

USA Military Officers Challenge Official Account of September 11

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Twenty-five former U.S. military officers have severely criticized the official account of 9/11 and called for a new investigation. They include former commander of U.S. Army Intelligence, Major General Albert Stubblebine, former Deputy Assistant Secretary of Defense, Col. Ronald D. Ray, two former staff members of the Director of the National Security Agency; Lt. Col. Karen Kwiatkowski, PhD, and Major John M. Newman, PhD, and many others. They are among the rapidly growing number of military and intelligence service veterans, scientists, engineers, and architects challenging the government's story. The officers' statements appear below, listed alphabetically.

Lt. Col. Robert Bowman, PhD “A lot of these pieces of information, taken together, prove that the official story, the official conspiracy theory of 9/11 is a bunch of hogwash. It's impossible,” said Lt. Col. Robert Bowman, PhD, U.S. Air Force (ret). With doctoral degrees in Aeronautics and Nuclear Engineering, Col. Bowman served as Director of Advanced Space Programs Development under Presidents Gerald Ford and Jimmy Carter.

“There's a second group of facts having to do with the cover up,” continued Col. Bowman. “Taken together these things prove that high levels of our government don't want us to know what happened and who's responsible. Who gained from 9/11? Who covered up crucial information about 9/11? And who put out the patently false stories about 9/11 in the first place? When you take those three things together, I think the case is pretty clear that it's highly placed individuals in the administration with all roads passing through Dick Cheney.”

Regarding the failure of NORAD to intercept the four hijacked planes on 9/11, Col. Bowman said, “I'm an old interceptor pilot. I know the drill. I've done it. I know how long it takes. I know the rules. ... Critics of the government story on 9/11 have said: ‘Well, they knew about this, and they did nothing’. That's not true. If our government had done nothing that day and let normal procedure be followed, those planes, wherever they were, would have been intercepted, the Twin Towers would still be standing and thousands of dead Americans would still be alive.”

During his 22-year Air Force career, Col. Bowman also served as the Head of the Department of Aeronautical Engineering and Assistant Dean at the U.S. Air Force Institute of Technology. He also flew over 100 combat missions in Viet Nam as a fighter pilot.

Lt. Jeff Dahlstrom Former U.S. Air Force pilot Lt. Jeff Dahlstrom wrote in a 2007

statement to this author, “When 9/11 occurred I bought the entire government and mainstream media story line. I was a lifelong conservative Republican that voted for Bush/Cheney, twice. Curiosity about JFK’s death, after a late night TV re-run of Oliver Stone’s movie, got me started researching and digging for the truth about his assassins.

“My research led me to a much more important and timely question: the mystery of what really did happen on 9/11. Everything that seemed real, turned out to be false. The US government and the news media, once again, were lying to the world about the real terrorists and the public murder of 2,972 innocents on 9/11.

“The ‘Patriot Act’ was actually written prior to 9/11 with the intention of destroying the US Constitution and Bill of Rights. It was passed by Congress, based upon the government's myth of 9/11, which was in reality a staged hoax. 9/11 was scripted and executed by rogue elements of the military, FAA, intelligence, and private contractors working for the US government.

“In addition to severely curtailing fundamental rights of Americans, the 9/11 crime was then used by this administration, the one I originally voted for and supported, to justify waging two preemptive wars (and most likely a third war), killing over 4,500 American soldiers, and killing over one million innocent Afghan and Iraqi people.

“It was all premeditated. Treason, a false flag military operation, and betrayal of the trust of the American people were committed on 9/11 by the highest levels of the US government and not one person responsible for the crimes, or the cover-up, has been held accountable for the last six years.

“After reading fifteen well-researched books, studying eight or nine DVD documentaries, and devoting months of personal research and investigation, I have arrived at one ultimate conclusion: The American government and the US Constitution have been hijacked and subverted by a group of criminals that today are the real terrorists. They are in control of the US government and they have all violated their oaths of office and committed treason against their own citizens.”

Capt. Daniel Davis Capt. Daniel Davis is a former U.S. Army Air Defense Officer and NORAD Tac Director. After his military service, Capt. Davis served for 15 years as a Senior Manager at General Electric Turbine (jet) Engine Division and then devoted an additional 15 years as founder and CEO of Turbine Technology Services Corp., a turbine (jet engine) services and maintenance company.

