in New York were American Airlines ground staff.

Thirteen more worked for the Sky Chefs catering company, two others were members of the immigration and naturalisation service and one came from the department of agriculture.

About 300kg (660lb) of fake cocaine was used and more than \$300,000 (£18,750) paid to suspects as part of the undercover operation, which cost an estimated \$1m.

“We didn’t run out of defendants, we ran out of money,” said one source. Tom Cash, former director of the Drug Enforcement Administration, said: “Because of the glorious opportunity you have to fly without controls, these airlines become targets for organised crime. “Airports are becoming like supermarkets. Only 15% of people today even know who’s working for them by conducting background checks.”

But Larry Wansley, a spokesman for American Airlines, which is based in Fort Worth, Texas, said: “This is a company with zero tolerance for illegal drugs. While we are disturbed that a small group of employees were part of a smuggling ring, their activity has been under federal government and company surveillance for quite some time.

“We will continue with our cooperative efforts with law enforcement officials to stem the flow of illegal drugs.”

Then came 9/11, which we will come to.

Then he left American Airlines in 2004. Things have turned out pretty well since then.



Larry Wansley

Director of Security, Dallas Cowboys Football Club

CSO/Member Board of Directors of Resilient Integrated Systems

Larry is an internationally recognized Security, Risk Management and Asset Protection Consultant.* He is a former U.S. Marine and FBI Agent with extensive Security experience in Mass Transportation, Assets Protection, Critical Infrastructure, Crisis Management, Emergency Planning and Business Continuity.*

Larry is the former Managing Director of Corporate Security for American Airlines and its parent AMR Corporation. *During his tenure at American Airlines, he received the FBI Director's Award for his team leadership in supporting the 9/11 Terrorist investigations. *As the head of global security, he directed American/American Eagle and Trans World Airlines', security operations, compliance and asset protection programs.* His responsibilities included over 5000 daily flights, and asset protection in 65 countries, including over 2000 security staff members.* Prior to joining American and subsequent to his FBI career, Larry served as the Dallas Cowboys Operations Director, Director of Player Counseling Services, and Director of Security for the NFL's World League which later became NFL Europe. During the initial Cowboys period, he took a leave of absence to serve as Security Director for Pop Singer Whitney Houston's first World Tour.* That mission included security assessments and planning in dozens of countries, cities and facilities.

He retired from American in 2004 and established his consulting practice.* Football also beckoned and he returned to the Dallas Cowboys as Director of Security as well. *

While at American, all programs relating to security, including regulatory compliance were under his direction, which included multiple subsidiaries. *He served as a Corporate Restructuring Team Leader and was personally responsible for evaluations of the American Flight Department.* Those efforts resulted in annual department savings of \$10 Million.* He directed emergency security operations for many global crisis events including, plane crashes, terrorist bombings, kidnappings, attacks and crimes against company facilities and personnel, a worldwide Flight Attendants' strike which included protection of replacement crew members and company facilities to ensure business continuity.* In Pakistan, he directed a logistics, security and safety program for a team of 36 American Specialists in restructuring Pakistan International Airlines.* His emergency planning facilitated their safe evacuation after military coups.*

In 1997, Larry initiated a proposed Federal Aviation Security Program (Federal Security Screening Agency) to government and industry.* That program was later used in establishing the TSA after the 9/11 attacks.* Shortly after 9/11, He

served as a member of the Silicon Valley Congressional Blue Ribbon Technology Panel for Aviation Security in developing technology resources.* He also served as the Chairman of the International Air Transport Association's (IATA) Security Committee, representing over 300 global airlines.

He is the author of "FBI Undercover" which chronicled his 10 year period as one of the FBI's first long term deep undercover agents.* His varied background also includes serving as a member of the LAPD Rampart Division, Independent Review Panel which conducted a major police corruption investigation.

His security consulting experience includes projects in Australia, Abu Dhabi (UAE), Turkmenistan, Venezuela, Mexico and many others in the US, including training programs for various airlines.**

He has provided expert witness litigation support in various matters relating to security and safety.* He later joined Resilient Integrated Systems (An Emergency Power and Communications Safety and Security System) where he serves as Chief Security Officer and Member of the Board of Directors.* Through his concurrent roles in multiple disciplines, the needs of Safety, Security, Operations and Compliance are interconnected and are effectively served by his experience.**

That experience includes Emergency and Disaster Response Planning and Operations in global events including NFL Super bowls.**

Larry is a member of numerous international government and industry bodies, including the US State Department's Overseas Security Advisory Council, American Society of Industrial Security, NFL Commissioner's Security Advisory Committee, Former FBI Agents Society, and others. *His awards include the Immigration and Naturalization Director's Award, U.S. State Department Award, U.S. Customs Commissioner's Award, Los Angeles City Council Commendation, National Eagle Leadership-Career Focus Magazine Award, Missouri House of Representatives Resolution as the State's "Outstanding Missourian" and was named Dallas Father of the Year in 2008.*

He is a frequent TV and radio network Commentator on matters of Aviation Security.* He is a graduate of California State University in Police Science and

Administration with graduate studies at University of Southern California and California Lutheran University.

Holds a number of varied positions:

“ Mr. Wansley is the former Managing Director of Corporate Security for American Airlines worldwide. His experience also includes many years as CEO of Infinite Security.* He directed specialized security programs and initiatives, emergency/disaster response planning and business continuity in the US, Asia, Australia, Latin America, the Caribbean and the Middle East.* Prior to that, Mr. Wansley retired from American Airlines where he was responsible for worldwide asset protection for American Airlines, American Eagle Airlines, Trans World Airlines (TWA), AMR Corporation (Parent Company) and its multiple global corporate subsidiaries.* He had security management oversight of corporate interests and facilities in over 65 countries, over 5000 daily flights, over 130,000 worldwide employees and security regulatory compliance with each government. **Larry was also a member of the Global Corporate Crisis Management and Emergency/Disaster Response Executive Team.

Larry's early experience is founded in law enforcement which included many years as one of the FBI's first deep Undercover Agents.* Those years are detailed in his book, "FBI Undercover, The True Story of Special Agent Mandrake." Larry's background also includes extensive management, operations, security Player Counseling and development programs and related duties with the Dallas Cowboys Football Club, Texas Stadium and the World League of American Football, a division of the National Football League (NFL).*

Larry serves on the following Boards and Commissions:*U.S. US Congressional Homeland Security, US State Department and the NFL Commissioner's Security Advisory Council.* He previously served on the cities of Los Angeles Police Commission's Investigative Board and the Dallas Police Review Board.* Larry is the former Chairman of the International Air Transport Association Security Executive Committee which represents nearly all of the world's airlines.

His LinkedIn lists his skillset:



Larry Wansley's Overview

Current

CSO-Member Board of Directors*at*Resilient Integrated Systems

Director of Security*at*Dallas Cowboys Football Club

CEO*at*Infinite Security

Past

Managing Director of Corporate Security*at*American Airlines

Connections

500+*connections

Larry Wansley's Experience

CSO-Member Board of Directors

Resilient Integrated Systems

Public Safety industry

January 2007*–*Present*(7 years 1 month)

CSO

Director of Security

Dallas Cowboys Football Club

Privately Held; 51-200 employees; Sports industry

2005*–*Present*(9 years)

CEO

Infinite Security

2004*–*Present*(10 years)

Transportation Industry Security Consulting, Crisis Management, Security and Investigations

Managing Director of Corporate Security

American Airlines

Public Company; 10,001+ employees; AMR; Airlines/Aviation industry

1992*–*2004*(12 years)

Global asset protection management and regulatory compliance

Larry Wansley's Skills & Expertise

1. Physical Security*
2. Security Operations*
3. Crisis Management*
4. Customer Service

5. Private Investigations*
6. Emergency Management*
7. Aviation*
8. Airports*
9. Flights
10. Training*
11. Aircraft*
12. Team Leadership*
13. Military*
14. Commercial Aviation
15. Piloting*
16. Supervisory Skills*
17. Security*
18. Process Scheduler
19. Homeland Security*
20. Contract Management

With that in mind, let's now look at Larry Wansley's account of his movements on the morning of 9/11.

On January 8 2004, Larry Wansley visited the 9/11 commission, and sat down for an interview. It's well worth reading the full document, available online [here](#):

There are three pages of background chitchat before they get to the events of 9/11. Then, the following:

“ [U] .Each morning, at 7:45 am (central time) AAL conducted an operational conference call to discuss what happened with the airline in the past 24 hours and what they expected to happen in the coming day. After the call Wansley, Ahem, Tommy McFall (managing director of safety) and Mr. Hotard (corporate communication) would remain in Vice Chairman Bob Baker's office to discuss any follow-up items.

9-11

[U] On 9-11 Wansley was walking into Baker's office for the morning phone call (7:45 am) and the secretary told Wansley that “we have a hijacking.” “

In this post, the question we are going to focus on is: when did Larry Wansley first learn of the hijacking of flight 11?

From his account above to the 9/11 commission, the answer seems clear: it was when he arrived for the daily 7:45am phone call, and he was informed by a secretary as he walked in.

Before we go any further, let's get our bearings with this time of 7:45am, when the daily meeting took place, at American Airlines headquarters in Dallas/Fort Worth. Here's a picture:



This is of course 7:45amCDT, the time in Dallas, which is equivalent to 8:45am in New York.

The first impact event at the North Tower is at 8:46am, so it will happen one minute after the regular daily meeting is scheduled to begin.

The meeting wasn't always held at 7:45am. In fact, it had only recently, in the previous 18 months or so, been moved to this schedule. Previously, the daily meeting had been held at 7:15am. Vice President Bob Baker had been interviewed the previous year, and this is what he said:

“Every day at 7:15 a.m., I have a conference call with all the operating groups in the company to review what happened to us yesterday and what we think is going to happen today,” Baker explains. “We may discuss today's plan — if there's weather coming into New England, for example, and what we're going to do about it. Are we going to cut the schedule? Are we

going to thin it out? We may talk about a volcano that blew up in South America overnight, a terrorist incident, or whatever's going on in the world.”

The following feature story appeared in the campus publication MOSAIC in April, 2000.

So, for some reason, the daily meeting had been moved, and on September 11, 2001, the normal schedule was for 7:45am. Recall that the “hijacking” had commenced at 7:13amCST, and Betty Ong’s first call had come in at 7:18am, so that by 7:45am, some 27 minutes had elapsed since first notification from the planes had been received that something was going on. And first impact was one minute away.

We will soon look closely at the flow of information from the phone calls into the rest of the American Airlines organisation, and show that there is a problem with Wansley’s account to the 9/11 commission.

But in fact, we don’t even need to go that far to find a glaring contradiction with his account. All we need to do is compare it to the only other public account that he appears to have given of the events of that morning.

It appeared in an interview published in late 2002. The interviewer was Carlton Stowers, who was Wansley’s co-author on the book FBI Undercover!



” Author/journalist Carlton Stowers’ books include bestsellers TO THE LAST BREATH and CARELESS WHISPERS, both winners of the Mystery Writers of America’s Edgar Allen Poe Award as the Best Fact Crime

Book of the Year, INNOCENCE LOST, which was nominated for a Pulitzer, and his autobiographical SINS OF THE SON.

Stowers' books have been selections of the Literary Guild, Mystery Guild, Doubleday Book Club, True Crime Book Club, Preferred Choice Book Club, Playboy Book Club and Guideposts Book Club, and five have been optioned by motion picture production companies. CARELESS WHISPERS inspired the CBS Movie of the Week, Sworn to Vengeance, and OPEN SECRETS was the basis for the ABC mini-series, Telling Secrets. TO THE LAST BREATH was included in Readers' Digest's prestigious Today's Best Non-Fiction collection. His writings have been translated into German, French, Spanish, Dutch, Japanese and Russian.

Additionally, he has authored a number of books on sports, ranging from MARCUS, the autobiography of NFL great Marcus Allen which spent six weeks on the Los Angeles Times bestseller list, to DALLAS COWBOYS: THE FIRST 25 YEARS, a coffee table-sized history of the high profile organization, which climbed to No. 1 on the Dallas Morning News bestseller list.

As a collaborator, he has worked with western movie icons Roy Rogers and Dale Evans on their HAPPY TRAILS, Olympic pole vaulter Billy Olson on his REACHING HIGHER, former FBI Special Agent Larry Wansley on his FBI UNDERCOVER and private investigator William Dear on his PLEASE... DON'T KILL ME.

His PARTNERS IN BLUE, a 100-year history of the Dallas Police Department, received a citation from the Dallas Police Association. He has written two non-fiction children's books, A HERO NAMED GEORGE and HARD LESSONS, which are used by numerous elementary schools as part of their anti-drug and anti-gang programs.

A former Dallas Morning News reporter, Stowers has written articles for numerous publications, among them Sports Illustrated, Time, People, Good Housekeeping, TV Guide, Money, and Paris Match.

Here is the relevant passage:



It began as a bright, promising September morning on the sixth floor of the Dallas-based American Airlines*headquarters. Staff members were sipping coffee and mingling as they anticipated the morning's operational meeting. Soon they would be discussing routine items such as flight schedules, maintenance updates and weather conditions at airports around the world from which more than 700 of their planes would be flying.

Larry Wansley, managing director of corporate security, had arrived early, pleased that on that day he would not be jetting off to *San Francisco* or London or *Rome* to address some new crisis. In his ninth year with the world's largest commercial airline, overseeing a staff that had grown to 75, he welcomed those rare days when he was not required to travel.

At 7:45 a.m., however, the leisurely atmosphere changed dramatically. From the airline's nearby command center came an urgent call. American Flight 11, carrying 92 passengers from Boston's*Logan Airport, Wansley was told, had been hijacked.*Betty Ong, a 45-year-old flight attendant on board, had managed to phone her company supervisor, reporting at least three hijackers with weapons and several passengers injured.

There are some significant changes to the story here. Larry has arrived "early" for the meeting, so it is presumably several minutes, or more, before 7:45am.

Up until 7:45am, there was no news of any hijacking, and instead there was "coffee sipping and mingling". Only at 7:45am, as the meeting was due to start, did a call come through from the "nearby command center", informing Larry Wansley, Managing Director of Corporate Security, and the other high ranking management team, that flight 11 had been hijacked, people stabbed, etc etc.

This was in 2002. By 2004, the story had changed. Now Wansley is informed as he arrives, by the secretary, sometime before 7:45am. See what he's doing? In 2004 he is saying that the command center had already made contact, at an earlier unspecified time, and that Wansley had been briskly informed, on arrival, literally as he arrived at work for the day, very first thing. No mention to the Commission that they had been sipping coffee, shooting the breeze, completely oblivious to what was unfolding at the highest levels of

the company, while Americans were fighting for thier lives in the skies above, until one minute before impact.

So what he told the commission in private in 2004 is completely different from what he told his old friend Carlton Stowers in public in 2002....



When were senior management informed that there was an incident with flight 11? When was Corporate Security informed? Was it really as late as 7:45am, as Larry claimed in 2002, that the incident was escalated to senior management for the first time, and that up until then they had been standing around sipping coffee? Or was he informed, by the secretary, on arrival for the meeting?

In order to answer these questions, we need to piece together from the other accounts of the morning the flow of events by which notifications were sent around the company. So let's do that.

On October 15 2001, the Wall Street Journal published an article called "American, United Watched and Worked In Horror as Sept. 11 Hijackings Unfolded", available online here: <http://online.wsj.com/article/SB1003...680.html?dsk=y>.

It contains these paragraphs:

” Even as the line to Flight 11 was still open, American's executives were rushing to the operations center to deal with the crisis. Gerard Arpey, American's executive vice president of operations, had been in Boston the day before for his grandmother's funeral, and had arrived at his desk in Fort Worth at 7:15 a.m. CDT to work through a pile of issues that needed attention. The 43-year-old executive called American's operations center to say he couldn't participate in the daily 7:45 a.m. system-wide operations call.

Joe Bertapelle, the manager at American's operations center, told him of Ms. Ong's phone call that had just come in. Mr. Arpey slumped back in his chair and sat stunned for 30 seconds. "Something inside me said this had the ring of truth to it," Mr. Arpey recalls. He called the office of Mr. Carty, who was at

home answering e-mails, and left word of a possible hijacking, then hurried to the operations center a few miles west.

As he walked in, he was met immediately by Mr. Bertapelle and Craig Parfitt, manager of American's dispatch operations, a 29-year American veteran nicknamed "Ice Man" for his even keel. Mr. Marquis had confirmed the hijacking, they told Mr. Arpey, and they had to open American's crisis command center, a room perched one floor up in the operations center. The facility is used in the event of crashes, military troop movements and other emergencies.

A page went out to American's top executives and operations personnel: "Confirmed hijacking Flight 11." The regular 7:45 CDT conference call started, but was almost immediately interrupted: "Gentlemen, I have some information here I need to relay," Mr. Bertapelle announced.

Compared to Larry Wansley's published interview in 2002, this paints an entirely different picture of the morning, doesn't it. They weren't standing around sipping coffee and mingling up until 7:45am. The word was rapidly spreading through senior management. Things were moving. *A page was sent out to top executives.* Clearly, by the time the conference call began the key personnel all knew that a hijacking was in progress. The announcement by Joe Bertapelle was not breaking the news, but *giving them an update.*

Joe Bertapelle was also interviewed by the 9/11 commission, with Craig Marquis and others from American Airlines. The transcript is available online here:

<http://intelfiles.egoplex.com/2003-1...Interviews.pdf>

Let's just jump right into the middle, where Craig Marquis, on the phone to Nydia Gonzalez and Betty Ong, decides to contact Joe Bertapelle:

” [U] Marquis also attempted to reach Joe Bertapelle who was preparing to conduct the usual 7:45 a.m. Central Time conference call with AA senior leadership.

Joe Bertapelle was in process of preparing the conference call. He was in the VP Bob Baker's office on the fifth floor.

The collection of phone transcripts online that we've been referring to throughout this thread actually includes the calls in which Ray Howland, on behalf of Marquis is reaching out to Bertapelle.

Here is the excerpt from the transcript of the Marquis-Gonzalez call, of the moment when Marquis asks Howland to place the call:

	NYDIA GONZALEZ:	<i>Betty? Did we lose her? Betty? You still there? Okay bear with us.</i>
4:42	CRAIG MARQUIS:	<i>Hey Ray, call Joe Bert and (XXX) for me please.⁵</i>
	NYDIA GONZALEZ:	<i>Security is on the line and they're trying to contact the cabin, the pilots.</i>

The time is noted in the margin as 4:42, which means 4 minutes 42 seconds after the beginning of the Marquis-Gonzalez tape.

This is the moment when Craig Marquis escalated the flight 11 situation to the senior management of American Airlines. It would be interesting to know exactly what time this is. To do this, we would need to know exactly when the tape began, or have some means of syncing it to the Betty Ong recording.

