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NYPD Photo. From [Above Hallowed Ground: A Photographic Record of September 11, 2001](#), Christopher Sweet, Ed., Viking Studio, 2002. “FBI - PLANE PARTS ONLY” No date. See the dumpster/collection area nearly empty during the “[first four days of the rescue mission](#).” Other shots of this dumpster/collection area include FEMA/[Kurt Sonnenfeld](#), for example. [More](#).

Airplane Debris, WTC 9/11

by Matt Nelson, author of “[9/11 Debris: An Investigation of Ground Zero](#)” (68 MB PDF)

YouTube: [CTV911](#) – Website: [www.911conspiracy.tv](#), home of the 9/11 TV and video archive ([Disclaimer](#))

“When we went outside building number four, we see plane parts all over the place. I used to work in aviation.”

- Arthur Del Bianco, from his hospital bed on [CBS Sept. 13 at 11:39 am.](#) ([mirror](#))

[Conspiracy theories](#) about [drone aircraft “doubles”](#) and/or doctored videos/[no planes](#) have suggested the plane parts found at Ground Zero were all planted... or from the wrong planes (sometimes both). Since there were so few parts found ([only a handful](#) mentioned/pictured in the [official reports](#)), and since plane-specific part identifications were avoided, these theories seemed possible to some. From the lack of evidence we got a surplus of theories. This paper tries to sum up the evidence. (See [Washington](#) and [Shanksville](#) debris, some of it.)

Most of the planes were shredded and consumed by the buildings. Most of four virtually indestructible engines were lost in the collapses. We got 2 engine cores, 1 from a United plane and 1 from an American. Blame the Fresh Kills high speed machine. (See [my book](#), “Fresh Kills.”) Debris that was ejected outside into the streets was within 102 minutes buried beneath a blanket of dust with the pH level of drain cleaner. (See “Dust.”)

For 2 planes each composed of [3,100,000 parts](#) weighing at least [176,650 lbs.](#)

(315,000 – 395,000 max take off weight [Wikipedia, “[Boeing 767](#)”]), relatively few components have been seen and photographed, in some cases saved for museums. As mentioned before [about the black boxes](#), (also see below) what plane parts *were* found have **not been positively identified by serial number** as part of the *murder weapons*. None of those four weapons was ID'd by registration number. The ballistics tests were skipped. The NTSB (National Transportation Safety Board) may have given us this courtesy had they taken the lead in the case, but the secretive FBI was not so accommodating. (However, PART numbers HAVE been identified twice by researchers and matched to the Boeing 767. See below.)

The NTSB was at Ground Zero in a limited capacity at first. From 9/11 to 9/26 only 3 investigators were on site. From Sept. 27 to Oct. 4 there was 24 hour support, 14 NTSB investigators among the FBI command post, 3 camera sites at Ground Zero, and Fresh Kills, working 12 hour shifts. October 4 – 17: 24-hour landfill support, 2 NTSB investigators per shift. Oct. 18 – Dec. 1st: One NTSB investigator per day. (“[NTSB FOIA Appeal](#) 2012-00001-A Nov 10 2011”) They sprayed yellow paint on parts.

During this time, however, they did not create **any** “documents regarding the identification of aircraft parts of the four aircraft that crashed on September 11, 2001.” (May 28, 2008 FOIA application to the NTSB by Elias Davidsson) What the hell were they doing while providing “[technical assistance](#)” to the FBI?



Red body bags utilized around GZ as receptacles for airplane fragments. ([Source](#), unknown) See one of these bags full, closeup in a [photo by James McCloskey](#) ↓



Carol Carmody (Vice-Chair of NTSB) is quoted as saying on Feb. 27, 2002, “I realized this was not likely to be an NTSB investigation.... [I]t was obvious the disasters were not accidents.” Regardless, FBI Director Mueller called and asked for some of her people to help find the black boxes and to “help identify aircraft parts.” (<https://app.ntsb.gov/news/speeches/carmody/cc020227.htm>) She left out the part where [it logically follows] he said to refrain from identifying the *planes* with airlines' records of aircraft registration numbers. It wouldn't be necessary. Or, it'd be secret. (The airlines got sued even without that confirmation, and settled out of court. Even if they could have disputed the unauthenticated plane debris, they wouldn't dare argue with the official 9/11 narrative, especially when Congress [capped the airlines' liability](#) and gave the industry \$5 billion cash and \$10 billion in loans to “help stabilize the industry” only 10 days after 9/11. [Ed Epstein, “Congress OKs \$15 billion plan to aid airlines / Bill includes loan guarantees, liability limits from hijackings,” [sfgate.com](#), 9/22/2001, and Justin Bachman, “Why Two Airlines Are Still Fighting Lawsuits,” [bloomberg.com](#), 7/19/2013])



Fresh Kills debris sorting site 9/2001-7/2002, airplane parts in a pile.
Source: [National Museum of American History, Smithsonian Institution](#)
Another pile of parts was on [CBS News here](#) at vrt 2:40. (2011). [Again..](#)

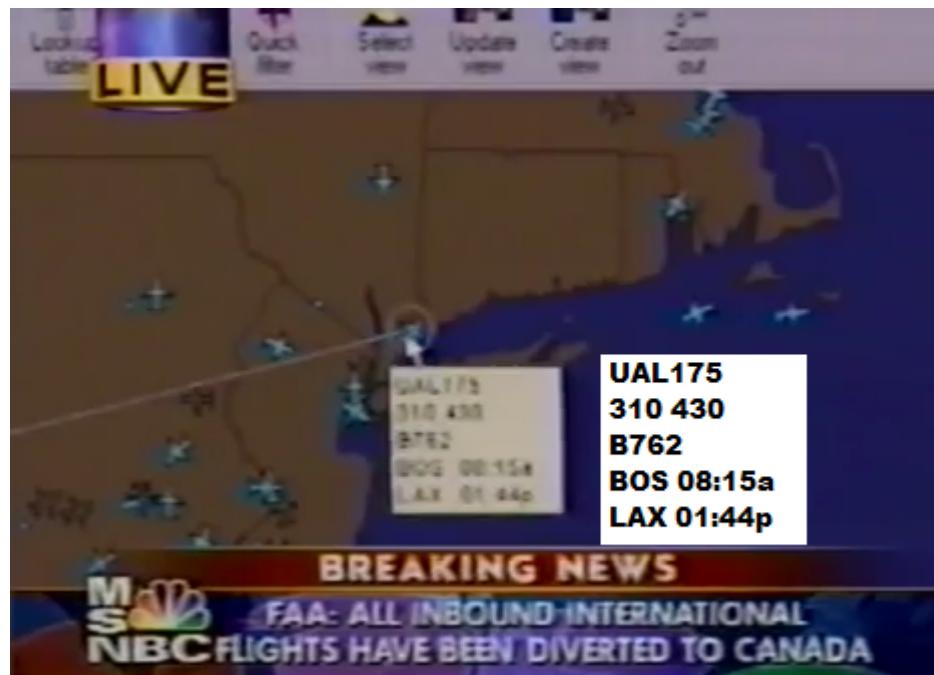
The NTSB's reply to Davidsson was that “the only records that the Safety Board possesses that are within the scope of your request are photographs taken shortly after the crashes at the [WTC] and the at the Pentagon [sic], a Video Data Impact Speed Study report, and a Debris Trajectory Study report for United Airlines flight 175.” (NTSB letter to Mr. Davidsson, June 12, 2008, from Elias Davidsson, [Hijacking America's Mind on 9/11: Counterfeiting Evidence](#), Algora Publishing, New York, 2013, p. 65 – See those [NTSB FOIA](#) materials here.) Like the FBI told Aidan Monaghan about his FOIA request: “**The identities of the airplanes hijacked in the September 11 attacks was [sic] never in question**, and, therefore, there were no records generated....” (Amend Compl. Inj. Relief #15 at 1 from “F.B.I. Counsel: No Attempt Made By F.B.I. To Formally Indentify 9/11 Plane Wreckage,” [visibility911.org](#) 3/28/2008, em. added.)

“Following a certain number of flying hours or, in the case of landing gears, a certain number of takeoff and landing cycles, [certain] critical parts are required to be changed, overhauled or inspected by specialist mechanics. When these parts are installed, their serial numbers are married to the aircraft registration numbers in the aircraft records and the plans and scheduling section will notify maintenance specialists when the parts must be replaced. If the parts are not replaced within specified time or cycle limits, the airplane will normally be grounded until the maintenance action is completed. Most of these time-change parts, whether hydraulic flight surface actuators, pumps, landing gears, engines or engine components, are virtually indestructible. **It would be impossible for an ordinary fire resulting from an airplane crash to destroy or obliterate all of those critical time-change parts or their serial numbers.**”

- Col. George Nelson, USAF (ret.), “Aircraft Parts and the Precautionary Principle,” <http://physics911.net/georgenelson/>

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There was and is no excuse. "But [radar tracked the planes](#) the whole way," some point out, "even though the transponders were [turned off](#) (AAL11)/[changed](#) (UAL175)." (hypothetical conversation) For one thing, [false data was displaying on FAA and NORAD readouts](#) for the "[war games](#)" simulations coincidentally scheduled that day. I don't know how or if primary radar could have been affected. But secondary, on the other hand....



Enter [Flight Explorer](#), a web-based program linked to real-time FAA data, which showed LIVE on TV **UAL175 still in the air** over the New York/Connecticut border after the WTC 2 collapse! ([As seen on MSNBC at 10:25](#), 9/11/2001 [[mirror](#)]) Speaking of UA175's confusing change of transponder and then course, the air traffic controller said (in paraphrased [notes of the 9/11 Commission staff](#)): "Sometimes' controllers lose targets on planes for periods of time; so Bottiglia noted there could have been a radar technical error." (9/11 Commission Memorandum for the Record, FAA New York Air Route Center interview with David Bottiglia, Geoffrey Brown and Miles Kara Team 8, Oct. 2003) Hear from the [Air Traffic Controllers](#) or study [transponder](#) and [radar data \(mapped here\)](#). Either way, why NOT identify the parts to verify they matched the suspected aircraft?



N612UA, "Flight 175" A Boeing 767. Source: [airliners.net](#), wheels Photoshopped out. The flight (not the plane) was identified by passengers' DNA – identified by the [contested flight manifests](#) listing all passengers. No theories implied.

Col. Nelson “never witnessed nor even heard of an aircraft loss, where the wreckage was accessible, that prevented investigators from finding enough hard evidence to positively identify the make, model, and specific registration number of the aircraft.” (Nelson, op cit.) Either the planes’ identities were discovered (good or bad) and kept quiet, with the processes all undocumented at both NTSB and FBI, or the ID effort was resisted and suppressed from the beginning, deemed “unnecessary” by those in charge. Why the resistance?

The best physical evidence recovered that has actually been specifically tied to the planes (I should say flights) reportedly used on 9/11 – not to be considered “debris” – is the **DNA** of the [victims reportedly aboard](#). Certain conspiracy theorists quietly claim this evidence was planted also, if they even know it exists. As of April 30, 2004 per the Office of the Chief Medical Examiner of New York City (OCME), of the [AA Flight 11](#) total 87 dead (not including 5 terrorists), 52 were ID'd, 45 of those by DNA. [UA Flight 175](#): 60 died (not including 5 terrorists), 27 ID'd, 26 by DNA. (Robert C. Shaler, [Who They Were – Inside the World Trade Center DNA Story: The Unprecedented Effort To Identify the Missing](#), Free Press, 2005, p. 302) Since 2004 a few more were identified. ([article](#) or [video](#), incomplete)

Take for example Lisa Frost from seat 22A on United Flight 175. “In the end, a bone fragment, a skin-tissue sample, part of the right hip, and part of a collarbone were found.” (Alejandra Molina, “Rancho family honors daughter lost in 9/11,” [ocregister.com](#), 8/21/2013.) That means these four pieces of Lisa were each identified by DNA. Then somebody somewhere found Lisa’s frequent flyer “United Mileage Plus” card. When Lisa’s father received it in an envelope from the Fresh Kills sorting site, he sent it straight off to be kept in the New York State Museum in Albany. (Karen Bjornland, “9/11 Always Hits Home at the New York State Museum,” [dailygazette.com](#), 9/1/2011) If somebody planted all that evidence to prove Lisa’s flight hit the WTC – that was overkill, literally.

Also aboard Flight 175 was Ruth McCourt and 4-year-old daughter Juliana. Ruth’s red pocketbook was recovered from the ruins, as the [Newseum exhibit describes](#). “Ruth’s remains were identified by dental records a year after the attack. It took three more years before little Juliana’s remains were identified using DNA.” (Eoin English, “What did it achieve?” ask Cork brothers who lost sister and niece,” [irishexaminer.com](#), 9/12/2011)

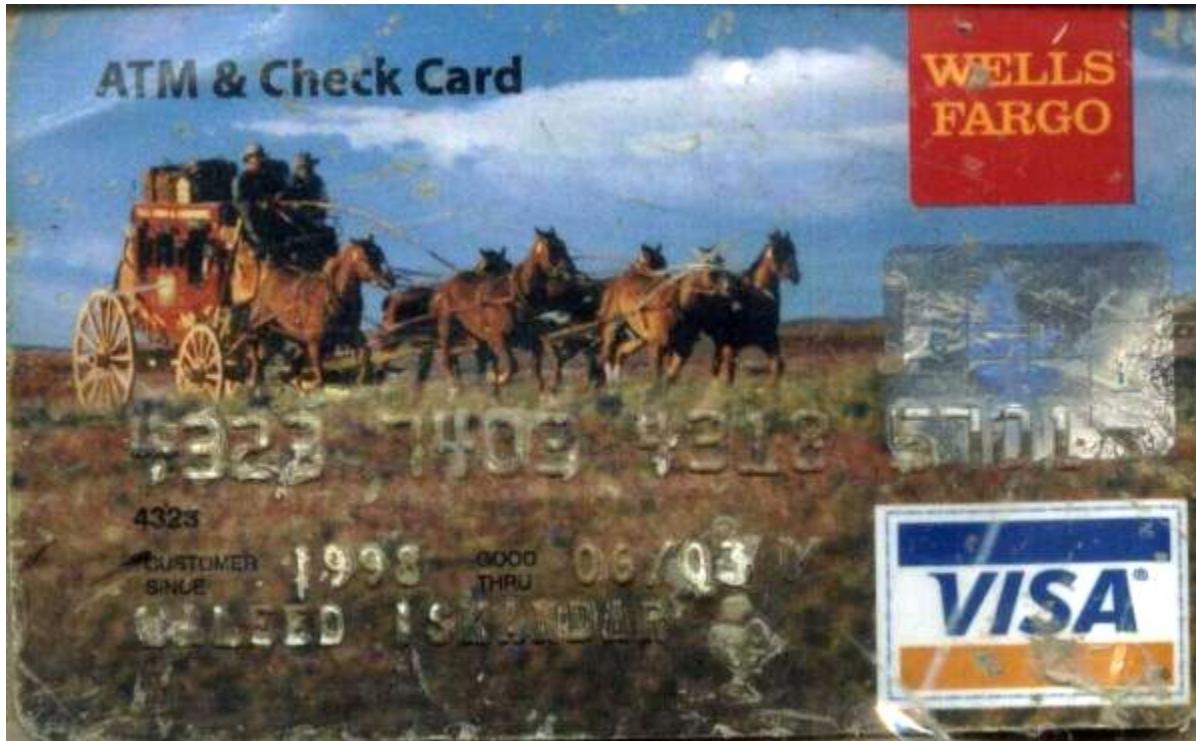
A driver’s license and credit card turned up from American Flight 11 [passenger Judy Larocque](#), Smithsonian says. “The FBI recovered these cards from the debris,” which means Fresh Kills, most likely. Larocque’s remains were found, says an [npr.org article on her daughter](#): “She could be having dinner, and get a phone call that they found another piece of her mother’s remains.” (Tovia Smith, “Daughter Channels Sept. 11 Grief Into Film, Activism,” npr.org, 9/7/2011)

Some stories have made headlines when passengers were identified, but this only happened for 20 percent of them. That’s according to the list I’ve been compiling for the last several years.



Flight 175 passenger Lisa Frost's frequent flyer card. Cropped photo shot 9/19/2012 at the “A Global Moment” exhibit at the National Corvette Museum in Bowling Green, KY ([Source](#))

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Source: iskandar.com – Waleed Iskandar was a [passenger on Flight 11](#).

“On September 11 2002, one year Anniversary of the death of our son, we were informed that the Recovery team at Ground Zero have found the ATM Bank card of Waleed and that it will be mailed to us in Northridge. When we received it, we found it in good condition.

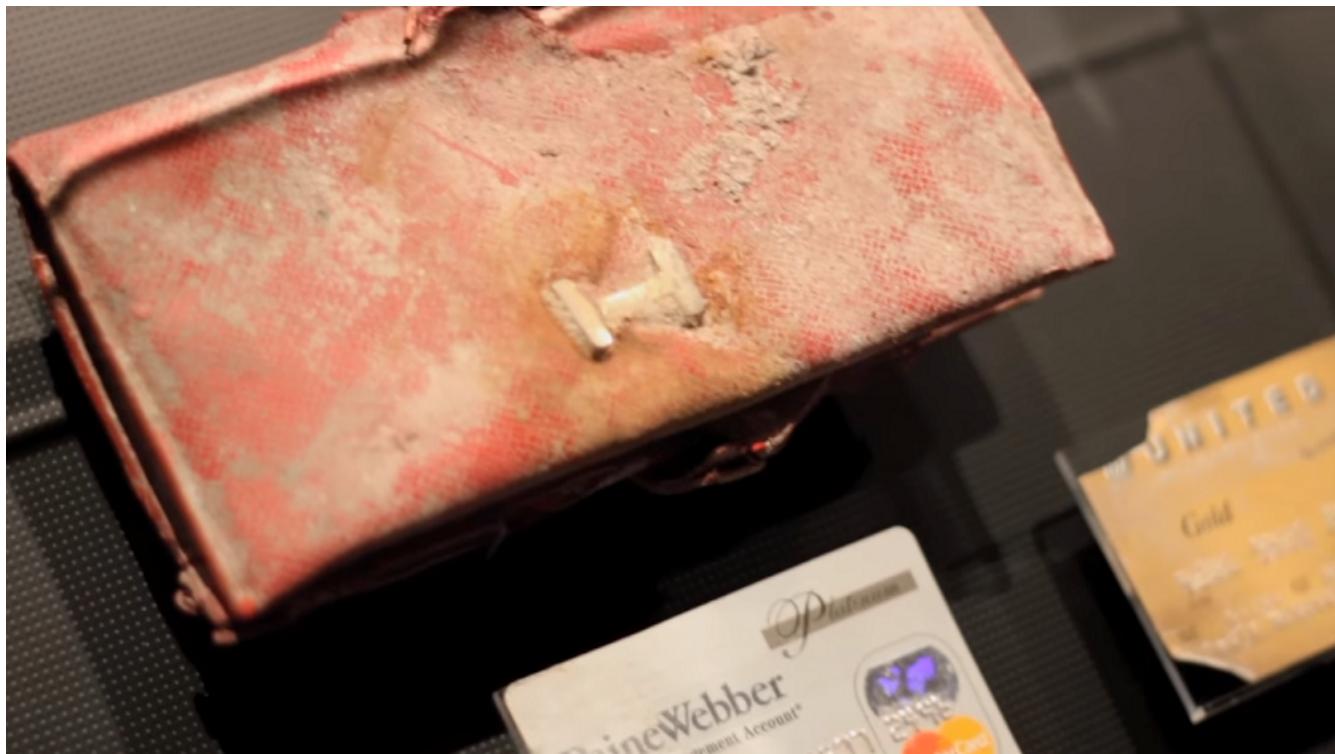
How could a plastic card survive the fire of the terrorist attack of the Black Tuesday on the USA?”

Actually, plastic cards were found in abundance. See “Relics from the Rubble” [here at 27:14](#).



Source: Smithsonian Institution – Judith was a passenger on American Airlines Flight 11.

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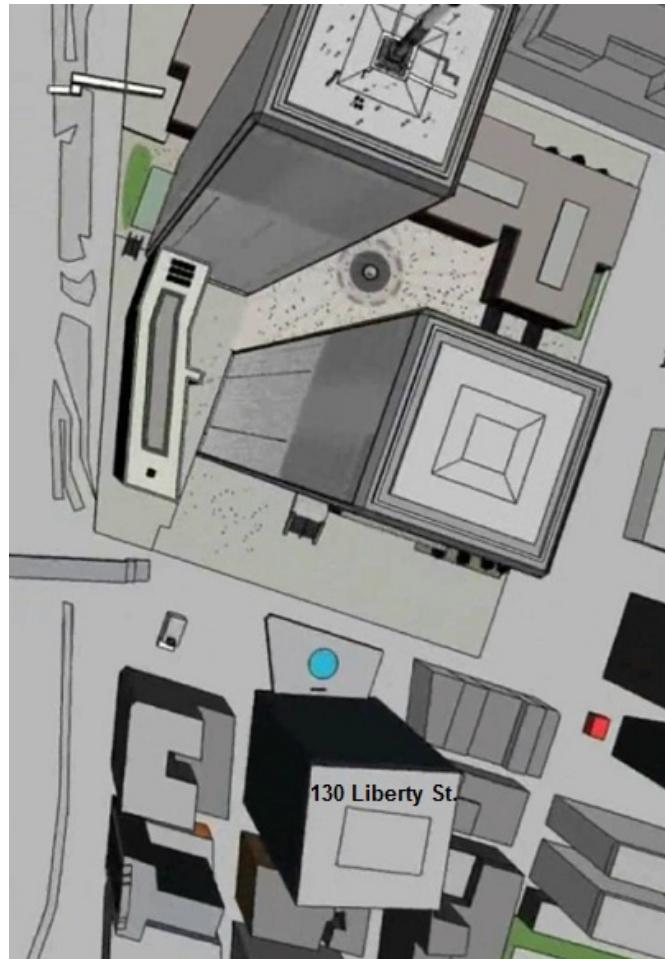
Source: Newseum exhibit “War on Terror: The FBI's New Focus,” 2011. – Ruth McCourt was a [passenger on United Airlines Flight 175](#). Shortly we'll see my list of passengers identified by DNA . Below: a closeup of the Newseum video showing Ruth's United credit card.



"The New York medical examiner's office said in a statement that it had now identified remains of Karen Ann Martin, the 40-year-old head flight attendant on American Airlines Flight 11, which slammed into the trade center's north tower. Remains of Douglas Joel Stone, 54, who was a passenger on the same flight as Martin, were also identified." ("Remains of two 9/11 victims identified," cnn.com, 11/2/2006) The list goes on. See my full [article](#) for sources. Also from AA11 was Candace Lee Williams. Her beat-up pocketbook was found with wallet intact [inside the Deutsche Bank Building](#) at 130 Liberty St. Her body was identified, be it by DNA or dental records sources don't say. (See Candace's mother's [2002 interview](#).) Other Flight 11 passengers/crew who have been identified by DNA: Paul Friedman, Peter Gay, (both not listed in my article/video. See "Airline remains identified at WTC," upi.com, March 19, 2002), Daniel Lewin: "a former Israeli soldier, had been a successful dot-com businessman. He was also most likely the first to die....[...] by a twist of fate he was one of the last we identified, an identification that we did not complete until June 3, 2004. The family was notified after that...." (Shaler, op cit., [2005] p. 312), Sara Low (& 2 rings), Laura Lee Morabito (& ring), Sonia Morales Puopolo, whose wedding ring was identified on her severed left hand, and James A. Trentini. Other United 175 passengers identified by DNA: Alona Avraham (ID in 2007) and Peter Hanson. Those are the names that have reached the media, 16 out of a total 82 or more ID'd according to OCME. (3 after 2005)

Plus, 4 of the 10 terrorists were ID'd, their names not provided by the FBI to the OCME. Again, see [my book](#), the extensive chapter "Bodies." Also, I'm sure you've heard about the famous Saudi passport. More on that soon.

Planted? Those who wish to disqualify the evidence from the planes cite a lack of chain of custody reports and imperfect security at Ground Zero: "Security was a major issue for us. [...] Rescuers spent hours and hours and hours waiting [in] line to get their IDs so they could get down into the site. When they get there, they'd see other people walk right past them with no ID at all...." (Battalion Chief John Norman, FDNY 16th Battalion, in Harvey Eisner, Ed., [WTC: In Their Own Words](#), Firehouse Magazine, 2011, p. 211) But "They" could have gotten an ID, no problem. For the chain of custody reports, we'd be talking about different methods of delivery to the FBI. Like dumpsters. In addition to the one seen above, there was another with yellow paint labeling it, as seen in "[Three Nights at Ground Zero](#)" at 19:43 and [one with green lettering](#) otherwise unseen, plus a [dump truck with red spray paint](#) on back (no further



130 Liberty St., Deutsche Bank Building, once Bankers Trust Plaza, now gone. AA11 life vests landed on the roof.
(Source: [Google sketchup by Hugh Nab](#) on YouTube)

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info and no look inside). The OCME accession documentation with ID results and any applicable GPS data would be nice to have for all 21,906 remains, right? To get that including the people's names would require lawyers and \$.