In a statement to this author, Capt. Davis wrote, “As a former General Electric Turbine engineering specialist and manager and then CEO of a turbine engineering company, I can guarantee that none of the high tech, high temperature alloy engines on any of the four planes that crashed on 9/11 would be completely destroyed, burned, shattered or melted in any crash or fire. Wrecked, yes, but not destroyed. Where are all of those engines, particularly at the Pentagon? If jet powered aircraft crashed on 9/11, those engines, plus wings and tail assembly, would be there.”

Decorated with the Bronze Star and the Soldiers Medal for bravery under fire and the

Purple Heart for injuries sustained in Viet Nam, Capt. Davis also served in the Army Air Defense Command as Nike Missile Battery Control Officer for the Chicago-Milwaukee Defense Area.

Capt. Davis continued, “Additionally, in my experience as an officer in NORAD as a Tactical Director for the Chicago-Milwaukee Air Defense and as a current private pilot, there is no way that an aircraft on instrument flight plans (all commercial flights are IFR) would not be intercepted when they deviate from their flight plan, turn off their transponders, or stop communication with Air Traffic Control. No way! With very bad luck, perhaps one could slip by, but no there's no way all four of them could!

“Finally, going over the hill and highway and crashing into the Pentagon right at the wall/ground interface is difficult for even a small slow single engine airplane and no way for a 757. Maybe the best pilot in the world could accomplish that but not these unskilled ‘terrorists’. Attempts to obscure facts by calling them a ‘Conspiracy Theory’ does not change the truth. It seems, ‘Something is rotten in the State’.”

Major Jon I. Fox is a former U.S. Marine Corps fighter pilot and a retired commercial airline pilot for Continental Airlines with a 35-year commercial aviation career. In 2007, in support of the Architects and Engineers[3] petition to reinvestigate 9/11, he wrote, “On hearing the military (NORAD/NEAD) excuses for no intercepts on 9/11/2001, I knew from personal experience that they were lying. I then began re-checking other evidence and found mostly more lies from the ‘official spokesmen’. Jet fuel fires at atmospheric pressure do not get hot enough to weaken steel. Structures do not collapse through themselves in free fall time with only gravity as the powering force.”

Commander Ralph Kolstad Retired U.S. Navy ‘Top Gun’ pilot Commander Ralph Kolstad started questioning the official account of 9/11 within days of the event. In a statement to this author, he wrote, “It just didn’t make any sense to me,” he said. And now six years after 9/11 he says, “When one starts using his own mind, and not what one was told, there is very little to believe in the official story.”

Commander Kolstad was a top-rated fighter pilot during his 20-year Navy career. Early in his career, he was accorded the honor of being selected to participate in the Navy’s ‘Top Gun’ air combat school, officially known as the U.S. Navy Fighter Weapons School. The Tom Cruise movie “Top Gun” reflects the experience of the young Navy pilots at the school. Eleven years later, Commander Kolstad was further honored by being selected to become a ‘Top Gun’ adversary instructor.

Commander Kolstad had a second career after his 20 years of Navy active and reserve service and served as a commercial airline pilot for 27 years, flying for American Airlines and other domestic and international careers. He flew Boeing 727, 757 and 767, McDonnell Douglas MD-80, and Fokker F-100 airliners. He has flown a total of over 23,000 hours in his career.

Commander Kolstad is especially critical of the account of American Airlines Flight 77 that allegedly crashed into the Pentagon. He says, “At the Pentagon, the pilot of the

Boeing 757 did quite a feat of flying. I have 6,000 hours of flight time in Boeing 757's and 767's and I could not have flown it the way the flight path was described."

Commander Kolstad adds, "I was also a Navy fighter pilot and Air Combat Instructor and have experience flying low altitude, high speed aircraft. I could not have done what these beginners did. Something stinks to high heaven!"

He points to the physical evidence at the Pentagon impact site and asks in exasperation, "Where is the damage to the wall of the Pentagon from the wings? Where are the big pieces that always break away in an accident? Where is all the luggage? Where are the miles and miles of wire, cable, and lines that are part and parcel of any large aircraft? Where are the steel engine parts? Where is the steel landing gear? Where is the tail section that would have broken into large pieces?"

But no major element of the official account of 9/11 is spared from Commander Kolstad's criticism. Regarding the alleged impact site of United Airlines Flight 93 near Shanksville, PA, he asks, "Where is any of the wreckage? Of all the pictures I have seen, there is only a hole! Where is any piece of a crashed airplane? Why was the area cordoned off, and no inspection allowed by the normal accident personnel? Where is any evidence at all?"

Commander Kolstad also questions many aspects of the attack on the World Trade Center. "How could a steel and concrete building collapse after being hit by a Boeing 767? Didn't the engineers design it to withstand a direct hit from a Boeing 707, approximately the same size and weight of the 767? The evidence just doesn't add up."