In fact, someone has already been down this path and made this possible. This is the reason that the 4:42 is noted at this exact moment! Because earlier in the same transcript, there is a line that Nydia Gonzalez speaks which appears both in this phone call and also in the transcript of the Ong phone call. In both transcripts the exact time of the line is noted: 1:11 in the Marquis-Gonzalez transcript, and 3:35 in the Ong transcript.

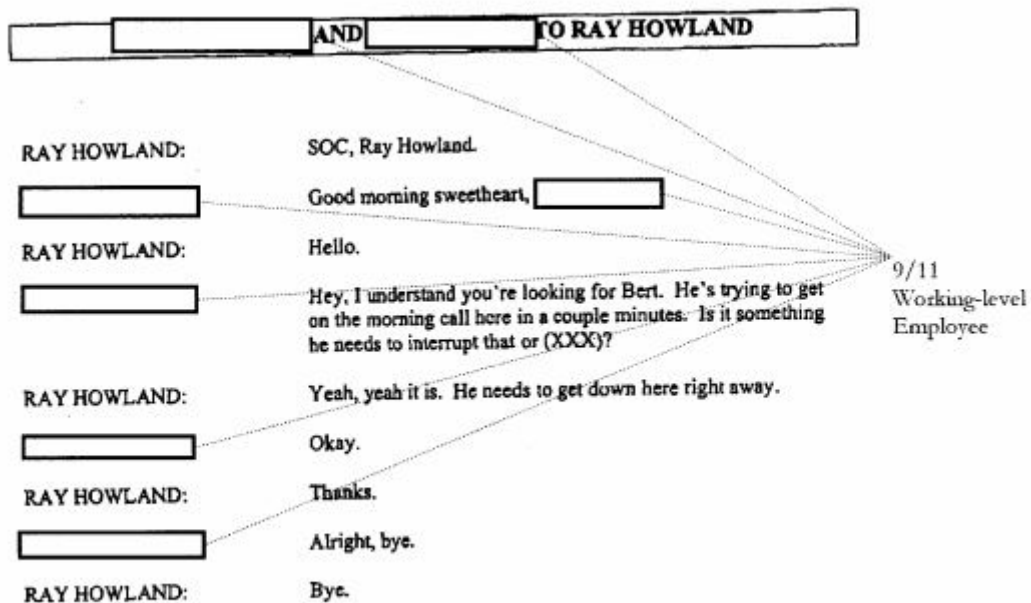
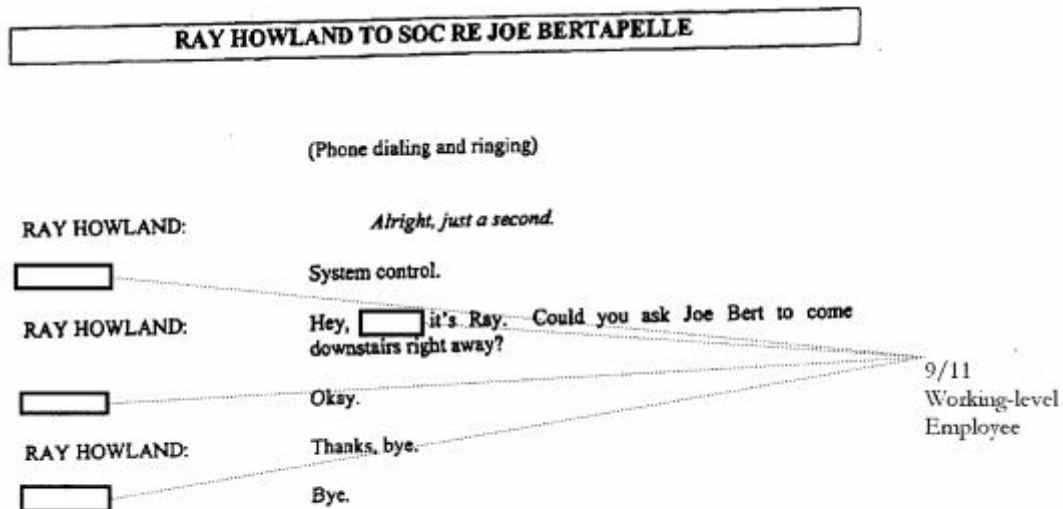
1:11	NYDIA GONZALEZ:	<i>Hi. Who is calling reservations?¹ Is this one of the flight attendants or who? Who are you hun?</i>
3:35	NYDIA GONZALEZ:	<i>Hi, who is calling reservations? Is this one of the flight attendants, or who? Who are you hun?</i>

The Ong recording began at 7:20:26, so the 3:35 remark occurs at 7:24:01.

This corresponds to the 1:11 mark of the Marquis-Gonzalez transcript, which means that the 4:42 remark must have taken place 3 minutes 31 seconds later at: 7:27:32.

If I did that correctly, it was 7:27am when Craig Marquis put out the request to Ray Howland to get in touch with Joe Bertapelle.

There are transcripts of the phone calls from Howland to the VP's office, and the returns. Here they are:



JOSEPH BERTAPELLE TO RAY HOWLAND

RAY HOWLAND: SOC, Ray Howland.

JOE BERTAPELLE: What's happening?

RAY HOWLAND: We got a situation with one of the flights. We need you to come downstairs.

JOE BERTAPELLE: You need me physically down there?

RAY HOWLAND: Yeah.

JOE BERTAPELLE: Okay.

RAY HOWLAND: Yeah. It's a ... like somebody being stabbed on board one of the airplanes in flight right now.

JOE BERTAPELLE: Jesus Christ.

RAY HOWLAND: Yeah.

JOE BERTAPELLE: Goodbye.

RAY HOWLAND: Bye.

This tells us that from 7:27am, or very soon after, it was known in the fifth floor VP Bob Baker's office, where they were preparing for the 7:45am conference call, that there was a situation with flight 11.

Notice again from the quote at the beginning of this post:

” The 43-year-old executive called American's operations center to say he couldn't participate in the daily 7:45 a.m. system-wide operations call.

Joe Bertapelle, the manager at American's operations center, told him of Ms. Ong's phone call that had just come in.

So if Larry Wansley arrived at Bob Baker's office before he received the page, then certainly, they knew what was happening there by soon after 7:27am, and it makes sense that he would be informed on arrival by the secretary, if he arrived before the page was sent out. It's a much better story than sipping coffee and mingling, that's for sure. In the next post, we will return to Wansley's 9/11 commission testimony, and pick up the story of what he did next.

But there is one tantalising loose end left dangling here. Let's just take another look at that moment when Craig Marquis decides he needs to get in touch with Joe Bertapelle:

	NYDIA GONZALEZ:	<i>Betty? Did we lose her? Betty? You still there? Okay bear with us.</i>
4:42	CRAIG MARQUIS:	Hey Ray, call Joe Bert and (XXX) for me please. ⁵
	NYDIA GONZALEZ:	<i>Security is on the line and they're trying to contact the cabin, the pilots.</i>

There's actually a second person in there that he wants to contact. Unfortunately, the transcriber didn't quite catch the name, and it has been recorded as (XXX). Or perhaps it has been redacted? No way to tell, so all we can do is *speculate*.

Is it possible that the other person that Craig Marquis decided at 7:27am ought to be notified as soon as possible was the head of Corporate Security, Larry Wansley?

Look what Nydia Gonzalez says to Betty Ong immediately after Craig Marquis has instructed Ray Howland to get in touch with Joe Bert and XXX:

” Security is on the line and they are trying to contact the cabin, the pilots

How could “security be on the line” if the head of security had not been notified for another half an hour?



There are still a few more timing clues to pick up from the Marquis-Gonzalez transcript, and then we can put a complete timeline together.

Whether or not the (XXX) stood for Larry Wansley when Craig Marquis asked Ray Howland to call “Joe Bert and (XXX)” at 7:27am, it was only a few minutes later when the following line occurs in the transcript:

	NYDIA GONZALEZ:	Would you guys call ROC (XXX).
8:00	CRAIG MARQUIS:	Hey Ray, get a hold of Corporate Security. Hey, Mike Mulcahy. Come here please.

This 8:00 time on the transcript corresponds to 7:30:50.

So at 7:31am, corporate security were contacted.

The moment when the page that was sent to all senior personnel was ordered can also be located in the transcript. These paging messages are known as the SOCC system. (This can be confirmed by reading the 9/11 commission interview with Craig Marquis, in the second clip below.)

0:25

CRAIG MARQUIS:

IN THE UNIT: 1000.

Yeah you better send a SOCKS.

(XXX) 334 ... it's Boston to LA, confirm
killing On Flight 11. I'm sorry. It's 33

[U] At about this point, the time stamp on the Gonzalez-Marquis call was reset to zero, apparently because the first tape stopped (or ran out) but was immediately replaced by a second recording of the conclusion of the same conversation. At approximately 20:40 into the total conversation, Marquis directed [redacted] to send out a SOCC (System Operations Command Center) notification (by pager) of 50 to 60 key AA officials.

The transcript shows the timestamp of 0:25. This corresponds to 7:43:54. (The transcript timing runs to 20:39, then for some reason the tape stopped, and was started again immediately, resetting the timer back to zero.)

So now we can put together the full timeline of when the information about flight 11 went out to American Airlines senior staff. Rounding all times to the nearest minute:

7:20 recording begins of Ong phone call

7:27 Craig Marquis requests Joe Bert and XXX be contacted

7:31 Craig Marquis requests that Corporate Security be contacted

7:44 SOCKS page sent out to senior American Airlines personnel.

So, again, when did Larry Wansley first hear about it?

Neither of his two versions stack up. In the 2002 version, the first he heard was at 7:45 when the Operations Centre phoned the news through. This would mean that he didn't hear it from anyone in the room preparing for the conference call after 7:27, wasn't told when Corporate Security were contacted at 7:31, and missed the page at 7:44.

By his own 2002 account, Larry Wansley was completely *out-of-the-loop*.

If we run the above timeline against his 2004 version of events to the 9/11 commission, things don't get any better. He said he was informed by the secretary when he arrived, but doesn't mention any other information coming through. In fact he specifically mentions how little information was available and being provided. Let's now move on from the question of the time at which he found out, and take a closer look at what Larry Wansley did after he learned that flight 11 had been hijacked.

Now that we have a clear handle on the timeline of events, let's go back and have the beginning of that 2002 interview with Larry Wansley again, the one conducted by journalist Carlton Stowers. We've already got to the point where at 7:45am (when the conference call was scheduled to begin), according to Wansley, the news about flight 11 is first received in the fifth floor office. Let's see what happened next (in bold below):

” It began as a bright, promising September morning on the sixth floor of the Dallas-based American Airlines*headquarters. Staff members were sipping coffee and mingling as they anticipated the morning's operational meeting. Soon they would be discussing routine items such as flight schedules, maintenance updates and weather conditions at airports around the world from which more than 700 of their planes would be flying.

Larry Wansley, managing director of corporate security, had arrived early, pleased that on that day he would not be jetting off to*San Francisco*or London or*Rome*to address some new crisis. In his ninth year with the world's largest commercial airline, overseeing a staff that had grown to 75, he welcomed those rare days when he was not required to travel.

At 7:45 a.m., however, the leisurely atmosphere changed dramatically. From the airline's nearby command center came an urgent call. American Flight 11, carrying 92 passengers from Boston's*Logan Airport, Wansley was told, had been hijacked. Betty Ong, a 45-year-old flight attendant on board, had managed to phone her company supervisor, reporting at least three hijackers with weapons and several passengers injured.

From the vice chairman's office, Wansley phoned Danny Defenbaugh, special agent-in-charge of the Dallas FBI office. It was the first step in the

well-researched, secret hijack-response plan all commercial airlines have in place.

What did Larry Wansley do?

He phoned the FBI office. As per the “secret hijack-response plan”.

Let's see now what he told the 9/11 commission in 2004. Recall in this version he is told of the hijacking of flight 11 on arrival by the secretary. He doesn't give a specific time, but presumably, in this version of events, it is several minutes before 7:45am, at least. What happens next?

” [U] On 9-11 Wansley was walking into Baker's office for the morning phone call (7:45am) and the secretary told Wansley that “we have a hijacking.” He called the SOC but they didn't have much information.

Wansley then called Danny Defenbaugh who was the Special Agent in Charge of the FBI's Dallas Field Office. Wansley informed Defenbaugh about the hijacking with the little information that he had which was that Flight 11 had been hijacked. Defenbaugh did not know anything about it. Defenbaugh told Wansley to hold and got a couple of other people together which Wansley said “started the ball rolling.”

In this 2004 version, he adds the detail of placing a quick, unhelpful phone call to SOC, before going ahead and dialling Danny Defenbaugh at the Dallas FBI. No mention of this being part of a “secret hijack-response plan” to the Commission. Then: what happens next, after Larry has phoned the FBI with no real information to go on.

“Defenbaugh told Wansley to hold”.

Told him to hold? Who does Wansley report to? FBI or American Airlines?

In any case, Larry Wansley has been put on hold by the FBI, and is just hanging around now, waiting for something to happen, when....

Let's hear it first from Carlton Stowers:

” As he began relaying the information, Wansley heard a sudden chorus of muted screams from an adjacent conference room. Several female employees, eyes fixed on a television, had just watched a plane fly into the North Tower of New York’s World Trade Center.

Phone still in hand, the security director emerged in time to see a cloud of black smoke billowing from the building.

Say what?



“Had just watched a plane fly into the North Tower”????



If we are going to take his words at face value here, the words of the head of Corporate Security for American Airlines, they had a live feed going of the first impact in the conference room in the VP’s office on the fifth floor!

That’s gotta be a mistake, right?



Let’s see what he told the 9/11 commission in 2004. He’s had a couple of years to think about it.

” [U] While he was on the call with Defenbaugh in Baker’s office, he heard the shriek of someone who was in the conference room and saw the footage of the plane going in to the WTC. He remembers the

commentator said that it was a small airplane. He told Defenbaugh to turn on the TV to see what was going on. Wansley said he did not connect the hijacking with the incident at WTC because the commentator said that it was a small airplane.

4

[U] While they were watching the WTC story on TV, Defenbaugh told Wansley that he was sending a team of agents to AAL headquarters. As they were talking on the phone and watching the events related to the WTC on TV, they watched the second jet hit the WTC. Wansley said that his knees got weak and he immediately felt that the first one was probably American #11. Defenbaugh told him “the game has just changed.”

Wansley said he was on the phone with Defenbaugh for nearly one hour.

Yes, on reflection, he did change his story slightly: he only heard one shriek, not necessarily several shrieks, of the people who were watching a live broadcast of the first plane hitting the North Tower being shown on monitor screens in the conference room of Bob Baker’s office.

There was no public live broadcast of the first plane hitting the North Tower.

No, indeed, there was no public live broadcast of the first impact.

So wtf was Larry Wansley talking about?

When George Bush described watching a live feed of the first impact, everybody just shrugged and went, oh well, he’s an idiot. No one else was backing him up. We all figured he just had some kind of brainfade and no one really took it seriously.

But with Larry Wansley, it’s a little different. He is obviously a very smart guy. This is his “where-were-you-when-you-first-heard-about-911-story”, which *everybody* has polished up and loves to tell.

Notice also, that no one listening to Larry Wansley, either in 2002 or 2004, pulls him up on it. You would think the sensible-looking Carlton Stowers, while he was interviewing his old friend and co-author, would have stopped Larry mid-sentence, and said something helpful

like: "Larry, are you hallucinating? There was no televised first impact! Dude, come on, focus!"

Or in 2004, at the 9/11 Commission interview, when in attendance were a veritable boarding party of heavyweight counsel and lawyers and people way smarter than you or me. No one said a word. None of Larry's legal team leaned forward and whispered in his ear: "Larry, stay on message, of course there was no expletive-deleted televised first impact, get a grip or we are all going down."

Nope, no one noticed while Larry Wansley, head of Corporate Security at American Airlines, deep undercover FBI agent and frustrated entertainer, described, two times, being in the next room to a live televised feed of the first impact at the North Tower on 9/11.

What is going on here?

Were George Bush and Larry Wansley so out of touch with what the rest of us experienced that day that it never even crossed their minds to keep quiet about the private live feed of the first impact?

Or was it a meta-clever ploy to throw us all completely off our guard?

All we can say for sure is that Larry twice describes the live feed in the next room, and it never happened.

Why are Larry Wansley's accounts of his movements that morning completely incompatible with each other, and with the reality of what happened?

Was he even at the meeting on the fifth floor? And where had he been for the previous half an hour while the events on flight 11 were unfolding?

There's a possible clue from earlier in this thread which might be relevant here.

Remember Vanessa Minter, who first answered the call from Betty Ong in the Raleigh Reservation Center? Remember that one of the things she said was that the FBI arrived on scene within five minutes of the start of the call.....

Just after the 2:00 minute mark, she says:

” When I was relieved from the phone..by that time the FBI had been brought onto the scene...now we're talking..this happened in minutes...I don't know how the FBI got there so fast...they were there within about five minutes and they pulled me off the phone.

The call began at around 7:18am CDT. So Minter is telling us that the FBI arrived by 7:23. Of course, this is way too early. There is no way that the FBI could have known that early that this was a situation. Either Minter is mistaken, or mis-remembering the time; or somehow the FBI knew right from the beginning exactly what was happening.

How could they have found out so quickly?

Did they have someone on deep undercover assignment who was in a position to know?

We've now looked at Larry Wansley's two accounts of his movements on the morning of September 11 2001, and tracked them against the details pieced together from other sources. We've seen that the two accounts are inconsistent both with each other and the events of the morning as described by other participants.

In this next post, I would like to look at it the other way around. Let's start this time from the timeline that we've assembled, based on the other accounts of American Airlines personnel, and then work from there to see why Larry might be presenting such easily dismantled stories.

So let's just zero in now on the key, crucial moment: at 7:31am Craig Marquis is shown on the transcript as ordering for Corporate Security to be contacted. Within a very short time after this, we can be certain that Larry Wansley was notified. It is unthinkable that he could be out of the loop.

Why then does he make no mention of receiving any such notification as a result of this call? We know when it must have taken place, within a minute or so after 7:31am. So it cannot be the *time* that Larry doesn't want to talk about. It must be the *location*.

In both versions of his movements that morning, Larry makes no mention of where he was before he arrived. And there are no times that he gives for any of his movements before 7:45am.

It seems that he is reluctant to concede to being contacted soon after 7:31am because he doesn't want to discuss publically his movements before arriving at the fifth floor office shortly before 7:45am.

Remember in the first version he substitutes whatever he was really doing for sipping coffee and mingling, something which certainly was not happening in that fifth floor office at that time. So he's really working hard to stay below the radar before that 7:45am conference call is scheduled to begin, one minute before impact.

But the more you think about that scene that Larry describes, the coffee sipping and mingling in the fifth floor office, the stranger it seems. He is implying that no one in the VPs office was informed prior to 7:45am but that is simply not true. If Larry had actually been present in that room at that time, it is hard to understand why he would have chosen to describe it that way. Is it possible that he was not actually in the fifth floor office at the time?

