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Part II: Fog, Fiction and the Flight 11 Phone Calls

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24 Jan 2017, 10:55 AM

#1

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Join Date: 3 Nov 2011

Posts: 1,101

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1,040 Posts



Part II: Fog, Fiction and the Flight 11 Phone Calls

Quote:

"Did I assume she was on a cell phone, is that correct?"

- AA head of security Larry Wansley in phone conversation 9/12/01 with reservations supervisor Lydia Gonzalez, who had talked to Betty Ong on AA 11.

Way back in mid-2012, I started writing a thread here at LRF called [Fog Fiction and the Flight 11 Phone Calls](#).

I was inspired to do this by a [fascinating blog post](#) which had appeared at Let's Roll from a one-time poster **rwagner66**.

I've been intrigued by the question of the 9/11 phone calls from literally the first week after it all happened back in 2001. How could they have been made? Were they real? What was really going on? **rwagner66**'s post provided some crucial clues and insights as to what might have happened. It seemed to me that this was a real breakthrough, and there was now an opportunity to make significant progress in unravelling the mystery of the calls. I decided to take another look at the topic.

I soon realised that part of the problem was the subject was just too big to get a handle on. There was too much information when you looked at all the calls from all the flights, and all the aspects that related to them. I decided on a new approach: I would restrict myself to just the Flight 11 calls. Further, I would throw away all my assumptions, beliefs, opinions, and start again with a clean slate. So I set out to read and review everything I could find which related specifically to those Flight 11 calls.

The result was the Fog Fiction thread. Frankly, if I may say so, I blew my own mind with what I discovered. The whole business was far stranger than I had imagined in the 11 years since 9/11.

And yet, for all the progress that I think I managed to make, ironically, I had made a fundamental error on which all my tentative conclusions were based. I had completely misunderstood the key technical points of **rwagner66**'s blog post. Well, perhaps "completely" is taking it a little too far: I did grasp the fundamental point that he had made, which was that the calls were made from a location which had been pre-prepared with the installation of equipment which made the cell calls possible.

But I had misunderstood the specific technical details, and as a result, my conclusions were off.

Eventually I realised that I had not really properly understood what **rwagner66** had been saying in his blog post. So in late 2014, I decided to sort it out. I wanted to understand fully what he had discovered, and the best way to do that was to track him down and ask him. So I did. The result was a deeply fascinating conversation with a remarkable man. In the next post, I'm going to introduce him, and discuss the insights that he provided. When these results were combined with the fruits of my research for the original Fog Fiction thread, some very surprising

and remarkable conclusions emerged. I realised that I was going to have to revisit my work, and correct and revise my original results.

It's taken a while, but finally, here it is. The fog is lifting.

So now, without further ado, let's meet **rwagner66**, the man who solved the puzzle of the 9/11 phone calls....



The Following 7 Users Say Thank You to **loopDloop** For This Useful Post:

alvinroast, **cybele**, **gl69m**, **griff**, **Phil Jayhan**, **Ruby Gray**, **Truthissweet**

24 Jan 2017 , 12:17 PM

#2

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Join Date: 3 Nov 2011

Posts: 1,101

Threads: 20

Blog Entries: 1

Thanked 6,052 Times in 1,040 Posts

Re: Part II: Fog, Fiction and the Flight 11 Phone Calls



Meet Robert Wagner.

A fascinating guy. Here is his [profile](#) at Quora, where he was ranked a "Top Writer", with over 2,700 questions answered.

Quote:

Robert Wagner
Writes beautiful code
Retired software developer and manager, tournament racquetball player, options trader, bicycler, USMC recon scout, vegetarian cook, high school dropout.

And that's not the half of it. However, the first thing to clarify before we go any further is that, sadly, Robert Wagner passed away in mid-2015. So I was very glad indeed that I had the opportunity to have an extended email conversation with him in 2014.

The guy knows his stuff. He has a unique cv. First, he was a Marine as a young man, and actually participated in two separate false flag operations. You can follow his account of these [here](#) and [here](#) at Quora. Well worth a moment to read.

After he left the Marines, (USMC Reconnaissance), he went into IT and telephony. He was became IT manager at a national credit card company at age 23, and went on to spend a career in the tech side of big business and management. So here is a guy who was almost uniquely qualified to talk about the intersection of the military, false flags, telephones and computers. Just the kind of guy who could figure out how the phone calls were made.

And he did.

Here it is:

Quote:

American Airlines 757s were equipped with a system branded Air One that had two boxes: a front-end that handed seatback phones (collected card swipes) and a back-end that handled the air-to-ground link run by Claircom, which used terrestrial stations, not satellites. United Airlines had Verizon's similar Airphone system with seatback ph0nes functional. American had turned off the front-end boxes in late 2000 because they were phasing out seatback phones. Since seatback handsets were non-functional, why do we see calls coming through the system? The back-end box had multiple interface jacks for future expansion with things like WiFi. This call came through a box plugged into port 4. This is not speculation, the evidence above says so. That box could only have been a cellular base station called a picocell (aka microcell).

