Subject: FLIGHT 93
Posted by Tufa on Sat, 16 Jun 2012 21:02:34 GMT
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Fairy Tail Shanksville
:welcome:
911_clips_collection_to_tufavideo_net.torrent:
Hardware_and_Physics\Fairy Tail Shanksville.flv

The ridiculous "PLANE PARTS" evidence
A UA 93 compilation of data gathered from UA - 93 researchers.
Equinox- cluesforum member Equinox
Killtown- killtown.blogspot.com.au
Spooked- www.blogger.com/profile/08266697181345871878

Subject: Re: FLIGHT 93
Posted by Tufa on Sat, 16 Jun 2012 21:57:37 GMT
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1-The Debris Field

Between the four airplanes which allegedly crashed on 911 there should be approximately 9 million parts. 3 million parts each for the 767 and 1.5 million parts for the 757. In addition to the parts there should be 60 miles of wiring for each 757 or 120 miles for both. There is 90 miles of wiring on each 767 which makes 180 miles for both 767's. Wiring is stamped every 12 inches or so with data which includes where it is going, where it is coming from and its maximum load capacity. The reason for this is that wiring is braided into bundles of up to one hundred wires and when you are tracing down a problem you have to know quickly which wire you are looking for and identify it.

Every single part on a Transport Category airplane which means it is certificated to the standards of CFR14 (Code of Federal Regulations) Part 25 of the U.S. Federal Air Regulations and to be certificated either it has to be made by the factory (Boeing) itself or subcontracted to another parts maker. If it is made by another parts maker that parts maker has to be inspected by the FAA and given PMA Parts Manufacturer Authority.

There should be At least 1 million parts scattered in that crash site. There should be body parts at least of 37 passengers, two pilots and five flight crew.

ALSO I'am going to demonstrate different crashes that have the same crash style. Two of the planes have the same downward trajectory and a lower speed. And one has the same speed UA 93,

Master--
UA 93-
Crash speed 500 mph.

Pan Am Flight 103

Lockerbie, Scotland - Dec. 21, 1988

Speed: over 500 mph

USAir Flight 427

Aliquippa, PA - Sept. 8, 1994

Speed: 300 mph

United Airlines Flight 585

Colorado Springs, CO - March 3, 1991

Speed: over 230 mph

I now would like too demonstrate the lack of debris in the UA 93 crash site. Compared with REAL plane crash sites of
the same nature.

UA 93

Compared---

UA 93

Compared---

UA 93

Compared---

UA 93

Compared---

UA 93

Compared---

UA 93

Compared---

UA 93

Compared---

File Attachments

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4) 585decent.gif, downloaded 25031 times
5) unites93gif1.gif, downloaded 24622 times
6) 427crash3gif.gif, downloaded 22571 times
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28) 427crash5.gif, downloaded 22700 times

Subject: Re: FLIGHT 93
Posted by Tufa on Sat, 16 Jun 2012 22:19:55 GMT
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NBC Shanksville Flight 93
on torrent
:flower:

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1) NBC Shanksville Flight 93.torrent, downloaded 14344 times

Subject: Re: FLIGHT 93
Posted by Tufa on Sun, 17 Jun 2012 02:27:31 GMT
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2-The Crater

Let's look at this photo again of the Shanksville crater:

Here's the best possible match of a Boeing 757 with the Shanksvile crater, given the official trajectory of inverted impact, with the plane traveling in the basic direction of the top of the photo:

Notice a wee problem?

Even if we assume the whole plane both blew up into tiny pieces or burrowed into the ground (as the official story holds), the fuselage would have had to have make some sort of crater in the ground where it hit. But there is nothing there where the fuselage should have hit.

This crater is bogus.

This is a nice companion diagram to my earlier proof regarding the Shanksville crater.

Now, the issue is, what attitude was the plane before impact to make this crater, officially?

According the the official NTSB report, the plane impacted the ground in an inverted position, at a 40 degree angle nose down. The upside-down or inverted attitude of the plane is also noted by wikipedia and by "Among the Heroes" (Jere Longman, Harper-Collins 2002, p215).

Thus, the government is telling a story where the plane was inverted before it impacted-- that the plane was upside-down or belly up as it hit the earth.

The tail-mark at the north part of the crater in the aerial picture above supports the upside-down story as well. A tail mark made by a plane going southwards can ONLY be produced at the north side of the crater if the plane was going upside-down when it impacts.

So what does it look like when the plane is going upside-down when it impacts? How would the plane FIT in the crater?

I'm going to use this picture, where the camera is looking down one of the wing scars, to the west. North is to the right and south is to the left. Thus, the plane would come from the right.