This would make sense of some of the other oddities in his stories. For example, the live-feed showing in the conference room. Frankly, I find it very hard to believe that Bob Baker was brazenly hosting a live-feed of the first impact in his office that morning. There would be no reason to do so, and extremely good reasons not to do so. So let's say it didn't happen. Then how could Larry Wansley have described the screaming and shrieking of people watching the first plane crash into the north tower? How about: he was making it up.

Another oddity: he claims he phoned Danny Defenbaugh at the Dallas FBI just prior to the first impact at 7:46am. He also claimed that he tried to get more information, but no one seemed to have anything. However: that 7:45am conference call went ahead as planned, but as soon as it began, Joe Bertapelle interrupted to advise everybody that there was updated information.

So, now, question: why wasn't Larry Wansley participating in this phone call?

He is the Managing Director of Corporate Security. There is a security emergency. He is needed. He needs information. He needs to be taking part in that call. Why isn't he?

He's on the phone to Danny Defenbaugh at the FBI. Larry doesn't have any information to share with Danny. Danny doesn't have any information to share with Larry. So what

should happen here is that Larry should get off the phone with Danny, pick up the conference call line, get in-the-loop, at last, find out what is going on, and start executing action plans.

Instead, Danny tells him to hold. So Larry holds.

This doesn't really ring true, does it. There was no coffee sipping. There was no pleasant mingling. There was no lack of information. There was no live-feed. There was no need to miss the conference call. And there was no need to phone Danny Defenbaugh with no information except turn on your tv.

Danny Defenbaugh. Who is he?

Meet Danny Defenbaugh.



” Danny was employed by the Federal Bureau of Investigation (FBI) for almost 33 years. His primary investigative responsibilities centered on violent crimes, i.e., kidnapping, extortion, hijacking, and terrorist/bombing matters. He served as a Special Agent in Chicago, IL, and as a Supervisor in Miami, FL; in the Explosives Unit of the Laboratory Division at FBI Headquarters; in the Inspection Division; and in the Office of Professional Responsibility. Danny later served as the Assistant Special Agent in Charge of the FBI Field Office in Mobile, AL.

Danny was a FBI-certified bomb technician for most of his FBI career and traveled to over 25 foreign countries in furtherance of the FBI's interest in thwarting international terrorism. He personally supervised over 150 bombing investigations, to include all the Puerto Rican terrorist group, FALN bombings in Chicago and the bombing investigations of the three terrorist attacks against American installations in Beirut, Lebanon. Danny has testified as either an

expert witness or investigator over 100 times in federal, state, and local courts, to include the U.S. Congress and Military Tribunals. While assigned to the FBI Miami Field Office, he supervised the Major Case Squad encompassing all major violent crimes, international and domestic terrorism and all bombing matters. In addition, he was the Supervisor for the South Florida Violent Crimes/Fugitive Task Force.

In 1995, Danny was promoted to Inspector and named Inspector in Charge of the Oklahoma City bombing investigation. From 1998 until his retirement, Danny was the Special Agent in Charge of the Dallas Field Office of the FBI. FBI Dallas was designated one of the ten core offices leading the September 11, 2001 investigation of the Pentagon/Twin Towers terrorist attacks.

<http://www.dannydefenbaugh.com/aboutDanny.html>

...



FBI honors American Airlines workers

Posted: *Saturday, April 06, 2002

FORT WORTH (AP) – The FBI honored seven American Airlines employees Friday for their help in analyzing information about the Sept. 11 hijackers. The employees helped identify the terrorists and were able to track their purchase of tickets to specific phone numbers and locations, including Internet cafes in Europe, said Danny Defenbaugh, the special agent in charge of the FBI's Dallas office.

At a brief ceremony at the carrier's Fort Worth headquarters, Defenbaugh gave the employees bound certificates signed by FBI Director Robert Mueller. One of those honored was American's security chief, Larry Wansley. He called the investigation one of the most complex he had ever seen.

American Airlines requested that the other six employees not be identified. Two work in corporate security, two in reservations and two in information technology.

The Dallas office of the FBI has similarly recognize

d employees at travel-reservation companies who helped in the Sept. 11 investigation. Defenbaugh said he could not discuss details of what the workers did because the investigation is continuing.

Two American jets – along with two United Airlines jets – were hijacked on Sept. 11, and many employees in Fort Worth knew some of the crew members who died in the attacks.

“It’s time for the FBI to thank them,” Defenbaugh said. “Even at the height of their tragedy, they recognized the ability for their information to help the investigation.”

So on April 6 there was the ceremony. But then less than two weeks later, Defenbaugh announced his retirement from the FBI:

” Dallas agent in charge Defenbaugh to retire

By SUSAN PARROTT
Associated Press Writer

DALLAS (AP) – Danny Defenbaugh, the special agent in charge of the Dallas FBI office who was heavily criticized in a report last month for withholding information in the Timothy McVeigh trial, announced his retirement Wednesday.

The 32-year FBI veteran said he would step down at the end of April.

“It’s been a long time,” he said, declining to comment further.

Defenbaugh, 51, was named head of the Dallas FBI office in 1998, after leading the Oklahoma City bombing investigation.

In an e-mail Tuesday night to colleagues, Defenbaugh wrote: “I have been so fortunate to live a dream beyond my dreams. I plan on staying in the area and begin my search for a new and challenging career.”

In a March 19 report, the Justice Department recommended Defenbaugh and three other agents be disciplined for the FBI's failure to turn over thousands of pages of documents to McVeigh's lawyers until days before his scheduled execution.

Warning rabbit hole ahead:



Posted on 3/20/2002 3:38:38 AM by OKCSubmariner

The head of the Dallas FBI office Danny Defenbaugh was the FBI Inspector of the OKC Bomb Task Force. Today Defenbaugh accepted criticism in his role as inspector as reported in this article posted on FreeRepublic today:

Agent in charge (of McVeigh investigation) accepts criticism

"DALLAS, Mar 19, 2002 (United Press International via COMTEX) — The FBI agent in charge of the Oklahoma City bombing investigation Tuesday accepted criticism in an inspector general's report for mishandling documents in the case that delayed Timothy McVeigh's execution."

Defenbaugh was responding to recommendations that supervisors in the FBI be reprimanded for their handling of documents associated with the OKC Bombing case as reported in this article posted today on FreeRepublic.com:

Then more on the same freerepublic page:



UPDATE: Did Former FBI Inspector Preside Over FBI Cover-up of OKC Bombing?

Published: May 19, 2001 Author: Patrick B. Briley

Posted on 05/19/2001 20:49:39 PDT by OKCSubmariner

...(snip: various material on Danny Defenbaugh OKC bombing investigation role. read full quote at link below...)

Many of the Arab suspects in the OKC bombing and identified by KFORTV reporters in OKC were believed to have been operating out of Dallas and

known to the Defenbaugh and to the FBI at least right after the bombing if not before. Also Defenbaugh's FBI agents in OKC and in Dallas and US Prosecutors refused to accept the KFORTV reporter's evidence by claiming that to do so would help the defense (even though bombing suspects were involved who the FBI should have gone after).

In February 1999, the FBI in OKC acknowledged to an attorney representing a former reporter, that Middle Eastern suspects implicated in the OKC bombing were known to be operating out of a terrorist cell in Dallas. FBI director, Louis Freeh testified to Congress in May 1995 that the FBI had infiltrated a Middle Eastern terrorist cell in Dallas.

The post at freerepublic continues, and this is the bit of direct interest here:

“ Bin Laden's secretary, El Hage, was arrested in Dallas and indicted for helping the FBI operative Ali Mohamed for over six years set up Bin Laden cells in Dallas and the US as well as for the bombings of the World Trade Center and the US embassies in Kenya and Tanzania.

Defenbaugh got in trouble two years ago for using Dallas police officers to track Bin Laden terrorists in Dallas and around the world without informing the Dallas police chief or compensating Dallas taxpayers for the police officers services.

Defenbaugh started in 1998 (BEFORE the 9/11/2001 terror attacks) directing the FBI and Dallas police officers to follow and track known Middle Eastern terrorists associated with AlQaeda and Bin Laden (el Hage and Ali Mohammed) and the Dallas terrorist cells believed associated with the OKC bombing and the 9/11/2002 terror attacks on the Pentagon and WTC. In 1999 Defenbaugh had a public confrontation with the Dallas police chief, widely reported in Dallas media , over Defenbaugh using the police officers and Dallas taxpayers dollars without the chief's permission and without telling the chief of the findings of his own police officers.

Defenbaugh's technique of heavily using police officers for FBI investigations was employed by him in OKC with OKC police officers who were "deputized" by Defenbaugh to be part of his OKC Bombing Task Force. This is a clear

example of the Federalization of local police forces. I know for certain about this because the relationship between the FBI and the OKC police criminal intelligence unit was described to me in my home on January 8, 1996 by Defenbaugh's FBI agent, James Carlyle, and a member of the OKC police criminal intelligence unit. These men came to my house to threaten me and my wife over what we had learned of FBI foreknowledge and cover-up of the OKC bombing.

Now, what was it he said again to Larry on the phone as they watched the second impact:

” There was a brief, stunned silence on the other end of the line as the second plane disappeared into a mountainous fireball. Finally, Defenbaugh spoke, his usually booming voice barely a whisper. “The ball game just changed.”

“The ball game just changed”

What do you suppose that means?

Fortunately, Larry Wansley knew exactly what Danny Defenbaugh meant, and he helpfully spelled it out for Carlton Stowers in their November 21 2002 interview [here](#):

” “Historically,” Wansley says while in his office near D-FW International Airport, “our entire security system as it related to hijackings was based on the predictable experiences of the past. A hijacker always wanted one of three things: to be taken someplace by the plane he’d taken over, money or the release of someone being held prisoner. And always—always—he wanted to safely get away with what he was attempting.

“Suicidal terrorism was something that might happen in other parts of the world, but never in the United States.”

That, he notes, is what Special Agent Defenbaugh had meant when he suggested that “the ball game had just changed.” A new form of enemy, one not properly prepared for, had invaded.

A new form of enemy, one not properly prepared for, had invaded.

Just never saw it coming.



This is the same Danny Defenbaugh who had been following and monitoring and studying a cell of Al Qaeda terrorists in Dallas since the late 1990s.

” Bin Laden’s secretary, El Hage, was arrested in Dallas and indicted for helping the FBI operative Ali Mohamed for over six years set up Bin Laden cells in Dallas and the US as well as for the bombings of the World Trade Center and the US embassies in Kenya and Tanzania.

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So was Danny Defenbaugh really confronting a possibility that had never occurred to him before, for which he had never spent any time preparing?



Larry is just taking Carlton, and us, for a spin.

Here's more. I've only just noticed this quote, in the same interview, in the very next line after the "game just changed" exchange.



Such were Wansley's thoughts that morning as he made a hurried drive from corporate headquarters to the airline's command center. Already, a flurry of pre-planned activity was in motion when he arrived. The FBI was setting up its own command post, reviewing the passenger manifest of Flight 11 and replaying the recording of the heroic flight attendant's warning call. In an adjacent room, the airline's Care Team was putting its own training into action, checking flight manifests and making preparations for contacting family members of those lost in the crash.

A hurried drive? From corporate headquarters to the airline's command center?

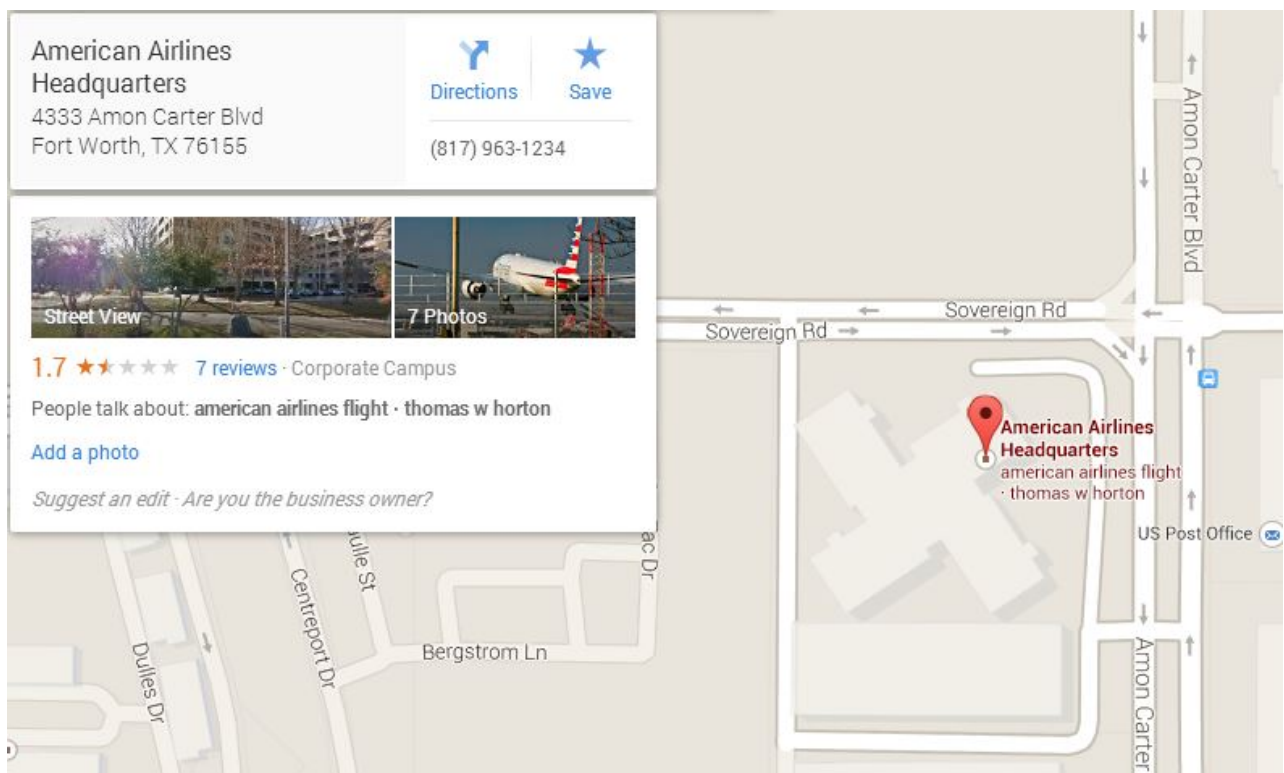


The room where the conference call was taking place, the office of Bob Baker VP of American Airlines was in the same building as the command center. It's the headquarters of American Airlines.

The address, then and now, 4333 Amon Carter Blvd, Fort Worth, TX 76155

Baker's office was on the fifth floor, I believe, though perhaps it was the sixth. It's in the quotes. What is certain is that it was upstairs from the command center. You can see this from the phone calls Ray Howland makes to contact Joe Bertapelle, who is preparing for the conference call. They talk about him needing to come downstairs.

Here are some pictures of the building we are talking about here:



3F3-27

3F3-27

Command
Center





Unless I am confused here, and hey, wouldn't be the first time, but I don't think so this time, the office where they were preparing for the conference call, where Larry Wansley claimed to be when he first heard about the hijacking, where he claimed to have overheard the live feed of the first impact, the office from which he placed a call to Danny Defenbaugh, that office was upstairs from, and in the same building, as the command center.

There was no need to drive.

It was not possible to drive, from the fifth floor, to the floors below. You had to take the lift. Or the stairs.

”

Such were Wansley's thoughts that morning as he made a hurried drive from corporate headquarters to the airline's command center.

Just a wild guess, but it seems like Larry is trying to establish a section of time where he was absent from both the upstairs office and the downstairs command center.



Out driving.

Wonder what time that was exactly. He says in the 9/11 commission interview that he remained on the phone to Danny Defenbaugh for an hour. He phoned at 7:45am. So one hour later, hangs up, it's 8:45am now. 9:45am in New York. North tower is about to come down in 15 minutes, south tower another half an hour after that. It's that high stakes hour in between the impacts and the collapses.

By the public accounts of Larry Wansley, this is the time that he left the American Airlines building, went for a drive, and then came back to the building.



This entire story is nuts.

In this post, I want to look again at the phone call between Larry Wansley and Nydia Gonzalez which took place around noon on September 11 2001. This is the call in which the tape of the Betty Ong phone call was played, on a loop.

Earlier in the thread, we saw how the transcript of the Betty Ong call released the next day differs significantly from the transcript of the call as it is played during the Wansley-Gonzalez conversation.

Now that we have explored Larry Wansley's movements that morning, it brings some context.

To briefly recap: Wansley gives two versions of when he first heard about the situation with flight 11. In the first, in 2002, he claimed to have been **sipping coffee and mingling**

until news was phoned through to the VP's office, at 7:45am. He then phoned Danny Defenbaugh.

In the second version, told to the 911 commission in 2004, he is told of the situation on arrival at the meeting, by the secretary, and he makes a quick call to the Command Center, before then phoning Defenbaugh.

Both versions then track: at 7:46am, he heard reaction in the next room to ***live broadcast of the first impact***. He then stayed on the phone with Defenbaugh for one hour, which would make the time 8:45am. He then leaves to go from the VP's office on the fifth floor, down to the Command Center, which is being set up, on the second floor below.

According to his testimony to the 9/11 commission, he makes an intervening stop: a quick visit back to his office. The office is "downstairs", but he described to Carlton Stowers that he made a quick drive to get to the Command Center. Here's the relevant section from his 2004 testimony to the 911 commission:

[U] AAL established an FBI office in the command center. They also had an FBI team operating out of Wansley's office "downstairs." Wansley's department and staff worked with the team to get whatever information the FBI required.

[U] After his call with Defenbaugh, Wansley went to his office briefly and then went over to the SOCC, sometime prior to 9:00 a.m. Shortly after he arrived at the SOCC he heard Gerard Arpey give the order for American to get its planes on the ground.

[U] After arriving at the SOCC he made sure his department was staffed and organized. At this point, someone told him that Craig Marquis had talked with the flight attendant on AAL #11, so Wansley went to the SOC to talk with Craig about that call. For the next couple of hours he interviewed Craig and Nydia Gonzales about their phone conversations. Wansley had Nydia replay the tape of her call with Betty Ong. While engaged in those discussions, he kept a handle on what was going on upstairs. After his discussions with Marquis/Gonzales were concluded, he focused on helping the FBI get situated.

So he arrives at SOCC around 9am, and soon after, spends the next "couple of hours" interviewing Craig Marquis and Nydia Gonzalez. Which brings us to 12:28pm Central Time, when Larry introduces himself, and gives the time and date, on the transcript of the phone conversation with Nydia Gonzalez.

So now, with that in mind, I want to return to the whole curious business of the looped Betty Ong tape. Recall from earlier in this thread, where the details are laid out. The tape of the Betty Ong call which Gonzalez plays to Wansley begins about 1/3 of the way

through, plays to the end, seamlessly loops back to the “beginning”, then continues to play through the full four minutes to the end, where it ends.