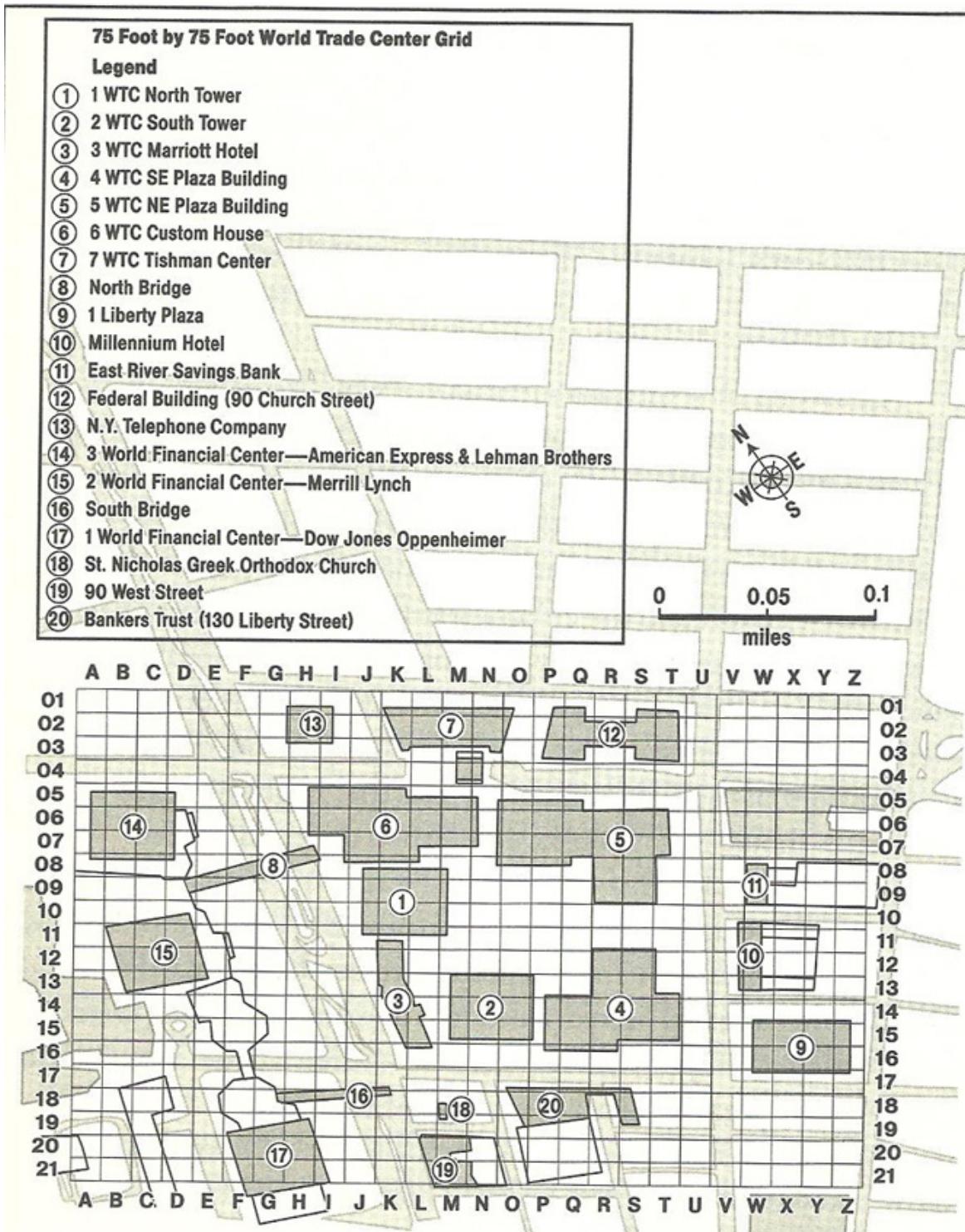
GZ_GPS_FOIA_12-073_spreadsheet.pdf - Foxit Reader

		me	Comment	View	Form	Protect	Connect	Share	Help	Extras
GZ_GPS_FOIA_12-073...		X								
HUMAN REMAINS	CIVILIAN	data, manually entered from Sector Log data. TAG #W107610								
FIREFIGHTER GEAR	HOSE	FDNY hose 2 1/2" Eng 7. Tag not originally scanned into GPS data, manually entered from Sector Log data. TAG # W107125	107610	11/2/2001	1/0/1900 N 14					
FIREFIGHTER GEAR	TOOLS	FDNY SPANNER, TAG #107145, SPANNER TAKEN TO MORGUE	107145	11/4/2001	1/0/1900 K 09					
OTHER	OTHER	CELL PHONE ,TAG #107148	107148	11/5/2001	11/5/2001 K 10					
OTHER	OTHER	JACKET ,TAG #107149	107149	11/5/2001	11/5/2001 K 10					
FIREFIGHTER GEAR	BUNKER GEAR	BUNKER GEAR MATERIAL FOUND, TAG #107160	107160	11/6/2001	11/6/2001 V 17					
OTHER	OTHER	CLOTHING (PANTS) ,TAG #107161	107161	11/6/2001	11/6/2001 O 16					
FIREFIGHTER GEAR	SCBA	3 FDNY CYLINDERS FOUND AND TRANSPORTED TO TEMPORARY MORGUE,TAG #W107599	107599	11/6/2001	11/6/2001 L 15					
HUMAN REMAINS	OTHER PERSONNEL	DELIVERED TO TEMPORARY MORGUE,TAG #W107597	107597	11/6/2001	11/6/2001 Q 15					
FIREFIGHTER GEAR	SCBA	FDNY SCOTT CYLINDER FOUND TAG #W107627	107627	11/7/2001	11/7/2001 L 15					
FIREFIGHTER GEAR	BUNKER GEAR	FDNY GLOVE TAG # W107163	107163	11/7/2001	11/7/2001 M 10					
OTHER	OTHER	PART OF BULLET PROOF VEST, TAG #107147	107147	11/7/2001	11/7/2001 J 09					
OTHER	POLICE DEPT	ESU CYLINDER TAG # W107339	107339	11/8/2001	11/8/2001 W 20					
FIREFIGHTER GEAR	SCBA	TAGGED HARNESS, TAG #W107340	107340	11/8/2001	11/8/2001 O 14					
HUMAN REMAINS	POLICE DEPT	ESU OFFICER , TAG #W107341	107341	11/8/2001	11/8/2001 O 21					
		CIVILIAN HAIR AND SCALP ATTACHED TO PLANE PARTS ON ROOF OF 130 CEDAR ST.EAST. BODY PART FOUND ON								
HUMAN REMAINS	CIVILIAN	ROOF OF 130 CEDAR ST.TAG #107338	107338	11/7/2001	11/7/2001 M 19					
HUMAN REMAINS	CIVILIAN	CIVILIAN CREDIT CARD AND SHOE TAG # W107165	107165	11/7/2001	11/7/2001 L 11					

HUMAN REMAINS	CIVILIAN	HUMAN REMAINS Jaw bone, leg bone, and skull bone. TAG # W107166	107166	11/7/2001	11/7/2001 M 12
HUMAN REMAINS	CIVILIAN	HUMAN REMAINS Bone TAG #W107640	107640	11/7/2001	11/7/2001 N 13
HUMAN REMAINS	CIVILIAN	HUMAN FOOT TAG #W107600	107600	11/8/2001	1/0/1900 I 20
HUMAN REMAINS	CIVILIAN	TORSO,ARM WITH WEDDING BAND OR RING,TAG #W107601	107601	11/8/2001	1/0/1900 I 13

FOIA obtained (missing source link) spreadsheet ([see PDF](#), 101 pages) of all available GPS data gathered by those with the equipment at and around Ground Zero. Firefighter Nick Giordano of Rescue 3 Special Operations Command said "GPS started going really hot about 2 weeks into the operation, and then after that, everything was GPS." (Eisner, op cit., p. 200) Also Firefighter Declan Grant, Ladder 48 attests that they put a piece of 2-inch long bone "in a red bag and they would GPS where they found it and EMS would come and take it away." (Ibid., p. 233)

Berithia "Berry" Berenson-Perkins, seat 19A: no DNA mentioned specifically: only the ring. "The elegant, distinctive ring stood out in a photo in Tuesday's Post of precious personal items recovered at Ground Zero. And two of Berenson's closest friends – actress Donna Dixon and photo-studio and gallery owner Nuni Boylan – recognized it as soon as they saw it." (Larry Celona, "Ring of Love: Amazed Pals Hail Miracle Relic Found Amid WTC Rubble," New York Post, 1/17/2002) <http://nypost.com/2002/01/17/ring-of...id-wtc-rubble/>



The grid used for noting location of found items and victims. See the last column on the GPS data. From Robert Shaler, [Who They Were - Inside the World Trade Center DNA Story: The Unprecedented Effort To Identify the Missing](#), Free Press, 2005. See [FDNY grid PDF version](#).

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See another version and more by Katuba Arumba [on Facebook](#).

Getting back to the subject of chain of evidence: One commendable documentation situation came from the PAPD (Port Authority Police Dept.) about two minutes after the first plane struck, when WTC Director of Department of Operations and Maintenance Alan Reiss found in the street outside WTC 5 "the nose gear of an airplane, missing the rubber tire, but with its wheel still connected to the hydraulic elbow that retracts into the bottom of the plane. [...] He and [detective Richie] Paugh lugged the part into the police office. **'It's evidence, put a sticker on it,'** Reiss said." (Jim Dwyer and Kevin Flynn, 102 Minutes: The Untold Story of the Fight to Survive Inside the Twin Towers, Times Books, New York, 2005, p. 20, emphasis added) I wonder if that's one of the pieces sitting in the New York State Museum storage. Was it serialized "time-change" equipment? (Are any serial numbered parts in museums? And if so, would the necessary resources still be available to make an ID?)

While not specifically linking the two planes/flights N334AA/ AA11 and N612UA/ UA175 to 9/11, other physical evidence found on the streets around Ground Zero can be shown to have originated on aircraft coming from Logan Airport in Boston, like both 9/11 NYC flights.

Two pieces of mail (among thousands of pounds' worth) were on the usual route for the U.S. Postal Service – mail sent to southern California from the northeastern U.S. shipped by airplane from Boston. On Sept. 10, Jane Gaillard of Cape Neddick, Maine mailed a wedding rehearsal dinner invitation to her niece in Los Angeles. "Two other invitations she mailed to Los Angeles that day never arrived. The niece received hers a couple of weeks later, sent by a man from London who enclosed a note saying he had found it in the streets of New York."



Mail recovered on the streets of lower Manhattan during the 9/11 attacks that is to be displayed in the 9/11 Memorial Museum. (Staff photo) <https://www.911memorial.org/blog/mail-finally-delivered-remarkable-911-journey>

(Pam Belluck, "[One Letter's Odyssey Helps Mend a Wound](#)," *New York Times*, 12/20/2001) Also [911memorial.org](#) has a photo and story. Out of that thousands of pounds of mail, one other piece survived somehow. Also on Sept. 10, Donna Snyder mailed a letter from Rochester, NH. It was sent to Irvine, California carrying a check for payment of \$170. Then on Oct. 12 it was in her mailbox, inside another envelope with a note saying it "was found floating around the street in downtown New York!" Security guard Larry Toto Sr. found it 2 days after the attacks "on Cedar Street about a block and a half from the trade center site." (*Ibid.*) Are there any records of either flight carrying mail that day? That is, besides these two letters? Are there more stories like these that didn't make news headlines?

Before we get into the airplane debris, you should look at the images of the planes before the impacts. There are more than 50 [photos](#) and at least 64 [videos of the 2nd plane](#). For [the first plane](#) there is one famous video and two lesser known glimpses. An audio tape was made from One Liberty Plaza: [Ginny Carr heard 2 explosions](#).

Speed estimates are all over the place. Flight 11 was traveling about 470 mph and United 175 about 590, according to [FEMA 403 Ch. 2](#), p. 31) The NIST said impact speed for AA11 was 443 ± 30 and UA175 was 542 ± 24 (NCSTAR 1-2B, p. Ixii). See also "[The last 1.2 seconds of Flight AA11](#)" by Achimspok for one researcher's input, using the Staehle photo and Naudet audio to be more precise: 496 mph.

"Two studies have analyzed the speed of the planes, one by the Federal Aviation Administration in consultation with the National Transportation Safety Board and the other by Eduardo Kausel, a professor of civil and environmental engineering at Massachusetts Institute of Technology.

"Both found that United Airlines Flight 175, which hit the south tower at 9:02 a.m., was traveling significantly faster than American Airlines Flight 11, which hit the north tower at approximately 8:46 a.m.

"The government's calculations put the speed of the first plane at 494 mph, and the second at 586 mph. The MIT analysis determined the first plane was traveling 429 mph, and the second 537 mph, The Times said." - Brian Dakss, "Speed Likely Factor in WTC Collapse," [cbsnews.com](#), 2/25/2002

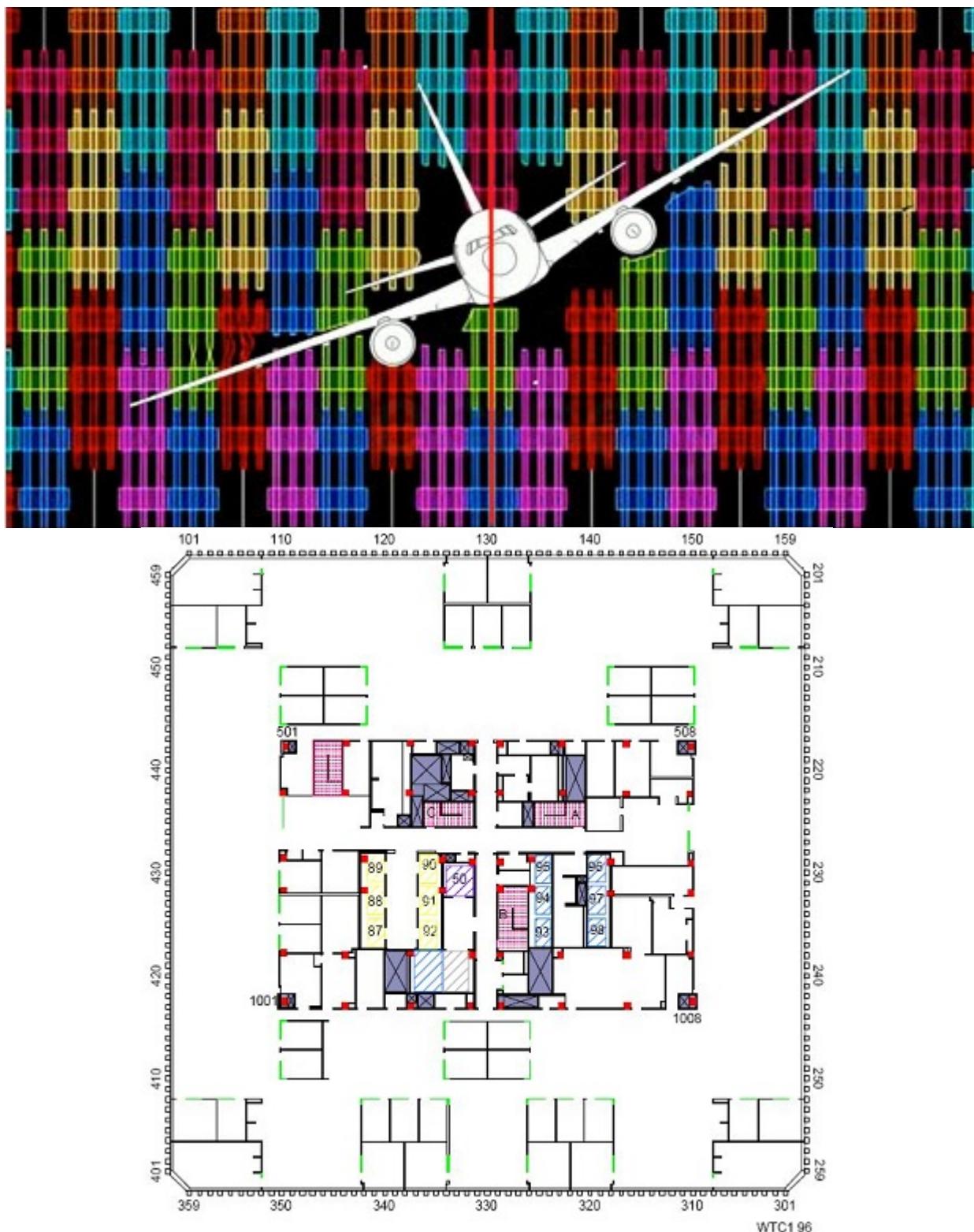
So don't expect to see the [tail of the plane sticking out](#) of the gash in the tower ([see #1](#) and [#2](#)), or [anything identifiable](#) for that matter. Who knows what we should expect to see, but computer modeling has [tried to simulate](#) the crashes. Thanks Purdue University for their interesting [animation work](#). ("Purdue creates scientifically based animation of 9/11 attack," [purdue.edu](#), 6/12/2007) [Z-Axis Litigation](#), commissioned by Silverstein Properties to support its insurance lawsuit in 2004, used an estimated 500 mph for AA11 in their animation. [For UAL175](#), 550. In that last one I noticed their 11° lateral angle. Fail. (See "[NIST, ARA Error Speaks Volumes](#)," by myself.) The point of this paragraph is that the planes were shredded and mostly contained by the exterior



Aircraft fragment. Photo by John Labriola, on the street below the towers before either collapse. [Source](#): Smithsonian Institution website

steel columns, inside with the fire.

In the case of the second tower to be hit, WTC 2, the plane's starboard engine happened to crash through an uninterrupted power supply (UPS) battery room on floor 81... highly flammable. The first plane hit WTC 1 almost dead center, precisely. This enabled debris and body parts to fly down the center hall. We find seat cushions, life vests, fuselage, etc.



Source: NIST – North is up, where the plane hit.

Our airplane part inventory: Touch and hold a platter-sized piece of one of the planes at the [Ground Zero Museum](#), apparently, [as did these children](#). No criticism implied; hands on learning is good. [Collected at Fresh Kills](#) on Staten Island were “probably a hundred pieces of fuselage, some of the windows in [them] still....” (Mark Schaming, Director of Exhibitions at the New York State Museum (NYSM) narrating “Collateral Damages” in the section “Fresh Kills” – Etienne Sauret/Turn of the Century Pictures, 2003). Two pieces are presently on display at the [9/11 Memorial Museum](#) (the bigger of which is [seen here](#) also), but there's no telling where they were found... like the parts listed on the [Smithsonian's website](#):



On the subject of aircraft parts' locations of recovery, see the [FDNY Phoenix Unit's map](#) of GPS data, including a whopping 5 pieces of aircraft. (Source: David Cole/ NYCLAW FOIL 2011) That doesn't include the location log and [GPS data from FOIA 12-073](#), which lists one "SHIRT WITH AMERICAN AIRLINES TAG # W 107551" [sic] from grid L13 [[see map](#)] and one "FLIGHT MANUAL - PD CONFISCATED, TAG #W03672" from grid L10. [Aside: Who misspells AMERICAN?] Also found: "CIVILIAN HAIR AND SCALP ATTACHED TO PLANE PARTS ON ROOF OF 130 CEDAR ST.EAST. BODY PART FOUND ON ROOF OF 130 CEDAR ST.TAG #107338." Two descriptions in the spreadsheet say only "aircraft parts" and one says "possible aircraft part" in I11. Another, possibly [this one seen in a museum](#): "Airplane (electrical) parts found. Log records grid as J14. Tag # 3973." Another: "Airplane part, hydraulic piston Tag #W107820" in F13. I wonder where the [American Airlines slipper](#) was found. ([Source](#), #5 and [mirror](#))

Second-hand reports involving plane-related body parts [here at historycommons.org](#): [severed hands still bound](#) (no images), a row of seats with passengers buckled in (?!), an airline's metal wings pin still on a flight attendant's lapel (allegedly found by our friend Mike Bellone – see the black boxes section at the end, since they weren't found).

Returning to the scraps of fuselage: [Another](#) from NYSM. See another museum piece of AA11 skin, [back \[mirror\]](#) and [front \[mirror\]](#), the latter of which has a sign saying “[illegible] by Port Authority Police Department.” Sorry, no identifying colors on this piece. Conditions at Ground Zero weren't favorable. It's odd that the more identifiable piece seen here was not selected. Moving on, there's a [piece of one of the planes](#) at the FDNY Fire Museum.

Notice some of these parts have a yellow-green color, mostly seen on the inside-facing surfaces but also beneath exterior paint. “Airplanes then get a very complete interior primer coating of paint called zinc chromate or zinc oxide. These primers are generally light green to dark green in color.” ([Eric B.](#), Aviation Curator, Intrepid Sea, Air, & Space Museum) For whatever reason, NTSB investigators chose a yellow spray paint to mark the parts for saving.

See one such [fuselage scrap](#) at the Smithsonian site. Other [parts at the Smithsonian](#) Institution American History Museum (online) include a [scrap from one of the plane's fuel tanks](#) in the wing ([Source](#)), a seat belt said to be from AA11, a wing strut (also seen above in the Fresh Kills pile), and another two bits of fuselage. “Source: Transfer from the [FBI].” ... who most likely pulled everything straight from the Fresh Kills recovery site.

Many of these parts were [photographed at Fresh Kills](#) by [Mark Schaming](#), Director of Exhibitions at the NY State Museum, possibly some shots taken by filmmaker Etienne Sauret. (“[Collateral Damages](#)”) Despite photo restrictions, another camera recorded the pile at Fresh Kills, as seen on [CBS News here](#) at vrt 2:40 (FEMA). A specialist from American Airlines, [Jim Haase](#), was on site at the sorting facility to assist in identification of possible airliner debris. To clarify, he was there to discern what was airplane and what was building debris.



Fuselage of the first plane that went all the way through the building. Photo by Todd Maisel, from [WTC: In Their Own Words](#), Harvey Eisner, Ed., op cit., p. 82. Seen also in a [video by New York Daily News](#) on YouTube. There are 3 more angles of this as far as I know. [1.](#) and [2.](#) (likely Todd Maisel/NY Daily News) and [unknown](#).



N334AA, “Flight 11” (a Boeing 767) on 4/8/2001, Source: [Wikipedia](#). Paint is limited to lettering and stripes. See [another](#).



Both images on this page are still frames from "Collateral Damages" by Etienne Sauret/ Turn of the Century Pictures, the section "[Fresh Kills](#)"

"They found a number of airplane parts at Fresh Kills. You could tell the fuselage pieces - they had this bright lime green color. There was a guy there from American Airlines who built airplanes. And what he did day in day out is they would bring suspected pieces of metal to him and decide if this was part of a plane. They found a very large wing section, probably a hundred pieces of fuselage, some with windows in it still, and two of the engines, and some of the plane tires as well."

"They weren't investigating this like a usual plane crash, where they try to figure out why the planes crashed. They knew why these planes crashed. It wasn't a safety issue. But they were very interested in keeping all the plane parts that they could find."

- Mark Schaming, Director of Exhibitions, The New York State Museum narrating in the 2003 documentary "Collateral Damages"



Top: FEMA video from Fresh Kills, [aired by CBS in 2011](#). I see American Airlines fuselage, perhaps a seat cushion below the tire. Below we see Flight 175 fuselage (NYSM) and engine (FBI/Newseum). Landing gear...Source: "Collateral Damages," Sauret 2003 (filmed in 2002), the documentary's "[Fresh Kills](#)" part.



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AA11 fuselage pieces at Fresh Kills, from rare video by FEMA, whose tapes have never been released in full, despite the 3+ TB released in the many [NIST FOIA discs](#). [Google Kurt Sonnenfeld](#). These short clips were [aired by CBS in 2011](#) before the 10-year anniversary.



Looks like an AA11 seat cushion at left, looking up Greenwich St. toward Liberty and WTC 4. NYPD Photo, cropped. Source: NIST FOIA 09-42 911datasets.org [release 8](#), Roll 4 #23. Another seat cushion in the street can be found in [this photo](#).