This detail is significant because it proves someone other than the hijackers was involved. That party was either spying on or assisting hijackers. The Claircom box and corresponding Verizon boxes were not accessible from passenger compartments. Someone installed picocells in four planes ahead of time.

- from the thread [Why Do Conspiracy Theorists Disbelieve the Official Story](#). at Quora.

Picocells. Someone had installed *picocells* in the planes. These plugged into the existing "Claircom" box, which in normal use was installed to transmit the phone calls from the seat-back phone system to the outside world. A picocell provides cell phone coverage over a small area. With a picocell plugged into the external port #4 on the back of the Claircom box, this meant that cell phones inside the plane now had coverage!

And that is how the cell phone calls were made. Picocells were installed and plugged into the Claircom box. Now, anybody who knew this, or who pulled out their phone and switched it on, would see that they had mobile phone signal within the body of the aircraft, something which is not normally the case as you can check for yourself next time you fly.

I don't know where I got the idea that there was a headphone plugged into that external port #4 but I was way off base. So, anyway, now it's clear: the calls were made from cell phones, which were working because of the local signal provided by the picocell, which was plugged into the Claircom box, which then transmitted the call to the outside world into the cell phone network via ground stations.

The implications of this for the flight 11 story are huge.

But first, before we get to that, let's delve a little into the history of picocells, what they are, when they were invented, and the story of their roll-out. It's a fascinating tale which is highly relevant to 9/11....



The Following 8 Users Say Thank You to loopDloop For This Useful Post: [alvinroast](#), [CountToTen](#), [cybele](#), [gl69m](#), [griff](#), [Ruby Gray](#), [Tritonus](#), [Truthissweet](#)

24 Jan 2017 ,
14:24 PM

#3

loopDloop
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Join Date: 3 Nov 2011

Posts: 1,101

Threads: 20

Blog Entries: 1

Thanked 6,052
Times in 1,040
Posts



Re: Part II: Fog, Fiction and the Flight 11 Phone Calls

Picocells: what exactly are these? From wikipedia:

Quote:

A picocell is a small cellular base station typically covering a small area, such as in-building (offices, shopping malls, train stations, stock exchanges, etc.), or more recently in-aircraft. In cellular networks, picocells are typically used to extend coverage to indoor areas where outdoor signals do not reach well, or to add network capacity in areas with very dense phone usage, such as train stations or stadiums. Picocells provide coverage and capacity in areas difficult or expensive to reach using the more traditional macrocell approach.

Pretty clear. If you have a small location which isn't getting good cell coverage, you install a picocell. Problem solved.

But now that's an interesting quote: "more recently in-aircraft". How recently exactly? You still can't make a cell phone call in the USA. That's about to change. But in Europe, it's been possible since 2008.

Quote:

<http://www.nytimes.com/2008/04/07/te...7cnd-cell.html>

Europe Takes Step Toward In-Flight Cellphones
By STEPHEN CASTLE APRIL 7, 2008

The European Commission announced plans on Monday that will let airlines offer midair cellphone calls to passengers across the European Union, removing a major obstacle for companies that want to sell the service. With the new regulations, the commission will unify cellular licensing requirements and technical standards to cover mobile phones as they cross multiple boundaries in the air.

That is likely to prompt a scramble among leading airlines to give their passengers access to in-flight calls on their own phones. Already, national regulators in Britain have said they were ready to grant licenses, and Air France, Ryanair and BMI are either holding trials or have plans to make an in-flight phone service available.

Still, a few more steps need to be completed — like rate-setting by mobile networks and installing equipment by airlines — before the skies are alive with the sound of ring tones at 10,000 feet and above.

Under the technology covered by the commission's rules, passenger phones would be linked to onboard cellular networks that are then connected to the ground via satellite, while ensuring that transmission levels for incoming and outgoing calls are low enough to avoid affecting the safety of aircraft equipment. Passengers will be allowed to turn their phones on after the plane reaches 10,000 feet, when other electronic devices are permitted.

The move by Viviane Reding, the European commissioner responsible for telecommunications, would allocate space on the limited radio spectrum and ensure that licenses granted in one member state are recognized in all 27 countries in the group. That means that, for example, a plane registered in France or Spain would be able to offer mobile communication services to passengers while flying over Germany or Hungary without additional licensing.

