



Infowar School

WAR AND TERRORISM COURSE LEVEL 2

SEPTEMBER 11, 2001 ATTACKS
VOLUME 1 FLIGHT 93

FREE

Shaun Almeida

2024
VERSION 1.1

War and Terrorism Course
Level 2
September 11, 2001 Attacks
Volume 1 Flight 93

By Shaun Almeida

This is a free publication from Infowar School created to raise awareness about the New World Order. Please share this book with everyone.



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September 11, 2001

This is level 2 of the war and terrorism course. It deals with the official story of 9/11 as the government tells it, the problems with the official story and the evidence of explosives and controlled demolition. The purpose of this course is to show you that we are actively being lied to by the American government about what really happened on September 11, 2001.

In this course we will look at some of the big pieces of evidence that quickly show we are being lied to. We will show very qualified people who are scientists and engineers as well as witnesses who were present during the attack and who tell us what they saw and heard. The main focus will be on how the government denies all the evidence of explosives and controlled demolition. That alone is enough to show that the official story is not true and that the government is trying to cover up what really happened.

We have to look at the evidence and follow what it shows us. If it shows us that there were people from the American government involved then we need to look at that seriously and objectively. Calling people names like crazy or conspiracy theorist is what someone does when they want to cover up the truth.

Some of the best proof that the official story is not true is the explosive residue found in the dust of the collapsed buildings and the free fall speed of the buildings as well as the witnesses to explosions. There can be no doubt that there was explosives used in the destruction of all three world trade center buildings. How could Al Qaeda plant explosives in towers 1 and 2 and especially building 7 which collapsed that day? Building seven housed the emergency command center, and other intelligence agencies. This means that more than just Al Qaeda was involved - if they were involved at all.

Israel Admits They Had Prior Knowledge of the Attack

Three Israeli citizens were detained on 9/11 after they were seen recording and celebrating the first attack on the north tower. They later admitted on Israeli television that it was their job to document the attacks. They obviously had prior knowledge that the attack was going to happen.

Motives of the N.W.O. For the 9/11 Attack

Another very important point to note is how much the N.W.O. benefited from the 9/11 attack. They were able to set up their global surveillance of every citizen through counter terrorism legislation. They were also able to invade Iraq and Afghanistan and attack several other countries.

Eventually all of the Middle Eastern and African conflict after 9/11 lead to the migration of millions of fighting age males into Europe and the West to be used in a future holy war between Muslims and Christians that will be triggered by the N.W.O. when they feel the time is right for that war to begin.

Rebuilding Americas Defenses by the Project for a New American Century (PNAC)

The 9/11 story is much bigger than just a spectacular terrorist attack. It is the opening of a new phase in the plans of the N.W.O.

In addition to all the war games that simulated and practiced the attacks of 9/11 there was also a report commonly referred to as 'the PNAC report.' The report was published in September of 2000 by the Project for a New American Century and is titled Rebuilding Americas Defenses. Ten of the people who were involved with writing or signing the report became part of the Bush administration. The report basically said that the time was perfect to have a terrible terrorist attack on the United States and that attack could be used to achieve many goals of the N.W.O. They didn't use those exact words but the meaning was exactly the same.

The PNAC report says that America's position in the world is at risk so they must upgrade their military to maintain their position of power. They say that the opportunity for their upgrade is the best it has ever been in history if they have a catastrophic attack against them because support for America around the world is very high. PNAC described this catastrophic attack as being 'a new Pearl Harbor.' When the 9/11 attacks happened President Bush called them the 'Pearl Harbor of the 21st century.' As we saw after the attack, there was support all around the world to fight terrorism and America's defense spending increased and the entire world changed which benefited the N.W.O.

REBUILDING AMERICA'S DEFENSES

Strategy, Forces and Resources For a New Century

A Report of The Project for the New American Century September 2000

Page iv:

This report proceeds from the belief that America should seek to preserve and extend its position of global leadership by maintaining the preeminence of U.S. military forces.

Today, the United States has an unprecedented strategic opportunity. It faces no immediate great-power challenge; it is blessed with wealthy, powerful and democratic allies in every part of the world; it is in the midst of the longest economic expansion in its history; and its political and economic principles are almost universally embraced. **At no time in history has the international security order been as conducive to American interests and ideals.** The challenge for the coming century is to preserve and enhance this "American peace."

Yet unless the United States maintains sufficient military strength, this opportunity will be lost.

And in fact, over the past decade, the failure to establish a security strategy responsive to new realities and to provide adequate resources for the full range of missions needed to exercise U.S. global leadership **has placed the American peace at growing risk.** This report attempts to define those requirements.

Page 51:

the process of transformation, even if it brings revolutionary change, is likely to be a long one, absent some catastrophic and catalyzing event – like a new Pearl Harbor.

