Was 9/11's Flight 11 a Digital Ghost - A Deep Dive into the Paper Trail - Part One

Tracking the massive pre-flight anomalies, suppressed telemetry, and the physical reality that caught the automated aviation grid off guard.



MYSTIC BAZAAR

MAY 24, 2026

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This article is my final deep dive on the flights of 9/11.

First a big shout out to Mark Conlon of 9/11 Planes Research who has researched this topic for years and you can find in depth information on a lot of the information I have included in my article. Please check out his Substack, you can read all about AA11 HERE

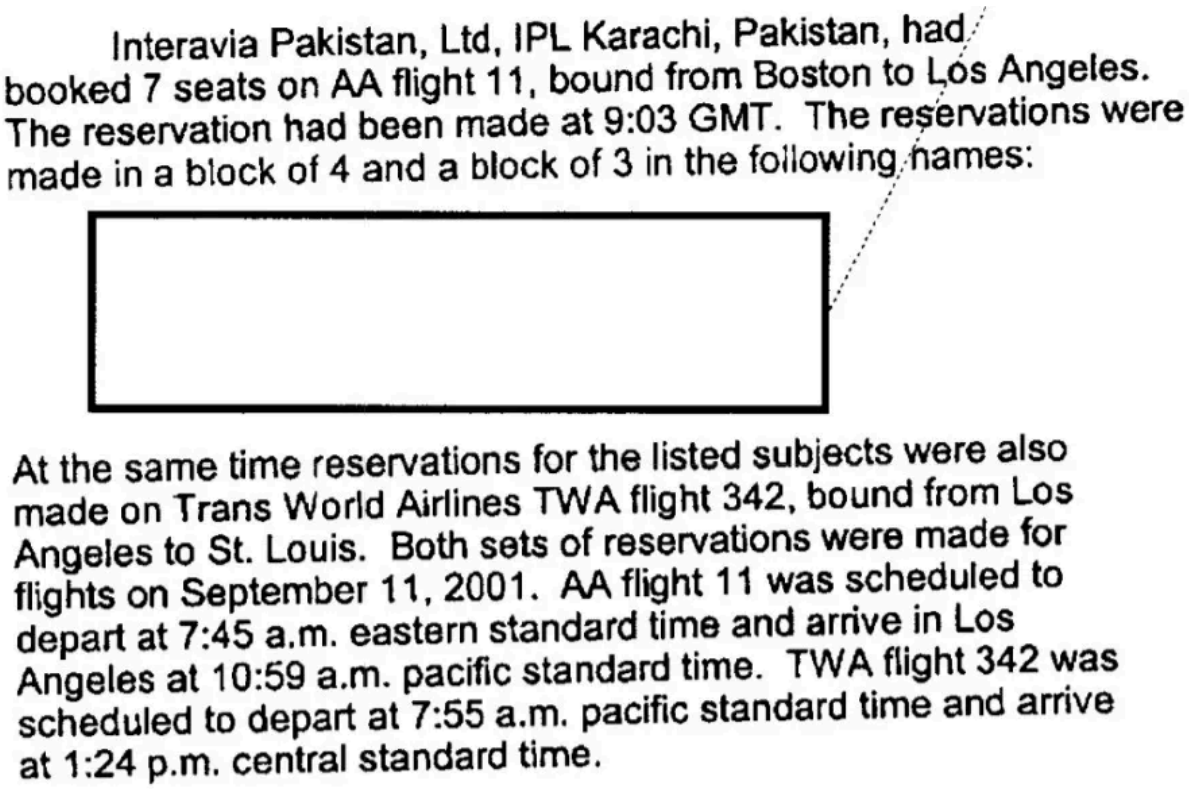
AA11 Official Narrative



So now we know what the Official Narrative is, lets look into the things that don't make sense about AA11.

The Airport And Pre-Flight Anomalies

- Suspicious Block Bookings - At 4.03am Interavia Pakistan booked a block of 7 seats on AA11 using names like 'Norris' and 'Cooper'. Simultaneously, they booked the same people on a conflicting flight. These were impossible journeys which appeared to be placeholders in the SABRE system. This shows that the digital passenger list for AA11 was being 'propped up' by ghost bookings hours before the hijackers even arrived. None of these passengers showed up for the flight, **and they were automatically dumped into the 'No Show' logs under a single, shared PNR code (Passenger Name Record).**



Interavia Pakistan, Ltd, IPL Karachi, Pakistan, had booked 7 seats on AA flight 11, bound from Boston to Los Angeles. The reservation had been made at 9:03 GMT. The reservations were made in a block of 4 and a block of 3 in the following names:

[redacted]

At the same time reservations for the listed subjects were also made on Trans World Airlines TWA flight 342, bound from Los Angeles to St. Louis. Both sets of reservations were made for flights on September 11, 2001. AA flight 11 was scheduled to depart at 7:45 a.m. eastern standard time and arrive in Los Angeles at 10:59 a.m. pacific standard time. TWA flight 342 was scheduled to depart at 7:55 a.m. pacific standard time and arrive at 1:24 p.m. central standard time.

Emley statement about block booking flights on the morning of 9/11

- Allegedly, Mohammed Atta and Abdul Aziz al Omari took Colgan Air Flight 5930 from Portland to Boston, however there is no BTS data to back this up. BTS data (below) shows a flight that took off from Portland to Boston with the wheels off time of 5.41am, but this is a different flight number. There is no flight that left around the 6am time in the official narrative from Portland to Boston. The only flight that was travelling Portland to Boston that would have landed in time for the hijackers to get their connecting AA11 flight, left 4mins before they had cleared security. - Thanks to Charlie Kallas for finding out this information and you can read about this in much more detail in his article - Did Colgan Flight 5930 Exist - HERE



Security photograph allegedly of Mohammed Atta at 5.45am

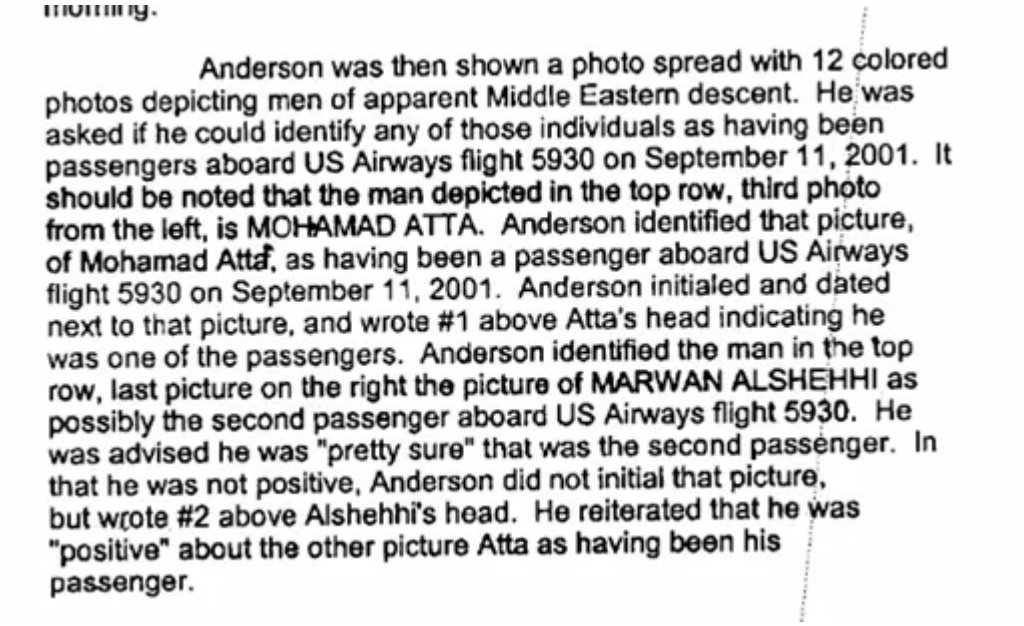
Portland, ME Airport Departures

Time	1st M3 Code	2nd M3 Code	3rd M3 Code	Last Seen	BTS Airline	BTS Flight	BTS Tail #	Destination	Wheels up
9:41:53	243	4643		Boston Airport @10:11:51 UTC	MQ	4637	-N266M	BOS	5:41
9:59:17	3433			Philadelphia Airport @11:11:45 UTC	US	680	N590äâ	PHL	5:58
10:03:05	1552	3572		Approaching CVG Airport	DL	321	-N908D	CVG	6:02
10:08:17	4671			Boston Airport @10:34:39 UTC			42.3383/-71.0225		
10:17:53	3522			LaGuardia Airport @ 11:09:37 UTC	MQ	4488	-N739M	LGA	6:10
10:21:05	3567			LaGuardia Airport @ 11:30:01 UTC					
10:27:41	3411	6014		Last seen in West Virginia					
10:41:05	7315			Pittsburgh Airport @11:57:59 UTC	US	1211	N435äâ	PIT	6:40
10:56:29	7372			Teterboro Airport @11:51:24 UTC					
11:02:17	4630			Boston Airport @11:29:03 UTC	MQ	4757	-N313M	BOS	7:01
11:06:53	7345			Last seen over Lake Michigan					

No record of Colgan Air flight departing Portland

- Colgan Air 5930 Co-Pilot - In a follow-up interview with the FBI a photo line up was shown to Kenneth Anderson on September 17. Anderson picked out Mohamed Atta, but then pointed to a picture of **Marwan al-Shehhi** and stated he was 'pretty sure' al-Shehhi was the second passenger sitting in row 9.

This is a catastrophic geographic impossibility. According to the government's own timeline, al-Shehhi was never in Maine that morning; he was at Logan Airport preparing to pilot United Flight 175



morning.

Anderson was then shown a photo spread with 12 colored photos depicting men of apparent Middle Eastern descent. He was asked if he could identify any of those individuals as having been passengers aboard US Airways flight 5930 on September 11, 2001. It should be noted that the man depicted in the top row, third photo from the left, is MOHAMAD ATTA. Anderson identified that picture, of Mohamad Atta, as having been a passenger aboard US Airways flight 5930 on September 11, 2001. Anderson initialed and dated next to that picture, and wrote #1 above Atta's head indicating he was one of the passengers. Anderson identified the man in the top row, last picture on the right the picture of MARWAN ALSHEHHI as possibly the second passenger aboard US Airways flight 5930. He was advised he was "pretty sure" that was the second passenger. In that he was not positive, Anderson did not initial that picture, but wrote #2 above Alshehhi's head. He reiterated that he was "positive" about the other picture Atta as having been his passenger.

FBI 302 of Co-Pilot Anderson

- American Airlines Employee Diane Gallagher - Diane Gallagher accessed the reservation data and successfully pulled the Passenger Name Record (PNR) for Atta and al-Omari. Her statement confirms that on paper, the database showed them booked on US Airways Express/Colgan Air Flight US5930Y, departing Portland at 6:00 AM with their luggage checked all the way through to LAX. So we have statements from high level employees confirming flight 5930, however as we saw above there is no record of Flight 5930 taking off from Portland.

MOHAMED ATTA checked two bags on American Airlines Flight 11 to Los Angeles. Both bags were checked in with US Air. The first bag tag was LAX US 138529, by HDQ5XUS at 0543 on September 11, 2001. The second bag tag was LAX US 138530, by HDQ5XUS at 0543 on September 11, 2001.

The paper ticket issued to MOHAMED ATTA contained the following information:

Two coupons issued on August 28, 2001. PNR record indicator JNEHJU. The first coupon was for US Airways Flight 5930, class Y coach, for September 11, 2001, departing Portland, Maine and arriving in Boston, Massachusetts. Time of departure 6:00 a.m. The second coupon was for American Airlines Flight 11, class Y business class, for September 11, 2001, departing Boston, Massachusetts, arriving in Los Angeles, California. Time of departure 7:45 a.m.

The fare in USD was 1954.88, tax 146.62, US tax 5.50ZF, tax 6.00XF, total USD 2113.00.

The form of payment was BA4011800B40507778, expiration date 07/02, approval code 009774 issued August 28, 2001.

FBI 302 of Diane Gallagher

- Mohammed Atta receives a call from a payphone situated from inside Logan Airport, by UA175's departure gate.

Telephone records show that a phone call was placed from a pay phone in the gate area from which UA Flight #175 departed to Mohamed Atta's cell phone at ***6:54 a.m.*** (PLACEHOLDER: NEED TO RECONCILE THIS TIME WITH 6:52 AM TIME SUPPLIED BY FBI IN SPECIFIC ANSWER TO QUESTION ABOUT THIS CALL).[18] This phone call indicates that the two hijacking teams engaged in tactical communications, such as situational reporting and possible "go" or "no go" determinations.

- Only 2 Crew Members - AA cleaner Wayne Kirk arrived at the aircraft at 6.10am. He noted that it was odd that only two crew members had arrived at the transcontinental aircraft, as the crew usually arrives together.

After the crew had finished cleaning the plane, KIRK, CHAVEZ and MALLETTE were the final three on the plane. MALLETTE and KIRK were just talking and CHAVEZ made sure that the rear galley was stocked. TUNGOR may stil have been present on the plane but KIRK was not sure of his presence. LA FOREST had left the plane because he was walking down the jet bridge to meet everyone to clean up the truck. KIRK, CHAVEZ, MALLETTE and 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.

KIRK does not know of any financial problems for any of the members of the cleaning crew. KIRK feels that all the members of the cleaning crew are honest and good people.

KIRK provided a copy of the assignment sheet for his crew for that night. The copy of the assignment sheet has been enclosed in the attached FD-340 envelope.

[PDF page 2]

FBI 302 - Wayne Kirk

- Luggage Refusal and ‘Locked Up’ Status - at 7.30am Ramp Manager Salvatore Miscuraca and Crew chief Donnie Bennet refused to load Atta’s two bags because the plane was already ‘locked up’. These bags were later recovered and found to contain evidence in relation to the 19 hijackers.



SALVATORE P. MISURACA 9-11-01 3

luggage is treated differently.

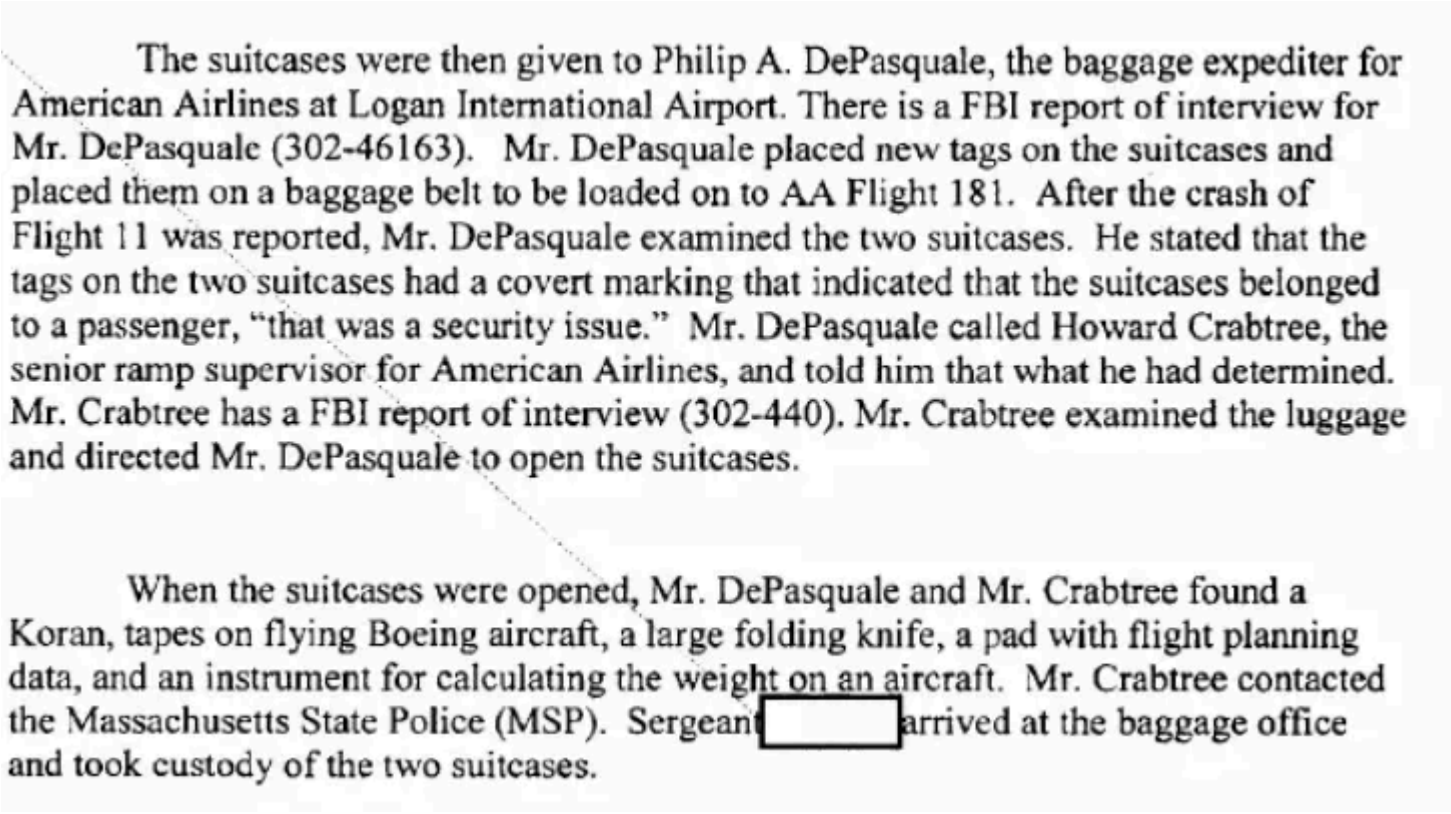
Flight 11 was cleaned and loaded without incident. There were no strangers, or absences of employees. Flight 11 was locked up and ready to go at 7:40 a.m. Prior to that, at 7:30 a.m., the baggage crew received a call from passenger service. Passenger service advised that a passenger was on board the plane, and that they were calling to make certain that his two bags had made it over. BENNETT said that he had the two bags, but that the plane was locked up and the bags would not be put on. The bags were given to AA bag expiditer PHILIP A. DEPASQUALE, aka ZIP. Note that passenger service usually does not call about a bag, unless the passenger has asked to ensure that his bags are put on the flight.