NYPD Photo, cropped. Source: NIST FOIA 09-42 [911datasets.org Release 8](http://911datasets.org/Release_8), Roll 3 #30 – Near the center of the frame we see more AA11 fuselage in blue. Washington St. at Liberty St., south of the towers. Again we see the AA11 debris landing eastward, blown by the [10 MPH wind](#). Remember passenger Candace Williams's pocketbook curving into 130 Liberty St.

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See [full video investigation](#) including passengers who were identified by DNA. RIP



AA11 seat cushion and burned life vest on top of 130 Liberty St. Source: NIST FOIA 09-42 911datasets.org release 37 WTCI-63-FEMA\CD1\Bankers Trust Roof (available in 2013, but seen before with less resolution) [See another](#) nearby.

On the street below the towers police photographed an [AA11 fuselage window frame \(blue\) \(continued\)](#) and an [unknown scrap](#) (yellow-green) among blood. [NYPD photos from 911datasets.org NIST FOIA release 8] Here's [one piece in police hands](#) at Ground Zero, showing the gray of United. See one [colorful UA175 fuselage section](#) (from beside a door it seems, since windows have no red stripe), [another scrap](#), and a brown [wing section](#) pictured at the [New York State Museum](#) website, with some other airplane debris, including [2 seat belts](#), one with armrest attached. These are different than the [seat belt at the Smithsonian](#) "from a crew member's jump seat on [AA11]" and different than [this one in the dirt](#) at Ground Zero (assumed).

One [landing gear part](#) at the NYSM site comes from "the main gear truck. It includes the brake, a wheel, and a portion of a tire." (possibly the Reiss/PAPD find before 9:00 a.m., but no "sticker") [More [images on flickr \(2\) \(3\)](#).] That NYSM caption for the landing gear image goes on to say 2 pieces of landing gear were found after the attacks, but it was more than that, if we include the NYSM example possibly from Reiss and the PAPD, as well as: 2. the one that fell through the roof at 45 Park Place/Burlington Coat Factory [mentioned by FEMA/ASCE](#) (map [source PDF](#), FEMA Ch. 1, p. 6) and [photographed by Kukiko Mitani \(and anonymous, and at the NYSM\)](#), 3. the one with the big tire at West and Rector St., from AA11 (official [source PDF](#), FEMA Ch. 2, p. 19 but also found in [video by Etienne Sauret](#), and pics by [Charles Marsh, etc.](#), 4. the one found on top of the Federal Building/ U.S. Post Office. [Louis J. Briendel](#) (hear story) shot some [photos of it and some other parts](#). "...I noticed what looked like an airplane part. I picked it up and **it had a serial number on it** and something in writing "hydraulic piston." (Louis Briendel, "[Airplane Parts from 9/11](#)," 911blogger.com 12/12/2005, em. added) Briendel captured an [engine turbine ring](#) (and [engine misc.](#)) also. 5. What could be *another* example of landing gear (strut and wheel hub separate) sits in the Newseum in Washington D.C. in the exhibit "[War on Terror: The FBI's New Focus](#)." (2011. The name has since changed).

Broken from its axle stood a [wheel, embedded](#) in the window of a 3-story WTC 1 exterior column section dislodged and blown down onto the pavement. [NCSTAR 1-2, p. 274 [[mirror](#), high res] See [another angle](#) with the large AA11 fuselage piece in the background.



Aircraft component in the dumpster in the first few days. [Source](#): Photo by James McCloskey



[Photo inset by Louis Briendel](#) compared to a [767 landing gear](#)

Wheel from the first plane, witnessed falling to the street by [George Shay on NY1](#) (0:58). Photo by Charles Marsh.

[Another angle here.](#) (Or [see Appendix](#).)

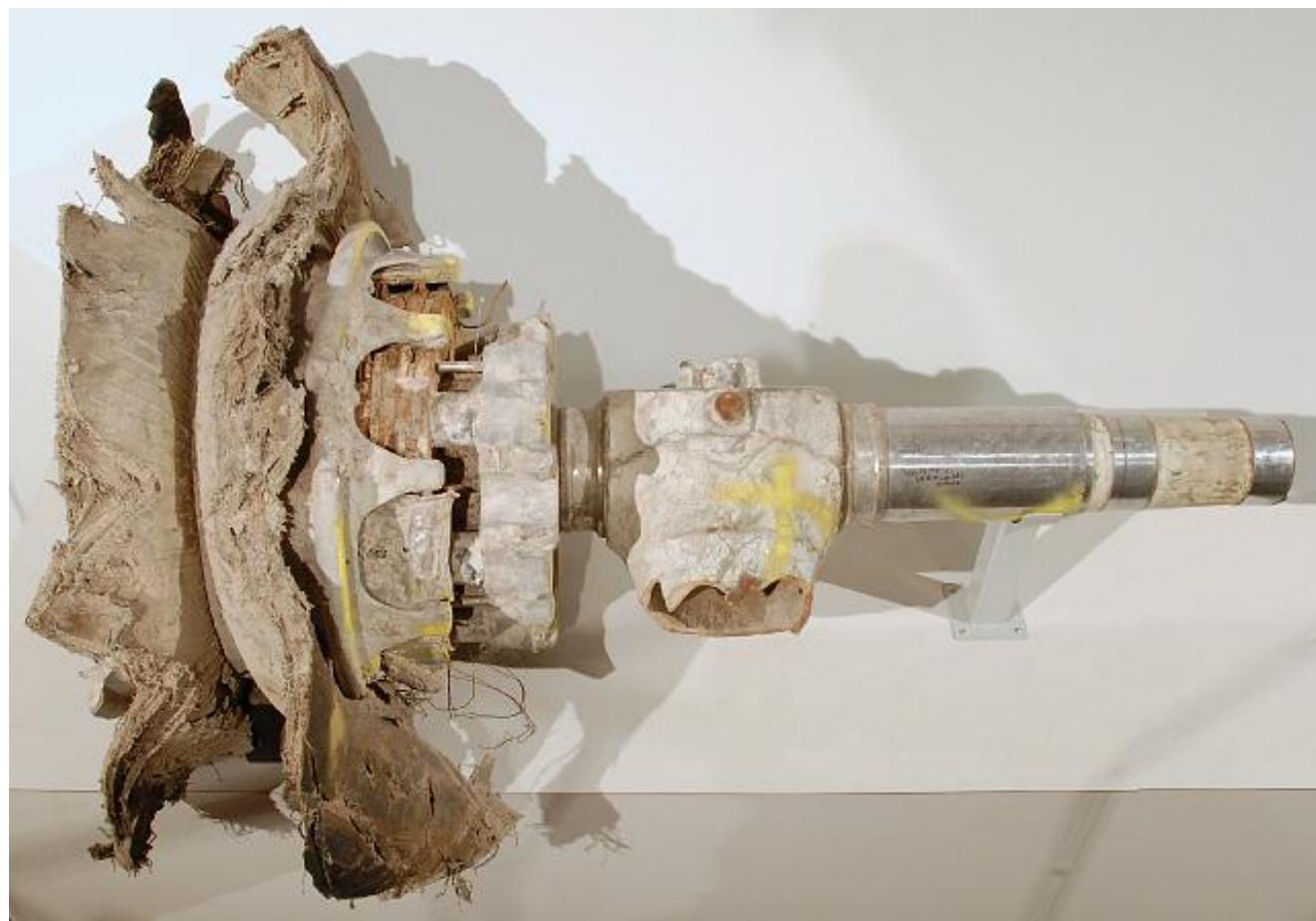


An exterior column section from WTC 1 with an embedded airplane wheel, beside [St. Nicholas Church](#) on Cedar St. at West St. WTC 2 is in view. [NYPD photo](#), cropped (from 911datasets.org NIST FOIA 09-42 release 8, Roll 3 #12)

Find a massive collection of details and speculation surrounding this evidence at [cryptome.org](#). The ultimate conspiracy theory about this wall panel is described in a video by Steve De'ak aka Yankee451: "[St. Nicholas and the Amazing Flying Wall Panel](#)," which asserts the wheel *and* the steel were planted! In response to that, I made the [1st plane hit collection and North Tower south side views](#) video, looking toward the smoking hole where the above pictured fuselage must have exited (also features plane debris). Another point: look at the [smoke/dust trail](#) from the back of WTC 1, blowing northeastward (roughly 15 seconds after impact). [View from southeast](#). That could have only come from the south side, where an object with a lot of surface area fell with dust and debris from the area of the impact floors. Behind that shot *flaming* objects that [lit at least one vehicle](#) on fire. Missiles they say.



"[Journalists and 9/11: Reporting on Trauma](#)" 2015 video



Above: Source: [New York State Museum \(and Don at flickr\)](#) – Both images show the same piece of landing gear.

Landing Gear: This piece of a Boeing 767 is part of the main gear truck. It includes the brake, a wheel, and a portion of a tire. Two pieces of landing gear were recovered from the streets of New York shortly after the attack. One was located on the corner of Rector and West Street, the other was recovered on Park Place.” [Does that mean 2 including this one? I count 5.]

Below: [Source](#): Photo by Reuters/Shannon Stapleton (The source has many amazing photos.) A wheel of Flight 11 and what appears to be a piece of fuselage sticking out of it, on Rector St. south of the towers. Witnessed falling to the street by [George Shay on NY1](#) (0:58).



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On the Post Office/ Federal Building roof north of the towers, construction worker [Louis Briendel](#) found these parts of United Flight 175 that passed through the tower, above from an engine ([likely the 12th stage HP compressor component](#)), below from a landing gear.





Unknown Airline Piece, possibly part of landing gear.

Airplane parts were marked with yellow/green spray paint so that FBI investigators could tell them apart from other debris.

Image 6 of 9

This comes from the New York State Museum (NYSM). Source version lost, but an [archived version](#) with the 8 other images – including many more plane parts – still has the title, “Unknown Airline Piece, possibly part of landing gear.” Sorry guys, it’s part of an engine.

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Landing gear at the NY State Museum. This is the part mentioned in the [FEMA report](#) (in their map, seen below).



Same. [Source](#): *New York Times*, photo by Kukiko Mitani. Broke through the roof and 2 floors at 45 Park Place.



CLOCKWISE FROM TOP: The collection point for fragments of the airplanes that crashed into the towers.

An actuator from one of the planes.

A seatbelt at the corner of Church and Vesey streets.

A piece of the fuselage.

Part of an engine turbine.



A crew member's American Airlines [life vest](#) and [jump seat](#) (enlarge) south of the towers. Source: [Lance Boyle](#) (beware Photobucket ads) "Passengers' life jackets are normally in yellow color and a different color for the crew." ([Cabin Safety Compendium](#), A Companion to the Operator's Flight Safety Handbook, Cabin Safety Team, GAIN Program, Dec. 2001, p. 2-11)



Passenger's American Airlines life vest, Bankers Trust roof at 130 Liberty St. [Source](#): 911datasets.org

The roof of the Banker's Trust building ([Deutsche Bank](#), 130 Liberty St.) caught American Airlines [life vests](#) (one of 2 [was burned](#)) and what's believed to be an airplane [seat cushion](#). ([Source](#): 911datasets.org release 37, 42A0525 – G38D4, WTCI-63-FEMA, CD1) [One other seat cushion](#) (assumed) in the street was captured on film 2 blocks south of WTC 2 by NYPD (see [another](#)).

One [unverified discovery](#) on a non-specified rooftop claims to be an "aircraft component," so a Google search might pull up [this image](#) of a metal pipe. Also [seen on flickr here](#). Categorize it as "unidentified." Some [bits photographed by the NYPD](#) ([Above Hallowed Ground](#), Ibid., p. 68)

include another fuselage scrap, an "actuator," some of an engine turbine, and an airplane seat belt. Also included is another "[fragment](#)."



"fragment of one of the airplanes." Source: Above Hallowed Ground: A Photographic Record of September 11, 2001 (by photographers of the NYPD), Christopher Sweet, Ed., Viking Studio, NY, 2002.



Top: Added here in 2020 thanks to another [find](#) by YouTuber 911AnalysisVideo, we can see this fragment of Flight 11. Kim Reinle posted her Ground Zero photos [on Facebook](#). Thanks, Kim.

Bottom: Another 2020 addition thanks to the same researcher, on YouTube [here](#). Source is John P. Melfa on the 9/11 Memorial [website](#). More Flight 11 fuselage, this was photographed at Fresh Kills.





Frank Van Brunt stands behind his discovery on April 24, 2013. Police tried to move it with a rope and left it hanging there for a [widely publicized photo](#), which led to some controversy. [Source: New York Daily News](#)

aircraft that crashed into the World Trade Center more than a decade ago.” ([Daily Mail Reporter](#), op cit.) That’s inaccurate and misleading, but after 4 sentences and a bunch of pictures the article says it isn’t possible to determine which plane. It was the *type* of plane used on 9/11.

Another article shows a [number stamped](#) into the metal. “That number – BOEING CSTG 65B84045 – is a “casting number” not unique to the part or to the plane, said Alan Lery of Turbo Resources International, an Arizona aircraft-parts seller.” (Bill Sanderson, “Serial #” is no tell-tale evidence,” [New York Post](#), 4/28/2013) That’s like a part number that gets stamped on numerous components of the mechanism. When consulting the *767 Illustrated Parts Catalog*, we get specifics (no illustration, sorry [[try this](#)]):

```

"65B84045-1 .CLAMP
ACTUATOR INSTL-TE FLAP DRIVE POSITION NO.4 AND NO.5 27 - 51 - 05 001 50 3
65B84045-1 .CLAMP
ACTUATOR INSTL-POSITION NO.3 AND 6 TE FLAP DRIVE 27 - 51 - 11 001 30 3
65B84045-1 .CLAMP
ACTUATOR INSTL-POSITION NO.2 AND 7 TE FLAP DRIVE 27 - 51 - 22 001 45 3
65B84045-1 .CLAMP
ACTUATOR INSTL-POSITION NO. 1 AND 8 TE FLAP DRIVE 27 - 51 - 22 002 35 3"
-Aircraft aficionado CALTECH on the forum at airliners.net

```

On April 24th, 2013 there was property surveying being done about 4 blocks north of the 9/11 impact on WTC 2, which led to the discovery of a 4 foot by 17 inch by 5 foot (LxWxH) “[trailing edge flap support structure](#)” from the wing of a 767. ([See a diagram](#) detail.) It was not a [landing gear as was widely reported](#) by CNN and others {and corrected}] (NYPD Deputy Commissioner Paul Browne on radio with WCBS-AM 880 and “New search for 9/11 remains begins where piece of hijacked plane was found,” [Daily Mail Reporter/AP](#), 4/30/13)

For 12 years this massive plane chunk lay in an unused 18 inch-wide space separating buildings at 51 Park Place (think Ground Zero mosque) and 50 Murray St. It had been ejected from a window space between columns 22 inches wide*... a possible feat considering the mechanism’s vertical [configuration on the plane](#). (*It could not have gone with the engine out the corner – details soon.) [Get another angle, and another profile \[3.\]](#) when the thing was removed, courtesy *NY Daily News*.

As far as naming it incorrectly at first, remember landing gear from the 2nd plane hit 45 Park Place on 9/11. Right next door.

“Boeing confirmed on Sunday that the rusted five-foot plane piece is in fact a part of one of the

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Source: *New York Daily News*, April 29, 2013. Found 12 years later in an 18-inch wide alley "jammed between the rear of 51 Park Place and the rear of the building behind it, 50 Murray Street." A "trailing edge flap actuation support structure from a Boeing 767." The controversial rope around the airplane part made some say it was part of a conspiracy, of course. NYPD said it was trying to move it to read the serial number, but that number turned out to be a PART number aka "casting number" ... from a 767. [See the side](#). Below: "BOEING CSTG 65B84045 — is a "casting number" not unique to the part or to the plane, said Alan Lery of Turbo Resources International, an Arizona aircraft-parts seller." - [New York Post](#), 4/28/2013





A small part from one of the planes rests atop a vehicle under guard by police, after the collapses, some 1,100 feet from the south wall of WTC 2. [Source](#): CNN – Later identified by independent researchers as part of a Boeing 767.*

The only other plane part with a complete, legible number was discovered by the research community on archived television, specifically [CNN 9/12 at 1:09 a.m. \(mirror\)](#). The day of the attacks a small [numbered bracket](#) was found. Using the Boeing 767 parts catalog, it was [identified independently](#) years later as coming from a Boeing 767. Note that the [diagram with photo](#) supplementing that original ID at JREF was drawn incorrectly, so I've [corrected it in this image](#). (*[See Appendix](#).) On the plane – which one is a guess – the little bracket was [located here](#) near the front, serving as part of the “LE slat control system.”

Exactly where the part was found is unknown. Due to the [long distance](#) from WTC 2 (the closer, more logical source) to where it was videotaped at rest, it's possible somebody found it, carried it for a while, and left it. [Ideas on the matter](#) point toward the origination during the 2nd plane hit. Yet we saw several parts from the first plane after traveling through WTC 1. Boeing part CSTG 256T1115-2 (same as -1 in the 767 parts catalog) was likely picked up off the street somewhere, before the collapses and subsequent dust blanket, then set down on the vehicle and pointed out to authorities.

Among other items handed to authorities, there was the Saudi Arabia [passport](#) of Flight 11 [hijacker](#) Satam al Suqami. (“[Terrorist Hunt](#),” ABC News, Sept. 12, 2001 [cached].) See [photo/scan of the passport](#) cover here from the government. [Look inside](#) and hear all about Suqami’s history and how “[a]irline check-in personnel remembered that Suqami, the only hijacker who did not have a state-issued identification, used his Saudi passport as check-in identification for American Airlines Flight 11.” (Janice Kephart, “The Complete Immigration Story of 9/11 Hijacker Satam al Suqami,” Center for Immigration Studies [[cis.org](#)], Sept. 2010)



Not necessarily the hijacker's passport. Photo by Chris Sorensen on 9/11, cropped. [Source: NIST](#) [[mirror](#)]



Incidentally, the [prosecution's exhibits](#) for the Moussaoui trial list [Satam's passport](#), but link to a photo of his visa... part of the passport. The terrorists' visas (15 of 19 from Saudi

Arabia) raise eyebrows for many, like [J. Michael Springmann](#), author of [Visas for Al Qaeda: CIA Handouts That Rocked the World](#) (2015). ([Shayna Steinger](#) was the official in Jeddah.)

Funny, the CNN [News anchor announced the discovery](#) of the passport appended by “**if you can believe that.**” The tale became professional comedy material in French celebrity Jean Marie Bigard's [9/11 Black Humor](#), part 1: “Les passeports magiques.” He says there was dust everywhere, so he didn't know it was found before the collapses. It's funny the passport was found so easily because getting all the proof of terrorist hijackings we expected from the FBI was like pulling teeth... with a lasso in the dark.

“If you want evidence I'll be happy to – oh, I can't, I guess. The FBI controls it.”

- Assistant Secretary of Defense Paul Wolfowitz, Press Conference at NATO headquarters, 9/26/2001

Basic evidence/ proof was not forthcoming: 1. Original and authenticated passenger lists/ flight manifests. [Media filled the gap](#) and investigated to build [partial lists](#), which grew and shrank as [errors arose](#). See the [9/11 Myths take on the \[AA11\] passenger lists](#). Somewhere there were/are official American and United Airlines lists including all passengers, crew, and hijackers for each plane, printed/dated 9/11/2001. Right? The closest thing we have seen came from a 2005 book by Terry McDermott, [Perfect Soldiers: The 9/11 Hijackers: Who They Were, Why They Did It](#), which had scans of lists obtained from the FBI. Four years afterward, and not authenticated, but they will have to do. (Since their publication these lists haven't been confirmed by the airlines.)

“Authenticated passenger lists were not provided to the Congressional Joint Inquiry of 2002 or the 9/11 Commission and were not presented as evidence in the trial of Zacarias Moussaoui. It must therefore be presumed that no authenticated passenger lists for the four 9/11 flights exist or that whatever lists the airlines and the FBI possess do not correspond with the official allegations.” - Elias Davidsson, [Hijacking America's Mind on 9/11: Counterfeiting Evidence](#), Algora Publishing, New York, 2013, p. 44 [Davidsson submitted an FOIA request but was denied.]

For United Flight 93 we did see a unique collection of the boarding cards/ tickets (absent one, but including terrorists) from 9/11 Commission files including a [fax from the airline](#). Also unique to Flight 93 is [another flight manifest](#), but from the 9/11 Commission, found in records released in 2009. Where are the Boston Logan tickets for the WTC flights? What should we make of the [Mohand al-Shehri boarding pass](#) found in the trash at Boston Logan Airport, on display at the 9/11 Museum? Read more at [911research.wtc7.net](#).

2. Authenticated airport video surveillance with proper time stamps from the terminals and elsewhere. What we saw was [Portland, Maine](#) airport footage of Atta and Alomari on their way to Boston for connecting Flight 11; and even [that is suspicious](#). ([more suspicion](#) – two conflicting time stamps, etc.) There is/was **no** Boston Logan footage for AA11 or UA175 and **none** from Newark for Flight 93. At Washington Dulles International Airport the Flight 77 hijackers were [allegedly captured](#) on [security video](#) at a checkpoint (no time stamp and no camera ID number). The [only] video was released in 2004 simultaneously with the 9/11 Commission's one and only “Final Report” and “obtained from the Motley Rice law firm, which is representing some victims' families suing the airlines and security industry.” (“Sept. 11 panel criticizes Dulles security screeners,” [nbcnews.com](#), 7/22/2004) CNN excused the general lack of footage by saying, “Washington Dulles was the only airport to videotape security checks.” (“Video shows 9/11 hijackers at airport,” [cnn.com](#), 7/20/2005 (should be 2004) But they weren't the only airport to videotape, right?

3. Plane parts tied to the planes specifically by serial numbers. It shouldn't have taken more than a few days (?) to check records against parts found on 9/11. This never happened.

For all of this doubt in the hijacker tale of 9/11 – which could have been put to rest with the above 3 items – to have the supposed coup de grâce fall from a fireball in the sky and land on the street intact... is funny and, as the [CNN anchor](#) implied, hard to believe.

What about that passport draws suspicion, besides its serendipitous presentation as [“magic” evidence](#)? Generally speaking, people imagined it being found at Ground Zero among acres of debris and streets full of dust and papers; people didn't know it was found before either collapse. Also people didn't take into account the [physics of air traveling through the building](#), accelerating while clearing a path through the center of the building, pushing out an entire [3-story 3-column steel section](#) of windows and the passport, among other things.

Was finding it a “[miracle](#)” because no other passports were found? That is not so, from the looks of the pavement strewn with shrapnel in the picture above. (To [see the photo](#) on wtcdata.nist.gov you'll need to click that url and then Continue if you agree to the terms. [\[mirror\]](#)) The lightly colored paper and characteristic size give it away. Still that was not the only passport found. In the 2012 [NYC FOIA of GPS data](#) for human remains and equipment found at Ground Zero, the word “passport” returns 3 results. Were any from the planes?

Without further ado, the gentleman who discovered the passport, [Rich Wozniak](#) describes his memories:

“I was now **outside the Bankers Trust (130 Liberty St.) building** approximately 100 ft. or so away from the entrance of the main tower. I could hear objects hitting the ground around me so I decided to work my way around the back of the building and now I had learned what had

happened.... I was standing in the middle of what were the remains of a passenger aircraft. There were seats and engine parts smashed through car windows everywhere. What seemed to be an engine was embedded into the sidewalk and body parts were strewn all over the street. **Then I looked down to my feet and picked up a passport. It was a Saudi passport.** It was green with Arabic writing and as I



Airport security video from Portland, Maine on 9/11 (since there is no Boston footage). From "[NORTH TOWER Ch11](#)" by German researcher Achimspok. Released frames from the Moussaoui trial: [1](#), [2](#), [3](#), [4](#).

** Hold the Ctrl button when clicking links to open a new tab and keep your place.**

opened it and saw the man's face inside it and I felt as if I were looking into the eyes of someone that may have been part of the terror that I was witnessing around me and I later learned that I was right as I passed it off to an FBI agent that was standing a block away on West side Hwy who immediately took it from me."

- Rich Wozniak (and Michael Fackerell, per the 4/8/2007 article "[9-11 Testimony](#)")

On the receiving end was a chain of people including first the NYPD detective of the 5th precinct (not "an FBI agent"), then to a detective on the Joint Terrorism Task Force named Marty Mann, who passed off to the FBI, including agent Dan Coleman, who recalls:

" ...first day we had the passport of Satam al-Suqami. That was given to a New York City detective from the fifth precinct that was down there, trying to talk to people as they were coming out to the buildings. And it was handed him [but] by the time he looked up again, the guy who had handed it to him [had] run off, you know, which made sense. And that passport was given to a detective on the Joint Terrorism Task Force. So, by that evening we had it, the detective Marty Mann, from a detective of fifth precinct had given it to him and it was bagged up, and you know. But it was also -- we realized by then, because we'd gotten some communication back with headquarters that this was the passport of one of the people that headquarters had identified as one of the 19 probable hijackers."