[The 9 11 Commission Report Omissions And Distortions](#)

By: David Ray Griffin

ISBN: 1566565847

Page 123:

At the end of that very day, President Bush reportedly wrote in his diary: "**The Pearl Harbor of the 21st century took place today.**"

Page 125,6:

Donald Rumsfeld, as we saw, was a member of PNAC when it produced its document. He was also the chairman of the Commission to Assess US National Security Space Management and Organization... It is interesting, nevertheless, that only a few months after PNAC had issued its statement about "a new Pearl Harbor," the Rumsfeld Commission also pointed out that a Pearl Harbor type of attack might be needed to "galvanize the nation." When the new Pearl Harbor came, Rumsfeld, having been made secretary of defense, was in position to use it to get more money for the US Space Command... [Rumsfeld]: "**Does this sort of thing convince you that an emergency exists in this country to increase defense spending, to dip into Social Security, if necessary, to pay for defense spending-increase defense spending?**"

https://en.wikipedia.org/w/index.php?title=Project_for_the_New_American_Century&oldid=1009057062
[Project for the New American Century](#)

[wikipedia.org](#)

Of the twenty-five people who signed PNAC's founding statement of principles, ten went on to serve in the administration of U.S. President George W. Bush, including Dick Cheney, Donald Rumsfeld, and Paul Wolfowitz. Observers such as Irwin Stelzer and Dave Grondin have suggested that the PNAC played a key role in shaping the foreign policy of the Bush Administration, particularly in building support for the Iraq War. Academics such as Inderjeet Parmar, Phillip Hammond, and Donald E. Abelson have said PNAC's influence on the George W. Bush administration has been exaggerated.

So we are supposed to believe that 40% of the people involved with the PNAC report work in the Bush administration in key positions like vice president and secretary of defense but there was no influence from the report on the administration? Richard Perle was one of the founders of PNAC and an advisor in the Bush administration. He wanted to use 9/11 as an opportunity attack Iraq for possessing weapons of mass destruction. No weapons of mass destruction were found in Iraq.

<https://www.newstatesman.com/node/192545>

[John Pilger reveals the American plan: a new Pearl Harbour](#)

John Pilger With thanks to Norm Dixon and Chris Floyd *16 December 2002*

One of George W Bush's "thinkers" is Richard Perle. I interviewed Perle when he was advising Reagan; and when he spoke about "total war", I mistakenly dismissed him as mad. He recently used the term again in describing America's "war on terror". "No stages," he said. "This is total war. We are fighting a variety of enemies. There are lots of them out there. All this talk about first we are going to do Afghanistan, then we will do Iraq . . . this is entirely the wrong way to go about it.

If we just let our vision of the world go forth, and we embrace it entirely and we don't try to piece together clever diplomacy, but just wage a total war . . . our children will sing great songs about us years from now."

Perle is one of the founders of the Project for the New American Century, the PNAC. Other founders include Dick Cheney, now vice-president, Donald Rumsfeld, defence secretary, Paul Wolfowitz, deputy defence secretary, I Lewis Libby, Cheney's chief of staff, William J Bennett, Reagan's education secretary, and Zalmay Khalilzad, Bush's ambassador to Afghanistan. These are the modern chartists of American terrorism.

https://en.wikipedia.org/w/index.php?title=Richard_Perle&oldid=1010861915

[Richard Perle](#)

wikipedia.org

A key advisor to Secretary of Defense Donald Rumsfeld in the Bush administration, **Perle was an architect of the Iraq War**. In **March 2001**, he claimed that the Saddam Hussein regime possessed weapons of mass destruction. He has been described as a neoconservative hawk on foreign policy issues.

<https://www.cp24.com/news/canada-got-it-right-about-iraq-s-wmd-s-in-leadup-to-war-new-paper-suggests-1.5075873>

[Canada 'got it right' about Iraq's WMD's in leadup to war, new paper suggests](#)

Jim Bronskill, The Canadian Press

Published Sunday, August 23, 2020 1:50PM EDT

Almost nothing has been said outside government circles about Canadian judgments that **Saddam Hussein had no active weapons of mass destruction program**, the paper says - partly to avoid embarrassing American and British counterparts.

Flight 93

Flight 93 was one of the four planes that were involved with the 9/11 attacks. We are starting with flight 93 because its story is less complicated than the other three planes but it is just as strange. The official story of flight 93 does not make sense. First we will look at what the official story tells us and then the questions that are raised about the official story. After that we will look at two other crashes from Florida and Germany that are similar to what we are told happened to flight 93 but they both have a different ending. These two other crashes will help us understand what should have happened to flight 93.