Here is a diagram, with a plane superimposed onto the crater, using the picture above. (The tail end of the plane is cut off in this diagram because of size.)

Immediately, you should see there is a problem.

Even if the fuselage impacts at the very north part of the crater, THERE IS NO WAY THE WINGS CAN IMPACT THE GROUND TO PRODUCE THE WING SCARS.

The wings simply do not line up in the right place.

If you move the fuselage so that it impacts the ground further to the left (further southwards), the wing alignment problem is even worse.

Further, it is impossible for the plane to flip backwards as it impacts, to have the wings produce the side scars, particularly when the plane (officially) is going 563 mph.

If anything, the wings are going to slide further southwards as the plane breaks up, and make marks further south of the crater.

I submit this wing alignment problem as rock-solid proof that the official flight 93 crash story is a lie.

Curiously, the wings DO LINE UP with the side scars, if the plane is right side up, as shown below--

However, if the plane was in fact right-side up as it impacted, why a) is the government lying about it, and b) what made the "tail" scar on the northern edge of the crater???

I don't know exactly what happened at this crash scene.

I strongly suspect the crater was made artificially, to make it LOOK as though an airplane crashed there, and then plane debris was strewn around the site. Perhaps a bomb or projectile of some sort was used to create the damage.

In any case, the important point is that: THE OFFICIAL FLIGHT 93 CRASH STORY IS A LIE, BEYOND ANY REASONABLE DOUBT.

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Subject: Re: FLIGHT 93
Posted by Tufa on Sun, 17 Jun 2012 02:43:19 GMT
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3- Laws of Momentum

Below is an official government photo of the flight 93 crash scene supposedly from 9/12/01. Northwards is to the top of the photo. "Wing" gashes are black marks in the middle of the photo; the central crater is not readily discerned but is between the two wing gashes. Burnt grass and burnt forest is to the south of the crater.

Government photo of the crater looking west along the length of the "wing" gashes. Note the unburnt grass on the right (on the northwards side of the crater).

Another view from a similar angle as in the photo above but further out near the tips of the "wing" gashes. Note the unburnt grass out here.

This aerial photo shows the "tail" scar on the left (northwards) side of the crater:

Diagram of the official crash scene (the top of the diagram is northwards) froma similar view as in the top photo:

Everyone should be able to agree about what I presented above. It is just a description of the crash scene using official photos as evidence.

Now keep in mind, NO LARGE PLANE DEBRIS was found on the ground around the Flight 93 crash site. By large, I mean no intact engines, tail sections, wing sections, no landing gear struts, no intact seats, no pieces of fuselage larger than a few feet across (and only two of these). None of the large debris seen in almost every other plane crash since 9/11.

OFFICIALLY, most of the plane went into the ground in the crater. The black boxes were supposedly found 15 or more feet below ground, along with most of the fuselage. Many people bought this story because there was no significant plane debris outside of the crater.

Again, this is the official story.

Now... we've never seen photos of the excavated crater showing the buried fuselage. The FBI says 95% of the plane was recovered, but we've never seen pictures of this recovered debris.

We've seen 3 pictures of "large" debris, two chunks of fuselage maybe 4 x 4 feet each, and a hunk of engine about 2 x 3 feet supposedly thrust into the ground by the crash. Two of these pieces of debris have signs of being planted, as I have noted before.

Nonetheless, let's try to understand what happened with this crash.

UA93 officially impacted the ground flying inverted at a 40 degree nose-down angle.

If the plane crashes into the ground such that it explodes and burrows into the ground, there should be a significant deflection of debris BACKWARDS (as well as other directions). Remember the video of the F4 crashing into the concrete wall. Much of the plane debris was deflected backwards. But for the flight 93 crash site, the grass wasn't even BURNT on the edge of the north side of the crater!

On the other hand, if the plane crashes and at the same time bounces off the ground, then debris would be flung mainly forward. But then there should be much more big debris.

An analogy here might be useful. Imagine a hose shooting a high-pressure stream of water on a hard flat surface, at a 40 degree angle. You can see the water primarily splashes forward. This is analogous to the plane crashing and the debris bouncing off the ground and spraying forward.

Now, imagine a hose shooting a high-pressure stream of water at a 40 degree angle into a shallow hole in the ground. Now you should see that a lot of water is going to deflect

backwards, back towards the hose. This is analogous to the plane crashing and burrowing into the ground and spraying debris backwards.

Physics, simple physics, says the official flight 93 crash story is just WRONG.