I put “beginning” in quotation marks, because the “beginning” of the four-minutes of tape as it appears in the middle of the Wansley-Gonzalez call transcript, differs dramatically from the “beginning” as it appears in the transcript released next day, which remains to this day as the official version.

The conclusion is inescapable that the transcript released on the second day is *doctored*.

I now want to consider how this could have come about.

Let’s go back and look at the end of the four minutes of the Betty Ong tape, as it was released on the following day, September 12, 2001.

BETTY ONG TO VANESSA MINTER, WINSTON SADLER AND NYDIA GONZALEZ (AA RALEIGH RESERVATIONS OFFICE)	
BETTY ONG:	Yes and I have ...
NYDIA GONZALEZ:	And this is Flight 11? From where to where?
BETTY ONG:	Flight 11.
NYDIA GONZALEZ:	Have you guys called anyone else?
BETTY ONG:	No.
4:00	Somebody's calling medical and we can't get a doc - (Beep)

Up to now, I’ve suggested that the reason the tape was cut off at that four minute mark was because of the comment about calling medical. And perhaps it was. But now, lets take a look at the moment on the Marquis-Gonzalez phone call, where the four-minutes of Betty Ong being recorded, (on the other line) ends.

(Ong-Gonzalez
Recording Ends)

And this is Flight 11?

From where to where?

Have you guys called anyone else?

Okay. You guys are airborne right now?

Okay. Betty, I've got security on the line. Okay?

So just just bear with us.

No confusion there. The end of the call is clearly marked in the margin.

I want to draw attention now to the very next lines that Gonzalez says to Ong after the four-minute recording supposedly ends:

” OK, you guys are airborne right now?

OK, Betty, **I've got security on the line.**

Now, it is perfectly clear that by “security”, Gonzalez means that she is on the phone to Craig Marquis at SOC. She uses the term several times more in the conversation.

But is it possible that it is what Gonzalez said next, and not what Ong was in the middle of saying, that was the reason for the tape being cut off?

Could it be that the information that someone did not want released was that “security” were on the line from as early as 7:24am?

That's an interesting thought isn't it. It does appear from his contradictory interviews that Larry Wansley is trying to fudge when he first heard about the flight 11 situation, and doesn't want to discuss where he was or what he was doing prior to arriving at the VPs office for the 7:45am meeting. So perhaps he was sensitive about the Ong tape and transcript showing so clearly that security were involved so early.

That is pure speculation, of course. But there is funny business going on with that four minutes of tape, as has been proved in this thread. So let's keep going now, and see where that line of speculation takes us. Suppose Larry had listened to the Ong tape, and decided that it had to be cut at the beginning, and also just before the “security” comment.

So he comes up with the idea of the system “upgrade” automatically shutting down the recording of emergency phone calls after four minutes (something which apparently neither Gonzalez nor Sadler were aware of...). He arranges for someone (Troy Wregglesworth?) to splice the tape, removing the beginning and ending, to leave just the desired four minute segment.

The tape was *looped*, and *spliced*. *Someone* arranged it. Unless it was a pure accident. Was it an accident? Did the tape of the Betty Ong call simply become tangled in the chaos of the morning?

In the next post, we’ll look again at this business of the splicing of the tape.

This business of the looped tape really has me scratching my head, I have to say. I’m not an audio engineer so I’m not familiar with the technical steps that would have been required to splice and loop the taped recording of the Ong call, but I find it very hard to see how such a mix-up, if that’s what it was, could have happened.

Let’s step through what must have happened if Larry Wansley had indeed made all these interventions:

- The tape of the complete Ong conversation was played to him
- He listened to it, and decided that he only wanted a relatively short segment at the beginning released, because of the “I’m on the line to security” reference, and remarks.
- He gets a technical person involved, someone who is up-to-speed with the Rockwell system and the recording function
- He explains what he wants to achieve (“national security”) and has the technician play two segments for him a few times.....the moment around when Winston Sadler first comes on, and the moment just before Gonzalez mentions security being on the line.
- He listens to these segments a few times, and works out the approximate places where he is happy for the tape to “begin” and “end”.
- They are approximately 4 minutes apart, so together they choose a pair of moments exactly 4 minutes apart at which to make the splices.....and they come up with the story about the “upgrade” only recording for 4 minutes before automatically shutting off.

- The technician then goes ahead and makes a final edit out of the changes that have been requested.
- Then Larry sets up the phone call with Gonzalez. Explains to her what is going to happen. Only four minutes was taped. They are going to play it over the line in another recorded conversation to have it on the record.
- The technician gets the edited tape ready.
- The call is placed at 12:28 pm. Wansley to Gonzalez.
- They play the edited tape, but somehow, the technician has cued it up incorrectly, not to the “beginning” as planned, but earlier on the mix-tape that he has made... before the “correct” four-minute splice with “beginning” and “ending”.
- The tape plays through to the splice, and keeps playing, to the “end”.
- No one notices.

It's all pretty hair-raising to imagine all of that really happened.

To get things back on track though: if the tape truly was four-minutes long, and no funny business, then the tape of it that Gonzalez played to Wansley would have started at the beginning, gone to the end, and finished. One time through. And the transcript released next day would not show indisputable evidence of tampering at the beginning. So someone was messing with the tape.

In order to try to crack the puzzle, I had the idea of comparing carefully the two versions of the end-of-the-four-minutes Ong recording in the Wansley-Gonzalez transcript, to see if there were any differences between them. Well, they differ by one word at the very end, but it is well within the acceptable error in transcribing.

I also compared these to the end of the four-minutes as it shows up on the Marquis-Gonzalez transcript (shown above), but again, there's no differences between the versions.

My aim here was to check all of the different versions of that ending of the four-minute Ong recording/transcript, to see if in one of the versions there might be a tell-tale difference, something that would indicate that it was a *manufactured edit*.

I'm not sure it completely cracks the puzzle, but I did find something. There are two clues to be found on this youtube video. On this are played, back-to-back, the four minutes of the Ong call, and then the four minutes of edited audio that the government have

released of the Marquis-Gonzalez call. So here they are, 8 minutes in total of audio from the two calls. [Final 8 Minutes Of Phone Call From Flight 11 On 9/11 – YouTube](#)

The transcript rolls along with the audio. At 4:08 comes the end of the four minutes. When it does come, there is a bell tone. The screen shot says:

“The beep at the end is the change of conversation”.

Not sure what this really is intended to mean, but what is clear is that the beep is part of the recording, as played. It is as though the beep marks the end of the recording, the shutting down of the four-minute recording period.

Was the beep there during the first time it is played through on the loop in the Wansley-Gonzalez call ? It's not mentioned in the transcript, and there is no recording. It would be very interesting to hear it.

Was it there when that moment occurs during the Marquis-Gonzalez call? The government released an edited four-minute version of the sixteen minutes total of this call. This is what is on the youtube above, from the four minute mark of the video. The recording starts when Gonzalez connects to Marquis, and continues to the point marked 5:30 on the video, where the first edit jump cut appears, as can be verified by the transcripts.

And wouldn't you know: the exact point at which that first edit occurs is exactly right before the point where the Ong four-minutes recording ends. They really don't want us to be able to listen to that ending.

It seems to me that someone who knows about editing digital tape recordings may be able to see through all this and figure out exactly what was being attempted, and why the tape came out looped.

There's one final observation to make about that Wansley-Gonzalez phone call. Right at the end, he asks her

” Wansley: Did I assume she was on a cell phone, is that correct?

Gonzalez: ah, i don't know, we didn't clarify that

Wansley: OK, I wanted to clarify that if you had that information

Seems like the Managing Director of Corporate Security was puzzled how the call could have been made. Was he aware that the jump phone seats were not able to dial out of the plane? Why did he assume it must have been a cell?

In any case, it's time now to move on from the fine detail of Larry Wansley's morning on 9/11.

In the next post, I'd like to look at some of his career highlights before 9/11.

If you've read this series of posts on Larry Wansley, there are two questions that will have occurred to you. The first is this:

Question One: Was Larry Wansley still working for the FBI, in some sense, when he was MD of Corporate Security at American Airlines, 1992-2004?

Answer to Question One: Yes he was. Listen to his own words, as told to Carlton Stowers, describing how he reacted professionally to the flight 11 situation:

“One of the things I found myself doing,” Wansley says, “was thinking like an FBI agent again, trying to determine what kind of information they needed and where we might help them get it.”

In a sense, the security director reverted to the role of investigator.

So, yes, *in a sense*, Larry Wansley reverted to his role as an FBI investigator.

So now the second question follows from the first. If you are familiar with LetsRoll research, you will be aware of many indications that appear to show pieces of the 9/11 puzzle being assembled years in advance. In particular, it seems that people were being placed into particular roles, and into particular positions in particular organisations, so that when the Big Day came, they would be in position to accomplish certain key essential tasks.

So, Question Two: was Larry Wansley *placed* into his position at American Airlines, years in advance, in order to ensure that the FBI had a man on-the-spot, within American

Airlines, taking care of business, on 9/11?

In order to answer this fascinating question, we need to review Wansley's career. We've read already that his career has been described as made-for-movies. If anything, that is a gross understatement. There's a movie in Larry's life, for sure. First a marine. Then a cop on the mean streets of Compton. Then joins the FBI and becomes a Deep Undercover operative.

We've already had the hilarious scene earlier in the thread where Larry gets his foot stuck in the plywood wall. But there's more comedy gold from the early years in that Carlton Stowers article. Before we get onto the exciting stuff, let's enjoy some more of what will make for absolutely classic scenes when the movie is finally made:

” For almost a decade, FBI Special Agent Wansley used so many false identities that at times he found it difficult to remember who he really was.

During his career as an undercover agent he was involved in such highly publicized cases as the search for kidnapped publishing heiress Patty Hearst and members of the Symbionese Liberation Army and the investigation of the murder of San Antonio federal Judge John Wood. Posing at various times as an executive of a shady Hollywood-based investment firm, a militant street hustler, the president of a trucking company, a nightclub owner, a newspaper publisher, even an operator of a massage parlor, Wansley found himself in the company of high-rolling members of the New York Mafia, Southern redneck crime figures, law enforcement officials involved in illegal activity, pimps, prostitutes, drug dealers, stone killers and con artists of every ilk. Briefly, he even played the role of a Baylor football player in an effort to identify gamblers who were allegedly approaching team members for information.

When the FBI broke new investigative ground in the late '70s with an elaborate and highly successful reverse sting operation called Operation Tarpit, Wansley served as the point man, posing as a West Hollywood businessman in the market for stolen goods. For two years burglars and hijackers came to him with truckloads of stolen merchandise—guns, jewelry, clothing, cigarettes, liquor, automobiles, counterfeit bonds and money orders, fake IDs and credit

cards—which, in time, resulted in more than 300 arrests and recovery of a record \$42 million worth of stolen property.

The culmination of the operation, Wansley says, was an elaborate party to which all of his “customers” were invited. “We rented this huge hall where there would be music, food, champagne, the works, and sent out invitations telling of free cruises and gifts that would be given away.” The bad guys came running. Once the guests had all arrived and the exits were manned by fellow agents and Los Angeles County sheriff’s deputies, the arrests began.

Come to think of it, I’m sure I’ve already seen that scene in a movie before. Something by Scorsese? I forget. In any case, it’s clear that Larry had a very special talent for becoming anyone that he wanted to be, very convincingly.

You wouldn’t imagine that the FBI would just let such a man go, but in 1983, Larry does indeed “leave” the FBI to join the Dallas Cowboys as head of security. During the next ten years, there are two fascinating sidebars to his time in the NFL. In 1988/89, he takes the role as head of security for Whitney Houston’s world tour. Then in the early years of the 1990, he takes on a role as head of security for a fledgling attempt by the NFL to crack into the European market.

Larry Wansley
1

Larry A. Wansley
Chief Executive Officer
Infinite Security
8111 LBJ FWY - Suite 1100
Dallas, Texas, 75251

Cell (703) 795-5195

Business: (972) 560-6491

PROFESSIONAL HIGHLIGHTS:

- Directed American Airlines (AA) Security Coordination as Part of the Federal Bureau of Investigation (FBI) 9/11 Terrorism Investigation. Received the FBI Directors Award for “Exceptional Service In The Public Interest.”
- Developed a plan in 1997 to establish the Federal Security Screening Administration (FSSA). The plan included organizational framework, financing and responsibilities of the FSSA. Post 9/11, the Transportation Security Administration (TSA) was created and adopted operational, administrative and personnel concepts that were originally addressed in the FSSA proposal.
- Managed effective working relationships with Federal, Local, and Foreign law enforcement/intelligence agencies, in addition to global businesses. Those relationships resulted in many successful criminal prosecutions, intelligence mission support, and improvement of safety/security initiatives for government and industry.

Here's two clips from the cv detailing the Whitney Houston and NFL Europe gigs:

**Whitney Houston (Pop Singer) – 1987/88 World Tour (Leave of Absence from the Dallas Cowboys)
Director of Security**

- Responsible for managing international security operations to ensure safety of the artist and 100+ personnel for a concert tour of 14 countries, 65 cities, and 163 concert performances
- Coordinated operations with U.S. and foreign governments and law enforcement officials
- Promoted future NFL International League during tour

**National Football League (NFL), World League of American Football – 1990 to 1992
Director of Security and Counseling Services**

Developed and directed all league/team security and player programs for a ten-team, NFL owned, international football league located in England, Germany, Spain, Canada, and the U.S.

It is interesting that he used the Whitney Houston tour to promote the upcoming NFL international program. It seems like Larry Wansley was able to move seamlessly between these different worlds: football, entertainment, law enforcement, international relations.

And certainly all of these skills, and more, were going to be required for the next segment of his career. In 1992 he left the world of NFL and joined American Airlines. Later in that decade, his CV describes a fascinating project in which he took a lead role:

- Developed and managed a two-year security, administrative, logistical, and operational support program in Pakistan for 36 American expatriates as part of a contract to restructure Pakistan Airlines (PIA). The project required close coordination with the Pakistan and the U.S. Government. The project required comprehensive emergency and contingency planning which was subsequently executed successfully by evacuating personnel after a coup which overthrew the incumbent government.

His CV does not mention any dates, but it must be the 1999 coup in Pakistan that he is referring to. So from 1997 to 1999, approximately, Larry was working on the restructuring of Pakistan Airlines, or PIA. With 36 “American expatriates”.

Who do you suppose they might have been? We can only make wild, unsubstantiated guesses, *cough* CIA *cough*, and that wouldn't be any help.

Pakistan Airlines has a long and proud if sometimes chequered history. The long and the short of it is that by the mid 1990s, they had a few problems. Wikipedia puts it clearly, if with a somewhat unfortunate turn of phrase perhaps:

”

In 1995, 1996 Farooq Umar handed over PIA to another MD March 1996 closing his tenure with great success and leaving PIA profitable with last 6 months profit of more than 55 million PKR. after his departure PIA started to nose dive.

So it was in a “nose dive”. There were financial issues, despite wikipedia’s spin on it, and they also had a small problem with what were colloquially known in those days as “inadmissible passengers”. Wikipedia hints at the problems that were brewing during Farooq Umar’s tenure at the top:

“” He also made major changes in routes and schedules and started non stop flights from Lahore and Islamabad to JFK and Canada along with many other to boost up PIA revenues while taking great care to thwart the menace of inadmissible passengers lurking the western world successfully.

“Inadmissible passengers” referred to islamic jihadists training at Al Qaeda camps in Afganistan and Pakistan using Pakistan Airlines to fly into the USA. This was a growing concern in the late 1990s in America and Pakistan.

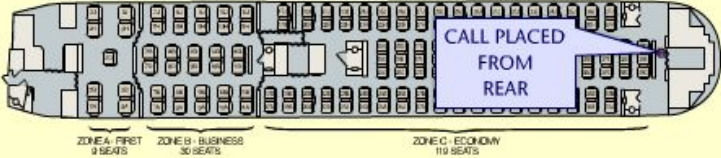

This doesn’t appear to be explicitly documented anywhere, not surprisingly, but it seems like in 1997 the CIA sent a team in to sort out PIA, Pakistan Airlines. It seems like Larry Wansley was the person selected to head up the security side of the restructuring program.

So if you like co-incidences, there are plenty piling up here. If you like action movies, we have a script worthy of a Jason Bourne film. Either way, Larry Wansley sure has been at the center of a lot of exciting moments in modern American history. Put it this way, if he wasn’t deep undercover for the FBI through all of that, then they missed a great opportunity.

I’d like to comment on the story of Sara Low and her involvement in phone calls from flight 11. I’m going to double-post this here in the Fog Fiction and the Flight 11 Phone calls thread as well as [here](#), which I normally wouldn’t do, but in this case, well, I’m going to. In this thread, I limited myself to discussing the phone calls from flight 11 that were connected, but there are also four fascinating calls which were not connected. The following discussion therefore really needs to be here as well as [there](#). So here goes.

Firstly, let's just recap the complete list of Flight 11 phone calls, using the handy presentations made by the government for the Moussaoui trial. These show the beginning time and duration of each of the calls. There is one from Betty Ong, five from Amy Sweeney, and four from an unknown party. Here is the data:

Betty Ong

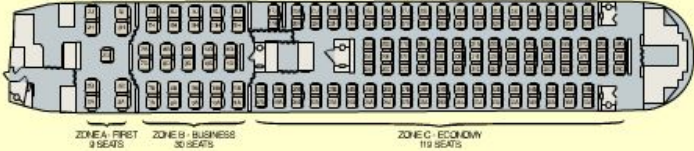



ZONE A - FIRST 9 SEATS ZONE B - BUSINESS 30 SEATS ZONE C - ECONOMY 119 SEATS

08:18:47 1620 SECONDS
(800) 433-XXXX
AMERICAN AIRLINES
RALEIGH RESERVATION CENTER

BACK INFO

Madeline Sweeney



ZONE A - FIRST 9 SEATS ZONE B - BUSINESS 30 SEATS ZONE C - ECONOMY 119 SEATS

08:22:24 0 SECONDS
(617) 634-XXXX
AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON
UNCONNECTED CALL

08:24:00 0 SECONDS
(617) 634-XXXX
AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON
UNCONNECTED CALL

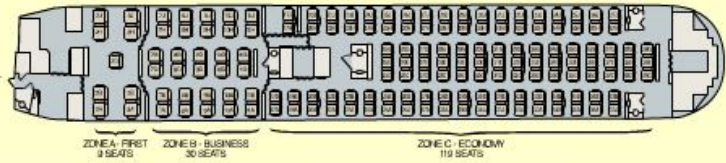
08:25:20 107 SECONDS
(617) 634-XXXX
AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON

08:29:25 43 SECONDS
(617) 634-XXXX
AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON

08:32:39 793 SECONDS
(617) 634-XXXX
AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON

BACK INFO

Unknown Caller



08:16:50 ON BUTTON PRESSED NO CALL MADE	08:20:11 ON BUTTON PRESSED NO CALL MADE
08:25:31 ON BUTTON PRESSED NO CALL MADE	08:28:33 ON BUTTON PRESSED NO CALL MADE

In [Fog Fiction and the Flight 11 Phone calls](#), I have exhaustively analysed the Ong and Sweeney calls, but have not addressed the question of these four unconnected calls from the unknown party. So let's now do that.