Official Story of Flight 93

We are using two sources for the official story of what supposedly happened to flight 93. First is the Wikipedia page and second is a document from the national parks service that owns the flight 93 memorial site. Both sources include information from the 9/11 commission report and NTSB and the FAA investigations. Both sources provide the same story.

Official Story As Told On Wikipedia

[https://en.wikipedia.org/w/index.php?title=United_Airlines_Flight_93&oldid=1002696755"](https://en.wikipedia.org/w/index.php?title=United_Airlines_Flight_93&oldid=1002696755)

[United Airlines Flight 93](#)

From Wikipedia, the free encyclopedia

At 10:03:11, near Indian Lake and Shanksville, Pennsylvania, the plane crashed into a field near a reclaimed coal strip mine known as the Diamond T. Mine owned by PBS Coals in Stonycreek Township in Somerset County. The National Transportation Safety Board reported that the flight impacted at **563 mph** (906 km/h, **252 m/s**, or 489 knots) at a **forty-degree nose-down inverted attitude. The impact left a crater eight to ten feet deep (3 m) and thirty to fifty feet wide (12 m).**

Flight 93 fragmented violently upon impact. Most of the aircraft wreckage was found near the impact crater. Investigators found very light debris including paper and nylon scattered up to eight miles (13 km) from the impact point in New Baltimore. Other tiny aircraft fragments were found 1.5 miles (2.4 km) away at Indian Lake. All human remains were found within a 70-acre (28 ha) area surrounding the impact point.

Somerset County Coroner Wally Miller was involved in the investigation and identification of the remains. In examining the wreckage, the **only human body part he could see was part of a backbone. Miller later found and identified 1,500 pieces of human remains totaling about 600 pounds (272 kg), or eight percent of the total. The rest of the remains were consumed by the impact.** Investigators identified four victims by September 22 and eleven by September 24. They identified another by September 29. 34 passengers were identified by October 27. All the people on board the flight were identified by December 21. Human remains were so fragmented that investigators could not determine whether any victims were dead before the plane crashed. Death certificates for the 40 victims listed the cause of death as homicide and listed the cause of death for the four hijackers as suicide. The remains and personal effects of the victims were returned to the families. The remains of the hijackers, identified by the process of elimination, were turned over to the Federal Bureau of Investigation (FBI) as evidence.

Investigators also found a knife concealed in a cigarette lighter. They located the flight data recorder on September 13 and the cockpit voice recorder the following day. **The voice recorder was found buried 25 feet (8 m) below the crater.** The FBI initially refused to release the voice recording, rejecting requests by Congresswoman Ellen Tauscher and family members of those on board. They later **allowed the relatives of Flight 93 victims to listen to the recording in a closed session on April 18, 2002.** Jurors for the Zacarias Moussaoui trial heard the tape as part of the proceedings and the transcript was publicly released on April 12, 2006.

https://www.nps.gov/flni/learn/historyculture/upload/FAQs_longform_formatted_5-2013.pdf

[National Park Service U.S. Department of the Interior Flight 93 National Memorial Frequently Asked Questions](#)

May 2013

he first responders described **the crater as about 15 feet deep** and about 30 feet across. It was irregularly shaped. During the investigation the crater was excavated to an area measuring 85' x 85' and 27-**40' deep to recover debris and evidence.**

The wreckage around and inside the crater consisted of largely **unrecognizable pieces of twisted metal**, pieces of the landing gear of the plane including tires, the frames of some of the seats, bits of charred paper, and remnants of luggage, personal belongings and clothing. Most of the pieces of wreckage were quite small, the size of a notebook or smaller.

Many more pieces of wreckage, also quite small, were recovered during the investigation when the crater was excavated. Extensive searches through the wooded area south of the crash site, and even in the **tree tops yielded more debris** from the crash. The largest and heaviest pieces recovered were parts of the plane's two engines and a piece of fuselage with several window openings. This fuselage piece measured about six feet by seven feet and was found near the woods south of the crater.

Both of the plane's recorders, the so-called "black boxes" (which actually are orange), were found in the crash site crater. The **flight data recorder** was recovered on Thursday, September 13 at 4:20 PM at a depth of **15 feet.** On September 14, at 8:30 PM, the **cockpit voice recorder was found at a depth of 25 feet.**

The FBI said in a news conference on September 24, 2001 that approximately 95% of the plane pieces which were recovered were turned over to United Airlines.

Investigators recovered **thousands of pieces of the aircraft.**

Lightweight items were found in Indian Lake, a man-made body of water which lies only **1.5 miles away from the crash site** along the trajectory of the debris field and consistent with the wind direction and speed (10 M.P.H.) at the time of the crash.