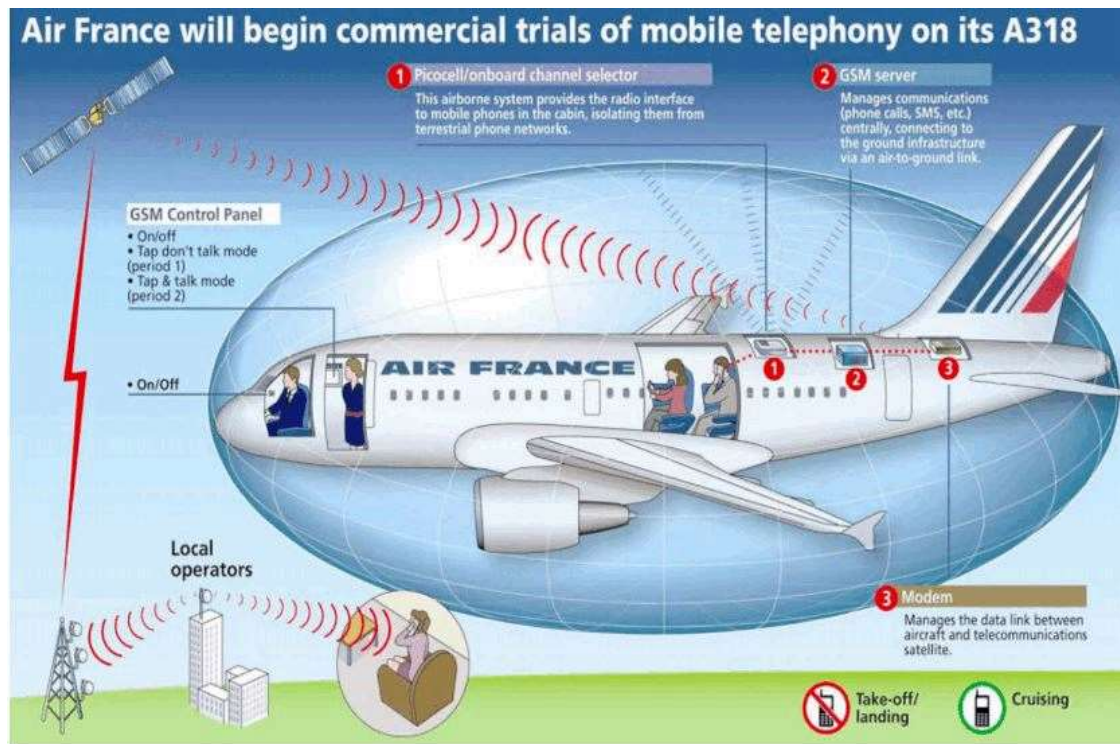
...

The new standards will cover G.S.M. phones operating in the 1,800 megahertz frequency band, which are estimated to account for more than 90 percent of European air passengers, according to the commission. The systems use an on-board base station in the plane called a picocell that communicates with passengers' own phones. Though low power, the picocell creates a network area big enough to encompass the cabin of the plane.

The base station routes phone traffic to and from the plane to an orbiting satellite that connects to mobile networks on the ground. Meanwhile, a network control unit on the plane is used to ensure that mobile phones in the plane do not connect to any base stations on the ground.

So Europe has had this technology now for nearly a decade. But there is a small point to note in that article: it relates to GSM cell phones only. This is by far the most popular protocol for cell phone networks in Europe. In the USA however, most cell phone networks employ the CDMA protocol, developed by Qualcomm. So your standard US cell phone is not going to work on those European flights.

So what about in-flight picocells which work on CDMA protocol? We'll get to that in a moment. But first let's have a little more technical detail on the European system. Here is a very nice graphic for a start which shows how the system works:



Keep in mind that this is the European GSM system, but all of the elements are similar in the CDMA system which we will discuss in the next post, and which was (covertly) installed in the 9/11 planes. It shows the picocell, labelled as number 1. Then it shows the GSM server, labelled 2, which is the equivalent of the "Claircom" box. From here the signal is sent to a satellite, which then relays it down to the ground station, and from there it is fed into the terrestrial network.

So the technology certainly exists, and is operational in Europe. But what about the USA?



The Following 6 Users **alvinroast**, **cybele**, **gl69m**, **griff**, **Ruby Gray**, **Truthissweet** Say Thank You to **loopDloop** For This Useful Post:

24 Jan 2017, 14:52 PM

#4

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Join Date: 3 Nov 2011

Posts: 1,101

Threads: 20

Blog Entries: 1

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Re: Part II: Fog, Fiction and the Flight 11 Phone Calls

Funny thing, the technology for CDMA cell phone picocells was deployed and tested in the USA some four years before the Europeans announced their plans with the GSM version. Here is a press release from Qualcomm in 2004:

Quote:

American Airlines and Qualcomm Complete Test Flight to Evaluate In-Cabin Mobile Phone Use

Proof-of-Concept Event Highlights Safe and Reliable Mobile Phone Technology Using CDMA on a Commercial Aircraft

JUL 15, 2004 FORT WORTH, TEXAS AND SAN DIEGO

Qualcomm Incorporated (Nasdaq: QCOM), pioneer and world leader of Code Division Multiple Access (CDMA) digital wireless technology, and American Airlines, the world's largest carrier, today successfully demonstrated in-cabin voice communications using commercially available CDMA mobile phones on a commercial American Airlines aircraft. Through the use of an in-cabin third-generation (3G) "picocell" network, passengers on the test flight were able to place and receive calls as if they were on the ground.