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Subject: Re: FLIGHT 93
Posted by Tufa on Sun, 17 Jun 2012 03:21:48 GMT
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4- Black Boxes

Officials said that Flight 93's flight data recorder (FDR) and cockpit voice recorder (CVR) were recovered at Shanksville.
They said the FDR was recovered 15ft underground at 4:45 pm on 9/13 and the CVR was found 25ft underground at 8:25 pm on 9/14.

"The black boxes were 15ft and 25ft into the ground."

If Flight 93 didn't crash in Shanksville, then these black boxes must have been planted.
Some will be skeptical and will ask for evidence that the boxes were planted.

The photos of Flight 93's alleged black boxes were released in April 2006 after the Zacarias Moussaoui trial ended.

Were these photos that crucial to the prosecution's case that we had to wait four long years to see them???
The website these photos are posted at lists the "squared-shaped" box as the CVR...

and the "cylinder-shaped" one as the FDR...

However, when the NTSB released their data analysis on the FDR, they show the FDR as the squared-shaped one, not the cylinder-shaped one as the Moussaoui site has it.

(NTSB shows the squared-shaped box as the FDR.)

(Moussaoui site shows the cylinder-shaped one as the FDR.)

So either the Moussaoui site, or the NTSB have the pictures of the FDR and CVR mixed.

The day before the first black box was allegedly found, investigators and U.S. Rep. John Murtha said that one or both of the boxes might have been crushed by the impact or incinerated by the jet fuel-fed inferno.

Wait a minute?

What inferno???

And how does fire exist under a sealed crater?

The plane also supposedly crashed into dirt that was described as "soft" and "spongy".
So doesn't it seem a tad strange that they would comment that the black boxes might have been destroyed by impacting "soft soil" or burning up in a non-existent inferno?

The CVR was supposedly found 10ft deeper in the ground the day after the FDR was.
How did the CVR manage to burrow so much deeper when both boxes are located next to each other in the tail section?

So with officials saying the boxes might have been destroyed by "soft dirt" or an inferno that didn't exist and the CVR which allegedly recorded the terrorist's voices found a day later because it burrowed so much deeper, kinda makes you wonder about these "recovered" black boxes, huh?

Take a look at the black boxes themselves...
How do we know that a pair of black boxes weren't taken from a previous plane crash and those were used to stage these photos?

Now take a close look at the squared-shaped black box...

Did you notice how it was propped up nicely on a piece of metal to be level for the shot?

And notice all the wires around it too...

Kinda makes the photo look more convincing, doesn't it?!
By the way, this would be the ONLY photo from the scene that shows any wires from the alleged plane crash.
Also, did you notice that only the labeled part of the black box was photographed?

The photo wouldn't have quite the same effect if just the other half was shown...

So what happened to the rest of the built-to-last black box? Surely it didn't just disappear.
And what's with this piece of wood in the crater???

Now take a look at the cylinder-shaped black box...
How do we know it wasn't put on the ground at some other location and photographed?
Notice how it was placed by some rocks along with a small piece of twisted metal nicely tucked underneath...

Is that twisted piece of metal aluminum from a plane, or just a piece of tin?

So was it placed by some rocks with a piece of scrap metal tucked underneath too again, make the photo look more convincing?
As with the squared box, notice that only the main labeled part was photographed...

So it just a coincidence that BOTH bottom sections of the boxes are missing and only the labeled parts are photographed to make the photos look all the more dramatic?

Also, have you ever seen black boxes from a crash scene photographed like these were?

We were told that Flight 93 crashed at a whopping 580mph and burrowed down deep into "soft dirt"...

Well if that's so, then why isn't there any dirt on the black boxes after they supposedly burrowed so far through dirt?

Did you notice there is no fire damage either?

One last thing...
After the alleged FDR was sent back to the NTSB for analysis their report mentions the manufacturer of the FDR: Allied-Signal

You can also tell it's an Allied-Signal because you can still make out one of the letters on its damaged label...

The NTSB released the transcript from Flight 93's alleged CVR, but never mentioned who the manufacturer was.
United Airlines Flight 93 went into service in 1996.

The CVR from Flight 93 should be by the same maker as the FDR: Allied-Signal

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Subject: Re: FLIGHT 93
Posted by Tufa on Sun, 17 Jun 2012 03:59:32 GMT
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5-Planted Engine

Citat:Officials told us that both engines from Flight 93 were recovered after it allegedly crashed. (Well, sort of.)

One of the engines was photographed being recovered from the crater at the scene.

The other was reportedly found in the woods behind the crater, or in the pond.

Confused?

Don't worry, that's what happens when a story doesn't add up.

Let's start with the engine allegedly found in the woods, or in the pond, or wherever it was supposedly found.