Lightweight paper items were found as far away as **eight miles from the crash site.** The National Transportation and Safety Board said that given the southwest winds of 9 knots (**10 miles per hour**) that day, it was "not only plausible, but probable" that debris would be carried **over the mountain ridge to New Baltimore.**

An erosion and sedimentation control pond known as Pond 5 was partially drained during the investigation so that debris could be recovered from it. The pond is located approximately **930 feet southeast of the crater.** a fan from one of the engines was recovered

When the plane crashed in the field adjacent to the woods, the trees on the outer edge of a dense stand of hemlock were burned. About 100 damaged trees had to be removed following the crash.

The crash area was mined by PBS beginning in 1989 and reclaimed in 1994. The surface mining and the **reclamation of the land was completed in 1998.**

Problems with the Official Story of Flight 93

As you will see there are lots of problems with the official story that make it impossible to believe. As you learn the problems it will become obvious to you that you are being lied to by the government. But what is important to recognize is that the official story is not true and that is why there needs to be more investigation. Unfortunately the corruption of the N.W.O. is so wide and deep that a new investigation could be just as corrupt as the first one. And now you know why freedom of speech and free press are so important because that is how citizens expose government corruption. When the government starts lying the citizens have to reveal the truth and the press and our speech is how we do that.

Questions

1. Why are we told the ground was still soft when it was filled in three years before the crash and landfill is typically compacted with a road roller?
2. How could part of an engine bounce 930 feet away into a pond?
3. How could pieces of one of the seats and other small parts be found 1.5 miles away at Indian lake?
4. How could pieces of paper and nylon and other small pieces be found eight miles away on the other side of a mountain ridge in New Baltimore? We are told a ten mile per hour wind blew them there. Over a mountain?
5. If the hole was only forty feet deep is it really likely that the other one hundred feet of the plane would not be found in large pieces above ground?
6. If the people were inside the plane how come only eight percent of their remains were found and they were scattered in all directions over a quarter mile away outside the plane?
7. How come there was no jet fuel contamination in the ground soil or water? The plane had 7,000 gallons of fuel.
8. Why was there so little evidence of fire? Only a small part of the crater was burned and some trees fifty feet away and no jet fuel contamination was found.
9. Why was the plane smashed into tiny pieces which is not what we see with other similar crashes? Tiny little pieces were found in nearby yards and fields and in the tops of trees. Only three medium sized pieces were found. Part of an engine and two pieces of the plane skin about six feet in size.

Three Sites Miles Apart With Debris from the Plane

We are told that there were three sites with parts from flight 93. First is the official crash site in Shanksville, Pennsylvania, second is Indian Lake more than a mile and a half away and third, in New Baltimore which is eight miles away. There was also an engine found 930 feet away.

John Flegal who worked at Indian lake marina said there were pieces of plastic and pieces of seats that washed ashore. These pieces were found as far as two miles away from the alleged impact crater.

<https://www.independent.co.uk/news/world/americas/unanswered-questions-mystery-flight-93-173206.html>

[Unanswered questions: The mystery of Flight 93](#)