"Why did the second building collapse before the first one, which had been burning for 20 minutes longer after a direct hit, especially when the second one hit was just a glancing blow? If the fire was so hot, then why were people looking out the windows and in the destroyed areas? Why have so many members of the New York Fire Department reported seeing or hearing many 'explosions' before the buildings collapsed?"

Commander Kolstad summarized his frustration with the investigation and disbelief of the official account of 9/11, "If one were to act as an accident investigator, one would look at the evidence, and then construct a plausible scenario as to what led to the accident. In this case, we were told the story and then the evidence was built to support the story. What happened to any intelligent investigation? Every question leads to another question that has not been answered by anyone in authority. This is just the beginning as to why I don't believe the official 'story' and why I want the truth to be told."

Lt. Col. Karen Kwiatkowski A Pentagon eye-witness and a former member of the staff of the Director of the National Security Agency, Lt. Col. Karen Kwiatkowski, PhD, U.S. Air Force (ret), is a severe critic of the official account of 9/11. A contributing author to the 2006 book 9/11 and American Empire: Intellectuals Speak Out, she wrote, "I believe

the [9/11] Commission failed to deeply examine the topic at hand, failed to apply scientific rigor to its assessment of events leading up to and including 9/11, failed to produce a believable and unbiased summary of what happened, failed to fully examine why it happened, and even failed to include a set of unanswered questions for future research.”

She continued, “It is as a scientist that I have the most trouble with the official government conspiracy theory, mainly because it does not satisfy the rules of probability or physics. The collapses of the World Trade Center buildings clearly violate the laws of probability and physics.”

Col. Kwiatkowski was working in the Pentagon on 9/11 in her capacity as Political-Military Affairs Officer in the Office of the Secretary of Defense when Flight 77 allegedly hit the Pentagon. She wrote, “There was a dearth of visible debris on the relatively unmarked lawn, where I stood only minutes after the impact. Beyond this strange absence of airliner debris, there was no sign of the kind of damage to the Pentagon structure one would expect from the impact of a large airliner. This visible evidence or lack thereof may also have been apparent to the Secretary of Defense [Donald Rumsfeld], who in an unfortunate slip of the tongue referred to the aircraft that slammed into the Pentagon as a ‘missile.’ [Secretary Rumsfeld also publicly referred to Flight 93 as the plane that was “shot down” over Pennsylvania.]

“I saw nothing of significance at the point of impact - no airplane metal or cargo debris was blowing on the lawn in front of the damaged building as smoke billowed from within the Pentagon. ... [A]ll of us staring at the Pentagon that morning were indeed looking for such debris, but what we expected to see was not evident.

“The same is true with regard to the kind of damage we expected. ... But I did not see this kind of damage. Rather, the facade had a rather small hole, no larger than 20 feet in diameter. Although this facade later collapsed, it remained standing for 30 or 40 minutes, with the roof line remaining relatively straight.

“The scene, in short, was not what I would have expected from a strike by a large jetliner. It was, however, exactly what one would expect if a missile had struck the Pentagon. ... More information is certainly needed regarding the events of 9/11 and the events leading up to that terrible day.”

The improbability of the collapse of World Trade Center Building 7 is a major concern of these officers and a growing number of scientists, engineers and architects. The building was 610 feet tall, 47 stories, and would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11. In the 6 years since 9/11, the Federal government has failed to provide any explanation for the collapse. In addition to the failure to provide an explanation, absolutely no mention of Building 7’s collapse appears in the 9/11 Commission’s “full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks.”

Lt. Col. Shelton Lankford Lt. Col. Shelton Lankford, U.S. Marine Corps (ret), an attack pilot with over 300 combat missions, wrote in 2007 to the Michigan Daily, “Our government has been hijacked by means of a ‘new Pearl Harbor’ and a lot of otherwise good and decent people who are gullible enough to think that the first three steel-framed buildings in history fall down because they have some fires that the fire fighter on the scene said could be knocked down with a couple of hoses and through which people walked before they were photographed looking out the holes where the plane hit. One of these, Building 7, was never hit by a plane and even NIST is ashamed to advance a reason for its collapse. And, miracle of miracles, these three buildings just happened to be leased and insured by the same guy who is on tape saying they decided to ‘PULL’ the last one to fall.”

During his 20 year military career, Col. Lankford's decorations include the Distinguished Flying Cross, and 32 awards of the Air Medal.