The proof-of-concept demonstration flight originated out of the Dallas/Fort Worth International Airport. During the approximate two-hour flight, passengers were able to place and receive phone calls and text messages on their mobile phones. Passengers included members of the media and government representatives.

<https://www.qualcomm.com/news/releas...e-cabin-mobile>

Are you paying attention? Proof-of-concept for CDMA picocells in aircraft was carried out in an American Airlines aircraft in 2004. Well hmmmm....



How long do you suppose they had been working on this? To answer that question, we can turn to an article published on an Israeli website around the same time. The following is reprinted in full, and deserves close attention.

Quote:

Israeli-developed airplane cell phone technology takes flight

By David Brinn DECEMBER 5, 2004, 11:00 PM

<http://www.israel21c.org/israeli-dev...-takes-flight/>

Dr. Irwin Jacobs, chairman and CEO of Qualcomm, speaks on his cell phone during an American Airlines flight originating out of the Dallas/Fort Worth International Airport. There are many inconveniences to air travel. But if you want to get someplace fast, you'll put up with almost anything – the cramped seats, the big guy sitting next to you, the baby crying in front of you, and – the food.

But one of the biggest sacrifices – especially in today's fast-paced environment – of not being able to use your cell phone, is quickly becoming history thanks to an Israeli-developed system which enables in-flight cell phone use.

American-based pioneer and world leader in CDMA technology, Qualcomm (Nasdaq: QCOM) and its subsidiary Qualcomm Israel teamed with American Airlines last summer to demonstrate satellite-based air-to-ground cellular service. And after two years of development by Qualcomm Israel, American and Qualcomm officials circled the West Texas skies this past summer making calls from their cell phones in a flight authorized by the Federal Aviation Administration and the Federal Communications Commission to test the technology's safety and transmission quality.

Qualcomm, a world leader in digital wireless communications, successfully demonstrated in-cabin voice communications using commercially available CDMA mobile phones on a commercial American Airlines aircraft. Through the use of an in-cabin third-generation (3G) 'picocell' network, passengers on the test flight were able to place and receive calls as if they were on the ground.

"During the flight, we were able to support about 10 calls, as well as SMS text messages," Qualcomm Israel's Boaz Bryger told ISRAEL21c from the company's Haifa offices. "We tried every combination – incoming and outgoing, from mobile to mobile, land to mobile, etc... The voice quality was good, and the system was stable."

Bryger is the director of engineering at the company's Israel headquarters and he headed the engineering team that was in charge of the pico cell project.

"The vast majority of the of the research and development was done in Israel while the business development was done at our headquarters in San Diego," Bryger said.

The in flight demo was a combination of two QUALCOMM programs: the 'Wireless Cabin' R&D project that came out of QC Headquarters in San Diego, and has been active for two years specifically investigating aircraft interference, terrestrial interference and other factors; and the Israeli-office centric picocell project that had also been in development for about two years at the time of the demo, and has been the enabler for the "proof of concept" demonstration for the Wireless Cabin project.

Qualcomm's Base Station Sytem uses a laptop computer-sized device called a "pico cell" inside the airplane to act like a small cellular tower which interacts with the cell phones on board. The signals are then beamed through a Globalstar satellite for distribution to ground networks.

In cellular phone networks, 'pico cells' are the smallest variation of radio cells. Pico cells are used in congested mobile phone areas, such as enterprises, city centers or at exhibition centers, replacing the larger micro cells or macro cells in these areas. The miniaturization of cell structures allows a great increase in the local capacity of mobile phone networks, and that, according to Bryger, is one of the keys for in flight cell phone communication

"Our pico cell program entailed coming up with a reference design for CDMA infrastructure with new attributes – basically dramatically reduced size and cost – which then enables the infrastructure to be deployed on airplanes for example," he said.

CDMA stands for Code Division Multiple Access – a digital technology pioneered by Qualcomm that is the basis of the project's success. It provides crystal clear voice quality in a new generation of wireless communications products and services. Using digital encoding "spread spectrum" radio frequency (RF) techniques, CDMA provides much better and cost effective voice quality, privacy, system capacity, and flexibility than other wireless technologies, along with enhanced services such as short messaging, e-mail and Internet access.

A small in-cabin CDMA cellular base station on the plane, that uses standard cellular communications, was connected to the worldwide terrestrial phone network by an air-to-ground Globalstar satellite link.

Bryger explained that the Israeli engineers succeeded in reducing the base station system which comprises of a Base-station Transceiver Sub-system (BTS) and a Base Station Controller (BSC) which controls the BTS – from the traditional size of a refrigerator to the size of a laptop, in order to make it functional in the small space of an airplane.

"The key attributes of the new reference design is the improved size – which influences the cost. The other key attribute is that the cellular infrastructure is implemented using internet technology. The interface between the BSC and the base station, and the cellular switch are all based on IP (internet protocol) standards. What we've developed is an IP-based wireless access network."