The government have not publically released the phone number to which these four calls were made, but Mike Low, Sara Low's father, seems to have been told, and has discussed publically, that the calls were made to the phone number of the Arkansas childhood home of the Low family.

” The reports online say that she was not originally scheduled to work on flight 11. After the hijacking began, she tried to call her parents, but she dialed the phone number they had when she was growing up instead of the current number. She didn't reach them that morning, but she gave one of the other flight attendants her calling card. The card was used to place five calls out with warnings before it was over. The report said Sara's father speculates that maybe because of the stress and fear...her childhood phone number was the only one she could remember.

” Her father, Mike Low, later says he learned from FBI records that his daughter had given her childhood home phone number in Arkansas to

another of the flight attendants, Amy Sweeney, for her to report the hijacking. Low speculates that the reason his daughter gave this particular number was that she had just moved home, and so, in the stress of the hijacking, her childhood phone number was the only one she could remember.

There is something very strange about all of this. It's a little bit confusing the way Mike is quoted as describing it above, so let's just get it straightened out.

There are four phone calls made that were no connected, and we are led to believe that these four phone calls were made to the childhood home of the Low family in Arkansas.

Then there are the five Sweeney calls, two of which failed to connect, followed by three that connected to American Airlines Flight Services at Boston Logan Airport. These calls were made with a calling card, which, it is said, Sara Low gave to Amy Sweeney to use.

The official records of the Sweeney calls show the number of the phone card. Here is one of them:

Record Type.....-D
Release Number.....-C
CSC Call ID.....-10002111208176
GS Call Id-AD18D4D14#5BB3CDGCCCCDC
Start Time.....-Tue Sep 11 06:25:20 2001
Gnd Sta ID.....-24
Current Gnd Sta ID....-86
AirLine ID.....-4
Air Terminal ID.....-332
Handset Id.....-iff
Language.....-0
Event Type.....-Handoff Started (1)
Call Type.....-Dial & Dial (1)
Call Service.....-Voice (2)
Call Domain.....-Claircom (1)
Class Class.....-Normal (5)
Billing Start.....-Tue Sep 11 06:25:59 2001
Answer Supervision....-Wed Dec 31 18:00:00 1969
Duration.....-0
Event Time.....-Tue Sep 11 06:27:39 2001
Originating #.....-9045550004
Terminating #.....- [redacted] - AA LOGAN - BOSTON
Passenger ID.....-
Ground Calling PTy Id..-
Card Type.....-NPT (19)
Card #.....-8707936486
Card Exp Date.....-
Auth Code.....-
MCI.....-
***** NEXT *****

9/11
Personal
Privacy

There's the number of the calling card: 8707936486.

Punch this number into google and what do we find:

” Mike Low

Mike Low is a man living in Batesville, Arkansas, United States.

Location – Batesville, AR, US

Address – 120 Triangle Ln

Phone – (870) 793-6486

<http://www.salespider.com/ppl-3617068/mike-low>

The calling card number that Amy Sweeney used to place her calls is the same as Mike Low's current home number in Batesville. This is consistent with what's been reported in various interviews. So, what must be happening here, is that Mike Low had a calling card which enabled calls to be made and charged to his home phone number, and he had given this card, or one of these cards, to Sara for her to use. And Sara, in the heat of the "hijacking" gave that card to Amy Sweeney to make her calls.

OK, so now we have the data all lined up, let's take a closer look at it. Those four unconnected calls from the unknown caller can now be understood to be four calls placed by Sara Low to the number which was her Arkansas childhood home.

Separately, Amy Sweeney made five calls using the Low calling card with the current Batesville number of the Lows.

Notice that the third of the Sara Low calls, the one placed at 8:25:31 was made during the third Amy Sweeney call, which lasted from 8:25:20 to 8:27:07. This tells us that Mike is either being misquoted, or is speaking in error when he talks about Sara giving the Arkansas number to Amy above.

” Her father, Mike Low, later says he learned from FBI records that his daughter had given her childhood home phone number in Arkansas to another of the flight attendants, Amy Sweeney, for her to report the hijacking. Low speculates that the reason his daughter gave this particular number was that she had just moved home, and so, in the stress of the hijacking, her childhood phone number was the only one she could remember.

Amy definitely was the one who called AA Flight Services in Boston, and she used the card with the new Batesville number on it. And the third call of Amy was in progress when the third "unknown caller" call was made, so it could not have been Amy making the unknown caller calls. So it must have been Sara, calling Arkansas, and as I say Mike's comments there have been garbled somehow. It would be good to find a better quote from Mike about these four calls....but for now, let's take it that's correct: the four calls

which didn't connect were made by Sara Low, to the Arkansas number, as stated clearly in the other account above by family friend.

With that sorted, now look again at what Mike Low says when he speculates as to why Sara phoned their old, obsolete Arkansas number:

” Low speculates that the reason his daughter gave this particular number was that she had just moved home, and so, in the stress of the hijacking, her childhood phone number was the only one she could remember.

But this doesn't make any sense! There could not have been any problem “remembering” her parents current phone number, because it was written on the very calling card that she gave to Amy Sweeney! So Mike Low's explanation doesn't hold up.

So now, let's go over it all again very slowly. The plane has been “hijacked” (*cough*) at 8:14. The very first phone call that was made from the plane was the first unconnected Sara Low(?) call to her parents old house in Arkansas at 8:16. Within two minutes of the hijacking! This is truly bizarre. Sara Low has a working phone card on her person, with her parents current home phone on it. It's two minutes into the hijacking. There are many things she could do at this moment, but obviously the most useful in terms of helping the passengers, the crew, the other planes, America and the world (on the official story) would be to contact the authorities. Why on earth would she decide to phone mummy and daddy for a chat? Professional? Not so much. But, ok, there's blood, there's knives, there are bombs with yellow wires, there are five hijackers (*cough*), she needs to call someone: why on earth call the old house in Arkansas? Talk about a brain fade. It's the wrong house. It's the wrong number. It's the wrong call to make.

But Sara Low makes the call. It doesn't go through. Two minutes go by, and Betty Ong makes her call through to the American Airlines reservation number. Two more minutes go by. Sara Low decides to make another call. So she calls the same old Arkansas number again. Now let's ask another question: how did she attempt to pay for that call? we don't know, as the government has not released the electronic records of those unconnected calls. It's probably in that thick black binder that Mike Low has but he's not allowed tell us what's in it, so that doesn't help.

My question is: did she use the phone card to try to place these calls? If so, massive fail on Sara Low's part, because here she is in that case calling the old wrong number, because, speculates her father, she was too stressed to remember that they didn't live in Arkansas anymore and the number had changed, but she is using a phone card to make the call which has the NEW NUMBER WRITTEN RIGHT ON IT!

But that call doesn't go through. So another two minutes go by, and now she decides to give the calling card to Amy Sweeney, who then goes down the back of the plane to call Boston Logan airport AA Flight Services. (Remember Sara Low is up front in business class).

So now Sara doesn't have the card anymore, because Amy has got it. Amy makes two unsuccessful attempts to get through to AA Flight Services in Boston, then on the third attempt, at 8:25 she gets through. Eleven seconds later, Sara Low tries for the third time to call the old obsolete Arkansas number. What does she use to attempt to pay for the call? We don't know, but certainly by this time Amy Sweeney has the calling card. Maybe Sara Low had memorised the details and didn't need the card to place the call. Well, ok, but then she could hardly be remembering the current number to make the payment, but forgetting the current number to dial the old number, could she?



So if you assume that a real hijacking was taking place, with real conscientious flight attendants trying their level best to save 'Merica, everything collapses into absurdity. Mike Low's speculation that his daughter couldn't remember her parents phone number doesn't make sense. Sara Low making four calls to the old number doesn't make sense. None of this makes sense.

Unless it was not a real hijacking...

” 2:55 She was carrying information back from the front of the plane to Amy Sweeney, that identified the hijackers. We have been given in the last twelve months, the FBI records which shows the phone calls made from the plane, was charged to our home phone here. which could have only been Sara. If you called our home today you'd be calling the same number ***that the flights, the flight 11 calls were made from.***

Ok, I'm going to give him the benefit of the doubt and say that was a slip of the tongue where Mike just blurted out that the calls from flight 11 were made ***from his home phone.....***



I'm more interested in the part where he says that the calls were charged to his home number. He doesn't mention any calling card, just that the calls were charged to the home number.



But that's the only way you could charge an Airphone call to your home number, is if you had set up a call card first, so, ok, he must mean that.

Here he is on other website:



“We had been notified by the FBI some years ago that the calls made from Flight 11 were charged to our phone calling card,” he said.

But Low filed a lawsuit to find out the details, “which [were] very important to me,” he said. “The information was not made public, and some of it still can't be made public. I will find a way.

“We knew about the calls, but we didn't have any of the documentation, but we do now. That's what we were fighting for.

Still looking for exact quotes from Mike saying that it was Sara phoning the Arkansas number.

The only place so far online I can find it clearly stated that those four unconnected calls were made by Sara Low to her childhood home phone number in Arkansas is the one

blog post quoted above. Here it is again, with more of the text preceding. It is from someone who obviously knew Sara.

” I read the timelines and remember the events of that morning on purpose every September 11th. After I do that, I try to remember everything I ever knew about Sara Low. She was two years older than me. My stepbrother had a crush on her his freshman year of high school. She was beautiful. She was so, SO kind. She had striking eyes that were sharp and almond shaped. She smiled a lot. I’m pretty sure she was in the band because I remember her in the marching band uniform. I think she played the flute. I’m not sure...it was a long time ago. She ran track (so did my brother) and she was a cheerleader and she was an honor student. That’s all I can remember because we were children the last time I saw her...but I feel like the least I can do for her is remember her.

The reports online say that she was not originally scheduled to work on flight 11. After the hijacking began, she tried to call her parents, but she dialed the phone number they had when she was growing up instead of the current number. She didn’t reach them that morning, but she gave one of the other flight attendants her calling card. The card was used to place five calls out with warnings before it was over. The report said Sara’s father speculates that maybe because of the stress and fear...her childhood phone number was the only one she could remember. Every time I think about that, it makes my stomach knot. She was too good—in every way too good—to suffer that kind of fear. I hope she wasn’t scared for a long time, and I hope someone was holding her hand.

Dated Posted 12th September 2010 by Mrs. Nix

The author of the blog is “Mrs Nix”



About me



Gender Female

Industry Military

Occupation Well-Kept Wife & Mother

Location Tegucigalpa, Honduras

Introduction I'm a conservative vegan hippie which—contrary to popular belief—is not contradictory in the slightest, thank you very much.



Interests reading, cooking, family, my beagle, animal welfare, and trying to understand the world around me.

Still searching to find other instances of this claim. It's interesting now how Mike Low kind of garbles this.....more to follow....

This is really a pressure point. Here we are, in 2007, in the New York Times, and Mike Low says clearly that Sara gave her childhood home phone number to Amy Sweeney “to make a hasty call to a friend to report the hijacking.” Here's the quote:



Still, the grief of the survivors is powerful. Mr. Low, the self-made owner of a small limestone mining company in Batesville, Ark., sometimes wears a silver and lapis lazuli ring he gave to his daughter that was found in the wreckage.

While waiting for his case to get to court, he has learned from F.B.I. records that his daughter gave her childhood home phone number to another flight attendant to make a hasty call to a friend to report the hijacking.

Sara Low had just moved to a new apartment, and her father imagines that in the stress of the hijacking, she gave the flight attendant, Amy Sweeney, the only number she could remember, one that reached back to her childhood in Arkansas.

Well that's certainly not correct. Amy Sweeney did not have Sara Low's childhood phone number. She didn't phone it, and it wasn't the number on the card, which was the current Low family residence in Batesville. And Amy Sweeney couldn't be the one making the four unconnected calls as she was down the plane making one of her connected calls when one of those four were made.

So in bringing up the matter of this childhood number, Mike Low can only be referring here to the unconnected calls, which were not made by Amy Sweeney. Why does he get this wrong? Have the FBI told him this?



March 28, 2013

Mr. John Pistole

TSA Administrator

Washington, D. C.

Dear Mr. Pistole,

My name is Mike Low. I am the father of Sara Elizabeth Low, American Airlines Flight Attendant on Flight 11, September 11, 2001. My family and I want to lend our support to APFA and the Coalition of Flight Attendant Unions and express our feelings about your decision to allow knives back on commercial aircraft. We are astounded by the lack of understanding and thoughtlessness that this terrible decision reflects.

On the morning of September 11, 2001, our Sara Elizabeth was working business class on American Airlines Flight 11 out of Boston. She had to have witnessed in part or all, the stabbing of flight attendants and the murder of a passenger and the pilots, all by knives. Sara spent the last 30 minutes of her life performing her duties amidst that carnage. We know she gave Amy

Sweeney our phone number (as verified by the FBI) to charge the calls made to American Airlines employee Michael Woodward, that led to the identification of the hijackers. We have the FBI phone records and Michael Woodward's deposition that told of her activities during the final 30 minutes.

Certainly by the time he was writing this knives letter, March 28 2013, he knew that the Amy Sweeney calls were charged to his current home number, not the childhood one.

So something very odd going on here. Mike Low has the black binders. Perhaps he will find this thread on google and make a comment. He would be very welcome to do so of course. The questions are really about this childhood number: does he believe that the four unconnected calls were made by Sara to this childhood number? Why did he state that the childhood number was given to Amy Sweeney in 2007? Would he correct that 2007 statement now if he had the chance?

more info: it was known as early as 2004 at least that Amy Sweeney had used a calling card given to her by Sara Low:

” The young blond mother of two had secreted herself in the next-to-last passenger row and used an AirFone card, given to her by another flight attendant, Sara Low, to call the airline's flight-services office at Boston's Logan airport.

another comment: I'm really trying to understand what Mike Low was saying in 2007. Here is the quote again:

” While waiting for his case to get to court, he has learned from F.B.I. records that his daughter gave her childhood home phone number to another flight attendant to make a hasty call to a friend to report the hijacking.

Sara Low had just moved to a new apartment, and her father imagines that in the stress of the hijacking, she gave the flight attendant, Amy Sweeney, the only number she could remember, one that reached back to her childhood in Arkansas.

I'm trying to see if perhaps Mrs Nix read this and misunderstood it to say that Sara Low had called her childhood number, as I cannot find any other confirmation of this online. Is

it possible that Mike Low was saying something else, that this “childhood phone number” is the same one as now? That the Batesville address is the same as the childhood home? Well, no, that doesn’t seem right because the reason she gave that number to Sweeney was not to call, but to use as the phonecard billing number. So there was no need then for Mike Low to talk about the stress of the hijacking, as if she had made an error. She made no error in giving the phonecard to Amy. It worked fine. So Mike Low does appear to be somehow playing pea and thimble here. It looks like he is mixing up Sara phoning the old number, and giving the card with the current number to Amy.

Did Sara Low make those four calls? Were they to an old childhood number? And how was she paying for these calls?

ok here we go. Mike Low’s home in Batesville Arkansas is located at 120 Triangle Lane.



Facts

Lot: 163 sqft

Single Family

Built in 1992

Cooling: Central

Last sold: Oct 1991 for \$55,000

It was built in 1992 on land purchased in October 1991.

This means that this could not be the childhood home of Sara Low, who would have been 18 when the family moved in here.

So that means that this “childhood home” that Mike Low is referring to must be a different home to 120 Triangle lane. So the phone number of the childhood home was not the phone number of 120 Triangle Lane. (Damn: unless they took it with them? Does that happen?)

That possibility aside, it seems that Mike Low is referring to a phone number from before 1991. It seems that Mrs Nix has understood all this correctly, and that Sara Low was the one making those unconnected call,s to the childhood home, which was not 120 Triangle Lane.



which allowed the 32-year-old mother of two to pretend to be a passenger and use an AirFone (forum comment)

Thanks. What's going on here is they are scrambling to account for how the call was made. In other versions, they have Amy Sweeney sitting in a spare passenger seat to make her calls. This is what they mean by pretending to be a passenger: not hiding her flight attendants uniform, but sitting in a passenger seat discreetly to access a phone.

They had to do this because by this time the whole idea of cell phones on the plane was becoming impossible to maintain. So they couldn't claim that Sweeney was calling from a cell phone. When they decided to release the call records this painted them into a corner, because the calls are shown as coming from an Airphone.

The problem is, I think, though it's difficult to really nail down this point, that there were no Airphones fitted to the jump seats where the flight attendants sit for landing and take off. So they couldn't claim Amy Sweeney was in a jump seat if she was calling on an Airphone: she had to be sitting in a passenger seat, or "pretending" to be a passenger.

Then they got themselves into more of a muddle when the tapes were released of the Ong call where she (eventually) concedes, after multiple queries, that she is sitting in her jump seat! So now you won't hear them today saying that Amy was pretending to be a passenger, or that she slipped into a passenger seat to make the call. They just don't say where the call was made from.

The elephant in the room, or the elephant in the jumbo jet, is that if the Airphones were all working, then there was nothing to prevent any of the 81 passengers from making calls to their loved ones. Yet none did. This is flatly impossible to believe, especially considering that the passengers from first and business class had been evacuated to coach, and people had been stabbed. Obviously the passengers in coach knew that something was going on. The smell of mace in the air might also have been a clue. So the idea that with blood and mace and chaos in the air, not one of the 81 passengers decided to place a call home to say goodbye, is obviously impossible.

But the calls were not placed from cell phones, nor were they placed from Airphones installed in the passengers seats, nor were they made from Airphones installed in the jump seats (even if these existed, which I don't think so): they were made by somehow plugging into external port 4 on the Claircom box, as discussed earlier in this thread.)

As to the hijackers permitting contact between the flight attendants: remember that there were no hijackers in the main cabin. They had no idea where they had gone, and the best Ong could do was guess that they had gone into the pilot's cabin. All five of them. Seems like a pretty dumb plan to me. With five guys, firstly you are not all going to squeeze into the pilot's cabin, especially after killing the captain and having to deal with blood and bodies and so forth. Secondly, much better idea to have three of the guys going into the pilot's cabin, and two remaining behind in the body of the plane to keep passengers under control. Or 2 in the cabin, and 3 in the plane. But the idea of just leaving the passengers to do whatever they wanted is obviously not something that Bruce Willis would have signed off on, obviously, because then someone would have tried to take back the plane. See Flight 93.

So we are led to believe that the 81 passengers and remaining flight attendants simply did not have the bottle to smash their way into the cockpit to take back the plane. Come on 'Merica, you can do better than that.