Later, MISURACA and others heard of the crash and called regarding the two bags. DEPASQUALE had put them on flight 181 for Los Angeles. The bags were retrieved.

Flight 11 was a 767 aircraft. These have access from

- After the luggage could not be loaded onto AA11 they were passed onto Philip DePasquale who placed new tags on the suitcases and placed them on a

baggage belt to be loaded onto AA Flight 181. After reports of AA11 crashing, DePasquale examined the 2 suitcases.



The suitcases were then given to Philip A. DePasquale, the baggage expediter for American Airlines at Logan International Airport. There is a FBI report of interview for Mr. DePasquale (302-46163). Mr. DePasquale placed new tags on the suitcases and placed them on a baggage belt to be loaded on to AA Flight 181. After the crash of Flight 11 was reported, Mr. DePasquale examined the two suitcases. He stated that the tags on the two suitcases had a covert marking that indicated that the suitcases belonged to a passenger, "that was a security issue." Mr. DePasquale called Howard Crabtree, the senior ramp supervisor for American Airlines, and told him that what he had determined. Mr. Crabtree has a FBI report of interview (302-440). Mr. Crabtree examined the luggage and directed Mr. DePasquale to open the suitcases.

When the suitcases were opened, Mr. DePasquale and Mr. Crabtree found a Koran, tapes on flying Boeing aircraft, a large folding knife, a pad with flight planning data, and an instrument for calculating the weight on an aircraft. Mr. Crabtree contacted the Massachusetts State Police (MSP). Sergeant [redacted] arrived at the baggage office and took custody of the two suitcases.

- The 7.30am Boarding Check - Michael Woodward physically boarded AA11 at gate 32 at approximately 7.30am to check the status of the flight and flight attendants. He spoke with the cabin crew and reported observing no unusual activity at the time.

BEGPRODNO : M-INT-00077120
BEGBATES : 265A-NY-280350-302~28820
DATE = 09/13/2001
FBIDESCR : MICHAEL WOODWARD
FULLTEXT :

9/14/01

9/11 Pers

MICHAEL WOODWARD, date of birth [redacted] place of birth [redacted] Boston, Massachusetts, Manager of Flight Services, AMERICAN AIRLINES AA, was advised of the identities of the interviewers and the purpose of the interview. WOODWARD furnished the following information:

WOODWARD arrived at work on September 11, 2001, at approximately 6:30 a.m., at the Flight Services office at Boston LOGAN AIRPORT. He attended a meeting at approximately 6:45 a.m., in his office with a flight attendant. The meeting lasted for 15 minutes. WOODWARD prepared for the rest of his workday and at approximately 7:30 a.m., WOODWARD went to AA Flight 11 in order to check on the status of the flight and the flight attendants. WOODWARD spoke briefly with the flight attendants and looked on board Flight 11. WOODWARD did not notice anything which he considered to be unusual on board Flight 11. When the flight attendants told him they were prepared for departure, WOODWARD exited Flight 11.

- The 7.35am Ticket Check - Despite the aircraft being reported as 'locked up' at 7.30am, gate agent Donna Thompson recorded the lead hijackers only just checking in at the gate and processing through at 7.35am. However, the document below and other sources record the hijackers actually boarding up until 7.40am. From the SABRE manifest document later in this article, it states that boarding closed at 7.36am.

At ***7:31 a.m.*** Wail Al-Shehri and Waleed Al-Shehri boarded American Flight #11. At ***7:39 a.m.*** Atta and al Omari embarked on the aircraft and al Suqami boarded at ***7:40 a.m.***[37] (PLACEHOLDER: THESE TIMES, WHICH ARE PULLED FROM AA'S SABRE RESPONSE SYSTEM, NEED FURTHER VERIFICATION BECAUSE THAT REPORT HAS SOME OTHER PASSENGERS "BOARDING" AFTER THE FLIGHT HAD PUSHED BACK.)

- If the aircraft was physically 'locked up' to the point where baggage handlers were actively refusing to load Atta's bags at 7:30 AM, how were the lead hijackers allowed to electronically check-in at the gate at 7:35 AM and walk

down the jetway up until 7:40 AM? The physical security grid and the digital check-in terminal were operating on entirely contradictory timelines.

- The ‘Standby’ Observations - Marsha Smith was a standby stewardess who would only board if the passenger count exceeded 70. She notes the coach class only reached 53 passengers so she did not board. She also observed two men in business attire exit the Admiral’s Club and board the plane.

BEGPRODNO : M-INT-00019167
BEGBATES : 265A-NY-280350-302~37123
DATE = 09/11/2001
FBIDESCR : MARSHA L SMITH
FULLTEXT :

09/14/01

MARSHA L. SMITH, date of birth [redacted] cellular telephone number [redacted] home telephone number [redacted] Social Security Account Number: [redacted] AMERICAN AIRLINES badge number [redacted] was advised of the identities of the interviewer (Trooper [redacted], Massachusetts State Police and SA [redacted] Federal Bureau of Investigation) and the purpose of the interview. SMITH then provided the following information:

SMITH stated that she is a 25 year veteran with U.S. AIR, she retired from U.S. AIR, and came back and worked for AMERICAN AIRLINES on May 17, 2001. On September 11, 2001, she was assigned as the standby stewardess for Flight 11 Boston to Los Angeles. She was called to monitor the gate while loading and if the population in coach class was over 70 people then she would be added to the flight crew.

When she arrived at the gate most of the people were already on the plane. The total population for the coach class of the plane only reached 53 and therefore she did not board the plane. When she got to the gate she noticed two men in business attire exit the ADMIRAL'S CLUB, then board the plane. Both were in their mid forties. Both white males. There was an older woman late fifties, t-shirt, blue jeans and flip flops talking to two teenagers saying goodbye and then boarded the plane. There were also two non-revenue women standing by the boarding platform but she did not see them board. SMITH also stated she saw two catering personnel who pulled a cart from behind the podium and go down the jetport possibly bringing additional food to the airplane. SMITH stated she did not observe anything suspicious.

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Privacy

- Tickets Collected and Placed in Safe - Maria Jackson says she was at Gate 32 throughout the whole boarding process for AA11. She was shown a photo spread by the FBI to see if she could identify any passengers which she could not. Maria also confirmed she collected the tickets for the flight from Karen Martin and placed them in the safe. These tickets have never been made public

BEGPRODNO : M-INT-00067658
BEGBATES : 265A-NY-280350-302~18941
DATE = 09/25/2001
FBIDESCR : MARIA JACKSON
FULLTEXT :

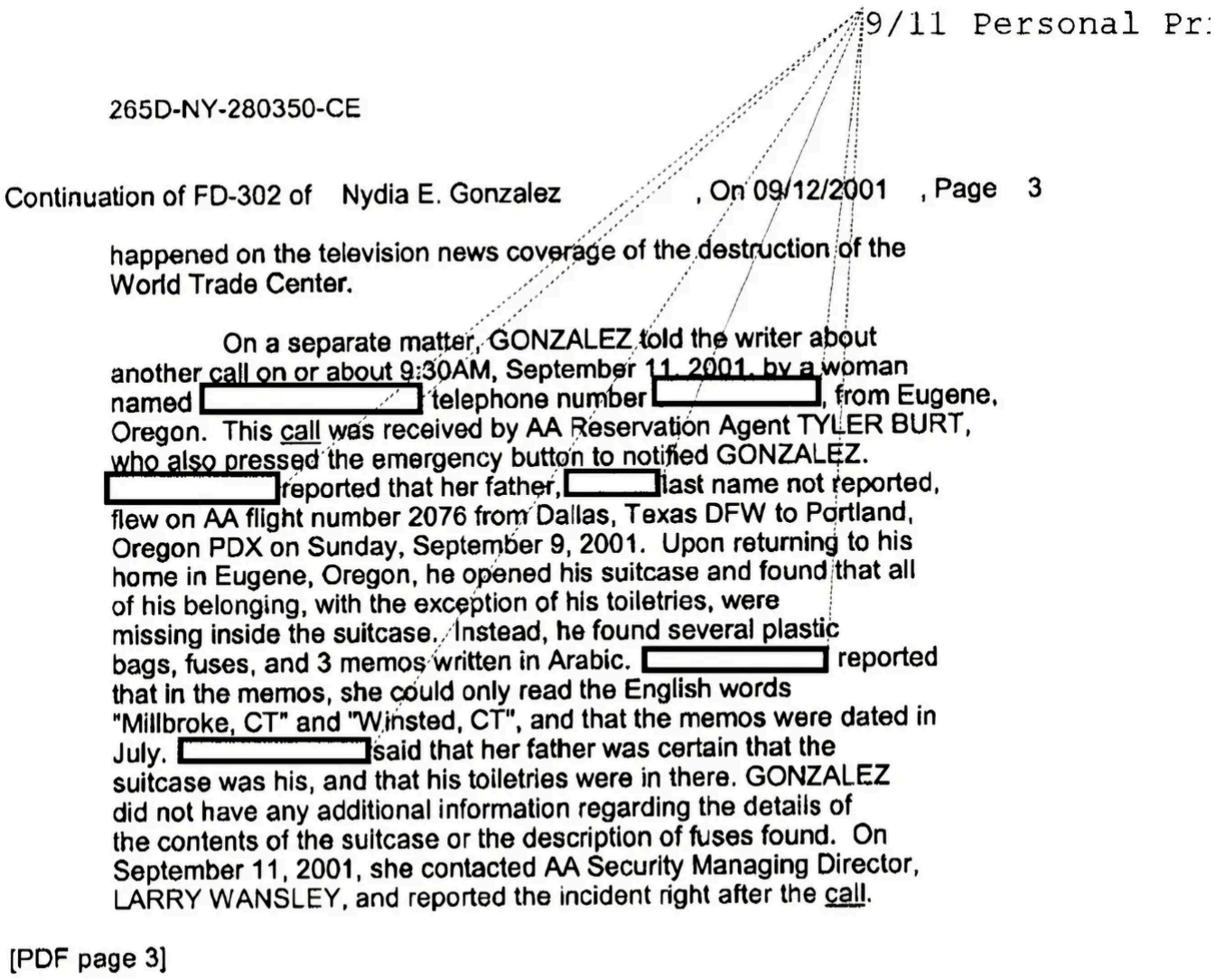
9/25/01

MARIA JACKSON, DOB [redacted] Massachusetts, telephone number [redacted] was recontacted concerning the events of September 11, 2001. JACKSON was shown a photo spread of subjects and provided the following information:

JACKSON stated that she was working gate 32 with LISET FROMETA. She was at the gate from first call all the way through boarding. JACKSON did not recognize anyone from the photo spread.

JACKSON took the tickets for American Airlines Flight 11 from American Airlines Flight Attendant KAREN MARTIN and brought them to ticket lift and deposited them in the safe.

- The Arabic Memo's and Fuses Incident - This is a bizarre lead. Nydia Gonzalez reports a call regarding a man in Oregon who found his suitcase had been tampered with after a flight on September 9, 2001. His belongings were gone and replaced with plastic bags, fuses and 3 memos written in Arabic mentioning 'Millbroke, CT' and 'Winsted, CT'.



9/11 Personal Pr

265D-NY-280350-CE

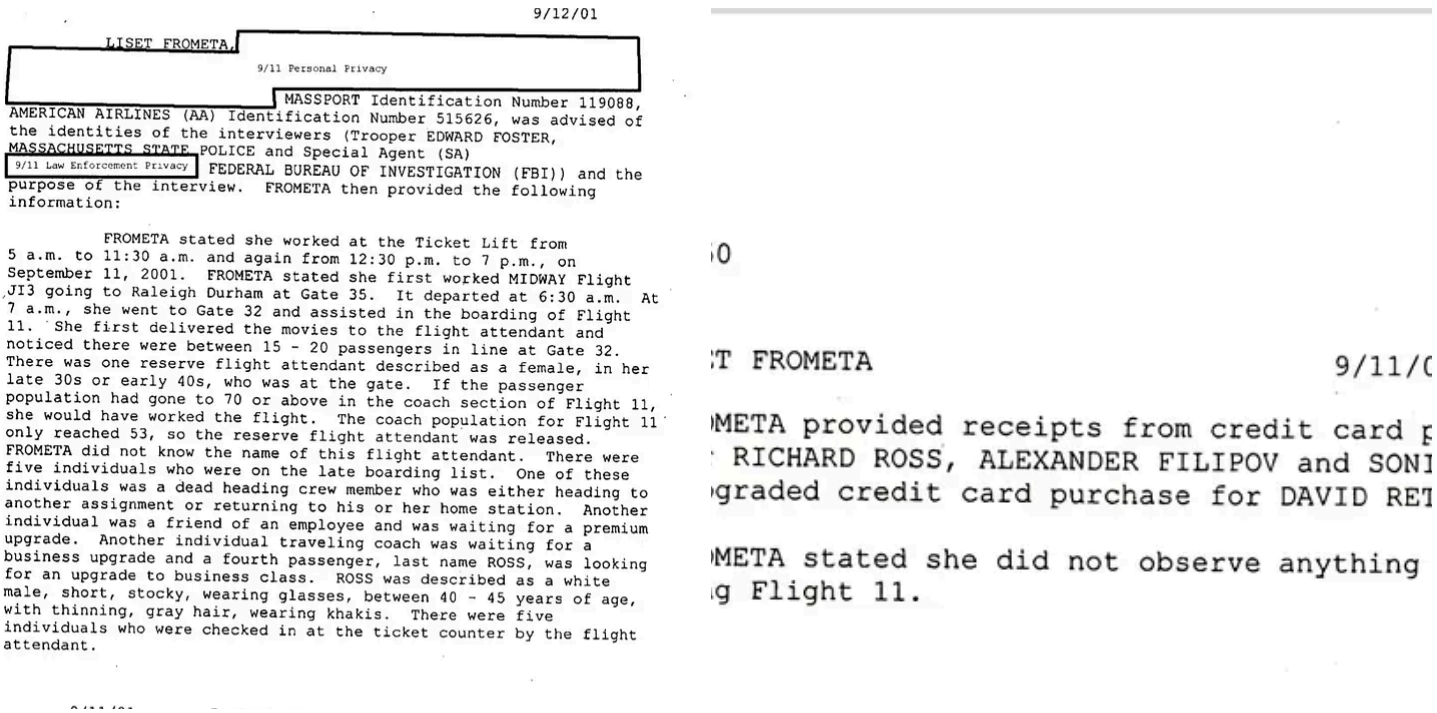
Continuation of FD-302 of Nydia E. Gonzalez , On 09/12/2001 , Page 3

happened on the television news coverage of the destruction of the World Trade Center.