- "FBI agent Dan Coleman explains how the passport of 9/11 hijacker Satam Al Suqami was 'found',"
911blogger.com, ReOpen911France, 11/14/2011.

"Suqami's passport was recovered by NYPD Detective Yuk H. Chin from a male passerby in a business suit, about 30 years old. The passerby left before being identified."
(<https://cis.org/Complete-Immigration-Story-911-Hijacker-Satam-al-Suqami>) Find many more images from the passport.

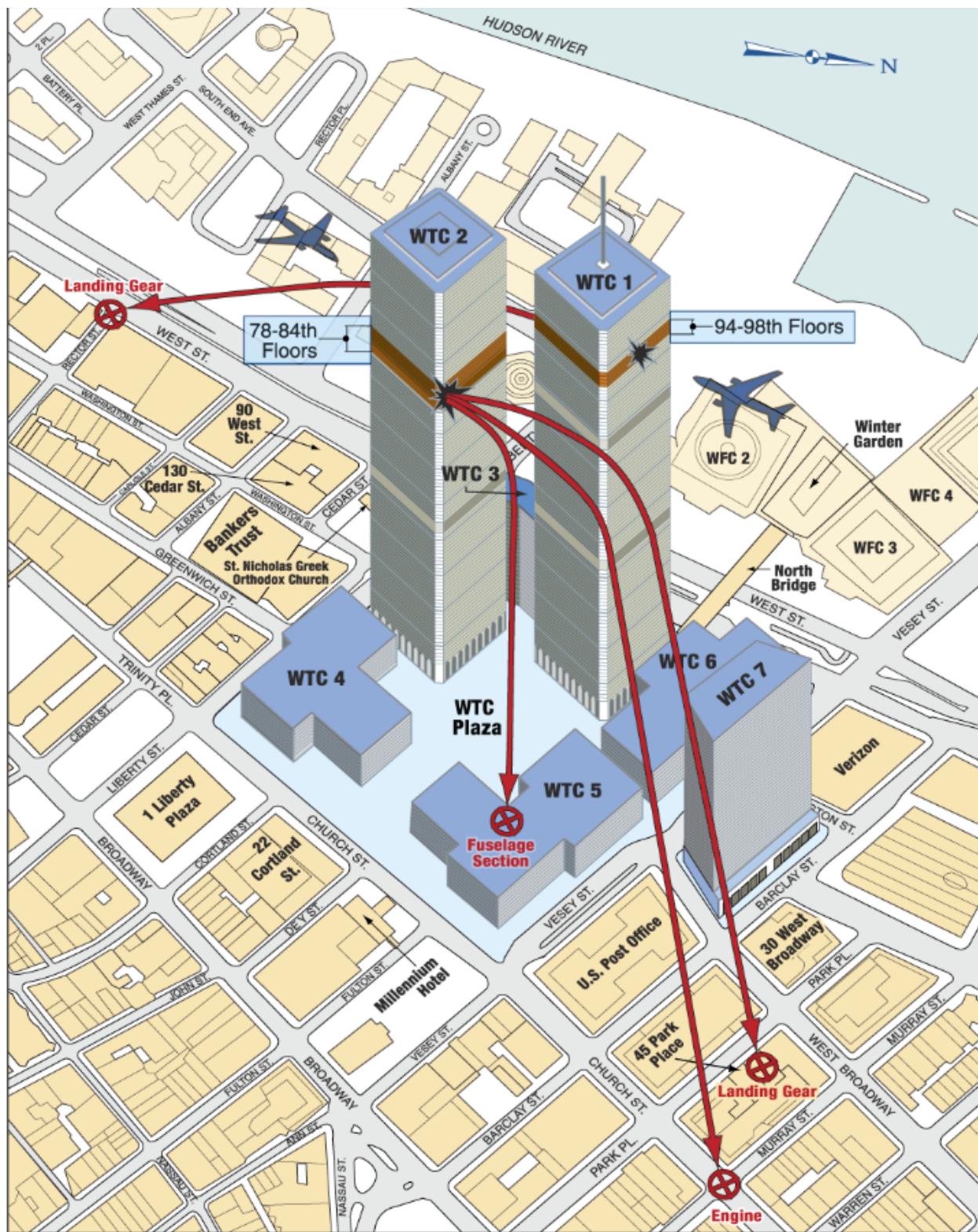


Figure 1-4 Areas of aircraft debris impact.

FEMA 403 Ch. 1, p. 6 - "Fuselage section" should be "sections" plural. Obviously many more parts were found.

FEMA'S FUSELAGE FIB

When investigators went to the roof of WTC 5, they found two pieces of fuselage from what we call UA175. One of the two is the biggest known fuselage fragment found in all of Ground Zero – and has since disappeared, if the lack of photos in 17 years says anything. These both sported the color of the United plane (white on gray), **making up portions of the tail number N612UA, but incompletely (2 characters, N6 plus partials)**.

As far as I can tell, we have 4 photos and one video of these pieces. Five sources.



"A portion of the fuselage of United Airlines Flight 175 on the roof of WTC5." [Source](#): FEMA/Gene Corley 10/25/2001
The official photo, cropped. What became of these two pieces of prime evidence? Yes, that's right, 2 pieces.

1. [FEMA photo 12390 \[mirror\]](#) "by Gene Corley taken on 10/25/2001" according to the FEMA website. Corley appeared in the "Investigations" section in my book, since he was lead investigator. FEMA published this photo without his/any name in their "Building Performance Study" [FEMA 403 Ch. 2](#), p. 32. I think the only other source to publish the photo (no [NIST FOIA file](#)) is [popularmechanics.com](#) (bad quality) in their "Debunking the 9/11 Myths: Special Report" published 4/7/2010, where the photographer's name is "William F. Baker/FEMA." Per the FEMA report, Baker was working under the guise of FEMA, when he really worked as a Partner at a major architecture firm – Skidmore, Owings & Merrill LLP. (FEMA Building Performance Study, [cover and contents](#), May 2002) Yet the photo was taken by Dr. W. Gene Corley, PE, according to the [FEMA website](#) and jpg exif metadata, seen below.

Looking in [NIST FOIA 09-42 release 37](#), we see Baker's photos were in fact taken with a Canon PowerShot S300, like the FEMA photo (see exif data below). We find no other shots on the roof of WTC 5 from Baker or Corley. The PBS-NOVA documentary "Building on Ground Zero" (2006), shows [Gene using a Nikon](#) camera at a scrapyard in 2001/2002. It appears Baker took the photo, then Gene claimed ownership for use by FEMA, changing the exif data.

In its two public appearances, the [FEMA 12390 photo](#) was captioned by FEMA, "**A portion** of fuselage of United Airlines Flight 175 on the roof of WTC 5." ([FEMA 403 Ch. 2](#), p.

32, em. added.) In [Popular Mechanics](#): “Passenger windows on **a piece** of Flight 175’s fuselage.” (em. added) The problem is that *what looked like* one portion/piece was really **two**. Assuming Corley was on the roof with Baker, he must have known the caption was a lie. A simple explanation for the misleading caption would be that Corley wasn’t there on WTC 5.



Two fuselage pieces were set together by persons unknown. The smaller at left/top has the white lettering of a letter N, where it leans against the other piece's side end tip of the 2. [Photo by Gary Steficek](#), cropped.

Either way, it is the official photograph of the evidence that we **haven't seen since** on that roof. This is surprising because “it” had identifying markings specific to flight 175, unlike any other piece found. Never mind the serial numbers almost certainly found on other parts, never matched to the planes. One would think these fragments would have gone into the 2006 [Moussaoui trial exhibits](#) among all types of photographed evidence as well as video and photos. Ex: [Pentagon plane part](#). [Shanksville plane parts \(fuselage, engine\)](#). From the New York attacks we got a [passport](#). No plane parts. (Bad chain of evidence? Or did the FBI never see the photo?) No museums have housed “it,” either. Fodder for the conspiracy theorists.

2. The unknown photographer [mirror]. Not high res. Rare. Truest source I can find was uploaded 11/14/2006 to the [studyof911.com gallery](#), which by the way is cached with broken links that don’t find the 640x480 version of the image; I found [only the 400x300](#). Original was titled “[planepartrf2.jpg](#).”



N612UA with outline of 2 found fuselage fragments. Black is bent out of view/estimated. Bottom right is depicted in original shape. Photo source: [airliners.net](#)



Still from video shot by Gary Steficek, date unknown. See the smaller fuselage piece lean on its right side back to us, turning the crumpled, reddish mass for viewing. Ripped edge on left of larger piece is clearly not attached.

The different angle very clearly shows two pieces put together, resting in a similar configuration as in the FEMA photo. The handrail blocks the broken window frame edge and the tip of the larger, but we see two pieces. Who took the photo? It must have been somebody allowed on the roof, from any agency, department, etc.



Paint on the smaller piece is more clean, suggesting that the larger portion lay exposed to the toxic dust for a month (and/or smoke from the fires) and the smaller was not exposed. Obviously somebody found the small piece and put it with the larger one. Some see a conspiracy as if that proves they were brought up the stairs and planted.

3. The only known [Gary Steficek photo \[mirror\]](#). As ASCE (American Society of Civil Engineers), he worked alongside FEMA, but wasn't named as a BPAT (Building Performance Assessment Team) "[team member](#)" in the report. His name shows up on at least 4 folders in the 2010 [NIST FOIA materials](#) (the only source). The photo gives a clear view of the smaller piece standing through the other's window, on its right side. Again, this piece is in a different spot in the Corley photo. We'll get back to that. Plus, there is no blue tint to the image. More details emerge, like the faint "[butt joint](#)" seam running down between the 2nd and 3rd rear windows. [Steficek's photo](#) was taken on 10/18/2001, per image metadata (and NIST FOIA file folder title), which contradicts [Corley's statement](#) to the House Science Committee March 6, 2002 that his investigative team was on site from October 7 – 12. Corley must have gotten his dates wrong if "his" image was taken on 10/25 (like the other Steficek folder of images is titled). Or they re-visited to get more material for describing WTC 5 in their report.

This being the crispest image we have, it captures a detail on the inside, through the window. This has raised a question from one conspiracy theorist, Questionitall: An angled



bracket, [circled here](#), proves difficult to find on the stripped Boeing 767-300 [airframe interior](#) (which in the area of fuselage we're talking about, is the [same as a 767-200](#), just longer.). Follow the link and see that plane from the inside, metal beams exposed – in the same spot. See the angled bracket? Me neither. We're probably not seeing it right. I have no ideas.

The best feature is the fact that the smaller piece is clearly not connected to the larger.

4. Looking at the [Steficek video \[mirror\]](#) (NIST FOIA 09-42, 911datasets.org rel. 28, 42A0310 – G28D15), we learn the aircraft parts were found some time before and marked "AIR CRAFT" nearby with red spray paint, like the FDNY and others were using. A 9/24 [photo](#)

[shows more](#) on the walls [2.], and you can barely make out the fuselage section. I wonder if somebody thought about taking them down the stairs and changed their mind. I won't entertain the theory of this being planted [coming from some other crash], despite [images](#) [low res [Natasha Sealy](#) in



Red spray paint points to the fuselage pieces apparently found by FDNY some time ago, probably when the building first cooled. [Video by Gary Steficek](#). October 2001.

particular] showing the roof shortly after the plane hit with no fuselage debris clearly visible, only shadow. Not all of the roof is seen, yet her image is used to say the [non-visible] parts had to be planted.

The fuselage sections don't get much airtime in this video. **Ten seconds** out of [39 minutes](#) of recording around WTC 5. A cut in the recording ([at 31:32](#)) skips time and comes back to a tight shot on the left end, held for one second then zooms out. Was it an honest powering off and back on? (Why would a partial edit be done? I don't know.)



Steficek video, 2 frame composite to zoom on fasteners, not [smooth rivets](#). Good view of the broken window frame on the larger piece. Notice the contorted smaller piece has part of its window bent on its back side.



[Source](#): Steficek video. Red color on left piece is the back/right of the smaller fuselage fragment, which leans on the larger.

[original color](#) of the plane in 1983, at least the red stripe lining the windows. Where would the aluminum shell still be painted red? There happened to be a red stripe roughly 4 feet below

In that one second closeup of the small piece, we see [fasteners](#) on the sheet metal on the back side, in a pattern around the last window [below the "N" on the front] and more fasteners on the horizontal strip above. Those who argue for planted parts point out that there are not flat rivets on the horizontal strip, but instead more protruding fasteners, such as [HI-LOK](#). A "highly experienced Boeing 767 Aircraft Structures Technician" has pointed out the rear window on all 767s should have [rivets on that horizontal strip](#), as a matter of design. ([pilotsfor911truth.org forum](#)) Is this proof that piece is not authentic, i.e. not a 767 rear window? Is the Technician incorrect, or have we been looking at two pieces of the *wrong* aircraft? (or the right one, painted?) We'd know better if the FBI and NTSB had simply ID'd the planes by serial numbers. Now it seems the FBI's unwillingness to ID the planes itself has become circumstantial evidence against the parts' – and aircrafts' – authenticity. Finally, notice the red paint on the back side of the smaller piece, also seen in the FEMA photo. The video's color is terrible, but we see it. This happens to be the

the windows, too far. Surely the red isn't the inside surface; because paint adds weight and we can see the primer green in places. Who knows. The wreckage hasn't been seen – that I know of – since it was photographed on October 25, 2001.

5. A photo from the [2012 NTSB FOIA Appeal](#) PowerPoint document authored by George Black Oct. 25, 2001, file name "[Does not look like NTSB record-N612U_9_11.ppt](#)." After extracting the image from the PowerPoint slide, we learn the [original photo](#) was shot using a NIKON E900 camera, f/4.3, 1/203 sec. No flash, measuring 1280×960 pixels. The image was named "Does not look like NTSB record-N612U..." because at right we see something lying on the ground/roof behind the larger piece of fuselage, appearing like the top of a [letter B or P](#), which was mistaken for part of the plane. From other photos we know it's merely garbage in the background.



Fuselage fragment atop WTC 5, date/photographer unknown. Embedded in PowerPoint document dated 10/25/2001.

This image once made me think that FEMA's official photo was staged as if to depict one piece. For a while I was convinced that the FEMA image was manipulated, if only to add some color/blending. The two pieces seem to have been carefully lined up for just that reason. As the photographer crouched to the level of the handrail, the sheet metal obstacle at left blocked the jagged intersection where the two parts merged. Happenstance? Is it possible this spot in the photo didn't look good enough, so some blue digital paint was added? It should be gray, right? We'll never know because no FOIA has yet turned up the original set.

Notice in the exif data for Corley/Baker's photo that "Adobe Photoshop CS Windows" is listed beside "Software." The last edit was made in 2005, although the photo looks the same in the 2002 Building Performance Study. Was Photoshop used to alter the image?



Figure 2-29 A portion of the fuselage of United Airlines Flight 175 on the roof of WTC 5.

Screenshot of the 2002 FEMA study, Ch. 2 page 32, cropped.

EXIF	
Image Description	New York City, October 25, 2001 -- A portion of the fuselage of United Airlines Flight 175 on the roof of WTC 5. FEMA Photo/Gene Corley
Make	Canon
Camera Model	Canon PowerShot S300
Name	
Orientation	Horizontal (normal)
X Resolution	274
Y Resolution	274
Resolution Unit	inches
Software	Adobe Photoshop CS Windows
Modify Date	2005:01:12 14:51:36
Artist	Gene Corley
Y Cb Cr Positioning	Centered
Exposure Time	1/200
F Number	2.7
Exif Version	0210
Date/Time	2001:10:25 17:03:56
Original Create Date	2001:10:25 17:03:56

Metadata for the digital [FEMA image 12390](#).

The blue areas that look painted on the smaller piece – **were** they painted digitally? One researcher questioned this in 2008: “The left part of the debris in the [...] pic does have some peculiar coloring, almost as if the image was manipulated, for whatever reason.” (“New Picture of WTC5 Plane Part, New Questions,” [Humint Events Online](#), 9/19/2008) I'm not so sure now, after [talking with skeptics](#).



My Photoshop work using the transparent NTSB image and the FEMA image. Was the FEMA (Baker) photo digitally altered by Corley to suggest one piece of fuselage? If so, would that explain why Corley claimed ownership (see exif)?



Why would Gene Photoshop/manipulate the image? Was it a power trip – having absolute control over an iconic piece of evidence, creating it in a way? Conspiracy theorists will latch onto this analysis, but I do not support the idea that parts [the right or wrong ones] were carried from a vehicle and planted there [as the body parts of passengers would then had to have been]. Despite the odds, I still find it more likely the parts from the rear of the exploding plane flew out of the NE corner steel opening or perhaps an eastern window (?) and landed on the WTC 5 roof, even bearing a partial tail number nobody mentioned!

Why did **nobody** from FEMA, NIST (not used in their report), or even Popular Mechanics **point out the most fascinating characteristic of that fuselage – a partial tail number!?** Is that because Gene didn't want to draw attention to that feature for fear of his Photoshop job being revealed? Popular Mechanics probably didn't want to have to explain how tail numbers work, or about how the identities of the planes were never verified by NTSB/FBI using serial numbers on airplane parts. FEMA/Corley and team didn't want to go into that either.

After all of this discussion, though, if the two pieces were brought out and put on display today, Corley would remain beyond reproach. He died in 2013 with the issue having never been raised. It was only a little touch-up, he might have said. Maybe he only used Photoshop to view and save it, after a simple adjustment to the color levels.

What's important is that now everybody knows. It's two portions. Two pieces. Baker took the photo. And we haven't seen the original.



"A NYC detective carries a piece of an aircraft window assembly at the site of the World Trade Center disaster September 24, 2001 in New York City. (Pool Photo by John Roca/Getty Images)" – from the image metadata. Must be part of Flight 175, judging by the color. (Not blue.)



THE ENGINES

Two of the four engines from the two planes (parts of them) were found. (Per Mark Schaming, NYSM Director of Exhibitions in "Collateral Damages.") I began to think there were three found, since all "3" pieces are from the combustion sections of the engines.

It seems quite possible the top left is from the same engine as the bottom, just stripped down and refitted with the 2-disk high pressure turbine (HPT), pictured sitting a short distance into the street, smoking at Church and Murray. It was only seen from the other side on 9/11, upside-down, unfortunately. Also, it was poorly treated, if it is the same 2-disk set seen below. Granted, it must have weighed around 900 pounds, seeing as how the [upper right](#) weighs about 1,500 lbs. (682 KG) and the one below weighs 800 lbs. (363 KG), per the Newseum. I believe that the [engine above left](#) was new to the landfill. After moving it around not too carefully, the outer layers of metal probably pulled loose. Or there were 3; NYSM was wrong.



3rd engine core at Fresh Kills Landfill?? ([Source](#))

The same at the Newseum in Washington, D.C. In 2011. ([Source](#))



Still from "9/11: The Filmmakers' Commemorative Edition" shot by Gedeon Naudet. [See clip.](#) Smoke rises from the center. Believed to be the 2-stage high pressure turbine (HPT) which would have sat "atop" the bigger piece. Are there any photos of the other side? (Except at the Newseum?) We can see a break at lower right, which I think matches the one seen on the "third" engine core (before transit and further damage, when the cracked/angled piece eventually broke off).



Image source missing. The HPT still sits on Church St. For how long I don't know.

UPDATE 2020: A [newly-found photograph](#) shows this part in high quality, smoking. Thanks to YouTuber 911AnalysisVideo for [posting video](#) of the photo(s) found on Facebook.



The hottest part of the engine, the high pressure turbine. [Source](#): John G./NFPA (911datasets.org NIST FOIA Release 17), cropped. The light pole in front of the engine leans left because it was hit, among other things.

That engine core knocked a green Murray St. sign from its post, as well as a ONE WAY sign. Videos of this engine core (about ¼ of the engine) include [WABC](#) (NIST FOIA 09-42 release 14, files WABC Dub1 127-131 and release 25, folder [42A0108 – G25D18](#)), where an FBI agent was seen taking photos (that have never been seen), [Gedeon Naudet](#) ([HD](#) – parts still smoking), [Kevin Segalla](#), [David Vogler](#), etc. Photographers include [John G. of NFPA](#) (engine still smoking) and [George Marengo](#) (also [NIST FOIA rel. 7](#)), among other [anonymous photos](#) (2., 3., 4. post collapse), etc. We'll get to the controversy surrounding this engine later.

The NIST used PW4000 series engines in their aircraft impact model (NCSTAR 1-2, p. lxvi, 82-84), **but** N334AA (Flight 11) had 2 [General Electric CF6-80A2](#) engines ([Also 2.](#)) and N612UA (Flight 175) had 2 [Pratt & Whitney JT9D-7R4D](#) engines. ([Also 2., 3.](#)) (PW4000 series for a Boeing 767-200 weighs 9,213 lbs; CF6-80A2 weighs 8,496 lbs and JT9D-7R4D 8,905 lbs. [<http://www.jet-engine.net/civtfspec.html>]) Again, the engine parts seen above weigh a fraction of that and look small because each amounts to less than a fourth of the whole engine. See a basic engine diagram below.



Source: John G. of NFPA 4 minutes after the second plane hit. (9:07 AM per image metadata) Notice the walk/don't walk sign (yellow) where the top post is broken. This is the post that held the Murray St. and ONE WAY signs, I think. The man in the dark blue shirt is standing on the awning's white false ceiling that broke away, showing the awning took a hit. See the building debris in the street in a [video](#) with John's photos timed and more related to this engine.

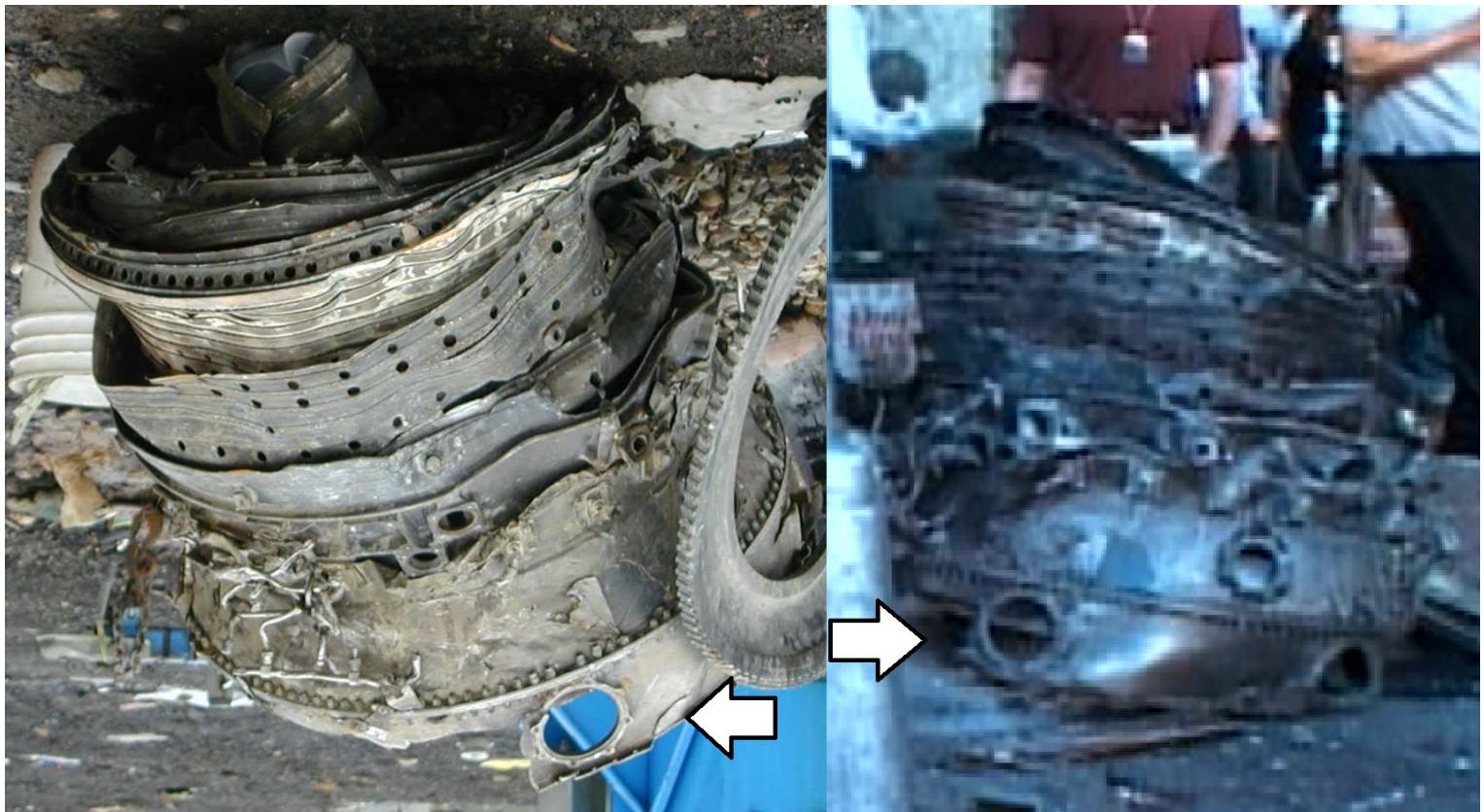
Source: Warning, blood. Photo by John G./NFPA at 9:17 AM. A dovetail-base turbofan engine blade (not fir tree roots) photographed on the street near tower 2. Likely from Flight 175, the base of the blade tells us it was [from the compressor section](#) of the engine.