Finally, the idea of not remembering your home phone number under stress. Yes, it happens. But not 4 times. And not when you need to be placing a call to the authorities rather than to mum and dad. And not when you have no method of paying for the call except a phonecard which has the home number printed on it that you can't remember.

The take-home point from all of this analysis is that it is impossible to conceive that highly trained, spunky Sara Low could have acted so randomly as to attempt to call her childhood home number 4 times during this crisis. To suggest this, in my view, is to disrespect Sara Low. Obviously, she, or anyone, would do much better than that in a genuine real world situation. The conclusion is inescapable: this was not a genuine real world situation. It was a drill, a storyboard situation.

I suggest the possibility that in the drill she was required to place some calls, and she deliberately chose what she knew to be an old out-of-date number rather than disturbing her parents with a false scenario. Such a scenario restores honor to Sara Low, and doesn't require the suggestion that she faded badly under pressure, just when she needed to be on point.

Since the last series of posts on Sara Low and the four unconnected calls, I've been puzzling over two things:

– if it was Sara Low who made those calls, to her childhood home phone number, then, firstly, why did Mike Low garble this information in 2007, and say that she gave that childhood phone number *to Amy Sweeney to call*, and that she must have done so because she was confused after a recent move?

– and secondly, if she had given her phone card to Amy to use, how did Sara pay for the calls?

Sometimes you have to stare at something for a while before you recognise the obvious, and so it was for me here. Actually, the answers to both questions are quite straightforward. They are also highly revealing, and extremely damning to the official story. The resolution of the Sara Low story is the final piece of the puzzle that we have been slowly assembling in this thread, and allows us now to envisage a very interesting, very detailed scenario. With the Sara Low questions answered, there can now be no doubt whatsoever that this was a drill.

To see this, it's really just a question of laying out the phone calls, with the four unconnected calls now added to the sequence of calls from Ong and Sweeney. When we do this, certain patterns practically leap off the page.

Here is a spreadsheet showing in summary form the details of the 10 phone calls acknowledged by the government to have come from flight 11. I've simply put them in correct chronological order, and identified the four unconnected calls as coming from Sara Low.

Call Began	Time (s)	Caller	Phone number called belonged to:	Paid for:
08:16:50	0	Sara Low	Childhood Arkansas home	unknown
08:18:47	1620	Betty Ong	AA Reservations, Raleigh, SC	freecall
08:20:11	0	Sara Low	Childhood Arkansas home	unknown
08:22:24	0	Amy Sweeney	Boston Logan AA Flight Services	Sara Low's parent's home phonecard
08:24:00	0	Amy Sweeney	Boston Logan AA Flight Services	Sara Low's parent's home phonecard
08:25:20	107	Amy Sweeney	Boston Logan AA Flight Services	Sara Low's parent's home phonecard
08:25:31	0	Sara Low	Childhood Arkansas home	unknown
08:28:33	0	Sara Low	Childhood Arkansas home	unknown
08:29:25	43	Amy Sweeney	Boston Logan AA Flight Services	Sara Low's parent's home phonecard
08:32:29	793	Amy Sweeney	Boston Logan AA Flight Services	Sara Low's parent's home phonecard

There's a lot to say about what is revealed by this simple list, especially in the light of everything we've learned in this thread. You may like to take a moment to really absorb what the list shows before proceeding. Run your eye down the times of calls. Look at the

order in which the three flight attendants Sara Low, Betty Ong and Amy Sweeney placed the total of ten calls. What do you notice?

The first thing which sprung into focus for me when I laid it out like this was that it was Sara Low who made the very first call from the plane, just two minutes after the hijacking event began. If her call had been connected, and answered, then it would have been Sara Low rather than Betty Ong who relayed the scene to the outside world.

But as we've seen, Sara Low's call did not connect. Nor did her second, third, or fourth (on the assumption that it was indeed her making those calls).

Now notice how the calls flow after that first unconnected attempt at 8:16am. Ignoring who is making the calls for the moment, and just notice the times of the calls, (ignoring seconds): They occur at 8:16; 8:18; 8:20; 8:22; 8:24; 8:25....

Call attempts are being made every two minutes. The first (Low) does not connect. The second (Ong) at 8:18 connects. The next attempt (Low again) occurs at 8:20, again unsuccessful. At 8:22 the next call attempt is made, by Sweeney. It does not connect. Another two minutes goes by and at 8:24 Sweeney tries again, yet again unsuccessfully. Then one minute and twenty seconds after that attempt, Sweeney tries a third time, and now connects. More on this call later.

Now there are two connected calls from inside flight 11, but the attempts to place calls continues.

Ten seconds after Sweeney connects, Low places her third attempt, again unsuccessful. The three minutes later, at 8:28 she makes her fourth and final attempt. Yet again unsuccessful. Finally, one minute later, Sweeney, by now disconnected from her first call, tries again, and connects. We will come back to these calls of Sweeney again later, as there is a significant loose end to be tied up here. But first, it's time now to clear up once and for all the confusion surrounding the Sara Low phone calls.

Let's start by answering the two questions I was puzzling over, from the beginning of the thread, starting with: how did Sara Low pay for her calls? The answer is obvious. She was, of course, using the same ATT Phone Card that Amy Sweeney uses. Sara did not need the card, physically, to make the calls, because the card number consists simply of

the home phone number to which the charges are being billed, plus a short PIN. This is easy to verify simply googling “ATT home phone calling card”.



CALL ATT® Calling Card – Residential Home Phone ...

<https://www.shop.att.com/wrapper?por...roduct=shopatt...>

Easy to use from any phone. AT&T quality and reliability. No additional monthly plan fee. Your calling card number is based on your home telephone number.

Sara Low used the card all the time to phone home, as she liked to do, as her family describe it, so it was entirely natural that she knew the number and PIN off by heart. Of course she did! So she made the first call using her phone card, from memory. Then Ong made her call to a freecall number. Then Low made her second attempt. After this two was unsuccessful, she gave the card to Sweeney for her to use, but was then able to still make calls without the card, because she didn't need to use the card.

So that is obvious and easy and explains that.

So now the other question: why did her dad say she gave that childhood number to Sweeney to call. That's what he says in 2007. The reason is just as clear: because he had been told that those calls, the unconnected calls, had been made to that childhood number, and he had been told that Sweeney had been given the phone card to charge calls, but he was never told specifically who placed the calls to the childhood number. He assumed that it had to have been Sweeney, because there was no conceivable reason, in his mind and understanding of the events, why Sara could have tried to call the childhood number four times, let alone once.

So, in his mind, he interpreted what he had been told to mean that Sara had given her phone card to Amy to use to place calls, and had also given her the Low childhood number to call....as if Sara had been advising, or recommending to Sweeney that this would be the best number to call to report the hijacking! And then Sweeney had gone on to make nine phone calls: four to the Low family childhood number, and five to the AA Boston Flight Services office! But of course, this cannot possibly be what happened, least of all because the third unconnected call is attempted while Sweeney is connected!

But this is the only way Mike Low can process this information that he must have been given. Again, in his mind, he can only attribute this to *confusion over her recent move*.

I really mean absolutely no disrespect to Mr Low, because he is obviously a decent man, salt-of-the-earth, and he is struggling to make sense of what has happened, but it has to be said that this explanation obviously cannot be true. Sara herself must have made those four unconnected calls, using the phone card to attempt to charge them, and there must have been a reason why she did so.

Here it is. In the next post, I am going to lay out the complete scenario of the drill in some detail, but let's just zero in on this one aspect. The nine flight stewards have all been allocated "roles" in this drill/simulation. Two are designated to be "stabbed". Three of them are given the task of making calls to the outside world. This is, in many ways, the most crucial element of the entire drill, because this is the only means by which the world will have the narrative of moslem terrorist hijackers. So three of the flight stewards are chosen to attempt to make calls to the outside world.

As we've seen, the calls are being made in a secure location, close to Gate 32 as we shall get to, using external port 4 on the Claircom box from which the flight phone services are controlled. They are instructed to begin attempting to place these calls two minutes after the hijacking. And to keep trying, every two minutes, until they make contact. Even then, to keep trying, as ideally they want two separate accounts, and even better, three, to make it seem completely compelling and undeniable.

Low has to go first. But here's the thing: she is not entirely convinced by what is going down. She is not totally happy to be going along with what is being asked of her. Something is not quite right, but she is in a position where she has no option but to go along with what is being required of her.

She has to place a call to the outside world. It's up to her where she places that call, what number she calls. She freezes, and decides she cannot do what she is being asked to do. She cannot make this call. So she comes up with an idea: she is going to phone the one number in the world that she knows, for sure, will not be answered, and will not have a voicemail, the one number in the world that she knows for sure is disconnected and no longer working, and that is her childhood home phone number in Arkansas. They had left that house ten years earlier. She knew that number, and she knew what happened when you dialled it now. Nothing.

So that's the number she dialled. She didn't really want to get through. She didn't want to connect at all. Then once she had committed to that course of action, she stuck to it. She was glad to hand the card over to Amy to enable her to make attempts, and to be the one who did the talking to the outside world.

This, alone, explains the puzzle of the way Mike Low had described the business of the Arkansas childhood number. Later, somehow, the blogger who goes by the name of Mrs Nix, who knew Sara Low, or went to school with her, clarified the story that Mike Low had shared with the world. This information does not appear elsewhere on the internet that I can find, so it is really a bit of a slip. They didn't intend for it to come out that those four calls were placed to the Low childhood home, because Sara Low was not *co-operating*.

It's ironic that her family have misinterpreted her actions, but nevertheless used them as a springboard for demanding transparency from the government on 9/11. They are one of the few families from the victims who were on the flights to have pursued legal action rather than accept payouts. Mike Low has been keen to do his best, but he has a very different view of who was behind the attacks. It is based on his love of country, and community, and all that used to be great about America, and still is. I respect it, and I respect Mike Low. And I respect Sara Low. She didn't want to go along with the plan. At some level, she resisted.

There's one more loose end to tie up, and then, we are in a position to put the whole picture together. Sara Low's actions are the final piece of the puzzle. It's now possible to put together a detailed scenario for how things played out that morning, which accounts for just about every question that's been raised in this thread.

In compiling the list of the ten calls from flight 11 in the previous post, I noticed something that had not occurred to me before. Actually I can hardly believe that I had overlooked it all this time. I realised that there was one too many connected calls from Amy Sweeney.

She is listed as having three connected calls: at 8:25:20 for 107 seconds; then at 8:29:25 for 43 seconds; finally for the third time at 8:32:39 for 793 seconds.

The second call, at 8:29 is the one that Evie Nunez answers. The third call, at 8:32, is the one that Jim Sayer answers, and passes to Michael Woodward when he gets back from gate 32. But what about that first call, the one at 8:25:20 which lasts for 107 seconds?

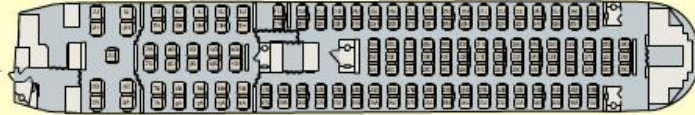
Madeline Sweeney



BACK



INFO



08:22:24 0 SECONDS

(617) 634-XXXX

AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON
UNCONNECTED CALL

08:24:00 0 SECONDS

(617) 634-XXXX

AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON
UNCONNECTED CALL

08:25:20 107 SECONDS

(617) 634-XXXX

AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON

08:29:25 43 SECONDS

(617) 634-XXXX

AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON

08:32:39 793 SECONDS

(617) 634-XXXX

AMERICAN AIRLINES
LOGAN AIRPORT, BOSTON

I've never stopped and thought about that call before, but when I tried to make sense of the complete list of calls I realised: this does not correspond with any call of Amy Sweeney's that is described elsewhere.

Comparing the graphic to the call records released yields a fascinating discrepancy, and shows why it has remained overlooked. Here they are:

```

Record Type.....-D
Release Number.....-C
CSC Call ID.....-10002111208176
GS Call Id .....-AD18D4D14#5BB3CDECCDC
Start Time.....-Tue Sep 11 06:25:20 2001
Gnd Sta ID.....-24
Current Gnd Sta ID.....-86
AirLine ID.....-4
Air Terminal ID.....-332
Handset Id.....-iff
Language.....-0
Event Type.....-Handoff Started (1)
Call Type.....-Dial & Dial (1)
Call Service.....-Voice (2)
Call Domain.....-Claircom (1)
Class Class.....-Normal (5)
Billing Start.....-Tue Sep 11 06:25:59 2001
Answer Supervision.....-Wed Dec 31 18:00:00 1969
Duration.....-0
Event Time.....-Tue Sep 11 06:27:39 2001
Originating #.....-9045550004
Terminating #.....-
Passenger ID.....-
Ground Calling PTy Id.....-
Card Type.....-WPT (19)
Card #.....-8707936486
Card Exp Date.....-
Auth Code.....-
MCI.....-
***** NEXT *****
    
```

(5)

9/11
Personal
Privacy

AA LOGAN - BOSTON

Record Type.....=D
Release Number.....=C
CSC Call ID.....=10002113658195
GS Call Id=AD56D4D14A6B544DCCCCDC
Start Time.....=Tue Sep 11 06:29:25 2001
Gnd Sta ID.....=86

(15)

Current Gnd Sta ID....=86
AirLine ID.....=4
Air Terminal ID.....=333
Handset Id.....=ffff
Language.....=0
Event Type.....=Air Party Disconnect (4)
Call Type.....=Dial & Dial (1)
Call Service.....=Voice (2)
Call Domain.....=Claircom (1)
Class Class.....=Normal (5)
Billing Start.....=Tue Sep 11 06:29:59 2001
Answer Supervision....=Tue Sep 11 06:30:07 2001
Duration.....=43
Event Time.....=Tue Sep 11 06:30:42 2001
Originating #.....=9045550004
Terminating #.....
Passenger ID.....
Ground Calling PTy Id..=
Card Type.....=NPT
Card #.....=8707936486
Card Exp Date.....=
Auth Code.....=
MCI.....=
***** NEXT *****

AA Logan Boston

(19)

9/11
Personal
Privacy

Record Type.....=D
Release Number.....=C
CSC Call ID.....=10002115598215
GS Call Id=AD56D4D14A70749DCCCCD2
Start Time.....=Tue Sep 11 06:32:39 2001
Gnd Sta ID.....=86
Current Gnd Sta ID....=86
Airline ID.....=4
Air Terminal ID.....=333
Handset Id.....=ffff
Language.....=0
Event Type.....=Air Party Disconnect (4)
Call Type.....=Dial & Dial (1)
Call Service.....=Voice (2)
Call Domain.....=Claircom (1)
Class Class.....=Normal (5)
Billing Start.....=Tue Sep 11 06:33:24 2001
Answer Supervision....=Tue Sep 11 06:33:32 2001
Duration.....=793
Event Time.....=Tue Sep 11 06:46:37 2001
Originating #.....=9045550004
Terminating #.....
Passenger ID.....
Ground Calling PTy Id..=
Card Type.....=NPT
Card #.....=8707936486
Card Exp Date.....=
Auth Code.....=
MCI.....=
***** NEXT *****

(16)

AA Logan Boston

(19)

I've always assumed that the first of those three electronic billing records represented one of the calls that didn't get connected, because the duration time is shown as 0 seconds. The other two records show 43 seconds and 793 seconds respectively, which are the Nunez and Sayer/Woodward calls.

But in fact, that first record which appears to show duration of 0 seconds is a connected call. On the Moussai trial graphic shown above it is listed as lasting for 107 seconds. If you look closely at the billing record, and do a bit of googling, what seems to have happened is that the confirmation "handshake" confirming that the call has been

answered, has failed to go through. This is the item shown on the billing record as “Answer Supervision”.

” ANSWER SUPERVISION (AS)

An electrical signal fed back up the line by the local telephone company at the distant end of a long distance call to indicate positively the call has been answered by the called party. Tells billing equipment to start timing the call.

Let’s just put together how these billing records work, by comparing the second and third records with the corresponding government trial exhibit. Take the second call. It is given on the exhibit as starting at 8:29:25. Then on the billing record is is shown as billing starting at 6:29:59, corresponding to 8:29:59. So the billing starts kicking in 24 seconds after the call starts. Then, the “Answer Supervision” occurs 8 seconds later at 6:30:07, which shows that the party at the other end of the line has indeed picked up the call. Then the call continues until it ends at Event Time 6:30:42, which is 43 seconds after the start of billing, and the time given by the trial graphic.

Comparing all this to the first call, it seems that the call went through, and was active for 107 seconds, but for some reason the Answer Supervision didn’t register. Reading up on this online, sometimes this can happen. The whole purpose of Answer Supervision is to trigger billing. If it can’t be proved by the electronic signal that the call was answered, then it can’t be billed. So this is why duration shows 0: it doesn’t necessarily mean that the call wasn’t connected, but it means that the confirmation signal for this wasn’t received, so that it was the call was not billed. I may be wrong on this, as I have no real clue, but it seems to be what is suggested by the way this stuff apparently works. Correct me someone who knows.

But if this is what happened, then it means there is an entire 107 second phone call from Amy Sweeney to Boston Flight Services which is otherwise not mentioned. No one is said to have answered such a call. There is no description of such a call in any of the interviews. So this is weird. Perhaps she called a voicemail line, or otherwise got caught up in some kind of answering machine loop. Perhaps it’s a glitch. Without any further information, it’s not really possible to take this any further.

With that last loose end out of the way, we are now in a position to lay out a detailed scenario for the drill, one that answers nearly all of the questions that have been raised by this thread.

(Contributions from another forum poster follow)

Hello. I'm new to this forum. LoopDLoop's magnificent examination of the Flight 11 calls has spurred me to look at the existing documents carefully. I agree wholeheartedly with Loop's conclusion that both the Ong and Sweeney calls were faked, and that the most likely explanation is that the two women were taking part in what they thought was an exercise.

I'd like to jump into this conversation and discuss what I think is evidence that Ong took part in a second call, which was similar to, but in some important ways different from, the call from which we have heard a four-minute excerpt. Either that, or Craig Marquis completely fabricated a story about it—which may indeed be all there is to this, but I'm seeking people's input on how best to interpret the evidence.

I've got a lot to cover, so I'm breaking it up into multiple posts. Hopefully by the end, we'll either have gotten somewhere with all of this, or else I'll at least be able to cross off this line of inquiry and move on to something else.

Background

I'm going to refer to three relevant documents:

1. A transcript of a call between Nydia Gonzales, the operations manager at the American Airlines Raleigh reservation center—you'll recall that she was on the line with Betty Ong, Vanessa Minter, and Winston Sadler—and Craig Marquis, who was manager on duty at the AA Operations Center in Fort Worth
Dallas: <http://www.scribd.com/doc/13499778/T...on-Transcripts> (pdf pages 7-22)
2. An FBI 302 (an agent's written report) of an interview with Marquis on September 11, 2001: <http://www.scribd.com/doc/14094215/T...ntire-Contents> (pdf pages 49-51)
3. A story from the Wall Street Journal from October 15, 2001, that quotes Marquis: http://www.wtclivinghistory.org/imag...ohn_Olssen.pdf (pdf pages 6-16)

As Loop has discussed, Ong's call has only come down to us in a four-minute excerpt, which he has shown was apparently altered between September 11 and 12 (go back to the beginning of this thread if you haven't read all of it—it's mind-blowing stuff). This was based on two somewhat different transcripts for what was purportedly the same call.