On a separate matter, GONZALEZ told the writer about another call on or about 9:30AM, September 11, 2001, by a woman named [redacted] telephone number [redacted], from Eugene, Oregon. This call was received by AA Reservation Agent TYLER BURT, who also pressed the emergency button to notified GONZALEZ. [redacted] reported that her father, [redacted] last name not reported, flew on AA flight number 2076 from Dallas, Texas DFW to Portland, Oregon PDX on Sunday, September 9, 2001. Upon returning to his home in Eugene, Oregon, he opened his suitcase and found that all of his belonging, with the exception of his toiletries, were missing inside the suitcase. Instead, he found several plastic bags, fuses, and 3 memos written in Arabic. [redacted] reported that in the memos, she could only read the English words "Millbroke, CT" and "Winsted, CT", and that the memos were dated in July. [redacted] said that her father was certain that the suitcase was his, and that his toiletries were in there. GONZALEZ did not have any additional information regarding the details of the contents of the suitcase or the description of fuses found. On September 11, 2001, she contacted AA Security Managing Director, LARRY WANSLEY, and reported the incident right after the call.

[PDF page 3]

- Liset Frometa - Frometa stated that at 7am she attended gate 32 to assist with the boarding of Flight 11. She saw 15-20 passengers lined up at the gate, she also interacted with a flight attendant and witnessed the reserve flight attendant waiting at the gate. She states that 5 people were on the late boarding list, and she provided receipts from credit card payments from Richard Ross, Alexander Filipov and Sonia Poupolo. She does not mention seeing the hijackers boarding late.



9/12/01

LISET FROMETA, [9/11 Personal Privacy] MASSPORT Identification Number 119088, AMERICAN AIRLINES (AA) Identification Number 515626, was advised of the identities of the interviewers (Trooper EDWARD FOSTER, MASSACHUSETTS STATE POLICE and Special Agent (SA) [9/11 Law Enforcement Privacy] FEDERAL BUREAU OF INVESTIGATION (FBI)) and the purpose of the interview. FROMETA then provided the following information:

FROMETA stated she worked at the Ticket Lift from 5 a.m. to 11:30 a.m. and again from 12:30 p.m. to 7 p.m., on September 11, 2001. FROMETA stated she first worked MIDWAY Flight JI3 going to Raleigh Durham at Gate 35. It departed at 6:30 a.m. At 7 a.m., she went to Gate 32 and assisted in the boarding of Flight 11. She first delivered the movies to the flight attendant and noticed there were between 15 - 20 passengers in line at Gate 32. There was one reserve flight attendant described as a female, in her late 30s or early 40s, who was at the gate. If the passenger population had gone to 70 or above in the coach section of Flight 11, she would have worked the flight. The coach population for Flight 11 only reached 53, so the reserve flight attendant was released. FROMETA did not know the name of this flight attendant. There were five individuals who were on the late boarding list. One of these individuals was a dead heading crew member who was either heading to another assignment or returning to his or her home station. Another individual was a friend of an employee and was waiting for a premium upgrade. Another individual traveling coach was waiting for a business upgrade and a fourth passenger, last name ROSS, was looking for an upgrade to business class. ROSS was described as a white male, short, stocky, wearing glasses, between 40 - 45 years of age, with thinning, gray hair, wearing khakis. There were five individuals who were checked in at the ticket counter by the flight attendant.

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META provided receipts from credit card p
RICHARD ROSS, ALEXANDER FILIPOV and SONI
graded credit card purchase for DAVID RET

META stated she did not observe anything
g Flight 11.

Pushback and Take Off Times

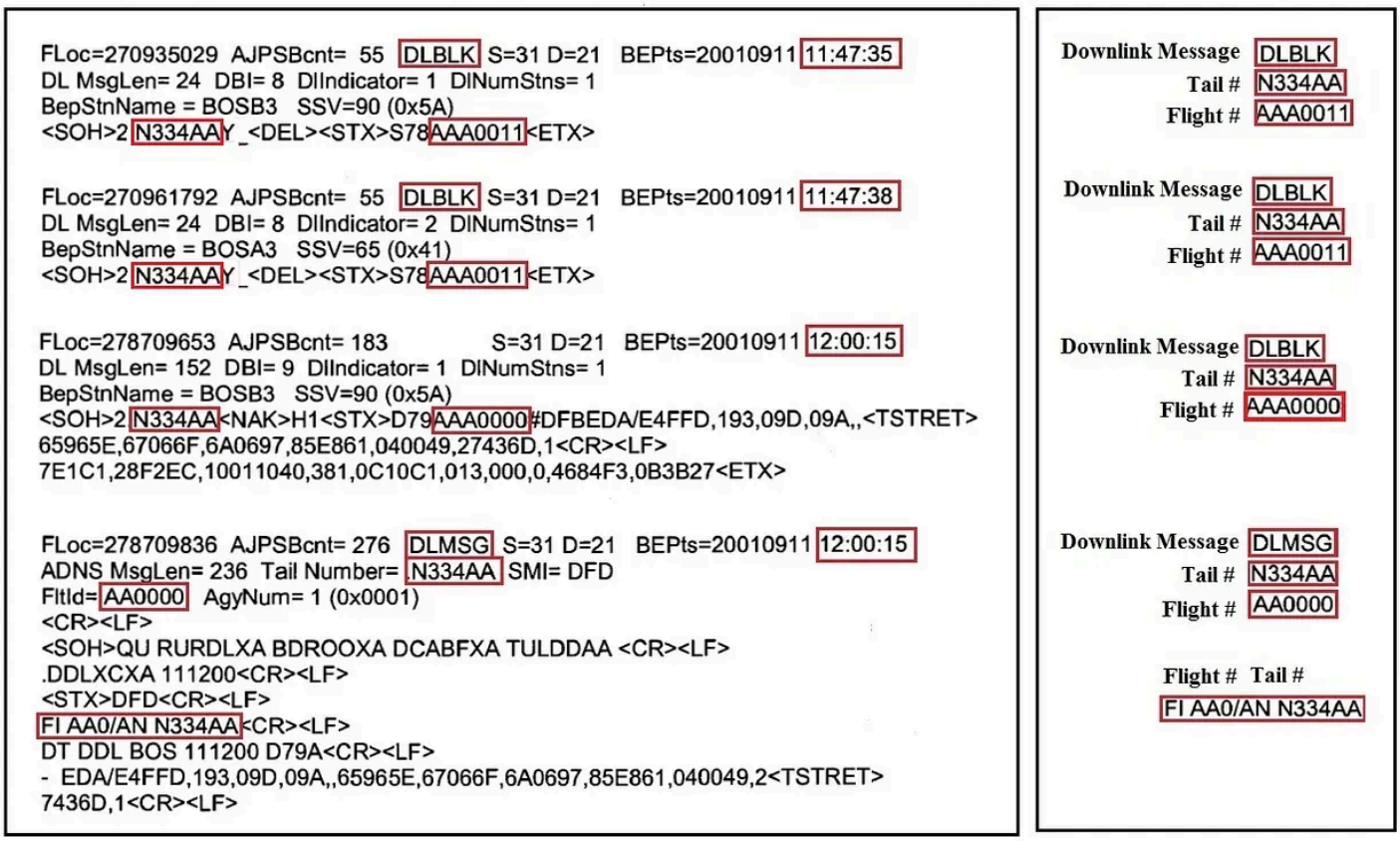
- The Pushback Conflict - AA SOCC logs record AA11 as ‘pushed back’ from gate at 7.40am, five minutes ahead of schedule.
- Boarding After Pushback - Note no.9 of the 9/11 Commission Report admits that AA’s SABRE system records indicate some passengers ‘boarded’ after the aircraft had already pushed back from the gate.

dia Richey, Sept. 15, 2001; interview of Rosarito Rivera, Sept. 25, 2001.

9. See TSA report, “Selectee Status of September 11th Hijackers,” undated. For boarding and seating information, see AAL record, SABRE information on Flight 11, Sept. 11, 2001. These boarding times from the American system are approximate only; for Flight 11, they indicated that some passengers “boarded” after the aircraft had pushed back from the gate. See AAL response to the Commission’s February 3, 2004, requests, Mar. 15, 2004.

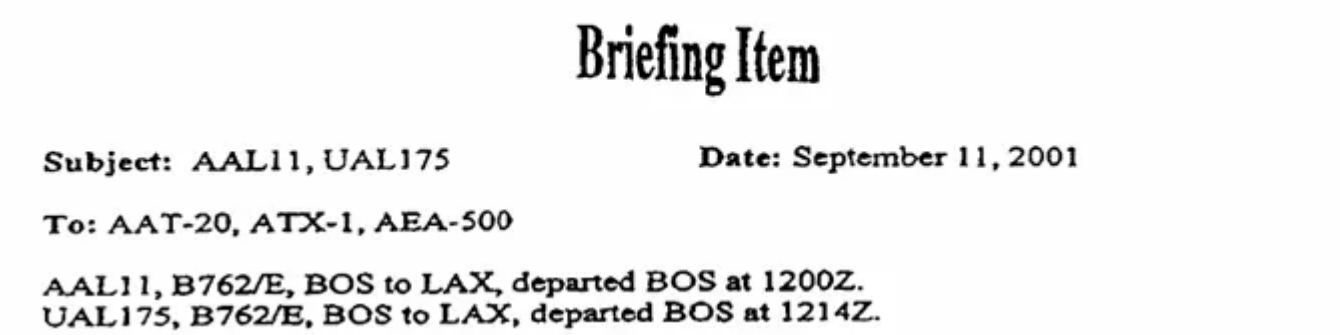
- ACARS Identify Shift - System logs show that the flight identity for N334AA shifted from AAA0011 to ‘AAA0000’ a non existent ID, between 7.47am and 8.00am. This is the time that AA11 had supposedly pushed back from Gate 32 and taken off at 7.59am.

Between 11:47:30 a.m. (7:47:38 a.m. EST) and 12:00:15 p.m. (8:00:15 a.m. EST) American Airlines Flight 11's ACARS (Downlink) messages shows that the identity of the airplane's flight number change. This should not be the case. It suggests that AA0000 is an incorrect flight number that doesn't exist, while listing the correct tail number: N334AA. And in the other ACARS messages it lists the correct flight number AA0011 while listing the correct tail number: N334AA.



mark-conlon.blogspot.com

- Take off Discrepancy - While the narrative cites 7.59am, the FAA recorded takeoff at exactly 1200z (8.00am).



Briefing Item

Subject: AAL11, UAL175 **Date:** September 11, 2001

To: AAT-20, ATX-1, AEA-500

AAL11, B762/E, BOS to LAX, departed BOS at 1200Z.
UAL175, B762/E, BOS to LAX, departed BOS at 1214Z.

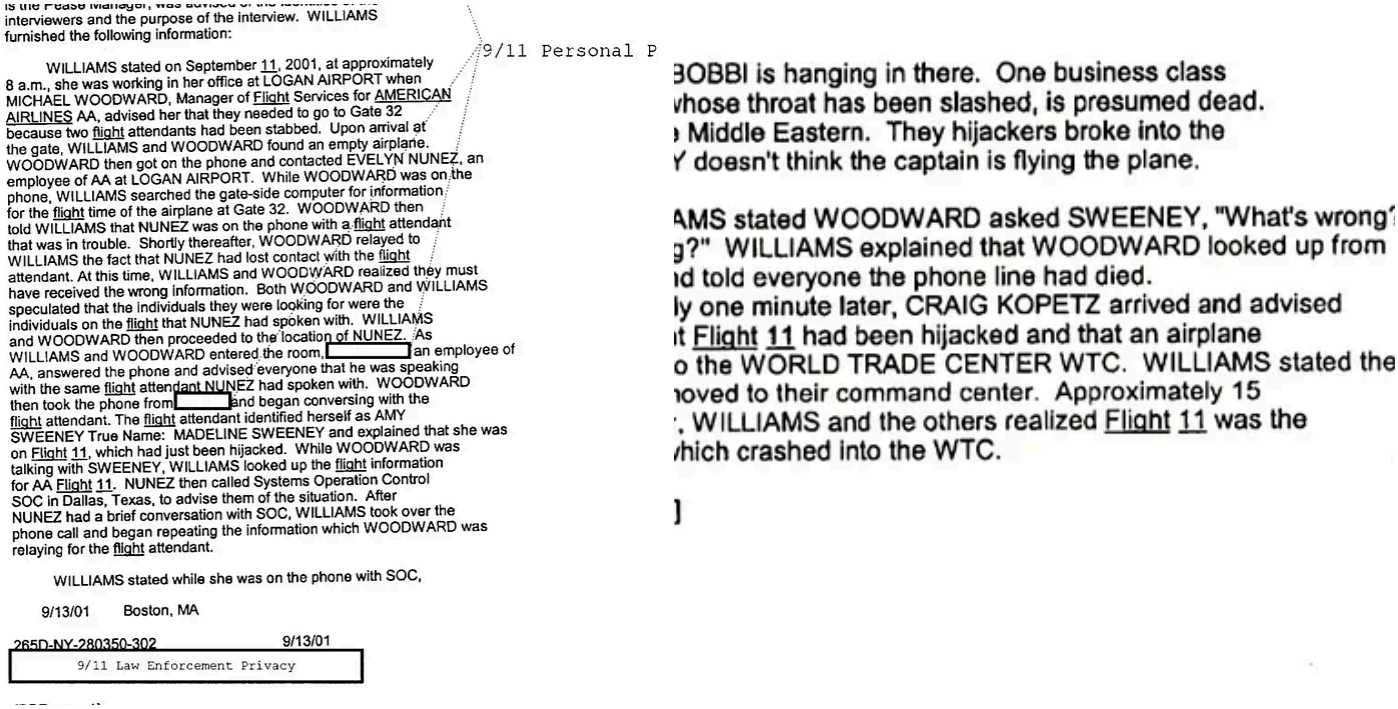
- BTS Telemetry Anomaly - Electronic wheels-off data for AA11 is recorded as 00.00 with an UNKNOWN tail number in the Bureau of Transportation Statistics database, confirming automated telemetry for American Airlines was suppressed or missing. The times for departure and wheels off time showing as 00.00 could indicate AA11 never left the ground. Below is a video of Jeff Hill calling BTS to ask why this would show on BTS data, he is told it would show like this if the flight was cancelled.