"Pico cell technology has become a catchword – it's really a semi-marketing name for the base station. It's called pico to indicate that it's extremely small. Cellular communication is all about cells being transmitted from a base station. Whenever you move the base station indoors, the potential space shrinks, thus the motivation to minimize the size of the base station," he added.

Qualcomm Israel employs mostly software and hardware engineers. According to Bryger, about 90 percent of the engineers are graduates of the Technion, the prestigious Israeli university. With that clout behind it, Bryger was confident that the Israeli technology involved was up to par, and that the test flight was going to be successful.

"We had done a lot of testing over the previous two years, and the development process was fairly mature," he said.

"It worked great," Monte Ford, American Airlines' chief information officer, and the special flight's host told a press conference after landing. "I called the office. I called my wife. I called a friend in Paris. They all heard me great, and I could hear them loud and clear."

According to USA Today, developers of the new technology say travelers will use their cell phones in flight if the price is right. And that right price is probably less than \$1 a minute. Customers could pay by entering their credit card numbers when they place a call, or they could see the charges added to their monthly cell phone bills.

"The system, being IP based, makes it very flexible once you want to apply it to other moving scenarios – like cruise ships – or in remote rural areas," said Bryger.

"Today, we're in the process of commercializing the system. The technology is here, but there are many regulatory issues with the FAA. The 'Wireless Cabin' program team in San Diego has done a lot of engineering work and testing to prove that the system does not cause any interference to communications between the airplane and the flight control on the ground."

Bryger estimates that the in-flight cell phone will be operable on planes within two years, and within a short time after that, will become a standard feature on all flights.

So then, instead of worrying about your cramped seat and the screaming baby, you'll have to deal with rows of cell phone communicators. But won't it be nice to know that a call home is only a touch away, even when you're a thousand miles away and a mile high?



Quite a few eye-opening statements in there. Firstly, the technology was developed in Israel. Good for them. We will come back to that point.

Secondly, there is this highly relevant snippet: "A small in-cabin CDMA cellular base station on the plane, that uses standard cellular communications, was connected to the worldwide terrestrial phone network by **an air-to-ground Globalstar satellite link.**"

Notice that. The signal goes from the Claircom box in the plane to a satellite, before being bounced down to the ground station. This is the same basic architecture as shown in the graphic in the previous post for the Air France system. This is interesting for two reasons right now: First, it highlights a minor mis-statement in Robert Wagner's Quora post where he said "and a back-end that handled the air-to-ground link run by Claircom, which used terrestrial stations, not satellites." I think he meant terrestrial stations via satellites, but too late to check with him now.

More importantly in the overall picture, it answers a question which has been posed in only the last day or two on the original Fog Fiction thread. This is getting slightly ahead of the story, so we will come back to this point, but those of you following the discussion on the other thread might pick up on what I am suggesting here....

But the most revealing aspect of this article about the tests of the Qualcomm system on the American Airlines aircraft is the timeline. Let's pull those quotes out and line them up. Remember, the article was written in December 2004. The tests took place "last summer" which would be summer 2004. This was "after two years of development". That would take us back to summer 2002. How accurate would that figure be? Well, there is one more clue:

Quote:

the Israeli-office centric picocell project that had also been in development for about two years at the time of the demo, and has been the enabler for the "proof of concept" demonstration for the Wireless Cabin project.

Well fancy that. "About two years". I'm going to go right out on a limb here and call them out on that one. They didn't start working on this picocell project in Israel in summer 2002. It was "about two years", meaning "we will admit to two years but actually it was a bit longer but if we made it any longer that would bring the date back to, oh, say, the year before, 2001. But we don't want anyone thinking too hard about the idea of Israeli high-technology companies working on picocells in aircraft in conjunction with American Airlines back in 2001 because that might give people some dangerous ideas. So let's call it "about two years".

Quote:

"We had done a lot of testing over the previous two years, and the development process was fairly mature," he said.

They were working on this prior to 9/11. Simple as that.

The fog is starting to lift alright. 🤔

Quote:

"Did I assume she was on a cell phone, is that correct?"

- AA head of security Larry Wansley in phone conversation 9/12/01 with reservations supervisor Lydia Gonzalez, who had talked to Betty Ong on AA 11.



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25 Jan 2017 , 09:49 AM

#5

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Join Date: 3 Nov 2011

Posts: 1,101

Threads: 20

Blog Entries: [1](#)

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Re: Part II: Fog, Fiction and the Flight 11 Phone Calls

In retrospect, it seems now *blindingly obvious*. Of course there must have been picocells installed. That's the only way to make cell phone calls work on an in-flight aircraft. The wonder is that it took as long as it did for someone, Robert Wagner in this case, to figure it out.

Remember how it used to go back in the heady days of 2003-2003-2004: the cell phone calls were "impossible", therefore they could not have happened, they must have been faked, or the flights must not have existed yada yada yada? Remember when Professor Dewdney hired a plane in Canada for test flights to actually see if a cell phone would work at 10,000, 20,000, 30,000 feet? Of course, it didn't. That whole cell phone thing threw us all off course for more than a decade. It's time to rewind.