Nydia Gonzalez (above), at the Raleigh Reservation Center, joined that call in progress and pretty much took it over from that point forward, though Minter and Sadler appear to have stayed on the line. Gonzalez also called Craig Marquis, manager on duty at the Fort Worth Dallas Operations Center, while on the line with Ong.



During this concurrent call, Gonzalez went back and forth between Ong (above left) and Marquis (above right, in a 2012 photo), presumably with a phone in each hand, until Ong's call was lost. So the Gonzalez/Marquis call gives us Gonzales' half of the rest of her conversation with Ong and was apparently recorded in full, since we have what seems like a full transcript of it [here](#) (pdf pages 7-22). It lasts approximately 24 minutes, from about 8:20 to 8:44. Here is the first page of that transcript:

2.

(08:20)
0:00
0:03

NYDIA GONZALEZ TO CRAIG MARQUIS (Part 1)	
CRAIG MARQUIS:	American Airlines emergency line. Please state your emergency.
NYDIA GONZALEZ:	Hey, this is Nydia at American Airlines calling. I am monitoring a call in which Flight 11 ... The flight attendant is advising our reps that the Pilot ... everyone's been stabbed.
CRAIG MARQUIS:	Flight 11?
NYDIA GONZALEZ:	Yep. They can't get into the cockpit is what I'm hearing.
CRAIG MARQUIS:	Okay, who is this I'm talking to?
NYDIA GONZALEZ:	Excuse me. This is Nydia, American Airlines at the Raleigh Reservation Center. I'm the operations specialist on duty.
CRAIG MARQUIS:	And I'm sorry. What was your name again?
NYDIA GONZALEZ:	Nydia ...
CRAIG MARQUIS:	Nydia. And what's your last name?
NYDIA GONZALEZ:	Gonzalez. G-O-N-Z-A-L-E-Z.
CRAIG MARQUIS:	Raleigh Reservations. Okay. Now when you ...
NYDIA GONZALEZ:	I've got the flight attendant on the line with one of our agents.
CRAIG MARQUIS:	Okay. And she's calling how?
NYDIA GONZALEZ:	Through reservations.
1:00	I can go in on the line and ask the flight attendant questions.
CRAIG MARQUIS:	Okay... I'm assuming they've declared an emergency. Let me get ATC on here. Standby.
1:11	NYDIA GONZALEZ: <i>Hi. Who is calling reservations?'</i> <i>Is this one of the flight attendants or who? Who are you hun?</i>

If you read through this transcript, you will see that Marquis is never linked to Betty Ong through the phone system, and he never talks to her directly. That's crucial. Everything he learns about Betty he gets second-hand from Gonzalez, albeit in pretty much real time. We don't know what the acoustical situation was between Gonzalez's two phones, so we can't rule out the possibility that Marquis might have overheard some sound from Ong

coming across the two handsets (or a handset and a headset, or whatever). But **he never speaks directly to Ong**—that much is clear.

Why is this important? Because Marquis will tell both the FBI and the Wall Street Journal that he talked directly to Betty Ong.

What Marquis told the FBI

First I'm going to look at the FBI document, which is an FBI 302 detailing an interview with Marquis on September 11, 2001. The full document can be read [here](#) (pdf pages 49-51), and here's the first page:

BEGPRODNO : M-INT-00003461
BEGBATES : 265A-NY-280350-302-30391
DATE : 09/11/2001
FBIDESCR : CRAIG MARQUIS
FULLTEXT : FD-302 (Rev. 10-6-95)

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9/11 Personal Privacy

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/16/2001

CRAIG MARQUIS MARQUIS, born [redacted] social
security account number [redacted] employed
as Centre Manager, System Operation Control, AMERICAN AIRLINES
AA, 4601 Highway 360, Fort Worth, Texas 76155, [redacted] was
interviewed at his place of employment. After being advised of the
identities of the interviewing agents and the purpose of the
interview, MARQUIS provided the following information:

On September 11, 2001, at approximately 7:25 a.m. Central
Standard Time, MARQUIS received a telephone call from the number 3
flight attendant on board Flight 11, identified by the crew
manifest as B.A. ONG ONG, AA employee number 131804. This
telephone call was initially received by NIDIA GONZALES,
919460-4187, an AA supervisor at the Raleigh Reservations Center
in North Carolina. The call was transferred to central dispatch in
Fort Worth, Texas, because there was a disturbance on board and the
flight crew was not able to contact the cockpit. ONG wanted
central dispatch to contact the cockpit. MARQUIS first confirmed
that ONG was an AA flight attendant.

During this telephone call, ONG reported that there was a
passenger on board who was armed with a knife. This passenger was
seated in 10B and was identified as TOM ELSUQANI phonetic. When
MARQUIS first heard this, he thought that the knife might have been
a Swiss army knife of some sort because it was not that uncommon
for passengers to have these. ONG then informed MARQUIS that the
passenger in seat 9B, DAVID LEWIN, had been fatally stabbed and
that the number 1 flight attendant, K.A. MARTIN MARTIN, AA
employee number 307280, had been stabbed as well. MARTIN was in
bad shape and was currently on oxygen. Besides these two
individuals, the number 5 flight attendant, B. ARESTEGUI, AA
employee number 167762, had been superficially wounded by the
passenger with the knife.

In addition to these injuries, there were two men trying
to gain access to the cockpit, and by this time, all passengers had
been removed from first class. After the men gained access to the
cockpit, ONG could hear loud arguing from the cockpit area. ONG

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The problem with a 302 is that it is a couple of steps removed from what actually happened. What we have is a summary written (I think) by the FBI agent who interviewed the eyewitness or participant or whatever. So we have to be cautious about building interpretations on, say, specific word choices or information that isn't included. Still, I think that we can generally operate on the assumption that the FBI agent has more or less attempted to faithfully record the key information from the interview, though it's certainly useful when we can corroborate things with other sources.

Having said that, what we see with this 302 is, I believe, a description of a call that differs in some significant respects from the call recorded in the Gonzalez/Marquis transcript. The most important difference is this: ***Marquis was claiming that he spoke directly to Betty Ong.*** In my opinion, it's difficult to read this summary any other way. While we should, as I've said, give lots of wiggle room for the author's wording choices, *everything* in this document implies a direct conversation between Marquis and Ong.

Let's look at the first substantive statement:

“ On September 11, 2001, at approximately 7:25 a.m. Central Standard Time, MARQUIS received a telephone call from the number 3 flight attendant on board Flight 11, identified by the crew manifest as B.A. ONG

“MARQUIS received a telephone call from . . . ONG.” That's pretty straightforward. Not “Marquis received a telephone call from Nydia Gonzalez, who had Betty Ong on the line,” or whatever. Just a call from Ong. Now, we do get some clarification right after that: “This telephone call was initially received by NIDIA GONZALES.” That much matches the transcript, but the third sentence gets us back to the core problem by giving us the actual process by which Marquis' apparent connection to Ong was established:

“ The call was transferred to central dispatch in Fort Worth, Texas, because there was a disturbance on board and the flight crew was not able to contact the cockpit.

So if we rearrange the information to reflect the apparent chronological order of events, it seems that Ong called Gonzalez, and then Gonzalez transferred the call to Marquis (that is, connected it to him through the phone system).

Now, this little tidbit about the transfer is itself bizarre, as other researchers have pointed out (see for example, *Hijacking America's Mind on 9/11: Counterfeiting Evidence* by Elias Davidsson, which is really an excellent work that covers a lot of ground). That's because years later, Marquis will change this part of his story. In his testimony before the 9/11 Commission, Marquis will claim that he asked Gonzalez to transfer Ong's call to him, but she was unable to do so. The real kicker is that neither version is true, according to the Gonzalez/Marquis transcript: Marquis never asks for the call to be transferred, and Gonzalez never gives any indication that she is trying (successfully or not) to transfer the call.

But let's get back to my main point here: Marquis told the FBI that he talked directly with Betty Ong. We have other phrases like "ONG then informed MARQUIS" and, near the end, "MARQUIS thought that his telephone conversation with ONG was recorded," which also imply the direct connection unambiguously. There are no statements that contradict this impression—not that I can see anyway.

What Marquis told the *Wall Street Journal*

Could the FBI interviewer have simply misunderstood Marquis? I might think that a possibility, except that we have a second source that implies a direct connection between the two people—namely, the *Wall Street Journal* article, which appeared on October 15, 2001. The full article can be found [here](#), but here are the relevant portions:

“ Then, at 7:27 a.m. CDT, Craig Marquis got an emergency phone call.

Mr. Marquis, manager-on-duty at American's sprawling System Operations Control center in Fort Worth, Texas, heard a reservations supervisor explain that an airborne flight attendant, hysterical with fear, was on the phone and needed to talk to the operations center. In the background, Mr. Marquis could hear the flight attendant shrieking and gasping for air.

“She said two flight attendants had been stabbed, one was on oxygen. A passenger had his throat slashed and looked dead, and they had gotten into the cockpit,” Mr. Marquis recalls.

In 22 years at American's operations center, Mr. Marquis has made split-second, multimillion-dollar decisions to cancel flights during storms, separate

threats from hoaxes and set in motion the airline's response to a crash. But none of that could have prepared him for the morning of Sept. 11, when all he and other American and United Airlines officials could do was listen and watch as the systems they control spun gruesomely out of control.

"I felt so helpless," says Mr. Marquis. "I was along for the ride."

[.....]

Sitting in the middle of a horseshoe of desks surrounded by screens, phones and computers when his hotline began blinking, Mr. Marquis didn't have time to imagine the unimaginable that was about to take place. Calm and quick-thinking, he told others in the operations center of the call he'd just received from a woman who identified herself as Betty Ong, an attendant aboard Flight 11, a Boeing 767 wide-body that had left Boston 30 minutes earlier. Fearing a hoax, he called up her personnel record and asked her to verify her employee number and nickname.

She did. This was real.

"Is there a doctor on board?" Mr. Marquis remembers asking.

"No. No doctor," Ms. Ong said.

The plane had been headed to Los Angeles, but it turned south over Albany, N.Y., and began flying erratically, most likely when hijackers were killing the plane's two pilots. FAA air-traffic controllers told American's operation center that they could hear arguing over the plane's radio. Ms. Ong, screaming but still coherent, said the four hijackers had come from first-class seats 2A, 2B, 9A and 9B. The fatally injured passenger was in 10B. The hijackers had hit people with some sort of spray that made her eyes burn. She was having trouble breathing, Mr. Marquis recalls her saying.

"Is the plane descending?" Mr. Marquis asked.

"We're starting to descend," Ms. Ong said. "We're starting to descend."

Air-traffic controllers couldn't get a response to frantic voice and text messages to the cockpit. Hijackers had turned off the plane's transponder, which identifies an airplane among hundreds of other blips on a radar, but Mr. Marquis had an aide tell the FAA that American had confirmed a hijacking.

"They're going to New York!" Mr. Marquis remembers shouting out. "Call Newark and JFK and tell them to expect a hijacking," he ordered, assuming the hijackers would land the plane. "In my wildest dreams, I was not thinking the plane was going to run into a building." Mr. Marquis says.

Though the article is less explicit than the 302 on this point, the overall impression here is that Marquis was talking to Ong directly. The author speaks of "the call he'd just received from a woman who identified herself as Betty Ong" and that he "asked her to verify her employee number and nickname." And then there are the two brief exchanges, the one about the doctor and the one about the plane descending. The idea that the call initially came from someone else starts the episode here, but as in the 302, Gonzalez drops out thereafter.

Now, there may be various reasons to doubt the accuracy of both the 302 and the article, and I plan to address some. On the other hand, there are also additional discrepancies among these two documents and the Gonzalez/Marquis transcript that I think deserve some attention. But let me just hammer this point in: two separate documents from unconnected authors (one of which, the 302, didn't become public until years later), both based on interviews with Craig Marquis conducted very soon after the event, pretty strongly imply that he claimed to have spoken to Betty Ong. I think it's safe to say that whatever else they may or may not mean, the two documents corroborate each other on this point.

All of this flat-out contradicts the Gonzalez/Marquis transcript (not to mention the 302 of Gonzalez's FBI interview). The significance is that, as I've suggested, *if* Craig Marquis talked directly to Betty Ong, he did it on a different phone call; we would need to assume that, for some reason, he referred to that version in the FBI interview and the *Journal* interview. It would had to have been a different call because the Gonzalez/Marquis transcript purports to be the full call, from Marquis picking up the phone to Gonzalez losing contact with Ong.

Now that's a big "if," for a number of reasons, and what I've given so far does not in itself make the case. But bear with me: in future posts, I'm going to try to walk through the additional evidence, objections, and ways in which a second call might explain some other weirdness. This post is already running long, so I'll take a break here and continue on in the next post. In the meantime, I'll welcome your feedback on this material.

It has taken me far longer than I'd intended to get back to this post, but I'd like to continue now by looking a bit more closely at the FBI 302 that I referenced in my first post, and some differences from the transcript version of the Marquis/Gonzalez call and, to a lesser extent, the *Wall Street Journal* article.

In that first post, I put forth and attempted to support a central idea: ***Craig Marquis told both the FBI and the Wall Street Journal that he spoke directly to Betty Ong***, despite the fact that the now-available transcript of his phone call shows that he never did. This is for me the main reason for wondering if a second call (or multiple additional calls), distinct from the one reflected in the transcript and the recording excerpts, may have taken place. But I believe there's more evidence worth considering.

To transfer or not to transfer . . .

Let's look at that 302 again. Here it is:

BEGPRODNO : M-INT-00003461
BEGBATES : 265A-NY-280350-302-30391
DATE : 09/11/2001
FBIDESC : CRAIG MARQUIS
FULLTEXT : FD-302 (Rev. 10-6-95)

- 1 -

9/11 Personal Privacy

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 09/16/2001

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security account number [redacted] employed
as Centre Manager, System Operation Control, AMERICAN AIRLINES
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identities of the interviewing agents and the purpose of the
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Standard Time, MARQUIS received a telephone call from the number 3
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MARQUIS first heard this, he thought that the knife might have been
a Swiss army knife of some sort because it was not that uncommon
for passengers to have these. ONG then informed MARQUIS that the
passenger in seat 9B, DAVID LEWIN, had been fatally stabbed and
that the number 1 flight attendant, K.A. MARTIN MARTIN, AA
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bad shape and was currently on oxygen. Besides these two
individuals, the number 5 flight attendant, B. ARESTEGUI, AA
employee number 167762, had been superficially wounded by the
passenger with the knife.

In addition to these injuries, there were two men trying
to gain access to the cockpit, and by this time, all passengers had
been removed from first class. After the men gained access to the
cockpit, ONG could hear loud arguing from the cockpit area. ONG

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Continuation of FD-302 of Craig Marquis , On 09/11/2001 , Page 2

also mentioned that there was something in the air that made it hard to breath. This telephone conversation lasted from approximately 7:25 a.m. until approximately 7:49 a.m.

There was no doctor on board Flight 11 to help the injured; as a result, MARQUIS wanted the aircraft to land at the next available airport. Because of the medical emergencies and the violence, MARQUIS intended for medical personnel and law enforcement to meet the aircraft as soon as it landed. MARQUIS had the flight tagged as a confirmed hijacking and contacted air traffic control ATC regarding the situation. MARQUIS informed the dispatcher, PEGGY HOUCK, of what was happening with Flight 11 and instructed her to contact the crew immediately and to perform a range analysis given the amount of fuel on the aircraft. ATC reportedly heard arguing over the microphone, hearing a statement to the effect of "either turn back or we'll kill you." The pilot apparently keyed the microphone at some point during these events thereby allowing ATC to hear part of what was happening. It was thought that these transmissions were recorded by ATC, in this case Boston ATC. During the time in which the telephone conversation occurred, the aircraft flew erratically and was descending in altitude. The transponder was turned off, but ATC was handling this flight as a confirmed hijacking and was attempting to track it.

Soon after ONG hung up the telephone, MARQUIS received a call from ED DOOLEY DOOLEY, an AA Ramp Manager at John F. Kennedy International Airport in New York, New York. DOOLEY reported smoke coming from the World Trade Center and asked what was happening. Based upon his conversation with DOOLEY, MARQUIS figured the impact of Flight 11 was close to 7:49 a.m., corresponding to the end of the telephone call from ONG. DOOLEY called again at approximately 8:10 a.m. and stated that the NEW YORK PORT AUTHORITY confirmed that both towers of the World Trade Center were on fire and that an AA aircraft was involved.

Although unsure, MARQUIS thought that his telephone conversation with ONG was recorded. He would ascertain whether the conversation was recorded and would notify the FEDERAL BUREAU OF INVESTIGATION regarding this. The number 9 flight attendant, M. SWEENEY, AA employee number 129043, telephoned the AA Flight Services Department in Boston, Massachusetts.

Regarding the hijacking of Flight 77, the aircraft had crashed before AA really knew that anything was happening on board.

As I have noted, the author presents Marquis as saying that "the call was transferred to central dispatch in Fort Worth, Texas." The problem? It wasn't transferred, nor did Nydia Gonzalez attempt to transfer the call, as Marquis would later tell the 9/11 Commission. In the transcript, there is no discussion whatsoever between Gonzalez and Marquis regarding transferring the call. It just doesn't happen.

One could suggest that by writing "the call was transferred to central dispatch," the author of the 302 simply meant that Gonzalez called in to the SOC. Perhaps, but I don't buy that,

for a couple of reasons. For one thing, there's the stuff I argued in my first post—namely, it's hard to read either the 302 as indicating anything other than a direct conversation between the two, which (had it happened) would indeed have necessitated a transfer through the phone system.

Also, Marquis later amends his story in 2003 to say that Marquis asked Gonzalez to transfer the call, but she was unable to do so. Here is the summary of his [testimony](#) to the 9/11 Commission as presented in a Memorandum for the Record dated November 19, 2003: "She [Gonzalez] was on the phone with a Flight Attendant (Betty Ong) onboard the flight, and Marquis wanted the call to be transferred to him, but Ms. Gonzalez was unable to do so." Here "transferred" means precisely what we would expect it to mean: "connected through the phone system," not just "routed to him," as in Gonzalez's call was routed to Marquis at the SOC.

To me, this is a huge deal. Had the issue of the transfer never come up again, then I might be more amenable to saying, "Yeah, the 302 author just meant that Gonzalez's call was routed over to Marquis." But this business of a conversation about a transfer that Marquis comes up with two years later just adds another layer of bullshit on top of things. If he had merely meant that Gonzalez's call was routed to him, he'd have no reason to talk about this inability to have the call transferred. Remember, if the transcript represents the real call, this exchange is a pure fabrication on Marquis' part.