Carrier Code	Date (MM/DD/YYYY)	Flight Number	Tail Number	Destination Airport	Scheduled Departure Time	Actual Departure Time	Scheduled Elapsed Time (Minutes)	Actual Elapsed Time (Minutes)	Departure Delay (Minutes)	Wheels-off Time	Taxi-out Time (Minutes)
AA	09/11/2001	0011	UNKNOW	LAX	07:45	00:00	0374	0000	0	00:00	0000
AA	09/11/2001	0145	UNKNOW	SJC	11:00	00:00	0380	0000	0	00:00	0000
AA	09/11/2001	0153	N232AA	ORD	08:30	08:29	0165	0000	-1	08:41	0012
AA	09/11/2001	0163	UNKNOW	LAX	15:30	00:00	0377	0000	0	00:00	0000
AA	09/11/2001	0181	UNKNOW	LAX	11:00	00:00	0380	0000	0	00:00	0000
AA	09/11/2001	0189	N3BMAA	SEA	08:45	08:43	0373	0000	-2	08:56	0013
AA	09/11/2001	0193	UNKNOW	SFO	15:25	00:00	0385	0000	0	00:00	0000
AA	09/11/2001	0195	UNKNOW	SFO	09:00	00:00	0397	0000	0	00:00	0000
AA	09/11/2001	0197	UNKNOW	SFO	17:10	00:00	0395	0000	0	00:00	0000
AA	09/11/2001	0223	UNKNOW	LAX	17:30	00:00	0381	0000	0	00:00	0000
AA	09/11/2001	0225	UNKNOW	SAN	18:10	00:00	0375	0000	0	00:00	0000

AAL11 BTS Statistics



- The Empty Gate Investigation - Michael Woodward and Elizabeth Williams proceeded to Gate 32 at 8:00 AM to investigate a report of a stabbing on 'Flight 12 at Gate 32' and **found a physically empty plane sitting at the gate—even though Flight 11 had supposedly pushed back 20 minutes prior.**



is the Pease Manager, was advised of the identities of the
interviewers and the purpose of the interview. WILLIAMS
furnished the following information:

WILLIAMS stated on September 11, 2001, at approximately 8 a.m., she was working in her office at LOGAN AIRPORT when MICHAEL WOODWARD, Manager of Flight Services for AMERICAN AIRLINES AA, advised her that they needed to go to Gate 32 because two flight attendants had been stabbed. Upon arrival at the gate, WILLIAMS and WOODWARD found an empty airplane. WOODWARD then got on the phone and contacted EVELYN NUNEZ, an employee of AA at LOGAN AIRPORT. While WOODWARD was on the phone, WILLIAMS searched the gate-side computer for information for the flight time of the airplane at Gate 32. WOODWARD then told WILLIAMS that NUNEZ was on the phone with a flight attendant that was in trouble. Shortly thereafter, WOODWARD relayed to WILLIAMS the fact that NUNEZ had lost contact with the flight attendant. At this time, WILLIAMS and WOODWARD realized they must have received the wrong information. Both WOODWARD and WILLIAMS speculated that the individuals they were looking for were the individuals on the flight that NUNEZ had spoken with. WILLIAMS and WOODWARD then proceeded to the location of NUNEZ. As WILLIAMS and WOODWARD entered the room, [redacted] an employee of AA, answered the phone and advised everyone that he was speaking with the same flight attendant NUNEZ had spoken with. WOODWARD then took the phone from [redacted] and began conversing with the flight attendant. The flight attendant identified herself as AMY SWEENEY True Name: MADELINE SWEENEY and explained that she was on Flight 11, which had just been hijacked. While WOODWARD was talking with SWEENEY, WILLIAMS looked up the flight information for AA Flight 11. NUNEZ then called Systems Operation Control SOC in Dallas, Texas, to advise them of the situation. After NUNEZ had a brief conversation with SOC, WILLIAMS took over the phone call and began repeating the information which WOODWARD was relaying for the flight attendant.

WILLIAMS stated while she was on the phone with SOC,

9/13/01 Boston, MA

265D-NY-280350-302 9/13/01

9/11 Law Enforcement Privacy

9/11 Personal P

BOBBI is hanging in there. One business class
whose throat has been slashed, is presumed dead.
Middle Eastern. They hijackers broke into the
Y doesn't think the captain is flying the plane.

AMS stated WOODWARD asked SWEENEY, "What's wrong?
g?" WILLIAMS explained that WOODWARD looked up from
id told everyone the phone line had died.
ly one minute later, CRAIG KOPETZ arrived and advised
it Flight 11 had been hijacked and that an airplane
o the WORLD TRADE CENTER WTC. WILLIAMS stated the
noved to their command center. Approximately 15
. WILLIAMS and the others realized Flight 11 was the
hich crashed into the WTC.

]

Manifest, Booking and 'No Show' Records

- Seth MacFarlane - In interviews Seth Macfarlane has claimed he was booked onto AA11 on September 11th however, he was hungover and missed his plane by 10mins, however, records show that his seat was cancelled at 6.34am. According to the SABRE manifest which is shown later in this document, MacFarlane's seat number 3B had been allocated to another passenger, which if he hadn't cancelled the flight and was 10mins late, why would AA allocate another passenger to his seat number.

	CANCELLED RESERVATION - 11:43PM, 9/9/01		
KINNEE, ROBERT J	FF AA WH01950 CANCELLED RESERVATION - 7:07AM, 8/23/01	EYJXFP	FA-4
LANGTON, CHRISTOPHER	FF AA 226137 CANCELLED RESERVATIOIN - 4:13PM, 8/17/01	JESJQP	FA-4
COLE, ANDREW	FF AA 644JH70	BUFGBM	FA-4
HALPERN, MICHAEL	FF AA X250116 CANCELLED RESERVATION - 12:08PM, 9/4/01	JZGJPK	FA-4
CARLINO, ANDREW R	FF AA 161L7Y6 CANCELLED RESERVATION - 2:42PM, 9/7/01	GQYBUR	FA-4
KOZLOSKI, CHRIS	(SEAT 25H) FF AA 1PV1638 CANCELLED RESERVATION - 5:06PM, 8/30/01	JATNZF	FA-4
BRIGHAM, KRISTOPHER	FF AA 77PY560 CANCELLED RESERVATION - 3:20PM, 9/7/01	ENSCJJ	FA-4
FREDERICK, SARAJANE	FF AA 8BC2422 CANCELLED RESERVATION - 10:50AM, 8/10/01	DIKMAE	FA-4
ANDERS, DAVID	FF AA 24Y93K6 CANCELLED RESERVATION - 7:05AM, 9/8/01	BOVBKN	FA-4
CUCCINELLO, THELMA	(SEAT 29J) REBOOKED IN HCYLWQ; 8:41AM, 8/23/01	HSCQFP	FA-4
CURTIS, MARK	FF AA XM15608 CANCELLED RESERVATION - 3:00PM, 9/4/01	EABCTF	FA-4
ANGELL, LYNN	FF AA KJ66928 CANCELLED RESERVATION - 7:30PM, 8/27/01	CUFNSG	FA-4
BENDFELDT, JOHN	FF AA 4087914 CANCELLED RESERVATION - 2:32PM, 9/10/01	EBBHWW	FA-4
MACFARLANE, SETH	(SEAT 3B) CANCELLED RESERVATION - 6:34AM, 9/11/01	CIQBNO	FA-4
SHARMA, DHRUV	SEAT 10H; MR; FF AA VTK2666 CANCELLED RESERVATION - 11:59AM, 8/31/01	SECRJO	FA-4

Tuesday, October 02, 2001 1:35 PM Page 1 of 17

- Mark Wahlberg - For years Wahlberg has stated in interviews that he and his friends were booked onto AA11 but chose to charter a jet to travel to their destination instead. However, Wahlberg's name is not listed in the cancellations or no show records.
- Alberto Dominguez Cancelled Reservation - Dominguez is listed as cancelling his seat for AA11 at 7.46am, which is after the plane had allegedly pushed back. However, there is no rebooking for him but he shows up later in the bookings and cancellations document as being on the flight.

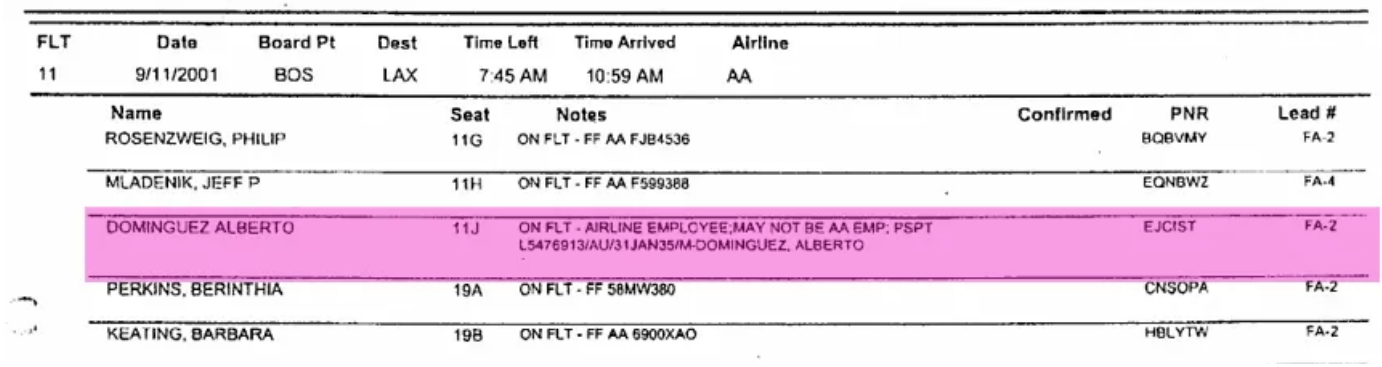


FLT	Date	Board Pt	Dest	Time Left	Time Arrived	Airline
11	9/11/2001	BOS	LAX	7:45 AM	10:59 AM	AA

Name	Seat	Notes	Confirmed	PNR	Lead #
ROSS, RICHARD		CANCELLED RESERVATION - 9:00AM, 8/31/01		HWKRTX	FA-4
HAEGG, LARS		PSPT 0004243-27; ISSUED KRISTIANSAND CANCELLED RESERVATION, 12:30PM, 8/31/01		JSRTPC	FA-4
RYAN, JOSEPH		FF AA 58CF532 CANCELLED RESERVATION - 3:37AM, 8/8/01		ILOBVG	FA-4
ANGELL, DAVID		FF AA KK01116 CANCELLED RESERVATION - 7:30PM, 8/27/01		CUFNSG	FA-4
DOMINGUEZ, ALBERTO		CANCELLED RESERVATION - 7:46AM, 9/11/01		BZWBKC	FA-4
GIPSON, JAMES		CANCELLED RESERVATION - 3:45PM, 9/10/01		JOFMMW	FA-4
DUFFIELD, TOM		CANCELLED RESERVATION - 10:55PM, 9/10/01		CXNZWW	FA-4

000000083

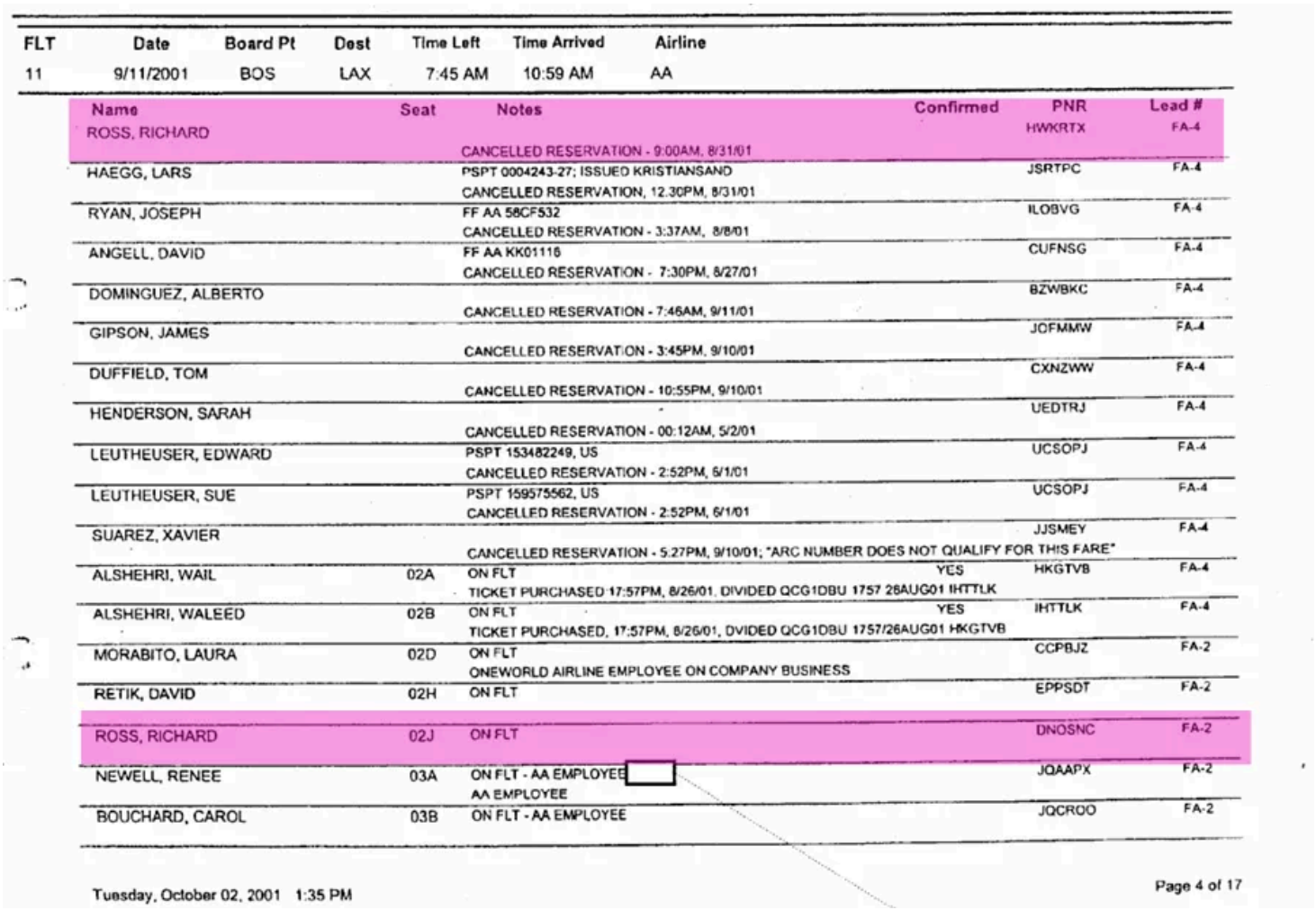
Full document Here.



FLT	Date	Board Pt	Dest	Time Left	Time Arrived	Airline
11	9/11/2001	BOS	LAX	7:45 AM	10:59 AM	AA

Name	Seat	Notes	Confirmed	PNR	Lead #
ROSENZWEIG, PHILIP	11G	ON FLT - FF AA FJB4536		BQBVMY	FA-2
MLADENIK, JEFF P	11H	ON FLT - FF AA F599388		EQNBWZ	FA-4
DOMINGUEZ ALBERTO	11J	ON FLT - AIRLINE EMPLOYEE;MAY NOT BE AA EMP; PSPT L5476913/AU/31JAN35/M-DOMINGUEZ, ALBERTO		EJCIST	FA-2
PERKINS, BERINTHIA	19A	ON FLT - FF 58MW380		CNSOPA	FA-2
KEATING, BARBARA	19B	ON FLT - FF AA 6900XAO		HBLYTW	FA-2

- Richard Ross Cancellation - Richard Ross is another passenger often caught in the manifest crossfire. The PENTTBOM database shows his booking was cancelled on the 31 August 2001, however no listing of him rebooking, but he later appears on the same document as 'ON FLT'. Above I included a statement from Liset Frometa who stated Richard Ross was on the late booking list and she provided credit card receipts for his payment.