In a statement to this author, Col. Lankford wrote, “September 11, 2001 seems destined to be the watershed event of our lives and the greatest test for our democracy in our lifetimes. The evidence of government complicity in the lead-up to the events, the failure to respond during the event, and the astounding lack of any meaningful investigation afterwards, as well as the ignoring of evidence turned up by others that renders the official explanation impossible, may signal the end of the American experiment. It has been used to justify all manners of measures to legalize repression at home and as a pretext for behaving as an aggressive empire abroad. Until we demand an independent, honest, and thorough investigation and accountability for those whose action and inaction led to those events and the cover-up, our republic and our Constitution remain in the gravest danger.”

Lt. Col. Jeff Latas Another harsh critic of the official account of 9/11 is Lt. Col. Jeff Latas, U.S. Air Force (ret). A former combat fighter pilot, Col. Latas is currently a commercial airline pilot.

Col. Latas is a member of Pilots for 9/11 Truth. In 2007 he was interviewed by the group's founder, commercial airline pilot, Rob Balsamo, regarding the group's documentary video, Pandora's Black Box, Chapter 2, Flight of American 77, which focuses on the 9/11 Commission's account of the impact of Flight 77 at the Pentagon and discrepancies with the data from the Flight Data Recorder alleged by the NTSB to be from Flight 77.

In the interview, Col. Latas said, “After I did my own analysis of it, it's obvious that there's discrepancies between the two stories; between the 9/11 Commission and the flight data recorder information. And I think that's where we really need to focus a lot of our attention to get the help that we need in order to put pressure on government agencies to actually do a real investigation of 9/11. And not just from a security standpoint, but from even an aviation standpoint, like any accident investigation would actually help the aviators out by finding reasons for things happening.”

A highly decorated fighter pilot, Col. Latas was awarded the Distinguish Flying Cross for Heroism, four Air Medals, four Meritorious Service Medals, and nine Aerial

Achievement Medals. His combat experience includes Desert Storm and four tours of duty in Northern and Southern Watch. During his 20-year Air Force career, he also served as Pentagon Weapons Requirement Officer, as a member of the Pentagon's Quadrennial Defense Review, and as President, U.S. Air Force Accident Investigation Board.

Col. Latas concluded, “And I think that we Americans need to demand further investigation just to clarify the discrepancies that you've [Pilots for 9/11 Truth] found. And I think that we need to be getting on the phone with our Congressmen and women and letting them know that we don't accept the excuses that we're hearing now, that we want true investigators to do a true investigation.”

Capt. Eric H. May

Commander Ted Muga

Capt. Eric H. May, U.S. Army (ret), is a former Army Intelligence Officer who also served as an inspector and interpreter for the Intermediate Nuclear Forces Treaty team. He is one of many signers of a petition requesting a reinvestigation of 9/11. In 2005, he wrote: “As a former Army officer, my tendency immediately after 9/11 was to rally 'round the colors and defend the country against what I then thought was an insidious, malicious all-Arab entity called Al-Qaida. In fact, in April of 2002, I attempted to reactivate my then-retired commission to return to serve my country in its time of peril. ...

Now I view the 9/11 event as Professor David Griffin, author of *The New Pearl Harbor*, views it: as a matter that implies either

A) passive participation by the Bush White House through a deliberate stand-down of proper defense procedures that (if followed) would have led US air assets to a quick identification and confrontation of the passenger aircraft that impacted WTC 1 and WTC 2, or worse ...

B) active execution of a plot by rogue elements of government, starting with the White House itself, in creating a spectacle of destruction that would lead the United States into an invasion of the Middle East ...”

Commander Ted Muga, U.S. Navy (ret), is a Navy aviator, who, after retirement, had a second career as a commercial airline pilot for Pan-Am.

In a 2007 interview on the Alex Jones Show, Commander Muga stated, “The maneuver

at the Pentagon was just a tight spiral coming down out of 7,000 feet. And a commercial aircraft, while they can in fact structurally somewhat handle that maneuver, they are very, very, very difficult. And it would take considerable training. In other words, commercial aircraft are designed for a particular purpose and that is for comfort and for passengers and it's not for military maneuvers. And while they are structurally capable of doing them, it takes some very, very talented pilots to do that. ... I just can't imagine an amateur even being able to come close to performing a maneuver of that nature.

“And as far as hijacking the airplanes, once again getting back to the nature of pilots and airplanes, there is no way that a pilot would give up an airplane to hijackers. ... I mean, hell, a guy doesn't give up a TV remote control much less a complicated 757. And so to think that pilots would allow a plane to be taken over by a couple of 5 foot 7, 150 pound guys with a one-inch blade boxcutter is ridiculous.