First, it was reported that a "whole engine" was found at a "considerable distance from the crash site."

(Flight 93 was equipped with two Pratt & Whitney PW2037 engines.)

One report said this massive engine was found 600 yards from the crater

And got there by "bouncing" off the ground.

Then it was changed from a whole engine, to a 1,000 pound piece of it found far from the crash and to the west of it.

They reportedly had to haul this engine out of the woods with a bulldozer.

And who was it that reportedly hauled this engine out of the woods?

You guessed it!

Jim Svonavec, whose company worked at the site and provided excavation equipment, told AFP that the recovery of the engine "at least 1,800 feet into the woods," was done solely by FBI agents using his equipment.

Then the story changes again in which now a section of the engine was found in a catchment pond just south of the crater.

This section supposedly was an engine fan.

(or was it a piece of fuselage?)

But regardless of whatever was supposedly found in the water, it was reported that they recovered whatever they did in the woods BEFORE they even searched the pond!
post-gazette.com Update:
Four Flight 93 victims identified

Saturday, September 22, 2001

"Investigators have identified remains of four of the 44 people aboard Flight 93, the jetliner that crashed here 11 days ago, the Somerset County coroner said yesterday.

Yesterday, investigators drained a two-acre pond about 1,000 feet from the crater where the jetliner slammed into the ground, just another step in hunting airliner parts, personal belongings and remains, Miller said."

But let's skip all the major inconsistencies of where this engine was found and assume a piece of it was found in the pond.

The pond is about 300 yards south of the crater.

Remember that Flight 93 was said to have crashed at 580mph into the ground at a 40deg angle.

There appears to be markings in the crater of where the two engines from Flight 93 supposedly hit.

(I guess.)

Remember that the ground was said to be "soft & loose" and that's why, they say, most of the plane was able to burrow deep underground.

So if Flight 93 hit this "soft" ground at nearly 600mph and at a 40deg angle then why did one of its massive engines that weighs almost 10,000 lbs burrow underground and the other one just bounced off?

Also, do any of these "engine marks" in the ground even look like marks made from 10,000-pound engines plowing nearly 600mph into the ground at a 40deg angle?

But if these marks were caused by Flight 93's engines plowing into the ground, how did one not only manage to escape, but tumble so far from the crash?

But let's just assume for a second that its engine (or massive fan) did bounce off the ground after impact.

Could it have tumbled 300 yards after crashing?

Officials say so and I would actually agree.

However, what I am wondering is, whether it was an entire engine, or one of its massive fans, how in the world did it manage to tumble into the pond with this 70ft wall of trees in the way?

But if some part of an engine was found in the pond, who's to say it wasn't just planted there?

Isn't it just a little too coincidental that of all the places a piece of a plane's hot engine would be found is in the cold water of a pond?

So if the perps planted a heavy engine part in the pond, how did they get it there without being noticed?

Now that you're probably curious as to what was actually found in the pond (or woods for that matter) we can probably identify what this mystery part was by the photos taken of it at the scene:

Did you see it?

No?

That's because officials never took any, or at least never released any.

Hmm, kinda weird they never showed us any photos of this large piece from Flight 93 that was reportedly recovered from the pond, or found in the woods.

(or was it found in the bushes???)

So what about the engine seen being excavated from the crater in that photo that wasn't released until 4 1/2 years after 9/11?

Is it from a Pratt & Whitney PW2037 engine, the kind Flight 93 had?

Kinda hard to tell since it's so smashed up.

But let's assume it is for the sake of argument.

The obvious first question about this engine is why is it only a few feet under the surface when officials said the black boxes were recovered 15ft & 25ft underground?

Also, doesn't this engine look kind of old and rusted?

Right about now it should start becoming obvious that this is a planted engine scrap.

But planted how and when?

There was a person living in a cottage right around the corner and there is a scrap yard right up the street in plain view.

How were the perps able to plant such an engine scrap without being noticed?

Seems unlikely that they dug up the field and planted it before the "crash".

So realistically, the perps would have to have planted it sometime afterwards.

But how could they have done that with so many responders stationed at the scene?

Well, it helps when the piece of debris you are planting fits neatly in the equipment you are "excavating" it with!

They just used one of their excavators at the scene and simply lowered it down for a nice little photo-op.

Didn't you notice the engine scrap was small enough to fit in the backhoe bucket?

And that no dirt is caked on it after supposedly burrowing down "soft soil" at nearly 600mph?!

And all those responders that were stationed next to the crater would have only seen the backside of the backhoe bucket.

And if it can't get more obvious the perps threw little pieces of shiny aluminum in the crater to try to make their staged photo-op look more real.