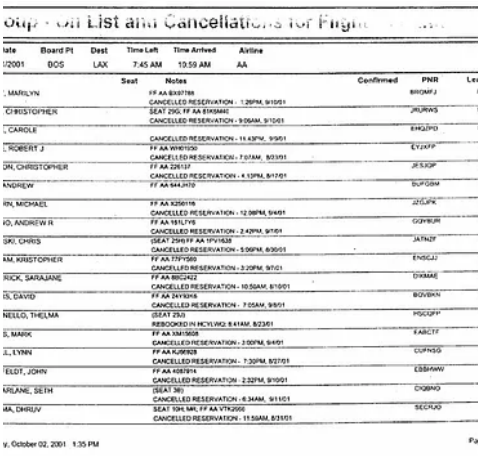
FLT	Date	Board Pt	Dest	Time Left	Time Arrived	Airline
11	9/11/2001	BOS	LAX	7:45 AM	10:59 AM	AA

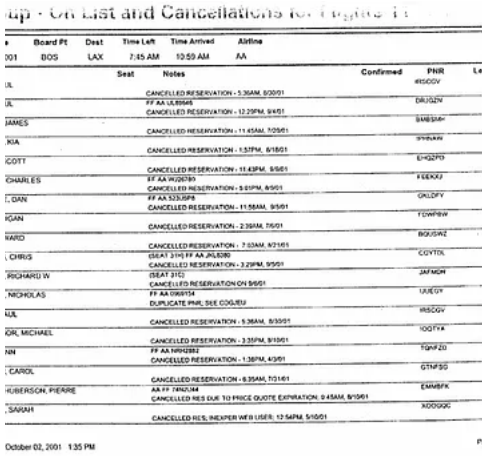
Name	Seat	Notes	Confirmed	PNR	Lead #
ROSS, RICHARD		CANCELLED RESERVATION - 9:00AM, 8/31/01		HWKRTX	FA-4
HAEGG, LARS		PSPT 0004243-27; ISSUED KRISTIANSAND CANCELLED RESERVATION, 12:30PM, 8/31/01		JSRTPC	FA-4
RYAN, JOSEPH		FF AA 58CF532 CANCELLED RESERVATION - 3:37AM, 8/8/01		ILOBVG	FA-4
ANGELL, DAVID		FF AA KK01116 CANCELLED RESERVATION - 7:30PM, 8/27/01		CUFNSG	FA-4
DOMINGUEZ, ALBERTO		CANCELLED RESERVATION - 7:46AM, 9/11/01		BZWBKC	FA-4
GIPSON, JAMES		CANCELLED RESERVATION - 3:45PM, 9/10/01		JOFMMW	FA-4
DUFFIELD, TOM		CANCELLED RESERVATION - 10:55PM, 9/10/01		CXNZWW	FA-4
HENDERSON, SARAH		CANCELLED RESERVATION - 00:12AM, 5/2/01		UEDTRJ	FA-4
LEUTHEUSER, EDWARD		PSPT 153482249, US CANCELLED RESERVATION - 2:52PM, 6/1/01		UCSOPJ	FA-4
LEUTHEUSER, SUE		PSPT 159575562, US CANCELLED RESERVATION - 2:52PM, 6/1/01		UCSOPJ	FA-4
SUAREZ, XAVIER		CANCELLED RESERVATION - 5:27PM, 9/10/01; "ARC NUMBER DOES NOT QUALIFY FOR THIS FARE"		JJSMEY	FA-4
ALSHEHRI, WAIL	02A	ON FLT TICKET PURCHASED 17:57PM, 8/26/01, DIVIDED QCG1DBU 1757 26AUG01 IHTTLK	YES	HKGTVB	FA-4
ALSHEHRI, WALEED	02B	ON FLT TICKET PURCHASED, 17:57PM, 8/26/01, DVIDED QCG1DBU 1757/26AUG01 HKGTVB	YES	IHTTLK	FA-4
MORABITO, LAURA	02D	ON FLT ONEWORLD AIRLINE EMPLOYEE ON COMPANY BUSINESS		CCPBJZ	FA-2
RETIK, DAVID	02H	ON FLT		EPPSDT	FA-2
ROSS, RICHARD	02J	ON FLT		DNOSNC	FA-2
NEWELL, RENEE	03A	ON FLT - AA EMPLOYEE AA EMPLOYEE		JQAAPX	FA-2
BOUCHARD, CAROL	03B	ON FLT - AA EMPLOYEE		JQCROO	FA-2

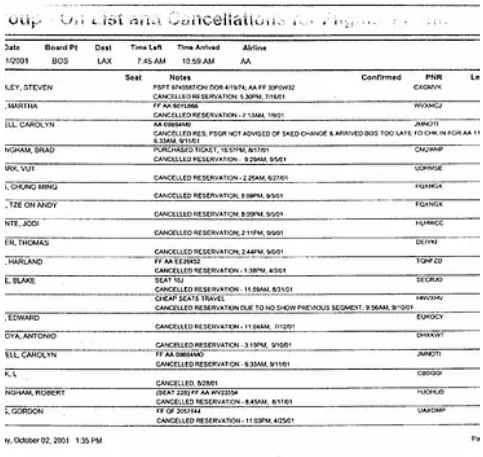
Tuesday, October 02, 2001 1:35 PM

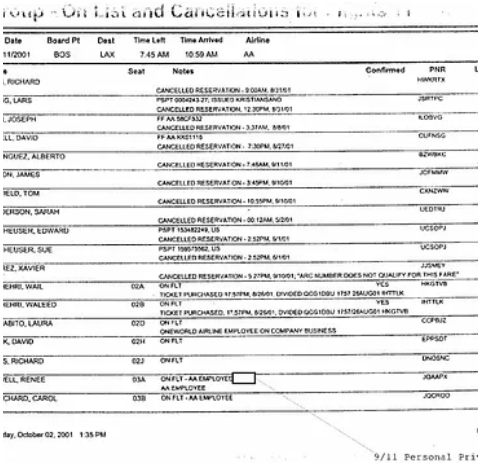
Page 4 of 17

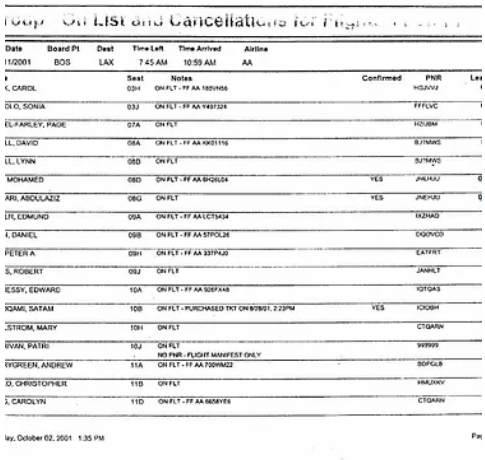
- No Shows and Cancellations - For a normal flight in 2001 it was typical for 6-15% of passengers to miss their flight. However, AA11 shows a much higher than usual number. 164 reservations were made, 65 cancelled their seats and 17 were recorded as ‘no shows’.
- Altogether there are 7 passengers who are recorded as having cancelled their flights, no information on rebooking the flight but show up on the PENTBOM document as ‘ON FLT’. C.Mello, D & L Angell, A. Montoya, A.Dominguez, X.Suarez and R.Ross all cancelled their flights, did not rebook but appear as being ‘ON FLT’ in the below PENTBOM document. As previously stated, Richard Ross was said to have booked back on to the flight at the last minute.

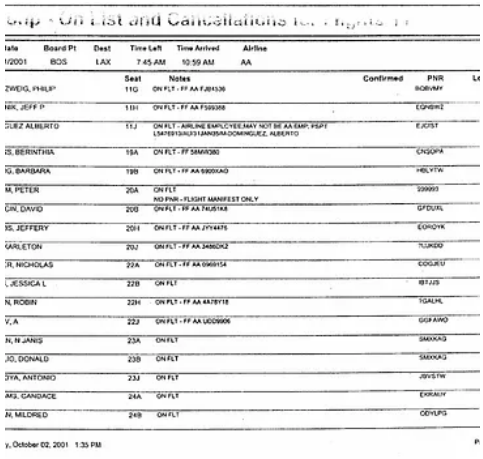


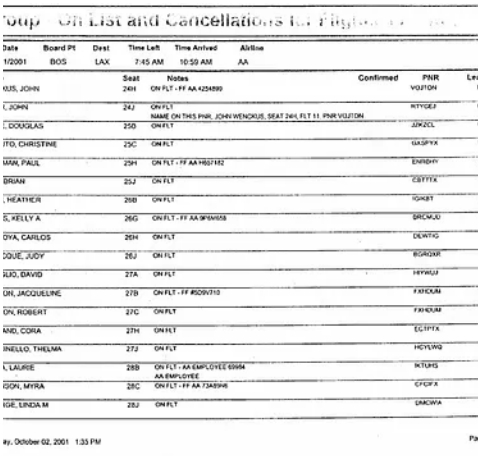


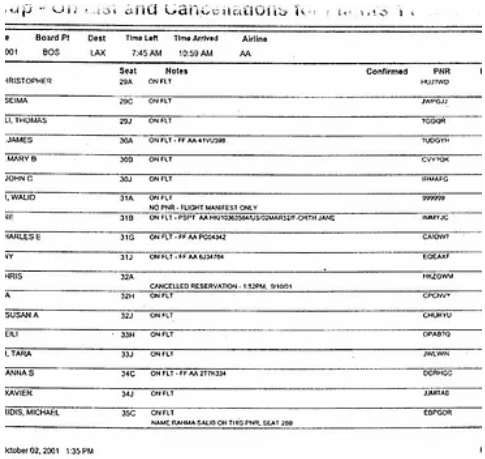


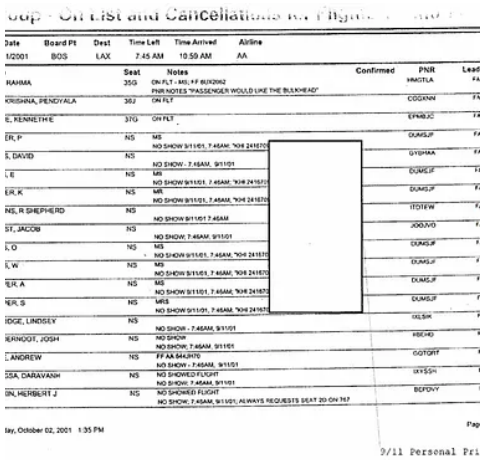












FBI PENTBOM Bookings, Cancellations and No Shows



American Airlines Flight #11
BOEING 767

SEAT | PASSENGER

ZONE A - FIRST 9 SEATS
ZONE B - BUSINESS 30 SEATS
ZONE C - ECONOMY 119 SEATS

SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER	SEAT	PASSENGER
10B	Al Suqami, Satam	27J	Cuccinello, Thelma	10A	Hennessy, Jr., Edward	11B	Mello, Christopher	11G	Rosenzweig, Philip
34C	Allison, Anna	10J	Currivan, Patrick	24J	Hofer, John	11H	Mladenik, Jeffrey	2J	Ross, Richard
8G	Alomari, Abdul	25J	Dale, Brian	27H	Holland, Cora	23H	Montoya, Carlos	22B	Sachs, Jessica
2A	Alshehri, Wail	27A	DiMeglio, David	22A	Humber, Jr., John N.	2D	Morabito, Laura	35G	Salie, Rahma
2B	Alshehri, Waleed	23B	DiTullio, Donald	31A	Iskandar, Waleed	24B	Naiman, Mildred	26B	Smith, Heather
8A	Angell, David	11J	Dominguez, Alberto	30J	Jenkins, John	28B	Neira, Laurie		Snyder, Dianne
8B	Angell, Lynn Edwards	7A	Farley-Hackel, Paige	31G	Jones, Charles	3A	Newell, Renee	25B	Stone, Douglas
29C	Aoyama, Seima	22J	Filipov, Alexander	22H	Kaplan, Robin		Nicosia, Kathleen	34J	Suarez, Xavier
	Arestegui, Barbara	3H	Flyzik, Carol	19B	Keating, Barbara	27B	Norton, Jacqueline		Sweeney, Madeline
28C	Aronson, Myra	25H	Friedman, Paul	20B	Kovalcin, David	27C	Norton, Robert	35C	Theodoridis, Michael
8D	Atta, Mohamed	20J	Fyfe, Karleton	26J	Larocque, Judith C.		Ogonowski, John	30A	Trentini, James
25C	Barbuto, Christine	9H	Gay, Peter	23A	Lasden, Natalie Janis		Ong, Betty	30B	Trentini, Mary Barbara
11D	Beug, Carolyn	28J	George, Linda	31J	Lee, Daniel	31B	Orth, Jane	23J	Valdes, Antonio Montoya
26G	Booms, Kelly	9A	Glazer, Edmund	9B	Lewin, Daniel	29J	Pecorelli, Thomas	36J	Vamsikrishna, Pendyala
3B	Bouchard, Carol	32H	Gordenstein, Lisa		Low, Sara	19A	Perkins, Berinthia	10H	Wahlstrom,Mary
33H	Casey, Neilie	11A	Green, Andrew	32J	MacKay, Susan	3J	Puopolo, Sonia	37G	Waldie, Kenneth
	Collman, Jeffrey	20A	Hashem, Peter		Martin, Karen	2H	Retik, David	24H	Wenckus, John
20H	Coombs, Jeffrey	9J	Hayes, Robert		McGuinness, Jr., Thomas		Rogér, Jean	24A	Williams, Candace
33J	Creamer, Tara							29A	Zarba, Jr., Christopher

11 Crew | 76 Passenger | 5 Hijacker

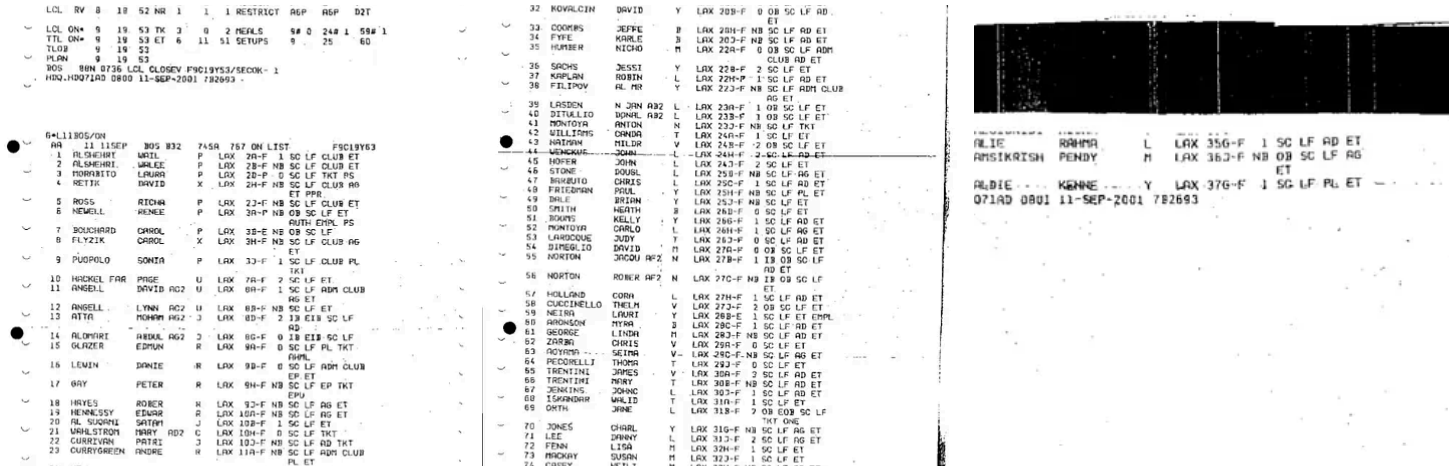
Official Passenger and Crew list for AA11

The mainstream narrative implies that a clean, synchronized computer printout of 87 civilian victims existed the moment the aircraft doors closed at 7:40 AM. But the raw files prove otherwise. The **SABRE Gate List** was a rigid, glitched snapshot of standalone terminal check-ins that only captured 81 total passengers and crew.

To manufacture the final narrative of 87 victims, federal investigators had to launch a post-event forensic audit. They used the master **PENTTBOM database** to untangle a web of administrative chaos: tracking down rebooked passengers like Richard Ross, explaining why airline employee Alberto Dominguez had his commercial seat purged six minutes *after* pushback.

The Manifest Mystery

When we look at who was actually on AA11, the official narrative says 92 people in total were on board, 81 passengers and 11 crew. However, when we examine the raw SABRE system manifests generated on the morning of September 11, the paper trail shows contradictions.



AA11 SABRE Manifest

- The most striking detail in the documents is the timestamp. On page 1 and 3 it shows they were generated at 8.00am and 8.01am on 11 September 2001. This is the exact window when AA11 had supposedly already taken off, but ground mangers were reportedly finding an 'empty plane' at Gate 32. AA11 was still showing as being tied to Gate 32. If AA11 had pushed back at 7.40am the computer system should not have still been processing 'actual' passenger and crew counts for the gate 20mins later.
- Despite the official victim lists in the media leaving the hijackers off for days, the internal SABRE log at 8.00am already had Mohammed Atta at line 13 and the Al Shehri brothers at lines 1 and 2.
- As discussed in a previous section, Flight 11 had pushed back from the Gate at 7.40am, so by 8.00am when this was printed out it should have the full list of passengers and no longer be showing the plane was still at the gate.

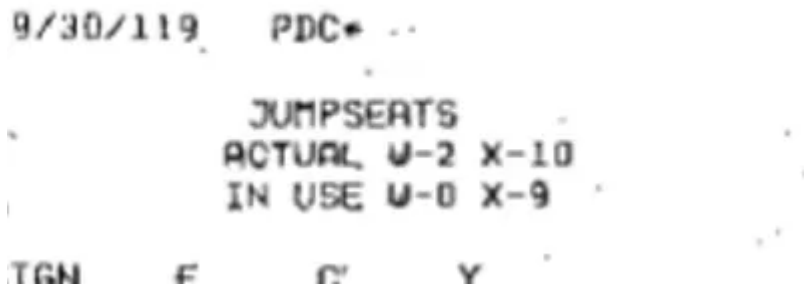
The Missing Chain of Custody

The public was eventually given a polished list of 92 names but these SABRE logs prove that there were technical anomalies.