Picocells. That's the only way to make a cell phone call from a plane. Ok, fair enough, the technology was not in the public domain back then in 2001 for picocells in aircraft. But now we know it, we can plug this result back into all of the other evidence that has been built up, and, I suggest, make some significant breakthroughs.

Because the key point is this: someone had to have installed those picocells in the planes. Who? And why?

I admit that I was also trying too hard to make the cell phone story fit the narrative of flight 11 not existing on 9/11, like the famous NTSB data which shows that the wheels did not move. And then there was the whole business of the empty plane at the gate. So, I got a bit ahead of myself and assumed that this picocell business, though I didn't fully understand it, must have been set up in some secret room at Logan Airport. But I was wrong, and this can be proven now.

Congratulations to new forum member **Ruby Gray** who also figured this bit out: the cell phone electronic records which were released show a bunch of different ground station ID's from the different calls, and even from the same calls at different times. This definitively rules out the possibility that the calls could have been made from a fixed location. (I hear people already saying, maybe the electronic records were faked, which point I will address in a moment).

Ruby Gray tracked down the location of the Ground Station ID's from the records for flight 77 from hand-written notes helpfully left on the cell phone record receipts by the FBI. You can read about this in the first Fog thread on [this page](#).

But in the case of the flight 11 Ground Station IDs, there are no such handwritten notes. So, unfortunately it is not possible to work out which geographic locations these correspond to. I have searched high and low on the internet in vain for a list of these Ground Station ID's because obviously it would be extremely valuable information. What do you know, it doesn't appear to be anywhere available. Perhaps, do you suppose, it has been scrubbed? Whatever, it's not available.

So this means we cannot track the ground station locations that the flight 11 phone calls were routed through. That would potentially be very interesting as it might show if the flight went off-route, or was diverted. It would be tricky, as there are satellites involved also so it's hard to be sure of the relationship between plane and satellite and ground station, but it doesn't matter. We don't have the ID's so we can't go down that route.

What we can say for sure is that the calls were made from a moving location, as the Ground Station IDs change, which rules out my half-baked theory in the first part of this thread. The calls were not made from Logan Airport. This opens back up the issue of the NTSB data and the empty plane, but that's ok. I'm tracking the phone calls wherever they lead and let the chips fall where they may. (For completeness, it's still possible I suppose that they disembarked everyone after the doors closed and put people on other flights, or something, leaving the empty plane at Gate 32. I don't know. But whatever: those flight 11 calls were made from a moving, flying location, so it may as well have been "flight 11". Let's not get bogged down on this point for now....The calls weren't made from a room at Logan Airport is the point.)

So before we move on: could the electronic records have been faked? Well. Sure. Anything can be faked. But they weren't. If they had been, they would have taken care to get the phone numbers sorted out so that it didn't reveal the existence of the picocell plugged into external port 4 on the Claircom box. Perhaps someone screwed up? Look: if you want to go down that route, then absolutely every piece of evidence could be faked, so where do you stop. Does New York even exist? You tell me it does, maybe you're lying how do I know? See what I mean. If everything is faked then we can know nothing. So basically if you think the cell phone records were faked, best to just stop reading. For the rest of us, let's keep going. The cell phone records were released, and were real, and tell a fascinating story.

So now let's move forward and look at what this new information does to the narrative which has been uncovered in part I of this thread. Let's discuss who could have installed those picocells in the comms compartment of the various aircraft. Who would have had access? Who could have planned this and got the necessary clearances? Who would have had to be in-the-loop?

Then let's look at the other implications of the picocells. How would the flight crews have known

that cell phone use was possible? And why did they even bother to go to the trouble of installing these picocells anyway?

And we also need to have a look at the Israeli connection too.....🤔

So plenty still to work through....

Quote:

"Did I assume she was on a cell phone, is that correct?"

- AA head of security Larry Wansley in phone conversation 9/12/01 with reservations supervisor Lydia Gonzalez, who had talked to Betty Ong on AA 11.



The Following 6 Users Say Thank You to loopDloop For This Useful Post:

cybele, gl69m, griff, Ruby Gray, Tritonus, Truthissweet

26 Jan 2017 , 22:48 PM

#6

Ruby Gray
Reader

Join Date: 6 Dec 2016
Posts: 67
Threads: 2
Blog Entries: 2
Thanked 67 Times in 39 Posts



Re: Part II: Fog, Fiction and the Flight 11 Phone Calls

G'day there! Hopefully my intrusion of AA77 data was not all off-topic on the previous thread. But I could see some parallels and differences, and seems you did too Loop.

I have been trying to find a definitive explanation of the "Call Domain LEC" on Betty Ong's call, which differs from all other AA calls which were all "Call Domain Claircom".

There is a very detailed Patent Application with many diagrams that is too highfalutin' for me, but it seems to be technology for making a regular phone / number translocatable. That may be helpful to know.