“And also in all four planes, if you remember, none of the planes ever switched on their transponder to the hijack code. There's a very, very simple code that you put in if you suspect that your plane is being hijacked. It takes literally just a split-second for you to put your hand down on the center console and flip it over. And not one of the four planes ever transponded a hijack code, which is most, most unusual. ...

“Commercial airplanes are very, very complex pieces of machines. And they're designed for two pilots up there, not just two amateur pilots, but two qualified commercial pilots up there. And to think that you're going to get an amateur up into the cockpit and fly, much less navigate, it to a designated target, the probability is so low, that it's bordering on impossible.”

Col. George Nelson

“In all my years of direct and indirect participation, I never witnessed nor even heard of an aircraft loss, where the wreckage was accessible, that prevented investigators from finding enough hard evidence to positively identify the make, model, and specific registration number of the aircraft -- and in most cases the precise cause of the accident,” wrote Col. George Nelson, MBA, U.S. Air Force (ret), a former U.S. Air Force aircraft accident investigator and airplane parts authority.

“The government alleges that four wide-body airliners crashed on the morning of September 11 2001, resulting in the deaths of more than 3,000 human beings, yet not one piece of hard aircraft evidence has been produced in an attempt to positively identify any of the four aircraft. On the contrary, it seems only that all potential evidence was deliberately kept hidden from public view,” continued Col. Nelson, a graduate of the U.S. Air Force War College and a 34-year Air Force veteran.

“With all the evidence readily available at the Pentagon crash site, any unbiased rational investigator could only conclude that a Boeing 757 did not fly into the Pentagon as alleged. Similarly, with all the evidence available at the Pennsylvania crash site, it was most doubtful that a passenger airliner caused the obvious hole in the ground and certainly not the Boeing 757 as alleged. ...

“As painful and heartbreaking as was the loss of innocent lives and the lingering health problems of thousands more, a most troublesome and nightmarish probability remains that so many Americans appear to be involved in the most heinous conspiracy in our country's history.”

Maj. John M. Newman, PhD

Capt. Omar Pradhan

Col. Ronald D. Ray Maj. John M. Newman, PhD, U.S. Army (ret), is the former Executive Assistant to the Director of the National Security Agency. In testimony before a 2005 Congressional briefing, he said, “It falls to me this morning to bring to your attention the story of Saeed Sheikh, whose full name is Ahmed Omar Saeed Sheikh, and his astonishing rise to power in Al Qaeda, his crucial role in 9/11, which is completely, utterly, missing from the 9/11 Commission report...”

“The 9/11 Commission which studied US intelligence and law enforcement community performance in great detail, (maybe not so much great detail, but they did), neglected to cover the community’s performance during the weeks following the attacks to determine who was responsible for them, not a word about that in the Report.

“The Report does discuss the immediate US responses but the immediate investigation is never addressed, and anyone who has closely studied the post-9/11 investigation knows that the first breakthrough came two weeks into the investigation when the money transfers from the United Arab Emirates to the hijackers were uncovered.

“Furthermore, if you have studied that investigation, you know there is no disputing that while investigators may have struggled with the identity of the paymaster, they were clear about one thing, he was Al Qaeda’s finance chief. For this reason alone you have to ask why the 9/11 Commission Report never mentions the finance chief’s role as the 9/11 paymaster.”

Capt. Omar Pradhan, U.S. Air Force, is a former AWACS command pilot and Flight Instructor at the U.S. Air Force Academy. In a 2007 statement to this author, Capt.

Pradhan wrote, “As a proud American, as a distinguished USAF E-3 AWACS Aircraft Commander (with 350+ hours of combat time logged over Afghanistan and Iraq), and as a former U.S. Air Force Academy Flight Instructor, I warmly endorse the professional inquiry and pursuit of comprehensive truth sought by the Pilots for 911 Truth organization and the PatriotsQuestion911 website.”

Another senior officer questioning the official account of 9/11 is Col. Ronald D. Ray, U.S. Marine Corps (ret), Deputy Assistant Secretary of Defense under President Ronald Reagan. A highly decorated Vietnam veteran (two Silver Stars, a Bronze Star and a Purple Heart), he was appointed by President George H. W. Bush to serve on the American Battle Monuments Commission (1990 – 1994), and the 1992 Presidential Commission on the Assignment of Women in the Armed Forces. He was Military Historian and Deputy Director of Field Operations for the U.S. Marine Corps Historical Center, Washington, D.C. (1990 – 1994).