When will they learn that United Airlines planes are not silver, but dark blue and grey?

But you can't blame them for trying.

I mean, what are you supposed to do when you have to excavate a hole with no plane in it?

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Subject: Re: FLIGHT 93
Posted by Tufa on Sun, 17 Jun 2012 04:47:06 GMT
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6-Vertical Stabilizer

When a plane crashes the tail section usually survives.

Sometimes fully.

Sometimes partially.

And even in very violent crashes where nothing looks to be left...

the tail still survives.

â–º Uncontrolled Descent and Collision With Terrain, United Airlines Flight 585
"The size of the impact crater measured approximately 39 feet by 24 feet and was about 15 feet deep. The vertical stabilizer and rudder were in the impact crater, damaged severely by

impact and fire. The horizontal stabilizer was in the crater, in pieces and severely burned. The horizontal stabilizer parts were located at the top of the pile of destroyed airplane debris."
NTSB

On a Boeing 757, the tail section is HUGE.

So that begs the question:
What happened to Flight 93's tail section???

Some official story-huggers think they know the answer.
They say that since Flight 93 flipped and crashed going really, really fast...

that caused the plane to plow mostly underground...

"80% of the plane was in the crater."
- UA93 Memorial ambassador

in which the tail struck the ground really, really hard, thereby causing it to shatter into a million little pieces too small to be seen from a distance.

Wow!
Can you imagine what the ground that was described as:

â–º On Hallowed Ground
"To the casual eye, it looked like solid, consolidated ground but in reality the reclaimed expanse was loose and uncompacted. When flight 93 hit the ground..." - The Age (09/09/02)

Is a massive Boeing 757'tail shattering against the ground going to look like a fragile wine glass dropped on a hard surface?!

You would think that a huge visible mark would be left in the "loose and uncompacted" soil just like the marks the wings supposedly made...

and not some perfect imprint of itself like you see in the cartoons.

I mean that would just be ridiculous to believe!

So that begs another question:

Why IS there a "Wile E. Coyote" tail imprint in the ground?

WTF???

Who would have thought that a Boeing 757's tail would leave a near-exact impression of itself after striking loose dirt so hard that it was essentially obliterated by it?

Maybe its tail acted like a Samurai sword instead and sliced cleanly through the ground like we are supposed to believe Flight 175's tail did through the South WTC Tower's steel faÃ§ade?

Well apparently not because whatever made that "tail imprint" in that Shanksville field didn't even penetrate through the ground!

Well so much for the Samurai sword theory.

So how in the world could Flight 93's tail slam down so hard against loose soil that it shatters against it like a dropped wine glass, but looks as if it was just lowered down on its edge thereby leaving a faint impression of itself in the grass from its own weight

Could it be that this "tail imprint" is something else and just by chance looks like a tail imprint?
Well I suppose, but is it just another coincidence that there is another imprint in the ground that looks to have come from the left horizontal stabilizer?

Of course that begs yet another question:

Did Flight 93 suffer from "taco neck"?

Maybe Flight 93 kept spinning on its right-side as it burrowed into the ground causing the right tail to strike in the imprint created by the right wing?
Well not according to the NTSB's flight path animation as it shows Flight 93 spinning slightly

back to the left before it supposedly hit.

But something else really proves that the right tail didn't strike inside the right wing's imprint.

The ground!

So we have quite a mystery here.
How can Flight 93's tail section do this:

Yet only leave this:

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Subject: Re: FLIGHT 93
Posted by Tufa on Sun, 17 Jun 2012 05:20:25 GMT
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7-Drygrass

If this is true, I guess I really DON'T know much about plane crashes:

Where is all of that JET fuel burning away??
The dry grass next to the crater is left unscathed.

Here is what jet fuel does to dry grass in a smaller plane accident from the same downward trajectory-

Subject: Re: FLIGHT 93
Posted by Tufa on Mon, 16 Jul 2012 11:45:09 GMT
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1) Noplane_Flight93_fakecrash_site_DR1_C5.jpg, downloaded 7657 times

Subject: Re: FLIGHT 93
Posted by Tufa on Mon, 06 Aug 2012 16:08:51 GMT
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911_clips_collection_to_tufavideo_net.torrent:
TV\Flight_93_crash_SVT2_E7.flv

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File Attachments

1) Flight_93_crash_SVT2_E7.jpg, downloaded 2257 times
2) Flight_93_crash_SVT2_E8.jpg, downloaded 2329 times
3) Flight_93_crash_SVT2_E9.jpg, downloaded 2311 times
4) Flight_93_crash_SVT2_E10.jpg, downloaded 2224 times