Let's not forget either, the testimony of the First Officer on AA198 SFO - BOS who said she flew in that morning to Arrival Gate 33, (not 32, which AA11 subsequently did / did not depart from). Since AA198 then flew out as AA11, this piece of info should have significance especially in relation to the empty plane at Gate 32.

10/13/2001

"LYNN MARIE FLORENCE HOWLAND, First Officer, American Airlines AA ... has been with American Airlines for eleven years.

"Checking a dispatch schedule, she indicated **she flew AA flight 198 from San Francisco, California to Boston, Massachusetts.** She indicated the flight had a 9:50 p.m. departure, with arrival at Logan Airport, Boston at approximately 6:50 a.m. on the morning of September 11th. The equipment was a Boeing 767. She advised that the captain was DOUGLAS BALMAIN.

"She was sure that **the arrival gate for her flight 198 was Bravo 33.** Subsequently she checked with AA dispatch and was told **her flight AA 198 became the hijacked AA flight 11."**

Isaiah 30:25

~ the day of the great slaughter, when the towers fall.



The Following 4 Users Say Thank You to Ruby Gray For This Useful Post:

cybele, gl69m, griff, loopDloop

27 Jan 2017 , 04:35 AM

#7

loopDloop
Privileged

Join Date: 3 Nov 2011
Posts: 1,101
Threads: 20
Blog Entries: 1
Thanked 6,052 Times in 1,040 Posts



Re: Part II: Fog, Fiction and the Flight 11 Phone Calls

The Ground Station ID tells us that the source of the phone calls was moving, so, (presuming the electronic records are not fake), we can conclude that they were made on cell phones, from inside a moving plane which had been set up in advance with a picocell installed.

So now let's start joining the dots.

The picocell was a research prototype developed by Qualcomm Israel engineers out of Technion University. Later after another two years of development, this technology was announced as market-ready, though here we are 12 years later and the roll-out has not begun in the USA.

The picocell must have been installed by Qualcomm engineers in the US. This must have been done in preparation for the 9/11 event. The next question is: were American Airlines aware of this? Was it done with their covert co-operation, or was the equipment installed under their noses in their aircraft without them knowing?



They knew.

Quote:

"Did I assume she was on a cell phone, is that correct?"

- AA head of security Larry Wansley in phone conversation 9/12/01 with reservations supervisor Lydia Gonzalez, who had talked to Betty Ong on AA 11.

Recall from part I that this is the head of security for American Airlines, Larry Wansley, ex-FBI (if not still Undercover FBI), from a transcript of a recorded phone call with Lydia Gonzalez, in which the Betty Ong call is played (looped, and edited...).

Of all people, Larry Wansley, head of security, knew full well that cell phones would not work on aircraft at 30,000 feet. So this is a slip-up. He blurted out what he knew: "Did I assume she was on a cell phone?". Yes Larry, you obviously did assume she was on a cell phone. Which tells us unequivocally that Larry Wansley was in-the-loop.

He knew the picocell had been installed, and that's why he knew, or assumed, that the calls were made on cell phones, otherwise a complete impossibility.

Now we will come back to Larry Wansley and his movements that morning in a later post in light of the conclusion that he knew, for sure, about the pre-installation of the picocell in Flight 11. Also I do have to correct another (*cough*) error I made on that topic in Part I. But for now I want to go to the flight attendants who made the calls, Betty Ong and Amy Sweeney, and ask this basic question:

How did they know to use their cell phones?

They knew that cell phones didn't work on aircraft at 30,000 feet? So no matter what the circumstances were, why did it even occur to them to get out their phones and check for signal.

Obviously: they had been told that cell phones would work.

They must have been pre-briefed.

There is another technical detail in play here: because the seat-back system had been turned off in the plane, there was no billing system in place. Therefore, while the Claircom box was working, it was not possible to place a call through it to a number that required a payment. The only numbers that could be dialled were "0" and 1-800- numbers. This information came from Robert Wagner.

This is why Betty Ong phoned the 1-800 reservations number for AA, and Amy Sweeney used Sara Low's phone card, with its 1-800 number, to connect to AA Flight Services at Logan.

And again: this indicates that they must have been pre-briefed in order to have known this.

Now, who could have pre-briefed them? Who would have the authority to tell them to go ahead and use their cell phones as part of some planned event, and to dial 1-800 numbers? Obviously, it must have been some representative of American Airlines Security. They would not have taken instructions from anyone unconnected to the airline.

There is another clue that this is indeed what happened, and that is the frequent references to Flight 12 that were documented in Part I. This is *indemnity*. It is against air regulations for flight crew to have such contact with the outside world, and naturally they would be reluctant to do so without strict assurances that they were legally protected. Hence they were told to identify the flight as Flight 12, so that on recordings of the calls, it could be pointed out later, and this identified as the proof that they knew they were participating in some kind of authorised, simulated event, like a drill.