For a full study of the **angle of Flight 175 at impact** and how NIST was wrong, [read here](#). There are pictures!



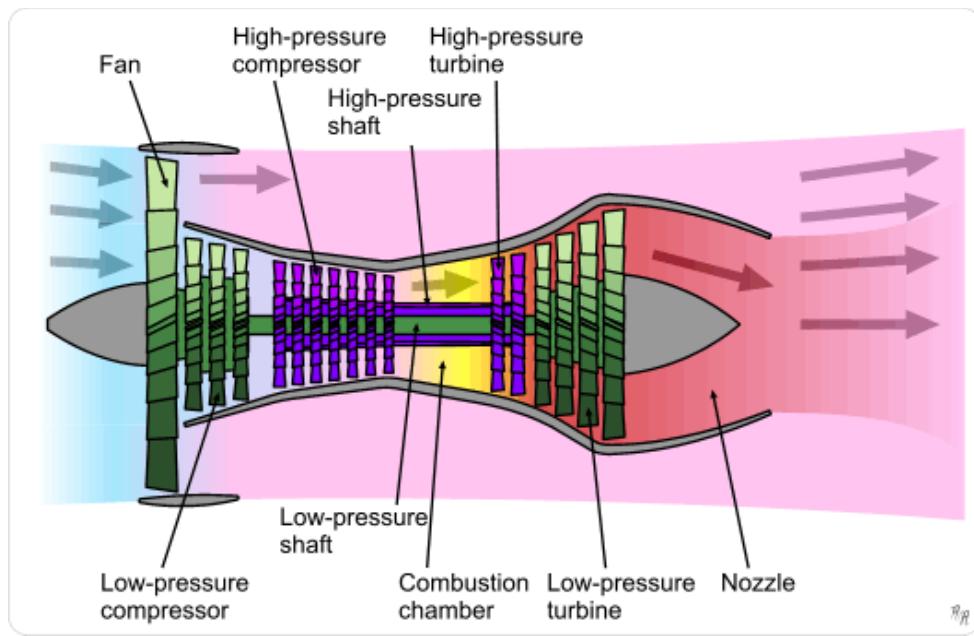


Left: EPA photo at Fresh Kills Oct. 2, 2001. Image is rotated 180 to compare. Right: Gedeon Naudet, "9/11" now owned by CNN.



Gedeon Naudet, "9/11: The Commemorative Edition," now owned by CNN. See my [1st hit page](#) for more on this famous footage.

** Hold the Ctrl button when clicking links to open a new tab and keep your place.**



Turbofan jet operation, [from Wikipedia](#). Not a Pratt or GE design. The combustion area is where all "3" of our engines originate.



"Doing a final area inspection of the aft end of the Diffuser case/Combustion module, **before installing the HPT over top of it**. Can't have any foreign crap floating around in there. **Pratt JT9D-7R4D assembly.**" Photo by Fred Robel. [Source: Google+](#) [more](#) (emphasis added) This is the exact model of engine used on Flight 175.

Fred Robel's photos have been instrumental in "debunking" a false "truther" claim. Without factual, visual comparisons to real-world aircraft engines, curious researchers have relied on erroneous identifications of the 9/11 engine parts. Rense web detritus from an unnamed, mistaken mechanic flowed onto [911blogger](#) with talk of CFM56 engines for a 737. (John Carlson, "WTC Jet Engine Confirmed NOT from Boeing 767," [rense.com](#)) See also [americanfreepress.net here](#) for 737 talk. Let's not sink too far in the murk of misinformation.

Since planting it is laughable, what about the theory that a different plane hit the South Tower? It's too popular a theory among truthers to be disregarded. What evidence is supposedly there besides witnesses who thought they saw something besides a United 767?

Related to the engine, one theory caught the attention of internet-goers ever since 2009 when Darren aka [Weezula on pumpitout forum](#) matched a part on the engine to a version of JT9D **not including** 7R4D, meaning a [747](#) with 2 engines. All 747s have 4 engines. They say it was a 767 with 747 engines that hit the South Tower! After finding the alleged smoking gun discrepancy below, Darren lost interest in the subject and left it open.

Then in 2015 a reboot of the theory turned up on the Pilots for 9/11 Truth forum, in post #1 of one "JosephR." He explains it succinctly, convincingly:

"The engine found on Murray Street not [sic] a CFM-6 engine as some of the disinformation video's [sic] have been showing on YouTube. The engine is from an older 747 Pratt & Whitney JT9D-7A or earlier engine. The evidence is in the Tobi-Tube ducts found at the end of the core. These were discontinued in 1983 when an upgraded version became available known as the JT9D-7R4D. The "R" stands for "Radial" cooling duct which enabled higher HPT (High Pressure Turbine) speeds by reducing airflow drag. It also enhanced engine performance and efficiency. The engine on Murray Street cannot be a JT9D-7R4D because the tobi-tube ducts were not used; only the Radial ducts. Tobi-Tube ducts were only available on -7A/J/F engines and not the -7R4D. The Tobi-Tube duct information can be found on one of its manufacturers known as Chrome Alloy. I created an account there last year and searched for the Radial Duct PN/SN for applicability to the 7R4D. The results showed that the Tobi-Tube duct does not fit the -7R4D, and is ONLY available on the older 747 engines (-7A/J/F)." - [Source](#), [pilotsfor911truth.org forum](#), "Can this be the engine from United 175?"

Joe ended his post by saying, "A pod appears to be visible on the lower right wing root, thus possibly proving that aircraft to be a drone." Ever since the "[911: In Plane Site](#)" (2004) documentary [[see clip](#)] supposedly on the side of 9/11 "[truth](#)," this theory has been [pervasive](#). [The pod](#) was supposedly the guidance mechanism for [proven technology](#) used to remotely pilot the planes. The Popular Mechanics "[9/11 Myths](#)" article focused on the pod for a bit. Joe mentioning that and [Operation Northwoods](#) in that one forum post (not to mention "the CIA in conjunction with Mossad") made me suspicious of his objectivity in his quest to ID the engine found on Murray St. Is it possible he just read Darren's post on pumpitout and repackaged it? No mention of Darren/ Weezula or pumpitout was made, as if Joe discovered this all by himself. I've even wondered if this was a big joke, like a honeypot dangled by a hater of the Pilots for 9/11 Truth club (who took the bait, as evidenced by their [Feb. 2016 video](#), "Murray Street Engine – Scene from 9/11: IDENTIFY").

Whatever. He's wrong. They're both wrong. A pumpitout forum member named Broken Sticks said, "Darren had an engine mechanic help him and concluded the engine is not suspicious. That is why he no longer looks into it with the same vigour." ("Church and Murray Engine Identification Part 3," [pumpitout forum](#), 1/26/2013) I wish Darren had shared some of his mechanic's words with the forum. Instead, his new 9/11 myth clung to life.



Chromalloy San Diego



HPT Stage 1 Cooling Duct Assembly

Applicable P/Ns 769316, 781765, 786692

Contact us for more information:

619-579-9876 (phone)

619-447-3141 (fax)

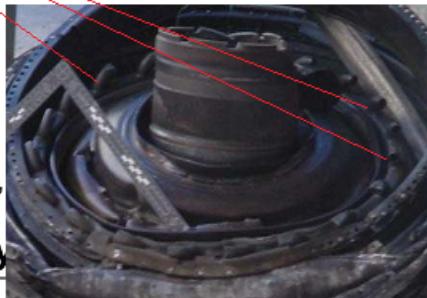
Chromalloy San Diego

1071 Industrial Place

El Cajon, CA 92020 USA

FAA Certificate: KM3R636L

JT9D-7A/7F/7J



Manual Ref.: 770408,



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El Cajon, CA 92020 USA

FAA Certificate: KM3R636L

JT9D-7R4D,
E, E4

HPT Stage 1 Cooling Duct (TOBI, Configuration 2)

Typical Part Number: 801123

Manual Ref.: 785058, ATA 72-41-30

The mis-read/ misleading product information for Chromalloy's parts. Inset photo by George Marengo, showing the ring of duct tubes. This seemed to prove the engine wasn't a 7R4D.

Before [Metabunk](#) wrote their article on the subject last year, I consulted the aircraft engine mechanic who confirmed, "yes there is a tobi duct assembly with tubes in the -7r4d." (Fred Robel, [plus.google.com](#), 7/13/2016) I asked him for a couple pictures of the TOBI tubes. Before that I contacted Pratt & Whitney with an email asking, "I have a question about the P&W JT9D-7A vs. JT9D-7R4D. Does or can the latter employ Tobi tubes?" (email to the Global Operations Center, 6/24/2016) The reply I got the same day said quite simply, "Both engine models listed employ TOBI tubes." Then Mr. Robel took a couple photos of Pratt & Whitney JT9D-7R4D engines with TOBI ducts installed. See one below and the other [here](#) (source, Google+ [now dead – more at [metabunk.org](#)]).



Fred Robel › Aircraft & Aviation Maintenance

Apr 29, 2017

•

The TOBI duct, which provides cooling air to the High Pressure Turbine disk, pokes out amidst a sea of clear plastic wrap, as it encircles the engine center shaft area.

We keep the plastic wrap over the outer part of the engine, to keep from dropping things down into the combustion can, through the NGV assemblies, which ring the outside of the area.

Pratt JT9D-7R4D aircraft engine buildup.

#avgeek

#aviation

#aircraft

<https://plus.google.com/+FredRobel/posts/HmQ8WfDkQVj>



[Source](#) - Photo by Fred Robel

Another nail in the coffin for what I call the “wrong engine theory” comes from the [International Skeptics Forum](#). User [waypastvne](#) found a document [dead link] showing [directions for replacing or modifying](#) the TOBI duct, part number 769316 (see Chromalloy [standard] part number above), specifically on a JT9D-7R4D (and -7R4D1, -7R4E, and -7R4E1). The bulletin was issued since some engines with that “currently required turbine cooling air duct (PN 769316) have failed the turbine cooling air ratio (TCAR) check at the final engine acceptance test....” ([waypastvne](#), “Flight paths and other questions,” [International Skeptics Forum](#), 2016)

MODEL APPLICATION
JT9D-7R4D, -7R4D1, -7R4E, -7R4E1

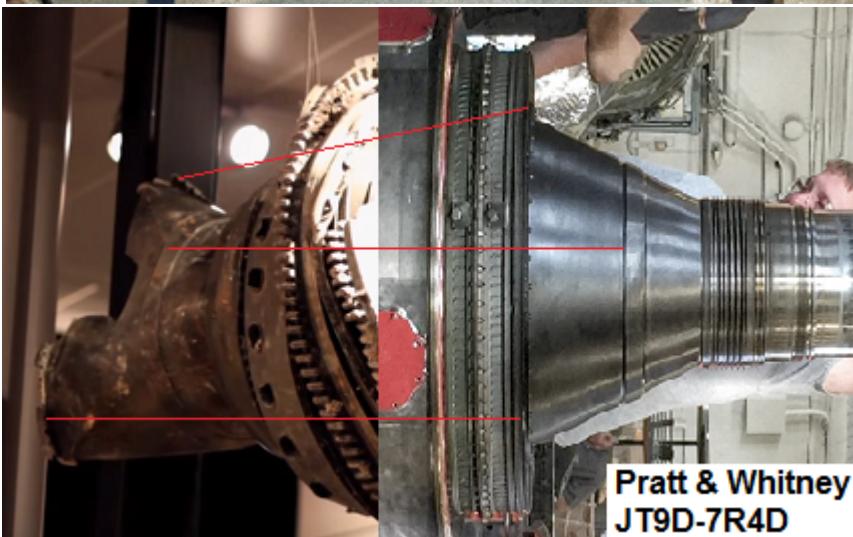
BULLETIN ISSUE SEQUENCE
JT9D-7R4 Series 72-512

A. Replace the Turbine Cooling Air Duct, PN 769316, with Turbine Cooling Air Duct, PN 815392, or modify Turbine Cooling Air Duct, PN 769316, to Turbine Cooling Air Duct, PN 815392, as follows.

(1) Problem: Engines incorporating SB 72-382 with the currently required turbine cooling air duct (PN 769316) have failed the turbine cooling air ratio (TCAR) check at the final engine acceptance test because the upper limit of the TCAR band was exceeded.

```
graph TD; A[804148  
SB 72-318] --> C[804178  
SB 72-382]; B[804145  
SB 72-318] --> C; C --> D[769316  
SB 72-382]; D --> E[815392  
SB 72-512]
```

REPLACE OR MODIFY
THE TOBI DUCT.
SEE TEXT



[Image at left](#) from a video introducing the [Newseum 2011 FBI exhibit](#). At right, [photo by Fred Robel](#), cropped and rotated to show matching features. Engine type is known by the photographer. At left, some of the shaft base torn from the compression module, holding part of the combustor and [2-stage high pressure turbine \(HPT\)](#) destroyed on 9/11. See a museum's [JT9D open as above](#).

"Lowering the diffuser case onto the compressor module. JT9D-7R4D jet engine." ([Fred Robel](#), Google+, 2015)

What we don't see is the combustor that goes over the shaft and within the diffuser case. That shaft points out a major feature of the "third" engine part. See below.

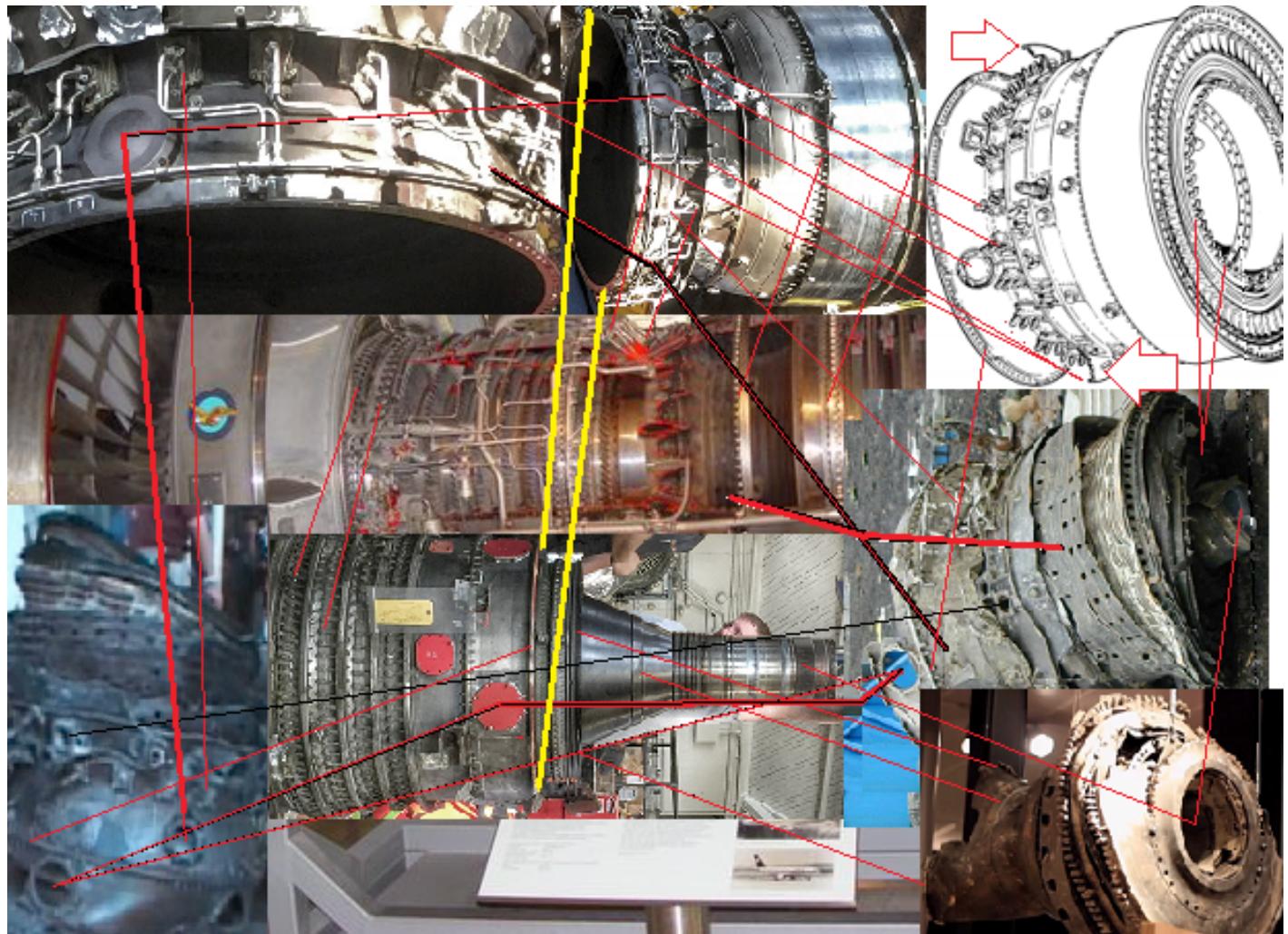
The diffuser case can be recognized on the Church/Murray St. engine, although it is torn. In the WABC video, an FBI agent finds some of the tubes from the bottom and photographs them. ([WABC](#) in NIST FOIA 09-42 release 14, files WABC Dub1 127-131 and release 25, folder [42A0108 – G25D18](#)) On the next page I've included a comparison collage with arrows between different photos.

See a [cutaway drawing](#) showing the innards of a JT9D, highlighting half of the HPT and combustor. See a [JT9D with cutaway sheet metal](#), revealing back to front ([another](#), [3.](#)). See a high res photo of a [JT9D annular combustor](#) with windows into the metal layers.

For the engine part seen lower left and the Church/Murray St. engine to be the same, that shaft had to be hiding inside. It was. Also, the HPT had to be re-attached. I'm not saying they taped it back together, but.... See the photo below.



The Newseum video so copiously linked in this chapter shows us some (what looks like) duct tape on the engine ([at 1:51](#)). Is this the same HPT seen on Church Street, just the other side? I think so. The NYSM Director of Exhibitions was at Fresh Kills, so he should know. There were 2 engines found, not 3.

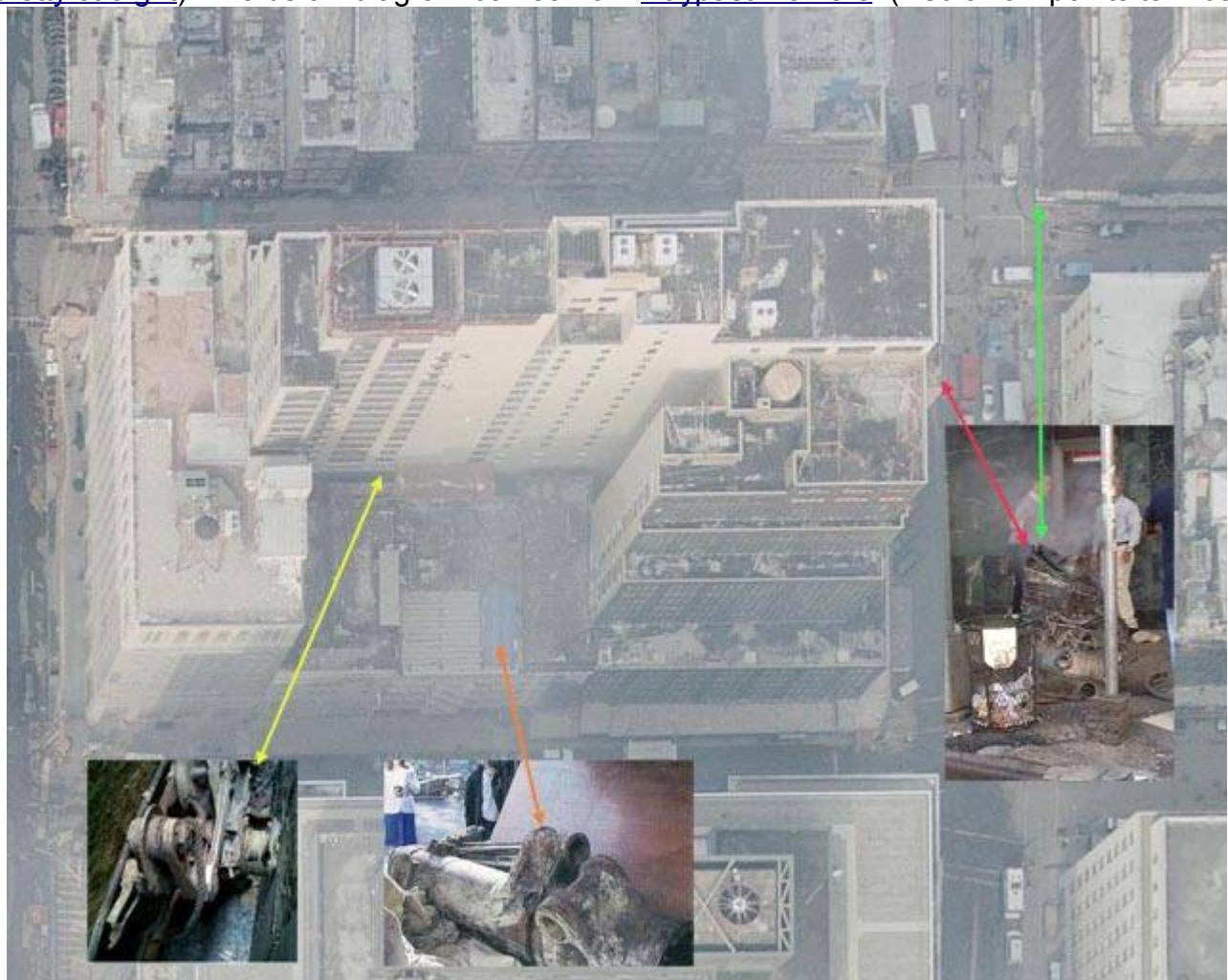


Top left and top center: known JT9D-7R4D diffuser case, [photo by Fred Robel](#). Top right, JT9D diffuser case from [FAA document](#) (p. 3). No "-7R4D or -7A" etc. specified. Center, a JT9D-7(?) [with sheet metal cut out](#) to display insides. Center right: EPA photo at Fresh Kills Landfill in Oct. 2001 again showing the starboard engine of the plane that hit WTC 2. Bottom right: piece from Newseum FBI exhibit said to be from "Flight 175" and only seen before at Fresh Kills. Happens to be the same HPT/combustion section of the engine, less complete. Bottom center, above table: [compression module of a known JT9D-7R4D with shaft attached](#), from Fred Robel photo. Yellow lines show where the diffuser case rests/attaches. Bottom left: Naudet video still frame.

The path of N612UA's starboard engine through the South Tower decided the course of the NIST investigation's [impact analysis](#). Even though the wing tips hit at nearly the same time in videos, the lateral orientation angle was assumed to be 11-13 degrees, in order [to line up](#) the engine with the corner of the building where it emerged. See my full article, "[NIST, ARA Error Speaks Volumes](#)," which could be more aptly named "Second Plane Impact Error." The engine deflected off a [staircase not in the original plans](#) of floor 81 since it was a tenant modification. This explains the difference in direction that the landing gear parts and 2013 wing actuator flew ([pretty straight](#)). The below diagram comes from [waypastvne here](#). (Red arrow points to initial



WTC construction, example of a corner hole, UAL175 engine exit
([Source](#))



impact with a building. Green points to final resting spot. ([source image](#))

What remained of the engine came out of the NE corner of the 81st floor – which in fact had an opening in the structural steel. See the [damage photo](#) from NCSTAR 1-3, p. 46 and [text from p. 45](#) saying there was a column in every other floor's corner, but not 81. See WTC 1 [during construction](#), for example. [This construction photo](#) is amazing. ([source](#))

Exploding from that corner, the smoke trail revealed spinning motion, especially in the nearby eastern [Scott Myers video](#). The [high pressure turbine](#) was still spinning, so it would have been like the propeller on a boat (in back), if the boat were a smoking can of layered metals.