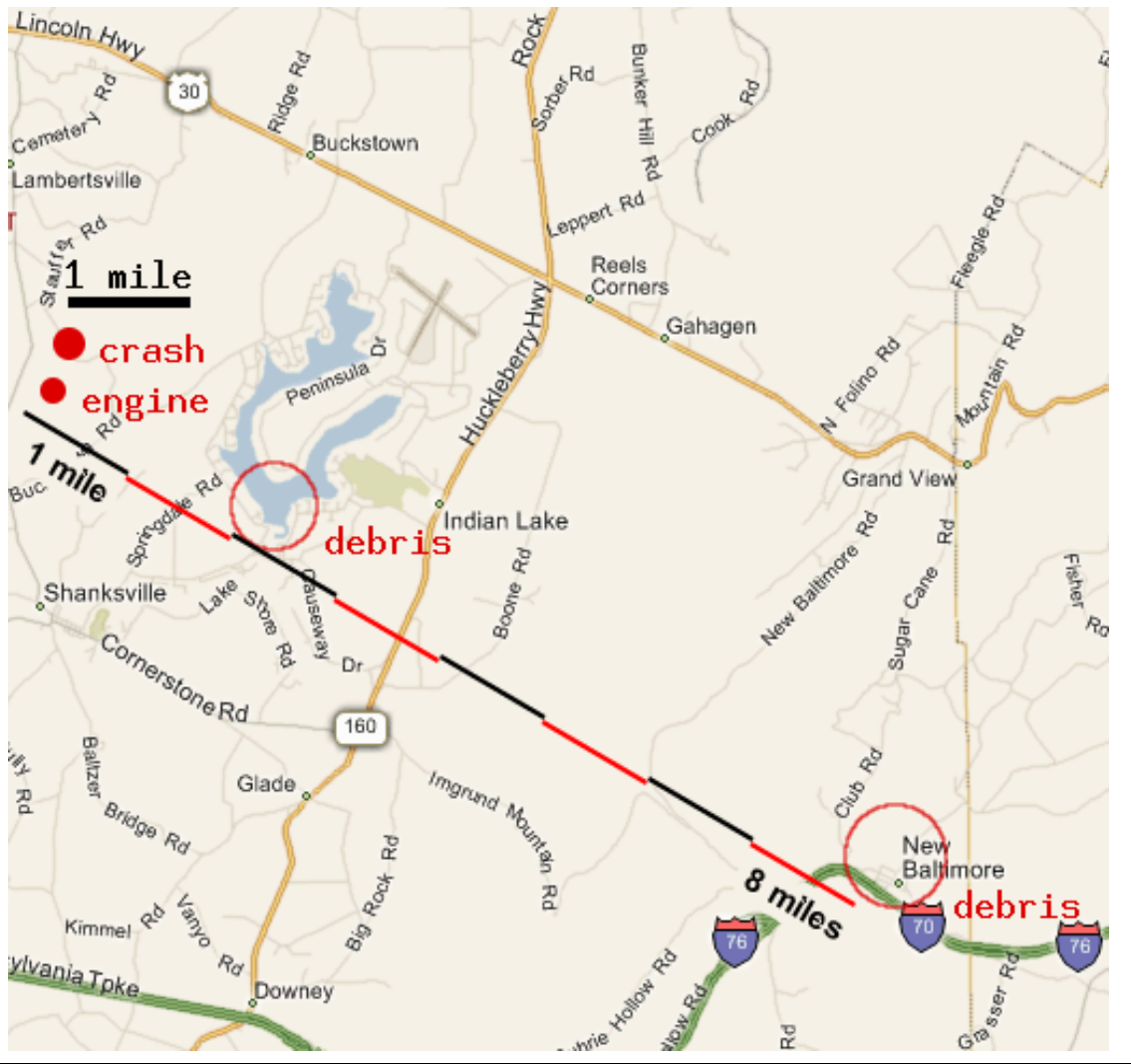
Tuesday 11 September 2018 15:58

A sector of one engine weighing one ton was found 2,000 yards away. This was the single heaviest piece recovered from the crash, and the biggest, apart from a piece of fuselage the size of a dining-room table. The rest of the plane, consistent with an impact calculated to have occurred at 500mph, disintegrated into pieces no bigger than two inches long. **Other remains of the plane were found two miles away** near a town called Indian Lake. All of these facts, widely disseminated, were **confirmed by the coroner Wally Miller.**

How could a ten mile per hour wind (17km/h) that weak blow debris like pieces of seats two miles and eight miles? The debris in new Baltimore eight miles away included nylon and paper so there was also other debris too that was not paper or nylon. It makes no sense. And what about the piece of engine found 930 feet away in a pond and the other piece found 2000 yards away? Did they bounce there or roll or maybe they flew there?

At the alleged point of impact in Shanksville where the crater was, there were many witnesses that said there were no recognizable plane parts. There were also witnesses that said there were some small pieces of debris they assume were plane parts littered around but none that were obviously identifiable from an airplane. This is not consistent with the two other similar plane crashes from Florida and Germany shown below where there was clearly identifiable airplane debris and the sites were obviously plane crash sites.

How could the pieces of the plane all fit into a forty foot deep hole? How much of the plane was outside of the hole in tiny pieces? How could the back of the plane be smashed into tiny pieces if it didn't hit the ground or the top of the pile of already broken plane parts? And if it did hit the bottom of the hole or the top of the pile of parts in the hole, how did all the smaller parts and human remains fly out of the hole, spread out over several miles and then the hole filled itself in so the top was covered? Their story makes no sense.