In an interview on Alex Jones’ radio show on June 30, 2006, Col. Ray described the official account of 9/11 as “the dog that doesn’t hunt”, meaning it doesn’t stand up to scrutiny. In response to Alex Jones’ question, “Is it safe to say or is the statement accurate that you smell something rotten in the state of Denmark when it comes to 9/11?” Col. Ray replied, “I’m astounded that the conspiracy theory advanced by the administration could in fact be true and the evidence does not seem to suggest that that’s accurate. That’s true.”

“After 4+ years of research since retirement in 2002, I am 100% convinced that the attacks of September 11, 2001 were planned, organized, and committed by treasonous perpetrators that have infiltrated the highest levels of our government. It is now time to take our country back,” wrote Lt. Col. Guy S. Razer, MS, U.S. Air Force (ret), in a statement to this author.

A retired fighter pilot, Col. Razer served as an instructor at the U.S. Air Force Fighter Weapons School and NATO’s Tactical Leadership Program and flew combat missions over Iraq. He continued, “The ‘collapse’ of WTC Building 7 shows beyond any doubt that the demolitions were pre-planned. There is simply no way to demolish a 47-story building (on fire) over a coffee break. It is also impossible to report the building’s collapse before it happened, as BBC News did, unless it was pre-planned. Further damning evidence is Larry Silverstein’s video taped confession in which he states ‘they made that decision to pull [WTC 7] and we watched the building collapse.’

“We cannot let the pursuit of justice fail. Those of us in the military took an oath to ‘support and defend the Constitution of the United States against all enemies, foreign and domestic’. Just because we have retired does not make that oath invalid, so it is not just our responsibility, it is our duty to expose the real perpetrators of 9/11 and bring them to justice, no matter how hard it is, how long it takes, or how much we have to suffer to do it,” he concluded.

Maj. Scott Ritter

Maj. Douglas Rokke, PhD

Lt. Col. Anthony Shaffer

Maj. Scott Ritter, U.S. Marine Corps, is a former Marine Corps Intelligence Officer who also served as Chief Weapons Inspector for the United Nations Special Commission in Iraq 1991 - 1998. In 2005, he said: "I, like the others, are frustrated by the 9/11 Commission Report, by the lack of transparency on the part of the United States government, both in terms of the executive branch and the legislative branch when it comes to putting out on the table all facts known to the 9/11 case."

Maj. Douglas Rokke, PhD, U.S. Army (ret), former Director of the U.S. Army Depleted Uranium Project and 30-year veteran, had this to say about the explosion at the Pentagon on 9/11, "When you look at the whole thing, especially the crash site void of airplane parts, the size of the hole left in the building and the fact the projectile's impact penetrated numerous concrete walls, it looks like the work of a missile. And when you look at the damage, it was obviously a missile."

The 9/11 Commission Report asserts that only three of the alleged hijackers were known to U.S. intelligence agencies prior to 9/11: Nawaf al-Hazmi, Salem al-Hazmi, and Khalid al-Mihdar. There is no mention in the Report that the names and photographs of alleged hijacker Marwan al-Shehhi and alleged ring-leader Mohamed Atta had been identified by the Department of Defense anti-terrorist program known as Able Danger more than a year prior to 9/11 and that they were known to be affiliates of al-Qaida. Able Danger also identified Nawaf al-Hazmi and Khalid al-Mihdar.

In testimony before the House Armed Services Committee in 2006, Lt. Col. Anthony Shaffer, U.S. Army Reserve, former Chief of the Army's Controlled HUMINT (Human Intelligence) Program, overseeing Army Intelligence and Security Command's global controlled HUMINT efforts, stated: "[B]asic law enforcement investigative techniques, with 21st Century data mining and analytical tools ... resulted in the establishment of a new form of intelligence collection – and the identification of Mohammed Atta and several other of the 9-11 terrorists as having links to Al Qaeda leadership a full year in advance of the attacks. ...

"After contact by two separate members of the ABLE DANGER team, ... the 9-11 [Commission] staff refused to perform any in-depth review or investigation of the issues that were identified to them. ... It was their job to do a thorough investigation of these claims – to not simply dismiss them based on what many now believe was a 'preconceived' conclusion to the 9-11 story they wished to tell. ... I consider this a failure

of the 9-11 staff – a failure that the 9-11 Commissioners themselves were victimized by – and continue to have perpetrated on them by the staff as is evidenced by their recent, groundless conclusion that ABLE DANGER’s findings were ‘urban legend’.”