To be fair, a conversation of that sort does take place between two other people at around the same time. Ray Howland, who appears to be in the SOC with Marquis, speaks with Nancy Wyatt at Boston Flight Services. Up in Boston, Wyatt is in the room with Michael Woodward, who is talking to Amy Sweeney, the other flight attendant on Flight 11 to place a high-weirdness phone call to people on the ground. In the call transcripts, the following interchange takes place:

” RAY HOWLAND: Can you conference them [the flight attendants] in with us?

NANCY WYATT: I have no idea how to do that. If you can help me out.

Instead, Wyatt reads aloud Woodward's notes on what Amy has told him. I suppose it's sort of possible, if we stand on our heads and squint, to imagine that Marquis might have overheard this exchange and conflated it in his mind with his own conversation. But even

that unlikely explanation would only cover his much later claim that a transfer was requested but did not happen (and he seems to explicitly tell the Commission that Gonzalez was the one who said she couldn't transfer the call, not somebody from Boston Flight Services who was on the line with an entirely different flight attendant). And it seems odd that he would make that mistake two years later when he didn't make it on the day of the event. Anyway, that does not explain why Marquis told the FBI on 9/11 that the call was transferred to central dispatch in Texas.

So this is all very fishy. In a subsequent post, I want to consider this business of the transferred/unable-to-transfer/never-tried-to-transfer call. For now, there's plenty more to note about the 302.

A different sequence of events?

Most strikingly, Marquis gives additional details that do not match up with what transpires in either or both of the other two versions. Consider this statement: "The call was transferred to central dispatch in Fort Worth, Texas, because there was a disturbance on board and the flight crew was not able to contact the cockpit. ONG wanted central dispatch to contact the cockpit." This initial contact between Marquis and Ong differs considerably from the *Wall Street Journal* article. That version begins with Gonzalez (unnamed in the article and referred to as a reservations supervisor) telling Marquis the following:

” An airborne flight attendant, hysterical with fear, was on the phone and needed to talk to the operations center. In the background, Mr. Marquis could hear the flight attendant shrieking and gasping for air.

That strikes me as radically different in tone from "a disturbance" on the plane, and Ong wanting central dispatch to "contact the cockpit." (By "tone" I mean the intensity of the events on the plane, if you will, not the actual writing style; we would expect the writing style to be drier and more fact-based in a 302 than a newspaper article, as indeed it is.)

But it's not just a matter of tone. I think the 302 implies that (a) Betty was not yet aware that the plane had been hijacked, and (b) no one had been stabbed yet. This is somewhat speculative: as I said in my first post, the 302 is a summary, not a transcript. We are at the mercy of the FBI agent who is writing up the account based on his or her interview notes. So we have to be careful about pinning too much meaning on specific word choices,

because those may not be the words the interviewee used (unless quotation marks are present, which in this case they are not).

Nonetheless, I think that, just as the overall sense of the 302 is that Marquis talked directly to Ong, so too the overall sense is of a sequence of events. That sense is reinforced by keywords that signal a sequence (*then, by this time, after*). And that's logical: I would think that an FBI agent conducting an interview would attempt to present the facts more or less in the order they actually happened, as told by the interviewee.

So the 302 starts with something that sounds relatively mild: a disturbance and a request to contact the cockpit. Then we get this:

” During this telephone call, ONG reported that there was a passenger on board who was armed with a knife.

Still no mention of stabbing, just a guy with a knife, so Marquis talks about the hijacker's identity and recalls that he wondered if it was a Swiss army knife because those were allowed on planes. I think that characterization is kind of important. It feels rather moderate by comparison: Some guy pulls out his Swiss army knife and starts waving it around. A potentially serious matter, yes, but not quite panic material. That tone of the action changes with the next piece of information:

” ONG **then** informed MARQUIS that the passenger in seat 9B, DAVID LEWIN [sic], had been fatally stabbed and that the number 1 flight attendant, K.A. MARTIN MARTIN [sic], AA employee number 307280, had been stabbed as well. [my emphasis]

Now they're finally in the shit, right? A passenger stabbed to death and a flight attendant stabbed.

OK, so we really have no way of knowing if the FBI agent misrepresented Marquis' account, either by accident or on purpose, or how compressed the time frame is supposed to be. But if we take it at face value, with due allowance for the conventions of the genre, so to speak, we get a sense of a situation escalating in severity, even if that happens rather quickly. First the flight attendants can't get through to the cockpit, then a passenger pulls out a knife, then some people get stabbed.

I don't mean to push this business of sequence too far. I just want to make a point of how different this *seems* from the *Journal* piece, which starts right off with a hysterical and shrieking Betty Ong. It also differs from the transcript. As you'll remember, that version starts not with Betty shrieking, but with Gonzalez talking about "the pilot . . . everyone" having been stabbed. That too is a rather intense piece of information, however blasé Marquis' response may be.

Different events entirely?

OK, so let's move on. Next the 302 tells us, "In addition to these injuries, there were two men trying to gain access to the cockpit, and by this time, all passengers had been removed from first class." Again we note a phrase that signals a sequence: "by this time." But the bombshell here is the phrase "there were two men trying to gain access to the cockpit." **Trying to gain access to the cockpit.** That's a remarkable statement. Nowhere else in the Betty Ong transcripts or reports is there a clear indication that her call began before the hijackers had breached the cockpit, nor any suggestion of an attempt to breach the cockpit being in progress during the call.

Now, to be fair, there's a ton of vagueness in all of the reports in terms of when and how the cockpit gets breached, and trying to work out a sequence of events from the direct recording of Ong herself is more or less hopeless. My favorite gem from Betty is this: "I think the guys are up there. They might have gone there, jammed their way up there, or something. Nobody can call the cockpit. We can't even get inside." What the hell is this poor woman talking about?

But I digress. The fact remains that the comment in the 302 is the only statement anywhere (to my knowledge) that directly references the Flight 11 cockpit breach in progress. Incidentally, this also brings to mind the very bizarre report by GTE phone rep Lisa Jefferson in her first FBI interview regarding her conversation with Todd "Let's Roll" Beamer on Flight 93. She said he spoke to her for **seven minutes** while the hijackers were "**preparing to take control of the flight.**" (See her 302 [here](#) and Elias Davidsson's discussion in *Hijacking America's Mind on 9/11*, p. 188 following.) I don't know what to make of this similarity.

I want to stress that this business about the men trying to enter the cockpit is very important. For one thing, no reference to this is made in the transcript. The first reference

in the Marquis/Gonzalez transcript to hijackers actually in the cockpit is about three minutes in, where Gonzalez, presumably overheard by Marquis, confirms with Ong the following: “You’re saying that the guys that are doing the stabbing they’re in the cockpit?” *In* the cockpit, not trying to enter it.

There’s also the fact that Ong would have had no reason to make such a statement by the time she was talking to Marquis (through Gonzalez or directly). She had already established that she thought the “guys” had breached the cockpit. Her Crazytown dialogue, “They might have gone there, jammed their way up there, or something”—that’s from the part of the call where her voice was recorded, that magic four minutes which preceded Gonzalez’s call to Marquis. In other words, Ong already knew, or at least suspected, that the hijackers were in the cockpit before Marquis even got on the line.

Where, then, would Marquis even get the idea that the cockpit breach hadn’t happened yet or was in progress during the call?

Naturally, it gets even weirder: “After the men gained access to the cockpit, ONG could hear loud arguing from the cockpit area.” Again there’s the sequence—“*After* the men gained access”—but more important is the claim that Ong could hear *arguing* from the cockpit area. That’s a big deal because nowhere else, to my knowledge, is there any mention of arguing, from the cockpit area or anywhere else. We certainly don’t get anything like that from the Gonzalez/Marquis transcript. So, like the mention of hijackers preparing to enter the cockpit, this is completely new information, unique to the 302.

How many “guys”?

As several researchers have pointed out, the number of hijackers is one of the biggest problems for the official story of Flight 11 (and the other flights, for that matter).

LoopDLoop did a nice job early in this thread of charting the shifting seat numbers in different source documents and pointing out discrepancies in the numbers. I’m breaking no new ground, then, by reminding readers that neither of our two callers from Flight 11, Betty Ong and Amy Sweeney, spoke of five hijackers as reported in the official story. And despite supposedly being right next to each other as they made their redundant calls, they couldn’t agree on how many hijackers there were or what seats they were sitting in.

But here’s the thing: Betty Ong apparently couldn’t agree with herself on the number either, or so Craig Marquis would have it. While the 302 doesn’t actually total up the

number of hijackers, it gives the clear sense that there were at least three. Here's what it says about the guy with the knife:

” During this telephone call, ONG reported that there was a passenger on board who was armed with a knife. This passenger was seated in 10B and was identified as TOM ELSUQANI phonetic. [. . .] ONG then informed MARQUIS that the passenger in seat 9B, DAVID LEWIN, had been fatally stabbed and that the number 1 flight attendant, K.A. MARTIN MARTIN, [. . .] had been stabbed as well. [. . .] Besides these two individuals, the number 5 flight attendant, B. ARESTEGUI, AA employee number 167762, had been superficially wounded by the passenger with the knife.

Immediately after this paragraph about the “passenger with the knife” (singular), we get the following:

” In addition to these injuries, there were two men trying to gain access to the cockpit, and by this time, all passengers had been removed from first class. After the men gained access to the cockpit. ONG could hear loud arguing from the cockpit area.

“In addition to these injuries, there were two men. . .” Once again, we can say nothing with absolute certainty, but to me, this document clearly implies that the two men trying to breach the cockpit were different from the man wielding the knife. That means there were at least three hijackers in total. It just seems logical to me that if the author understood that there were only two men in total, he or she would write something like “ELSUQANI and another man” or “the passenger with the knife and a second passenger,” or whatever. I mean, this is an FBI agent—not a reporter for a high school newspaper—and the interview relates to the most significant national event in decades. It's hard for me to imagine the author would be so sloppy as to get the number of hijackers wrong. That's a crucial piece of information.

Why is this important? Because throughout the transcript, Ong sticks to her guns about there being only two “guys.” Her seat numbers change, but the number of hijackers never does. Here are all the statements Gonzalez and Marquis make in the transcript about the number of hijackers; these excerpts are in the correct order, and italicized text indicates that Gonzalez is talking to Ong rather than Marquis:

” NYDIA GONZALEZ: *You're saying that the guys that are doing the stabbing they're in the cockpit? How many people are we talking about?*

Two guys? Do you have a description of . . .

NYDIA GONZALEZ: The flight attendant, Betty, is telling me that the guys . . . there's two men . . . are in the cockpit with the pilots and that the aircraft is flying erratically.

CRAIG MARQUIS: These two passengers were from first class?

NYDIA GONZALEZ: Okay hold on.

Hey Betty, do you know any information as far as the gents . . . the men that are in the cockpit with the pilots, were they from first class?

They were sitting in 2A and B.

CRAIG MARQUIS: Okay.

NYDIA GONZALEZ: They are in the cockpit with the pilots.

CRAIG MARQUIS: Okay.

CRAIG MARQUIS: Hey Mike, I got an incident going on here. Flight 11 (XXX) from Boston to LA (XXX). The number 3 flight attendant called and said that two male passengers onboard stabbed the number one . . .

CRAIG MARQUIS: Right. The passengers were in seats 2A and 2B.

CRAIG MARQUIS: Okay, let me tell you what's going on. The passengers in 2A and 2B, two male passengers, have broken into the cockpit stabbed the

number one flight attendant.

NYDIA GONZALEZ: *Yes, I'm here Betty.*

He's the one that's in the . . . he's in the cockpit.

Okay, you said Tom Sukani (Satam Al Suqami)? Okay.

Okay and he was in 110B. Okay, okay, so he's one of the persons that are in the cockpit.

And as far as weapons, all they have are just knives?

Okay.

NYDIA GONZALEZ: Apparently one of the passengers that's in the cockpit the name that they got was Tom Al Zukani (Satam Al Suqami) and he was in 10B not 9A and B as they previously stated.

CRAIG MARQUIS: So, so far we think that Tom Al Sukami (Satain Al Suqami) in 10B.

NYDIA GONZALEZ: 10B is in the cockpit with the pilots.

CRAIG MARQUIS: Okay, and who else?

NYDIA GONZALEZ: *Betty, we don't have an idea as to who the other person might be in the cockpit with the pilots. You did mention there was . . . you did mention there was two guys in the cockpit with the pilots correct?*

Okay. Do we know who the second passenger might be?

CRAIG MARQUIS: No. She's still in the back. With two guys in the cockpit. The plane is being flown erratically.

NYDIA GONZALEZ: *I mean as far as far as the ... Okay. But as far as . . . Two guys that are in the cockpit with the pilot.*

CRAIG MARQUIS: Any other indication who the second person is?

NYDIA GONZALEZ: *Hey Betty? Have you been able to try to find out who the other person the other passenger might be up in first class in the cockpit? We know, we've got 10B, Tom Al Zukami (Salam Al Suqami).*

NYDIA GONZALEZ: *Do we know who are the people in the cockpit? Okay.*

NYDIA GONZALEZ: She doesn't have any idea who the other passenger might be in first. Apparently they might have spread something so it's . . . they're having a hard time breathing or getting in that area.

There's much we could say about these excerpts in support of points Loop and others have made, especially regarding Ong's repetition of information and apparent reluctance to answer new questions. But all that aside, there is obviously no indication in the transcript that Ong spoke of a third hijacker, and the idea of two hijackers specifically is hammered home with remarkable consistency, considering the fluidity of so many other details. Just as it's hard to imagine the FBI interviewer incorrectly conveying the number of hijackers, it's hard to imagine Marquis conveying anything but a clear sense that there were two passengers—if he was truthfully recounting his recollection of the recorded version of the call, that is.

Oh, and one more thing: the *Wall Street Journal* article, apparently paraphrasing Marquis, has this to say about the number of passengers:

” Ms. Ong, screaming but still coherent, said the four hijackers had come from first-class seats 2A, 2B, 9A and 9B. [. . .] She was having trouble breathing, Mr. Marquis recalls her saying.

Not two, not three, but *four* hijackers. Whatever.

So how does it end?

The idea of the 9/11 phone calls getting cut off in the midst of dramatic events—a rapid descent toward water and buildings, a doomed effort to retake the plane, or even the moment of impact—is nearly as iconic as the phone calls themselves. Certainly, that's what happens in the Marquis/Gonzalez transcript, as in any number of other accounts from the other planes. So it is surprising to find this statement in the Marquis 302:

” Soon after ONG hung up the telephone, MARQUIS received a call from ED DOOLEY [. . .]

Ong hung up the telephone. Really? Again, it's risky to pin too much on specific phrases, but we're not talking about a mere wording issue here. This isn't about the difference between “Soon after the phone call was disconnected” and “Soon after Marquis lost the call,” or something like that. Rather, it's a matter of content and accuracy, a matter of what actually happened. As I see it, no sane, intelligent person who understood that the call had been dropped would write of Ong hanging up the phone. The agency is all wrong. Ong didn't end the call of her own volition, as far as anyone knows. It was ended for her by factors beyond her control, whether that was the plane's impact or a dropped signal or something else. The FBI agent responsible for the 302 was surely fallible, but I doubt he or she was completely stupid either. If Marquis had told the agent that he or his people had lost the call, I think that would be the general sense conveyed by the 302.

Conclusion

So let's summarize. The 302 contains the following discrepancies:

- Marquis says he talked directly to Ong. He says this also in the *Journal* article, but he never talks directly to her in the transcript.
- Ong talks about the hijackers trying to gain access to the cockpit—i.e., in the process of breaking in. The cockpit seems to already have been breached in the transcript version.
- Ong reports hearing loud arguing from the cockpit area, something that is mentioned nowhere else.
- The author of the 302 seems to state that there were at least three hijackers. The transcript has two, while the *Journal* article has four (and of course the official story has

five).

- The author of the 302 says that Ong hung up the phone. The transcript clearly has the call getting dropped.

In addition, there are essentially three completely different versions of what Marquis was greeted with as he picked up the phone: Gonzalez's bizarre remark about the pilot/everybody being stabbed (transcript), a hysterical Ong being overheard through Gonzalez's line (*Journal* article), and Ong reporting a disturbance and an inability to contact the cockpit (302). And the 302 seems to imply a sequence of events that doesn't match the transcript at all.

I realize that I may be putting a bit too much emphasis on the specific phrasing and arrangement of the 302. In other words, I might be doing precisely what I'm saying we shouldn't do. But it's a fuzzy line as to what is and isn't reasonable to consider there. My impression from reading 302s of other participant interviews is that they tend not to differ from the transcript version to the same extent, or in the same ways, as Marquis' 302. Actually, I might run through that kind of comparison in a subsequent post to see if that claim holds water.

In any case, I'm as much impressed by the overall sense of things as by any one piece of information. I think in the aggregate, these three roughly contemporaneous sources show a remarkable lack of agreement in describing Betty Ong's phone call.

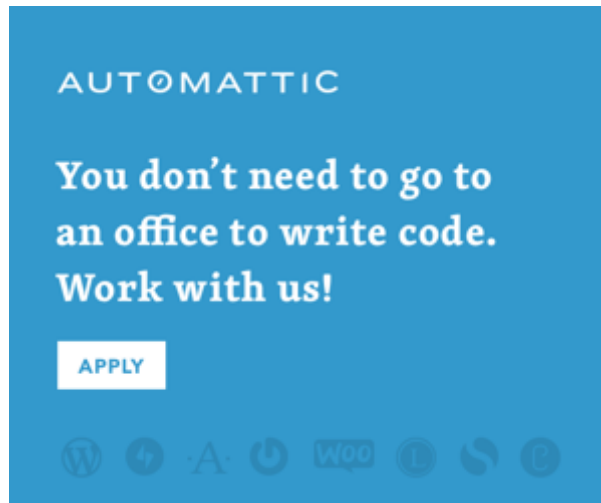
To me, the *Journal* article is the least important of the three documents because a newspaper writer's shaping of a story to create a coherent and dramatic narrative can inject confusion into any historical event. Here, specifically, the piece is most useful for showing that the writer of the 302 wasn't completely making up the bit about Marquis talking directly to Ong.

But the FBI 302, for all the potential fallibility of its author and interviewee and the possibility for misunderstanding between the two, should nonetheless be a more reliable account of what happened in a given event. When this document differs considerably from a transcript of a recording of the actual event—ostensibly an infallible record of fact—we have a problem.

I believe the evidence shows that for some reason ***Marquis initially described to the FBI a different phone call from the one that appears to have been recorded—***

whether or not it was a real call. In other words, it's not just that he drops Gonzalez, the middleman, out of the equation; it's the very substance of the call he describes that is the problem. In a subsequent post, I'll consider the implications of this conclusion. And as always, I welcome feedback.

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