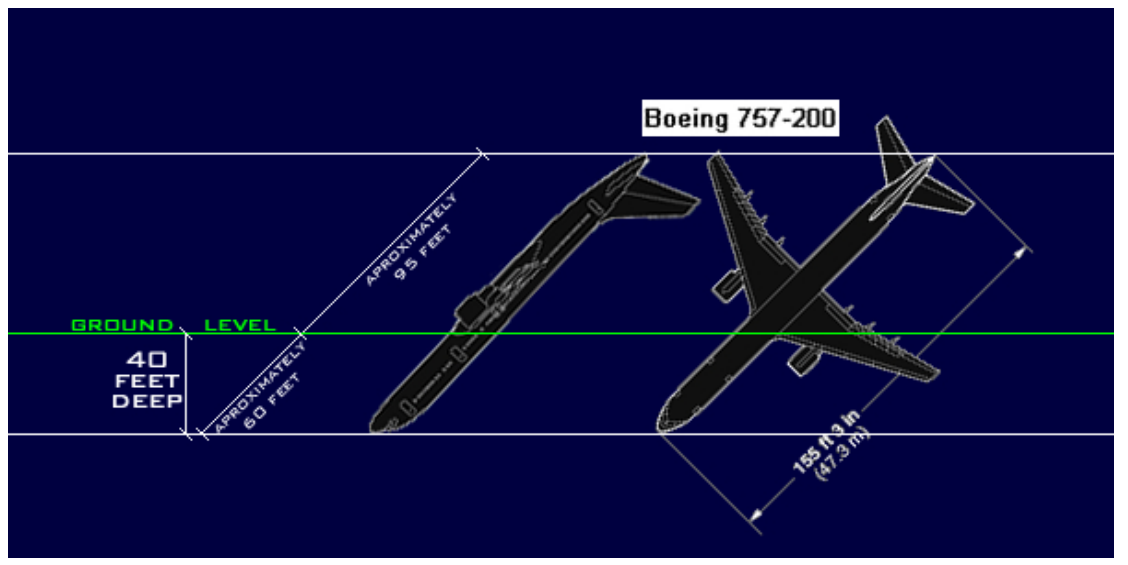


http://911research.wtc7.net/planes/analysis/flight93/docs/debrisfields_s.jpg

The Crater the Plane Made



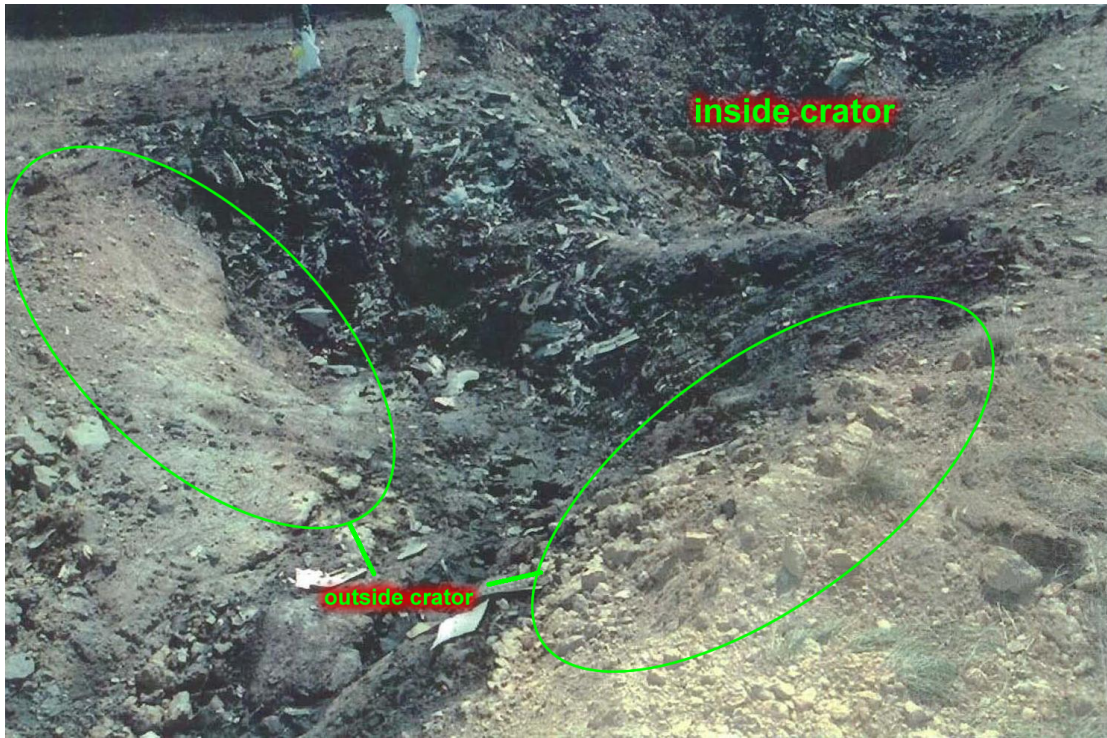
Flight 93 three days before the hijacking



The official story says that ninety two percent of the human remains were consumed by the crash. That means they are gone because of the crash. Where did they go?

Fire can consume things by turning them into smoke and ash but there was no fire in the crater large enough. Are we supposed to believe that the bodies were vaporized by the impact? That is not what happens in a plane crash as you will see later.

There were also two craters in the ground with one inside the other. The ridge of the inner crater was made after the line that we are told was made from the wings of flight 93. How could the wings enter the ground first then the body of the plane? The dirt in the outer crater doesn't even look like it was disturbed recently. It looks like it was there for a long time and another crater was created inside the old one using fresh dirt mixed with some kind of debris and then set on fire with something other than jet fuel because No jet fuel contamination was found in the soil.