Before the engine hit the street at the corner of Church and Murray, it collided with the building at 50 Murray St., acting like a wrecking ball on a [top corner room](#). ([Photos by John G./NFPA](#) were taken only minutes after, per image metadata, so no yellow Police tape yet. [911datasets.org NIST FOIA Release 17]). Looking back toward the WTC, building debris fell at right. As the NIST said, the engine came to rest on the opposite corner, “near the northeast corner of the intersection.” (NCSTAR 1-5A, p. 120, [seen at 911myths.com](#)) See a [small map \(scroll down\)](#).

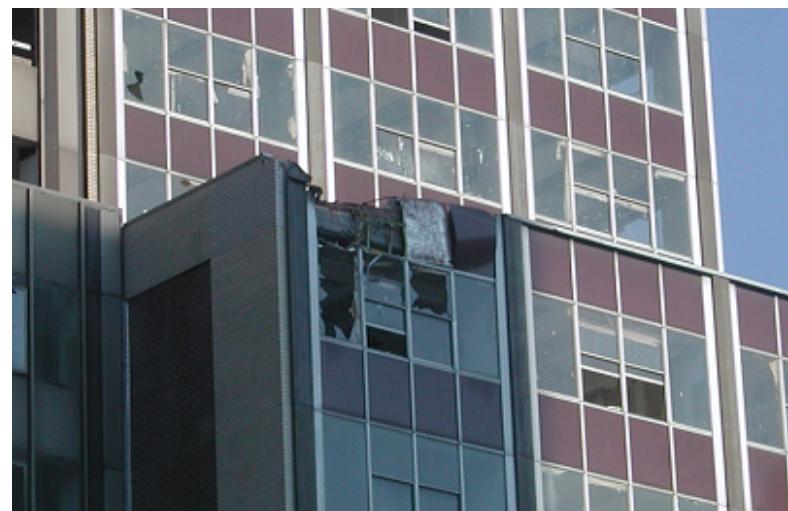
See collected images of the area in [this video collection](#) (shows Gedeon Naudet's wide view of the yellow taped-off area in slow motion etc.). [More video](#) of the aftermath came from [raw WABC Dub 1](#) (op cit.), and [Kevin Segalla](#), for example [[mirror](#) – source: NIST FOIA 09-42 911datasets.org release 14].

One [property advertisement](#) mentioned this (5th paragraph) as an item of interest. See the area today in [Google Maps street view](#).

Falling down from there, the engine chunk apparently knocked off the green Murray St. sign and a ONE WAY [street sign](#). (opinions at video compilation link not endorsed). Also one of the yellow WALK/ DON'T WALK sign holders [above the engine has a broken post](#) (John



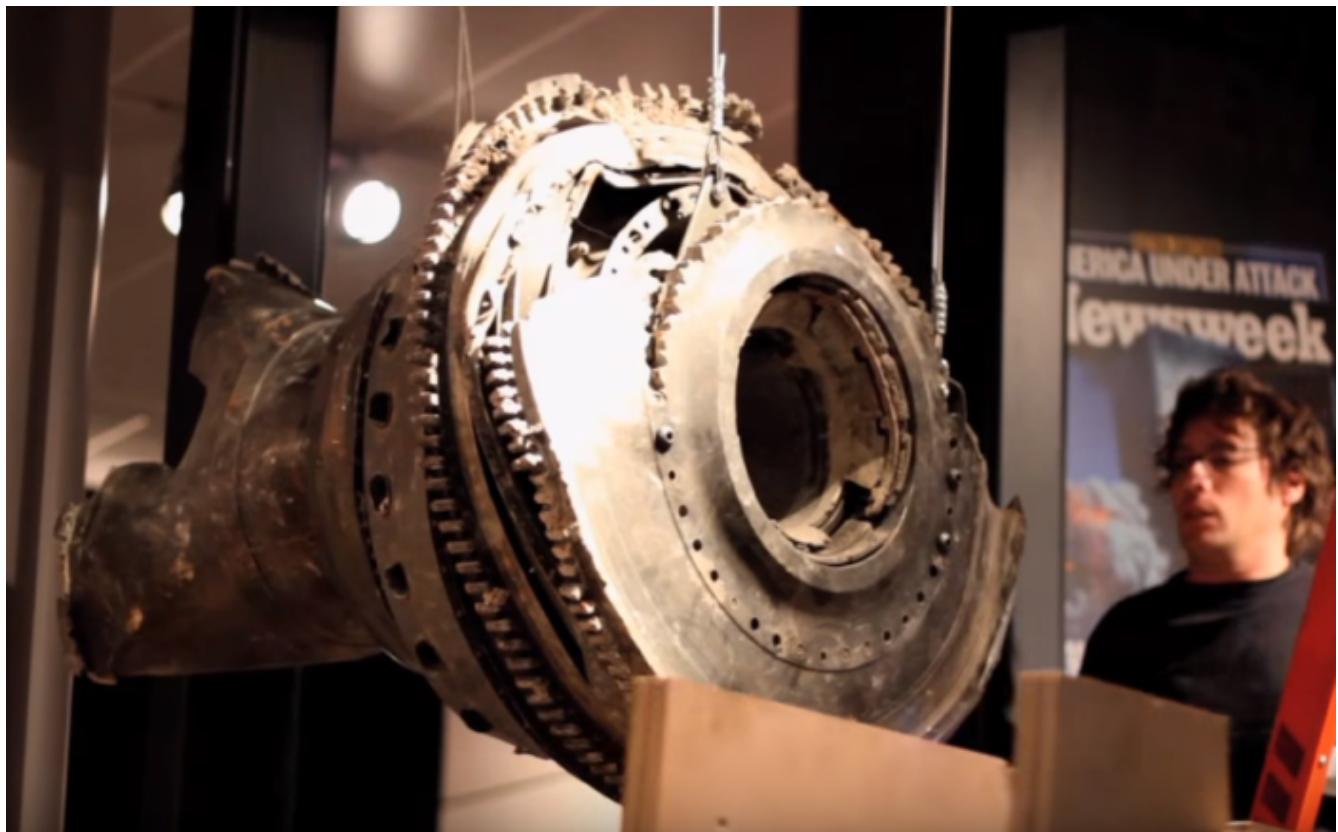
WTC 2 hit, the largest part of engine careens down at about [197 MPH](#). (Photo source missing) The same figures plot a 38°downward angle at impact. The building hit is in view, making this photo rare.



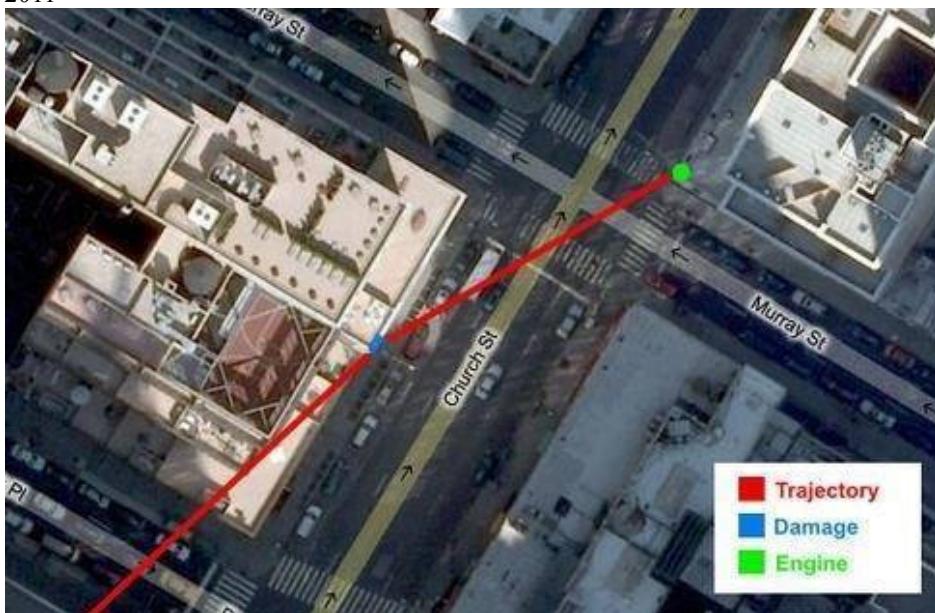
A brick wall (corner) and roof edge at 50 Murray St. (seen from Church St.) are destroyed by the engine part. This [building material](#) gets photographed [in the street](#) by numerous people. Source: Photo by George Bell/ Moody's EPSN0064

G./NFPA). It appears the engine bumped that pole, because it's leaning away from the street and the street signs got knocked off. More damage is noticeable under the scaffolding, where the awning was dented and part of its white false ceiling covers knocked down (same photo, under the African American man's feet). [Another angle](#) shows the awning clearly damaged. (source missing) Several angles of the engine are [compiled in this video](#). Also, it seems the street light above is damaged, as seen in Gedeon Naudet's footage (see [jpg image](#)).

Also there with a camera was [George Marengo](#) (named at [nyartlab.com](#) [cached] and in the Int'l Center for 9/11 Studies [NIST FOIA 09-42](#), 911datasets.org releases 7 & 37). By the time he photographed the spot, the two pieces had stopped smoking. 10 years later...

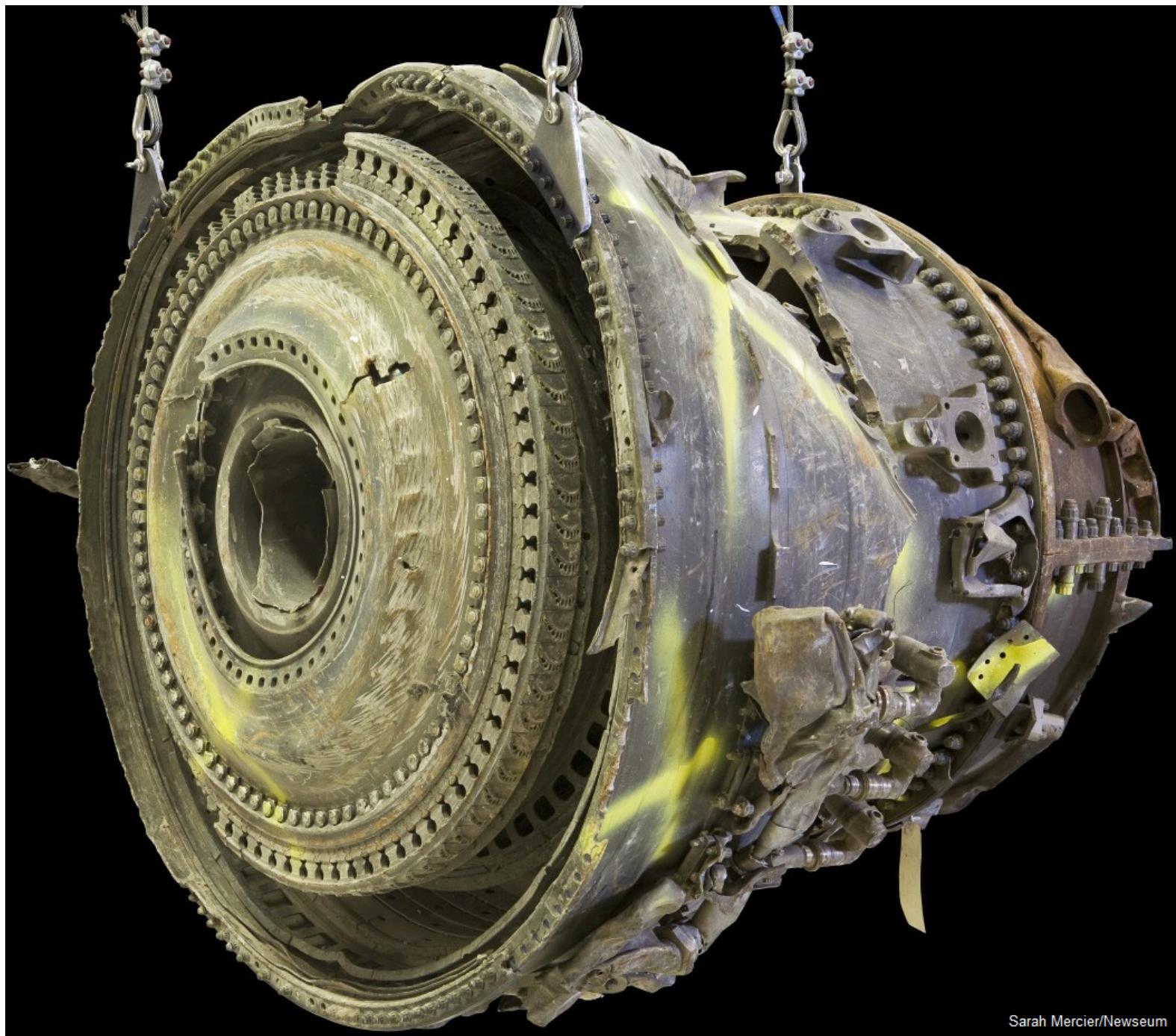


Source: Newseum, 2011



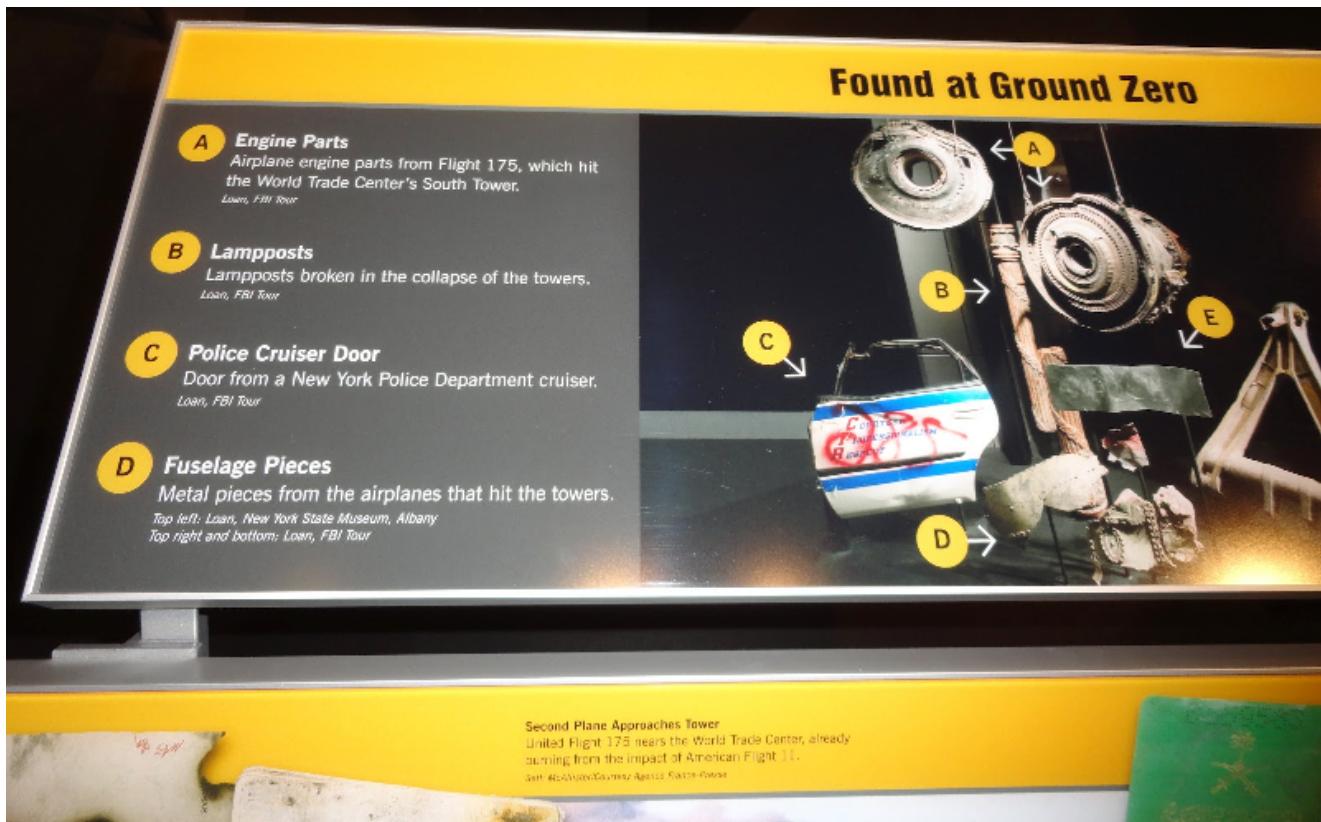
Other parts of Flight 175's starboard engine were found, but first... my 2016 announcement.
An engine was recovered from Flight 11. It's on display, labeled part of Flight 175.

Flight 11's engines were never found, we are asked to assume by the FBI and the Newseum, who say the two on display are both from Flight 175. Remember Mark Schaming of the NYSM saying only 2 engines were recovered. See my [video](#) "9/11 Flight 11 Plane Engine IDENTIFIED 2016 - NOT Flight 175!" or [blog post](#), "9/11 Plane Engine [Mis]Identified: FBI/NTSB Failed." Or just keep reading.

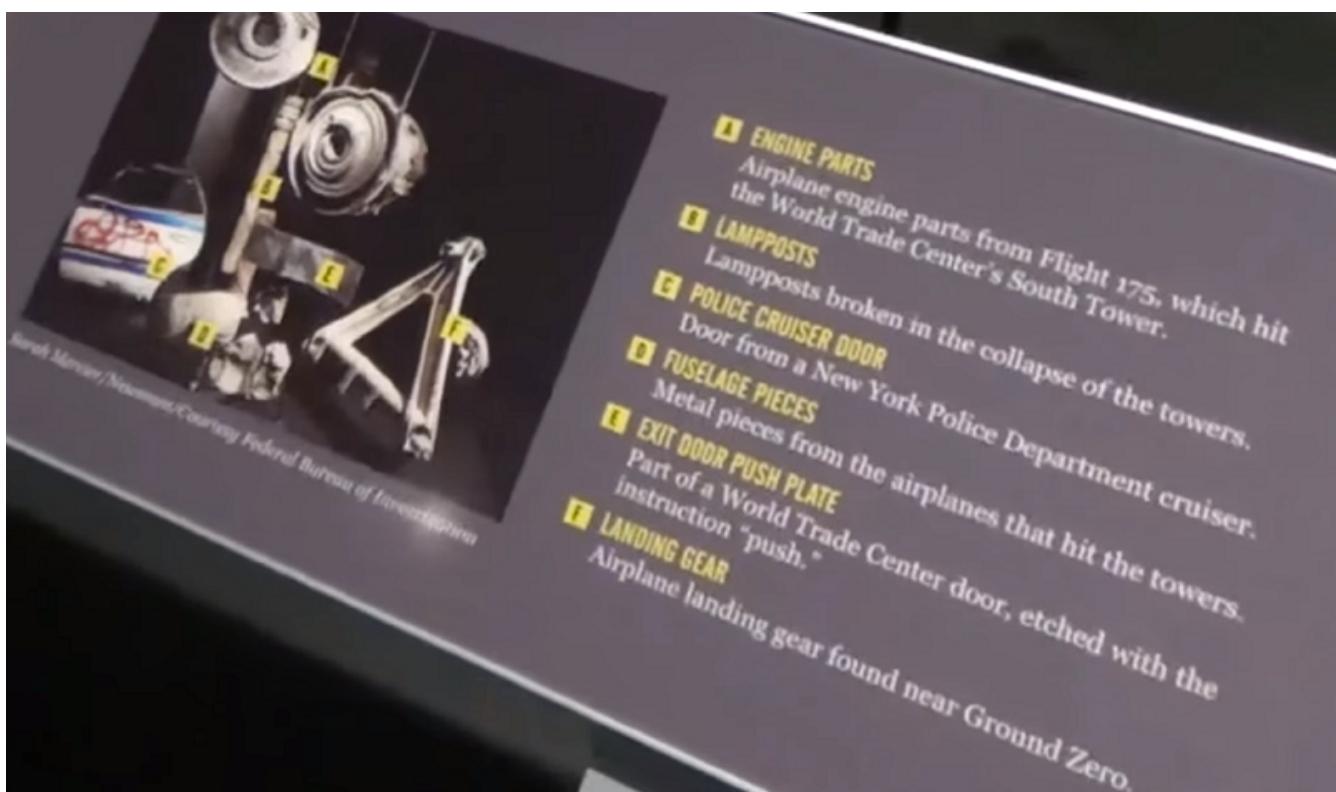


Sarah Mercier/Newseum

** Hold the Ctrl button when clicking links to open a new tab and keep your place.**



Top: 2011 Newseum placard in the exhibit “[War on Terror: The FBI's New Focus](#).” Bottom: Same/updated exhibit in 2017 “[Inside Today's FBI: Fighting Crime in the Age of Terror](#).“ A few other parts from the planes are there, too. [Source](#) video shows the exhibit for a few seconds, 2 pieces of fuselage and part of landing gear #5/5 above.



** Hold the Ctrl button when clicking links to open a new tab and keep your place.**

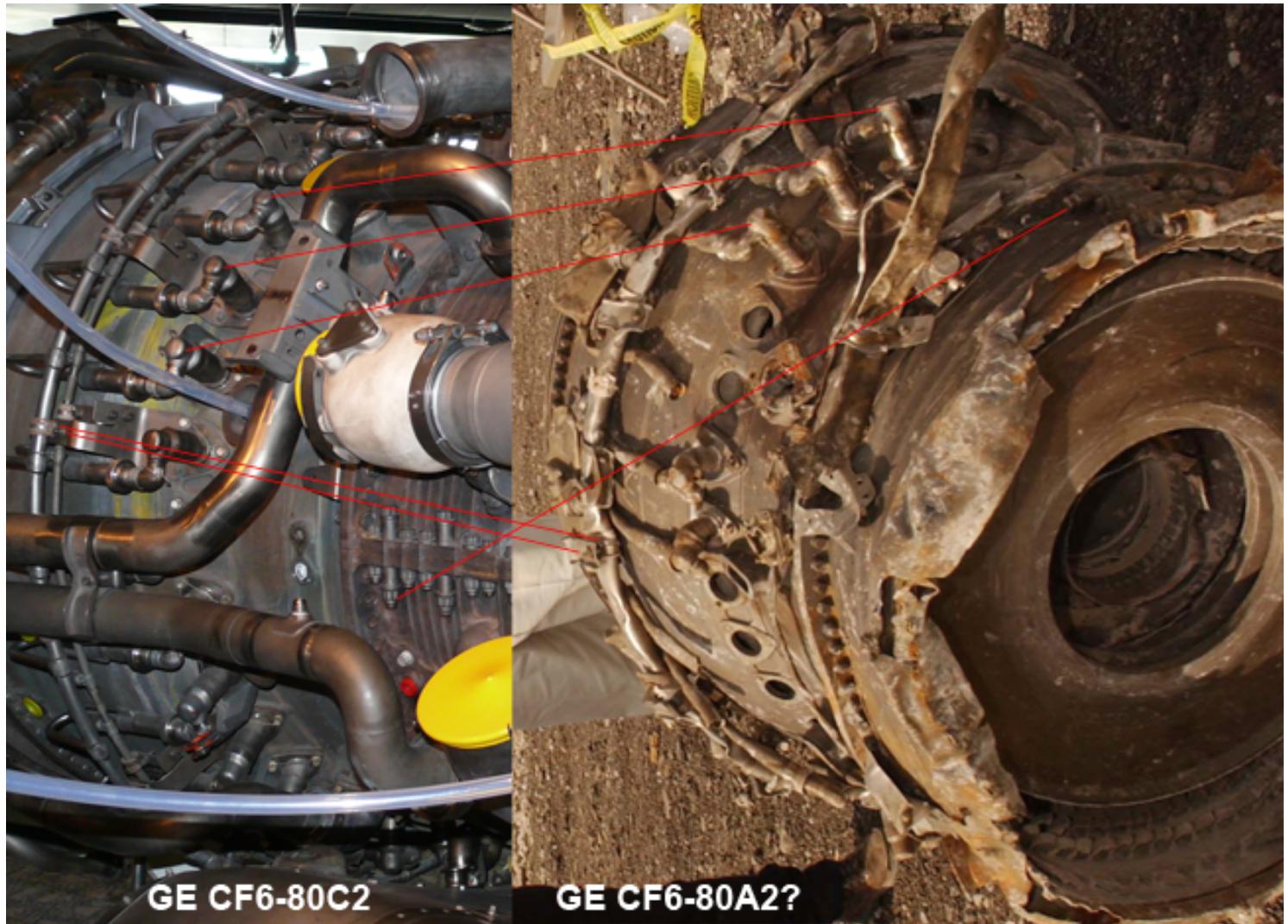


Source: FEMA/ Andrea Booher taken Oct. 16, 2001 at Fresh Kills Landfill debris sorting site. As shown above, the American Airlines Flight 11 engine, General Electric model CF6. See the (*) [other photo](#) of the engine by Andrea taken the same day. Compared to Newseum above. *UPDATE 2020: See [Appendix](#).