A 23-year military intelligence veteran, Col. Shaffer was recently awarded the Bronze Star for bravery in Afghanistan. In a 2005 interview on Fox News, Col Shaffer asked, “Why did this operation, which was created in '99 to target Al Qaeda globally, offensively, why was that turned off in the Spring of 2001, four months before we were attacked? I can't answer that, either. I can tell you I was ordered out of the operation directly by a two-star general.”

Supporting Col. Shaffer’s statement, Capt. Scott J. Phillipott, U.S. Navy, currently Commanding Officer of the guided-missile cruiser USS Leyte Gulf and former head of the Able Danger data mining program, stated in 2005: “I will not discuss this outside of my chain of command. I have briefed the Department of the Army, the Special Operations Command and the office of (Undersecretary of Defense for Intelligence) Dr. Cambone as well as the 9/11 Commission. My story has remained consistent. Atta was identified by Able Danger in January/February 2000.” Capt. Phillipott is a U.S. Naval Academy graduate, who during his 23 years of Navy service has been awarded the Legion of Merit, Defense Meritorious Service Medal, three Meritorious Service Medals, the Joint Service Commendation Medal, two Navy Commendation Medals, and the Navy Achievement Medal.

Joel Skousen

Gen. Albert Stubblebine Former U.S. Marine Corps fighter pilot Joel M. Skousen also questions the official account of 9/11. After his military service, Mr. Skousen served as Chairman of the Conservative National Committee in Washington DC and Executive Editor of Conservative Digest.

“In the March 2005 issue, PM [Popular Mechanics] magazine singled out 16 issues or claims of the 9/11 skeptics that point to government collusion and systematically attempted to debunk each one. Of the 16, most missed the mark and almost half were straw men arguments - either ridiculous arguments that few conspiracists believed or restatements of the arguments that were highly distorted so as to make them look weaker than they really were. ...

“I am one of those who claim there are factual arguments pointing to conspiracy, and that

truth is not served by taking cheap shots at those who see gaping flaws in the government story ... There is significant evidence that the aircraft impacts did not cause the collapse [of the Twin Towers] ...

The issues of the penetration hole [at the Pentagon] and the lack of large pieces of debris simply do not jive with the official story, but they are explainable if you include the parking lot video evidence that shows a huge white explosion at impact. This cannot happen with an aircraft laden only with fuel. It can only happen in the presence of high explosives.”

Major General Albert Stubblebine, U.S. Army (ret), former Commanding General of U.S. Army Intelligence and Security Command (INSCOM), is a strong critic of the official account of 9/11. In a 2006 video documentary he said, “One of my experiences in the Army was being in charge of the Army’s Imagery Interpretation for Scientific and Technical Intelligence during the Cold War. I measured pieces of Soviet equipment from photographs. It was my job. I look at the hole in the Pentagon and I look at the size of an airplane that was supposed to have hit the Pentagon. And I said, ‘The plane does not fit in that hole’. So what did hit the Pentagon? What hit it? Where is it? What’s going on?”

During his 32-year Army career, Gen. Stubblebine also commanded the U.S. Army’s Electronic Research and Development Command and the U.S. Army’s Intelligence School and Center. Gen. Stubblebine is one of the inductees into the Military Intelligence Hall of Fame.

“There is a well-organized cover-up of the events of 11 Sep 2001. The 9/11 Commission was a white-washed farce. There is evidence that US Government officials had advance knowledge of and are probably implicated in the events of 9/11,” wrote retired military physician, Col. James R. Uhl, MD, U.S. Army (ret), in a statement to this author.

“A huge body of physical evidence has been ignored, suppressed, and ridiculed by the media and by our Government. Why did WTC 7 collapse? It was never hit by an airplane and was apparently brought down by explosives. How could Al-Qaida terrorists have had access and time to plant bombs in a top secret installation? Why did the 9/11 Commission fail to seek the reason for the WTC 7 collapse?” continued Col. Uhl, a 38-year Army veteran, who served in several theaters of operations, from Viet Nam through Iraq.

Capt. Russ Wittenberg Capt. Russ Wittenberg, U.S. Air Force, is a former U.S. Air Force fighter pilot with over 100 combat missions and a retired commercial pilot, who flew for Pan Am and United Airlines for 35 years.

According to Capt. Wittenberg, “The government story they handed us about 9/11 is total B.S., plain and simple.

In the 2007 documentary video, 9/11 Ripple Effect, he said “I flew the two actual aircraft which were involved in 9/11; the Flight number 175 and Flight 93, the 757 that allegedly

went down in Shanksville and Flight 175 is the aircraft that's alleged to have hit the South Tower.