In the Value Jet 592 crash there was a large area of jet fuel on the surface of the swamp as we are told by witnesses Sam Nelson and Chris Osceola who were fishing near by but in Shanksville where flight 93 supposedly crashed no trace of jet fuel contamination was found. If there was no trace of contamination of jet fuel in the soil or water at the flight 93 site what caused the burn marks? And the burn marks are only on some parts of the crater and fifty feet away in the trees. Was it an electric plane? Flight 93 was loaded with over 7000 gallons of fuel why are there no traces of fuel?



The smoke cloud from the crash was not very big for 7000 gallons of jet fuel. It looks as if there was one explosion of something flammable and then no fire after because the smoke stops. There were no burn marks around the crater and very little burn makings inside crater and no contamination of ground water or soil by jet fuel so where did the fuel go?



Flight 93 Wreckage

The alleged crash site is a very mysterious secretive site. We are told that ninety five percent of flight 93 was found but it is difficult to find any pictures of the parts. It is reported the parts were buried near the memorial. The pictures we can find don't show parts.

https://www.pennlive.com/news/2018/07/remaining_wreckage_of_flight_9_2.html

[Remaining wreckage of Flight 93 quietly buried at memorial](#)

Updated Jan 30, 2019; Posted Jul 09, 2018

The remaining **wreckage of United Flight 93 has been buried near the Pennsylvania memorial** marking where it crashed on 9/11.

Four shipping containers holding the wreckage were **buried in a private ceremony on June 21 in a restricted area** accessible only to loved ones of the victims, the Flight 93 National Memorial said in a statement Monday.



https://www.pennlive.com/news/2018/07/remaining_wreckage_of_flight_9_2.html

FILE - In this Sept. 16, 2001 file photo, FBI personnel continue excavating the site where United Flight 93 crashed after the jet was hijacked during the 9/11 terrorist attacks, near Shanksville, Pa

With flight 93 we are shown only three parts that were medium sized and the rest of the plane was in thousands of pieces. The entire crash of flight 93 seems to be very secret compared to other crashes.

We are told that 95 percent of the plane was found and buried in shipping containers in a private ceremony at the memorial site.

This aerial photo provided by the FBI shows the crash site of United Flight 93 near Shanksville, Pa., on Wednesday, Sept. 19, 2001. (FBI)



https://en.wikipedia.org/w/index.php?title=United_Airlines_Flight_93&oldid=1002696755



https://en.wikipedia.org/w/index.php?title=United_Airlines_Flight_93&oldid=1002696755

Florida Value Jet 592 Crash Site

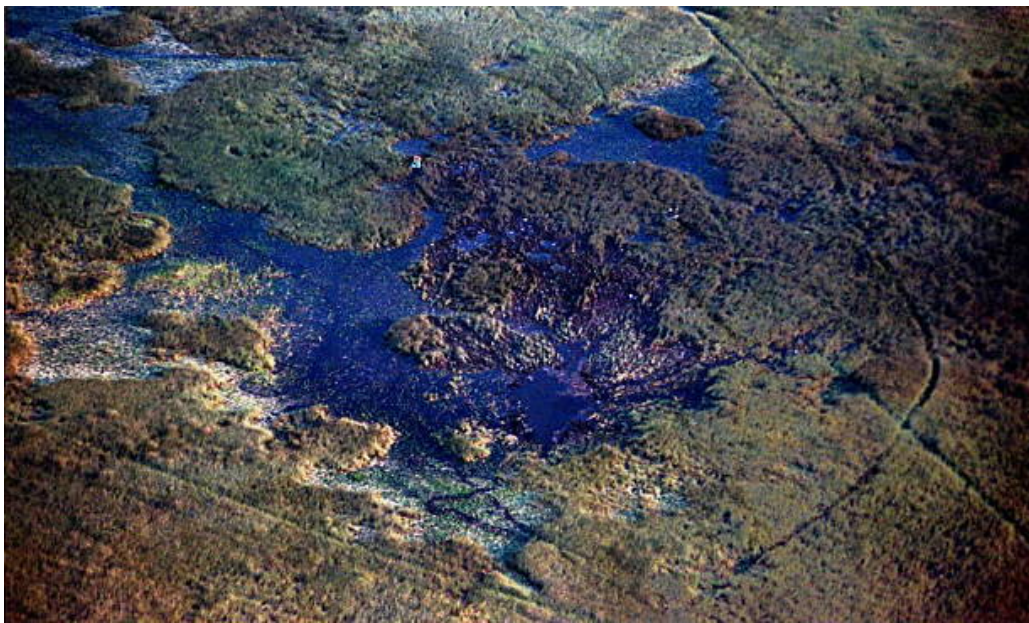
There was a plane crash on May 11, 1996 of a DC9 passenger plane into a swamp in Florida where the plane crashed straight down nose first at 500 miles per hour. The plane traveled through mud and water that was up to two meters deep and hit the hard limestone bottom where it was smashed into pieces. Let's compare the two crashes. We will look at the number of wreckage sites, the plane parts, the victims and the fire.