Many have seen the old photos of it and wondered. Since there was only one other ([virtually identical](#)) photo (*) of the thing, and since technical knowledge of aeronautics is rare, only a couple people [recognized](#) the engine type (GE CF6) in the years of researching (that I have found). See bottom of the page at <http://physics911.net/omholt/>. Also kudos to [Darren at pumpitout](#) forum, who found dozens of images to compare, mostly for Flight 175, though.

If you go to the [Wikipedia page for Flight 175](#) and click on the [engine photo](#), you'll see the one pictured above [hanging in a museum \(Newseum's 2011 exhibit "War on Terror: The FBI's New Focus"\)](#) with a [real Flight 175 engine piece](#) (Getty Images) also [seen before \(source\)](#) in the pile of plane parts at [Fresh Kills](#). The museum Curator of Collections, Carrie Christoffersen, said they had "two fragments of jet engine from Flight 175 on exhibit. There's a small piece that weighs 800 pounds (363 KG) and a larger piece that weighs 1,500 pounds (682 KG). They are on loan to us from the FBI." I emailed Carrie, but got no response.

Attention FBI: You are mistaken about the larger piece being from Flight 175. Check it:



With the aid of a mechanic or other qualified person, this would confirm the engine to be the type flown on N334AA, Flight 11. [Source, left: Photo](#) by Ruth Ann. General Electric [CF6-80C2](#) in the American Airlines Museum in Texas. At right, Fresh Kills Landfill, [FEMA News photo](#). I added the lines and text to indicate the 9/11 engine part belonged to a GE CF6.

PLANESPOTTERS.NET

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N612UA United Airlines Boeing 767-222 - cn 21873 / ln 41

Airframe Details	
Construction Number (MSN)	21873
Line Number	41
Aircraft Type	Boeing 767-222
First Flight	27. Jan 1983
Age	18.6 Years
Airframe Status	Written Off

 [Send in corrections](#)

Operator History

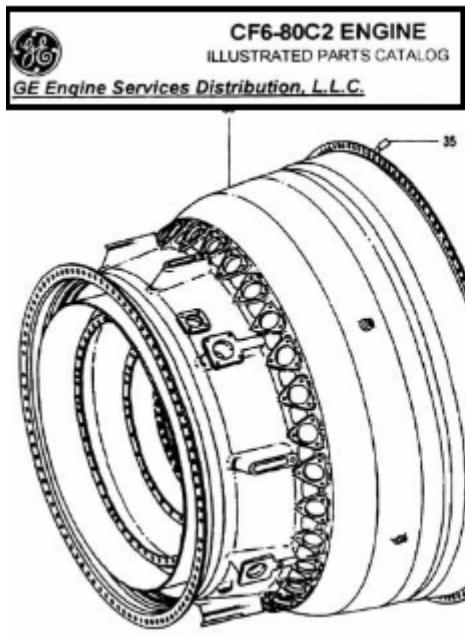
Reg	Aircraft Type	Airline	Engines	Config	Delivered	Fleet Number	
N612UA	Boeing 767-222	United Airlines	2x PW JT9D-7R4D	F10C32/126	23. Feb 1983	6212	Crashed 11. Sep 2001 New York by terrorists Safety.net ASN

Top Home Contact About Terms of Use

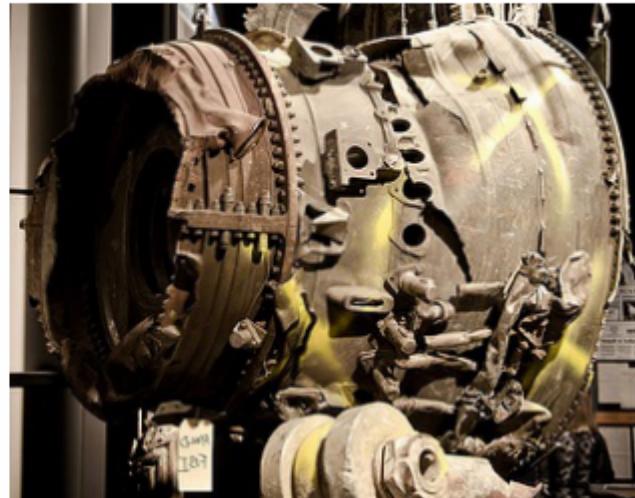
United used Pratt & Whitney engines on Flight 175's plane, N612UA. Not GE. Here's what a GE CF6 diffuser case looks like: (the top part – [Source](#): Vimeo) Below, the PW JT9D-7R4D from Fred Robel:



N334AA (Flight 11) had 2 [General Electric CF6-80A2 engines \(Also 2.\)](#)



Newseum FBI Exhibit, 2011. Image flipped horizontally.



The [Washington Post also said](#) both pieces were from “Flight 175.” (In quotes because flights don't have engines. Planes do.) Their [photo is high res \(like Wikipedia's\)](#), depicting the one seen above at right. Shame on the Washington Post, though, because the caption for the photo says, “Engine parts from Flight 175, which crashed into the World Trade Center's North Tower at 8:46 a.m. on Sept. 11, 2001. (Sarah Mercier/ Newseum)” In case you didn't catch that, it should say **Flight 11** for that time and tower of impact. (Jacqueline Trescott, “Newseum exhibit ‘War on Terror: The FBI's New Focus’ includes artifacts from 9/11,” [washingtonpost.com](#), 8/26/2011) [[another image](#)] Again, [see my video announcement here](#).

This is further proof the FBI and/or NTSB didn't ID the parts to specific airplane. Or the info got lost in the mix over the past 15 years and no records were kept. Now we'll have to talk to Newseum and get the [placard](#) changed for their exhibit's display. I believe the exhibit is still in place. In 2015 it reopened with a new name, “[Inside Today's FBI](#): Fighting Crime in the Age of Terror.” In the FBI's online article about the exhibit, the 9/11 artifacts were also described with the engines and landing gear coming from “Flight 175.” (FBI, “Newseum goes 'Inside Today's FBI,'” [fbi.gov](#), 11/13/2015) Fail.

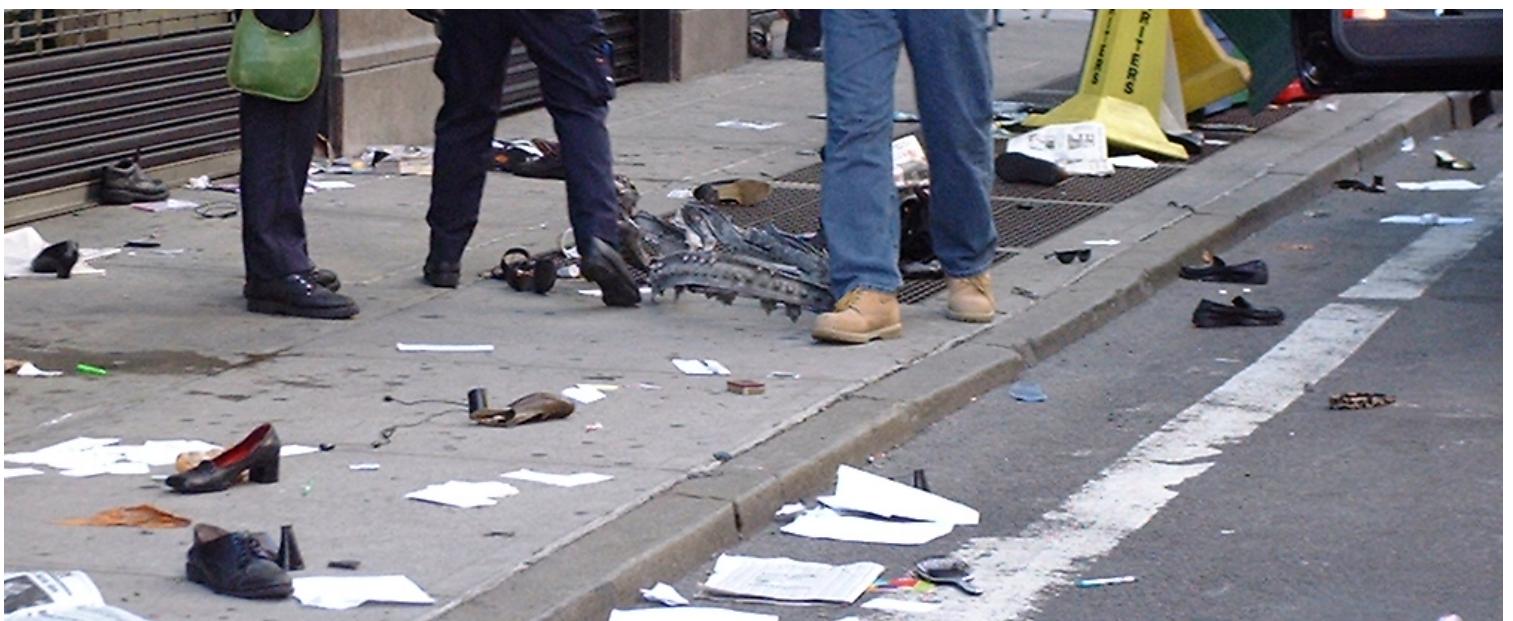
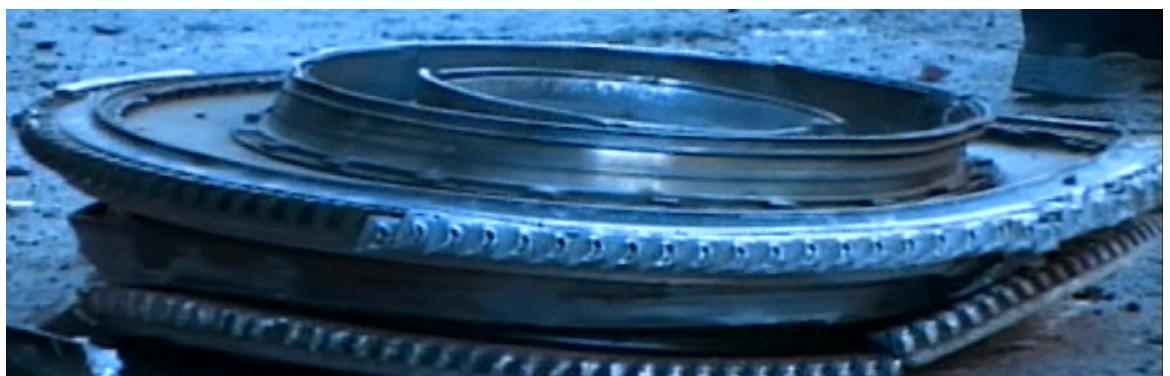
As we'll see with the N612UA engine, our N334AA engine is a different model (80A2) within a series (CF6) than some others we use for comparison. The 80C2 (see drawing above) is a new and improved version of the 80A . It has an enlarged fan and “[a]n extra stage is added to the HP compressor, and a 5th to the LP turbine.” ([Wikipedia](#), “General Electric CF6”) I'm no pro, but I'm pretty sure our engine part wasn't affected much in the upgrade. It's a “[diffuser case](#)” (with lots of stuff attached and inside – detailed [in 80A type] in an [NTSB drawing here](#).)

The differences in the -7R4D and previous versions are listed in [Jane's All The World's Aircraft 1991-1992, p. 733](#) (sorry it's illegible). See a scanned image only (circles are not mine). [It reads](#): "Seven models (7R4D to 7R4H), with larger fan with wide chord blades, zero stage on LP compressor, improved combustor, [7R4]H has single crystal HP turbine blades" ([Source](#): Darren at pumpitout forum) More info about the blades comes from the [FAA in a document](#) about Pratt & Whitney engine models, including our 7R4D: "single crystal first stage turbine blades" (Feb. 10, 2001). The [Jane's](#) book gives the number of blades for each stage (1st – 116, 2nd - 138), but they're hard to count accurately on the actual broken subjects. I speak of the two joined disks with blades shorn off or knocked out.

The Naudet image shows some of these silver blade bases (not sure what material) sliding out of their notches – which should be "[fir tree roots](#)" as specified in the LP/HP turbine (hot section) at the back of the engine ([Jane's](#), op cit.). Dovetail style like this blade was found in the street near WTC 2.



[Source](#): Warning, blood. Photo by John G./NFPA at 9:17 AM. A dovetail-base turbofan engine blade (not fir tree roots) photographed on the street near tower 2.



Appears to be a scrap from an engine. BTW, did this many people run out of their shoes? Or is this from luggage? [Source](#), John G. NFPA



Pieces of UAL175's engine (and misc.) on top of the Federal Building/ Post Office, seen from 2 angles/times. Top: Vicki Arbitrio; Bottom: Louis Briendel ([see gallery](#) or see [source](#) w/ dead image links) Other small airplane parts are in their photos.

A few witnesses saw engine parts that day. "We parked the car on the corner of Fulton and Church. [...] when I looked up I saw the impact of the second plane. [...] debris was falling [...] So we ran back to the car and laying right in back of my car was a large object which I thought was probably part of one of the aircraft turbines. It was laying about ten feet away from the car and it was still on fire, smoking and fire." (FDNY Chief of Safety Albert Turi, [WTC Task Force Interview](#), Oct. 23, 2001) Keith Lane of FOX5 WNYW-TV was [near that location](#), but there is no glimpse of aircraft debris or the smashed vehicle.

These next witness accounts remind us of Chief Al Turi's car on Church St.

"At that point, Smitty was driving. That's when he started trying to snake his way up West Street. There was a lot of debris in the street and I remember yelling to the Lieutenant to keep going because stuff was still landing all around us. We just passed a compact car where the engine was running and the door was open, which looked to me like the driver had escaped, but from **the back seat to the trunk was crushed by a jet engine.**" - FDNY firefighter Michael Hazel, [WTC Task Force Interview](#), 12/6/2001

"There was a car that we drove by that the driver's door and the passenger door were open, and there was a **plane motor on the back half of the car**. Two inches more, and both these guys would have been dead too. That was their ticket. It was amazing. The car was actually cut right in half with this motor, right there back of the front seat. I sat there in amazement." - FDNY firefighter Richard Saulle, [WTC Task Force Interview](#), 12/6/2001

[This car](#) ([Source](#): www.) with caved-in trunk on West St. was supposedly hit with aircraft debris, but [another angle](#) ([Lance Boyle](#) on Photobucket) shows it was something else. I think. Anyway, that car doesn't fit these descriptions – not enough damage.



Photo by Lyle Owerko, NIST FOIA 09-42, 911datasets.org release 11 ([Cropped](#) to focus on the beige cop car [unknown agency; lights inside, not on top] with **smashed hood** while including the street sign "Vesey" and some of the Borders sign in WTC 5.) The ~3-foot diameter ring beside the police car – we imagine, seeing less than half – seems it could be part of an engine, as described by Paramedic Manuel Delgado.

"Manuel Delgado (EMS): 'An explosion goes off. [the second plane impact] I immediately tell everyone to get out of the car and hide somewhere, go underneath something. It's interesting because, as we were there, there was a police car, I guess, on Vesey, on the corner there, and some debris comes down from whatever this explosion was, at the time we really didn't know, and it just crushes it, I mean, crushes the top front of the police car, which really scared me at that point.'

Q. Could you tell if it was airplane parts?

A. It looked like an airplane part afterward, yes, it did. It looked like part of an engine. It was pretty big. It was probably the size of the hood because it kind of hit it, bounced, and then rolled off."

- [WTC Task Force Interview](#), Paramedic Manuel Delgado, 10/2/2001

Many other parts of one or more aircraft engines were found and photographed. Mostly varying sizes of [rings of metal](#) (photo source NIST FOIA 911datasets.org release 17, JohnG_NFPA5; also [2.](#), [3.](#) by Lyle Owerko; [4.](#), [5.](#) by Louis Briendel; and [6.](#) by Vicki Arbitrio [NIST FOIA 09-42 release 32]), some outer shell seams and some turbine disks with blades shorn away. Blades such as [this one in the street](#) [with blood and tissue – be warned]. See photo at the beginning of this section, the ring leaning on the Pratt engine chunk, at left. [One thick ring](#) of unknown diameter, as mentioned earlier, was labeled "possibly part of landing gear" by the NY State Museum.



[Source](#): NIST FOIA Release #32, 42A0367 - G33D1\ WTCI-95-I-GMS-multiple\ Steficek-2001-10-18... Going by location only, this belongs to a Pratt & Whitney JT9D-7R4D turbofan jet engine. Looking at an older model [JT9D in a museum](#), this appears to come from the rear. At right, the feet of another investigator show us how big this thing was.

A rarely seen chunk of alleged N612UA turbofan jet engine landed on the roof of WTC 5. There are no location clues in the photo; we just see the ground/ roof. There are only two photographs of it (at rest, closeup, in its mangled state). The first, from Oct. 18, 2001. The other, [from Oct. 25](#) has better lighting; but the one above has a size reference. Looking at the whole set of photos from the 18th reveals our location – **on the roof of WTC 5**, 4 minutes after the Steficek fuselage photo (4:13 fuselage and 4:17 engine fan, per metadata). This fragment of UA175's starboard engine is missing since 2001. No museum exhibitions.



[Source](#): Wikipedia. "Airplane engine parts from Flight 175" should say Flight 175 starboard engine at left. One of Flight 11's 2 engines at right.

P.S. If any knowledgeable aeronautics professionals can help improve the language or correct any errors, please contact me at matt(at)911conspiracy.tv. Thanks in advance.

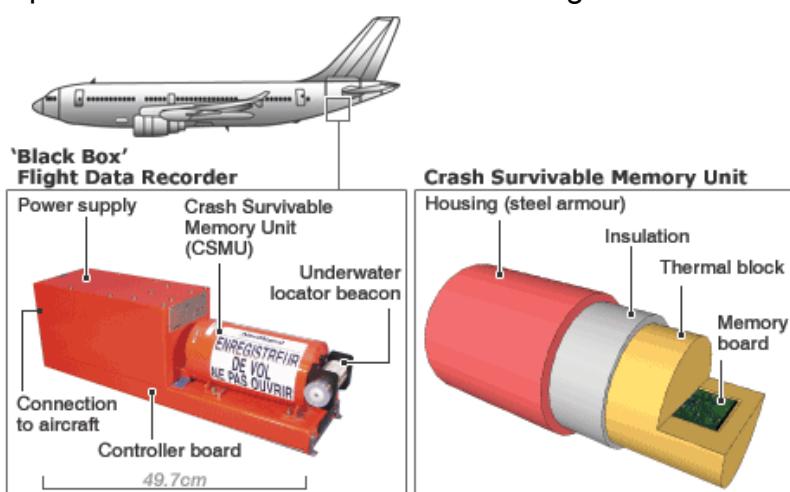
BLACK BOXES SOMEWHERE

The debris field and mass grave of Ground Zero was dug up so fast – or the damage was so incredibly severe – that the virtually indestructible “black box” ([orange](#)) flight data recorders and cockpit voice recorders from the 2 planes were never found ([source](#) – see also [here](#)) – [a very rare occasion](#) on land. Or they were secretly found.

Briefly consider the *other* 9/11 black boxes. The two devices were found for the Pentagon attack plane, American Airlines Flight 77. Yet the [voice recording was allegedly not usable \(images\)](#), source NTSB FOIA appeal 2012, 911datasets.org). Recent [flight data recorder analysis](#) contradicts early inaccurate interpretations which had fueled the ridiculous conspiracy theory of a flyover masked by internal explosions ([see the data](#)). Pentagon theories have long been the bane of the 9/11 Truth Movement – the poison in the well, so to speak (Frank Legge, BSc, PhD, “[What Hit the Pentagon? Misinformation and its Effect on the Credibility of 9/11 Truth](#),” journalof911studies.com, 2009). In the [words of researcher Russell Pickering](#), “This plane/no-plane debate at the Pentagon is responsible for more division, destruction and disgusting behavior than any other 9/11 topic. It has deterred more of the general public from understanding the BIG PICTURE than any other aspect of 9/11.” The best collection of Flight 77 evidence is located [here](#).



Posted at Ground Zero ([source](#) - see [ex. 2 & 3 & 4](#))



[Discrepancy In Tape](#), philly.com, Sept. 16, 2002.) Also, NORAD and the 9/11 Commission place the crash at 10:03 while [seismic data](#) says 10:06:05 and the Federal Aviation Administration (FAA) 10:07 ([historycommons.org](#)). It has been argued the plane was shot down. This (or the plane breaking up after excessive velocity stress) may explain why the bits

For the Shanksville, Pennsylvania crash of United Flight 93, again the [cockpit voice recorder \(alt. version\)](#) and [flight data recorder](#) were recovered quickly. As opposed to the Pentagon device, the CVR was useful. Suspiciously, or to avoid disrespectful media dissemination, the voice recording was only shared at length with the victims' families in closed quarters... and the last 3 minutes were missing. (William Bunch, “[Three-minute](#)

of [plane debris field were spread over several square miles](#). Of course there are witnesses who described a plane – not parts of a plane – diving at a 45 degree angle. [There were witnesses who said lots of things](#). Finally there is the [inconsistent labeling on the two Shanksville devices](#). The CVR was labeled “AlliedSignal” and the FDR, “Honeywell.” [Details](#). It’s probably nothing. See the [NTSB Flight Path Study here](#).

In the New York cases of American Flight 11 and United Flight 175, a credible source said one of the black boxes (which?) was found electronically, just supposedly not recovered. This is despite a contradictory, corroborated claim by Nicholas DeMasi, firefighter (and “honorary firefighter” Michael Bellone). Read his story in the rare book [Behind the Scenes: Ground Zero, by Gail Swanson](#), p. 108. (See [Bellone's 2011 version](#).) Quoting DeMasi:

“At one point I was assigned to take Federal Agents around the site to search for the black boxes from the planes. [...] We loaded up about a million dollars worth of equipment and strapped it into the ATV. [...] **There were a total of four black boxes. We found three.**” - Bryan Sacks and Nicholas Levis, [“Firefighter Said Black Boxes Were Found at Ground Zero,”](#) summeroftruth.org, Oct. 27, 2004, emphasis added.

That “million dollars worth of equipment” helped locate the boxes using their waterproof, impact/heat resistant, built-in homing beacons. (That is, of course, if DeMasi told the truth.) They are called underwater locator beacons because being submerged activates them.

On Sept. 19 the [New York Times reported](#) that the “pinging” of one of the black boxes “might have been detected.” (Susan Sachs, “At the Site, Little Hope of Uncovering



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Edward F. Jacoby Jr.
Director

To: Governor George E. Pataki
cc: Mr. James G. Natoli
 Director of State Operations
From: Edward F. Jacoby, Jr.
 Director
Date: 9/18/01 6:00 P.M.
Subject: World Trade Center Plane Crash

Executive Summary

- Investigators have identified the signal from one of the black boxes in the WTC debris.

“Investigators have identified the signal from one of the black boxes in the WTC debris.” [OEM FOIL Sec. 4, p. 16. Enlarged here.](#)

Survivors.") **Confirmation:** "Investigators have identified the signal from one of the black boxes in the WTC debris," said a Sept. 18 memo to Gov. George Pataki from New York State Emergency Management Office Director Edward F. Jacoby, Jr. ([OEM FOIL Sec. 4](#), p. 16.) These investigators included "14 personnel" of U.S. Army's CECOM (Communications Electronics Command), in addition to FBI and USAR (Urban Search and Rescue), from whom "[a] ten-man team is using acoustic sensors and direction finders to locate the audio transmitters (pingers) on the recorders." ([FEMA Situation Report #15](#), for Sept. 19-20, pp. 8-9) The NTSB (National Transportation Safety Board) was involved, too, helping to set up six observation/camera points to help guide FDNY and USAR ([apparently with laser pointers \[source\]](#), Sept. 24-25 FDNY Incident Action Plan]) to the area(s) emitting the signal(s). All but two of these camera points were removed Oct. 21/22 ([FDNY Incident Action Plans](#)). That may just be our time frame for surreptitious black box collection by the FBI. Thanks to Caveman for his [research](#) into this matter. It's safe to say [at least one of the devices was found](#), just maybe not retrieved. Because they'd tell us if they retrieved it...