- The list of passengers including the 9 members of the flight crew add up to 90 people. The pilots aren't recorded on the SABRE document. Leaving 90 people listed as being on AA11 at 8.00am.
- No CCTV - there is no public footage of these 81 passengers boarding.
- No Physical Manifest - No signed paper manifest from Gate 32 has ever surfaced.
- No Physical Tickets - No tickets have ever been made public.
- Manual Overrides - The logs suggest that the digital record was 'forced' to match a narrative rather than reflecting the actual physical boarding process at Logan Airport.

The Crew Confirmation

The official narrative states there were 11 crew members on AA11, 2 pilots and 9 flight attendants, this is also shown in the top right corner of the SABRE document where it shows that 9 jumpseats were in use on AA11, which matches with the 9 flight attendants on board.


9/30/119 PDC

JUMPSEATS
ACTUAL U-2 X-10
IN USE U-0 X-9

However, the 2 pilots should be listed in the header metadata on a separate crew line often showing their ID number but this information is missing.

Hidden Anomalies in the SABRE Records

- Physical Impossibility - On page 1 of the Manifest it shows the flight was officially 'CLOSED' in the computer at 7.36am. Since gate agent Donna Thompson recorded the lead hijackers only checking in at 7.35am, then

60seconds to check in, clear security flags, walk the jetway and the agent closing the flight would be impossible. However, several sources state that hijackers boarded the plane after 7.36am. Al Suqami allegedly boarded the flight at 7.40am which is when Flight 11 had allegedly already pushed back from the gate. Also witness statements from earlier in this article from agents at the Gate, report 5 people late boarding but do not mention the hijackers being part of this.

At ***7:31 a.m.*** Wail Al-Shehri and Waleed Al-Shehri boarded American Flight #11. At ***7:39 a.m.*** Atta and al Omari embarked on the aircraft and al Suqami boarded at ***7:40 a.m.***[37] (PLACEHOLDER: THESE TIMES, WHICH ARE PULLED FROM AA'S SABRE RESPONSE SYSTEM, NEED FURTHER VERIFICATION BECAUSE THAT REPORT HAS SOME OTHER PASSENGERS "BOARDING" AFTER THE FLIGHT HAD PUSHED BACK.)

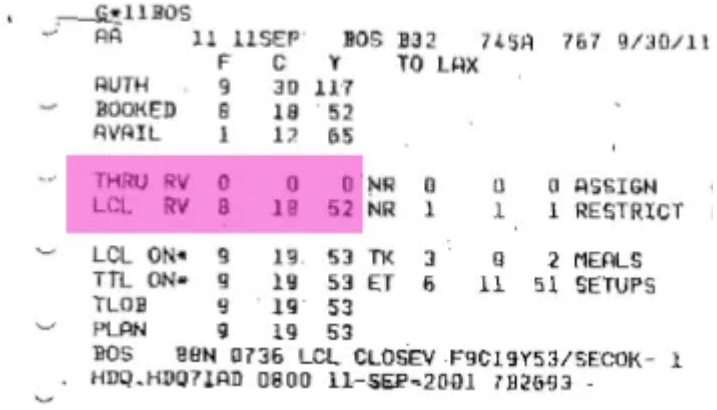
	AMERICAN AIRLINES #11
PILOT HIJACKER	Atta, Mohamed
ARRIVAL TIME AT AIRPORT	Atta: 6:45 am Omari: 6:45 am Waleed al Shehri: Wail al Shehri: Suqami:
CHECK-IN TIME	
BOARDING TIMES	Atta: 7:38:42 Omari: 7:39 Waleed al Shehri : 7:31 Wail al Shehri: 7:31 Suqami: 7:39

T7-B18-Flight-Info

- The Selectee Flag - Mohammed Atta and Abdul Alomari are marked with a 'J' status meaning they were flagged for extra security screening, yet they boarded a 'locked up' plane without delay. This flag should have triggered a manual bag match to ensure they were both on the plane before the bags were loaded, but as we saw earlier, the bags were refused at 7,30am due to

the plane being locked which was actually 5mins before Atta and Alomari checked in.

- The Empty 'Through' Count - The THRU RV count is recorded as 0. This suggests no passengers were from connecting flights. The system recognised every person on the list as local (LCL) meaning their journey originated at Logan Airport. However, the official narrative claims that Mohammed Atta and Abdulaziz Al-Omari arrived at Logan at 6.45am on a connecting flight from Portland. If they were connecting passengers the system should have flagged them as THRU RV. Earlier in this article I mentioned that there was no record of the Colgan flight from Portland to Boston, this would further support this information.



```
G*11BOS
AA      11 11SEP   BOS B32   745A  767 9/30/11
           F   C   Y    TO LAX
AUTH       9  30 117
BOOKED     8  18  52
AVAIL      1  12  65

THRU RV    0   0   0 NR  0    0   0 ASSIGN
LCL  RV    8  18  52 NR  1    1   1 RESTRICT

LCL ON*    9  19  53 TK  3    0   2 MEALS
TTL ON*    9  19  53 ET  6   11  51 SETUPS
TLOB       9  19  53
PLAN       9  19  53
BOS   88N 0736 LCL CLOSEV F9C19Y53/SECOK- 1
HDQ.HDQ71AD 0800 11-SEP-2001 782693 -
```

- The Empty Meal Mismatch - the systems shows that 51 meals were prepared for the coach cabin. However, the manifest lists 53 coach passengers. Airlines usually provide extra meals and having fewer meals than passengers suggests the actual person count on the plane was lower than the list of names provided to the public.

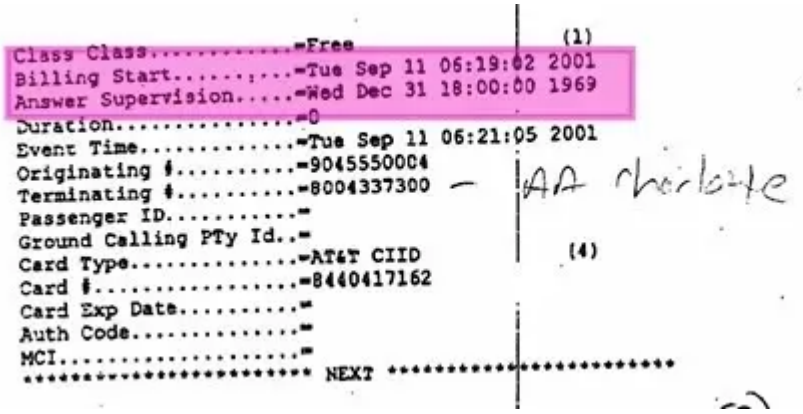
The Telephone Call Records

The official narrative from the 9/11 Commission relies heavily on 2 primary connections.

- Betty Ong who reportedly stayed on the line with AA Reservations for approximately 27mins, from 8.19am until 8.46am impact.
- Amy Sweeney who reportedly contacted the Boston Flight Service Office for roughly 13mins, providing the seat numbers and descriptions of the hijackers.

DOJ documents for Air Terminal IDs 332 and 333, the specific hardware assigned to Flight 11 tell a different story. The billing logs reveal 5 unique connections with recorded durations.

- The time recorded for the calls is recorded as being 6.18am onwards, all occurring before 7am. AA11 had not taken off until around 8am. Records show that Betty Ong's call took place around 8.18am EST and on the DOJ logs there is a call recorded as 6.18am. Again the Amy Sweeney call is reported to have taken place around 8.30am EST, and the DOJ logs do record a call at 6.30am. There is no indication as to what timezone the data is recorded, however, there does appear to be a 2 hour offset. By checking AA77's data in the same document, the call times in the document are also recorded as being 2hours before the official reported times. Both American Airlines data show the same offset.
- A 27min call that matches the duration attributed to Betty Ong but logged at 6.18am, is in the document.
- Two 13.2min calls which match the duration attributed to Amy Sweeney's call but logged at 6.32am, showing a 2 hour discrepancy, but not stating which timezone the data was recorded in.



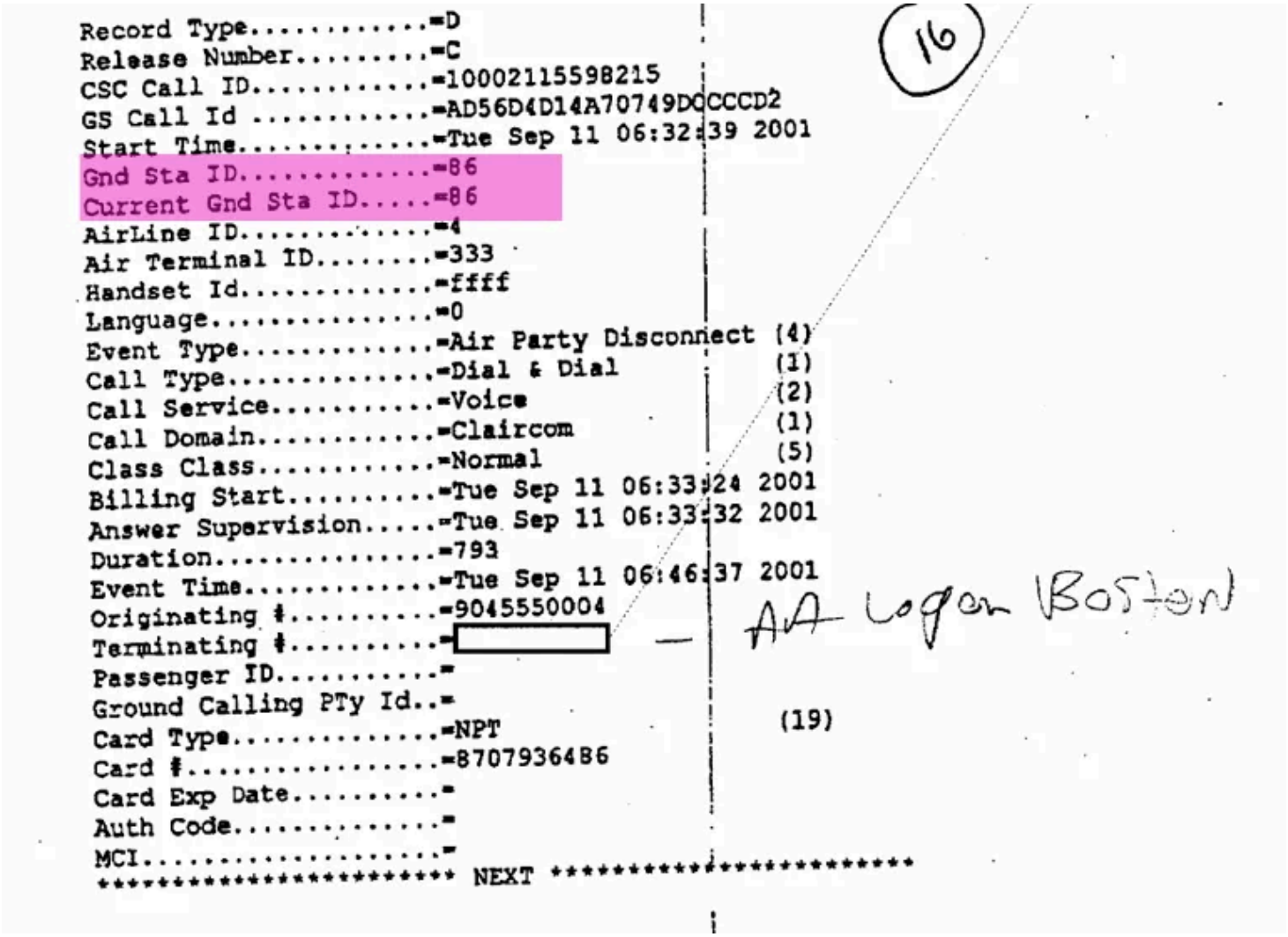
Section of DOJ Telephone Logs showing the 6.18am call time.

- Two additional billed calls lasting around 1min each which do not appear in the official narrative.

The Handoff Mystery

The technical metadata in the DOJ call logs provides even more interesting information.

- Southern Routing - the stations where the calls are being routed through show they are located in Charlotte NC and Arlington VA. These stations are no where near New York where AA11 allegedly impacted WTC1. This piece of information gets even more interesting, but I will explain why further on in this article.

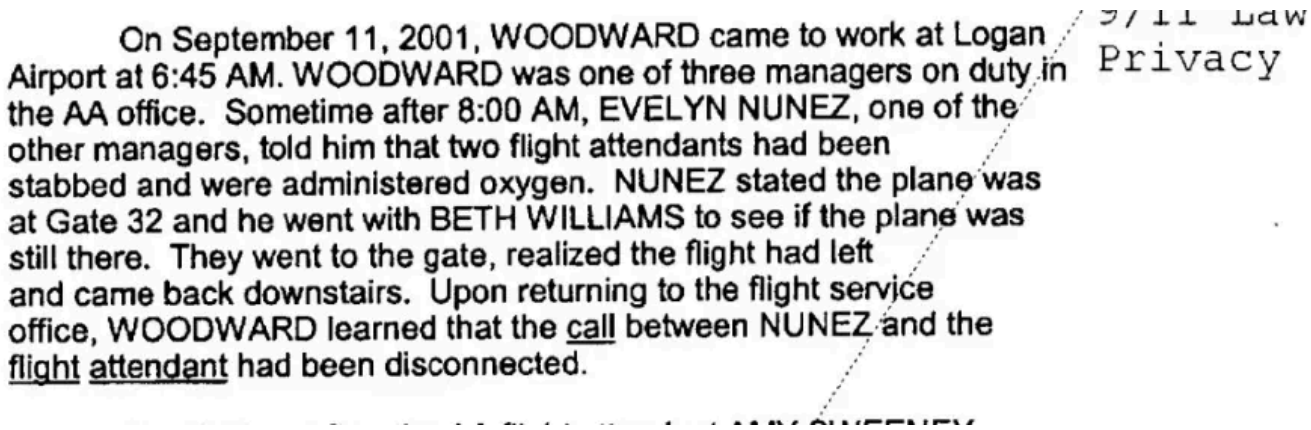


DOJ Telephone Logs for Flight 11 show the Ground Station 86 which is Arlington.

The Flight 12 Mystery

Ground staff at Logan Airport provided two conflicting accounts of when they first heard about an onboard crisis.

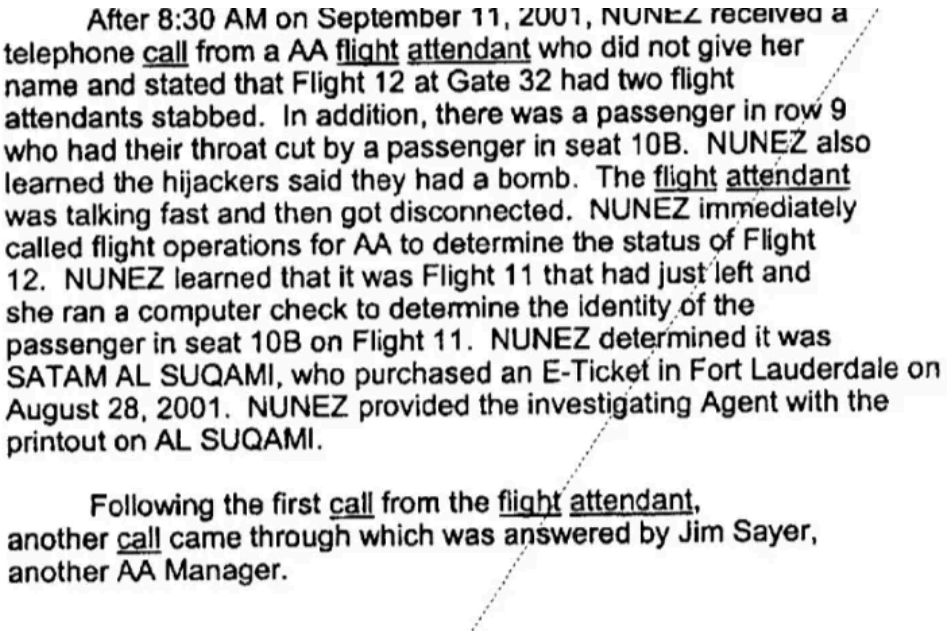
- The 8.00am Check - Managers Michael Woodward and Elizabeth Williams reportedly checked Gate 32 around 8am after being told a call had been made from an attendant on Flight 12 at Gate 32 that 2 crew members had been stabbed. After going to the gate they saw an empty plane. Flight 11 had reportedly been at Gate 32 and according to the SABRE document at 8.00am the plane was still at the gate around the time Woodward and Williams attended. If AA11 had pushed back at 7.40am as reported, there would not be enough time for another plane to land, pull into the gate and be emptied by the time Woodward and Williams arrived.