In the Value Jet 592 Florida crash there was only one wreckage site. With flight 93 there were at least three wreckage sites.

The Florida crash site into the swamp was an obvious plane crash site even though you couldn't see the plane. There was a large dark puddle of jet fuel on top of the water and witnesses Sam Nelson and Chris Osceola who were fishing near by reported smelling a strong odor of jet fuel. There was no fire because the plane crashed into water about 8 feet deep. Why was there no fuel at the flight 93 crash site?

You can see how the crash site in the Florida swamp was much larger than the one in Shanksville and how the vegetation is flattened and pointed outward from the center of the impact with lots of identifiable little and medium sized pieces of plane debris all over the surface which is not what we see in Shanksville.





<https://www.gettyimages.ca/photos/valujetcrash?family=editorial&page=2&phrase=valujet%20crash&sort=mostpopular>

In the Value Jet 592 crash there were many large pieces of plane that were found. Now look at all the available pictures of the Florida swamp crash. The plane was broken into larger pieces than flight 93 when it hit the limestone bottom of the swamp which was harder than the dirt in Shanksville even if the dirt was sitting for three years and had been compacted. Why did the plane in Florida that hit stone not shatter into tiny pieces only inches in size like flight 93? 8 feet of water could not have slowed a 500 mile per hour plane.





The victims of the Value Jet 592 crash were found in large pieces but not every victim was found considering the two meters of water, mud and thick saw grass making it extremely difficult to search. Also alligators may have eaten some of the victims.

In flight 93 we are told only eight percent of the people on the plane were found or about four people. The biggest piece of a victim found was a small piece of back bone. The human remains from flight 93 were also spread around a 70 acre area. The remaining 92 percent of human remains were 'consumed' by the impact. How was 92 percent of the victims consumed [gone] and the other eight percent pulverized into tiny little pieces and spread around a 70 acre area when they were inside the plane? It makes no sense. Since the plane was said to be mostly inside the hole in the ground then The victims should be found inside the plane mixed with the pieces in the hole, not spread over a quarter mile in all directions like ground beef.





05/15/96 / VALUJET CRASH SITE: Wednesday afternoon, Florida Marine Patrol and other medical personnel unload body bags with the remains of some of the victims of ValuJet Flight #592, which crashed in the Everglades May 11th. This photo taken from the Press site on Tamiami Trail.
PHOTO: CANDACE BARBOT / MIAMI HERALD / GAMMA LIAISON



N 274181 007 5/19/96 Everglades, Florida
A body bag is removed from a Marine Patrol boat at the Command Site for the investigation of the ValuJet crash in the Florida Everglades.
Photo: © Patrick Farrell / Miami Herald / Liaison Agency

Germanwings Airbus A320 Crash Site

In November 2013 there was a crash of a Germanwings Airbus A320 in the French Alps. The aircraft was traveling at 435 mph (700 km/h) when it hit the mountain. The captain deliberately crashed the plane into a mountain and the plane did not vaporize and disappear and there was only one wreckage site, not three sites.

The Germanwings plane crash left all the airplanes pieces at the location of the crash site and even though the plane was smashed into thousands of pieces over a large area there was still pieces larger than what was found at the alleged flight 93 crash site. There was also luggage and clothing and large pieces of victims found. It was a very obvious crash site not like the alleged flight 93 site where people were not sure if a plane crashed there. The dirt on the side of the mountain was black so it's difficult to see burn marks to compare.







There were 150 victims in the Germanwings crash into the mountain. Not one victim was in one piece and between 400 and 600 pieces of human remains were found. The pieces were not 'consumed' by the impact like we are told happened in the flight 93 crash and they were not all smaller than a piece of backbone.

<https://www.cbsnews.com/news/Germanwings-flight-9525-crash-victims-remains-recovered-alps/>

Identifying victims in French Alps crash a challenge

March 27, 2015 / 12:54 PM / CBS/AP

French police working to recover remains from the Germanwings crash site say so far they have recovered between **400 and 600 pieces of remains from the 150 people** who died in Tuesday's plane crash

If the mountain was hard enough for the plane not to penetrate and victims were found in large pieces then why were ninety two percent of the victims 'consumed' in the flight 93 crash but not this one?