“I don't believe it's possible for, like I said, for a terrorist, a so-called terrorist, to train on a [Cessna] 172, then jump in a cockpit of a 757-767 class cockpit, and vertical navigate the aircraft, lateral navigate the aircraft, and fly the airplane at speeds exceeding its design limit speed by well over 100 knots, make high-speed high-banked turns, exceeding -- pulling probably 5, 6, 7 G's. And the aircraft would literally fall out of the sky. I couldn't do it and I'm absolutely positive they couldn't do it.” Regarding Flight 77, which allegedly hit the Pentagon, Capt. Wittenberg said, “The airplane could not have flown at those speeds which they said it did without going into what they call a high speed stall. The airplane won't go that fast if you start pulling those high G maneuvers at those bank angles. ... To expect this alleged airplane to run these maneuvers with a total amateur at the controls is simply ludicrous ... It's roughly a 100 ton airplane. And an airplane that weighs 100 tons all assembled is still going to have 100 tons of disassembled trash and parts after it hits a building. There was no wreckage from a 757 at the Pentagon. ... The vehicle that hit the Pentagon was not Flight 77. We think, as you may have heard before, it was a cruise missile.”

Col. Ann Wright

Capt. Gregory Zeigler Another senior officer questioning the official account of 9/11 is Col. Ann Wright, U.S. Army (ret), who said in a 2007 interview with Richard Greene on the Air America Radio Network, “It's incredible some of these things that still are unanswered. The 9/11 Report -- that was totally inadequate. I mean the questions that anybody has after reading that.”

Col. Wright is one of three U.S. State Department officials to publicly resign in direct protest of the invasion of Iraq in March, 2003. She served for 13 years on active duty and 16 additional years on reserve duty in the U.S. Army. She joined the Foreign Service in 1987 and served for 16 years as a U.S. Diplomat. She served as Deputy Chief of Mission of U.S. Embassies in Sierra Leone, Micronesia and Afghanistan and she helped reopen the U.S. Embassy in Kabul in December, 2001.

She continued in her interview: “How could our national intelligence and defense operations be so inept that they could not communicate; that they could not scramble jets;

that they could not take defensive action? And I totally agree. I always thought the Pentagon had all sorts of air defense sort of equipment around it; that they could take out anything that was coming at it. And for a plane to be able to just fly low right over Washington and slam into that thing is just -- I mean, you still just shake your head. How in the world could that happen?"

Capt. Gregory M. Zeigler, PhD, is a former U.S. Army Intelligence Officer. In a 2006 statement to this author, Capt. Zeigler wrote, "I knew from September 18, 2001, that the official story about 9/11 was false. That was when I realized that the perpetrators had made a colossal blunder in collapsing the South Tower first, rather than the North Tower, which had been hit more directly and earlier.

"Other anomalies poured in rapidly: the hijackers' names appearing in none of the published flight passenger lists, BBC reports of stolen identities of the alleged hijackers or the alleged hijackers being found alive, the obvious demolitions of WTC 1 and 2 and WTC 7, the lack of identifiable Boeing 757 wreckage at the Pentagon, the impossibility of ordinary cell phone (as opposed to Airfone) calls being made consistently from passenger aircraft at cruising altitude, etc., etc., etc."

Shortly after the release of the 9/11 Commission Report, a group of over 100 prominent Americans signed a petition urging Congress to immediately reinvestigate 9/11. In addition to two former senior CIA officials and several U.S. State Department veterans, the signers included Lt. Col. Robert Bowman and Capt. Eric H. May, both mentioned above.

The petition stated, in part, "We want truthful answers to questions such as:

1. Why were standard operating procedures for dealing with hijacked airliners not followed that day?
2. Why were the extensive missile batteries and air defenses reportedly deployed around the Pentagon not activated during the attack?
3. Why did the Secret Service allow Bush to complete his elementary school visit, apparently unconcerned about his safety or that of the schoolchildren?
4. Why hasn't a single person been fired, penalized, or reprimanded for the gross incompetence we witnessed that day?
5. Why haven't authorities in the U.S. and abroad published the results of multiple investigations into trading that strongly suggested foreknowledge of specific details of the 9/11 attacks, resulting in tens of millions of dollars of traceable gains?"

These questions and many others still remain unanswered three years after the petition was submitted and six years after the terrible events of 9/11. As the statements of these twenty-five former U.S. military officers demonstrate, the need for a new thorough, and

independent investigation of 9/11 is not a matter of partisan politics, nor the demand of irresponsible, deranged, or disloyal Americans. It is instead a matter of the utmost importance for America's security and the future of the entire world.