One [article touting CECOM](#) (p. 24) went as far as to say, "Radio frequency detectors developed at CECOM were used to find 'black box' flight recorders from the airliners that crashed into the two towers." (Gen. Paul J. Kern, Commanding General, U.S. Army Materiel Command, "[AMC: Accelerating the Pace of Transformation](#)," AUSA: Army Magazine, Feb. 1, 2002.) It is now undeniable that one or more of the devices was located. Were they *retrieved*?

Corroborating DeMasi's claim of a deception was a man named Mike Bellone. He told his story on Jesse Ventura's "Conspiracy Theory" [episode on 9/11](#) @ 17:30 (TruTV, 2009). Bellone got a good time segment of the program, creating drama that amounted to nothing. DeMasi wasn't there. ([screwloosechange.blogspot.com](#), 2009) ([See www.pnionline.com/...](#))

Bellone traveled the country with Ground Zero "artifacts" as part of a [supposed charity group for children](#), as an "honorary firefighter." ([911myths.com](#)) Worse: "Fire marshals ... arrested Bellone, 51, of Brooklyn, N.Y., on Sept. 27 [2005], for having an FDNY Scott air tank, harness, regulator and mask. He was charged with grand larceny, criminal impersonation and possession of stolen property, but the charges were later dropped after Bellone returned the items." (Ed Zagorski, "[New York 'firefighter' who delivered talk on 9-11 at Concordia was fraud](#)," GM Today, Oct. 19, 2005.) Another report: "Fire Marshals arrested a self-proclaimed 'honorary firefighter' for allegedly touring the country with **pilfered FDNY gear to promote a 9/11 book**, officials said." (Carrie Melago, "9-11 'Hero' Swiped Our Gear: FDNY," [NY Daily News](#), 9/28/2005. em. added) That's the [book that claims the black boxes were found](#).

"We had cases of people arrested as impostors. Absolute impostors that got their hands on some turnout gear." (Battalion Chief John Norman, 16th Battalion, in Eisner, op cit., p. 211) No comment from DeMasi. In 2011 Bellone released the [10-year anniversary edition](#) containing, I believe, the same material as the Gail Swanson 2001 edition. I've read neither.

CHAPTER 23

A.T.V. UNIT

September 11, 2001 – June 12, 2002

*Nicholas DeMasi
Firefighter, Engine Co. 261
Fire Department City of New York*

I got a call from a friend, and he told me, "Turn on the TV, a plane just hit the WTC Center."

I responded to my firehouse. I then went to the Fire Department area at Shea Stadium and got on the first bus going down. On the way there, the second building was coming down. When we arrived, a staging area had been set up and there was supposed to be a team of four firemen and an officer. We were to stay in that area until they told us to go in. Another firefighter and myself didn't wait. We went in.

We started rescue efforts and searched for people. We moved some of the apparatus that was damaged. We needed tools to work with and we didn't have any. In order to get a tool, we had to walk back to the staging area where all the rigs were parked. It was a long walk, it would have taken close to an hour to get a tool. So I figured if I had my personal A.T.V. (All Terrain Vehicle) with me, I could go get the tool and bring it back right away.

So many tools were needed, ones we didn't even have. There were so many people supplying things like ropes, masks, and torches, etc. People were bringing in tool supplies, but the supplies were so far away from the site that it would have taken us forever to get them.

The next day I came back with my A.T.V.'s. I had four of them because that's what I had on my time off. I go to A.T.V. rodeos, and I use them for hunting and for pleasure. Two guys from the firehouse, and my nephew and I put the A.T.V.'s on a trailer and brought them down to the site. We immediately started running tools and men to where they needed to go.

Ground Zero was so spread out, but by driving around the site we learned where everything was. We knew where to get supplies, how to get back to the site, and how to get in and out of the site. It started catching on with all the firefighters, officers, and the chiefs. "If you need anything, go ask the 'A.T.V. Guys,' they're the gopher guys." After a week everybody was saying, "Call A.T.V. Nick," and we brought what was needed.

The Fire Department issued us radios so that any of the officers or chiefs could call us and tell us what they needed. Within minutes we delivered, whether it was a paper clip or 200 boxes of gas for the torches.

Page from Behind the Scenes: Ground Zero (2001) [or Ground Zero: Behind the Scenes (2011)?]. Black boxes quote not included. Source lost.

Spokesmen for the FBI and the FDNY denied the claims of these two Ground Zero workers. (historycommons.org citing [Philadelphia Daily News, 10/28/2004](#).) Finally, a third claim of retrieval:

"A source at the National Transportation Safety Board, the agency that has the task of deciphering the data from the black boxes retrieved from crash sites – including those that are being handled as crimes and fall under the jurisdiction of the FBI – says the boxes were in fact recovered and were analyzed by the NTSB. 'Off the record, we had the boxes,' the source says. 'You'd have to get the official word from the FBI as to where they are, but **we worked on them here.**'"

Dave Lindorff, "[9/11: Missing Black Boxes in World Trade Center Attacks Found by Firefighters, Analyzed by NTSB, Concealed by FBI](#)," CounterPunch, Dec. 19, 2005, emphasis added.

An NTSB spokesperson denied this. Official word is they were never found.

"The CVRs and FDRs from American 11 and United 175 were not found, and the CVR from American Flight 77 was badly burned and not recoverable."

The 9/11 Commission Report: Final Report of the National Commission on Terrorist Attacks Upon the United States ("official government edition"), Notes to Chapter 1. (p. 456 of PDF version)

Where are the New York black boxes, then? Why were the alleged [murder weapons never identified](#) forensically? That is, including Flight 77 and Flight 93, each with no serial numbers on the black boxes (Aidan Monaghan, "[9/11 Aircraft 'Black Box' Serial Numbers Mysteriously Absent](#)," 911blogger.com, Feb. 26, 2008). Since the crashes weren't classified as accidents, the National Transportation Safety Board didn't have the burden of responsibility that the FBI did. Yet, a records search by FBI Record/Information Dissemination Section ("RIDS") section chief David Hardy uncovered **no** "documentation pertaining to any formally and positively identified debris" from the aircraft used in the attacks (Aidan Monaghan, "[FBI Records Chief Describes Unsuccessful Search For Identifying Records Of 9/11 Aircraft Wreckage & Flight Data Recorders](#)," 911blogger.com, Aug. 26, 2008).

Note: If while on YouTube or the [9/11 TV Archive](#), you come across Dan Rather's [CBS News announcement](#) on 9/11 that one of the black boxes was found, be sure to find the follow up clip a few minutes later where he apologetically [withdraws the statement](#).

2018 UPDATE to counter my claim above that it's undeniable. CECOM's information could have been a miscommunication that led to a false report. What are the chances the black box 81 or 96 floors up landed (or came to be) under water? How did the [beacon](#) survive its limit of 3,400 Gs (310 MPH impact) and an hour of 2,000 degree fire? (Remember deceleration since the black boxes were in the tail of the plane. What was the speed of the tail of the plane at its impact?) Once activated in water, the beacon would emit ultrasonic pings every second – could that be detected deep in the pile of steel?



Thanks for reading. Did I miss something? Let me know: matt(at)911conspiracy.tv.

This is an expanded excerpt of the full e-book (68 MB PDF, 267 pages)

["9/11 Debris: An Investigation of Ground Zero."](#) Free of charge. No ads.

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About the author: Matt Nelson got a B.A. in English (Magna Cum Laude) with a concentration in creative writing – and created non-profit site <http://www.911conspiracy.tv>, now home of the 9/11 video and TV archive. No advertisements or sales on the website. ([YouTube](#) is not monetized.) Reach out to matt(at)911conspiracy.tv.

About the method of notation: Sources for information are listed as the info is presented, without numbers for referencing footnotes or end notes. This method will encourage readers' own immediate confirmation of facts and figures. Apologies for no traditional bibliography. You'll have to trust me when I quote a book not found online. Also, the image and video links are an integral part of investigating. Click web links at your own risk. No ads are mine. Due to the temporary nature of information on the Internet, supplemental material and sources are often backed up with mirror links and downloads. In the event a hyperlink dies, or an article is removed, try using the Internet Archive [Wayback Machine](#), which has helped numerous times in the pages below. If a video has disappeared, or a link is broken, contact matt(at)911conspiracy.tv.

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The 9/11 Video Archive:

[1st plane hit, 8:46:26 AM](#) (EST): 2 videos, 1 image (see p. 87).

2nd plane hit, 9:02:59 AM: [64 videos \(+62 explosion only\)](#), plane missed), [50 photographs](#)

1st collapse ([2 WTC](#), South Tower, 9:59 AM): 151 videos

2nd collapse ([1 WTC](#), North Tower, 10:28 AM): 200 videos

[Building 7 collapse](#), 5:20 PM: 26 videos

[9/11 TV Archive](#)

Additional 9/11 image links:

New from 911conspiracy.tv, [The WTC Photo Gallery](#)

WTC Photographic Record, debris map and fire progression, more: [sharpprintinginc.com](#)

9/11 Maps: <https://911maps.wordpress.com> – Get the Google Earth kml file or explore the Air Traffic Control ([ATC](#)) recordings' transcripts in spreadsheet form via Google docs.

9/11 Related [Mainstream Documentaries](#), collected at 911conspiracy.tv

See a documentary using mostly NIST FOIA-obtained video shot on the day: [World Trade Center Documentary](#) has nearly 8 million hits on YouTube.

[NIST FOIA](#) files listed, with links where time allows. Find the videos on YouTube thanks to: [WTCFOIAVideos](#), [MrKoenig1985](#), and more. See also [Nathan Flach](#) and [Achimspok](#).

UPDATE Sept. 2019:

p. 1: Changed the “Washington” link from a Google search result to an [extensive webpage](#).
 p. 4: Added to caption, “My text added.”

p. 6: Added the sentence, “Actually, plastic cards were found in abundance. See “Relics from the Rubble” [here at 27:14](#).”

p. 16: Added to the N334AA image caption, “See [another](#).” That’s in response to a conspiracy theory found here at the top of the page: <http://911truthout.blogspot.com/2018/10/matt-nelson-airplane-debris-wtc-9-11.html>

p. 33: Added to caption, “Later identified by independent researchers as part of a Boeing 767.*” The asterisk points to one in the paragraph below for a link to this appendix. See the image below.

p. 34: Cropped the Saudi passport image and added text, “... part of the passport. The terrorists' visas (15 of 19 from Saudi Arabia) raise eyebrows for many, like [J. Michael Springmann](#), author of [Visas for Al Qaeda: CIA Handouts That Rocked the World](#) (2015). ([Shayna Steinger](#) was the official in Jeddah.)”

p. 54: Added the word “[more](#)” to the lower caption since Google+ (my link) has been eliminated. That links to the metabunk.org article which also quoted the Google+ source.

p. 67: Added the sentence, “I emailed Carrie, but got no response.” (Since her Newseum exhibit is labeled incorrectly due to an FBI/NTSB error.)

p. 75: Added the sentence, “The best collection of Flight 77 evidence is located [here](#).”

p. 81: The map no longer appears here. See the last page.

p. 82: Added. See p. 83....

I'd like to take a moment to thank Daniel Plesse (911truthout.blogspot.com) for posting the images on his blog that I used on page 2 and in my book [9/11 Debris: An Investigation of Ground Zero](#). I linked to [his page](#) in the page 2 caption using only the word “source” because Dan didn't provide the sources for his images. I found the source for one of them.

Also for Dan and other doubters of the planes' authenticity, let's look at one particular piece of fuselage from N612UA aka United Flight 175. It's highlighted on Dan's blog, for which I also amended p. 16. See the piece on p. 18 in the pile at Fresh Kills. I mention it on p. 22: “See one [colorful UA175 fuselage section](#) (from beside a door it seems, since windows have no red stripe)....” Also at the [FBI flickr page](#).

I wasn't specific enough, so let's find exactly where on the plane that part belonged. Dan included this image in his [review](#) of the PDF you are now viewing (in its second iteration).



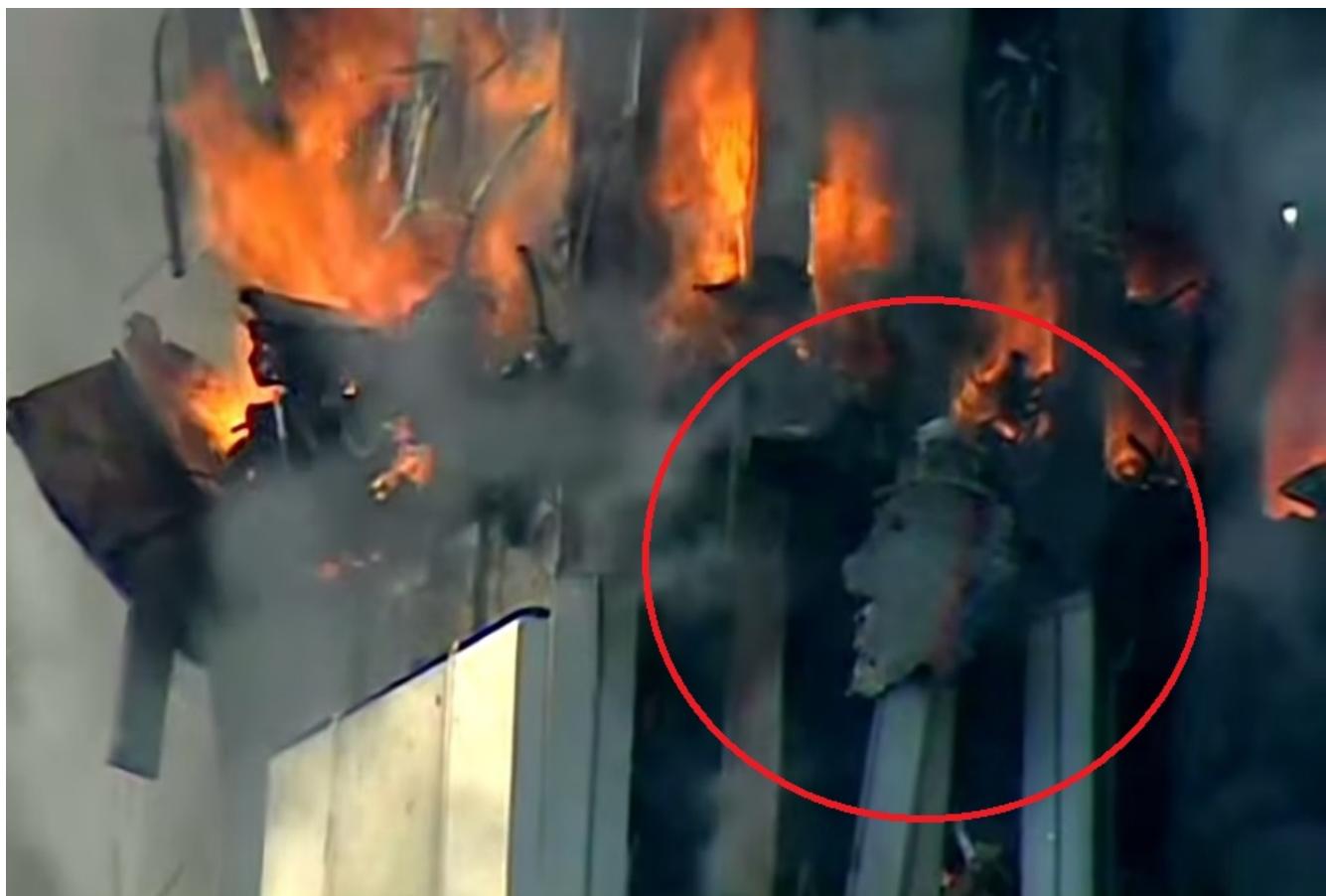
737 United Express

From "Matt Nelson Airplane Debris WTC 9-11 PDF Review" at 911truthout.blogspot.com

... and posted a [video](#) about it titled “Conspiracy Exposed Flight 175 Paint Problem” (my voice from [my video](#) is heard), where in the comments he seemed to debunk his own video, linking to a [photo of his](#) which includes this [larger original](#) 11-Septembre OFFICIEL linked in the comments of my video... where on a United 767-222 like Flight 175 the fuselage part location is seen – a cargo door on the starboard side.

A very similar piece of fuselage is seen

hanging from the burning tower in the CNN Brian Kiederling footage! I didn't notice this until YouTuber Rod made a [video](#) "9/11 NO PLANES? Fuselage part from United Airlines 175 minutes after impact at South Tower!" The camera operator attaches the 2x lens extender, zooming on the engine exit point on the northeast corner of the tower at floor 80/81 at the 2-minute mark in the original NIST file (watch [enhanced HD version](#), thanks to MrKoenig1985).



[Source](#): jetphotos.com -- Location corresponds with part seen on previous page. See [FBI image](#).

UPDATE April, 2020:

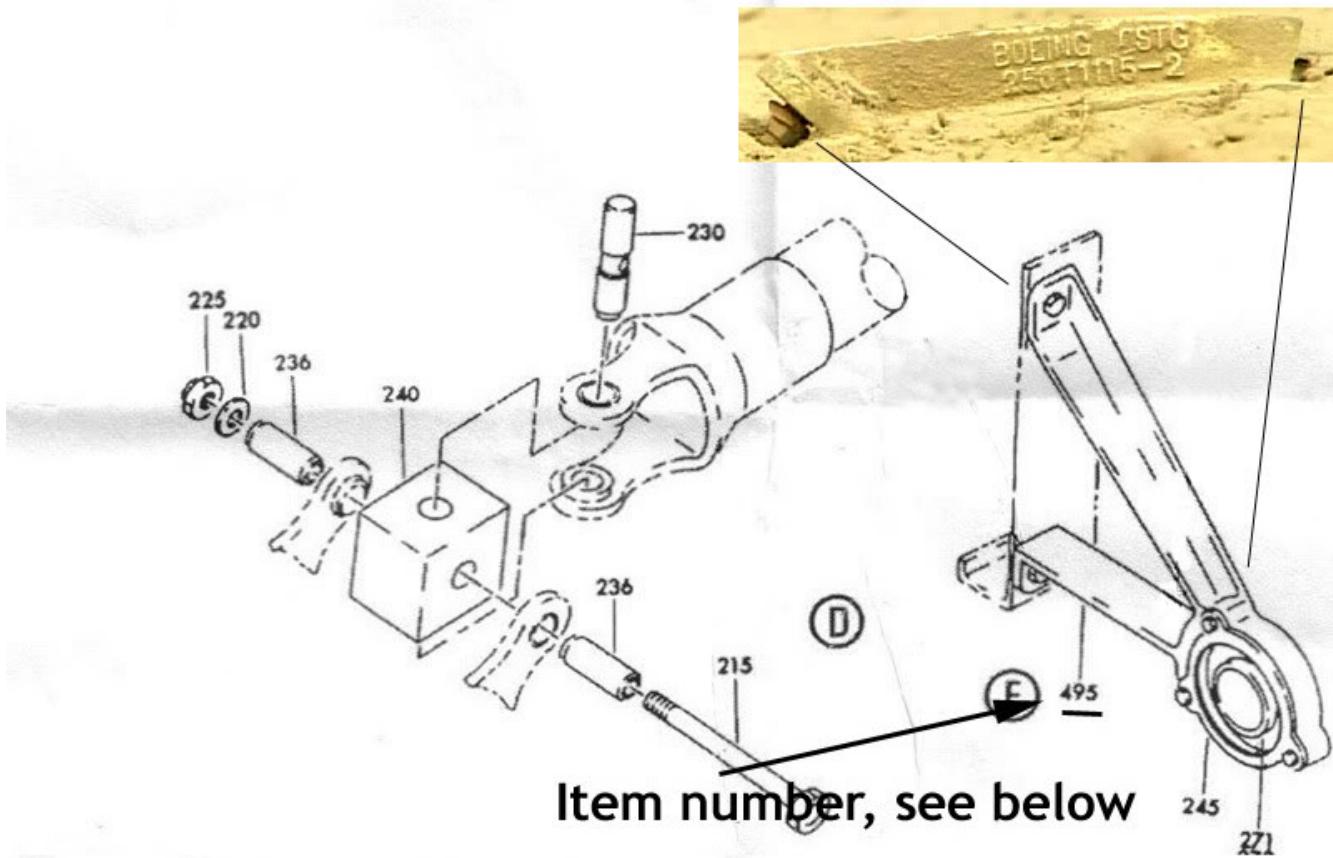
- p. 1: Added “[More](#)” to the dumpster image caption, a link to 911AnalysisVideo’s YouTube video showing plane part collection spots.
- p. 4: Added to Flight Explorer image caption, “By coincidence [another aircraft](#) was closer to the WTC. N175F. What? Thanks, femr2.”
- p. 11: Added a caption to the green painted dumpster photo: “See another version and more by Katuba Arumba [on Facebook](#).”
- p. 31: **Two new photographs** of Flight 11 fuselage, thanks to finds by [911AnalysisVideo](#).
- p. 50: New Flight 175 engine part photo linked: “A [newly-found photograph](#) shows this part in high quality, **smoking**. Thanks to YouTuber 911AnalysisVideo for [posting video](#) of the photo(s) found on Facebook.” I won’t include them here since they say copyright and a phone number.
- p. 67: Changed the image caption since it said “the only other photo,” because [another](#) has been found showing the Flight 11 engine at Fresh Kills. (Seen below cropped.) Also new is another, lower res shot on [flickr here](#). Thanks for another discovery, [911AnalysisVideo!](#)!



Photo by Charles M. Blalock. The Flight 11 engine at Fresh Kills Landfill. [Source](#)

Rev. 91.0, Mar. 30/2007

BOEING 767-200-300
Boeing 767-200-300 ILLUSTRATED PARTS
CATALOG



CONTROL INSTL-AFT QUADRANT LE SLAT
 (Sheet 003 - Full Image)

Rev. 91.0, Mar. 30/2007

BOEING 767-200-300
Boeing 767-200-300 ILLUSTRATED PARTS
CATALOG

ITEM	PART NUMBER	NOMENCLATURE	EFFECT	UPA
495	256T1115-1	· BRACKET Total Quantity per Aircraft 1	001999	1

Illustrated Parts Catalog find [thanks to Apathoid](#) May 2007 at International Skeptics Forums, although I made the above version to correct the lines pointing to the bracket. Full CNN frame above on p. 34, but see the video now from [CNN Sept. 12 at 1:10 AM](#). See where it goes on the airplane [in this drawing](#). The bracket was south of the WTC on Rector St. 1,100 feet away. See page 34.



NYPD Photos, Source: NIST FOIA 09-42, [911datasets.org Release 8](http://911datasets.org/Release_8), Roll 3 #13 – on Cedar St. looking north at WTC 1 behind WTC 3 (Marriott Hotel). We see the 3-story steel column section punched out of the center of WTC 1, holding an airplane wheel (seen in [photo 12](#) from a better angle above, p. 23). See my [1st plane hit collection video](#), with shots of the south side exit hole. [Compare wheels with a 767](#). Here is photo 9, cropped:



** Hold the Ctrl button when clicking links to open a new tab and keep your place.**

"It was like a 767, like a dual engine. **American Airlines**. I saw it clear--..."- witness in the [Carolyn Campora video](#).

"So everyone looked up to where they thought they heard the sound coming from, and we saw an **American Airlines** plane." - Lieutenant William Walsh, FDNY ([WTC Task Force Interview](#), Jan. 11, 2002)

"Jules had gone out with a fire crew checking a suspected gas leak. They heard a plane. Jules panned his camera up and remembers how he even saw the **American Airlines** logo on the aircraft." - Paul Reynolds, "WTC film-makers still positive," [BBC News website](#), Sept. 4, 2002. (Jules Naudet)



Source: [Vanity Fair](#), Photo by Wolfgang Staehle. A webcam took photos every 4 seconds for days. See my [1st hit page](#).

Flight 11 fuselage, from <http://wtcdebris.0catch.com>
(cached) More [at flickr](#) from the 9/11 Memorial & Museum, [including the piece above](#).

"That was a... as far as I could tell, that was a United -- it looked it, I swear, a **United airplane** that crashed into the side of it." - [Peter Strid video](#)

Female 1: "We were in 3 World Fi[nancial]" [...]

Female 2 "We were in a conference room on the tenth floor and we saw a plane coming very low. [...] By the time we got down to the street, people said they saw a second plane come into the... **The second plane was United**. I didn't – The first plane was big. Alex, you saw the second plane?"

Female 1: "They were commercial airliners. They were big. - [WCBS video](#), NIST FOIA 09-42, 42A0116-G25D26

** Hold the Ctrl button when clicking links to open a new tab and keep your place.**