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

9/11 Law
Privacy

- The 8.30am Call - Evelyn Nunez reported receiving a call from an unknown caller at approximately 8.30am. This caller stated there was a stabbing on Flight 12 at Gate 32.



After 8:30 AM on September 11, 2001, NUNEZ received a telephone call from a AA flight attendant who did not give her name and stated that Flight 12 at Gate 32 had two flight attendants stabbed. In addition, there was a passenger in row 9 who had their throat cut by a passenger in seat 10B. NUNEZ also learned the hijackers said they had a bomb. The flight attendant was talking fast and then got disconnected. NUNEZ immediately called flight operations for AA to determine the status of Flight 12. NUNEZ learned that it was Flight 11 that had just left and she ran a computer check to determine the identity of the passenger in seat 10B on Flight 11. NUNEZ determined it was SATAM AL SUQAMI, who purchased an E-Ticket in Fort Lauderdale on August 28, 2001. NUNEZ provided the investigating Agent with the printout on AL SUQAMI.

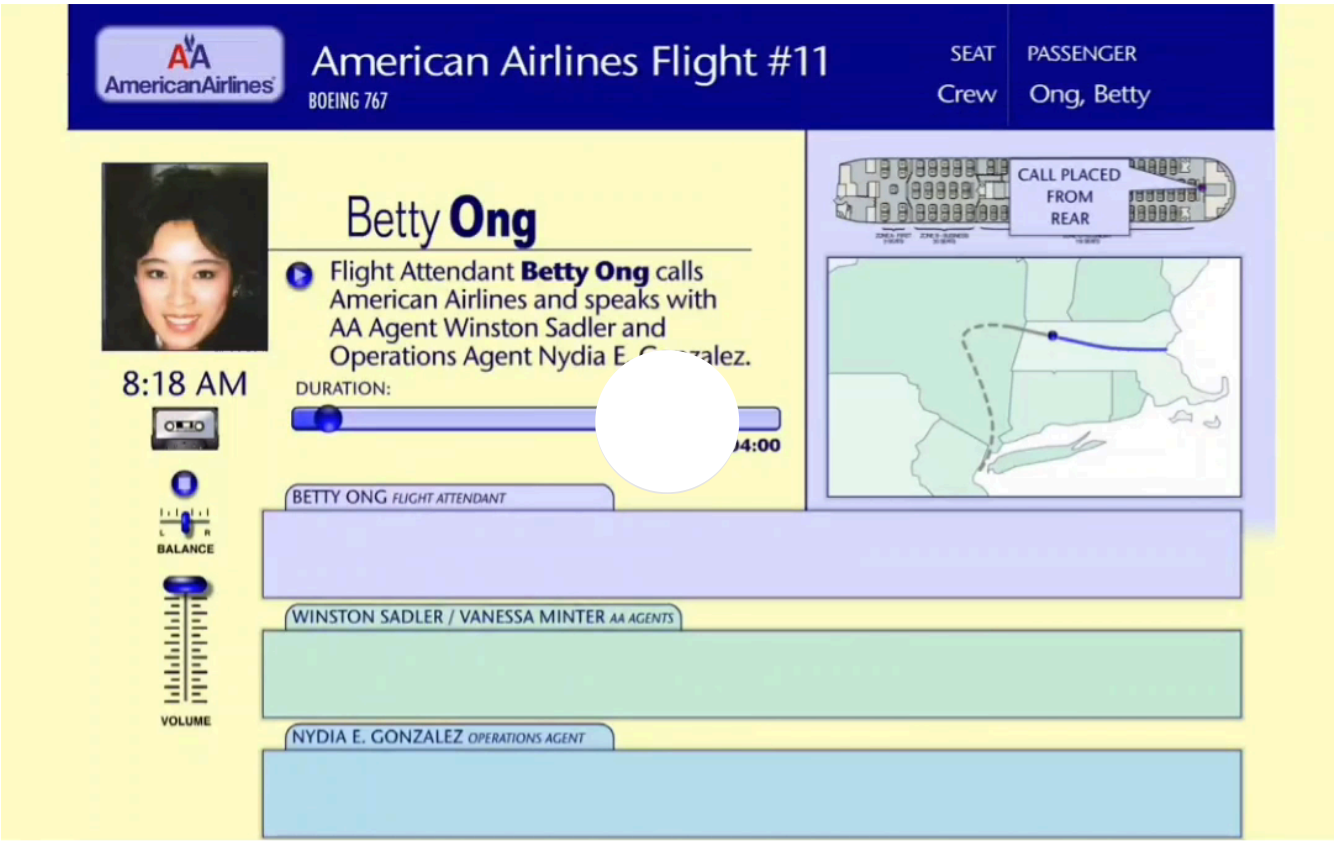
Following the first call from the flight attendant, another call came through which was answered by Jim Sayer, another AA Manager.

- Assuming there is a 2hour offset in the DOJ telephone logs, there are no calls logged for around 6.00am which would suggested a call was made from AA11 at 8.00am.
- Occupied Lines - By 8.30am both Betty Ong and Amy Sweeney were both speaking to someone. It is highly improbable that either attendant could have placed a separate unknown call to Nunez at that exact moment.

The Flight 12 Coincidence

The use of the ‘Flight 12’ identification several times is interesting.

- Betty Ong’s Recording - In the first few seconds of the call, Betty Ong explicitly identifies the aircraft as Flight 12 before later in the call stating Flight 11.



- The Unknown Caller - Evelyn Nunez (picture of statement above) states that the call she took was from an unknown person who stated a stabbing had occurred on Flight 12 while also giving Gate 32 - the exact gate Flight 11 had departed from.

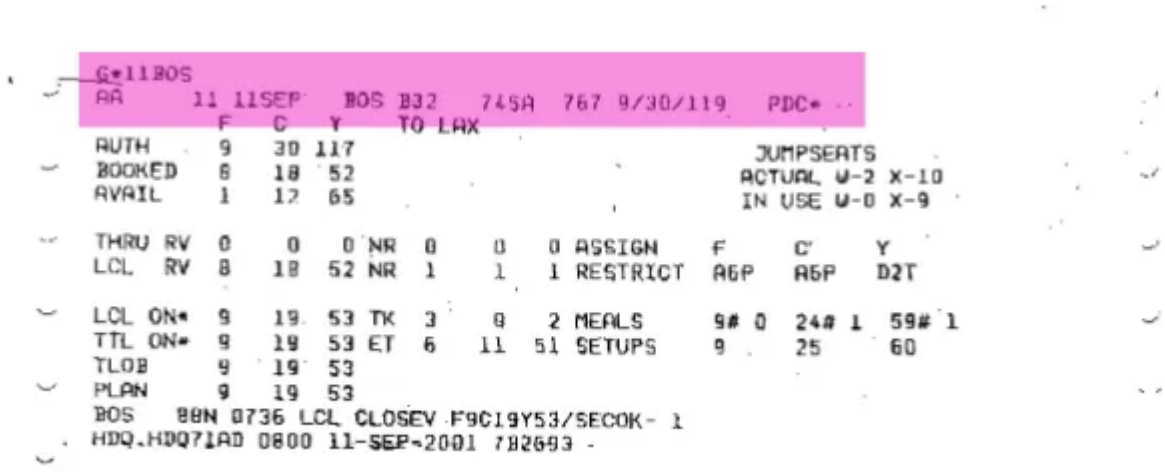
The Flight 12 Paradox and the 8.00am Clearance

There is some significant evidence that point to a duplicate flight situation and this is the timing of the crisis reports versus the digital status of the aircraft.

- The System Interpretation - below is page one of the SABRE records which we looked at earlier. The Pre-Departure Clearance (PDC) status (communication between the cockpit and dispatch) is showing on the top line, as well as the gate B32. If AA11 was actually in the air at 8.00:44am (which the official narrative states) then PDC would be replaced with OFF or DEP.
- Gate Association - Once the OUT and OFF times are recorded by the system the flight is no longer anchored to a specific gate, it would say 'en-route'

instead of showing B32.

- Movement Times - A manifest printed after takeoff would usually include the pushback and wheels up timestamps in the header area to show the flights current progress.



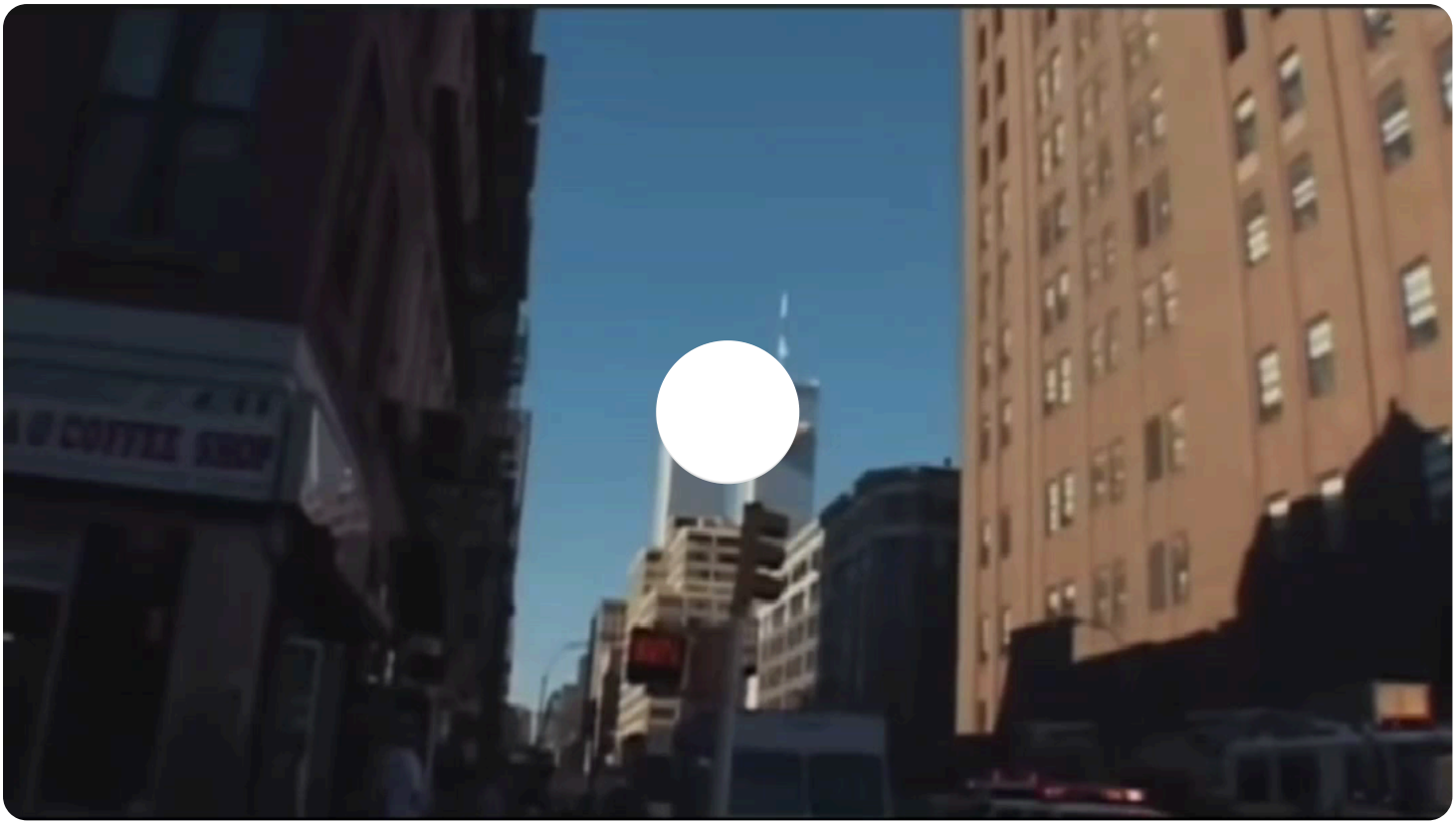
```
G*11BOS
AA      11 11SEP   BOS B32   745A  767 9/30/119   PDC*
             F   C   Y    TO LAX
AUTH         9   30 117                          JUMPSEATS
BOOKED       8   18  52                          ACTUAL J-2 X-10
AVAIL        1   12  65                          IN USE J-0 X-9

THRU RV      0    0   0 NR  0    0   0 ASSIGN    F      C      Y
LCL  RV      8   18  52 NR  1    1   1 RESTRICT  A6P    A6P    D2T

LCL ON*      9   19  53 TK  3    8   2 MEALS     9# 0   24# 1  59# 1
TTL ON*      9   19  53 ET  6   11  51 SETUPS    9      25     60
TLOB         9   19  53
PLAN         9   19  53
BOS    88N 0736 LCL CLOSEV F9C19Y53/SECOK- 1
HDQ.HDQ71AD 0800 11-SEP-2001 782693 -
```

- The Immediate Crisis - At the same time the SABRE records are showing PDC for AA11, putting it still at B32, Managers were responding to a reported stabbing at Gate 32. They were explicitly looking for Flight 12 at Gate 32.
- The Ghost Gate - When managers reached the gate at around 8.00am they found an empty plane, however according to the SABRE document printed at 8.00am AA11 was still there.

AA11 Still Airborne After Impact



AA11 was allegedly the first plane to crash on 9/11, at 8.46am, however, evidence suggests otherwise...

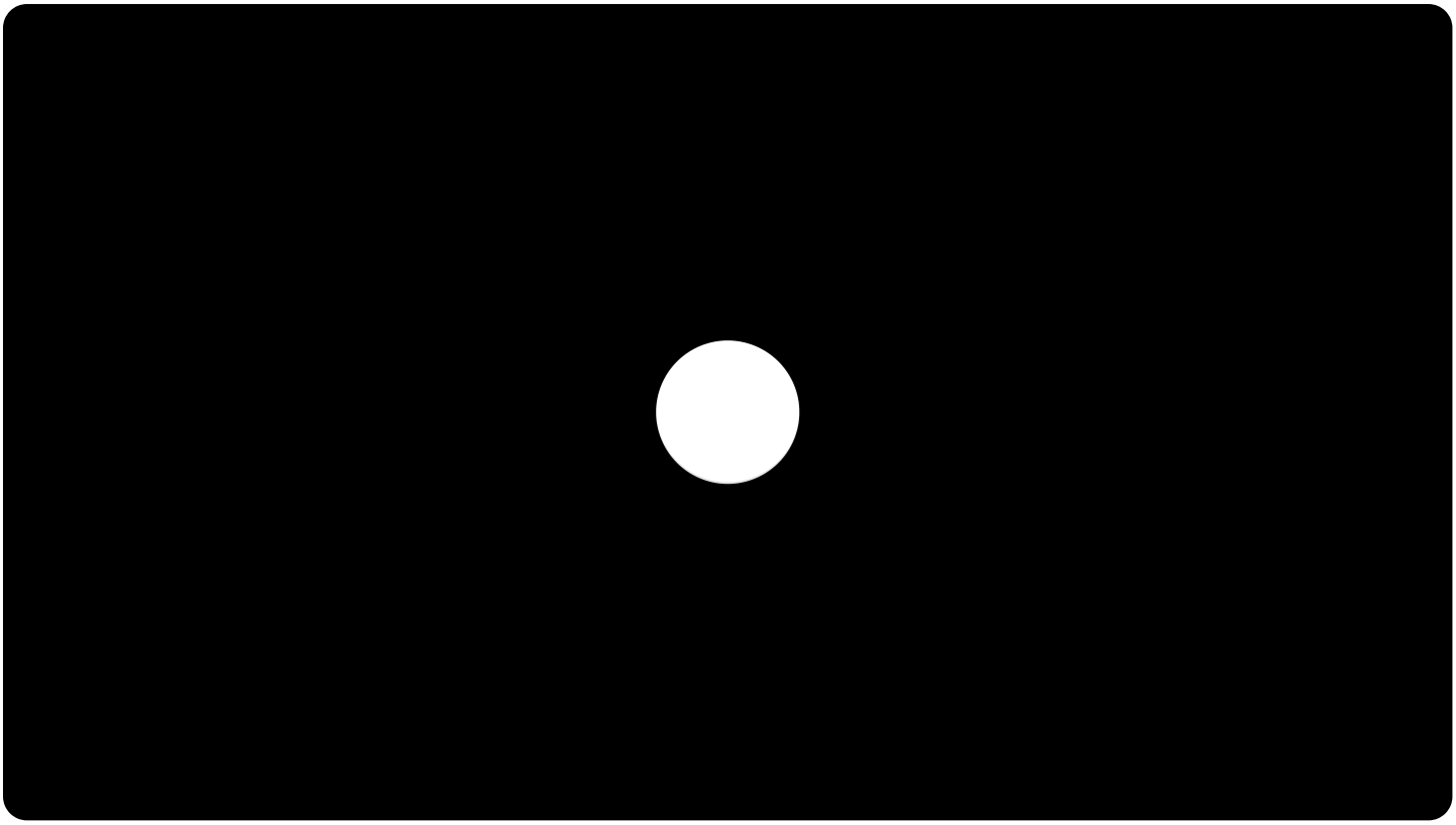
Dulles Control Centre Radar Data

The below radar data, shows that AA11 flew past WTC1 and at 8.47am, 1 minute after it allegedly impacted, it was actually 2.79miles past the towers.