All this is fine, but do we have any evidence that such a briefing took place? Incredibly, we do. It is the witness of Wayne Kirk, from the cleaning crew, who maintained the aircraft that morning at Gate 32 before it boarded as Flight 11. Recall what he said in the FBI interview in the next few days after 9/11:

possibly TUNGOR rode the truck back to the dock. When KIRK left the plane, believed to be between 7:00 a.m. and 7:30 a.m., the flight attendant was near the rear galley and the captain was outside checking the landing gear. KIRK thought it was odd that only those two crew members had arrived at the plane. Usually the entire crew is sitting around and talking when the cleaning crew finishes.

The crew were usually standing around but they were nowhere to be seen.

That's because they were off being pre-briefed by American Airlines security about what was about to happen on the Flight 11 today. It was not going to be a normal day....



The Following 6 Users Say Thank You to loopDloop For This Useful Post: [911conspiracyT](#), [cybele](#), [gl69m](#), [griff](#), [Ruby Gray](#), [Truthissweet](#)

30 Jan 2017 , 00:46 AM

#8

Ruby Gray
Reader

Join Date: 6 Dec 2016

Posts: 67

Threads: 2

Blog Entries: 2

Thanked 67 Times in 39 Posts



Re: Part II: Fog, Fiction and the Flight 11 Phone Calls

This is all good stuff.
Have you given any consideration to the option of Betty Ong being on the Flight Phone? The onboard phone connected directly to Reservations (for use of passengers) as opposed to a seatback or cell phone?
The seatback phones were still operating on the 767s, even though they had been disabled and/or removed on the 757s, so AA11 still had them.

Isaiah 30:25

~ the day of the great slaughter, when the towers fall.



cybele, gl69m, loopDloop

#9

Re: Part II: Fog, Fiction and the Flight 11 Phone Calls

So Howland's information is crap and can be discarded.



cybele, [ql69m](#), Ruby Gray

#10

Re: Part II: Fog, Fiction and the Flight 11 Phone Calls

Of course, he had to get the details right, but I get the sense reading the transcript that he is

taking his time, almost deliberately going out of his way to exaggerate and extend the amount of time he is taking to get her name and details correct. Then there is the strange business of keeping the whole incident quiet. He tells his dispatcher not to tell anyone. He quarantines her separately from the other dispatchers. None of this is impossible to imagine in a real scenario, but if you now imagine that Craig knew in advance, then perhaps his mode of dealing with the situation can be re-interpreted. Perhaps he was making sure that he was crossing the i's and dotting the t's, knowing that it was a drill and that the way he handled it would be scrutinized later. I wouldn't want to make too much of this point, but it just seem there is a lack of urgency in his approach which is hard to reconcile with a real world genuine drama. The families of the victims had this impression when they were finally played these tapes years afterwards. Recall the outrage, that AA had tried to keep the whole thing under wraps? I suggest that this might be better understood as the reaction to a drill that Marquis knew was about to happen.

But now I want to pose another question with a much broader scope.

Why did the perps bother to install the picocells?

Think about it. There is a lot to go wrong here. The picocells might be discovered. Things could have gone very wrong with the phone calls (and indeed perhaps they did, which might explain the looping of the tape). There was definitely a risk in installing the picocells that the entire plan might be exposed. So why bother? Why not just NOT install the picocells?

Well, imagine what would have happened. Clearly, the intention was for the world to believe the planes had been hijacked. If there had been no phone calls, (and keep in mind that there was no contact from the pilots, and no emergency squawk code), and the planes had simply been observed to have crashed into the WTC, then there would have been no communication from the plane to the outside world at all.

Under these circumstances, there would have been major speculation on what happened. The government would not have been able to present a narrative of crazed muslim hijackers, because how could they, or anyone have known?

People would have naturally suspected the possibility that the planes were electronically hijacked and remote controlled into their final destinations, and there would have been no evidence trail to suggest any other narrative.

So the phone calls were crucial. There had to be a way to get information from out of those planes to the outside world. It had to be carefully considered, and controlled, to shape the story as they wanted it told. Otherwise, the perps would not be able to control the narrative.

Therefore, the risks in installing the picocells, and letting some civilians in on the plans, were worth it. They really had no option. This might even be part of the reason why the seat-back phone systems had been decommissioned. The last thing they wanted was a whole bunch of passengers picking up the phone and describing to loved ones the truth of what was going on. Because this truth was not quite what they wanted us to hear...

So they took a risk. Installed the picocells. Put in place a coverstory of a drill. Briefed the minimum number of civilians who needed to know to pull this off. And set the plan in motion....

It's all getting a bit far-fetched, but at least this version sticks to the known facts, and seems to be accounting pretty well for the various reactions and odd facts of the day. So now, let's look again at Larry Wansley's movements that morning, and his interaction with the FBI, and see how the working hypothesis stacks up.



The Following 6 Users Say Thank You to **loopDloop** For This Useful Post:

alvinroast, **cybele**, **gl69m**, **griff**, **Ruby Gray**, **Truthissweet**



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