20010911:12:15:00	42.333	-72.33	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:17:00	42.45	-72.63	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:18:00	99	999	route	AF	-	350	-	BOS	LAX	1
20010911:12:19:00	42.55	-72.95	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:21:00	42.65	-73.27	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:22:00	42.733	-73.52	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:23:00	42.733	-73.53	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:23:00	99	999	route	AF	-	350	-	BOS	LAX	1
20010911:12:25:00	42.85	-73.87	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:26:00	99	999	route	AF	-	350	-	BOS	LAX	1
20010911:12:27:00	42.95	-74.17	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:28:00	42.8	-74.15	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:29:00	42.65	-74.2	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:31:00	42.367	-74.17	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:33:00	42.1	-74.03	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:35:00	41.833	-73.9	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:37:00	41.6	-73.85	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:39:00	41.4	-73.78	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:41:00	41.183	-73.82	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:43:00	40.967	-73.85	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:45:00	40.817	-73.92	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:47:00	40.683	-74.05	tz_data	TZ	ZBW	290	T	-	-	-
20010911:12:47:00	99	999	control	EDCT	-	0	-	BOS	LAX	-
20010911:12:49:00	99	999	control	EDCT	-	0	-	BOS	LAX	-
20010911:12:49:00	99	999	route	UZ	-	350	-	BOS	LAX	1
20010911:13:45:00	99	999	control	EDCT	-	0	-	BOS	LAX	-
20010911:13:45:00	99	999	route	UZ	-	350	-	BOS	LAX	1

FAA and NORAD Recordings

Below is a video of ATC clips discussing AA11 after the 8.46am crash time. Credit - Mark Conlon (9/11 Planes Research).

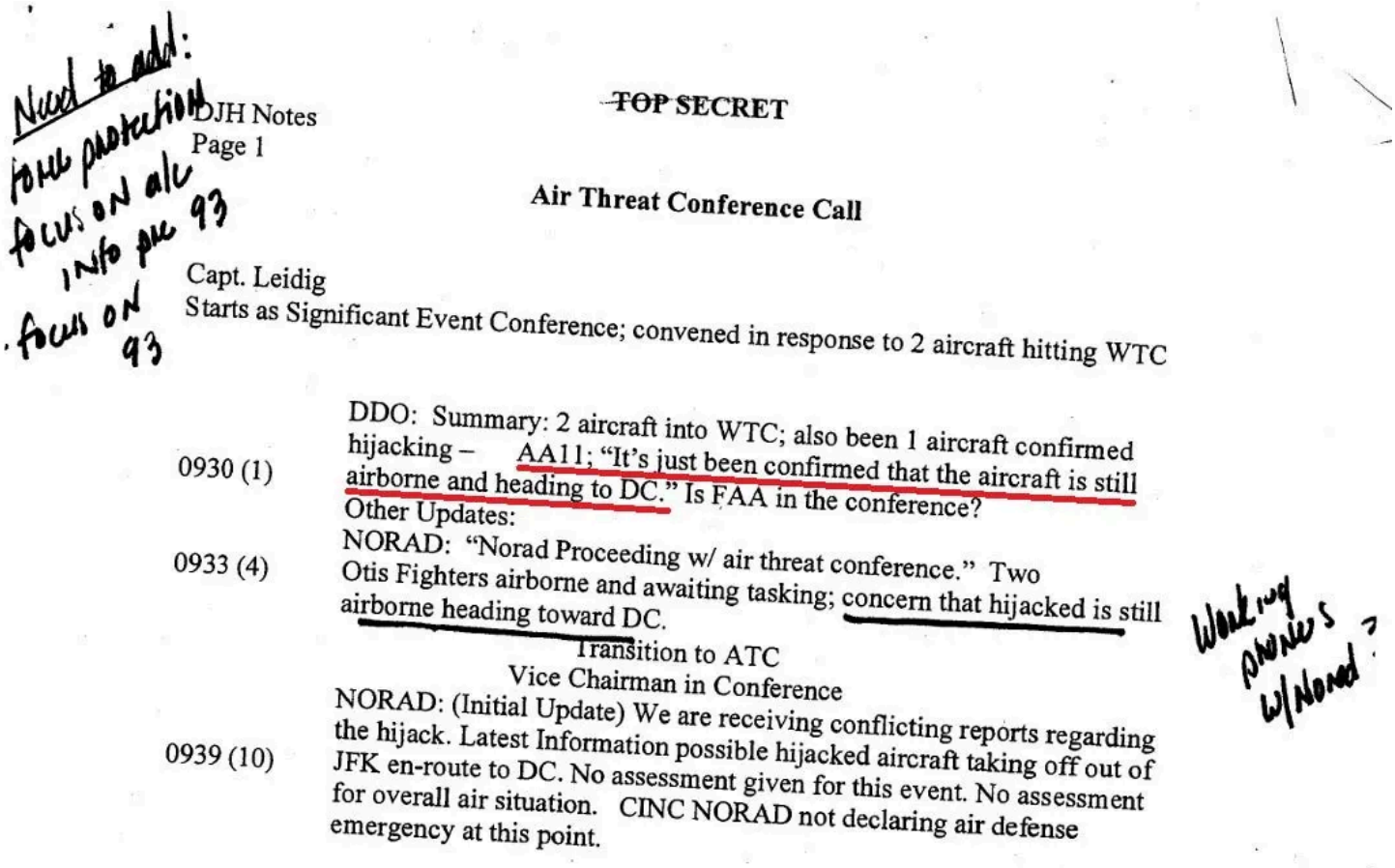


The last co-ordinates discussed in the above recordings between FAA and NORAD for AA11 put the flight 5.77miles past the crash site. The tail number for AA11 is identified showing that it was still airborne and heading towards the Washington Area.

Do you remember me mentioning the telephone handoff stations earlier in the article? Well the last station that the last calls were routed through was Arlington VA, which is also the Washington area. With the ATC recordings and Radar data, this is the 3rd piece of evidence that suggests AA11 was on the way to Washington.

Air Threat Conference

More evidence that AA11 was still airborne after impact is seen in the Air Threat Conference document below.



Need to add: some protection focus on a/c into pic 93 focus on 93

DJH Notes
Page 1

~~TOP SECRET~~

Air Threat Conference Call

Capt. Leidig
Starts as Significant Event Conference; convened in response to 2 aircraft hitting WTC

0930 (1) DDO: Summary: 2 aircraft into WTC; also been 1 aircraft confirmed hijacking – AA11; "It's just been confirmed that the aircraft is still airborne and heading to DC." Is FAA in the conference?
Other Updates:

0933 (4) NORAD: "Norad Proceeding w/ air threat conference." Two Otis Fighters airborne and awaiting tasking; concern that hijacked is still airborne heading toward DC.

Transition to ATC
Vice Chairman in Conference

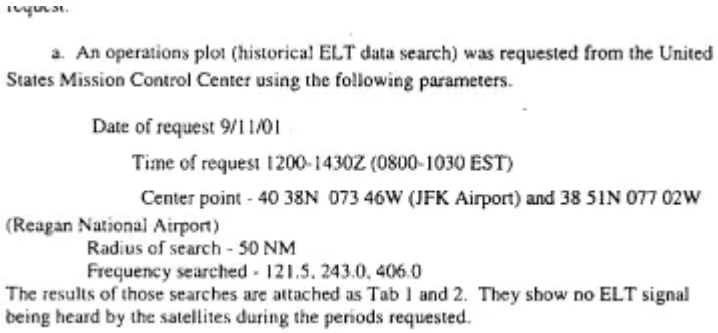
0939 (10) NORAD: (Initial Update) We are receiving conflicting reports regarding the hijack. Latest Information possible hijacked aircraft taking off out of JFK en-route to DC. No assessment given for this event. No assessment for overall air situation. CINC NORAD not declaring air defense emergency at this point.

Working phones w/ Norad?

chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.oredigger61.org/wp-content/uploads/2011/07/Air-Threat-Conference-Call-Hyde.pdf

No Emergency Location Transmission (ELT)

When a plane crashes an automatic ELT signal is set off to help rescuers locate the aircraft. Evidence shows that no ELTs were activated at all between 8am and 10.30am within a 50 mile radius of JFK International Airport on 9/11 which indicates no plane crashed.



request.

a. An operations plot (historical ELT data search) was requested from the United States Mission Control Center using the following parameters.

Date of request 9/11/01

Time of request 1200-1430Z (0800-1030 EST)

Center point - 40 38N 073 46W (JFK Airport) and 38 51N 077 02W (Reagan National Airport)

Radius of search - 50 NM

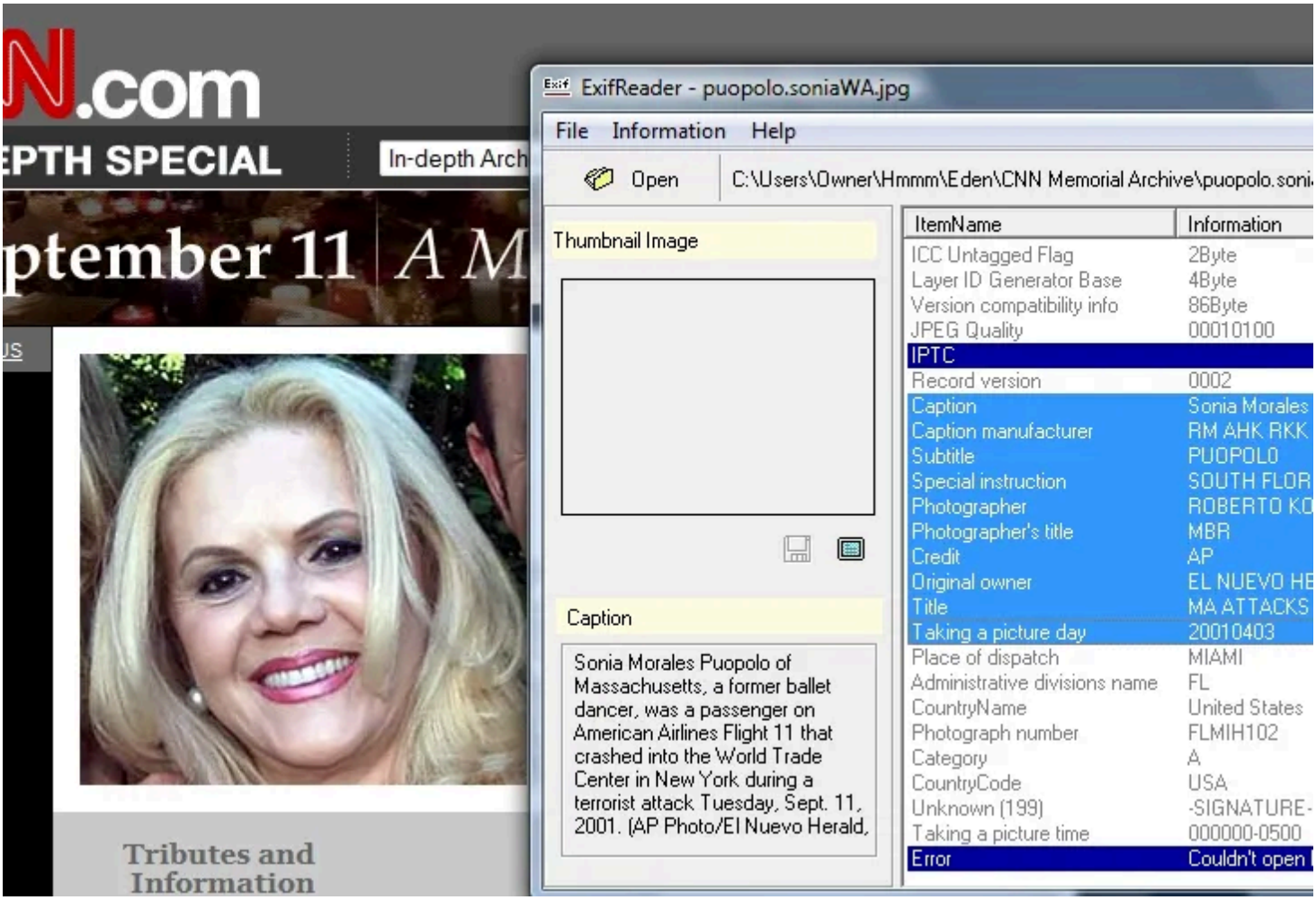
Frequency searched - 121.5, 243.0, 406.0

The results of those searches are attached as Tab 1 and 2. They show no ELT signal being heard by the satellites during the periods requested.

Full Document Here

Sonia Morales Poupolo Memorial Photograph

Memorial photographs of the AA11 passengers and crew were shown on CNN's website. But there is something interesting about the data regarding Sonia Poupolo's entry.



The SABRE document we looked at earlier, confirms that at 8.00am Sonia was being cleared for departure on AA11.

Her memorial article then appears to be embedded with IPTC data which shows her memorial was last updated or created on 4 March 2001, that's over 8 months before 9/11.

Also there is no mention of her name at all on the Social Security Death Index. This could be one of 3 reasons, no death was ever reported, she may not have existed under that specific legal identity, or there were national security issues.

This can appear like Poupolo was a digital passenger on a ghost flight.

PHEW...

Now I'm sure I have missed a lot more discrepancies. What I have found when I have done my deep dives into the planes of 9/11 is that, you think you are done and have all the evidence, but you will come across a lot more whilst searching for something else.

I'm not here to tell you what to think, but I am here to show you what the paper trail shows against the official narrative we have been told. It is up to you to make your mind up on what to think about this information.

However, when you look at AA11 still being airborne and tracked and identified in ATC recordings and transcripts, no ELT, the phone call narrative compared to witness statements, things just don't make sense.

Why is basic information proving the passengers boarded the plane, like the tickets, CCTV, boarding passes etc, being hidden from the public.

I've always been 100% planes were involved on 9/11, however, after my deep dives there is too much that doesn't make sense about any of the flights.

Part two of this deep dive will be released in a few days, and covers more information about Flight 11 that just doesn't make sense.

What do you think after learning this information?

anthonyholgate@yahoo.com Subscribe





13 Likes · 5 Restacks

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Comments Restacks

Write a comment...

RJ Sykes 25 May

Liked by MYSTIC BAZAAR

Incredible detailed research! Of course the narrative is full of holes and a lack of evidence because it didn't happen as the complicit media reported. The Mark Wahlberg story is interesting too. Why would he say that. It wouldn't surprise me if the film industry had a hand in creating this (I found Hollywood connections in my own investigation). They're all connected.

LIKE (2) REPLY SHARE

6 replies by MYSTIC BAZAAR and others

DeAndre 7 Jun

Liked by MYSTIC BAZAAR

Nice work! Yea I used to believe they were drone aircraft but now I'm thinking no planes at all were present on 9/11

LIKE (1) REPLY SHARE

9 more comments...

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